

 **FLYING LINES** 

P.O. Box 126, Mehama, Oregon 97384

Editor: Mike Hazel zzclspeed@aol.com

Greetings, and welcome to this issue. First thing you will note is that the back page looks a little different this time. By not printing the address page with return information, we saved a little \$\$\$. Also, the last page is an order form for past FL issues, so it will be convenient to remove it should you decide to use it. And use it, I hope a few of you will. Ye olde editor would like to reduce the size of the big stack of old issues, and make some room for other stuff.

The annual Northwest Model Expo in Puyallup took place recently. I haven't been able to attend since the new management took over. Any reports on the show for the next issue would be welcomed.

And with the expo behind us, that means the flying season is soon ahead of us. This issue includes an updated version of our NW calendar of events, and we have plenty of updates, so look it over carefully. Hope to see you at a few of these this year. As this very page is being typed, I have noticed a big yellow ball of light outside, which if memory serves correct, is known as sunshine. Yahoo! There will be a flying season!

From the East side of the mountains, here is some exciting information from Joe Just:

While this message goes out primarily to control line fans in eastern WA., I thought many of you might be interested in what is taking place. We are nearly done with the primary work of establishing a new control line club here.

The paper work to become a sanctioned AMA club is nearly done, a tentative and required set of by-laws is nearly complete and with a little luck the new club will be sanctioned after the first of the year.

The new club, with an unvoted on name of "Columbia Control Liners" is also negotiating with a local mall in Walla Walla to obtain permission for a flying site there.

Officers for the first year are: Prez. Joe Just, Sect/treas Mike Foley, Safety Officer Dave Miller.

This new club will replace the now defunct CBBB club of yore which was well know for the many contests they held in the Tri-Cities.


Right now, and subject to review is a plan to work to increase membership and relationship with fellow modelers. Also under consideration is a strong feeling to keep actual contests under minor consideration. The CBBB, it is felt, over emphasized competition which caused burnout among the members.

Membership is another item that will be considered at future meetings. Right now all we ask is your moral support in getting this club off the ground. (Pun really intended!)

Regards to all, Joe Just

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Round & Round

The Control-Line modeler at large
By John Thompson

Modeling thought for the month:

"The palest ink is better than the best memory."

— Chinese proverb

Getting charged up!

It's been a rainy winter here in the Willamette Valley, so the chance to get out flying is a real treat. When the sun peeped out from behind the clouds for a one-day cameo appearance on Sunday, Jan. 15, the diehards in my local club, the Eugene Prop Spinners, popped up at the flying field like a so many well-watered mushrooms.

The first flying day of 2006 was a real enthusiasm-builder, as the Eugene field showed just how fabulous winter flying can be. On Monday, it was back to the rains, but at this writing on a Wednesday, the forecaster is showing "partly sunny" for the coming Sunday. Maybe we are just *meant* to fly model airplanes!

It's also helps get the modeling juices flowing to make an appearance at the Eugene flying site and think of the Regionals coming home to that tremendous venue (see Issue 212 for the details). Of course, we also saw a lot of work to be done to make it possible, but the anticipation of this great modeling event makes the work worth while.

A really encouraging sign for 2006 all across the region is the way the events calendar is filling up fast. Lots of fun-flies and contests! (See Where the Action Is elsewhere in this issue.) One good thing about our modern e-mail age is that contest organizers actually are communicating with one another and coordinating the schedule. Something I started campaigning for about 20 years ago is actually happening! I've been penciling contests onto my travel calendar. Looks like it's going to be a great year. (If I get my competitive act together, which some might consider to be a first.)

Another thing I like about the e-mail age is the painless ability for us to coordinate our flying activities. The Prop Spinners have a little e-mail chain. About Thursday or so, the word starts going around about who's planning to fly when, and it helps us make sure we show up at the field at the same time.

It's been a slow winter, building-wise, in the FL workshops. Editor ZZ is still hunting through boxes after his move. Here at FL HQ South, there's a '59 Ares under construction for Classic Stunt, but it's been glacially slow progressing, as most of my modeling time has gone into building the FL Web site. Now that the Web site is up and flying, so to speak, work on the Ares has begun creeping forward again.

Man, that plane has a lot of parts. Of course, when I build a plane, it's almost like I build it twice. I sometimes feel like a guy forced to wear mittens when building. Holding the plane while I sand the trailing edge, and — snap! — off comes a rib. I suppose I should build speed planes instead — harder to break aluminum or magnesium parts.

Nevertheless, I'm looking forward to having something new to replace the splattered Oriental (good riddance). Also planning a profile Cardinal for P-40

Stunt, but that project is back-burnered behind the Ares. After the Cardinal, a new, "liter" Lite Wave with a built up, not foam, wing. Like we Mariners fans say, "Wait 'til next year" for that one.

Another thing that slowed up the Areas project was a fairly typical bit of workshop comedy — with a dose of good-deed punishment worked in.

I envy these guys who have a whole basement or freestanding shop (Nils, you lucky guy!) devoted to their workshops. My shop is crowded into half a garage. That means a lot of planes are hung in a crowded space. You can almost guess what this is leading to.

Sometime in November, I was late for a flying session and loading up in a hurry. One of the planes in the rack is a bulletproof trainer I always take to the field in case a potential novice shows up. It is seldom actually flown; it just travels back and forth in the pickup. So, I was getting down the Bi-Slob (another plane that spends more time traveling to and from the field than actually flying), when it dislodged the trainer. The trainer fell, bounced and tumbled, and jabbed its wingtip right through the wing of the Vector 40, my PA plane, which was just hanging there waiting to go flying. The repair to the Vector took over the workbench for a month.

On the good side, the bulletproof trainer performed as designed — sustained the crash without damage. The Vector is repaired now, but no, the patch is not invisible. Don't look too closely at the outboard wing!

All the racing gear is ready to run, as far as we know, since the Nitroholics were mostly on the shelf in 2005 due to moves, contest officiating duties, etc. etc. Stuff doesn't wear out too fast if you don't use it.

I'm going to make a comeback in combat in 2006. Well, not *real* combat, just 80mph. My one contest in 2005 was just the way you'd expect it to be for somebody who devoted exactly 15 minutes of preparation to the event in the previous 12 months. Not so this year; I've got the gear ready to fly!

The New Year cleans the slates and makes us look forward to the coming year. With the Regionals in Eugene, the FL web site, a new plane under construction, a fast-filing contest schedule and new modelers seeming to come out of the woodwork all over the region, I can't help but think 2006 is going to be a dandy year.

But then, I'm always the optimistic type. That's why I keep taking that #\$\$%*(! trainer to the field every time I go flying. You never know who might show up to add to the fun we all have flying model airplanes!

Spreading the word ...

There are a lot of potential modelers out there, and in this high-tech age, many people aren't aware of the joys of analog flying. The discovery can be a revelation that creates an enthusiastic new control-line flier.

In the service of spreading the word, the Eugene Prop Spinners have developed a tri-fold brochure about the club and about control-line flying in general.

We carry copies to hand out to people who stop by at the flying field, and the local hobby shop has it on hand to give to customers who might be interested.

In our computer age, it's pretty easy for any club to come up with a publication like this.

I made ours in Appleworks, basing it on a template provided with the program. It took only a few hours to come up with a publication that can be used to promote CL flying and the club for a long time to come, and it can be easily edited as details change. I'd be glad to send a copy to anyone who might like to see what can be done.

John Thompson can be reached in care of Flying Lines or at JohnT4051@aol.com.

Where the action is!

Coming events in Northwest Control-Line model aviation

FEBRUARY 19

PROP SPINNERS FUN FLY, Site: Eugene Airport, Eugene, Oregon. Sponsor: Eugene Prop Spinners. Contact: John Thompson 541-689-5553, johnt4051

FEBRUARY 24 - 26

FIFTH ANNUAL FLYING MODEL STATIC EXHIBITION Site: Evergreen Aviation Museum, McMinnville, Oregon. Sponsor: The Evergreen Aeromodelers. Contact: Bill Lawrence 503-435-0230, e-mail: gliderbill@verizon.net; or Cecil Mead 503-864-3731, e-mail: cemead@comcast.net

MARCH 18

WOLF FUN FLY, Site: Bill Riegel Model Airpark (Salem Airport), Salem, Oregon. Sponsor: Western Oregon Control Line Flyers. Contact: Mike Hazel 503-859-2905, zzclspeed@aol.com

MARCH 25 & 26

SWAP MEET, Site: Miniature Aviation Showcase Building, McMinnville, Oregon. Contact: Noel Martin 503-560-0199, or e-mail Frank Macy: frank@americanjuniorclassics.com

APRIL 9

TEAM FUN FLY, Site: DeAlton-Bibbee Field, McMinnville, Oregon. Sponsor: The Evergreen Aeromodelers. Contact: Jerry Eichten 503-554-0034 jeichten@aol.com

APRIL 21 - 23

NW FIREBALLS SPRING CONTEST, Site: East Delta Park, Portland, Oregon. Sponsor: Northwest Fireballs. Events: Record Ratio Speed, Old Time Stunt, Classic Stunt, NW Sport Race, NW Flying Clown Race, PAMPA-class Precision Aerobatics, Profile Carrier, .15 Carrier, combined Class I & II Carrier. Contact: e-mail Scott Riese: SRiese5283@aol.com, or Leo Mehl 503-255-6471

MAY 13

NW SKYRAIDERS FUN FLY, Site: River View Park, Kent, Washington. Sponsor: Northwest Skyraiders. Contact: Chris Gomez, e-mail: gomez5801@comcast.net

MAY 26 - 28

NORTHWEST CONTROL LINE REGIONALS Site: Eugene Airport, Eugene, Oregon. Sponsor: Northwest Regionals Management Association. Events: Old Time Stunt, Classic Stunt, P-40 Stunt, PAMPA-class Precision Aerobatics, Vintage

Diesel Combat, 1/2 A Combat, 80 mph Combat, Profile Carrier, .15 Carrier, Class I Carrier, Class II Carrier, Nostalgia Carrier, Mouse Race I, Mouse Race II, .15 Rat Race, AMA Goodyear, NW Sport Race, NW Super Sport Race, NW Clown Race, Quickie Rat, AMA Precision Scale, Profile Scale, Sport Scale, 1/2 A Speed, 1/2 A Proto, A Speed, B Speed, D Speed, FAI Speed, AMA Jet Speed, Formula 40 Speed, .21 Sport Speed, .21 Proto Speed, NW Sport Jet Speed. Saturday Nite Swap Meet. Contact: Craig Bartlett, 205 NE Cedar Lane, Corvallis, Oregon 97330, e-mail: scraigbart@yahoo.com, or John Thompson 541-689-5553

JUNE 17 & 18

JIM PARSONS MEMORIAL STUNTATHON Site: Pierce County Airport (Thun Field), Puyallup, Washington. Sponsor: NW Skyraiders. Events: Old Time Stunt, Classic Stunt, P-40 Stunt, and Carrier classes. Contact: Steve Helmick: sbasser@yahoo.com

JULY 8

WOLF LUCKY HAND FUN FLY Site: Bill Riegel Model Airpark, Salem, Oregon. Sponsor: Western Oregon Control Line Flyers. Contact: Mike Hazel zzclspeed@aol.com

JULY 15

NW SKYRAIDERS SUMMER SWAP MEET Contact: Mike Potter skyshark58@comcast.net

JULY 29 & 30

WESTERN CANADA STUNT CHAMPIONSHIPS. Site: Rice Mill Road, Richmond, BC
Sponsor: Vancouver Gas Model Club. Events: Old Time Stunt, Classic Stunt, PAMPA-class Precision Aerobatics. Contact: Chris Cox 604-596-7635, e-mail ccox1@telux.net

AUGUST 12 & 13

CAN-AM SPEED CHAMPIONSHIPS, Site: Rice Mill Road Model Park, Richmond, B.C.
Sponsor: Vancouver Gas Model Club. Events: All Speed Classes. Special notes: no jet flying before noon, also site is not good for 1/2 A events, due to donut circle configuration. Contact: Bruce Duncan a.b.duncan@shaw.ca, or Ron Salo salor@shaw.ca

AUGUST 12 & 13

T.E.A.M. COUNTRY CLASSIC, Site: DeAlton-Bibbee Field, McMinnville, Oregon. Sponsor: The Evergreen Aeromodelers. Events: Classic Stunt, P-40 Stunt, NW Sport Race, PAMPA-class Precision Aerobatics. Contact: Jerry Eichten, e-mail: Jeichten@aol.com

AUGUST 19

NW SKYRAIDERS FUN FLY. Site:- River View Park, Kent, Washington. Sponsor: Northwest Skyriders. Contact: Chris Gomez, e-mail: gomez5801@comcast.net

AUGUST 19 & 20

BLADDER GRABBER, Site: Harvey Field, Snohomish, Washington. Event: triple elimination for AMA Fast Combat. Contact: Jeff Rein, e-mail: jeffrey.a.rein@boeing.com

AUGUST 20

TAILHOOK. Site: Clover Park Technical College, Lakewood, Washington. Carrier Events, meet is unsanctioned. Details tentative. Contact: Mike Potter skyshark58@comcast.net

SEPTEMBER 2 & 3

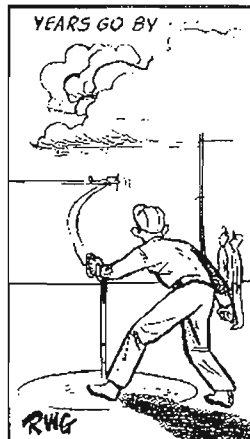
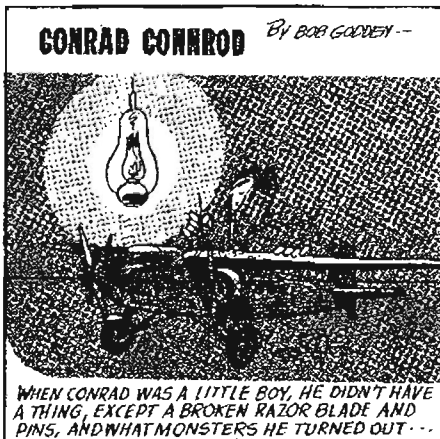
THE STEVENSON MEMORIAL CONTEST. Site: Sand Point NAS, Seattle, Washington (formerly known as the Raider Roundup) Sponsor: Northwest Skyriders. Events: Old Time Stunt, Classic Stunt, P-40 Stunt, PAMPA-class Precision Aerobatics, Vintage Diesel Combat, Carrier events, Sport Scale. Contact: Steve Helmick sbasser@yahoo.com

SEPTEMBER 9 & 10

NORTHWEST SPEED IN SEPTEMBER! Site: Bill Riegel Model Airpark, Salem, Oregon. Sponsor: Western Oregon Control Line Flyers. Events: 1/2 A Speed, 1/2 A Proto, A Speed, B Speed, D Speed, FAI Speed, AMA Jet Speed, NW Sport Jet, .21 Sport Speed, .21 Proto. Contact: Mike Hazel, e-mail: zzclspeed@aol.com

OCTOBER 7 & 8

FALL FOLLIES, Site: Bill Riegel Model Airpark, Salem, Oregon. Sponsor: Western Oregon Control Line Flyers. Events: Classic Stunt, P-40 Stunt, NW Sport Race, NW Super Sport Race, NW Clown Race, PAMPA-class Precision Aerobatics. Contact: Mike Hazel, 503-859-2905, e-mail: zzclspeed@aol.com



THE FLYING FLEA MARKET

Free ads for the Flying Lines Subscriber

CONTROL-LINE SUPPLIES: Remember — We ship UPS daily. Eugene Toy & Hobby, (541) 344-2117, www.eugenetoyandhobby.com.

RACING MADE EASY: Get the Nitroholics introduction to racing packet, and you'll be on your way to success in NW racing competition. Packet includes general racing tips, articles on how to set up a NW Sport and Super Sport racer, and NW racing rules. Send \$2 to *Flying Lines*, and get the packet via mail.

VIDEOS FOR SALE: Two hour videos of the Vintage Stunt Championship 14, 15, and 16. The VSC 16 video is available on DVD, and all three are available in VHS. Also the 2003 Northwest Regionals Precision Aerobatics competition are available for \$15 plus \$3.85 shipping, each. Videos are 2-hour summaries of the highlight flights, with stills and captions. Available from Bruce Hunt. Call (503) 361-7491 or e-mail at bhunt@swbell.net

FASCAL: Back by popular demand. The ultimate combat plane covering, good over open frame or foam. Available in full 27"x150' rolls. Contact me for price and availability info. John Thompson, JohnT4051@aol.com.

FOR SALE: Old magazine plans on CD's. Thomas A. Wilk, 301 W. Redwing Street, Duluth, MN 55803 e-mail: tawilk36@cpinternet.com website: www.cpinternet.com/~tawilk36

Seen last summer at one of the Salem fun fly events:

John Thompson fires up a combat ship, Gary Harris holding.

The USM (*Universal Stunt Machine*) So ya wanna fly CL Stunt, huh? For a painless beginning, using equipment which can take you from first flights to Expert PA, contact me at d1r111845@yahoo.com. Ask for Universal Stunt Machine package. It's free, but only available by E-mail.

WANTED : Cylinder head for an old ST 51 or 56 Plain Bearing engine. This Head will have the fore and aft mounting holes right on the Shaft centerline - not straddling the Centerline like all of the later Tigres. No broken Fins please. I'd even take a whole , beat-up engine - as long as it had a decent Head.

Please contact Nils Norling at 541-546-9132 or email hogrider@crestviewcable.com



The Scoreboard

Northwest control-line competition standings.

Pat Johnston is 2005 points champ

Pat Johnston of Boise became the first flier from Idaho to capture the prestigious Competitor of the Year Award, which recognizes the control-line flier who scored the most points in Northwest competition standings.

Johnston scored 96.5 points, breaking the two-year streak of "Dirty" Dan Rutherford, the points champ in 2003 and 2004.

Johnston just edged out Scott Riese of Portland, Ore. The two tied with 93.5 points in stunt events, but Pat scored three points in racing to capture the title. Johnston's points were scored in Precision Aerobatics, Classic Stunt, P-40 Stunt and Northwest Sport Race.

Riese scored all his points in stunt events. Third place went to Bruce Hunt of Salem, Ore., who scored 70.5 in stunt events.

The number of people scoring points in competition in 2005 was up from 2004, with 75 people or teams scoring, compared with 67 the previous year. Note that this is *not* the total number of competitors, only the number of people placing first through fourth place in sanctioned competition.

As usual, stunt had the greatest distribution of people scoring points, with 39 people, up from the 32 in 2004. Combat came in next with 14, down from 16 in 2004. Racing had 13 scoring points, up from 10 the previous year. There were 11 speed fliers, up from eight in 2004. Eight scored carrier points, down from the previous year's 12. Three scored scale points up from 2 in 2004.

Again, these totals reflect only placement, not actual number of competitors. The presence of out-of-region fliers in a contest can result in no

points, or fewer points, being scored toward Northwest standings.

The Competitor of the Year recognition has been given since 1980, the second year of *Flying Lines* publication. Here is the history, giving the top three finishers each year:

Competitor of the Year, 1980-2005

1980: 1, John Thompson 2, Bill Varner 3, Jim Cameron

1981: Dick Salter, Thompson, Dave Green

1982: Dick Salter, Thompson, Mike Hazel

1983: Green, Thompson, Glenn Salter

1984: Green, Dick Salter, Gary Byerly

1985: Glenn Salter, Green, John Hall

1986: Not available

1987: Dick Salter, Glenn Salter, Green

1988: Not available

1989-90: *Flying Lines* not published

1991: Joe Rice, Rich McConnell, Tom Strom

1992: Rice, Todd Ryan, Hall

1993: Ryan, Rice, McConnell

1994: Ryan, Chris Cox, Nitroholics Racing

Team

1995: Ryan, Jeff Rein, Don McClave

1996: Ryan, Stephen Cox, Rick Meadows

1997: Ryan, Paul Gibeault, Stephen Cox

1998: Ryan, Mel Lyne, Dan Rutherford

1999: Ryan, Shawn Parker, Mike Conner

2000: Ryan, Lyne, Scott Riese

2001: Chris Cox, Ryan, Lyne

2002: Jeff Rein, Bruce Hunt, Nils Norling

2003: Dan Rutherford, Keith Varley, Lyne

2004: Rutherford, Paul Walker, Cox

2005: Pat Johnston, Riese, Hunt

Anyone who would like a printout of the complete 2005 Competitor of the Year standings can get one by sending a stamped, self-addressed envelope to the standings coordinator. The address is at the bottom of the column.

Final standings in each 2005 event were published in *Flying Lines* Issue 211.

On the next page are the Final 2005 Competitor of the Year rankings. Initials after the names indicate the events in which points were scored.

C=Combat.

NC=Navy Carrier.

R=Racing.

Sp=Speed.

Sc=Scale.

St= Precision, OTS or Classic Stunt

2005 OVERALL STANDINGS

1. Pat Johnston — St, R	96.5
2. Scott Riese — St	93.5
3. Bruce Hunt — St	70.5
4. Todd Ryan — R, St	65 *R
5. Bob Smiley — St	55.5
6. ChrisCox — St	47
7. Dan Rutherford — St	38.5
8. S&S Racing Team — R	38
Howard Rush — St, C	38
10. Mel Lyne — C	36
11. Kerny Johansen — C, R	33
12. Paul Walker — St	30
13. Mike Haverly — St	28
Robert Smith — C	28
15. Randy Powell — St	25
16. Mark Conner — St, R	24
17. Leo Mehl — St	23
John Thompson, C, St	23 *16R
19. Jeff Rein — C	22
20. Gary Nelson — St	19
Dick Salter — Sp, NC	19 *38R
Loren Howard — Sp	19
23. Greg Hart — St	17
24. Nitroholics Racing Team — R	16
25. Milissa Huber — C	15
Ken Burdick — C	15
Mike Holmack — R, St	15
28. Don McClave — St	14
Mike Foley — St	14
30. Mike Potter — NC, Sc	13
31. Mark Conner — R, St	10
32. Tom Strom — St	12
33. Mike Conner — NC	10
Ted Gritzmacher — Sp	10
35. David Miller — NC, St	9
Jack Pitcher — St	9
37. Rich Salter — NC, Sp	9 *38R
Mac Ryan — R	9
James Cox — R	9
40. Gary Harris — C	8
Dave Shrum — NC, R	8
42. Rich McConnell — St	7
John Morrow — C	7
Ron Salo — Sp	7
45. Bob Huber — ST	6
Rod Claus — St	6
47. Joe Just — R, St	6
48. Jerry Eichten — St	5.5
49. Bill Veselik — St	5
50. Paul Vallins — C	4
James Cox — NC	4

Mike Hazel — Sp	4 *R
Remy Dawson — Sp	4
Ken Kortness — Sp	4
Chuck Schuette — Sp	4
Mark Hansen — C, NC	4
57. Dave Gardner — St	3
Art Zehner — St	3
59. Ron Canaan — Sc	2
Matthew Eichten — St	2
Jim Holmack — St	2
Quincy Whitfield — St	2
Jim Green — C	2
Austin Johansen — R	2
Chris Gomez — Sc	2
66. Doug Wood — St	1
Logan Just — St	1
Rick Cochran — St	1
Alex Steele — St	1
Gordie Jack — St	1
Buzz Wilson — C	1
William Allen — Sp	1
Craig Bartlett — Sp	1
Maria Huber — R	1
Retreads Team — NC	1

* Also scored with a team entry. Symbol after score indicates category and team's points.

Flying Lines keeps track of standings in all AMA rulebook and Northwest official events, in all Northwest sanctioned contests.

Your *FL* editors do their best to keep up with the results, but contest directors can help keep the standings up to date by making sure to send the results to *FL* immediately after the contest. If you spot errors, please let us know.

Results must include the placing in each event through fourth place and the report also must list the number of contestants in the event, in order for the point standings to be counted accurately.

Please include in your report the hometown of the contestants. Only Northwest residents are counted in the standings (AMA Dist. XI and British Columbia). The score of each contestant also should be listed for general reporting purposes and for checking against the Northwest records.

If you flew in a contest that doesn't appear to be counted, contact the contest director or *FL*.

Special notes: Precision aerobatics expert fliers' scores are multiplied by a factor of 1.5. When an individual is allowed more than one entry in a single event, only the highest-placing score shall be counted.

Send contest results, corrections and other correspondence regarding Northwest Competition Standings to John Thompson, 2456 Quince St., Eugene, OR 97404, e-mail JohnT4051@aol.com. For a printed copy of complete standings for any event, or for a copy of the rules for any Northwest event, send a self-addressed, stamped envelope.

Flying Lines goes online

It seems, in this modern age, if you're not online, you're not with it.

Well, *Flying Lines* is now, with it!

Starting in January, *Flying Lines* has its mirror on the World Wide Web.

Flyinglines.org is a full-service online news magazine for Northwest control-line model aviation.

You might think of it as a sort of daily news agency for your favorite hobby.

The Web site has all the standing features of the newsletter you are reading, plus a few extra features.

Here are some of the highlights:

- Latest news
- Contest reports
- Columns by various Northwest modelers
- Northwest records
- Northwest rules
- Favorite planes photos
- Club news pages for all Northwest clubs
- Sections for each competition category: Aerobatics, combat, Navy Carrier racing, scale, speed.

- Where the Action Is contest calendar
- Flying Flea Market classified ads
- General introduction to CL for non-modelers.
- Links to message boards, suppliers, special interest groups

The Web site is a work in progress, and the editors, John Thompson and Mike Hazel, are constantly adding, adjusting, tinkering and fixing. Virtually every day you check the site, you will see some small or large change in what's there.

And, just like the *Flying Lines* printed newsletter, the Web site is a cooperative effort to which all Northwest CL modelers can contribute content. Your participation is encouraged!

So check it out.

Point your browser to flyinglines.org and bookmark the site.

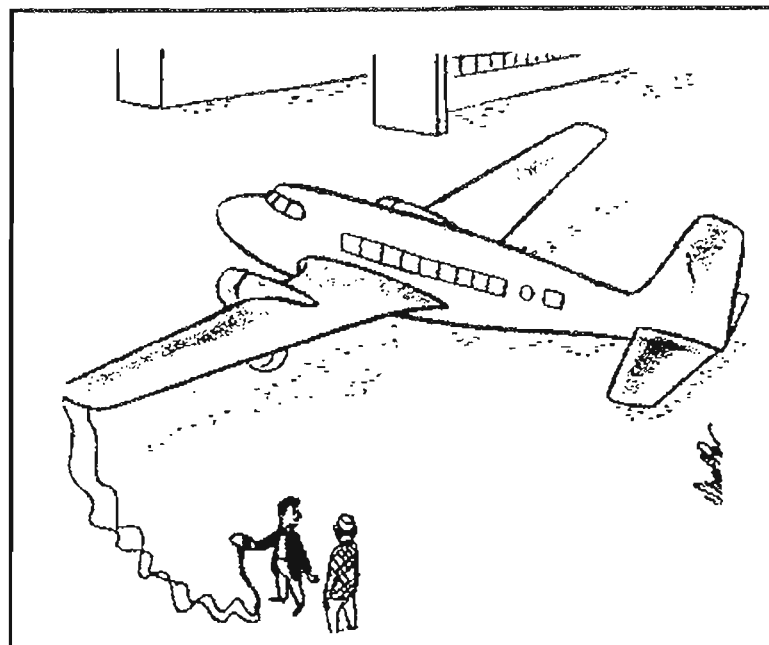
Drop in daily.

Sign the guestbook.

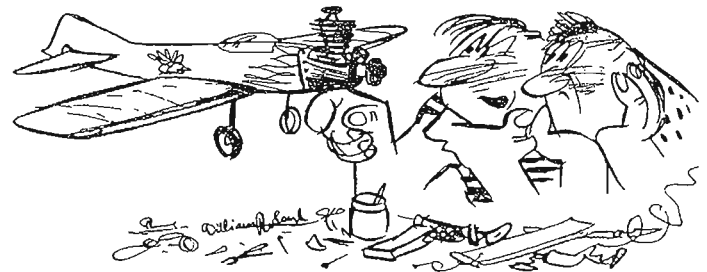
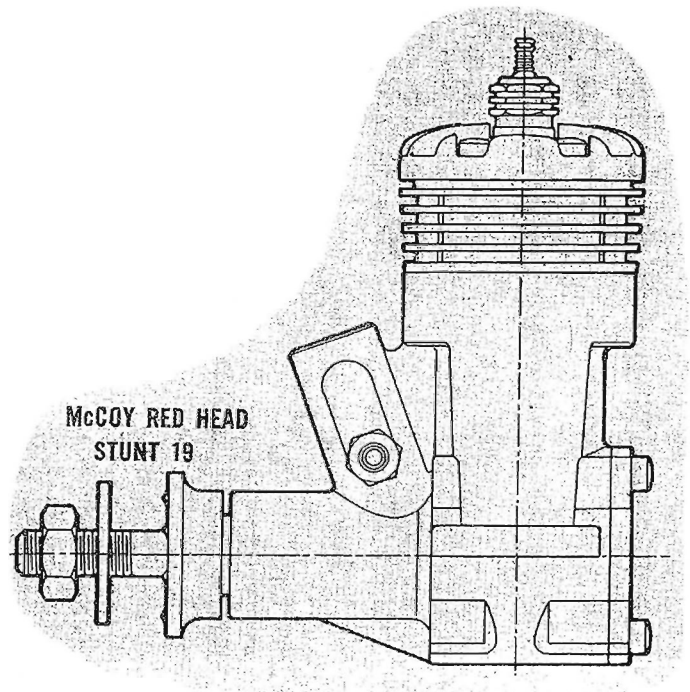
Send your feedback to the editors.

And, if you have knowledge or information that would help enhance control-line flying for all of us, send it to the editors for inclusion on the Web site.

John Thompson can be reached in care of *Flying Lines* or at JohnT4051@aol.com.



"What makes you so sure I can't?"



"I dunno, what do you think? A bit nose heavy?"

FUN AND GAMES WITH ALIPHATIC RESIN

By Rich McConnell

Among all the various glues we use, aliphatic resin and Sigmant have one very useful property; when dried (hardened) they still retain some flexibility. Our other glues, by comparison, are brittle. This helps on those unplanned landings. Aliphatic resin, by the way is that familiar old-fashioned stuff, also called Professional Carpenter's Wood Glue---the yellow stuff (white glue is for paper).

While Aliphatic Resin is plenty strong, it has a reputation for being slow-drying and hard to sand. Many problems for inexperienced builders are caused by using too much glue, less is usually better. If you wipe the excess away with a damp rag that will help with both problems.

Also, on flat surfaces, try clamping the parts firmly, along with just barely dampening the surfaces, this will allow the glue to set up (not cure, but ok to handle) in 5-10 minutes. Have heard but not tried, that you can also microwave the stuff. Another trick, when gluing in ribs and spars, is to use aliphatic as your primary glue and add tiny drops of thin CYA to the joints. The CYA will wick its way down thru the aliphatic to the joint and cure, holding everything in place while the slower aliphatic cures.

My favorite technique is to use aliphatic for gluing on leading edge sheeting. Apply a thin layer to the leading edge, spars and ribs and allow to dry. Mark leading edge, rib and spar locations on the leading edge sheeting and apply another thin layer and allow to dry. Dig out your old household iron (no steam), run the temperature up to cotton setting (should lightly scorch the balsa wood) and iron the leading edge sheeting into place. The heat melts the upper layer of glue and then the lower layer and they both polymerize (five dollar word meaning they form a single long-chain molecule). Yes, it's a heat setting glue when dry, you might want to experiment with that. If the sheeting is going on crooked,

you can reheat, remove and reapply, even months later; try doing that with your current glue.

My other favorite technique is to mix aliphatic with water, 2/3 glue with 1/3 water. Then reinforce foam and balsa with a layer of silkspan or light cloth and two to four coats of aliphatic/water mix. This adds a lot of stiffness for very little weight penalty.

One important detail I've been leaving out so far, after you finish framing up your latest pride and joy, hang it up and allow it to air out (gas off) for four to six months before covering and finish. This makes the joints stronger as the glue fully cures and you can weigh the difference (before and after). Any weight saved at this stage is weight your plane will never have to carry around with it.

Ok, what about the sanding problem? Well, one game I recommend is you can mix aliphatic with microballoons. About 4 parts microballoons to one part aliphatic, vary to suite taste. This makes the glue cure faster (all the surface area of the balloons) as well as rendering it much easier to sand. For a filler as stiff as cake frosting, (no drip), try six to eight parts microballoons. Very sandable, light-weight and strong.

For those who just Have To use a dope finish over Styrofoam, try six to eight coats of aliphatic/water before painting. Works, but not recommended because you can never sand the aliphatic smooth enough (been there, tried that).

Did I mention that aliphatic is the cheapest glue you can buy, along with the lowest toxicity level?

Using aliphatic on bare balsa not only strengthens it, but also reduces the need for dope to fill the wood grain (so your finish will go quicker).

Now quit reading and go build something!

WORKSHOP TIPS

To hold wings or structures down on the bench while I'm covering them I've generally used phone books or the like. But there's something way better. Keyboard wrist rests. I have a couple of these sausage like rests and they are filled with a very dense jelly-like material. They drape nicely over a wing to hold one half down while I cover the other half.

A Fascal tip: Covering a wing half I cut the Fascal to size, allowing 3/8" overlap all around. Then I tape the Fascal in place at the wing root. Now I peel the Fascal up from the backing at the wing tip and fold it back. I cut half the backing away and lay down the sticky Fascal onto the wing going out to the wing tip. Now I lift the Fascal and backing at the wing root, fold it towards the tip and push the remaining backing off so the Fascal lies down onto the wing going in towards the wing root. This method keeps perfect alignment.

..... Mel Lyne

A good source for heat shrink tubing is your local auto parts supply store. They will have it out front in packages, and larger sizes behind the counter.

Buy some red and black. When building new planes, use the black on the up lead out and the red on the down lead out.

Do the same on your control lines. Match the colors and you eliminate hooking up the lines backwards.

..... Buzz Wilson

MORE ON SPRAY CAN PAINT

By Glenn S. Powers

A while back I wrote an article on painting planes with HD DESIGNS spray can paints (Issue #205). I got a inquiry from a Canadian asking where he could find it since there are no FRED MEYER stores up there. This might help:

ACE HARDWARE has (ACE INTERIOR EXTERIOR PREMIUM ENAMEL) spray cans. It's chemistry appears to be identical to HD DESIGNS. It works exactly the same.

It's fast dry, high gloss, fuel proof, cheap and is completely compatible with the FRED MEYER HD DESIGNS. Also it has color choices HD DESIGNS doesn't have. If you like orange, then Orange ACE is great.

I have compressors, old spray guns, old air brushes, a new spray gun I've never used and a new air brush that I've had for about twelve years, never used. The reason I don't use them is I'm old and lazy.

Give the spray cans a try. Add a RED KRYLON CAN-GUN handle. Remember, warm the can in hot tap water, before each shoot. Fuzz on a light coat, then a little heavier cover coat. Let it set for about 15 minutes. Do the same thing again two more times. Then again for the final coat but after the fuzz coat, spray it heavy enough to gloss smooth. If you are spray painting in a cold garage like I do, bring the plane into the warm house after each coat. Hose 'em down, make 'em look good and get 'em flying.

Heat Treating Music Wire by Mike Potter

As most of you know bending music wire can be a challenging project. It's tough to do if you try a cold bend it becomes hard and brittle at the bend. It sometimes even will snap if too tight of a radius was used. As it comes from the hobby shop it has a Rockwell hardness of RC45 which is perfect for landing gear but it is extremely difficult to bend and form. The solution is to heat the wire with a propane torch until it becomes a bright cherry red, about 1400 degrees F. (known as critical temperature), then let it cool slowly in still air. This process is called annealing and transforms the steel wire into a soft, non-springy form (about RC25) that can easily be bent and formed to the desired shape. Of course, in the annealed state, the wire is way too soft to be suitable landing gear material, but that can be easily rectified.

Once the wire is bent to shape, the next step is to heat-treat the wire by heating it back up to critical temperature (bright red) then plunging it quickly into a bucket of water

(quenching). This transforms the wire into a very hard condition (RC60). In fact, the heat-treated wire is now so hard that it is brittle and would probably break off upon landing.

The final step is to temper the wire back to the desired RC45 hardness to provide the desired toughness and springiness. This is done by heating the wire back up to a medium blue color, (about 750 degrees F.) and allowing it to cool slowly in still air. The final hardness is a function of the tempering . The hotter the metal is heated during the tempering process, the softer, tougher and less brittle it will be in the end result.

This is the same process Cessna used for their old style flat spring steel landing gear used in many Cessna single engine aircraft.

ZOOT'S MIXTURE!



ZOOT ZOOMER
SEZ.....

"FAST IS COOL!"

The following has little to do with "going fast" or similar escapades, but methinx it somewhat amusing!

Hey, you might be a Muppet and not even know it!

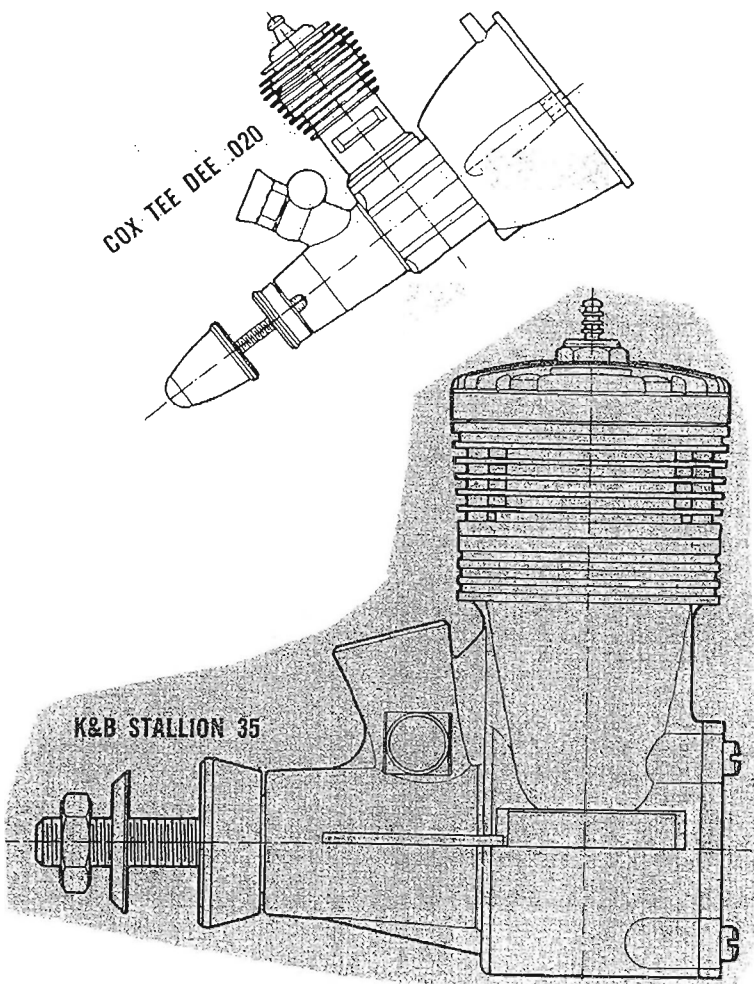
Most everybody should remember the Muppet characters from the TV series long ago, along with some movies along the way.

Somewhere back in the mid-1980's a discussion ensued whereas certain notable and prominent Northwest CL individuals were matched up with various Muppet characters. I remember a bunch of us yukking it up about this at a certain watering hole while attending the 1984 Reno Nationals, although I am not sure if that's where it started. (it may have, and it may not have!)

Of course one of the best parts of all of this is that some of the various Northwest CL citizens don't even know that they had Muppet monikers hung on them, heh-heh. Let's see if any of you might remember these, or better yet, can guess who might go with who. (or is it whom??? gad I hate those silly rules of English)

Here is a list as best as the Zootster can remember of assigned Muppet names: Kermit the Frog, Animal, Crazy Harry, Zoot, Statler & Waldorf, Fozzie Bear, Beaker, Professor Bunsen Honeydew, and possibly Gonzo. Please note that all of those involved did have the common sense not to use Miss Piggie, secret or not!

Of this group, one is deceased, and two others are not currently active modelers. OK, let's see how many you can figure out! (no points for "Zoot", that one should be obvious!)



Please read carefully the following very important message:

FLYING LINES, in its present form, will cease publication in the near future.

Your present editor has been wrestling with various time management issues for quite awhile now, and now it is time to just make a firm decision on what to do.

As many of you who serve in extra roles that support our hobby know, the time and energy expended in these auxiliary posts can sometimes be a detriment to one's participation in the hobby itself. Whether it be a club president, special interest group officer, A.M.A. committee member, or just a lowly newsletter editor, sometimes we try to wear too many hats. The FL editor's hat has become to be too tiring to wear.

Although putting out this publication is easier now than it was in past years (thank you, computer!), other changes and priorities in my life mean either that I give up this editorship, or simply not have any meaningful time or energy left to do what I love to do..... build and fly model airplanes. It's as simple as that.

However, we are not going to leave you out in the lurch. Elsewhere in this issue John reports on the development of a Flying Lines website, which will incorporate the important features of the printed version, plus more. So this means we are transitioning from paper to monitor screen. I will continue my service in the role of an associate editor and contributor with the FL website, which will be much less time-consuming. (I know that many of you prefer a mailbox/printed version of hobby media, and I am one of them as well, but not if I have to continue to be the editor).

Additionally, but also tentative subject to subscriber demand, I will continue to make available a very stripped down printed version of the newsletter. This would be little more than just an activities calendar and also include some miscellaneous reference pieces.

The main purpose of this would be to make sure those who do not have computer/internet access will receive that most important information. Again, this concept is somewhat tentative as to details.

Next area of concern: "Hey, what about my already paid-for subscription fee?????" Very good question, and yes we do have an answer for that. First off let me state that one of my pet gripes over the years has been payment of dues or fees for some publication or entity that quickly fizzles out, thus throwing away my money on it, receiving little in return. I cannot or will not allow that to be the case here, even if I have to reach into my own pockets to make things right, although the FL bank account doesn't really have any problem.

John and I are hoping that the new Flying Lines website will receive sufficient donations to pay expenses there, and I am anticipating that many of you subscribers will allow your unused subscription funds to "roll-over" into that usage. For those that don't wish to participate with that, no problem, there will be a procedure figured out to make pro-rated refunds. This will be announced in a future issue. Oh yes, there will be future issues, as this is not the last one! The plan at this time, is to produce two more printed issues. (so please keep the articles coming!)

Speaking of subscriptions and money things.....effective as of this issue, no renewals are necessary to receive the remaining printed issues. If you look on your address label and see that your subscription ends on this issue or in the next couple, we would gladly accept a nominal donation to cover the cost of getting those to you, but that is strictly voluntary. You will get the issues anyway.

I am truly sorry if this turn of events is disappointing to you. But rest assured, the new Flying Lines format will continue to serve the interests of Northwest control line flyers.

See you soon on the flying field,
Mike Hazel, editor

Eugene Prop Spinners
Western Oregon Control-Line Flyers
The Evergreen Aero Modelers
present ...

Winter flying fun!

A trio of joint control-line fun-fly events

Everyone invited!

10 a.m.-3 p.m.

Sunday, Feb. 19, at Eugene Airport, Eugene

Saturday, March 18 at Bill Riegel Field in Salem

Sunday, April 9 at DeAlton-Bibbee Field, McMinnville

- Bring any and all airplanes ... do any kind of flying!
- Every flight is an entry in the "flying raffle." The more flights, the more entries you get.
- Flying raffle prizes will be awarded after a drawing.
 - If you don't have a flyable plane, one will be available for you!

Come to *all three* fun-flies and support
three great CL flying clubs!

For information, contact:

Prop Spinners: John Thompson, johnt4051@aol.com, (541) 689-5553

WOLF: Mike Hazel, zzclspeed@aol.com, (503) 859-2905

TEAM: Jerry Eichten, (503) 554-0034, jeichten@aol.com

editor's note: Okay, so it's no longer Christmas time, but enjoy this piece anyway!

The Night before Combat By G. James

(With apologies to Clement Clarke Moore)

'Twas the night before combat and all round the block, Not an engine was runnin', not even a Cox,

The flyers were all settled down for the night, With visions of winning tomorrow's big fight.

With me in a T-shirt and old baseball cap, I'd just bedded down for a pre-combat nap,

My airplanes were hung by their lines in big batches, I wondered how many would live through their matches?

When out in the circle there was such a noise, I just had to check, who's out flying their toys?

I ran to the window, doing just fine, When as luck would have it, I tripped on my lines.

I looked out the window and what did I see? But an old combat flyer, as strange as can be.

He wore an old shirt from the '54 Nats, With fuel stains and prop cuts and holes in his hat.

He had "killer instinct", that look in his eyes, But I wondered out loud, who WAS this guy?

He turned right toward me, and grinning a grin, said "It's lesson time, boy!, Here's how we begin!"

He took out his stuff and he opened his box, Hooked up the glow plug and flipped on the prop,

It started first flip, as he knew it would, Just like every good combat engine should.

His loops and his passes were so quick and so wily, I thought for a moment, it might have been Riley.

This mystery pilot put on quite a show, I could tell right away, this guy was a pro!

Wingovers, loops and figure eights too, Is there nothing this mystery flyer can't do?

On ten percent nitro, his engine's a screamer, His plane turns so tight, it can cut it's own streamer!

Around and around the airplane keeps screamin', This mystery pilot can fly like a demon.

Insides and outsides and now upside down, He flew like a master, two feet off the ground!

He kept it dead level, one foot off the grass, Then flipped it and came for an inverted pass.

For 5 minutes full, he flew round and round, Then gently he landed the plane on the ground.

With flight time now over, he took off the prop, He rolled up his lines and packed up his box.

I looked in wide wonder at what he had done, And he smiled at me, saying "now THAT'S how it's done"!

I'd watched as he'd put all the others to shame, then he looked to his pit men and called them by name,

Now Richard, now Cleveland, now Allen and Preston, On, Howard, on Lopez, on Raiford and Shelton.

Now take it all, go to the back of the truck, And pack it all, pack it all, pack it all up!

His pit men all did just what he had said, He smiled at them gently and nodded his head.

He started his truck and pulled out to leave, He'd put on a show that was hard to believe.

But I heard him exclaim as he drove off the patch, Happy Combat to all, and to all a good match!

FLYING LINES BACK ISSUE ORDER FORM

Listed below are the FLYING LINES issues that are still available. Here's your chance to complete your newsletter library. Most all issues include technical information, and certainly a nostalgic look back at past NW events and affairs. The issues are listed by issue number (in parenthesis) and date. Circle, or underline the issues you wish to receive. Some of the issues are down to a single spare, so you might want to indicate second choice(s).

The price: Just \$2 for three issues, or \$5 for twelve issues (what a bargain!)

(04) Aug 79	(11) Mar. 80	(13) May 80	(23) Jan 81	(32) Jan 82
(33) Feb 82	(36) Jun 82	(37) Aug 82	(38) Sep 82	(39) Oct 82
(40) Nov 82	(43) Mar 1983	(44) Apr 83	(45) May 83	(49) Nov 83
(50) Dec 83	(52) Feb 84	(54) May 84	(61) Feb 85	(62) Mar 85
(66) Oct 85	(70) Feb 86	(73) May 86	(74) Jun/Jul 86	(75) Aug 86
(77) Nov 86	(78) Dec 86	(80) Feb 87	(84) Jul/Aug 87	(86) Nov/Dec 87
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(102) Oct/Nov 92	(103) Dec 92	(105) Mar 93	(106) Apr/May 93	(108) Jul/Aug 93
(111) Dec 93	(112) Jan/Feb 94	(113) Mar/Apr 94	(114) May 94	(115) Jun/Jul 94
(116) Aug/Sep 94	(117) Oct 94	(119) Jan 95	(120) Feb/Mar 95	(121) Apr 95
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(144) Dec 97/Jan 98	(146) Apr 98	(147) May 98	(149) Aug 98	(151) Nov 98
(153) Jan/Feb 99	(154) Mar/Apr 99	(155) May 99	(159) Nov/Dec 99	(160) Jan/Feb 00
(161) Mar 00	(162) Apr/May 00	(163) Jun 00	(164) Jul 00	(165) Aug/Sep 00
(166) Oct 00	(167) Nov 00	(168) Dec 00	(169) Jan 01	(170) Feb 01
(171) Apr 01	(172) May 01	(173) Jun 01	(174) Jul/Aug 01	(175) Sep 01
(176) Oct 01	(178) Jan 02	(179) Feb/Mar 02	(181) May 02	(183) Jul/Aug 02
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(195) Nov 03	(196) Dec 03	(197) Jan 04	(198) Feb/Mar 04	(199) Apr/May 04
(200) Jun/Jul 04	(201) Aug 04	(202) Sep/Oct 04	(203) Nov 04	(204) Dec 04
(205) Jan 05	(206) Feb/Mar 05	(207) Apr 05	(208) May/June 05	(209) Jul/Aug 05
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