

# FLYING LINES

1411 BRYANT AVENUE  
COTTAGE GROVE, OREGON 97424

EDITOR: JOHN THOMPSON  
PUBLISHER: MIKE HAZEL

MAY 1979 NEWS OF NORTHWEST CONTROL LINE MODEL AVIATION No. 1

## DRIZZLE CIRCUIT HOTLY CONTESTED

The Northwest Sport Race Drizzle Circuit '79 was designed to keep us flying during the long winter, and keep us flying it did! The circuit brought us together five times during the winter to fly NWSR and a variety of other events, involving a total of 32 modelers in all. Contests were held in Eugene, Seattle, Portland and Astoria.

As might be expected, the fumbling and experimentation in the early contests evolved into some expert racing toward the end, with times getting faster and heats becoming ever more competitive. Those who found consistency as well as speed found success not far behind.

It all came down to one race, the finale in Eugene, with the championship in doubt until almost the end. It was not until the engines fell silent at the end of the final race that the top three positions were determined.

In the end it was Mike Hazel of Eugene on top of the heap with 61 points. Mike made the final four times in four contests he entered, using a Ringmaster with a Fox .36. He won one race, took two seconds and a third. His fastest heat was a 4:19 and his fastest final was a 9:19. Hazel won 12 preliminary heats to lead all competitors in that category, and was the only racer to make four finals.

Second place went to Mike's Nitroholics Racing Team partner, John Thompson of Cottage Grove, Ore., who garnered 52 points. Thompson made the final three times out of five contests, using a Ringmaster with a K&B .35, backed by a Ringmaster with a McCoy .35. He won once, took a second and a fourth. John's fastest heat was a 4:11, and he set the season record (believed to be an all-time NWSR record) of 7:53 for a final race, averaging 76.16 miles per hour. Thompson finished 18 out of a possible 20 preliminary heats to tie Bill Varner for that record. John won 11 heats.

Tracy Brazzle of Tacoma took third place with 51 points, using a K&B-powered Mongoose. Tracy made the final in three out of his four contests, taking a second, third and fourth. His fastest heat was 4:35, and his fastest final was 11:18. He won 6 preliminary heats. Tracy finished every one of the 16 heats he entered in four contests, a remarkable display of consistency.

Bill Varner of Astoria, Ore., fourth with 42 points, set the circuit heat time record with a blistering 3:55, averaging 76.57 mph. He used a Yak-9 with a K&B .35 to finish 18 heats, tying for the record in that category with John Thompson, and winning 11 heats.

John Simpson of Silverton, Ore., carried home a Ringmaster kit for emerging as top junior, beating out many old pros with 30 points. John and brother Richard (27 points) won the respect of many fliers with their steady improvement in flying skill and their increasing speeds. All the pitting for both planes was by dad Roger, who often was a busy man.

The Eugene Propspinners, organizers of the circuit, express heartfelt thanks to the Portland Aeroliners, North Coast CLAMS and Red-Max clubs for their help in running the circuit, and to Gary Stevens for the idea. Special thanks to contest directors Dave Green, Buzz Wilson, Gene Pape, and a multitude of lap timers, counters and general helpers.

Full results of the Eugene contest and complete circuit statistics are inside this issue.

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This is FLYING LINES -- A new publication dedicated exclusively to Northwest control-line model aviation. Subscriptions cost \$5 for 12 issues, for all the news and commentary of interest to Northwest modelers. Your contributions of letters, articles, contest results and other material is invited. See inside for details.



NORTHWEST SPORT RACE DRIZZLE CIRCUIT '79

Final Statistics

POINT STANDINGS

1. Mike Hazel . . . . .	61
2. John Thompson . . . . .	52
3. Tracy Brazzle . . . . .	51
4. Bill Varner . . . . .	42
5. Jim Cameron . . . . .	40
6. John Simpson . . . . .	30
7. Richard Simpson . . . . .	27
8. Paul Wallace . . . . .	26
9. Gary Stevens . . . . .	23
10. Russ Wilcoxson . . . . .	18
11. Fred Williams . . . . .	14
12. Gene Pape . . . . .	13
13. Dave Green . . . . .	11
14. Bill Vail . . . . .	5
15. Tim Hancock . . . . .	4
Willie Naemura . . . . .	4
17. Jack Blankenship . . . . .	3
Tom Sisson . . . . .	3
David McFadden . . . . .	3
David Ireland . . . . .	3
21. Dan Rutherford . . . . .	2
Alan Stewart . . . . .	2
Keith Iwanski . . . . .	2
24. Chris Genna . . . . .	1
Norm McFadden . . . . .	1
Niels Madsen . . . . .	1
27. Ken Ferris	
Buzz Wilson	
Brian Scoones	
John Hammersly	
Dave Gardner	
Loren Howard	

Top Junior

John Simpson, 30 points

Preliminary Heats Finished  
(Top 10) (20 heats possible)

John Thompson . . . . .	18
Bill Varner . . . . .	18
John Simpson . . . . .	17
Richard Simpson . . . . .	16
Jim Cameron . . . . .	16
Tracy Brazzle . . . . .	16
Mike Hazel . . . . .	14
Gene Pape . . . . .	13
Paul Wallace . . . . .	8
Gary Stevens . . . . .	7

Finalists (5 times possible)

Mike Hazel . . . . .	4
John Thompson . . . . .	3
Tracy Brazzle . . . . .	3
Bill Varner . . . . .	2
Jim Cameron . . . . .	2
Fred Williams . . . . .	1
Gary Stevens . . . . .	1
Russ Wilcoxson . . . . .	1
Richard Simpson . . . . .	1
Paul Wallace . . . . .	1
John Simpson . . . . .	1

RECORDS

Fast Heat

3:55 -- Bill Varner,

Fast Final

7:53 -- John Thompson

Preliminary Heats Won

12 -- Mike Hazel

Preliminary Heats Finished

18 -- Varner, Thompson

Times Made Final Race

4 -- Mike Hazel

Highest Prelim. Heat Score

15 -- John Thompson

Most Champ. Pts. 1 Contest

20 -- Stevens, Thompson

Final Race Winners

Bill Varner, 9:11	
Yak-9, K&B .35	
Gary Stevens, 9:45	
Tomahawk, OS .35	
Mike Hazel, 8:46	
Ringmaster, Fox .36	
John Thompson, 7:53	
Ringmaster, K&B .35	
Jim Cameron, 9:11	
Yak-9, K&B .35	

Preliminary Heat Winners

Mike Hazel . . . . .	12
John Thompson . . . . .	11
Bill Varner . . . . .	11
Richard Simpson . . . . .	7
Tracy Brazzle . . . . .	6
Jim Cameron . . . . .	4
Paul Wallace . . . . .	4
John Simpson . . . . .	4
Fred Williams . . . . .	3
Russ Wilcoxson . . . . .	2
Gary Stevens . . . . .	2
Tom Sisson . . . . .	2
Ken Ferris . . . . .	1
Tim Hancock . . . . .	1
David Ireland . . . . .	1
Keith Iwanski . . . . .	1
Dave Green . . . . .	1

SHARE YOUR TECHNICAL  
KNOW-HOW with North-  
west modelers. Write  
letters or articles  
to FLYING LINES. We'll  
print them!

More Drizzle Circuit Statistics...

Individual Statistics

<u>Contestant</u>	<u>Heats</u>				<u>Finals</u>	<u>Race</u>
Fred Williams	5:56	5:48	5:16	4:31	9:14	Eugene 1
John Simpson	6:08	6:04	5:50	6:23	--	Eugene 1
	DQ	5:52	5:41	6:15	--	Seattle
	5:10	5:20	5:34	DNF	--	Portland
	4:55	4:18	4:26	4:37	9:33	Astoria
	4:12	42 Lps	4:45	4:34	--	Eugene 2
Richard Simpson	8:58	54Lps	11:00	--	--	Eugene 1
	6:01	5:20	30Lps	--	--	Seattle
	5:01	4:57	4:57	5:57	17:26	Portland
	4:38	4:59	4:38	4:58	--	Astoria
	6:16	6:36	4:21	58Lps	--	Eugene 2
Bill Varner	5:13	7:36	4:47	5:02	9:11	Eugene 1
	3:55	5:57	5:39	5:01	13:02	Seattle
	4:51	6:39	5:28	5:11	--	Portland
	31Lps	4:57	5:14	4:36	--	Astoria
	4:43	4:37	5:35	49Lps	--	Eugene 2
Jim Cameron	6:55	8:06	5:21	6:09	--	Eugene 1
	4:25	49Lps	56Lps	DNF	--	Seattle
	4:46	5:25	DNF	6:10	10:29	Portland
	29Lps	4:36	6:59	5:21	--	Astoria
	4:41	4:56	6:18	4:47	9:11	Eugene 2
Mike Hazel	55Lps	5:47	5:03	4:43	9:44	Eugene 1
	4:53	4:32	4:38	4:42	8:46	Portland
	4:19	63Lps	4:25	4:34	9:19	Astoria
	5:08	5:18	4:36	4:41	9:44	Eugene 2
Chris Genna	6:09	DQ	--	--	--	Eugene 1
Jack Blankenship	6:51	5:52	6:48	61Lps	--	Eugene 1
John Thompson	5:28	5:06	5:15	5:27	10:49	Eugene 1
	4:45	0 Lps	DQ	5:06	--	Seattle
	5:14	6:26	5:27	5:33	--	Portland
	4:44	4:25	4:24	4:14	7:53	Astoria
	4:11	5:32	4:28	4:28	9:20	Eugene 2
Tim Hancock	6:30	5:01	4:58	6:17	--	Seattle
John Hammersly	DQ	53Lps	DNF	--	--	Seattle
David Green	7:15	6:02	6:14	--	--	Portland
	6:38	4:42	4:24	5:12	--	Astoria
	4:54	5:00	4:41	5:17	--	Eugene 2
Alan Stewart	4:58	6:15	--	--	--	Portland
Bill Vail	5:41	5:36	--	--	--	Portland
	5:04	6:15	Timing error/20Lps	--	--	Astoria
Dave Gardner	42Lps	38Lps	--	--	--	Portland
Paul Wallace	5:38	5:19	5:43	5:05	--	Portland
	7:26	5:43	5:23	4:54	9:23	Astoria
	5:17	4:24	4:36	4:49	--	Eugene 2
Loren Howard	DQ	0 Lps	--	--	--	Portland
Niels Madsen	5:16	5:44	6:41	--	--	Astoria

More Drizzle Circuit Statistics...

David Ireland	5:16	5:44	6:41	--	--	Astoria
Keith Iwanski	DQ	4:09	4:43	--	--	Astoria
Willie Naemura	8:28	5:26	6:30	5:35	--	Eugene 2
Ken Ferris	0Lps	11:55	6:10	7:58	--	Eugene 1
Gene Pape	6:26	--	--	--	--	Eugene 1
	5:53	5:55	5:49	6:44	--	Portland
	4:56	5:29	5:27	5:25	--	Astoria
	6:58	6:30	5:44	5:46	--	Eugene 2
Tracy Brazzle	5:23	5:17	4:35	5:03	11:08	Seattle
	5:13	4:51	5:04	4:44	11:26	Portland
	4:47	6:18	4:37	4:57	--	Astoria
	5:03	4:39	4:59	4:41	11:28	Eugene 2
Tom Sisson	5:02	69Lps	9:56	5:16	--	Seattle
Gary Stevens	4:44	4:43	5:03	4:34	9:45	Seattle
	4:50	4:35	4:49	23Lps	--	Astoria
Buzz Wilson	61Lps	DQ	DNF	--	--	Seattle
David McFadden	5:30	5:30	--	6:08	--	Seattle
	0Lps	0Lps	0Lps	45Lps	--	Astoria
Norm McFadden	54Lps	7:03	44Lps	65Lps	--	Seattle
Brian Scoones	1 Lp	--	--	--	--	Seattle
Russ Wilcoxson	7:13	5:22	4:48	6:49	12:00	Seattle
Dan Rutherford	5:19	5:29	DNF	--	--	Seattle

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JAMES O. TRUMP

FLYING LINES is the Northwest control-line model aviator's communications network. Monthly issues will contain:

Columns on combat, racing, stunt, speed, carrier and sport.

Calendar of Northwest control-line modeling events.

Results of contests.

Records in racing, speed and carrier events. (We will start with a clean slate at the 1979 NW Regional Championships.)

Advertisements from supportive modeling businesses, telling where to find what you need.

TO SUBSCRIBE send \$5, good for 12 issues, to FLYING LINES, 1411 Bryant Ave, Cottage Grove, OR.

DRIZZLE CIRCUIT 1980 QUESTIONNAIRE

1. Would you participate in a 1980 Drizzle Circuit? \_\_\_\_\_

2. A 1980 Drizzle Circuit should be (check one

Northwest Sport Race \_\_\_\_\_ Goodyear \_\_\_\_\_

A new sport race, with \_\_\_\_\_ Other \_\_\_\_\_  
hotter equipment \_\_\_\_\_

Two classes of sport race, one under present  
rules and one with hotter equipment \_\_\_\_\_

3. If a new sport race is created, should it be

Same planes as now, OK shutoffs, hot gloves, etc. \_\_\_\_\_

Same planes as now, OK ball bearing, schneurle, etc. \_\_\_\_\_

Same engines as now, OK any plane with certain specs \_\_\_\_\_

These are some ideas that have been suggested, if you  
have others, list them here:

\_\_\_\_\_

4. Would you favor

Four preliminary heats \_\_\_\_\_ Three preliminary heats \_\_\_\_\_

5. Would you favor

Random heat pairings (per 1979) \_\_\_\_\_

Random pairings first heat, pairings  
according to placing in later heats \_\_\_\_\_

6. Name any secondary event you would like to compete in  
that was not run this year.

\_\_\_\_\_

7. Name any secondary event run this year that you think  
should be dropped.

\_\_\_\_\_

8. Regarding engines, would you favor

Allowing optional use of manufacturer-supplied venturi  
restrictors and spraybar replacement or adjustment (per 1979)

\_\_\_\_\_

Prohibiting removal of venturies and spraybar changes \_\_\_\_\_

Allowing Perry porting \_\_\_\_\_

SEND YOUR ANSWERS to John Thompson, 1411 Bryant Ave., Cottage  
Grove, OR 97424.

RESULTS OF NORTHWEST SPORT RACE DRIZZLE CIRCUIT FINAL CONTEST  
Eugene, Ore. April 29, 1979

- RAT RACE (3 entries) (Solo finals only)
1. John Thompson, Cro-Magnon Rat, 6:38.6
  2. Mike Hazel, Shark, 7:33
  3. Will Naemura, profile original, 7:42

NORTHWEST SPORT RACE (11 entries)

Northwest Sport Race, flown under Coppertone skies, was the most consistent and hotly-contested of the five circuit contests. Out of 12 heats, only three "Did Not Finishes" were recorded. Times were fast and many heats were close. There was one tie, with Mike Hazel and Paul Wallace turning identical 4:36 times. John Thompson's 4:11 was the fastest heat of the day. Undoubtedly the highlight for spectators was a horrid line tangle that resulted when Will Naemura's plane, piloted by Gene Pape, took off with just-landed John Simpson's lines across Will's. Nobody knows how, but somehow Gene's combat experience and quick thinking by all pilots prevented damage to a single plane. Mike Hazel's experiment with a muffler proved to be less than speedy, and he trashcanned Semco's finest after two heats and just barely nudged his way into the final.

Jim Cameron won the day's top honors, winning two heats with a consistent performance and capturing a close final with a time of 9:11. John Thompson was heard later muttering, "But it WAS a new plug, dammit," after being edged out by 9 seconds. Jim snatched a rat race .40 for first prize.

FINAL RACE RESULTS:

- |                  |  |
|------------------|--|
| 1. Jim Cameron   | 9:11 -- 11 champ. pts + 4 heats finished = 15 pts. |
|                  | Yak-9, K&B .35                                     |
| 2. John Thompson | 9:20 -- 10 + 4 = 14 points                         |
|                  | Ringmaster, K&B .35                                |
| 3. Mike Hazel    | 9:44 -- 9 + 4 = 13 points                          |
|                  | Ringmaster, Fox .36                                |
| 4. Tracy Brazzle | 11:28 -- 8 + 4 = 12 points                         |
|                  | Mongoose, K&B .35                                  |

Heat winners: John Thompson, 3; Mike Hazel, Richard Simpson, Jim Cameron, Paul Wallace, John Simpson, 2; Bill Varner.

WHAT IS THIS PIECE OF PAPER AND WHO ARE JOHN THOMPSON AND MIKE HAZEL?

FLYING LINES is being produce, at the expense of a few hours of shop time a month, by two Oregon CL fliers with a desire to improve communication among Northwest modelers. As described elsewhere, the newsletter will be a vehicle for dialog between modelers, with the possibilities for content endless. We are arranging for top modelers in each event to write regular columns, and will produce additional items of interest.

One of those items will be a column called "Profiles" on Northwest modelers. Send us some biographical information about yourself, your hobby, your occupation, family and non-modeling interests.

To start things off, and by way of introduction, here are sketches of your editor and publisher:

Mike Hazel is a lifelong Eugene area resident who has been flying control-line models competitively since the mid-1960s. Mike grew up in a modeling family (Dad Fred Hazel participated in the Propspinnners' 1957 64-hour endurance flight and was a long-time carrier competitor) and now actively flies rat race, Goodyear, Northwest Sport Race, several speed events, dabbles in mouse race and half-A combat, and at one time flew fast and slow combat and slow rat. For several years he edited the Propspinnners' newsletter, which circulated widely, and he is president of the Propspinnners. Mike is an avid sport flier and author of the rules for Northwest Sport Race. Mike and his wife Laura live in Eugene and have a baby boy. Mike Manages Pietro's Gold Coast Pizza in Eugene.

(continued)

## Profiles (continued)

John Thompson grew up in Northwest Washington (Tacoma, Port Angeles and Seattle) before moving to Oregon in 1973 following his profession as a newspaper reporter. He flew CL as a youth in Port Angeles but dropped out in pursuit of other interests, returning to the hobby in 1976. He now flies competitively (more or less) in Northwest Sport Race, Goodyear, fast, slow and  $\frac{1}{2}$ A combat, and is working on rat race and stunt projects. John was a charter member of the North Coast Control Line Aero-Modelers' Society (CLAMS) before moving to Cottage Grove, Ore., near Eugene. He and his wife Martha have two small children.

Send us YOUR life story. Other modelers are interested to know just who these other guys are they are flying with.

WHO SAYS THERE'S NOTHING HAPPENING IN THE NORTHWEST??? Here is a listing of known contests coming up, as of May 6:

- May 26-27...EUGENE, OREGON -- Northwest Regional Control Line Championships. Carrier, stunt (3 classes), scale, speed, Northwest sport race, Goodyear, AMA combat, slow combat, AMA rat race and slow rat race, FAI combat. Site: Mahlon Sweet Airport. Contact Gene Pape (CD), 4528 Souza, Eugene, OR 97402 (503) 689-1623 or Mike Hazel, 1319 Aspen St., Eugene, OR 97401 (503) 726-1185. NOTE: Gasoline is available, no lines, though it may be hard to find. Propspinners will provide listing of open stations at the contest. Contest AAA rated.
- JUNE 17.....REDMOND, WASH. -- Slow, FAI combat (JSO),  $\frac{1}{2}$ A mouse race (J)(SO). Site: Marymoor Park. Buzz Wilson, CD, (206) 743-1037. Trophies for mouse race, merchandise for FAI and slow combat.
- June 23-24...EUGENE, OREGON -- Race Time '79 (AAA) features all speed events, Goodyear, AMA slow and fast rat race, Northwest Sport Race marathon (30 minutes), FAI team race, special pit stop event. Site: Mahlon Sweet Airport. Mike Hazel CD, 1319 Aspen St., Eugene, OR 97401.
- July 21-22...KENT, WASH. -- Boeing Management Association Scholarship and Open Contest. Goodyear, stunt,  $\frac{1}{2}$ A proto speed, AMA combat, slow combat (JS only), Northwest Sport Race. Site: Boeing Space Center. Contact Ted Caputo, Boeing Management Association, P.O. Box 3707, Seattle, WA 98124.
- July 29-Aug. 4...AMA AAAA National Championships, Lincoln, Nebraska. All AMA events. Write AMA HQ for details.
- Aug. 18.....(tentative) EUGENE, OREGON -- Propspinners' Annual Summer Meet. Held in conjunction with NW free-flight championships. Traditionally fast and slow combat, Goodyear, NWSR, rat.
- Aug. 26.....PORTLAND, OREGON -- Aeroliners annual Control Line Classic. Northwest Sport Race,  $\frac{1}{2}$ A Mouse Race, stunt, AMA combat, carrier. Site: Delta Park. Contact Dave Gardner, 17870 Shasta Trail, Tualatin, OR 97062. (503) 638-4224.
- Sept. 16....(tentative) EUGENE, OREGON -- RatBash Racing Contest. AMA Rat Race & ??? Site: Mahlon Sweet Airport. Mike Hazel, CD, 1319 Aspen St., Eugene, OR 97401. (503) 726-1185.
- October ?...REDMOND, WASH. -- Bladder Grabber for AMA combat. Contact Gary Stevens, 217 NW 40th, Seattle, WA. (206) 633-3992.
- Oct. 21.....(tentative) EUGENE, OREGON -- RatBash II Racing Contest. Same details as Sept. 16.
- LATE NEWS FLASH -- Second annual CLAMBASH at Astoria, Ore., tentatively is scheduled for Labor Day Weekend. CLAMS are contemplating a two-day affair. Contact Dave Green, 200 W. Franklin, Astoria, OR 97103.

## COMING IN FLYING LINES

Columns on

STUNT by Rich Schaper  
 SPEED AND RACING by Mike Hazel  
 SPORT by Chris Genna  
 COMBAT by Buzz Wilson  
 CARRIER by writer to be announced

Photos

of Northwest flying activities

Results

of the Northwest Regional Championships and all other contests we are aware of.

Plan Drawings

of noteworthy aircraft

## ADVERTISING RATES

Model aviation businessmen can support Flying Lines by buying ads at these rates. As a special introductory offer, get one free ad of the same size when you buy your first ad.

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(Contrary to previous announcement, full-page ads will not be sold, due to the large size of the page.)

Everybody with something to buy or sell can use our classified ad section at \$1 for five lines.

Hobby shop directory listing: For \$5 a year your shop will be listed in a directory with the name, address, phone number and specialty. This listing is free to shops who buy five subscriptions of the newsletter for distribution in the shop, at \$10 per year.

Contact FLYING LINES, 1411 Bryant Ave., Cottage Grove, OR 97424

## LETTERSLETTERSLETTERSLETTERSLETTERSLETTERSLETTERSLETTERSLETTERSLETTERS

Please send me five dollars worth of your up-coming monthly newsletter "Flying Lines."

I now have 88 engines in my collection -- but I am still trying to quit! -- or slow down! Perhaps you could use a little MECA (Model Engine Collectors' Association) news once in a while? (Editors Note: By all means! Send us anything you've got. We're also looking forward to seeing your collection at the Regionals again this year.)

MECA Coordinator -- Mr. Hank Hilscher, P.O. Box 725, Indianapolis, Indiana 46206. Those wishing to join MECA can receive info by writing to this address.

From R.F. "Steve" Stevenson, 8326 17th Ave. N.W., Seattle, WA 98117

Here's \$5 for the newsletter.

Let me know when the first issue will be due. I will want to put an ad in it for my propellers. (Editor's Note: See below.)

I will be making three or four different Goodyear props and two or three rat props. I'm not sure, but probably one each of mouse race and slow rat.

I'm still looking into pricing but they will be fairly expensive, \$5 to \$10 apiece depending on size.

From Scott Newkirk, 221 W. Republican, Seattle, WA 98119

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SCOTT NEWKIRK  
221 W. Republican  
Seattle, WA 98119

RESULTS OF REDMOND, WASH., COMBAT CONTEST, APRIL 22, 1979

FAST COMBAT (8 entries)

1. Howard Rush
2. Eric Ferguson
3. Buzz Wilson

SLOW COMBAT (3 entries) (JS only)

1. Keith Iwanski
2. Bill Varner
3. David Ireland

Results courtesy Buzz Wilson.

ROVING PHOTOGRAPHERS CATCH DRIZZLE CIRCUIT ACTION

Action shots from the Astoria and second Eugene Drizzle Circuit contests, on page 11 (clockwise from top): Half-A combat in Astoria. Willie Naemura, right, pits his Yak-9 while pilot Gene Pape waits, in Eugene. Other pilots are Jim Cameron, left, John Simpson, right, and Jeff Young, back. How many pilots does it take to fly a four-man race? Bottom photo catches aftermath of circuit's worst line tangle, which ended without damage to a single plane. Action shows Willie's pilot Gene Pape, John Simpson, Willie (untangling lines), Cameron and Young. At right, Roger Simpson (with plane) and Richard Simpson recovering John's Yak. Two rat racers at Eugene contest, Mike Hazel's Shark, foreground, and Nitroholics Racing Team Cro-Magnon Rat. Guess which won? Sport race action in Astoria. Pilots John Thompson (left), Gary Stevens, one of the Simpson pilots, and Tracy Brazzle (kneeling) as Bill Vail pits Tracy's plane. PHOTOS BY CHRIS GENNA AND JOHN THOMPSON.

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