



NEWS OF NORTHWEST CONTROL-LINE MODEL AVIATION

1073 Windemere Dr. NW, Salem, OR 97304

Editor: Mike Hazel

DECEMBER 1998 / ISSUE #152

In this abbreviated end of year issue.....

*** Round & Round, by John Thompson**
*** "B" Team Race event**

Last minute 1998 greetings to all of you! Yes, this is a small issue. Not a lot of news pressing at the moment, and ye old editor did not feel the urge to be making stuff up, although that's always tempting.

Our first issue in 1999 will be a big one, however. We have the 1998 competition final standings to do. And in next issue or immediately following will be our big rules edition. We also have some features that have been on the back burner for awhile, such as the NW Record Review. So look forward to lots of goodies next time.

NORTHWEST REGIONALS NEWS

The NW Regionals Management Committee met recently for the first planning session. Out of this meeting came a few important details and changes. Regardless of how smooth the contest goes each year, there is almost always some fine tuning and tweaking that happens for the following year.

There are some event additions for 1999: The floatplane activity for the last two years has been on an experimental basis, and now receives official status. "Schneider Cup", and "Open Seaplane" now become official events. And of course any Scale plane equipped with floats will fly in the Scale category.

The Vintage Diesel Combat event continues as an official event. Interest and activity in the Northwest continues to grow in this class.

There will be a "resurrection" event, that being class B Team Race, scheduled for Friday at 5 PM. (event details elsewhere in this issue).

And due to popular demand, the speed flying goes back to a three day schedule.

One feature all contestants can look forward to is the new asphalt surface at the site. The new surface is reported to be very smooth, and the field has also

been leveled as well. The aircraft tie-downs which have been a source of grief for both the officials and contestants are no longer a factor. Along with the new asphalt came new flush construction tie-downs, which will be easily covered for our operations.

The circles will also be relocated somewhat, and both the stunt and speed troops should be pleased with the changes. The scale flying will continue at the fairgrounds site, as that has worked out nicely. It has been remarked that the scale flying is like it's own little contest.

There are also some other minor details to report, but those can wait for awhile. Meanwhile be watching these Flying Lines pages for the latest Regionals news. A contest flyer will be available soon. Dates are May 28 - 30.

Hey, speaking of the Regionals, did you see that great article on floatplane flying by Fred Cronenwett in the recent issue of Model Aviation? Some great publicity for our meet, and plenty of technical details for doing a floatplane was included as well. Good job, Fred!

After a long absence, we recently received a copy of "Airwaves", the newsletter of the Pacific Aeromodelers club in Vancouver, B.C. Chris and Joan Cox are picking up the duties for now, after Karl Brown had to drop the job.

A reminder here to vote on the enclosed NW Goodyear rules ballot. See Round & Round column for details why we are doing this again.

And a very last minute reminder..... The first contest of the year will be in Salem, Oregon on January 3rd, and features racing and fun fly activity. See last month's issue for details. All for now, see ya later!

———— mike hazel ————

phone (503) 364-8593; e-mail: ZZ CLspeed@aol.com

This is the last issue for the following subscribers..... ya'll need to send in your renewal money so your next action-packed issue is not delayed!

GLENN BIRCH, KEN BURGAR, JEFF BYERS, RICHARD COLE, BRUCE DUNCAN, SCOTT GILES, JOHN HALL, MEL LYNE, MEL MARCUM, BOB PARKER, DAVE ROYER, DAN RUTHERFORD, TRUMP'S HOBBIES

FLYING LINES is produced by a staff of volunteers interested in keeping lines of communications open between Northwest region control line modelers. **FLYING LINES** is independent of any organization, and is made possible by the financial support of its base of subscribers.

The **FLYING LINES** staff: John Thompson, Orin Humphries, Jim Cameron, Fred Cronenwett, Paul Gibeault, Ken Burdick, Chris Cox, Todd Ryan, and Mike Hazel - editor / publisher. Contributions for publication are welcomed. Any material submitted to the editor which is not for publication should be indicated as such. Duplication of contests is permissible, provided source is acknowledged.

FLYING LINES is published nine times per year. Subscription rate is \$13.00 for USA, and \$15.00 for Canada (U.S. funds). Subscription expiration is noted on the mailing label - check the issue number listed after name.



The Flying Flea Market

Classified advertisements — FREE for FL subscribers

FOR SALE: FOX "ROCKET" COMBAT SPECIAL, USED BUT IN GREAT SHAPE, WITH BOX \$60.00 O.B.O. CHRIS STRASBOURG, (425) 823-8644, OR E-MAIL: CATBOATR@AOL.COM

FOR SALE: FOX .15 SCHNURLE PISTON/LINER ASSEMBLYS, RUSSIAN MADE, GLEN DYE FITTED; BETTER HOT STARTING, LESS VIBRATION AND MORE POWER 1) ABC ASSEMBLY W/ROSSI WRIST PIN US\$40 2) ABC ASSEMBLY WITH ROSSI WRIST PIN FITTED TO A NEW FOX ROD US\$50; 3) FULLY MODIFIED FOX .15 CLOWN RACING SPECIAL (YOU SUPPLY NEW ENGINE) US\$100. FOR MORE INFO AND DETAILS, CALL PAUL GIBEAULT (604) 525-1020 BEFORE NOON, OR WRITE: 54-5380 SMITH DRIVE, RICHMOND, BC CANADA V6V 2K8

WANTED: OLD A.M.A. RULE BOOKS. LOOKING FOR COPIES IN THE 50'S, 60'S, AND MOST OF THE 70'S. LET ME KNOW WHAT YOU'VE GOT FOR ME. MIKE HAZEL, 1073 WINDEMERE DRIVE NW, SALEM, OREGON 97304

HOBBY SHOP: VISIT OR CALL JOHN HALL'S SUMMIT HOBBIES FOR YOUR CONTROL LINE NEEDS. 10917 50TH AVENUE, TACOMA, WASHINGTON (253) 536-1338

FOR SALE: McCOY 40 RC WITH EXHAUST BAFFLE. A LITTLE DOWN ON COMPRESSION, BUT STARTS INSTANTLY WITH STARTER, RUNS NICELY. ASKING \$15. JOHN CLEMANS, 2407 COAL CREEK RD., LONGVIEW, WASH. 98632 (360) 636-4289

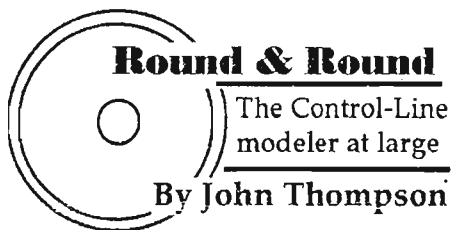
MEMBERSHIP: THERE SIMPLY IS NO BETTER BUY IN MODELING THAN A 1999 MEMBERSHIP IN PAMPA. WHAT USED TO BE A NEWSLETTER IS NOW ACTUALLY A MAGAZINE, AT THIS WRITING THE MOST RECENT BEING BOOK-BOUND, 132 PAGES AND WITH 18 FULL COLOR PICTURES. SEND \$20 TO: PAMPA, C/O SHAREEN FANCHER, 158 FLYING CLOUD ISLE, FOSTER CITY, CA 94404. (\$25 FOR CANADA) NEED MORE INFORMATION? CALL DAN RUTHERFORD, DISTRICT 11 DICTATOR, (425) 481-5760

WANTED: K&B 4.9 ENGINES AND PARTS, CONTACT: CRAIG BARTLETT AT (541) 745-2025

FLYING LINES SUBSCRIBERS: THIS SPACE IS FOR YOU! SEND IN YOUR AD FOR SELL/SWAP OR FOR NEEDS. PLEASE INDICATE HOW MANY ISSUES AD SHOULD RUN. CHANGE YOUR AD AT ANY TIME

FOR SALE: FASCAL=CLEAR AIRPLANE COVERING MATERIAL FOR EITHER FOAM OR OPEN FRAMES. IT HAS STICKY ADHESIVE, SO IT'S GOOD FOR ON-FIELD REPAIRS. WORKS WITH HIGH OR LOW HEAT, AND CAN BE PAINTED. A MUST FOR COMBAT FLIERS. JOHN THOMPSON, 2456 QUINCE STREET, EUGENE, OREGON 97404 E-MAIL: Jchn4051@aol.com

WANTED: ENGINE HEAD FOR HB .40 PDP (MADE IN GERMANY) 6 BOLT PATTERN-BAFFLE PISTON TYPE HEAD. CONTACT: MIKE MacCARTHY, PO BOX 788, GLEN ELLEN, CA 95442 PHONE: (707) 996-9528 FAX: (707) 996-0612



Modeling thought for the month:

"There is no job so simple that it cannot be done wrong."

— Perrussel's Law

One more time on NWG rules!

Expletive deleted! Last month's Northwest Goodyear Rules update ballot was incomplete.

Yes, your RR columnist and rules coordinator, who has a habit of going too fast everywhere but in the racing circle, zoomed right by one of the engine proposals in preparing the ballot for last month's edition of *Flying Lines*.

Therefore, we're adding one more engine to the list this month, and giving readers an extra couple of weeks to vote on the engine list ballot published last month. Now you have until Jan. 15 to get your votes in.

For review: We've been talking about revising the Northwest Goodyear rules for more than a year. The voting we're doing now will set the rules for 1999.

Rules for Northwest Goodyear are identical to AMA Scale Racing except that the power plant is limited to specific engines, and .015 stranded wires are allowed. The purpose of the rule is to keep the cost of the event within reason. When drawn up in 1993, the list included most engines available at that time, except for the high-dollar Rossi and Nelson engines.

During 1998, racers have been submitting various suggestions for additions to the list. All the suggestions have been within the spirit of providing a variety of possible viable racing engines while limiting the cost to \$100 or less per engine.

Last issue's ballot included the engines proposed for addition to the list for 1999, each to be voted on separately. Those receiving a majority of "yes" votes will be legal for NWG in 1999. This month's ballot adds one engine that was left off last month's list.

The engine left off the list is actually only part of an engine, and thus requires explanation:

The proposal is to allow ABC piston/liner sets for the Fox .15 ball bearing engine.

The Fox .15 ball bearing engine already is legal, but rules require all parts to come from the original manufacturer. This proposal would allow after-market piston/liner sets to be used *in that engine only: the Fox .15 ball bearing.*

The parts are available at this time and distributed by Paul Gibeault, a resident of our region.

Express your opinion on this proposal by voting "yes" or "no" on the ballot below. Also, if you have not already done so, get the ballot from last edition of *FL* and send it in as well.

I also urge everyone to vote, so that all voices are heard. Now is the time to have your say, not after the rules are printed and in effect.

Engines currently permitted:

- Fox: Any version
- K&B: Any version
- Cox: Any version
- Conquest: Any version
- O.S.: Any version
- SuperTigre: Front intake versions
- Enya: Any version

NW GOODYEAR ENGINE LIST BALLOT ADDITION

"Yes" means you want this engine added to the rules; "No" means you oppose the addition.

ENGINE	YES	NO
Fox .15bbABC (after-market p/l)	---	---

Name _____ AMA/MAAC number _____
Address _____

This is a supplement to the engine list ballot published in *Flying Lines* Issue No. 151.

Voting is not restricted to *Flying Lines* subscribers. Feel free to copy and distribute the ballot to other racers. All ballots must be signed, and all voters must be AMA or MAAC members and live in AMA District XI or British Columbia.

Revised deadline for ballots is Jan. 15, 1999. Mail ballots to Northwest Rules Coordinator John Thompson at 2456 Quince St., Eugene, OR 97404. The updated rules will be published early in 1999.

Send comments, questions, and topics for discussion to John Thompson, 2456 Quince St., Eugene, OR 97404. E-mail John4051@aol.com. World Wide Web: <http://members.aol.com/JohnT4051/NorthwestCL.html>

"B" TEAM RACE

One of the latest events on the control line "nostalgia" wave is that of Class B Team Racing. A group in Southern California formulated the concept not long ago, and there seems to be a bit of interest in it. It has a lot of basic fun elements to it..... easy to fly planes, not too fast, realistic airplanes, and of course..... a nostalgic look back at how control line racing looked a few decades ago. The original event dates back to the late 40's. The current rules that are being used about the country have of course been updated just slightly, but still maintain the same old flavor.

This event will be flown at the 1999 Northwest Regionals in Roseburg on Friday's schedule. Tom Knoppi has been putting a push on this event for the NW, and will be heading up the activity at the Regionals. Word is that there will be a nice cash prize for the top entry to help boost interest. There is also a small addendum in the rules, that are not reflected in the following pages..... According to Tom, there will be a 100 mph speed limit on the planes. This will help keep the event manageable, although it is expected that most entries will be in the 80 to 90 mph bracket anyway.

Keep tuned here for more information. In the next issue or two, we will try to get in some three-views and photos so you can see how great these old racers look. Meanwhile, be thinking about putting together an entry. Oh, a hot tip on engines..... The O.S. 25 FP-S looks like it will be one of the popular choices.

CLASSIC "B" TEAM RACE REGULATIONS *Formulated by the* *SOUTHERN CALIFORNIA ASSOCIATION of RACERS*

PREFACE

There are going to be those who just can't leave a good thing alone. They will be the ones who say things, such as, "Why did they do (something) that way?", or, "That doesn't make any sense. They should have done it this way." or, "If they're going to do....". "If they won't allow...". Etc., "...then I don't want anything to do with it." If you are one of those, there's no reason for you to continue reading. Hopefully, you're of the attitude, "Hey! A lot of work has gone into this. Let's give it a try and see how it goes."

A lot of work has gone into resurrecting the "old" AMA Control Line Team Racing Regulations to make them more livable for today's needs and attitudes. Since mid 1994, Jed Kusik and Dave Braun (fellow Southern California modelers) and I have discussed this project with the local racing group and with fellow racers from across the United States. We've talked to many of the guys who actually flew the event from 1949 to about 1965; a couple are considered the originators of the event in Southern California.

Nostalgia is the main reason for dredging up a by-gone event such as this; not the need to have another "all out, do anything to win" racing event. To many of us AMA Team Racing is a remnant of "the good old days", a good feeling, one we'd like to enjoy again. For this reason most of the rules decisions have been made to carefully preserve that feeling. Those of you who want to change the designs of yesteryear and make them something they were not, PLEASE, go fly current AMA events and leave us alone.

The results of all the research and discussions are based upon the 1965 AMA rule book, section 15, starting on page 20. The intent is to make Classic "B" Team Racing a fun event that an "average" pilot can fly and one that hi-tech methods are not required to be competitive. It is intended to keep the air speeds below 100MPH. If air speeds get much over that, specific restrictions MUST be implemented.

Due to the fact that the old racing engines are not readily available, are expensive and those who have or can get them don't always want to use them in competition, a modern engine group has been included with the old engines as allowable power.

In discussing the event with the "old timers", the first thing suggested (strongly) was to get rid of the "stooge" start. We have taken their advice. The race starting method used is the FAI Team Racing "LeMans" style start. For safety reasons we encourage the use of "hot gloves" over the plug-in battery connections used "way back then".

The rules as originally stated in the 1965 rule book will be presented in the same type as you are now reading. Changes to the original rules for the Classic "B" Team Race rules are presented in *italics*. Recent changes from the 1995-1996 rules to formulate the current 1998-1999 rules are preceded by an (*).

A copy of the legal model list is available for \$3.50. Some full size plans are available at \$7 per plan. So, put together a model and come out and have fun with Classic "B" team racing.

Kenn Smith

521 Jansen Ave., San Dimas, CA 91773-1617

Ph: 909-592-2100 Fax: 909-592-7873

E-mail: SMPKENN@Aol.Com

1998 - 1999
CLASSIC "B" TEAM RACING REGULATIONS
(1965 Rules Modified - May 1995 & Sept. 1997)

1. **OBJECTIVE:** It is the purpose of team racing to fly semi-scale realistic airplanes in direct competition through a series of heat races leading to a feature race for the most consistent racers of the day. (*) In the spirit of the event only those original model designs that can be documented to have been designed, constructed and actually flown in competition prior to January 1, 1966 are eligible to compete in this event. Models must be constructed as shown on the original designer drawings, as shown in the magazine article drawing or as shown on kit plans. Exceptions to the design eligibility rule above are listed in the following paragraphs.

2. **GENERAL:** All pertinent (the latest) AMA regulations and the regulations for gas model Control Line Speed covering the flyer, the model and flight shall be applicable, except as specified below.

3. **MODEL SPECIFICATIONS:**

(*) NOTE: Models built prior to October 1, 1997 (under the 1995-1996 rules) must be modified to meet the current (1998-1999) rules by April 1, 1998.

a. Engine shall be as listed below. It shall be completely cowled with only glow plug, needle valve stem, cut-off lever, fill-vent tubes, or exhaust permitted to protrude through the cowling. A small access hole for choking is permissible.

Allowable engines:

Any engine (max. .29 cid) manufactured for commercial sales prior to January 1, 1961.

Any "modern" (max. .25 cid) plain bearing engine.

- b. Model shall have a minimum effective wing area of 125 square inches.
 - c. Model shall have a cockpit or cabin containing a dummy pilot's head with both being in proportion to the model. The minimum distance from the top of the pilot's head to bottom of the fuselage shall be 3-3/4" and the minimum fuselage width from shoulders to hips, where the pilot is located, shall be 2".
 - d. Model landing gear shall be of the two wheel, side-by-side type, and may be either fixed or retractable. Wheels must lower for all landings if of the retractable type.
 - e. All fuel shall be contest supplied consisting of 10% Nitromethane, 20% Castor oil and 70% Methanol.
 - f. Fuel tank, including filler line and fuel line from tank to needle valve, shall hold no more than 1 fluid ounce (1.80 cubic inches - 29.50 cubic centimeters). Fuel systems shall be subject to measurement at any time.
 - g. Model shall have a means of engine shut-off, controllable by the pilot in flight.
 - h. Model shall be rigged for counterclockwise flying.
 - i. Model shall be colorfully painted and have a large number on each side of the fuselage for identification. For added realism, the required AMA license numbers should be prefixed by the letter "N". (When a national points system is established, these racing numbers will be obtained from and registered with the governing organization.)
 - j. Team Racers shall not be acceptable if they are pod-and-boom, flush or prone cockpit, asymmetrical, (*) fiberglass or carbon fiber shell, single wheel, or flying wing designs.
4. **MODEL SAFETY REQUIREMENTS:**
- a. All models must pass a general safety inspection.
 - b. Line length, measured from center line of the model to center of control handle, must not be less than 60 feet, nor longer than 60'6". Control handles providing for easy adjustment of line length are permitted providing they are equipped with a positive safety lock. Readjusting line length after official measurement shall disqualify the contestant. Lines must be measured each official flight, but may be stored between flights.

- c. Two line systems are required and each line shall have a minimum diameter of .018", (*) and be braided lines. No internal line hook-ups are allowed.
- d. Model control mechanism from the handle to and including the model shall withstand a 20G pull test.
- 5. **FIELD SAFETY REQUIREMENTS:**
The following changes in field layout and racing safety requirements are based on the FAI Sporting Code for F2c Team Racing. Dimensions, figures and methods stated here must always be in agreement with the current FAI Sporting Code in the future.
 - a. Pilots must stay near the center of a 10 foot radius "center" circle and walk around the center while flying.
 - b. Pilots must move to the edge of the "center" circle to land for refueling or at the finish of a race. Pilots must keep one foot inside the "center" circle during the start of the race and during pit stops.
 - c. During a race, any pilot not flying (unable to continue or having finished), must take a sitting or kneeling position outside the "center" circle and keep out of the way of other pilots. He, or she, may not leave the Racing Zone until the finish of the race.
 - d. Pilots should be crouching, straddling the "center" circle for the start of the race and for take-off after refueling during a race and move back to the center of the circle as quickly as possible when racer becomes airborne.
 - e. The "Pitting" or "Flying" circle shall be a radius of 74 feet from the center of the flying area with eight equally spaced pitting segments. Crew members must keep themselves and their equipment outside the "Pitting" circle during the race.
 - f. Crew members shall not step into the Racing Zone with both feet.
 - g. Crew members shall not use any device to retrieve a model.
- 6. **ENTRY AND QUALIFICATION:**
 - a. The individual team shall consist of one pilot and not more than two crew members.
 - b. While the entrant need not necessarily be the pilot, he, or she, must be a member of the team.
 - c. Only one model may be entered per team member.
 - d. All teams must pass the following requirements before starting of the first race:
 - 1) Model must pass all team racing rules and safety regulations.
 - 2) New pilots, or pilots unknown to the race officials must fly a qualifying flight by making a smooth take-off and fly a 7-lap course with complete control and in a smooth manner.
 - 3) Pilot must successfully demonstrate engine control device to end qualifying flight.
- 7. **RACES:**
 - a. Qualified teams will be given one chance to fly in each of the following heat races, with pit stops in any race if necessary.
 - 1) 1-1/2 Mile Heat Race (21 laps)
 - 2) 2-1/2 Mile Heat Race (35 laps)
 - 3) 5 Mile Heat Race (70 laps)
 - b. A Consolation Race (100 laps) will be flown by the teams standing from 4th to 7th place in Heat Race total points.
 - c. The 10 Mile Feature Race (140 laps) will be flown by the teams standing from 1st to 3rd place in Heat Race total points, plus the winner of the Consolation Race.
- 8. **POINT SYSTEM:**
 - a. Points shall be awarded to the teams winning each heat race as follows:

Race	1 st	2 nd	3 rd	4 th
1-1/2 Mile Heat	19	14	9	4
2-1/2 Mile Heat	28	22	16	10
5 Mile Heat	39	32	25	18

- b. BEAUTY JUDGING. It is recommended that all models be judged for their beauty and workmanship, and that points given each racer be added to the heat race points to determine final Heat Race Point Totals from which Consolation and feature Race participants are selected. Between 10 and 2 points are to be given each entrant. Each plane should receive what it is worth.

Design and Realism: 1 to 5 points

Workmanship and Finish 1 to 5 points

Total Appearance Points: 2 to 10 points

9. RACING RULES AND PROCEDURES

- Each team flying in a given race shall enter the ready pits as the teams in the previous race move into the flying area. All necessary preparations must be made in the ready pits before entering the flying area. Each team in the ready pit should be ready to move into the flying area as soon as the teams in the previous race have cleared the flying area.
- There shall be a two-minute time limit to warm up all engines.
- At the end of the two minute warm-up period a five second countdown will commence, ending with a sharp, clear "GO" signal. At that moment the crew members must be standing upright close to their model and the pilots must be crouching on the border of the "center" circle with the control handle near the ground below the knees.

d. RACING ETIQUETTE

- Pilots must keep their controlling hand and the model on a plane perpendicular to a line joining their shoulders and passing through the center line of their body, pilots must also keep their controlling hand on the vertical line between the middle of the chest and the top of the forehead, except when passing, taking off and landing when an exception of three laps is allowed.
- Models must fly at a normal height of 6 to 10 feet, except for passing, take-off or landing.
- Passing must be done by overflying, and the pilot must warn his fellow competitors of his intention to overtake them.
- The model is not in any case allowed to fly over 18 feet high when passing a competitor.
- The pilot should always find himself on an imaginary line between the center spot of the circle and the model.
- The model is allowed to fly a maximum of two laps without the motor running.
- Landings take place inside the "Pitting" circle.
- Model must touch the ground with its motor stopped before the mechanic is allowed to catch it.
- After the mechanic has caught the model, he must go to the pitting area at (or immediately behind) the point at which the model was stopped. If that pitting area is already occupied, he must go to the next pitting area ahead of his stopping point. A pitting area is occupied if a mechanic is standing at such an area, even if his team's model is still in the air.
- Should the model stop between two pitting areas, the mechanic must go to the nearest free pitting area.
- After the mechanic has caught the model, but only then, the pilot is allowed to put one foot outside the "center" circle.

- During the refueling and the restart of the motor, and until the time when he releases the model, the mechanic must keep the model in contact with the ground by at least one point and with the center line outside the "pitting" circle. During that time the pilot must be crouching (*) straddling the "center" circle. He keeps his handle and his lines near the ground below the knees until the model starts again.

- (*) The model completing the race in the shortest time shall be declared the first place winner with others following in order of race completion times.

- After all models have completed the race, pilots should land and clear the area for the next race.
- Any conduct or flight maneuver by a pilot that endangers, or results in damage to any other participating pilot or his model will constitute a foul and cause immediate disqualification from the race in which it occurs.

- Whipping, backsliding, pivoting and blocking shall be cause for disqualification from the race in which it occurs.

SUPPLEMENT TO 1998-1999 "B" T/R RULES: SOME SPECIFIC "YOU CAN DO" & "YOU CAN NOT DO" ITEMS

(The answers to many of your questions) (IF IT IS NOT STATED BELOW - YOU CAN NOT DO IT!)

- The model MUST be built in the same manner as the original design. If it shows all wood construction, it must be built of all wood (no fiberglass or carbon fiber shells). You can cover the exterior surfaces for added strength, but the wood structure must remain intact.
- The Berkeley "Quest" came with a metal cowl. In such cases, a fiberglass cowl or a built up wood block cowl will be acceptable.
- "VECO" and "FROMM" spinners are not readily available. If you have one, please use it. If not, a "modern" aluminum or plastic spinner is acceptable as long as it doesn't distract from the lines of the model.
- "Banner" and other wheels of the era are not very plentiful. Again, if you have them and your model shows them, please use them. If your model drawings show "fatter" wheels, please use wheels that look like what was used on the original. Some models of the era used racing wheels of the day. Be conscious of the intent. We don't want all the models looking like real airplanes except for a bunch of super skinny, liny racing wheels. If you use racing wheels, they must be of the same diameter, or larger, as the wheels on the drawing. "Perfect" streamlined wheels would be a good choice and are still found at old hobby shops and swap meets.
- Modern hinges and control horns are acceptable. However, you will get more appearance points if you have hinges and exposed control horns of the period.
- Modern covering materials, except unfinished, iron-on plastic coverings, are acceptable as long as they are painted over and undetectable.
- Models must be painted in some racing paint scheme of the era. No clear, wood finishes. Modern graphics were not used in the 50s & 60s. Please, stay in "period" paint schemes.
- Aluminum landing gear may NOT be substituted for a wire gear, and visa-versa. The thickness of an aluminum gear may be altered thicker than shown on the original design or than what was provided in a kit. Example: Berkeley kit gears were very thin, flimsy sheet aluminum.
- Wheels must be of the same diameter as the originals and must be located, both fore & aft and laterally, as shown on the plans.
- Leadouts may be either solid wire or flexible cable. Leadouts must exit the fuselage as shown on the drawings. Example: "Quest" leadouts exit above the wing, run parallel to the wing over the top of the wing and pass through guides at the tip. "Sheik" leadouts run through the wing. Leadouts may be moved fore & aft, but the spacing between leadouts must remain the same as shown on the drawings.
- Canopies were hand made many times. If you wish to do it, do it, but keep it the same length and relative shape as the original. SIG has a choice of two styles. Pick the one that fits the closest to original in length and style as possible.

As you can determine from the above, we want to keep the model designs as unchanged as possible. It is not possible to "allow anything to be done as long as it was done with other models of the era." Each design is unique and it is important to keep this uniqueness intact. I repeat, "this is not an event for the all out, do anything to win competitor". We are working very hard to maintain control over the appearance and performance of this event. It is very important that we keep this event at a level where any average pilot and builder can feel like he or she can build a competitive model and quickly learn to fly in a 4-up race and be among the winners. If you feel otherwise, PLEASE, go fly Rat. - Kenn Smith

THE 1999 NINETEENTH ANNUAL
NORTHWEST RADIO CONTROL
MODEL EXPOSITION

FEBRUARY 6TH AND 7TH

SATURDAY, 9 AM - 6 PM SUNDAY, 10 AM - 5 PM

**NEW PAVILION AND EXPO HALL
WESTERN WASHINGTON FAIRGROUNDS
PUYALLUP, WASHINGTON**

A FANTASTIC DISPLAY OF ALL TYPES OF MODELS
FROM PEANUT SCALE TO GIANT SCALE

**AIRCRAFT - CARS - BOATS
HELICOPTERS - RAILROADS**

Model/Manufacturers' Display and Demonstrations

Manufacturers' Reps. - Experts - Nats. Reps.

Latest R/C - Engines - Accessories - Kits - Tools

BEST OF SHOW TROPHY - SPECTATORS' CHOICE

NO MODEL ENTRY FEE !

1st thru 3rd place trophies to be awarded to best entries in each category

DRAWINGS - SWAP MEET

Swap Meet Reservations Only - Call Don Sweasy 253-847-1279

**FOOD, BEVERAGES, ACCOMMODATIONS, R.V. PARKING
AMPLE FREE AUTO PARKING, QUICK FREEWAY ACCESS**

Sponsored by the Mount Rainier R/C Society



P.O. Box 73939, Puyallup WA 98373
<http://home.att.net/~w.bender/expo/nwexpo.html>

