



**WESTERN  
OREGON  
CONTROL  
LINE  
FLYERS**

# THE WOLF CALL

**April - May - June 2017**

**ACADEMY OF MODEL AERONAUTICS  
CHARTER CLUB #3464**

## Upcoming Local Events

**May 26, 27, 28, 2017**

### **Northwest Control Line Regionals in Roseburg, Oregon**

*The "WOLF CALL" is the newsletter for the Western Oregon Control Line Flyers. WOLF members fly at the Bill Riegel Model Airpark facility at the Salem Airport.*

*WOLF membership is not required to utilize the facility, but fliers should be A.M.A. members. If you are not a WOLF club member, please consider joining us to help support control line model aviation activity in our area.*

#### WOLF CLUB OFFICERS:

President: Craig Bartlett

Vice-President: Dean Singleton

Secretary-Treasurer: Mike Hazel

Safety Officer: John Thompson

Newsletter: Mike Hazel

For the latest Northwest Control Line news go to:

*flyinglines.org*

## *Miscellaneous Ramblings from Ye Olde Editor*

Greetings All! It finally looks as if the weather is about to turn the corner for the better! It's time to go flying!

Plenty of good stuff in this long overdue issue (aren't they usually overdue?) We will review the past few weeks of activity and look forward to upcoming events. There is an updated calendar in these har pages and also an updated member roster.

Before we get to any of that, just a reminder (how could we forget?) that the "Regionals" is coming right up. Nearly all WOLF members are involved in this one way or another. Hopefully we will see most everybody there. If you have some extra time in your schedule and want to help out, there most likely is something for you to do. The field setup starts on Thursday morning, and extra hands are always welcome. For those of you out there somewhere in cyberspace and beyond who are not familiar with the "Regionals"..... This is our annual big one that attracts folks from all over the west coast. The venue is at the Roseburg airport in the southernly Oregon city of Roseburg. A flyer is included in this issue, just in case you have somehow missed this information.

Membership department: as mentioned before there is an updated roster in this issue. You sharp-eyed people might note the absence of Dave Denison. Dave has opted to go back to RC flying for now. Hopefully he will be back sometime.

#### **Question of the month.....**

*Why are a "wise man" and a "wise guy" opposites?*



## WOLF MEMBERS MEET WITH CITY & AIRPORT OFFICIALS

As per discussion we had at the annual general meeting, meetings with city officials were scheduled.

The first one took place in March, and involved the project manager that oversaw the street and intersection realignment that took away some of our real estate. Our concern was the roughness and irregular surface of the former grass flying field, which had been used as an equipment and supply staging area. It was to be returned to original condition, but certainly did not look to be so when they were finished.

When meeting with the project manager, no grass had yet grown up in that area. He thought that the heavy rains from last season had prevented the new growth from coming up. He indicated that if the grass did not come in, it would be reseeded. In regards to the surface level(s), he insisted that the terrain is at the same elevation as it was before the project. He was not unsympathetic as to the ground being perhaps rougher than it was before, but the bottom line was the city would do no more on this field. So it looks like we will be on our own to put some finesse on the grass field.

In April, WOLF members Doug Knoyle, Craig Bartlett, and Mike Hazel met with Mr. Paskell, the airport manager. This meeting went quite well. We explained our position of concern regarding the long term relationship of the airport and our flying field. This also related to our need for doing some expensive maintenance on the asphalt circle. Our fears were put to rest as he indicated that if any development would threaten our location, it would be many years away. He did not seem to think that there would ever be any such thing happening "in our lifetimes".

Mr. Paskell has been at the airport for about five years, and has noticed our activities and was glad to finally meet us. His position seemed quite positive that our model flying is part of the airport activity. He also appreciated the fact that we utilize a piece of property that

the airport then does not have to maintain themselves. He understood our concern with the rough looking condition of the grass field flying area, but explained that budget-wise they are not in any position to help. He painted a picture that they do not have the budget to keep with maintenance in the way that they would like. However, one little piece of serendipity came out of our mentioning of the gopher problem. He indicated that they have a contractor that works out in the fields between the runways to control the gophers. It was promised that he would direct the contractor to also service our field area as well. There was also an indication that when the airport does patch work on the runways, that perhaps some product could come our way, but this sounded less sure.

Again, overall a good positive meeting that should cement a good long term relationship with the management there. So it sounds like we can move forward with some maintenance work on our asphalt circle.

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### A.M.A. News and Notes

The A.M.A. has recently established a new position for members wishing to run local type events, but not wanting to get the contest director rating. It is called E.D., or Event Director. More information on their website regarding that.

I recently ordered a complete set of competition rules and was pleasantly surprised. You can always run them off the website on your own printer, but that's a lot of ink! The new rulebooks supplied consist of each individual event type on full size pages of quality paper. There is even a color photo on the front page. However it was kind of humorous to me that the Speed rules showed a "Perky" plane on the cover. That's not even an A.M.A. event!!!!!!

The A.M.A. magazine *Model Aviation*, continues to be a disappointment. On one of the CL forums, some posters refer to the A.M.A. as the Academy of Multi-rotors and Arfs. Too bad that is too close to the truth. More later on that.

### Oregon Flying Fun No. 3

**Dismal forecast dampens attendance, but there is flying fun Bill Riegel Field, Salem, Oregon. March 4, 2017**

Another foul and dire weather forecast appeared to have kept nearly all the potential attendees away from the third in the series of Oregon fun flies. In the usual fashion, the weather was not nearly as bad as made out in the weather-guesser's predictions. However, some of the attendees were already under the weather, including WOLF president Craig Bartlett who showed up to make sure all was well.

Other attendees included WOLF members Jerry Eichten, Mike Hazel, along with Propspinners Mike Denlis, and Jim Corbett. The only flights put up were by both of the Mikes, each with just one.

The skies alternated between clouds, a little sun, and of course some wet stuff. It was not all that windy, but the air was a bit cold.

After the flying was done, and the gabfest in the club storage shed was done, we all opted to call it a day and headed out our own separate ways. Not much action for the day, but it was fun to get out and visit anyway.

### Oregon Flying Fun 4

**Flying fun series winds up with good turnout in McMinnville April 1, 2017, McMinnville, Oregon**

Weather had not been kind to control-line fliers in the 2017 Oregon Flying Fun series, but it cleared up for the fourth installment, as the fliers returned to the Evergreen Aviation & Space Museum grounds for the first time in two years. It was cloudy with a little drizzle early, but the weather improved steadily all day. Flying went on right past the door-prize hand out at 2:30 p.m. There was never more than a slight breeze, so CL modelers were able to entertain the trickle of spectators from among the museum visitors with a full range of types of flying. Sport, Stunt, Combat and Carrier planes were flown on one asphalt circle and one grass circle.

Organizers were able to carve out a pavement circle in the parking lot that worked around parked airplanes and concrete planters.

The event was hosted by The Evergreen Aero Modelers, and the club provided a very nice array of door prizes for all the participants.

Signing up to fly were: Mike Denlis, Richard Entwhistle, Mike Hazel, Bob Lewis, Gene Pape, Doug Powers, Dave Royer, Dave Shrum, John Thompson and Bruce Tunberg.

"Many thanks are extended to The Evergreen Aviation Modelers including Dave Bibbee for museum liason and field prep duties, and Dave Beal for a generous contribution to the prize table," organizer Jerry Eichten said. "Others on hand include TEAM president Jeff Jones and TEAM members Cecil Mead, Bill Lawrence and, Bill Heveron."



Above is Craig Bartlett, El Presidente of WOLF. Plane is a .65 powered 'D' Speed ship that he campaigned a few years ago.

*The following contest report is from the FlyingLines website.*

**Jim Walker Memorial opens 2017 contest season April 29-May 1, Jim Walker Memorial Control-Line Field, East Delta Park, Portland, Oregon**  
By Barbara White

The Northwest Fireballs were pleased to again offer the opening sanctioned contest for the 2017 season. As always, it took a fair amount of effort on the part of the majority of the club members to make this event a success.

For those following the calendar, our contest dates finally landed on the only available weekend in April and ran on into May. As it turns out, all the conflicts (automotive swap meet next door, Easter, and a national dog show) pushed us into the best weather of the month. The only moisture of the event was on Monday (Racing and Speed), and even that wasn't enough to stop the action.

As with last year, our attendance was just a hair below normal, at least partially due to scary forecasts. We had 30 flyers registered for 75 events. Stunt is still king at our contest, with 28 entries, followed by 17 in Combat, 12 in Racing, 10 in Speed and eight in Carrier.

On the hospitality front, we had coffee and sweets daily and Robert Ladd's fine barbecue lunch on Saturday and Sunday.

One new feature for this year was our own sanitary station, custom built by Doug Powers with some donated and some purchased items.

We had a proper bathroom vanity with running water sitting in the grass; most popular and amazing.

Contest Directors were Dave Royer and Richard Entwistle. Dave persuaded his newest grandchild, Kevin, to wait until after the contest to arrive; perfect timing there.

**From Dave:** *Aside from a few light sprinkles on Monday, the weather was great for the Tune-Up. Attendance was down on Saturday and Sunday from what was expected on such a lucky weather weekend but there was increased participation in Speed and Racing on Monday. Go figure. I was more directly involved in the Aerobatic events so I'll comment a bit on those.*

*Only one beginner and no intermediates were entered in Stunt. There were quite a few conspicuous absences in advanced and expert as well. Those who did fly were treated to some uncharacteristically nice air (for Delta) to fly in. As a matter of fact, the two flights I put in for Old Time on Saturday were in "stunt heaven" air making for a most enjoyable experience. Chris Cox, Mike Haverly, and Paul Walker all premiered new ships for this contest and all were most impressive. What amazing craftsmen these guys are! And can they fly them! (That's not a question.)*

*For the most part I made sure my chair would not blow over in case a gust of wind were to suddenly appear and also did my best to make sure no burgers or dogs went to waste. Robert's grill is one of my favorite events at this contest and I always enter early and often. I hope everyone enjoyed the weekend of shaking out the cobwebs and shmoozin' with friends as much as I did.*

*Scott Riese was Event Director for Stunt. In addition to running the event, he judged Old Time*

*Stunt (with Leo Mehl), Profile (with Jerry Eichten) and Precision Aerobatics (with Bruce Hunt). Jerry and Dave Royer judged Classic. Thanks to all!*

We added a second Racing event this year, Flying Clown Race, and just barely managed to finish everything in time for Speed a little after noon on Monday.

**From Doug Powers, Event Director for Racing:** *We had a larger number of entries in both Northwest Sport and Clown than in the past Jim Walker Memorial Tune-Up contests. There was a brief rain shower at the start of the Sport Race, but no one seemed to mind. There were seven teams entered in the NW Sport Race; even though there were three more planes on site, the lack of pilots prevented them from being used. Six teams entered the Clown Race, and again there were more planes than pilots.*

*Gene Pape tested a different engine in NW Sport, an ASP .25. This was to see how the plane's speed compared with the currently specified engines. The initial results look promising to use the ASP as a replacement engine. This test was because the Fox .35 and OS .25LA engines are no longer manufactured, while the ASP is available and inexpensive.*

Gary Harris was Event Director for Combat. He supervised two busy days of flying on the grass and especially wants to thank these club members who helped: Leighton Mangels, Doug Powers, Pat Chewning and Darrin Bishop.

Mike Potter was our Carrier Event Director again this year. Thanks to him for running this event, and thanks to the flyers and other club members for unloading and reloading the deck.

Bill Lee was club liaison for this event and reports that we got quite a few flights in. **From**

**Bill:** *We really had everything logistically we*

*needed and we also had enough people to officiate so everything went very well and we had a lot of fun.*

Last, but not least, Mike Hazel again served as Event Director for Speed. We had a larger than usual complement of Speed flyers this year, and we appreciate them all staying for Monday (did I mention that their usual Friday before the weekend was the last day of the dog show?)

Most folks know we pay a not-unsubstantial fee to the City of Portland to "reserve" our flying fields for this contest. This both guarantees our field for this one weekend and reminds the city these flying circles are used by a serious group of fliers on a regular basis. Thanks to all who attended -- for coming and for donating to help cover the costs of lunch. Thanks, again, to all the members who donated time, materials, food and beverages, and transportation. We look forward to another great event next year.

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*Editor's notes:* WOLF members were out in full force at the "Jim" contest. (As you probably know, a few WOLF members also belong to the NW Fireballs club.)

The Stunt events included WOLF members John Thompson, Fred Underwood and Dave Royer. Jerry Eichten also assisted in judging some of the Stunt events. WOLF Combatters were Gene Pape, John Thompson, and Mike Hazel. The Racing events saw Gary Harris, Mike Hazel, and John Thompson. Mike Hazel was the only WOLF member participating in the Carrier and Speed events. Hope I did not miss anyone!

Thanks to the Northwest Fireballs for a great contest. Like Fireballs member Robert Ladd's BBQ, it was well done!

# Ten Commandments of Etiquette in the Circle

by Rory Tennison

As we should know, flying model airplanes requires patience, devotion and concentration. When these factors become interrupted, the flying may not be very much fun. Sometimes your flying partners are not working with you but against you, and it is truly difficult to seriously enjoy a hobby, when distractions are persistent. So, to make yourself popular at your local flying site, I've composed a list of "Don'ts" as a guide.

1) Don't handle your partner's aircraft unless he asks you to do so - he built the plane and knows the weak and delicate places of it. He might instruct you where and how to hold it before you pick it up. At least let him have a chance to brief you on it, especially if it is a scale model or a precision aerobatics ship, as these are very delicate and have perhaps hundreds of hours in the construction. A moment's briefing time could save hours of repair.

2) Don't set your airplane on someone's vehicle. If your airplane should leak, the nitro might attach the paint of the vehicle.

3) Don't (NEVER) step over someone's airplane. This is the rudest thing you can do short of stomping on someone's wing. Do not jeopardize it's existence.

4) Don't lean over someone's airplane. I have heard of pens, etc. , falling from shirt pockets through the wing of someone's beautiful stunter. And never toss tools or anything else around the airplanes.

5) Stay on the outside of the circle. The center is for the pilot only. Do not allow anyone to intrude the flight circle. The center is for pilots only. I've had frisbee throwers, old men with metal detectors, dogs, cats. etc. all walk up to me

while I'm flying a pattern. When this happens, I politely explain that if they were hit with my plane their chances of living through it would be minimal. (*ed note: from being hit by the plane, or being hit by the pilot????*)

6) Don't be a habitual borrower, alias Mooch. There is always someone who needs fuel, props, plugs, epoxy, lines, etc. I've never minded loaning parts to someone who is out, but then I do not want to support someone else's hobby, either. If you aren't being invited along with the gang it could be that you don't repay those plugs and props, etc. from the last flying sessions.

7) Don't bring you wife, kids, cats and dogs all equipped with their own entertainment, i.e. footballs, frisbees, badminton birds, bones, etc. all to be used in the flying area. There cannot be anything more irritating and distracting than kids and dogs chasing around the pit area. I might add too, that some of the women can be pests, too, when they want hubby to hurry and fly his place so they can go on to the picnic! Why bother with the airplane - and why bother the serious fliers.

8) Don't rummage through someone's pit box and tools. It gripes me to no end to have someone rummaging through my pit box, looking for something, and on the way completely disrupt my organized method of arranging key necessities. Always ask the owner before using his equipment.

9) Kind words - sometimes in the heat of competition and even everyday flying. It's easy to find fault with someone's way of doing things. Be constructive, not critical, and never yell at a fellow flyer for an infraction of your own way of doing things. I've seen this happen at several contests. You will be as popular as the plague if you are guilty of this.

10) And finally, never walk away from a prospective newcomer. He really needs you - but probably won't admit to being as "green" as he is.

## Field Notes.....

Just wanted to pass on kudos to Craig for keeping up on the field mowing this spring. That Craftsman machine he acquired sure seems to do the job. Recently he even got the "first lady" (Lori Bartlett) working on cutting grass.

Fred Underwood has been helping to keep the weeds in the asphalt circle at bay by applying some weedkiller. He also recently reported that the grass is starting to come up on the grass circle area. Thanks Fred!

As mentioned earlier, we should soon be looking at getting underway with our asphalt circle maintenance. We should also soon evaluate on what we need to do on the grass circle to get it to good condition.

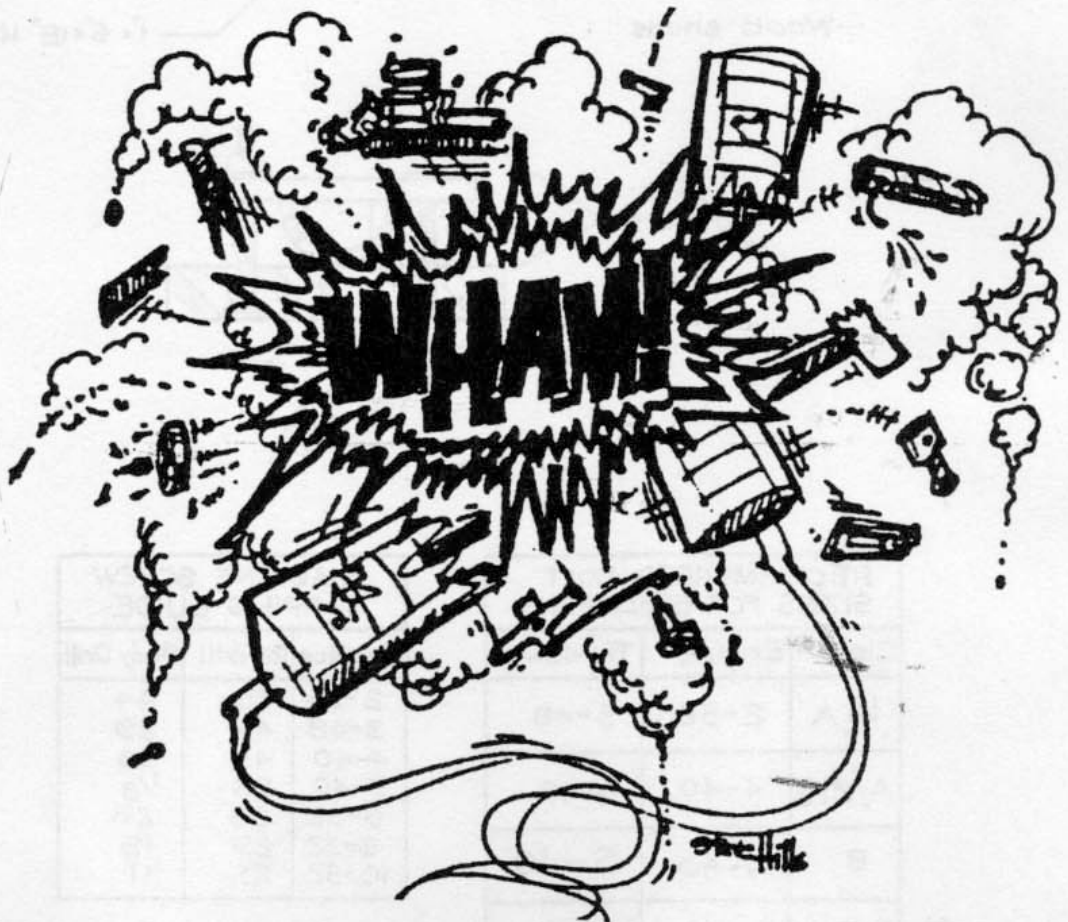
## Speed Stuff.....

There was sure lots of interest in the NW B Proto Speed event at the Jim Walker contest. This has been one of the best events to come along in awhile. Check out the rules on the flyinglines website. Use of the O.S. LA 25 engine keeps the event from going crazy fast. These engines are no longer made, but there are plenty of them out there.

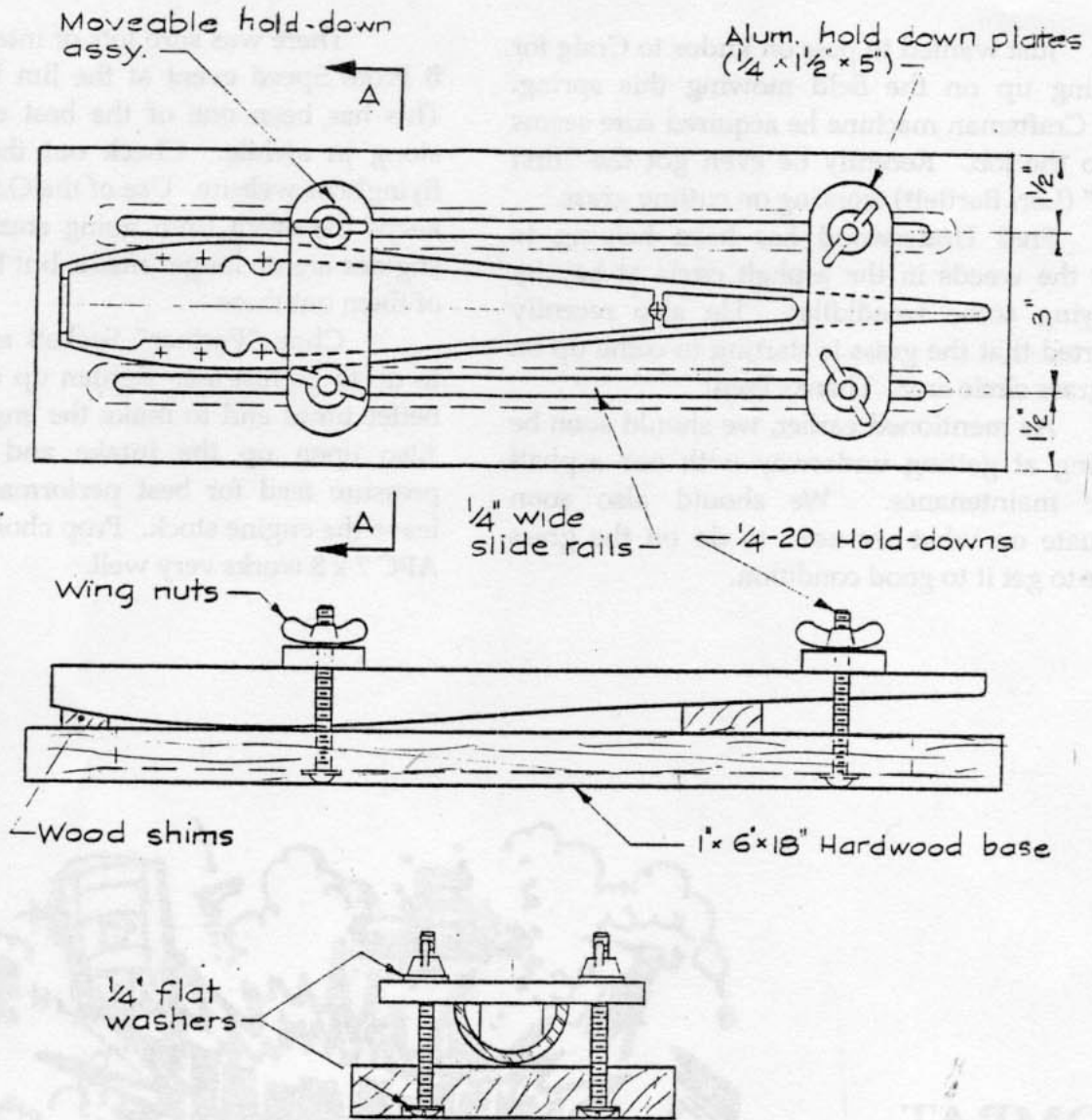
Chris "Partner" Sackett says best things to do to go fast are: lighten up engine a bit for better times and to make the engine run hotter. Also open up the intake and run them on pressure feed for best performance. Otherwise leave the engine stock. Prop choice so far shows APC 7 x 8 works very well.

COMBAT

ACTION !!!!



# SPEED PAN HOLDING JIG FOR DRILLING AND TAPPING



A-A

RECOMMENDED BOLT SIZES FOR SPEED PANS		
Class	Engine	Tie downs
1/2 A	2-56	3-48
A/215	4-40	4-40
B	4-40	5-40
FORM.40	5-40	5-40
D	6-32	6-32

MACHINE SCREW TAPPING GUIDE		
Tap Size	Tap drill	Body Drill
2-56	50	44
3-48	47	39
4-40	43	33
5-40	38	1/8
6-32	36	28
8-32	29	19
10-32	21	11

SPEED PAN TAPPING JIG  
 Universal useage-1/2 A to D



## WOLF MEMBER CONTACT LIST 2017

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## NORTHWEST CONTROL LINE CALENDAR

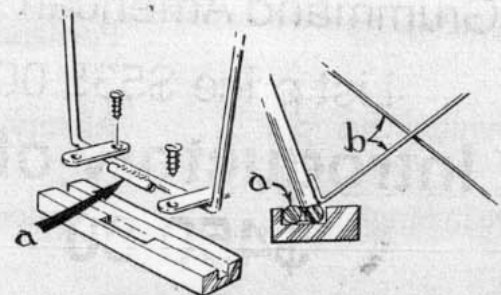
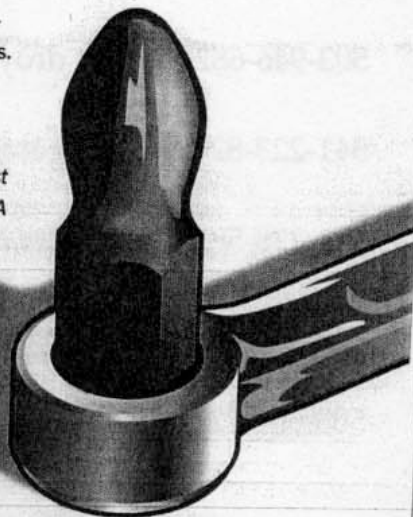
- May 26-28 NW Control Line Regionals in Roseburg  
Events: Nearly every control line event known to mankind
- June 10 & 11 NW Skyraiders Stuntathon, in Chehalis, Washington
- July 1 NW Fireballs Fun Fly at Delta Park, Portland
- July 8 Skyraiders Summer Swap Meet
- August 11 - 13 Bladder Grabber XXXVIII, Snohomish, Washington
- August 12 A.M.A. National Model Airplane Day (everywhere!)
- September 2 Fun Fly at the Zoot Ranch (Mike's place)
- September 16 & 17 R.F. Stevenson Memorial Raider Roundup, Chehalis, Washington
- September 23 & 24 Northwest CL Speed Championships, Salem
- October 7 & 8 Fall Follies, Salem

Go to [flyinglines.org](http://flyinglines.org) and check the "Where the Action Is" section for updates and additional information.

### SHORTY SCREWDRIVER

Sometimes it's tough to get a conventional-size screwdriver into tight places. Try inserting a bit from a cordless screwdriver into a box wrench to deal with fasteners in cramped locations.

Bill Gurrist  
Haverhill, MA



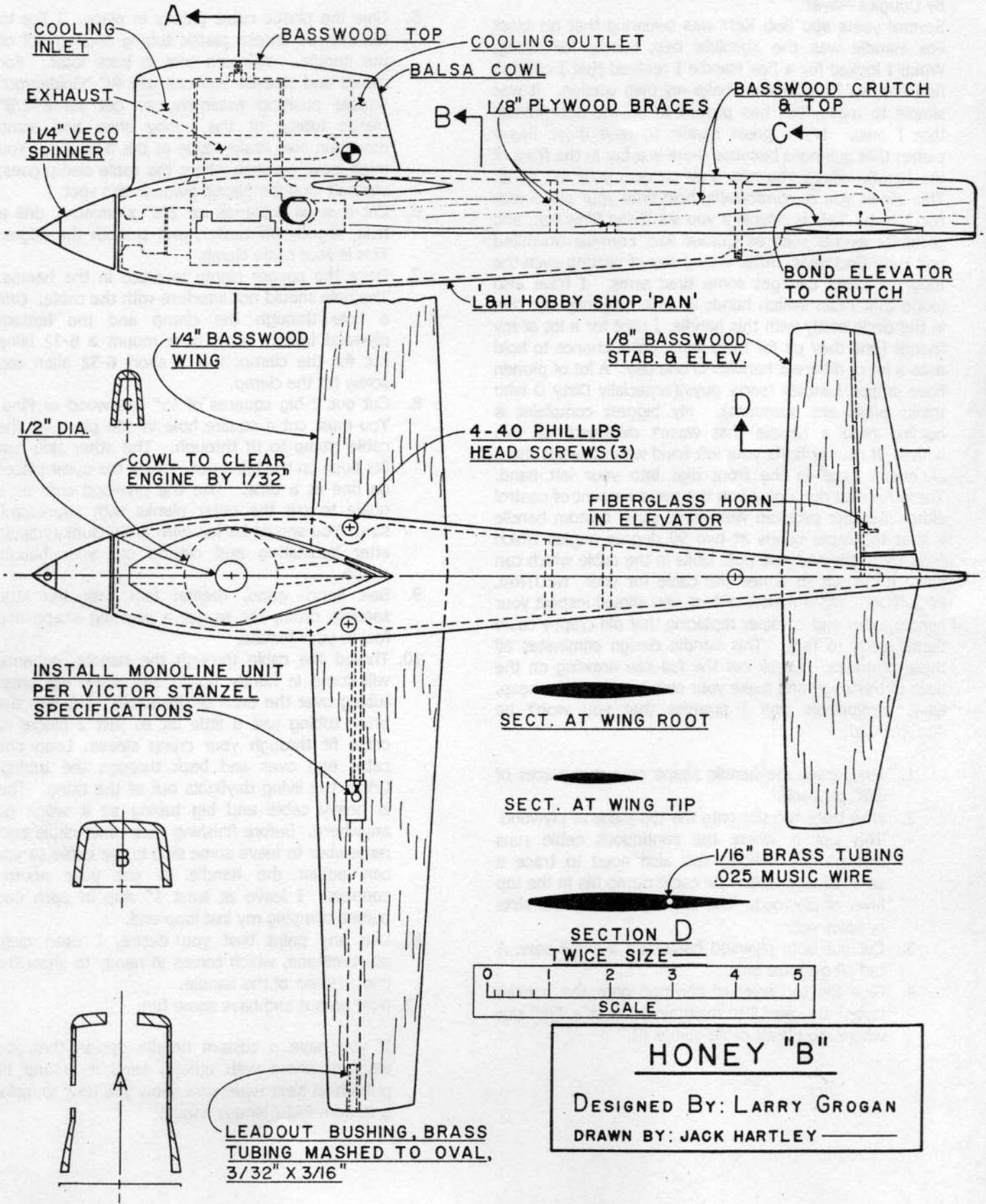
### CABANE LOCATORS

Set these wire cabane struts into hardwood blocks in the same way as you'd attach landing-gear legs and using the landing-gear straps. Tilt the strut to the required angle, then solder the locator (a) to the wire and epoxy the assembly solidly into the slot to prevent the cabane from rotating. After you've set the cabane angle, solder diagonal bracing wires (b) into place to take drag and anti-drag flight loads. Harry Braunlich, Victor, NY

ANOTHER CHAMPION DESIGN BY ONE OF THE MOST CONSISTENT SPEED WINNERS IN HOT LINE CIRCLES. '61 CLASS "B" NATIONALS SPEED WINNER IT HAS WON OR PLACED IN EVERY CONTEST ENTERED IN '61 SPEED SEASON.

# Honey B

Engine Designed & Built By:  
Larry Grogan & Russell Conner



**HONEY "B"**  
DESIGNED BY: LARRY GROGAN  
DRAWN BY: JACK HARTLEY

## **Make a custom RACING HANDLE**

### **The Double Grabber**

By Douglas Mayer

Several years ago Bob Kerr was swearing that his black Fox Handle was the absolute best handle for racing. When I looked for a Fox Handle I realized that I couldn't find one, so I decided to make my own version. It was simple to make, but has proved to be the best handle that I own. It's a great handle to race those heavy planes that pull hard because there is a bar in the front of the handle where you can grab on with your left hand. This allows you to comfortably hold onto your plane with two hands. This is critical if you are flying Slow Rat, and great for events such as Quickie Rat, Formula Unlimited and even Goodyear. After a long day of piloting even the toughest pilots can get some tired arms. I have also found that I can switch hands in an emergency situation in the circle easily with this handle. I pilot for a lot of my friends (and they pit for me), and I get a chance to hold onto a lot of different handles in one day. A lot of pitmen have crappy handles (sorry guys)(especially Dirty D who thinks pilots are dummies). My biggest complaint is holding onto a handle that wasn't designed for two hands. It usually hurts your left hand when the flat sharp aluminum plate in the front digs into your left hand. These handles don't give you the same amount of control either. Another problem with some guys' custom handle is that the cable bends at two 90 degree angles which frays the cable and also puts kinks in the cable which can make it difficult to adjust the cable for your "NEUTRAL POSITION". [As a matter of fact, you should inspect your handle today and consider replacing that old crappy cable that's ready to fail]. This handle design eliminates all these problems. Check out the full-size drawing on the back of this page and make your own handle. It's cheap, easy, comfortable and I promise that you won't be disappointed.

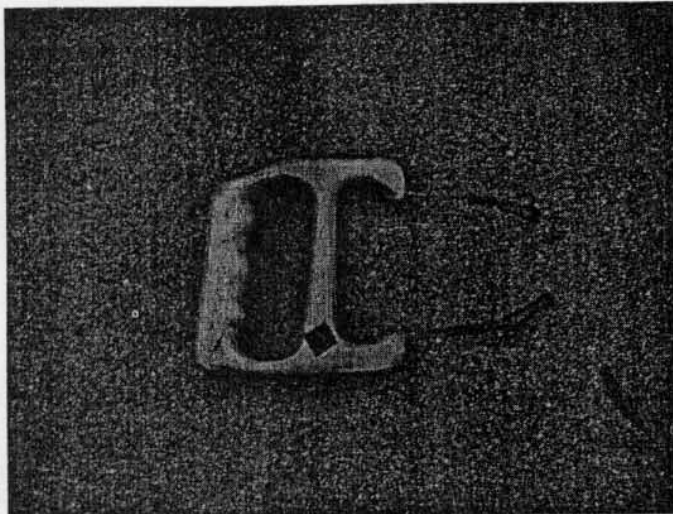
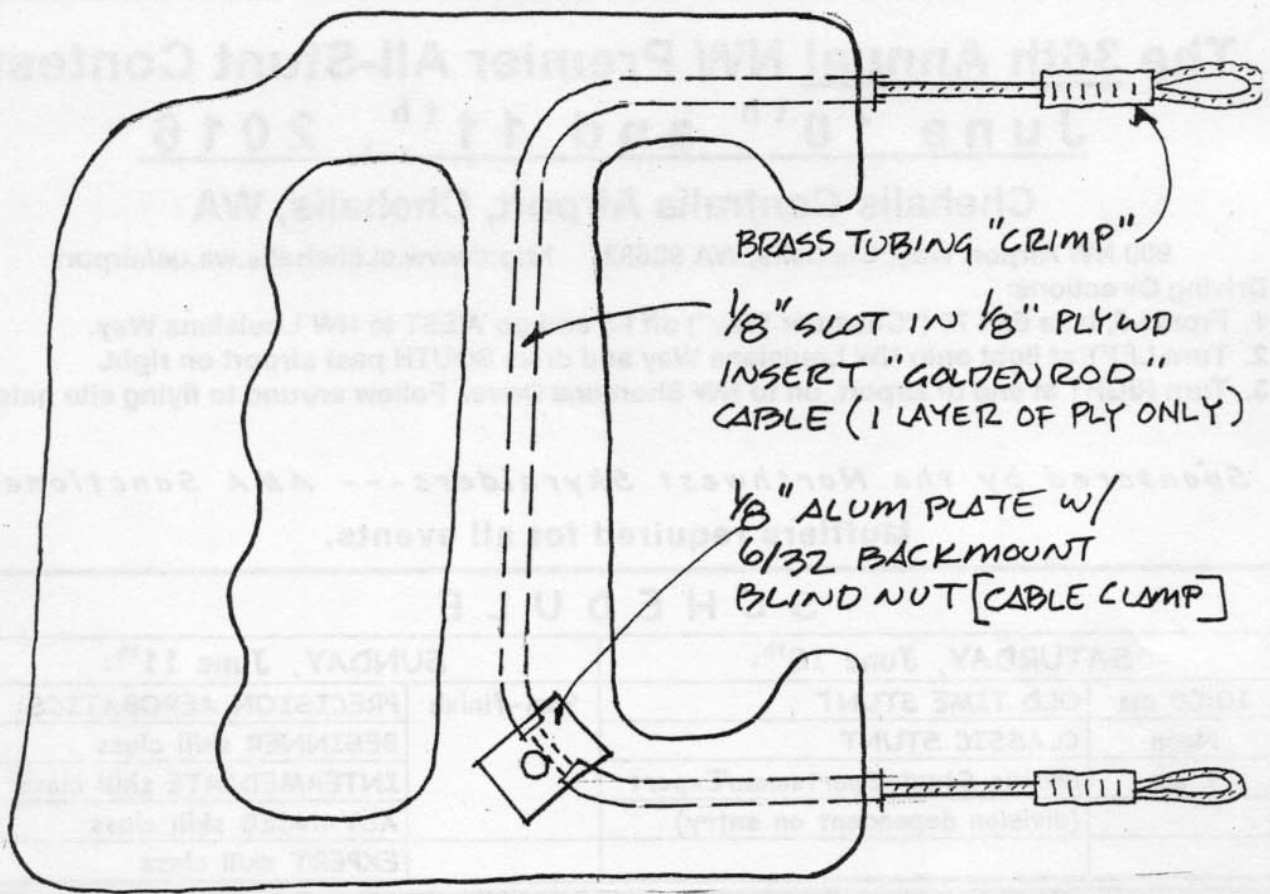
1. First, trace the handle shape onto two pieces of 1/8" plywood.
2. Now trace the slot onto the top piece of plywood. This slot is where the continuous cable runs through the handle. You also need to trace a small square where the cable clamp fits in the top layer of plywood. The bottom layer has no slots or holes yet.
3. Cut out both plywood halves on a scroll saw. A tad bit oversize is ok.
4. Glue the top layer of plywood onto the bottom layer. Be careful to maintain at least a 1/8" slot where the plastic cable guides fit.

5. Glue the plastic cable guides in place. I like to leave some excess plastic tubing sticking out of the handle. You can trim it back later. For cables and sleeves you can use RC "Goldenrod" flexible pushrod assembly, or get some 1/8" plastic tubing at the hobby shop and some mountain bike brake cable at the bike shop. You must leave a space where the cable clamp goes, so don't glue the plastic guide in this spot.
6. Cut a small rectangle of 1/8" aluminum, drill a hole, slightly off center, and smooth the edges. This is your cable clamp.
7. Place the square clamp in place in the handle. The hole should not interfere with the cable. Drill a hole through the clamp and the bottom plywood layer. Now, back mount a 6-32 blind nut for the clamp. Use a short 6-32 allen cap screw for the clamp.
8. Cut out 2 big squares of 1/2" Basswood or Pine. You must cut a square hole in one piece for the cable clamp to fit through. The other side just fits flush on the blind nut. I glue the outer pieces on one at a time. Use the plywood core as a guide to cut the outer planks with your scroll saw. You should be left with a big clunky handle after laminating and cutting out your handle shape.
9. Belt Sand, grind, dremel tool with the little sanding drum, etc to get a pleasing shape and feel to your handle.
10. Thread the cable through the handle, patience will come in handy now. Slip some big brass tubing over the ends of the cable. I flatten the brass tubing just a little bit so just 2 pieces of cable fit through your crimp sleeve. Loop one cable end over and back through the tubing. Crimp the living daylight out of the thing. This is heavy cable and big tubing so it won't go anywhere. Before finishing your other cable end, remember to leave some slop in the cable so you can adjust the handle to get your neutral controls. I leave at least 1" slop in each end before crimping my last loop end.
11. Use any paint that you desire, I used clear polyurethane, which comes in handy to show the construction of the handle.
12. Now go out and have some fun.

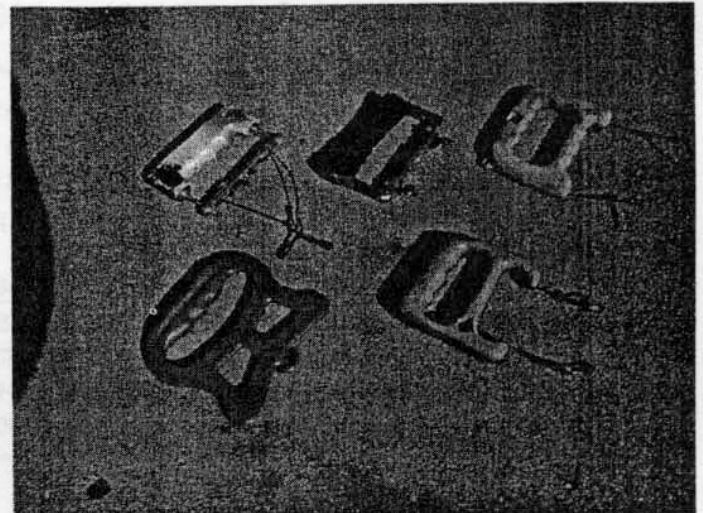
If you have a custom handle design that you want to share with others, send it in and I'll publish it! Next issue we'll show you how to make a custom FAI / Mouse handle.

# THE "DOUBLE GRABBER"

© COPYRIGHT DOUGLAS MAYER



The "Double Grabber" by Mayer  
Note: this handle had slight returns where the cable exits the handle. This was done to reduce the spacing between the cables, but was extremely difficult to build this way. This detail was eliminated for the final version.



- Custom Handles, clockwise from top left
1. Brodak handle (Production Handle)
  2. Handle made with wooden hammer handle from hardware store and 2 metal angles
  3. The original "Double Grabber"
  4. The "Double Grabber" featured above
  5. Stunt Kite handle, for experimentation

# STUNT-A-THON - 2017!

## The 36th Annual NW Premier All-Stunt Contest June 10<sup>th</sup> and 11<sup>th</sup>, 2016

**Chehalis-Centralia Airport, Chehalis, WA**

900 NW Airport Way, Chehalis, WA 98532 <http://www.ci.chehalis.wa.us/airport>

**Driving Directions:**

1. From I-5, take Exit 79 ("Chamber Way") off I-5 and go WEST to NW Louisiana Way.
2. Turn LEFT at light onto NW Louisiana Way and drive SOUTH past airport on right.
3. Turn RIGHT at end of airport, on to NW Shoreline Drive. Follow around to flying site gate.

*Sponsored by the Northwest Skyraiders --- AMA Sanctioned*  
**Mufflers required for all events.**

### SCHEDULE

SATURDAY, June 10 <sup>th</sup> :		SUNDAY, June 11 <sup>th</sup> :	
10:00 am	OLD TIME STUNT	9am-finish	PRECISION AEROBATICS:
Noon	CLASSIC STUNT		BEGINNER skill class
2 pm	Profile Stunt-Sportsman/Expert (division dependent on entry)		INTERMEDIATE skill class
			ADVANCED skill class
			EXPERT skill class

**ALL EVENTS ARE JUNIOR - SENIOR - OPEN CLASS COMBINED**

**THERE WILL BE AWARDS THROUGH 3<sup>rd</sup> PLACE IN ALL EVENTS**

1. Registration is from 8:00 am until start of event, or Noon, whichever is earlier.
2. Sr / Open: \$20 FOR FIRST EVENT, \$5 EACH FOR ADDITIONAL EVENTS \$40 MAXIMUM (US Funds).....JUNIORS FREE!....SENIORS HALF PRICE!
3. AMA or MAAC Membership is required of all participants and mechanics
4. AMA membership is available at registration.
5. Events are per Current PAMPA, NW rules and AMA 2017-18 Rule Book! KNOW THE RULES !!!
6. ALL SATURDAY EVENTS TO BE FINISHED BY 5 PM ON SATURDAY
7. SATURDAY EVENT AWARDS WILL BE PRESENTED SATURDAY BY 5:30 PM.
8. ALL SUNDAY STUNT EVENTS WILL BE FINISHED BY 3:30 PM ON SUNDAY.
9. AWARDS PRESENTATION WILL BEGIN AT 4:00 PM ON SUNDAY.

*For Information, contact:*

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