

FLYING LINES

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Greetings all, and welcome to this "Next To Last Issue" of Flying Lines. Unless you were sleeping thru the last issue, you would have noticed the announcement that we would be discontinuing Flying Lines as a printed medium.

Two other bits in the announcement stated that there might continue to be some sort of minimal print version for purposes of getting out the word on the contest schedule. We know that not everyone has internet access, and we hate the thought of leaving those folks out in the lurch. However, this will be done only with sufficient interest given. Also mentioned was that there will be provision made for those who wish to receive a pro-rated refund for print issues not distributed.

Oddly enough, there has been almost zero input on the situation of the print version going away. Not exactly sure on how to take that, other than I hope it means you folks are satisfied with the new Flying Lines website.

John continues to fine tune the website, and it's looking great. Everything the print version would have, plus lots more! And of course the news is reported while it is still news! Check it out: flyinglines.org

Well, this issue might look a little rough here and there. Just trying to rush through and "git-r-done"! Between this ish and the next, we will also be using up some miscellaneous bits and pieces.

No set publication date on the final issue, but any contributions (columns, articles, testimonials, etc.etc.) received by mid-May should make it in just fine. See ya later.....

MWH

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Gerald Schamp displays his "Re-Run" stunt bird. .60 powered.



Modeling thought for the month:

"Ignorance is the night of the mind, but a night without moon and star."

— Confucius

Information explosion

The Internet is a wonderful thing. It allows us to be connected to the rest of the control-line modeling world with a few clicks of the mouse.

Recently there has been an explosion of new web sites and message boards devoted to control-line flying, or to one category such as stunt or combat. We have an incredible number of choices of sources of information, discussion, links to product suppliers, coming events, and so on.

To torture the "explosion analogy" just a bit, most explosions have a purpose: Let's say you're trying to blast away some dirt to build a road. Like any explosion, the control-line information explosion generates quite a bit of noise in proportion to the actual amount of dirt moved. Still, with patience, one can find lots of good information out there that can enhance the hobby.

Of course, you can spend all your modeling time clicking around the Internet. Or, it could be even worse: You could spend all your modeling time setting up and running a web site. That's another story, but it does lead to a commercial for the *Flying Lines* web site, flyinglines.org.

As you know from having read Issue 213, the *Flying Lines* newsletter will cease publication a couple of issues hence, but all of its features and many more have been incorporated into the web site. We hope that it will be as useful as the *FL* printed version -- and even more. The *FL* web site is conceived as a sort of online daily news magazine. So far, it's worked out well. Some aspect of the site, large or small, is changed or updated or added to almost every day. Every time you check in, you will see something new.

As an online "magazine," the *FL* web site is organized and edited by your traditional *FL* team, John Thompson and Mike "ZZ" Hazel. However, what makes it work is your contributions of news, articles and photos. The response has been great.

The *FL* web site also contains a place for more free-flowing exchange of comments, discussion and information, the Northwest Control-line Message Board. It has sections for all *CL* flying categories. This is an area not so much for articles (which will go on the main site) but for conversation about model airplanes, with a uniquely Northwest perspective.

That brings me to another point, and perhaps a sensitive one for some folks.

If there's a weakness inherent in our modern form of quick keyboard communications, it's that what we write in e-mails and online posts lacks the facial expressions, body language, inflection and instant feedback that provide some checks and balances on our words in face-to-face conversations. Typed notes are open to interpretation and misinterpretation. They can be imprecise and they can be misunderstood, especially by someone scanning lots of messages quickly. And they're virtually impossible to take back once sent.

One of the odd quirks of human nature, lately discovered, is the tendency for some of us to lose control of our "tact governor" when typing e-mails or posting to online forums. In some cases, this has transformed the online segment of our gentlemanly hobby and sport of flying model airplanes into a WWF style smackdown free-for-all. As a result, some of the recently opened web forums have laid down some strict rules about what can and cannot be said there.

In the *FL* web site, I haven't laid down any strict rules about content, but I have published a brief "editorial policy" that makes it clear that we're hoping the *FL* web site will maintain the usual friendly and sportsmanlike decorum that prevails on Northwest flying fields. To put it a little less tactfully, we're asking that the smackdown be conducted in some other ring.

That said, there's still a wide-open field of topics for friendly discussion. Combining the NW perspective message boards with the daily news magazine, we hope, will be a perfect fit for promoting, supporting and enhancing Northwest *CL* model aviation.

So, as information about *CL* flying explodes all around you, and you have to make choices about where to spend your online modeling time, we hope you will bookmark flyinglines.org, and make it your first stop in your online tour every day.

John Thompson can be reached in care of Flying Lines or at john14051@aol.com.

Where the action is!

Coming events in Northwest Control-Line model aviation

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 JIM WALKER MEMORIAL SPRING TUNE-UP, 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, 80 mph Combat. Contact: e-mail Scott Riese: SRiese5283@aol.com, or Leo Mehl 503-255 6471

APRIL 30

FUN FLY AT OLE JOHANSEN'S PLACE, Site: 3188 Hwy 9, Sedro-Wooley, Washington. Two grass circles, fly anything! For directions or more information contact: Kenny Johansen 425-876-4613 or Mel Lync at mlyne@sea-to-sky.net, 604-898-3581

MAY 13

NW SKYRAIDERS FUN FLY, Site: River View Park, Kent, Washington. Sponsor: Northwest Skyraiders. Contact: Chris Gomez, e-mail: gamez5501@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 Goudycat, NW

Sport Race, NW Super Sport Race, NW Clown Race, Quackie Rat, AMA Precision Scale, Profile Scale, Sport Scale, 1/2 A Speed, 1/2 A Proto, A Speed, B Speed, D Speed, 1A1 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 NW Cedar Lane, Corvallis, Oregon 97330, e-mail: craigbart@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: shasscr@yahoo.com

JUNE 25

PAC FUN FLY & NAVY CARRIER, Site: Rice Mill Road flying site, Richmond, B.C. Sponsor: Pacific Aeromodelers Club. For information contact: Henry Haidik at hadik@t-lus.net

JULY 8

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

JULY 9-15

A.M.A. CONTROL LINE NATIONALS MUNCIE, INDIANA.

JULY 15

NW SKYRAIDERS SUMMER SWAP MEET Contact: Mike Potter skyshark38@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 604-595-7635, e-mail: ccox10@telus.net

AUGUST 12 & 13

MYRON SALO MEMORIAL SPEED COMPETITION. 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 at a.b.duncan@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: leichten@aol.com

AUGUST 14

MISSION WINGS CONTROLINE FUN FLY Site: Mission R.C. For information contact: Paul Drantfield pdran@telus.net

AUGUST 19

NW SKYRAIDERS FUN FLY. Site: River View Park, Kent, Washington. Sponsor: Northwest Skyraiders. 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 Skyraiders. 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: zzelspeed@aol.com

SEPTEMBER 17

P.A.C. WILD, WEIRD & WACKY CONTEST Site: Clayburn Park, Abbotsford (tentative) Originality controline model contest. Contact: Henry Hajdik hadik@telus.net

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, 80 mph Combat. Contact: Mike Hazel, 503-859-2905, e-mail: zzelspeed@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

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 dlr111845@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

FOR SALE: Bits from Sterling Guardian kit, includes: plans, landing gear struts, hook, bag of hardware, and plastic canopy. \$15 postpaid. Mike Hazel, Po Box 126, Mehama, OR 97384



FLOWN FAST SHIPS BEFORE, MAC?

Myron (Ron) Salo

January 14,
1956



March 13,
2006

It was with great sadness that I learned of the passing of Ron Salo on March 13th, per notification from Bruce Duncan of the Vancouver, B.C. area. Further information from Paul Gibeault is as follows: *".....Ron passed away this afternoon at 1:30 from a heart attack. Ron was working (3 days a week) in the Maintenance Planning Department in the Air Canada Vancouver operations center at the time. The hangar first aid attendants were praised for doing an excellent job, however by the time the ambulance arrived it was unfortunately too late."*

I don't know much about Ron's young years, but he had been flying and actively competing in the Northwest for about two decades. He did a bit of racing when I first met him, and then the speed bug bit him hard. Over the years he campaigned just about all the speed classes from small to large, including jets. He has held several NW speed records over the years, and also took a first place in "A" Speed at a U.S. Nats quite awhile back. He was a very accomplished monoline pilot, who often flew for many other competitors. His moniker on the internet Speed Forum was "monoflyer".

A short few years ago Ron suffered from a medical situation which after some complications set in, left his legs paralyzed and put him into a wheelchair. Ron had always been a pleasant upbeat person, and with this new physical handicap he demonstrated that his positive attitude was true to the core. He had been making some forward advances with his physical therapy, and no doubt believed that he would be walking, and piloting again some day. While many people probably would have just given up the hobby, Ron kept at it enthusiastically. Working from a wheelchair, he continued building and servicing his speed ships. Last year we saw him at the NW Regionals working as an active member of a pit crew, both on his and other's speed planes.

Now for a piece of irony.....just when this news was received, I had been working on getting the NW Regionals entry packets ready for mailing, and in fact was about ready to head out the door to the post office. In the box the very top piece was addressed to one Mr. Ron Salo. So while his entry form will not be sent out and completed this year, I believe that he will still be very much with us.

Goodbye to Ron, a sportsman, competitor, gentleman, and friend.

.....mike hazel.....

the Real Dirt

by Dirty Dan Rutherford

LustreKote Well, I'll be dipped...

I am just now finishing two new models, both Pukey Profiles, one for Classic, the other for P.40. And, ahem, some PA competition, assuming transport via the Hated Honda which will swallow an *Impact*, but little else.

Just for review, I much prefer to use MonoKote in finishing my models, this including wrapping the fuselage in plastic film. It's not *that* hard to do the fuselage, and as all else is film anyway...

The Pukey Profiles are different, at least in my book. Yes, of course I can cover the fuselage in MonoKote. Nu-brainer. Ditto with getting the film nailed down in the engine/tank area. But engines or engine pads wearing into the film is a common problem and looks unsightly. Same thing with the tank: While I do not use double-sided tape to mount tanks, or at least I learned my lesson in so doing, there is still plenty of opportunity here for scuffing and general ugliness.

Still in review mode, the obvious choice is to paint the front end. From there it is an easy step to just painting the whole damn fuselage.

Which is what I did with my first *Skyray 35/20FP* combination. (The plane was renamed *Skyray 20*, just to piss off—excuse me, to get the attention of—*you-know-who* and to reflect the assumed displacement of the power plant. Since then, Mike Hazel pointed out the "20" is actually a "21," and as that is J.500, several of us have gone back to the *Skyray 35* designation, slipping in a period, thus: *Skyray 3.5*. Cute, huh...?)

As the *Skyray 35* is a small model, white was chosen as the base color, just to give it a little more presence in the air. White models look bigger, although I honestly do not understand why. So it also has white MonoKote on all the flying surfaces, 'natch.

Ever since 9/11 all of my models are red, white and blue, so stripes, panels and so on were done in these colors, from MonoKote film (not "Trim" MonoKote.)

The fuselage is white. As I had assumed LustreKote is merely convenient in its rattle-can packaging and in matching MonoKote pretty well—these features offset by its being just another version of cheap-o, discy-sourced paint—I did not take it very seriously.

Established a base with runny epoxy, sanded, sprayed LustreKote primer, sanded, shot on three coats of white. No runs, no real shine, no real satisfaction, easy to clean, let's go fly.

Then my long distance friend, Derek Moran, took things to a new level, an act at which he is quite accomplished. Yes, to the point of some frustration here at Dirt HQ. I mean, I am supposed to be his mentor, not the other way 'round...!

Still, I have a picture from the 2005 Clovis contest. None other than Brett Buck and Jim Aron judging for appearance points. Right there in the third row was Derek's *Skyray 20*. A solid 16 points to its credit. Not only that, in the picture one can quite clearly see Howard Kush's gorgeous *Impact*. Just one row ahead of a PP!

Derek's finish? Transparent MonoKote on the flying surfaces. LustreKote on the fuselage.

Damn! Which is approximately what Bob Whitely muttered when seeing Derek's model.

With my Classic model ready for paint I was not quite ready to go for the Show-Biz finish, stuck with white LustreKote on the fuselage. Other than a major screw-up in (evidently) grabbing some cheap wax during early fiddling with 2000-grit paper, Meguiar's "Fine Cut," Meguiar's "Swirl Remover 2.0," said junk wax, all was well. Almost.

I had two spots just above the wing which did not cover well, eventually I sanded most of the paint off, spraying it again and ending up with fish eyes in the finish, a result of contaminating the surface with wax now thrown in the garbage.

Hey, it's white! And sitting on the ground the flat fuselage sides...well, it's an acceptable finish which I will only sand off if the model really flies super. And I am guaranteed removal of the silicone which caused the problems.

The second model is another *Skyray 3.5*. During the Gods of Stunt I painted the fuselage in missile red LustreKote.

Aha! This paint comes from a discy operation, it does come in the ubiquitous rattle-can packaging. I may have sinned at in the past.

But it is also the Real Deal. Or can be. The results are not perfect. But I am far, far more

enthused about this paint than in the past. Presented in laborious detail, here are the steps I used:

1. Fuselage finished to the primed stage prior to installation of wing and horizontal stabilizer. To be more specific, the fuselage was slotted on my table saw in the appropriate spots, vertical stabilizer and canopy were fabricated with "tabs" of 1/8" balsa protruding from the basic structure, these tabs engaging the slots in fuselage. Stronger, perfect alignment. And the fuselage being finished was a one-piece unit, including fin and canopy.

2. One heavy coat of runny epoxy, in my case System Three epoxy. Allowed to soak in for a few minutes, the epoxy was wiped off with a rag.

3. Block sanded with 220-grit garnet. It is very easy to rush this process; if the epoxy is not coming off in a fine dust, give it more time.

4. Another coat of the same epoxy, this time applied with a foam brush, taking care to brush off all the excess. This is a bit difficult to describe, but one wants a nice, thin film uniformly applied. About what a fairly dry brush leaves on the surface seems about right.

5. Block sanded, again with 220. Same caution as in 3.

6. LustreKote primer. Follow the directions.

7. I then block sanded the fuselage with 320 grit wet or dry paper used wet. I had some slight graininess on the fuselage sides, these being 1/64" ply laminated to 1/2" balsa, but the emphasis was on getting all the major buggers handled prior to making a simple stick into a more cumbersome piece when the wing and stabilizer were installed.

8. If one must, there is little penalty in sanding virtually all of the primer off and taking another shot at it.

9. Stab was covered with MonoKote.

10. Model was assembled. Cripes, I have always been real careful at this stage, but this time through the process I was *greatly* assisted in use of a stab alignment jig designed, fabricated and gifted to me by Derek, a Moran-designed, Dirt-named, "KIM" which I made myself--it's a *SEKRET*, although you will soon be able to make your own!--and various other bits of temporary jigging and blocking. It looked like a 747 sitting in a wing/fuselage joining fixture. Some mentor I have turned out to be...

11. The wing was covered in MonoKote. Yeah, yeah, one can do this prior to assembly. I just prefer not to, plus some of my covering techniques involve brute force and I much prefer to have things nailed down when beginning to pull MonoKote over a tip.

12. As the film ran up to within 1/8" of the fuselage the area to be covered with fillets was both poked full of holes and scuffed with fine steel wool.

13. Fillets and assorted toot were added. When it comes to fillets I merely mix micro-balloons with System Three epoxy and honestly have very little worthwhile to contribute. Well, I did benefit from use of another tool Derek designed, but this theme is getting a little worn.

14. Lots of careful sanding. Progressively finer W/D paper used wet.

15. With it all "perfect," I shot on more primer.

16. It was hardly perfect.

17. I worked at it, but still had it in mind that rattle-can paint can't be that good. And I was hitting over minutia worth no more than one or two appearance points. Let's get real here: It's a Duke's Profile for God's sake.

18. Finally sprayed on the red LustreKote. As I finish in the same room in which I build, there were, uh, challenges.

19. Sanded nearly all of the red down to primer.

20. Got more serious about a nice, even coat of primer, especially over the areas which were dark in color and so not conducive to a consistent shade of red.

21. More sanding, a lighter touch this time.

22. Bought more Missile Red. You do not want to run *any* rattle-can paint right down to the last drop. Not worth it. Okay, the exception might be primer.

23. Light coat of red fugged on, kicked the cat, got more coffee.

24. Second coat heavier than the first, nearing complete coverage. Mere moments spent looking for the cat, sipped some coffee while looking for holidays. (This stuff dries *fast* to a hit-it-again condition.)

25. Third and last coat applied with the help of strong lighting in that all surfaces must appear to be wet and glossy. Try to plan your spray patterns so there is minimum over-spray. Yes, this is impossible, but light effort will at least reduce the problem.

In my mind, the process is similar to that used with K&B SuperLoxy: Fog coat, let it get tacky; second and heavier coat, again let it get tacky; final coat flowed on; what you've got is what you will always have. *Walk away, just walk away*, to rob a line from Alton Brown, my favorite televised cooking instructor.

26. Removed all masking tape and while this can be fraught with challenges I prefer to do it right away. If you really did apply enough paint this last coat will still be wet and so odd tails of masking tape can ruin your evening.

27. I let it dry. No, I mean I really let the paint dry. While it will feel just fine the next morning, it is not dry. At least not to the point of working with it further. I left the model alone just about as long as I could stand it, which was five or six days. Probably spent an extra \$20.00; kerosene for my heater.

Okay, I lied. About the second or third day I picked a spot directly under the stabilizer and so not normally visible. Wet-sanded with 2000-grit, did the Meguiar's routine of fine cut, swirl remover, glaze. Oops. Couldn't get all the swirls out. The paint was "dry," but not hard enough to work.

28. Several days later it was and the same spot was used as a double-check. Killed! But I knew it could be better.

29. Down to Local Hobby for LustreKote clear. I never thought this could possibly be justified.

30. Sanded all painted surfaces flat with 2000-grit, again used wet. Even sanded through in one area, albeit in my test spot.

31. Cleaned masked model with 70% iso propyl, per Top Hite's tips

32. Again, first coat fogged on, second with near coverage, third to the wet-n-wild condition. Almost ham-bam from one coat to the next.

33. The paint is now drying to full hard. Yep, at day two I worked that spot under the stab and if I was in a big hurry would have done the

entire model. But I'll get better results in just a few more days, even if I do have to buy more kern this afternoon.

34. The paint looks great! *Way better than we have any right to expect from rattle cans.* I'm serious... I mean, I am now seeing spots where if I had just known how Shiny & Kewl the LustreKote would be I would have taken another evening or three to poke and prod a few quite minor details. Yeah, fillets. Basically they are fine, would have been *totally* acceptable with MonoKote laid over them, but with the high gloss I am seeing this time around...well, I'm just going to have to learn how to feather them better.

And there is some hope that with enough clear on everything they will still come out in S&K condition.

35. Meanwhile I keep marveling at that one little two-inch-square spot under the stab. Rush is in no danger of seeing my lil' PP Skyray J.5 eclipse his *Impact*, of that you can be assured, but I am very pleased with the results.

The next time around: I am not completely happy with the use of epoxy in forming a substrate. Derek, whom you will notice has hardly been mentioned at all, suggests nitrate dope and silkspan or carbon veil as being better; easier to work in the first place, easier to touch up when the inevitable takes place. Nitrate and paper or veil might even be lighter, although I am hardly convinced of this. And don't much care, at least when it comes to the basic Skyray J5 design, especially as I am only painting the fuselage.

However, I intend to get some Randolph's nitrate dope in bulk and will give it a try. Especially as it gives me an option when finishing pieces like flaps and elevators. I don't know there has been a problem, but finishing parts one would like to have as stiff and straight as possible in plastic film—even if nailed down nicely, as I am prone to doing—just seems so wrong on at least three different levels.

The only real issue in the past has been the likelihood of a set of flaps matching the MonoKote-covered wing just fine when it comes to color, but not having a surface finish equal to that of what is right next door. Such is no longer a concern, even if there is indeed a perceptible difference between even the best film and a painted sanded/cleared/rubbed/waxed finish. I'll just try to leave the flaps and elevators detected enough to demonstrate a supposedly superior control sys-

tem, this also giving a different slant to the light and reflections...

The usual tips: Buy two cans when you think one will do the job; running these things to the last is generally a big mistake. Due to the shape of the bottom of the can there can easily be 1 1/2 tablespoons (by actual test, see below) of paint in there when the pick up sucks air. Just one big lousie on your masterpiece will cause one to understand what is meant by a flawed approach to saving money.

Heat the cans prior to use; mine just take a semi-permanent position on top of my kerosene heater, but I have the shrouded model, not the kind with a wire grate on top.

Buy paint with which to experiment. The other day I heard some LustreKote colors are on sale for less than \$2.00 per can. Those left-over cans which you are rightfully afraid to run completely dry are also good for testing various techniques, especially if you plan ahead, finishing a scrap chunk of wood or two along with the new model. (This is such an obvious tip, but does any body actually take this common sense precaution?)

I have not had any issues with masking which were not my own fault. Read: I didn't get a couple small spots pressed into place. I don't think I will be getting overly creative with graphics and LustreKote any time soon, but for me that applies to all manner of paint.

There have been questions about painting LustreKote over MonoKote and I do not see any problems here. In my scrap box is a *Skyway* 35 stub which was completely covered in MonoKote prior to being rejected and fitting the box. I have used this piece to test colors, simply spraying LustreKote on the film with the only prep being to wipe it down with a clean, dry rag.

The paint can be scraped off with a finger nail, but it takes enough pressure to seriously dent the balsa. Even sharp instruments can't do much to the paint without also damaging both the underlying film and wood.

So while I do not suggest spraying LustreKote over MonoKote without some surface preparation, it seems that merely scuffing the film with a 3M Scotchbrite pad, steel wool or fine sandpaper is more than adequate.

I am even tempted to emulate some of the fabulous paint-over-film finishes as done by a master of this art, Arlic Preszler. I won't actually

do it unless coming up with some brilliant trim scheme which cannot be accomplished with MonoKote-over-MonoKote techniques, but should you have an interest I can see where it is a viable technique which may yield spectacular results.

Shake the cans until your arm drops off. Derek sneaks his into a big-box hardware store and has them shaken on a machine. My boys won't do it; concern about agitating a pressurized container. Wimps.

A suggestion from Derek (this is getting so old) is to get a length of PVC pipe which will accept a paint can. Fabricate a simple cam from a piece of plywood, fit it to an adjustable-speed drill motor. Position drill motor such that the cam hits the bottom of the can, driving it up in the pipe. To ensure good rebound, stuff top of pipe with resilient foam or even a low-rate spring. Turn on the drill motor. Be prepared for "What's that racket?" sorts of questions.

For what it's worth, one simply cannot shake these cans too much. Banging them by the wheels on your commuter car and driving around like this for a week might be a bit much, although if someone steals the car and hears what sounds like, well, a rattle can spinning around they might be moved to steal a car in better condition...

Personal note to Ted: If you strap cans of LustreKote to the wheels of Sharen's Lincoln, not only will the result be well-mixed paint, you'll be able to hear her coming home...and you can get the Nobler up off the garage floor before she smashes the thing into oblivion. Always glad to help, you are most welcome.

The best-case scenario: You've got a fresh can of paint, but are depending upon a .575-diameter steel ball to thoroughly mix paint which it cannot even touch directly. Look at the bottom of the can! See the dome? Do you really think all of the solids will settle on top of it, just waiting to be excited by that one stupid ball? Especially when these same solids will actually nestle around the outside edge of the dome where, again, the ball cannot possibly touch the material directly.

(Yes, I have just recently sprayed a can of LustreKote dry, frozen it, punctured the top with an awl, run the can through my band saw.)

The worst-case scenario: Your paint is from a batch which got overlooked for a few months in some packaging operation. When finally shipped to You Flite it somehow just sat around, possibly from being a slow-moving color or

the stock not being rotated. Another three or four months pass.

Finally you order the paint and it sits on your shelf for months. Or it has sat for months on the shelf of your local hobby shop. I mean, look at the design of these racks! Do they appear conducive to loading fresh stock to the front or the back? Yes, if you get the last can of a particular color it could easily have been sitting there unmolested since the last time there was an earthquake down the street and around the corner.

While in our world of just-in-time delivery of finished goods it seems odd, it is also quite clear that the can of paint with which you are having so many "mysterious" problems merely needs to be shaken beyond any levels previously thought to be justified.

I have already purchased the correct PVC piping and a low-rate spring which looks about right. I'll put it all together as soon as I can use both arms once again. Wait, both arms in use will mean I can do the fine-cut/swirl remover/glaze bit...

Finally, if you want the *best* stuff, be advised that Meguiar's has two grades of many products, one which is a "consumer" branded product and can be found in a great many outlets, probably including some grocery stores.

The other is a line of "professional" products. These are the best. In addition, "Fine-cut Cleaner" is available in at least two formulations, heavy- and light-duty (I am using the latter). Same thing with "Swirl Remover." I use the light-duty stuff, which is noted as being "2.0," but there are a couple grades which are more aggressive.

The Meguiar's "professional" glaze I am using states right on the front: "Paintable." This is code for: "Won't ruin the final, final, I'm-not-kidding-this-time coat of white on your new Classic Stunt model because we don't put silicone in this product, which is exactly how and why you, like, totally, screwed the finish on your toy aeroplane."

Dan

Jerry Eichten gives a good starting flip to his stunt ship. Tom Kopriva holds.

Pic taken at one of last years Salem events.



Mike - Thanks for the recent issues of the Flying Lines issue. PAC is in course of updating our website and there will be some membership resumes that will be included. In the meantime, since Frank Boden was well-known in the Pacific Northwest, it occurred to me that you might wish to use the item for the next Flying Lines issue. We have had enquiries about Frank from time to time. Frank's MAILING ADDRESS for interested parties - c/o Mark Boden, P.O. Box 2372, REVELSTOKE, B. C., V0E 2S6

" PERSPECTIVES FROM THE INNER CIRCLE "

FRANK BODEN - Controlline Modeler Extraordinaire

Whether your controlline contest travel is limited to British Columbia, or if you travel to the U.S.A. - you won't find many modelers that haven't competed against Frank Boden at one time or another.

My personal first experience with Frank Boden was as an observer watching a combat match in 1956 at Brockton Point Oval in Vancouver. Frank loved to fly combat. He was paired in a finals match which quickly ended in a midair collision which destroyed his opponent's aircraft. Judges determined that the match should continue. His opponent did not have a back-up" ship and Frank would win the match "by default". However, Frank refused the option and immediately provided his opponent with his best combat ship to continue the match! I don't recall the final results of that match - but in my mind Frank Boden taught me a huge lesson about sportsmanship and from then on - it was clear that Frank and the Controlline Sport were the real winners!

Prior to Frank's controlline days - WW II was still raging in 1943 and Frank was only 17 years old, living in Vancouver. ON a breezy afternoon having completed his Giant Box Kite with his name painted on the outside - Frank set out to test fly his pride & joy out of his back yard. Unfortunately, someone some distance away spotted the Monster Kite with the strange writing and immediately reported that an "enemy airship was spotted over Vancouver!!".

During the war years paranoia was rampant - and a Squadron of Fighter Aircraft was immediately ordered from the Sea Island Airport "to intercept the enemy airship". The fighter aircraft soon located this formidable enemy - and within minutes several police cars arrived at Frank's home to deal with the enemy threat to this quiet Vancouver neighbourhood!!! The local press got wind of this story and Frank managed to avoid incarceration in the local brig - but not without securing a place in Vancouver's history!

Frank proved to be a formidable combat flyer, but he also participated in other controlline events such as Speed, Stunt, Scale, Naval Carrier, and Racing events plus Free-flight and R/C.

He always made a point of entering as many events as possible - not to win, but to provide support & success to the contest! He recognized that clubs do not succeed unless all members are willing to work together to plan, organize, publicize, and then fully participate in club programmes.

Promotion was a major concern for Frank, and he spent many years on the executive of the Vancouver Gas Model Club as Editor of the VGMC Hothood Newsletter. In 1990 Frank became one of the key founding members of the new Pacific Aeromodellers Club and he also assumed a position on the executive and Editor of the PAC Airwaves Newsletter. Frank is the only member that has been awarded a "Life Membership" in both organizations in recognition of his diligent & outstanding support of controlline modeling in the Pacific Northwest British Columbia region. Frank Boden will be 80 yrs. of age on October 17, 2006. For health reasons he has moved to Revelstoke, B. C. He no longer flies but as a supporter of controlline modeling, Frank has become a Legend in his own time.

"Way Over The Top"

by Combat Maniac

"Space", not the final frontier, but what you need more of!"

Sooner or later (later is more like "now" for us older geezers) you are gonna find that your faithful '59 Ford Wagon just doesn't hold enough models for all the events you're gonna crash models in. This could have something to do with all your special support equipment that you find indispensable at this time in your life, e.g. Oxygen bottles, walker, chaise-lounges, Coleman cooler for medications etc. So here's a handy dandy idea for a model box that comes ready-made and won't cost you a cent. In fact it'll even score you some points on the home front!

Now, if your wife's like mine, she's probably always after you to throw stuff out. So you go down to your basement, or into that long-sealed off part of the house, and you look around for one of those old upright wooden clothes-storage wardrobes, the type that grandma used to have 60 years ago. These things are **BIG** and solid, with lots of room for model storage. They are a tad heavy, but they do offer first class protection for models, and your old Ford wagon is still pretty solid, eh?

So, the evening before you're off to the contest, round up half a dozen neighbours, or even better, your neighbours' teenage sons. You know, the big muscle-beach type that are used to lifting big bear cases. This is relatively easy for the first time. But for the second and subsequent times, you'll have to get a little inventive to get them to come over. I find if you open up your kitchen windows and let off a smoke device, you'll get lots of help there in a hurry! So you get them to heft the wardrobe onto the roof of your wagon, with the swing door facing up. Now all you've got to do is tie it on. Rope is good, but the handyman's secret weapon "Duct Tape" is quicker and less work. Besides, it'll match those little squares of tape you've been putting over the rust holes in the body the last few years. And Bingo! You've doubled or tripled your model hauling capacity. So, if the women don't find ya handsome, they should at least find ya handy!

"Combat Golf, Clearing Out, Club Fund-raising, Peace On The Home Front"

Okay, so you haven't been the best house-keeper the last while. It's actually been a long while.....like 20 years! Periodically we gotta do some cleaning out, but what do ya do with all these cocubut wrecks?

Afright, now that they're starting to show up in piles behind the drapes in the living room, it's time to do something. You can't just move them someplace else....'cause that place is stuffed tight with wrecks already! Ya got a garage full (if yer name's Rush or Wilson or Peuri or Salter or Rulauer or Lopez or...or....). Ya got a garden shed full. Ya can't fit another one in yer workshop hanging from anyplace! The bathroom's got some (damned nuisance having to unload the shower tub once a week!), and the laundry area's full. And lately the hints from the little lady haven't been so subtle. Like, "I swear I'm gonna throw the lot out next time you're at a contest!"

So ya need a solution, a fourteen carat solid gold beaut of one. **AND THEN** it hits ya! **THE** perfect solution.

A janywaze teenyus solution! One that'll keep her ladyship happy **AND** raise some cash for the club. The next club meeting ya go to, yer loads about a dozen wrecks in the back of yer car. (By now you've removed the motors and tanks and anything else ya can't live without.) Then you chuck in a broom and some garbage bags. Lastly, yer throws in yer old set of golf clubs that ya can't use fer ages.

Now, when the meeting's about over and they're about to go to show and

tell and the B.S. session, you announces that there's a bit of fun for everyone in the parking lot out back. Once the herd is there, you produce the golf clubs and get them each to take one, any one. **THEN**..you bring out the first wreck. "Two bucks into the club kitty for ten whacks at a wreck!" **WHO CAN RESIST?** Personally, I likes a five iron. It has that crisp munching sound. Each player gets ten whacks at a new wreck, then a new wreck is added to the pile of bits for the next player. "Combat Golf!" Kind of a useful new leisure activity. And the little lady'll start smilin' at ya again as the piles of wrecks disappear. And just maybe it won't only be your golf game that improves!

All that's left is to get out the broom and the garbage bags. It's just that easy folks.

So keep yer putter under control. I'm pullin' fer ya. We're all in this together.

Combat Brain Atrophy

Is there a thing as too much combat? When you wake up in the night thinking you see pieces of streamer floating down. Or when every loud noise you hear sounds like a Nelson/Fora/Fox in full scream. Or is there a sudden uncontrollable reflex to flick at inopportune times when somebody says the word "Go"? And do your pupils dilate, your mouth go dry, your palms go clammy and your senses go to high alert at every horn sound? And does the smell of nitro, Ambroid, epoxy or even ripe bananas get you excited? Well, it's not a Dr. Strangelove thing...it's just "Combat Fever". And the only cure is to go fly some combat. So get out there and chop some streamers and kick some butt! Hell, you're normal. Just like me. After a few combat matches the wife will even stop looking at you funny. Everything will be fine. "The monkey's back in the cage".

Steve Helmick (left) and Leo Mehl judge a flight as Todd Ryan and Mark Conner (right) look on.

Action is at last year's T.E.A.M. meet. The Evergreen Aviation Museum is in the background.



Some Rat Race, Way Back When....

Please pardon ye olde editor's "full page indulgence" here. The photo opposite is direct from the Eugene newspaper taken at the 1978 NW Regionals in Eugene, Oregon.

I am leaning into one 150+ mph Rat, along with Jeff Hollfelder, who was Tim Gillott's pilot. The G/H team from California attended several of the early Eugene Regionals flying Rat and Goodyear.

In this photo it's obvious to me that I am piloting someone else's entry, as the handle is not mine. It is quite likely an entry from Vic Garner, who also frequently attended.

Back then it wasn't unusual to have about a dozen entries in rat race. Many times I would also pilot for a couple of other guys. After the heat races, and usually making the final with my own and/or other entries, it felt like a real workout! Ah, the good old days!

..... Mike Hazel.....



Old-Time Stunt: Give it a "whirl"

By Floyd "Dr. Spark" Carter

Many present day contests feature both the "modern" stunt events and Old Time Stunt (OTS). If you restrict your flying to only the modern pattern, you are missing half the fun (and the challenge).

Control Line Stunt wasn't much to brag about until about 1947, and the return of the full-blown AMA Nats. Until then, flyers were happy to do a few loops and perhaps a bit of inverted flying without too many crashes. Early attempts to form a stunt routine were sometimes amusing. A contestant could enter and fly a short pattern consisting of fairly simple maneuvers, which were in keeping with the limited performance of the aircraft of the time. One official maneuver was called "Pair of Spectacles", which was just the horizontal 8 with an X crossover intersection instead of the later round loops with vertical intersections. Serious contestants who placed well on their first stunt flight were permitted a second flight with perhaps a different model where free-style "tricks" gave additional points. Some of these "tricks" consisted of the Sabre-Dance, flying two models at once, touch-and-go, and whatever was a crowd-pleaser. The poor judges never knew what to expect, which must have been a real headache for them. The 1947 Nats were held on private property in Monticello, Minnesota, and was the first large AMA contest held after WW II. The U.S. Navy later hosted many of the Nats at their U.S. Naval Air Stations revolving each year across the country. Some familiar names flying at the 1947 Nats were Bob Tucker, of Elizabeth, NJ, Johnny Clemens, JC Yates, and the young Davis Slagle, who captured the Walker Trophy, as he did in 1946.

About 1950, a set flying routine was developed, giving those without special "tricks" a chance to compete equally with the rest. Of course, the pattern wasn't called OTS at the time, because that's all there was! The OTS pattern was and is not easy to fly correctly. However, the required maneuvers make fewer demands on aircraft performance. Few models of the early era could produce blazing corners. Still, the OTS pattern requires some corner flying in the Vertical



Floyd Carter of Eugene, Ore., shown with his Wildman 60, powered by an Anderson Spitfire .65 -- spark ignition, of course! *Flying Lines* photo.

Climb and Dive, Wingover, and the Rectangular Loop. Although the advent of wing flaps did much to solve the corner problem, the OTS emphasis is on smooth and elegant flying, as championed by people like George Aldrich. (His magazine article which accompanied the Nobler construction was called "Stunting Can Be Smooth"). Bob Palmer won more than a few OTS contests with his smooth and seemingly effortless flying.

Before deciding what to build for OTS, a few considerations are in order.

1. There are no appearance points in OTS, so many contestants adopt the authentic simple finishing schemes of the period.

2. Many OTS contests offer a "no flap" bonus, which tends to equalize the difference in model performance between flaps and no flaps.

3. PAMPA (and others) rules permit no modification to the OTS external dimensions, although internal construction may be changed to improve model strength and light weight.

4. There are no restrictions on type of engine, wheels, spinners or covering materials, although many OTS models are presented using period materials. The venerable Fox 35 is widely used in OTS.

The years have tended to sort out the better OTS models from the so-so planes. Here is a short list of some of the best non-flapped OTS models of approximately .35 engine size which are often in the winner's circle

DRAGON by JC Yates, November 1947
STEARMAN PT-17 by JC Yates, April 1950
(requires larger engine than 35 size)

MADMAN, by JC Yates, 1948 Burbank Models kit.

S.D. ZILCH, by Jim Saftig. Berkely kit.
(larger size engine recommended)

EL DIABLO, by Harold Reinhardt, March 1952

BARNSTORMER, by Lou Andrews, Gullows kit. about 1951

RINGMASTER, by Matt Kania, Sterling S-1 kit.

A few of the more successful .35 engine size flapped OTS models include:

STUKA STUNT, by Don Still, April 1952

ORIGINAL NOBLER, by George Aldrich, May 1952

CHIEF 1, by Bob Palmer, VECO kit. (pollywog airfoil)

SMOOTHIE, by Bob Palmer, Aug. 1952

The OTS pattern can be downloaded from the AMA web site, and from the Brodak web site. Plans for most of the popular OTS models are available from several plans sources, including Tom Dixon. Complete reproduction OTS kits are being produced by several companies. Check the PAMPA website for lists of suppliers.

Personal Note. I consider myself an "Old Timer", having flown C./L and free flight models in 1944 in the Los Angeles area. I entered my first C/L contest in 1949. After four years in the USAF, and then several more years in college, I resumed flying in 1961, and flew in the 1963 Nats at Glenview, IL. I have not stopped since.



**HEY! THE PLANE'S SUPPOSED
TO DO THE STUNTS!**



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