



NEWS OF NORTHWEST CONTROL-LINE MODEL AVIATION

1073 Windemere Dr. NW, Salem, OR 97304

Editor: Mike Hazel

JUNE / JULY 1992

ISSUE #99

In this issue.....

- * Round & Round, by John Thompson
- * Contest Results: NW Regionals
- * Updated NW Competition Records
- * Competition Standings
- * Navy Carrier, by Joe Just
- * Scale, by Orin Humphries
- * Regionals Pix, by Jim Cameron
- * More Good Stuff

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Cockpit Chatter



*Notes from the
editor's desk*
By Mike Hazel

Greetings. First order of business is a reminder that several of you need to send in your renewal \$\$\$\$\$\$. This actually should have been mentioned in the last issue, as the last issue marked the completion of one years worth of issues. Please send in those renewals promptly to ensure continous service.

As noted elsewhere in this issue, there are several new NW competition records. Here is a brief review of the criteria needing to be met for qualification. First off, you must be a NW region competitor, but the record can be set elsewhere. The performance must be done at a sanctioned affair, which has been publicized and is open to all eligible entrants. For speed records, only a single official flight is necessary, no backup flight is required, as must be done for an AMA record. For Racing, we round off the time to the nearest second. Also, the race must be done with a minimum of 50% of the laps with competition in the air. This eliminates any performances which are done mostly as a solo flight. The Carrier and Endurance categories are self-explanatory. They, like the other events, must be flown as per the rules.

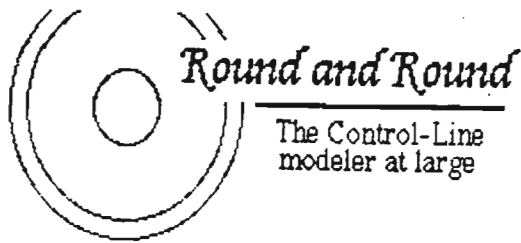
As local events become popular throughout the NW, they can achieve record category status. Such was the case with the Flying Clown race last year. It would appear that the NW Goodyear event is deserving of that recognition, as it is being flown throughout the region this year. It will be added to the records section next issue, times turned after June 1st of this year will be recognized. Remember, for records to be eligible, the event must be flown as per the rules, including the published rules for NW rules. No special local club modification of those rules will be recognized for record purposes. If there are any questions regarding establishment of NW records, please feel free to contact the editor here.

In this issue we also have an update of the NW competition standings. We don't have a complete roster of the events, however. Hopefully next issue we will have an update on the events which were not included in this issue. A brief review of how that works: First off, the tabulations recognize only NW region competitors, and only NW region meets are counted. For placings through fourth in an event, a competitor is given an inverse number to the number of entries in the form of points. (5 entries, 1st place is equal to 5 points, 2nd = 4 points, etc.) Please note that while contest results may indicate the number of contestants registered in an event, for points tabulation purposes, only the number of actual entrants which actually flew are used.

Individual events are ranked through the top five, and overall categories are ranked thru the top ten. A couple of minor notes: Placers in Expert precision aerobatics are given x 1.5 the number of points, recognizing the relative low number and difficulty of competition in that class. Speed events have normally been just listed as a category total, because of the large number of classes, with relatively few in each class. Our head numbers cruncher and tabulator is Rich McConnell.

Received a note from our Scale columnist, Orin Humphries. He sez that in the last piece, "CG FOUR", he confused the aerodynamic center with the neutral point. So, you may want to back over that, and right things in your mind. Thanks for the correction, Orin.

A couple of months back, I received a video tape from R.F. Stevenson, of Seattle. It had a copy of a local TV news program, which featured a segment on "Steve", and his home which is known to locals as the "Blue Baron Museum". The segment also featured Steve doing some flying at Carkeek Park, overall a good piece promoting CL flying. For those of you who don't know Steve, he founded the Seattle Skyraiders in the early sixties.



Round and Round

The Control-Line
modeler at large

By John Thompson

Wow!

What a kickoff for the 1992 summer contest season!

A Regionals with an all-time record entry and, possibly, all-time record weather.

There were moments when I recalled the remark made by Prop Spinner Gene Pape as we were setting up for one of the early 1980s Regionals. A week of field work was starting to wear us down as contest time approached, but it was Friday night and things were beginning to come together at the old site near the airport terminal.

Contestants were starting to arrive, set up tents, take test flights, and get the usual hobnobbing under way. Gene hit upon the answer to the question the workers always ask in the week be for the contest – why do we put ourselves through this ordeal? He straightened up from some chore, put his hands on his hips and, in his typical laconic fashion, remarked...

"Well, there's just no other contest like it."

Well, there's the answer. It's three days of control-line activity unmatched in the civilized (that is, control-line flying) world.

The results are elsewhere in the newsletter. We'll note here some random moments, observations, memories from the contest that's unlike any other.

- Unconsciously, perhaps, Michael Hawk of Gilroy, Calif., hit upon the Regionals' draw from all over the West, when he referred to the contest as the "Northwest Nationals."

- Contributing to that "Nats" feel is the sight of luminaries in the hobby scattered about the field. National stunt, combat and speed champions, for example. Paul Walker, Ted Fancher, Norm McFadden, Bill Nusz, the M&M Team, Jerry Thomas, Frank Hunt. World Championship Team members. Walker, Alan Resinger and Paul Gibeault (Canada), Chuck Schuette.

- License plate spotters' heaven. Entries from Oregon, Washington, California, British Columbia, Alberta, Montana, Utah, Nevada. Where was Idaho?

- Spectators: This is one of those contests that draws them from long distances just to watch. Combat flier Carl Bumgarner wasn't prepared to fly this year, so he came from Vacaville, Calif., to punch a stop watch and count cuts.

- Maybe we could call it the Da-Glo Regionals. Paul Walker's Total Impact, Paul Gibeault's FAI speed ship, Ron Salo's A-Speed Plane and at least one Northwest Sport Racer required special film in order to be photographed – those colors would burn a hole in regular Kodak!

- A husband and wife competing against each other in precision aerobatics – and tying for second place in Intermediate. In time-honored Northwest control-line tradition, Dave and Alice Royer had to spit glow plugs to settle the tie. And, speaking of ties, there we lots of junior entries, requiring a spit to settle the top junior standings. Everybody's used to seeing the progeny of the great modeling families on the circles – currently Wes Mullens, Tim Strom, and others. But, in case you weren't paying attention, you open hot shots, you also had better watch out for Todd Ryan and Bobby Graff. These guys are already starting to carry off your trophies!

- The fast combat shutoff is gaining converts. There were five entries this year. It's still new – lots of experimenting and tinkering – but the idea appears to be here to stay. Saving fast combat from extinction from safety problems is a major victory.

- Exotic equipment: How many of you noticed the Nelson .36 Jeff Rein used in fast combat. Ooooooh. Bill Nusz knocked down the 1/2-A speed record with a C.S. engine. Sound effects: Eeeeeeeeeeeeeeeeeee...132.39 mph for an .049! Tuned pipe stunters. Electronic controls on the scale planes.

● We found out that speed planes will run on 10 percent nitro, though not yet as fast as they did a year ago. With the new safety rules, speed fliers nationwide started from scratch on records and a handful of record applications went in after the Regionals. Nusz' 1/2-A had to be the cutest speed plane in years - very tiny, bright yellow and all business. (In case you haven't seen Bill's planes close up, sneak a peek next time you get a chance - superior craftsmanship.

● I came out of the trailer on Friday night and my ears perked up to an unusual, indescribable sound. A twin! Yes, Gordon Delaney was there with a spectacular stunter - twin O.S. .35 engines. A take-apart!

● Not a typo: 36 entries over the four carrier classes. That's a shootout!

● Non-competitive highlights: Jim Cameron working with first-time pilots in the teach-to-fly program. Paul Agerter in the hobby shop, a Regionals institution. Mel and Delores Marcum, Morrie and Georgia Gilbert and various invaluable helpers at the registration trailer keeping it all going under C.D. Craig Bartlett's watchful eye. And how about that banquet, with Steve Wolf's presentation on the GeeBee. Steve was at the contest on Sunday. Once a control-liner...

So why do we put ourselves through it every year? There's just no other contest like it.

Moving on to other contest matters, we've been doing some thinking about upcoming events. Some ideas we'd like to hear feedback on:

● Anyone interested in trying an 80-mph combat contest? It's catching on elsewhere: Any plane, fast combat rules, but an 80-mph speed limit. You could use your Fox .35 planes, de-tuned fasts, FAI planes, slows, anything. Get back to me on it and maybe we'll set one up.

● Still thinking about reviving a winter racing circuit - an new Drizzle Circuit, if you will.

How many of you would come out during the winter if there was a guaranteed \$100 first prize? I'm thinking about a six-month series, November-April, which could go one of two ways: 1. Concentrate on one event, with a secondary event each month. Maybe we could rotate the main event year to year. Or, 2. Rotate the main event, and hit all six major racing events: NWSR, NWSS, Mouse I, Mouse II, Rat, Slow Rat, Goodyear.

If you're interested, contact me soon. If enough people commit to the series, the Nitroholics Racing Team will front the prize money.

In the meantime, the contest has filled up with great contests all the way through October. We'll see you on the field!

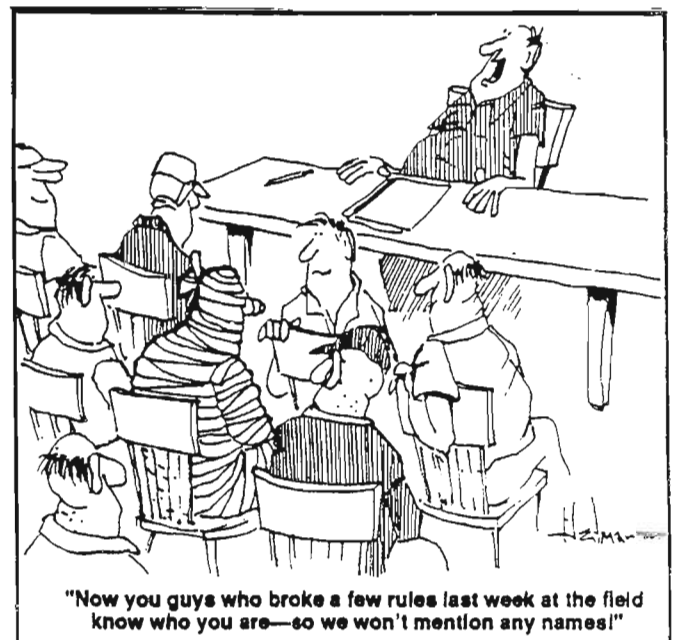
***** THE FLYING FLEA MARKET *****

FOR SALE: All American Senior kit. call John Thompson (503) 942-7324

FOR SALE OR TRADE: Old Berkley Bearcat kit for scale/carrier. Fairly priced call Terry Miller (503) 672-0554

FOR SALE; Quality composite competition propellers. Send for list. New sizes available for 1/2A, A, Formula 40, and more. Mike Hazel, 1073 Windemere Drive NW, Salem, Oregon 97304

SUBSCRIBERS: This space is for you.



NORTHWEST CONTEST CALENDAR

JUNE 28 -----RICHMOND, BRITISH COLUMBIA-----

Events: Old Time Stunt Site: Rice Mill Road. Contact: Bruce Duncan, Po Box 58037 Stn L, Vancouver, BC V6P 6C5
Sponsor: Vancouver Gas Model Club

JULY 11/12 -----BURNABY, BRITISH COLUMBIA-----

PAC INVITATIONAL ANNUAL CL CONTEST

Events: Precision Aerobatics, Old Time Stunt, Fast Combat, NW Sport Race, .15 Sport Race, NW Super Sport, Scale, SuperSlow Combat. Site: Burnaby Lake Sports Complex. Contact: Lyn Murray (604) 467-2573 or Henry Hajdik (604) 438-9888 Sponsor: Pacific Aeromodelers Club.

JULY 11/12 -----KENT, WASHINGTON-----

STUNT-A-THON

Events: Old Time Stunt, Nostalgia Stunt, Precision Aerobatics (PAMPA classes)
Site: Boeing Space Center- North lot.
Contact: Randy Schultz (206)243-1353
Sponsor: Seattle Skyraiders

JULY 18/19 -----SNOHOMISH, WASHINGTON-----

BLADDER GRABBER XVII

Event: AMA Fast Combat Site: Harvey Field. Contact: Dan Rutherford, 4705 237th PL SE, Bothell, WA 98021 (206) 481-5760

AUGUST 1 -----RICHLAND, WASHINGTON-----

Events: Flying Clown Race, NW Sport Race, Old Time Stunt. Site: Hanford School
Contact: Paul Rice, Rt 3, Box 8642, Richland, WA 99352 Sponsor: Columbia Basin Balsa Bashers.

AUGUST 8/9 -----COQUITLAM, BRITISH COLUMBIA-----

NW CL SPEED CHAMPIONSHIPS

Events: 1/2A, A, B, D, Jet, F-40, FAI, 21 Sport, 1/2A profile proto.
Site: Coquitlam River Park. Contact: Chris Sackett, Box 82294, North Burnaby, B.C. V5C 5P7

AUGUST 9 -----SEATTLE, WASHINGTON-----

THREE BY ONE

Events: 3 x 1 (one plane used for stunt, sport race, and balloon bust)
Site: Carkeek Park. Contact: Randy Schultz (206) 243-1353
Sponsor: Seattle Skyraiders

AUGUST 30 -----RICHLAND, WASHINGTON-----

Events: Class I Mouse Race, NW Sport Race, NW Super Sport Race, NW Goodyear. Site: Horn Rapids Athletic Complex.
Contact: Joe Just, 709 Crescent, Sunnyside, WA 98944
Sponsor: Columbia Basin Balsa Bashers

SEPTEMBER 12/13 -----KENT, WASHINGTON-----

RAIDER ROUNDUP

Events: Old Tim Stunt, Nostalgia Stunt, Precision Aerobatics (four PAMPA classes) Sport Scale, Profile Scale, NW Sport Race, NW Super Sport Race, Flying Clown Race, .15 Carrier, Profile Carrier, Class I Carrier, Class II Carrier, other events tentative. Site: Boeing Space Center
Contact: Joe Dill (206) 631-2367
Sponsor: Seattle Skyraiders

OCTOBER 3/4 -----RICHLAND, WASHINGTON-----

Events: Old Time Stunt, Profile Carrier, .15 Carrier, Carrier I & II combined, Flying Clown Race, Class I Mouse Race, NW Super Sport Race. Site: Horn Rapids Athletic Complex. Contact: Joe Just, 709 Crescent, Sunnyside, WA 98944 (509) 837-5983 Sponsor: Columbia Basin Balsa Bashers.

OCTOBER 17 -----EUGENE, OREGON-----

REALLY RACING '92

Events: Mouse Race I, Mouse Race II, NW Goodyear, AMA Goodyear, Slow Rat Race, Rat Race, NW Sport Race, NW Super Sport Race, Pit Stop event. Site: Eugene Airport. Contact: John Thompson, 1145 Birch Ave., Cottage Grove, OR 97424
Sponsor: Eugene Propspinners

OCTOBER 18 -----EUGENE, OREGON-----

FALL FOLLIES

Events: Precision Aerobatics in four PAMPA classes, Fox 35 Combat.
Site: Eugene Airport. Contact: John Thompson, 1145 Birch Ave., Cottage Grove, OR 97424 Sponsor: Eugene Propspinners.

OCTOBER 25 -----RICHMOND, BRITISH COLUMBIA-----

Events: NW Sport Race, and tentatively NW Goodyear. Site: Rice Mill Road.
Contact: Bruce Duncan, Po Box 58037, Stn L, Vancouver, BC V6P 6C5
Sponsor: Vancouver Gas Model Club

NW CL REGIONALS, EUGENE, OREGON

MAY 22-24, 1992

½A Profile Proto (jr) 2 entries

- 1) Brent Hazel 61.16
- 2) David Burdick 53.80

A Speed (9 entries)

- 1) Chuck Schuette 151.07
- 2) Jerry Rocha 147.24
- 3) M & M Team 143.94
- 4) Les Akre 141.56

B Speed (4 entries)

- 1) Frank Hunt 157.14
- 2) B & B Team 137.04

FAI Speed (4 entries)

- 1) Paul Gibeault 158.14
- 2) Bob Spahr 155.18
- 3) William Naemura 154.65
- 4) Scott Newkirk 150.88

D Speed (5 entries)

- 1) William Nusz 181.20
- 2) Loren Howard 172.34
- 3) Frank Hunt 156.73
- 4) Roy Beers attempt

Profile Scale (3 entries)

- 1) Grant Hiestand 160.35
- 2) Tom Moore 115.85
- 3) Bill Darkow 108.10

Precision Scale (3 entries)

- 1) Grant Hiestand 468.90
- 2) Fred Cronenweit 404.50
- 3) Don Chandler 185.35

Profile Carrier (14 entries)

- 1) John Hall 227.41
- 2) Shawn Parker 209.98
- 3) Tom Strom 200.25
- 4) Terry Miller 193.08

½A Profile Proto (sr-op) 4 entries

- 1) William Nusz 100.74
- 2) Jeff Cleaver 82.95
- 3) Mike Hazel 70.95
- 4) Joe Rice attempt

½A Speed (3 entries)

- 1) William Nusz 132.39
- 2) Bruce Duncan 83.13

Formula 40 (2 entries)

- 1) Paul Gibeault 148.40
- 2) Glen Dye 141.56

21 Sport Speed (6 entries)

- 1) Chuck Schuette 134.98
- 2) Joe Rice 121.25
- 3) Todd Ryan 111.48
- 4) Brent Hazel 85.35

Jet Speed (3 entries)

- 1) William Nusz 170.23
- 2) Jerry Thomas 154.58

Sport Scale (3 entries)

- 1) Fred Cronenweit 145.30
- 2) Ken Burton 133.95
- 3) Jim Fuller 91.25

15 Carrier (7 entries)

- 1) John Hall 187.16
- 2) Bill Fisher 183.30
- 3) Don Chandler 154.74
- 4) Joe Rice 52.00

Class I Carrier (9 entries)

- 1) Roy Beers 196.75
- 2) Terry Miller 193.69
- 3) John Hall 191.89
- 4) Bill Darkow 179.33

Class II Carrier (6 entries)

1)	Rick Wallace	205.07
2)	John Hall	189.18

Nostalgia Stunt (7 entries)

1)	Don McClave	501.5
2)	Gordon Delaney	472.5
3)	Bob Emmett	469.5
4)	Bob Hazle	413.5

Int. Precision Aerobatics (6 entries)

1)	Michael Hawk	437
2)	Alice Royer	386
3)	Dave Royer	386
4)	Jim Fuller	337

Expert Precision Aerobatics (7 entries)

1)	Paul Walker	577
2)	Ted Fancher	573
3)	Brett Buck	547
4)	Gordon Delaney	524

Mouse Race I (sr-op) (11 entries)

1)	Paul Gibeault	4:34.59
2)	Joe Rice	5:59.16
3)	Bob Boling	6:01.02
4)	Jeff Cleaver	6:07.02

NW Goodyear (jr) (4 entries)

1)	Tim Strom	10:52
2)	Bobby Graff	12:08
3)	Todd Ryan	12:25
4)	David Burdick	6:53 heat

NW Goodyear (sr-op) (5 entries)

1)	Joe Rice	9:15
2)	Rich McConnell	11:37
3)	Mike McCarthy	13:39
4)	Bill Fisher	67 laps

AMA Goodyear (5 entries)

1)	Roy Andrassy	16:07
2)	Ron Salo	55 laps
3)	Les Akre	DQ
4)	B & B Team	6:46 heat

Rat Race (1 entry)

1)	Jeff Cleaver	53 laps
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Old Time Stunt (10 entries)

1)	Don McClave	298.8
2)	Darrell Harvin	297.3
3)	Rick Lotspeich	234
4)	Barrie Shandel	233.8

Beg. Precision Aerobatics (6 entries)

1)	Bobbie Graff	255
2)	Nigel Mallinson	240
3)	Randy Doll	232
4)	John Leidle	213

Adv. Precision Aerobatics (10 entries)

1)	Darrell Harvin	498
2)	James Rhoades	451
3)	Bob Parker	450
4)	Rick Lotspeich	442

Mouse Race I (jr) (3 entries)

1)	Wes Mullens	7:19.93
2)	Todd Ryan	DQ
3)	David Burdick	DNF

Mouse Race II (4 entries)

1)	Bob Boling	11:19.85
2)	Paul Gibeault	12:22.68
3)	Jeff Cleaver	13:16.87
4)	Roy Andrassy	7:02 heat

NW Sport Race (sr-op) (12 entries)

1)	Ken Burgar	9:50
2)	Mike McCarthy	10:03
3)	Jim Cameron	11:14
4)	Henry Hajdik	15:12

NW Sport Race (jr) (5 entries)

1)	Tim Strom	9:36
2)	Todd Ryan	12:11
3)	Wes Mullens	123 laps
4)	David Burdick	8:42 heat

Slow Rat Race (5 entries)

1)	Mike Hazel	7:18
2)	Ken Burgar	9:39
3)	Mike McCarthy	9:44
4)	Bob Boling	4:34 heat

½A Combat (3 entries)

- 1) Dick Salter
- 2) Tom Strom
- 3) Frank Boden

Fox 35 Combat (3 entries)

- 1) Tom Strom
- 2) Rich McConnell
- 3) Frank Boden

Slow Combat (4 entries)

- 1) Jeff Rein
- 2) Robert Smith
- 3) Rich McConnell
- 4) Frank Boden

Fast Combat (5 entries)

- 1) Norm McFadden
- 2) Frank Boden
- 3) Jeff Rein
- 4) Dick Salter

Balloon Bust (jr) (6 entries)

- 1) Todd Ryan
- 2) Wes Mullens
- 3) Bobby Graff

Balloon Bust (sr-op) (10 entries)

- 1) Rich McConnell
- 2) Dave Mullens
- 3) Mike McCarthy

Grand Champions

- | | |
|-------------------|------------------------|
| 1) Paul Gibeault | Calgary, Alberta |
| 2) Rich McConnell | Seattle, Washington |
| 3) Mike McCarthy | Glen Ellen, California |

Dear Flying Lines;

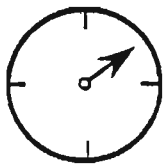
I would like to thank Tim Strom, Tom Strom and Wesley Mullens for the help they gave me on the teach to fly program. (at Regionals... Ed.) I would not have been able to do it without them. In the two days we taught about 25 people. It was most enjoyable for me to watch young people teaching others of all ages. I also know that the teachers learned a few things that they will pass on to others. If any one or any club would like plans to the trainer we used, let me know. Thanks again Tim, Tom and Wesley!

Sincerely, Jim Cameron

The 1992 Regionals saw a record number of NW records. In past years, that meet has been somewhat lacklustre in terms of high performance moments. Factors that changed that this year were the new Speed rules, and a higher than average Racing turnout. The new records are marked (*).

Most of the speed records are still quite low, what with the fliers there still getting to learn how to make the 10% fuel go.

In Mouse Race I, Jeff Cleaver took the heat record from the team of Hazel/Thompson, and Joe Rice took the final away from Joe Campbell. The team of Hazel/Thompson set a new heat record in Slow Rat Race, breaking a seven year old standard of Dave Green. In NW sport race, Ken Bugar shaved one second off of Jim Cameron's mark.



Northwest Competition Records

Record performances established between Northwest CL modelers in sanctioned competition

* 1/2A SPEED	83.13	Bruce Duncan	5-24-92	Eugene, OR
* A SPEED	151.07	Chuck Schuette	5-24-92	Eugene, OR
* B SPEED	137.04	Beers/Beers	5-24-92	Eugene, OR
* D SPEED	172.34	Loren Howard	5-24-92	Eugene, OR
* JET SPEED	154.58	Jerry Thomas	5-24-92	Eugene, OR
FORMULA 40				
* 21 SPORT SPEED	134.98	Chuck Schuette	5-24-92	Eugene, OR
FAI SPEED	179.75	Chris Sackett	9-22-91	Coquitlam, BC
* 1/2A PROFILE PROTO	84.04	Jeff Cleaver	5-24-92	Eugene, OR
* MOUSE RACE I -50 lap	2:45	Jeff Cleaver	5-23-92	Eugene, OR
* MOUSE RACE I -100 lap	5:59	Joe Rice	5-23-92	Eugene, OR
MOUSE RACE II -75 lap	3:40	Dave Green	5-24-86	Eugene, OR
MOUSE RACE II -200 lap	10:04	Hazel/Thompson	9-19-87	Kent, WA
AMA SCALE RACE -70 lap	4:22	Clarence Bull	5-24-86	Eugene, OR
AMA SCALE RACE -140 lap	9:02	Clarence Bull	5-24-86	Eugene, OR
* SLOW RAT RACE -70 lap	3:14	Hazel/Thompson	5-23-92	Eugene, OR
SLOW RAT RACE -140 lap	7:14	Dave Green	4-13-86	Portland, OR
RAT RACE -70 lap	2:40	Dick Salter	7-22-86	Richmond, BC
RAT RACE -140 lap	5:46	Dick Salter	7-22-86	Richmond, BC
FAI TEAM RACE -100 lap	3:36	Knoppi/McCollum	6-84	Shanghai, China
FAI TEAM RACE -200 lap	7:40	Knoppi/McCollum	6-84	Shanghai, China
NW SPORT RACE -70 lap	4:00	Bruce Duncan	5-12-87	Richmond, BC
* NW SPORT RACE -140 lap	9:50	Ken Bargar	5-23-92	Eugene, OR
NW SUPER SPORT RACE -70 lap	3:14	Dave Green	4-13-86	Portland, OR
NW SUPER SPORT RACE -140 lap	7:03	Dave Green	3-8-87	Portland, OR
CLOWN RACE -15 minute	244 laps	Joe Rice	5-2-92	Richland, WA
CLASS I CARRIER	318.30	Roy Beers	9-13-86	Kent, WA
CLASS II CARRIER	330.25	Orin Humphries	9-19-87	Kent, WA
PROFILE CARRIER	238.44	Bob Parker	9-19-87	Kent, WA
.15 CARRIER	193.75	John Hall	9-15-91	Kent, WA
AMA ENDURANCE	18:37	Wesley Mullens	8-15-87	Kent, WA

NW Competition Standings

Flying Lines' compilation of event placings by Northwest modelers competing in Northwest region contests

OVERALL SPEED (18 contests, 43 entries)

1)	Chuck Schuette	12
2)	Joe Rice (sr)	8
3)	Brent Hazel (jr)	4
	Loren Howard	4
5)	Mike Hazel	3
	Jeff Cleaver	3
7)	Bruce Duncan	2
	Scott Newkirk	2
	Jerry Thomas	2
	William Naemura	2
	Todd Ryan (jr)	2

MOUSE RACE I (2 contests, 20 entries)

1)	Joe Rice (sr)	17
2)	Joe Campbell	8
	Jeff Cleaver	8
4)	Todd Ryan (jr)	6

NW GOODYEAR (2 contests, 9 entries)

1)	Joe Rice (sr)	9
2)	Ron Salo	4
	Bill Fisher	4
4)	Rich McConnell	3
5)	Todd Ryan (jr)	2

NW SPORT RACE (3 contests, 18 entries)

1)	Jim Cameron	12
2)	Ken Burgar	11
3)	Henry Hajdik	8
4)	Rich McConnell	6
5)	Joe Rice (sr)	3

NW SUPER SPORT (2 contests, 16 entries)

1)	Ken Burgar	13
2)	Tom Strom	12
3)	Jim Cameron	11
4)	Nitroholics RT	3
5)	Bill Darkow	2

OVERALL RACING (18 contests, 106 entries)

1)	Joe Rice (sr)	44
2)	Ken Burgar	28
3)	Jim Cameron	23
4)	Todd Ryan (jr)	22
5)	Kevin Magnuson (sr)	13
6)	Tom Strom	12
7)	Joe Campbell	11
	Jeff Cleaver	11
9)	Rich McConnell	10
10)	Jim Welch	9
	Ron Hale	9
	Tim Strom (jr)	9

.15 CARRIER (2 contests, 8 entries)

1)	John Hall	8
2)	Bill Fisher	5
3)	Stephen Boardsen	3
4)	Joe Rice (sr)	1
	Orin Humphries	1

PROFILE CARRIER (3 contests, 19 entries)

1)	John Hall	16
2)	Shawn Parker	9
3)	Tom Strom	8
4)	Mike Hazel	7
	Terry Miller	7

OVERALL CARRIER (8 contests, 40 entries)

1)	John Hall	32
2)	Terry Miller	12
3)	Roy Beers	10
4)	Shawn Parker	9
5)	Tom Strom	8
6)	Mike Hazel	7
7)	Kevin Magnuson (sr)	5
	Todd Ryan (jr)	5
	Bill Fisher	5
10)	Orin Humphries	4

PREC. AEROBATICS (4 contests, 28 entries)

1)	Darrell Harvin	15
2)	Bob Parker	12
3)	Paul Walker	10.5
4)	Bobby Graff (jr)	5
	Alice Royer	5

OVERALL STUNT (6 contests, 44 entries)

1)	Darrell Harvin	23
2)	Don McClave	16
3)	Bob Parker	12
4)	Paul Walker	10.5
5)	Barrie Shandel	6
6)	Bobby Graff (jr)	5
	Alice Royer	5
	Bob Emmett	5
9)	Dave Royer	4
10)	John Reidle	2

OVERALL COMBAT (4 contests, 15 entries)

1)	Jeff Rein	7
	Frank Boden	7
3)	Norm McFadden	5
	Dick Salter	5
	Tom Strom	5
6)	Rich McConnell	4
7)	Robert Smith	3

So, you have finished your first carrier plane and now it is time to get it out to the flying field and into the air. First, if you took my earlier advice, remove the hook from the plane. What you are trying to do this session is to just get the feel of the plane and figure out just how well it will fly. Before you hook up the lines, partially fill the tank and give the motor a good warm up, testing once again to see if the throttle is working fine, and that the engine will not die at low speed. Hook up the lines and take a break to think over just what you will be doing. Too many new planes have been destroyed because of rushing, so just take your time.

If you are smart, you will have picked out a grass field and will have added some good sized wheels, say 2 inches. Before starting the engine again, have your partner hold the plane up and walk to the handle, checking that all the lines are hooked up properly and that none of the six connectors is tangled with any other. Fill the tank only to about half full. Start the engine and double check to see that all is well with the controls before launching. Be sure to check the throttle a couple of times.

Launch the plane with less than full power. Ease it up slowly, take a couple of laps before increasing the speed. If it tracks well and shows no tendency to come in toward you, you should feel free to increase speed until it is at top speed. Remember, you do not have a full tank, so don't plan on flying too long. After a few laps, and all is going well, throttle back some and fly low till the tank runs out. Don't go to absolute low throttle at this point. You are simply feeling out the way this particular plane flies level. When the engine quits, ease it down. Put it back in the pit, and relax for a spell. Have a coke and remember if there was anything out of the ordinary in its performance. If you built it straight and true you should have a smooth flying plane. If it was too sensitive, it probably needs some nose weight. Because you are not a rank beginner, you more than likely do not need a refresher course on how to trim the plane. If you are satisfied that the plane is inherently stable, fill it up and have another go at it.

Perhaps this time a full throttle take off and laps are in order. Once again, feel it out, don't try to go to extreme low power yet, gradually slow down, speed up, slow down through most of the flight. Try this routine several flights, relaxing in between and going over any problem in your mind. After a few flights, put it back in the car and either go home, or bring out something else for the rest of the flying session. The next time out, bring along the hook, but do not hook it up until a flight or two. Replace the hook and try out the dropping system to see that it works each and every time you try it. If you have to jerk the down line to get the hook to drop, it won't work when the plane is in the air, and that leads to frustration. Tinker with the hook drop system until it works perfectly.

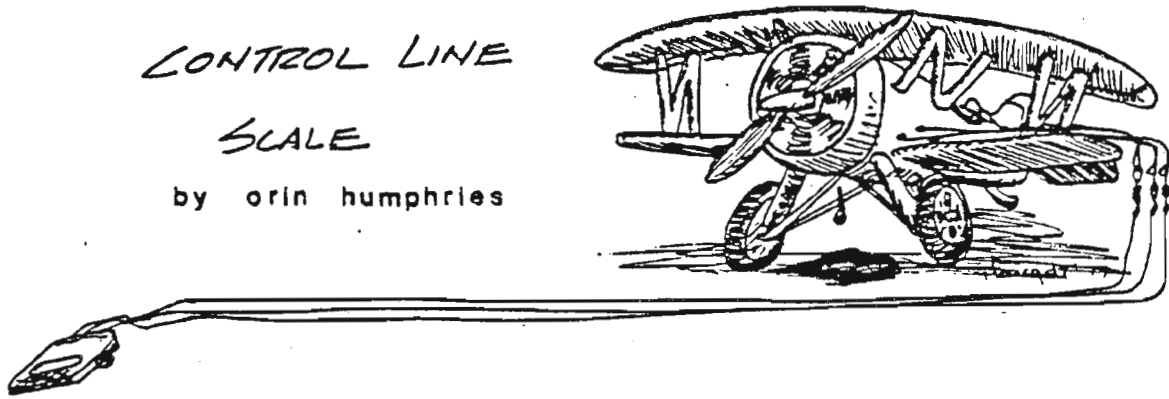
Now is the time to put in a practice flight for real. Gas it up, check out all systems and give it a launch. Count your laps from the release point. After the seventh lap start throttling down until it flies as slow as possible. Pick out the launch point and see if you can get it through seven slow laps, without increasing the speed. More than likely you won't be able to. That's fine. Flying slowly takes the most amount of practice in carrier. Trip the hook release only after flying slow for seven laps, and try for a landing anyplace on the field. If you do it just right, the hook will catch the grass and the flight will end with no more than a nose over. Gas it up and give it a few more tries, and then go home. Next trip out, remove the hook again. Fly a few laps fast, get it throttle down and when you are satisfied, pick out a spot and try to get it to set down exactly where you launched. It will be tough, but without the hook you should be able to bounce, roll, throttle up, and take off again and after a few more laps try it again.. It is at this point that carrier flying can really get you hooked. (no pun intended).

If you built your plane with a fair amount of strength, you will find that even minor damage will be kept to a minimum and you will be able to practice over and over again with this craft before ever thinking of entering it in competition. And, if you never decide to give carrier competition a try, you will have hours of fun just flying and landing.....

CONTROL LINE

SCALE

by orin humphries



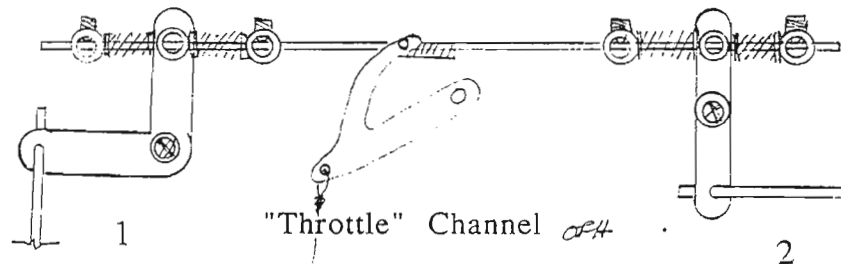
CONTROLS

Just before this business of electronic controls became the rage, I was preparing to prototype a dual bellcrank system. The radio gear can get costly even though outdated transmitters are available for free, usually. You still have to come up with all those servos, battery packs, chargers, etc. perhaps I will mention what I had going until now as an alternative. There's no free lunch; this system has its drawback, also.

Before getting into this, I want to dispel some mis-information that is being propagated by one of the radio gear disciples. He has been quoted as saying that the three line bellcranks are glitchy and unreliable. I have flown these systems since the late 1960's and won many a regionals and a few nationals with them, set records and still hold one of them. 'Nuff said.

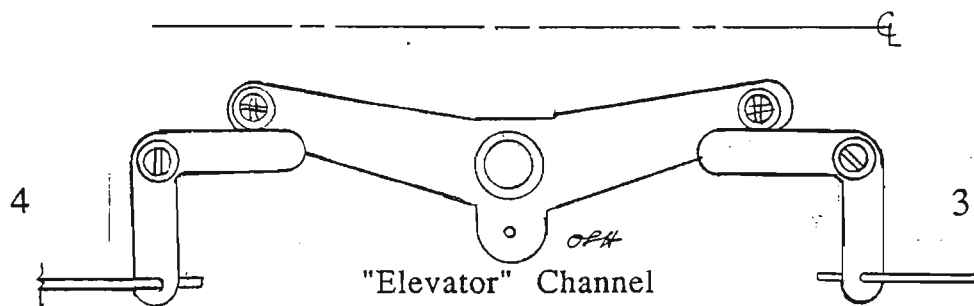
The idea in my dual bellcrank system is placing an upright bellcrank on top of its platform and a suspended one directly below, using the same bolt holes for both. One of them controls elevator and throttle as usual, and the other runs your options. Yes, you do have six lines and two handles to contend with, and this is probably not for your very first Scale project.

You can get more than two functions off the second bellcrank. The trigger can give two functions if you use the throttle over-ride collars and springs that R/C people put on their carbs when the servo throw is longer than the carb arm travel. While the "throttle" part of the aux. crank is at one end of its travel operating function One, the other end of this portion is in over-ride with function Two held in stowed position. Moving the trigger to the other end of its travel puts function One in over-ride, stowed, and operates function Two.

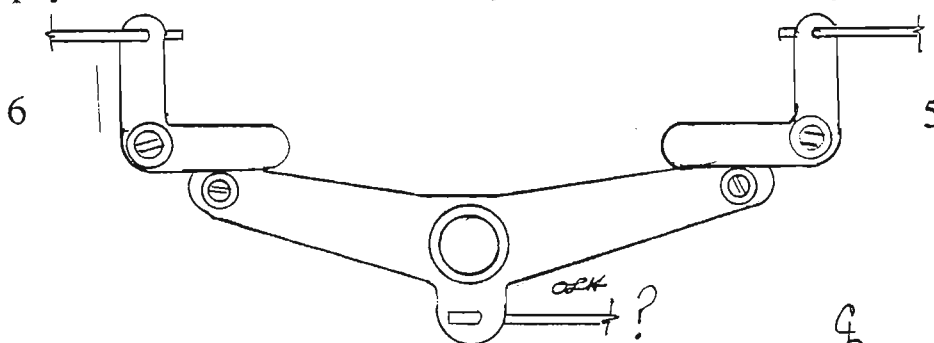


As you know, when you move the trigger, the "elevator" portion of the system moves toward you or away from you. Instead of hooking the "elevator pushrod" hole up to only one thing, leave it empty, perhaps. This way you can get four functions off the "elevator" part. That is, lets say the trigger on the handle is positioned such that the "elevator" portion of the aux. crank is as close to you as it gets. Here, you have a couple of 90° aileron bellcranks positioned near the ends. If you pull "up" on the aux. handle, one end of the bellcrank will hit the 90° crank nearest it and operate function Three which had been spring loaded to the stowed position. If you move the aux. handle to the "down"

position, the other end of the bellcrank would hit the 90° bellcrank at the other end and operate function Four, also spring loaded to the stowed position.

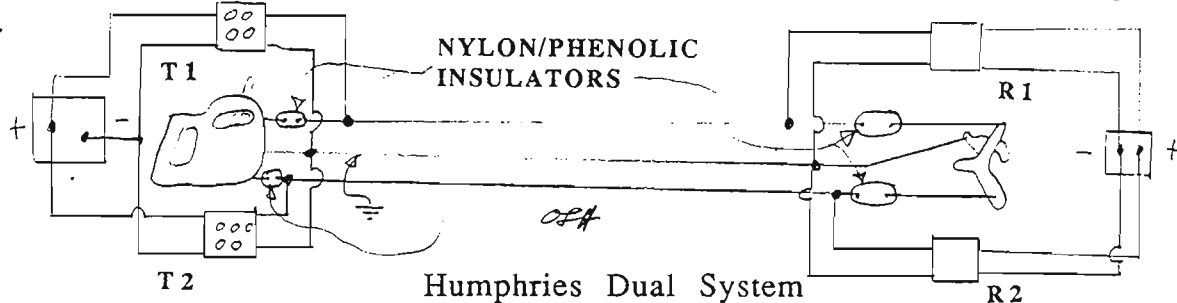


Similarly, when the trigger has moved the elevator portion of the aux. crank so that it is farthest from you, moving the aux. handle to the "up" position will bump yet another 90° crank nearby, and so on, enabling functions Five and Six.



I never said this was for your very first Scale project, but it is a cheap alternative.

Let me give you another idea of mine that I have checked out with the experts. Putting the electronic system in your airplane might limit you to the number of channels the gear you scrounged up has, be it three, five, etc. What if you want more than that? The "Humphries Dual" system will solve your problem. Get two systems. Run three lines as usual with the Roberts/LR bellcrank installed. Lets say the center line is Ground. Hook one system up to Ground and one of the outer lines. Hook the second to Ground and to the other outer line. Only the two outer lines need be insulated. The two systems will not interfere with one another, says Calvin Wollitz, who modifies our radio gear for us.



You read both of these freebies here first. See you at the contests.
Orin Humphries, 19805 48th Ave. W., #A101, Lynnwood, WA 98036, 206-776-5517

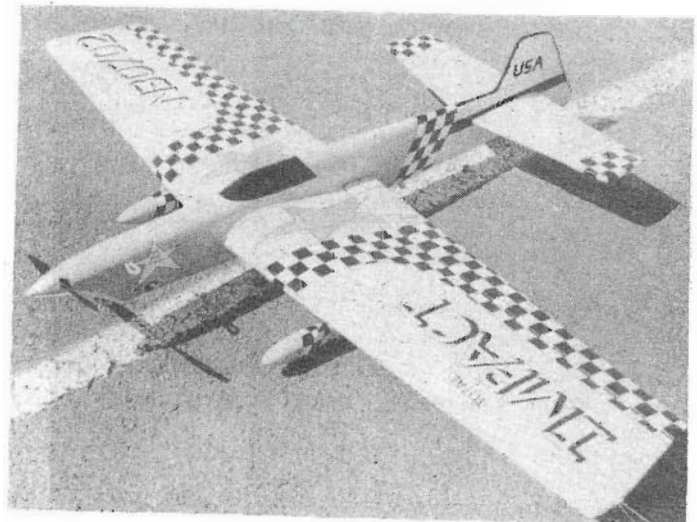
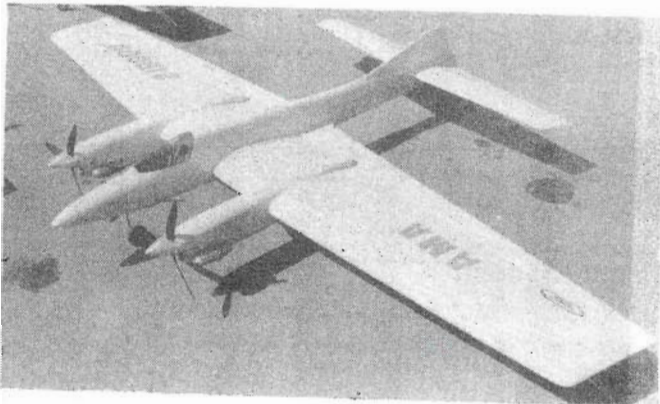
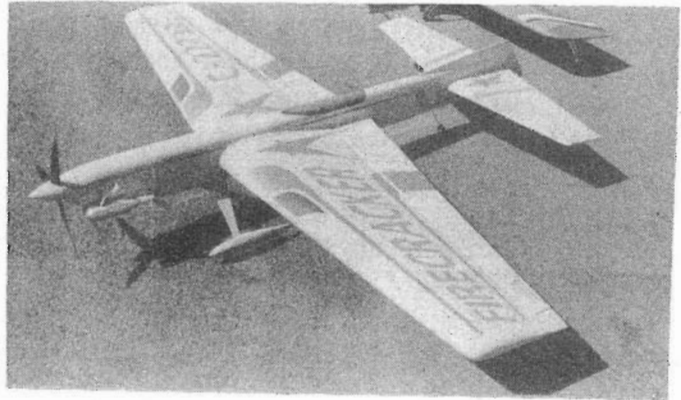
PLANES & PEOPLE

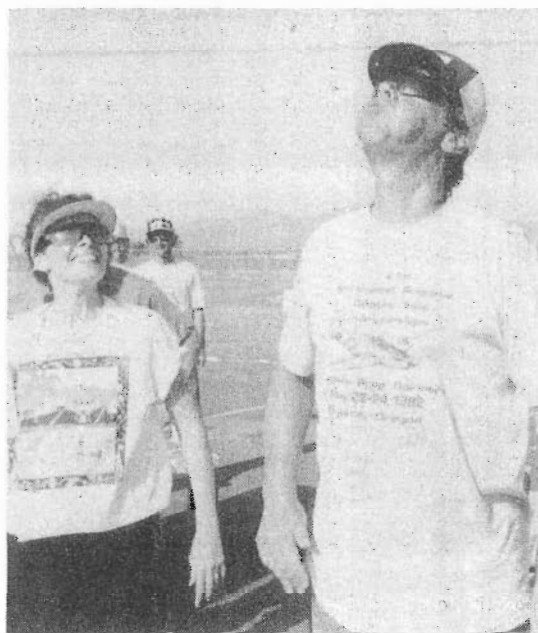
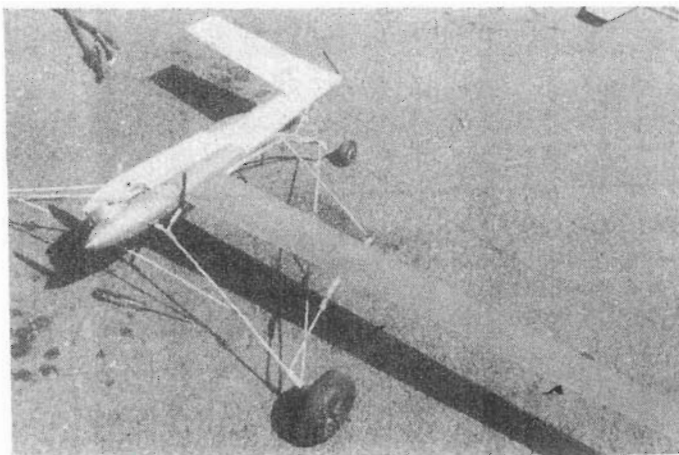
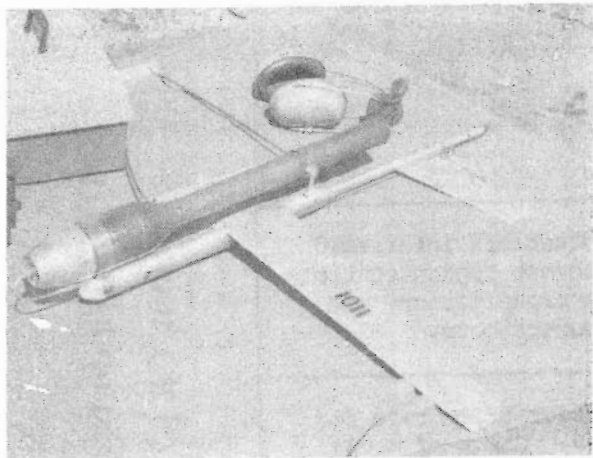
1992 NW Regionals, as viewed thru the lens of Jim Cameron

top row: left, Howard Pete Scale entry by Fred Cronenweit
right, Alan Resinger's "Firecracker" entry in expert Precision Aerobatics

middle: Speed plane pit area. Good entry this year.

bottom: left, Twin engine Stunt entry by Gordon Delany. Twins are his trademark.
right, Paul Walker's winning Aerobatics entry, OS 40VF with tuned pipe.





top row: left, "Jetster Jerry" Thomas's Speed entry. Plane and engine scratch-built.
right, Bob Spahr flew this FAI design plane in Class A speed.

middle: left, Mouse II finals race, Gibeault, Boling, Cleaver
middle, Alice and Dave Royer break their tie in Stunt with glow plug spit-off.
right, Tom Strom reaches over Frank Boden in Fox 35 Combat match.

bottom: left, Juniors doing a good job piloting in NW Sport Race.
right, Dave Mullens pitting sport racer for son, Wesley.

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