

FLYING LINES

1411 BRYANT AVENUE
COTTAGE GROVE, OREGON 97424

EDITOR: JOHN THOMPSON
PUBLISHER: MIKE HAZEL

Feb., '80 NEWS OF NORTHWEST CONTROL LINE MODEL AVIATION Number 10

DC CONTEST GETS "SNOW JOB" IN No. 2 will "March" on in Portland

Northwest Sport Race Drizzle Circuit contest No. 2 was postponed Jan. 13 when the Kent, Wash. Boeing Space Center parking lot got a little bit flaky -- nine inches worth of (snow) flaky. It seems those Boeing engineers haven't solved the problem of controlling Mother Nature entirely yet.

But No. 2 will go on, although at another site. Due to conflicts with the Red-Max schedule (they were sponsors of the Kent bash) we are unable to re-schedule the contest in Kent. Instead, it will come off March 23 in Portland, sponsored by the Eugene Propspinners. Secondary event will be AMA combat. There will not be Goodyear racing as originally scheduled, but there will be Goodyear at the April 13 contest in Eugene. As usual, the Portland site will be Delta Park. Combat starts at 9 a.m., with NWSR at noon. Entry fee \$3 for one event, \$5 for both. Mike Hazel will be contest director and Gene Pape will run combat.

BRING YOUR BEACH BLANKET...

and cold-weather gear to Astoria Feb. 10 for NWSR Drizzle Circuit No. 3. The contest will be at the National Guard's Camp Rilea, halfway between Astoria and Seaside on Highway 101. It's only a short walk from the beach. A great place to bring the family and let them sift sands while you race, if one of those rare but gorgeous winter sunshine days appears.

Astoria's contest will feature ½A combat in reed valve and unlimited classes as secondary events. Combat will be on .012" by 35' lines, as usual. Entry fee is \$3 for one event and \$2 for each additional event. Combat starts at 9 a.m., NWSR at noon sharp. Dave Green is contest director, Jim Cameron will run sport race and Bill Varner is in charge of combat.

We'll see you there.

COMPETITION GALORE

The 1980 season is shaping up as one with plenty of CL action and variety. The newest entry on the contest calendar is provided by the Control Line Association of Sunnyside, Wash. (CLASS).

CLASS will sponsor its first AMA-sanctioned contest May 4 at the Valley Mall in Yakima, Wash. Precision aerobatics, old-time stunt and NWSR are on the venue.

The Northwest Regional Control-Line Championships also has been put on the "firm" list, though volunteers are still sought to assist in various activities. The schedule of events will be about the same as in previous years, though ½A mouse race has been added as a Saturday evening unofficial event. More details to come. Persons willing to volunteer for any kind of duty should contact Gene Pape, 4528 Souza St., Eugene, OR 97402, (503) 689-1623.

Another new contest on the schedule will be the Northwest Control-Line Racing Championships on Labor Day weekend. All racing events are scheduled for the two-day meet.

For details on all upcoming contests in the Northwest, see the contest calendar elsewhere in FL.

NEED AN EGO BOOST?

Volunteers are still being sought to participate in a control-line flying demonstration on Saturday, April 12, as part of the Benton County RC Show in Corvallis, Ore. Flying Lines is organizing the exhibition at the request of the show's organizers.

Jim Cameron of Astoria, Ore., has offered to demonstrate his throttled stunt plane. We also would like at least one full-patter stunter, plus a few combat and NWSR planes so we could do a combat match or two and a racing heat. Anyone with other ideas would be welcomed.

Persons interested should contact John Thompson, 1411 Bryant Ave., Cottage Grove, OR, 97424 (503) 942-7324.

Anyone interested in placing planes on static display should contact Jim Trump of DJ's Hobbies, 2025 NW Circle Boulevard, Corvallis, OR, 97330, (503) 753-7540.

The RC show is a two-day affair. We volunteered for the Saturday schedule to avoid conflict with the NWSR Drizzle Circuit contest in Eugene on Sunday.

YOU HAVE BEEN SELECTED...

in a random sampling of 100 percent of Flying Lines subscribers as an eligible entrant in our first ever Spectacular ENGINE Raffle.

Yes, fellow model aviators, you may be the lucky winner of one shiny new Fox .35 stunt engine offered as the prize in a Flying Lines Benefit Raffle. If this raffle is a success (meaning: if we make a few bucks to pay newsletter costs) we will continue with other and perhaps better engine raffles in the future.

So, get in line and buy your raffle tickets. The engine will be awarded after a drawing by an unbiased third party (Editor John's four-year-old daughter Heather has volunteered to draw the name). Flying Lines editors and their relatives are not eligible to win.

Raffle tickets will cost \$1 each, or three for \$2. Just fill out the form below and enclose the appropriate amount. Then sit back and wait for your Fox .35.

Name _____ Telephone _____ Number of tickets _____
Address _____ Amount enclosed _____

AIR MAIL

Dear FL:

I thought perhaps I might get this letter out to you before this, but as usual, I am lax getting things done on time. Today, snow has limited me to my in-house office, so here goes.

First of all I really enjoy your "Flying Lines" and can imagine all that it takes to get it out each month.

Control line activity has come to a complete stop in the last six weeks here in Eastern Washington due to cold and snow. However, interest in our area is on the upswing. In fact, we are taking the bull by the horns, so to speak, and this May 4th several of us, in conjunction with a local Radio Control club and a hobby shop, are sponsoring an AMA-sanctioned meet in Yakima at the Yakima Valley Mall. Events are as follows: 1. Precision aerobatics (PAMPA classes); 2. Old-time stunt; 3. Northwest Sport Race (J50).

All events will be flown over pavement in a large parking area right next to the mall, which should bring in a lot of spectators. Prizes will be in either trophies or merchandise.

As we get a little closer to the contest date we will have advance flyers made up, spelling out the details, but I thought it would be beneficial to get out this release as soon as possible, hoping that you will add it to your list of events in Flying Lines.

Also, could you provide me with a complete list of rules for NWSR? (Editor's Note: We've sent Joe a list of rules. Anybody else who wants rules can get them by writing FL.)

After watching NWSR for over a year, and after talking with Roger Simpson at the Portland meet last summer, my youngest son and I have built three sport racers, but as yet haven't been able to get to a meet. We thought

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AIR MAIL, continued

we were going to go to Portland for the Dec. 9 meet, but couldn't get away. We were really hoping to make the second part of the Drizzle Circuit, but car and what looks like too much snow problems make this trip doubtful. In any case we are going to make one or more of them somehow.

In closing, let me invite all readers to come up to Yakima on May 4 for what stacks up to be a most interesting meet.

--Joe Just, Control Line Association of Sunnyside, 713 Crescent, Sunnyside, WA 98944.

Dear FL:

Just received your n/1 a couple of days ago. Thanks. Thought you might be interested in a swap, so here's a copy of ours (The Bird's Word, publication of Edmonton Birds of a Tether, Edmonton, Alberta). What do you say? (Editor's note: Excellent!)

Also enclosed a cartoon about combat fliers through the eyes of a stunt flier (Snip, snip, snip, SMACKO!).

I differ with Gene Pape's idea (FL No. 9) that the Fox Mk III is a beginner's ideal engine, for fast & slow combat. Up here there are no more ST G21 .35s around so Fox is the only other alternative.

But for slow a lot of us like the K&B .35 pb. I understand it's been discontinued though. All our G.A.D. Combat Team slows have K&Bs and work great (love those reliable runs (starts) and low-end torque. A G-T-M K&B works as well, only a fair bit faster.

I suppose Foxes can be made to run in slow but you have to run a special venturi and make damn sure it seals right! Only the experienced fliers can get Foxes to work right and so far they haven't won a contest yet, but probably will when bugs have been sorted out, as they can be faster.

Our rules used to be plain bearing engines only in slow but that went by the wayside and is now open. So maybe the K&B plain bearings will be slower, but tell that to Mack Henry and Remy Dawson!

As far as straight wings and balance, he's right on! They sure make a difference. Also, the "Hook Nook" by Orin Humphries really hit home. Keep up the excellent articles!

I was at the '78 Canadian Nats and two out of nine carrier planes kept on the deck, so he's sure right there.

Not that I fly Northwest Sport Race, but, for what it's worth, I tend to agree with the philosophy that since a shutoff can significantly reduce pit stop times, and this is a sport race, leave it off and even up the time difference. I hope you guys keep the event so simple that it keeps the serious speedsters in open rat, Goodyear and team race where they belong and leave the sport race to the sport racers. Nuff said.

Keep up the good work.

--Paul R. Gibeault, 47 Fairway Drive, Edmonton, Alberta, Canada T6J 2C2.

Dear FL:

You guys are putting out a great newsletter. One more thing on the NWSR shutoff bit.

From time to time I read that someone crashed due to a mixup of some sort. In your last issue (No. 9) you tell about Mike being involved in a mad scramble and lost his airplane and engine. I'll bet at least half and probably more like 75% of all these crashes could have been prevented if one or more of the airplanes had been able to use a shutoff and land before total loss control occurred.

It's so easy to install a good shutoff I would think anyone could do

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Dear Bob & Bill:

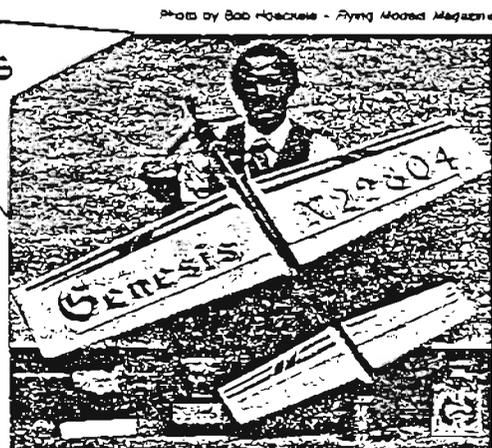
Had to write to tell you how pleased I am with the performance of "HOT STUFF". In Control Line Aerobatics, weight and alignment are very critical. "HOT STUFF" is VERY LIGHT and allows critical joints to be bonded instantly, insuring nothing moves, once perfect alignment is achieved.

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Good Flying

Bob Hunt



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Control Line Stunt
WORLD CHAMPION

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AIR MAIL, continued

it. It seems to me anyone who would want to branch out into more advanced kinds of racing would welcome this feature. They then wouldn't have any fears of this trick thing (shutoff) and would be able to apply this knowledge to other events.

--Vic Garner, P.O. Box 573, Livermore, California, 94550.

Dear FL:

I just received the latest issue of FL and was very interested in the bit about scoring of the competition standings and to see carrier listed for this type of scoring. Carrier events already have a built-in scoring system based on a calculation of the high speed-low speed in miles per hour plus landing and bonus points, and since the new rules cycle, only clarifications of rules have been made. There are no rules changes that will affect the present standings, or scoring. I would like to see the standings in carrier based on the scoring system for carrier already in use. The Navy Carrier Society uses it to rate the top 10 on a national level. Also, AMA uses it for records established in carrier. And believe me, these standings are constantly changing.

As the Navy Carrier Advisory Committee member from this district, I would like to see this method of rating carrier standings remain in use as it is more in keeping with national standings and could let the NW carrier fliers see where they are in regard to national standings.

If anyone wants to know what the top 10 national standings are, I can send this info if they care to write me, or send you a copy to publish in FL. At least we should keep the system that is already available to us, and is a good scoring system.

The lowest scoring in Profile top 10 was (open) a 236 score, and the AMA record is 258, so if you are in that category you can be in the ballpark.

--Bill Skelton

(Editor's response: We have here a case of apples and oranges. The standings that will be kept by FL will be 1980 competition standings. They will be based on contest placing, not on best individual scores. The idea is, it's now how you play the game, it's whether you win or lose. See FL No. 9 for an explanation of the scoring system. However, Bill is right that carrier fliers have their own standings based on best scores. We are happy to publish those as well, whenever provided. A second letter from Bill, with their standings, is below.)

Dear FL:

I thought I would send you the standings of NW carrier fliers and their highest scores flown. These are taken from the results of all the meets where carrier was flown. Also I noticed you hadn't included J&S in the carrier records, which I have included.

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AIR MAIL, continued

You might also mention that with the beginning of the new rules cycle, is the time to start sending in new proposals for the next cycle. They can send them to me and I'll forward it in.

CLASS I AND II NAVY CARRIER STANDINGS (Best Scores) (JSO)

- | | |
|------------------------------|---|
| 1. Orin Humphries.....319.65 | Terry flew a Class I ship. Orin and |
| 2. Loren Howard.....300.56 | Loren flew Class II ships. Terry does |
| 3. Terry Miller.....268.98 | have Class I record but since the event |
| | was combined Class I and II this would |

be the standings.

PROFILE NAVY CARRIER STANDINGS (Best Scores) (JS)

1. Jeff Zehring.....103.35
2. Sean Bartel.....97.97
3. Shawn Parker.....62.61

PROFILE NAVY CARRIER STANDINGS (Best Scores) (O)

- | | |
|------------------------------|------------------------------|
| 1. Marty Phillips.....208.78 | 6. Loren Howard.....106.7 |
| 2. Pat Webb.....203.7 | 7. Orin Humphries.....101.53 |
| 3. Jeff Shelby.....197.99 | 8. Dick Salter.....99.09 |
| 4. Stan Johnson.....193.27 | 9. Jim Gola.....90.9 |
| 5. Bill Skelton.....113.6 | |

--Bill Skelton, 45 SW 11th, Box 105, Warrenton, OR 97146

(Editor's Note: The below letter is in response to an FL inquiry about an old-time stunt movement we heard of starting in the Spokane area.)

Dear FL:

Received your letter and was very happy to know that someone in the Northwest is interested enough to provide a service such as yours.

Dave (Haught) and I have talked of old-timer control-line. Our problem is that we have very little control line activity here in the Spokane area. We have built two new twin rubber scale models (P-38s). These may be of some interest to you. Presently, I'm trying to locate the original T-bird by Bob Palmer, dated around the early to late 50s. This kit had the upright engine. I have been able to salvage parts from one that I built in 1958, and since have plans almost completed. This will be my first attempt at old-timer and I do plan to compete with it. My next model will be a Mad Man Yates Stunter of the early 40s.

The Bladder Grabber contest was another bad experience for me with this plane. Three years in a row now I've burned up the engine, so I decided to tear apart my gas tank and you guessed it--a split fuel vent line inside of the tank. This happened to me several years ago so I should have known. You just don't get bad runs if fuel line, etc., is OK at the end of the flight.

Please send me your January issue and find the enclosed check for a subscription. Be back at you.

P.S.: These T-bird plans will be available with color photo of the original box the kit came in, in order to reproduce the same paint job. I have made some changes from the original to avoid a lawsuit, and also to make the plane competitive for modern day contests.

--Joe Dill, N. 7215 Mahr Ct., Spokane, WA 99424

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AIR MAIL, continued

Dear FL:

...Last week I got a letter from the editor of Model Aviation. Seems he got ahold of a copy of Flying Lines and read it. He paid me a compliment on the carrier column and complimented the newsletter in general. I was surprised he would have time to go through something as obscure as our efforts. He said, "See...they say control line is dead, and look at this!"

Well, before the snow flew, my Corsair which had always done 92 mph on top speed got a poor man's prop, sans $\frac{1}{2}$ " off each tip, and the old war horse went 98 mph! This is my Class II carrier ship. And I finally got my Skyraider's act together (it's a class I) after a two-year hassle, and the week after I declared it a mature ship, it dorked itself during touch-and-goes...such is modeling. I just finished rebuilding it. It had done 92 mph on a lord-knows what prop and 15% so it was worth saving. Now if it will only survive until someone sees it at Eugene...

--Orin Humphries

Dear FL:

Hear you had a little snow down there. That's a bit severe for us, too, but we have plenty of the white stuff every year around here. It does get to be a pain after while, but get a change from season to season and you do feel better.

Sure have an itch to fly, though...

Say, I guess I'm probably too late to get into the fuel shutoff argument, but I'll have a whack at it anyway.

Being a carrier pilot, I've watched profile carrier get fouled up because its rules aren't specific enough. It was intended to give an easy entry into carrier, but it has become far more complex than the regular stuff. It is not attractive to newcomers because of the complexity of the event.

The same thing will happen to NW sport race over time if you give an inch on the rules now or next year. It is supposed to be an easy entry into racing. Creation of an expert class is the only way to keep it that way.

I say, make an expert class, as you apparently are doing, and let them have anything except a change in the engine rules. We don't want to make it a competition between those who can afford Rossis and those who won't...

--Orin Humphries, 5208 N. Elgin, Spokane, WA 99208.

THE FLYING FLEA MARKET
(Classified ads)

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(Hobby Shop Directory listings are presented as a service to area model aviators who want to know where to go for their CL supplies. If your favorite shop isn't listed here, show them your copy of FLYING LINES and suggest they sign up. Ad rates listed elsewhere in the newsletter. Support FL advertisers -- they support us.)

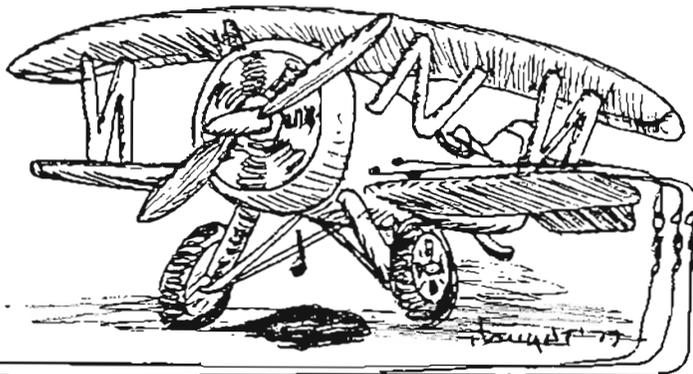
AD RATES

Advertisements in FLYING LINES cost \$5 per issue for a half page, \$3 per issue for a quarter page, \$10 per year for Hobby Shop Directory listing, and \$1 per five lines of classified ads.

INTRODUCING...CONTROL LINE SCALE

Dave Haught of Spokane, Wash., has agreed to write a scale column for Flying Lines, bringing our list of regular event-oriented columns to seven, and assuring that FL covers every segment of control-line modeling. Below is the first installment of Dave's column, followed by a profile of Dave himself.

CONTROL LINE SCALE BY DAVE HAUGHT



Scale modeling is one of the hardest and most frustrating events in the entire modeling hobby. So why is it so popular? Some say it is the challenge of the skill in miniature duplication. Others say it is the gadgetry. Still others will tell you the reward is finishing in first place. For me it is the slow idle of the engine warming in the early morning mist, the condensation running down the windshield, the signal from the pit crew, the increasing engine revs, the controls stiffening in my hands, the soft blur of the flying field and then the blue. Besides, where else can you fly your own Me 109 for less than \$10 an hour?

The biggest problem facing the would-be control-line scale ace is putting the right combinations of enthusiasm, skill and experience into the same airframe. Before setting out on a 100" B-17, take an honest evaluation of your building and flying skills. Many a flawless model has fallen victim to an inexperienced pilot. Likewise a tail-heavy and marginally stable model can give a seasoned flier a good run for his money. For your first few projects, pick something simple and conventional. Try for an airplane with a good nose and tail moment, large tail surfaces, and a good wing area.

If you are dubious about scratch building, look into the available kits. There are a lot of good kits on the market and one need not be restricted to the control line kits. Look at the smaller RC kits for possible modifications. I can highly recommend the big kits as they are very complete and well-designed. Try to shy away from those golden oldie kits that still haunt many a hobby shop shelf, for they are notoriously "stand-off" scale and are hard to modify to fit a three-view drawing.

Unfortunately most of the designs you've always wanted to build are not to be found on the local hobby emporium shelf. Look around for plans. All of the model magazines have full-sized plan services and a few minutes and some stamps will bring you lists that will keep you hangar-flying for days. Don't overlook the English magazines either as they feature off-the-wall subjects and sometimes include the necessary scale documentation as well.

A brief note here on scale documentation is in order. It is important to find a set of scale drawings for the airplane you've picked. Things to watch for are: a graphic scale, cross-sections of fuselage and wing, front, top, side and hopefully bottom views. A future column on documentation will outline the details you should watch for.

--Dave Haught, West 917 13th, Spokane, WA 99202

(Editor's note: As is our custom, we asked Dave for an autobiographical sketch to go with his first column. Here it is.)

...Yes, I'd be happy to contribute what I can to your newsletter...

At 23 I've been modeling CL and FP for 15 years now. At five gallons of fuel a year that's a lot of circles! Airplanes have always been around in our family. My father taught aviation construction and maintenance at a college in the winter and worked on the flight line in the summer. Needless to say I spent a lot of my time crawling over airplanes or handing pop the tools. I loved every minute of it.

After developing the basic building and flying skills we hit the contest circuit. At 15 I could fly the complete stunt pattern and the same year I finished my first real scale model. It was a 32" Pukker triplane designed by Walter Lusciafno. The triplane did well in several contests and now scale is

DAVE HAUGHT, continued

my favorite event. Throughout high school, a rock band, college, and three years of marriage, I've still hung in there. The days are spent designing packageing machinery, the evenings are spent with my super wife, Jennifer, and of course, Michael, our seven-month-old. Still there is time to build. I've published three scale construction articles for ModelAviation; my favorite was the CL Fly Baby. Current projects are a 60" span OV10 Bronco -- 2 K&B 40s with an on-board micro-processor computer (currently held up by static shielding experiments); I just finished a 32" free flight rubber scale P-38 with a fully-detailed cockpit and working landing gear, and a variety of F7 scale jobs of all sizes. This weekend the balsa shavings will begin flying on a 60" span Focke Wulfe 189. It rather rambles on, doesn't it.

Concerning the column, I'd like to try a six-part look at CL scale covering: choosing the model, documentation, drawing the plans, building technique, finish and contest flying. I hope this sounds good. I'm open for ideas. I've got some other material you might be interested in, too, that I'll send along from time to time. I do a lot of graphics and artwork on the side and plan on a few illustrations.

--Dave Haught.

WHERE THE ACTION IS

Here is the schedule of control-line competition events for 1980, as of our deadline Feb. 1. If you know of a contest or informal event not listed here, remind the contest director to send details to FL for inclusion in the next edition of the contest calendar. No need to wait until the flyer is ready. Give us the outline now so people can start planning. FL also will publish flyers free of charge and report results. Fun-fly events can be listed, too.

- Feb. 10.....ASTORIA, Ore. -- Northwest Sport Race Drizzle Circuit No. 3. NWSR (three preliminary heats for each entry, four-plane final, points accumulate for circuit trophies), and $\frac{1}{2}$ A combat (two classes -- reed valve and anything goes). Site: Camp Rilea, south of Astoria on Highway 101. Entry fee, \$3 for one event, \$2 for each additional event. Combat on .012" x 35' lines. Combat starts at 9 a.m., NWSR at noon sharp. Contest Director Dave Green, 200 W. Franklin, Astoria, OR, 97103, (503) 325-7005. Sponsored by North Coast Control Line Aeromodelers' Society (CLAMS). Trophies.
- Feb. 24.....EUGENE, Ore. -- $\frac{1}{2}$ A Fun Day, sponsored by Eugene Propspinners. $\frac{1}{2}$ A speed, $\frac{1}{2}$ A combat, $\frac{1}{2}$ A mouse race classes I & II, $\frac{1}{2}$ A stunt. All events JSO combined. $\frac{1}{2}$ A specialty merchandise awarded through third place in all events. Entry fee \$3 per event, \$10 maximum, juniors half price. Site: Mahlon Sweet Airport. Contest Director: Mike Hazel, 1319 Aspen St., Eugene, OR 97401 (503) 726-1185.
- March 9.....SEATTLE, Wash. -- Northwest Sport Race Drizzle Circuit No. 4. NWSR (above details) and slow combat. Entry fee \$3. Trophies. Site: Carkeek Park. Contact John Thompson c/o Flying Lines or Al Johnson, c/o Hobby House, 10011 Holman Road NW, Seattle, WA, 98177. Sponsored by Seattle Skyraiders. Combat starts at 10 a.m., NWSR at noon sharp.
- March 23.....PORTLAND, Ore. -- Northwest Sport Race Drizzle Circuit No. 2 (snow date). NWSR (above details) and AMA combat. Site: Delta Park. Entry fee, \$3 for one event, \$5 for both. Contest Director: Mike Hazel, 1319 Aspen St., Eugene, OR 97401 (503) 726-1185. Combat director Gene Pape. Combat starts at 9 a.m., NWSR at noon sharp. Points only for NWSR, merchandise for combat. Sponsored by Eugene Propspinners.
- April 13.....EUGENE, Ore. -- Northwest Sport Race Drizzle Circuit No. 5. NWSR (above details), Scale Race (Goodyear), and FAI team race. Merchandise awards. Circuit trophy presentation. Entry fee \$3 for first event, \$2 for each additional. Site: Mahlon Sweet Airport. Contest Director: Mike Hazel, 1319 Aspen St., Eugene, OR 97401, (503) 726-1185. FAI team race starts at 9 a.m., Goodyear at 10 a.m., NWSR at noon sharp. Sponsored by Eugene Propspinners.
- May 4.....YAKIMA, Wash. -- CL contest sponsored by Control Line Association of Sunnyside (CLASS). Precision aerobatics, old-time stunt, NWSR. Contact Joe Just, 713 Crescent, Sunnyside, Wash., 98944, (509) 837-5983.
- May 24-25....EUGENE, Ore. -- Northwest Regional Control Line Championships (AAA). Navy carrier (all classes), precision aerobatics (2 PAMPA classes), scale, speed (all classes), NW Sport Race, AMA rat race, slow rat race, scale race (Goodyear), AMA combat, FAI combat, slow combat, mouse race (unofficial). Contact Gene Pape, 4528 Souza St., Eugene, OR 97402, (503) 689-1623. Sponsored by Eugene Propspinners in cooperation with all Northwest CL clubs. Site: Mahlon Sweet Airport.

ACTION, continued

Aug. 30-31...EUGENE, Ore. -- Northwest Control Line Racing Championships, sponsored by Nitroholics Racing Team. AMA rat race (JSO), AMA slow rat race (JSO), AMA mouse race Classes I&II, (JS)(O), Scule Race (Goodyear), (JSO), FAI team race (JSO), Northwest Sport Race (standard and expert), Formula 40 speed (SO), Formula 21 speed (J). Contest director: Mike Hazel, 1319 Aspen St., Eugene, OR 97401, (503) 726-1185. Site: Mahlon Sweet Airport.

NOTE: All events are AMA sanctioned unless otherwise noted. Age groupings key: J = junior (under 15). S = senior (15-18). O = open (19 and older.)

ANOTHER NWSR POLL!

Yes friends, here is another question for you past, present and future Northwest Sport Race competitors to answer regarding the rules. This one bears some thought and a careful response, since it could have a significant effect on the future of the event.

A suggestion has been made regarding the rules in an attempt to combat what some see as a problem. The suggestion is aimed at keeping the event open to beginners, keeping competition keen by restricting air speeds, and above all keeping it fun.

THE PROBLEM: Since the first couple of years of NWSR, selection of power plants sorted itself out and things settled down to two or three engines that were available, affordable and competitive. Unfortunately, these engines, mainly the Fox .36 and the K&B .35, are now unavailable because they no longer are manufactured. Though it was not originally intended, it was necessary for serious NWSR competitors to buy an engine of the competitive variety. That option is now closed to them. They are forced to either use non-competitive engines or make a frustrating search for surviving copies of the dominant engines. The situation would appear to work against the purpose of the event--to bring in new modelers to competition.

THE PROPOSAL: Starting with the 1981 season, revise NWSR rules to limit engines to one only. Specifically, it would be the Fox .35, a power plant which would appear to be available for some time to come. (FL is inquiring of Fox Manufacturing on this point.) A 1981 start (perhaps with the Dec., 1980, Drizzle Circuit opener) would give all NWSR competitors time to acquire the legal engine. Any airplanes and engines obsoleted by the rules change could be used to rejuvenate the Northwest's AMA slow rat competition, or, it also has been suggested, a "Northwest Slow Rat" event limited to plain bearing engines could be started as a transitional event.

We'd like to know what you think about the problem and the proposal. It all comes down to one bottom line. Your answer to the below questionnaire will help make the decision. (Or your failure to answer will forfeit your chance to be heard.)

Would you favor a rules change that would limit Northwest Sport Race engines to a Fox .35 only?

Yes _____ No _____

Why? _____

Would you be interested in a limited slow rat event, restricted to plain bearing engines?

Yes _____ No _____

FL still is collecting opinions on the shutoff question for NWSR. Don't forget to send in your opinion.

GOOD NEWS FOR NEWSLETTER JUNKIES

Word has been received that the MACA newsletter, published by the Miniature Aircraft Combat Association, has been revived with a new editor after a two-month lapse. The excellent newsletter, previously edited by Ben Sasnett, is only one of several MACA activities. Others are putting on a national combat championship, running the U.S. Nationals combat events, holding world championship team trials, and generally promoting combat. The new newsletter editor is Frank McCune, Box 141, Blane, PA 17006. To join MACA, send \$6 annual dues to Treasurer Jordan Segal, 8314 W. Oak Ave., Niles, Ill., 60648.

ALL ABOARD FOR EDMONTON

With the U.S. National championships scheduled for Wilmington, Ohio, a very long drive, a few Northwesterners are talking about the Canadian Nats in Edmonton, Alberta, as an alternative. We know of five or six who are considering the trip as of now. In case you're interested, here is the schedule. FL editors can put you in touch with others thinking about the trip.

Monday, July 14.....Speed, junior and open mouse race.
Tuesday, July 15.....Rat race, junior balloon bust.
Wednesday, July 16... "A" and "B" Goodyear and FAI combat.
Thursday, July 17....Slow combat and open balloon bust.
Friday, July 18.....Fast combat and all carrier classes.
Saturday, July 19....Stunt and scale.

Thanks to Paul Gibeault for the information.

WHO'S WHO AT FLYING LINES?

Though it comes out of the same typewriter and printing press FLYING LINES is by no means a two-man operation. FL is the medium through which Northwest control-line modelers communicate, and in that sense it's got a little bit of all of us in the region in it. As the newsletter reaches its first anniversary, plans are under way for a "birthday" celebration, during Regionals weekend in May. Everyone who has helped out will be invited. You'll be hearing more on that later. For those who are curious, here is a list of the FL "staff" of volunteers. Everyone listed below has taken some of his spare time away from building to help keep CL active by keeping modelers communicating.

Publisher: Mike Hazel (He handles printing, mailing and finances.)

Editor: John Thompson (He gets it all down on paper.)

Photo Editor: Chris Genna (He takes pictures, prints and processes film.)

Columnists: Rich Schaper (Schaper on Stunt)

Orin Humphries (Hook Nook)

Mike Hazel (Speed Scoop) (Racing Roundup)

Chris Genna (Sunday Flier)

Buzz Wilson (Cuts & Kills)

Dave Haught (CL Scale)

Contributing Editors: Every Northwest modeler, with special recognition to R.F. Stevenson, Scott Newkirk, Bill Skelton, Gene Pape, Al Johnson, and Joe Just.

Technical assistance, subscription sales, and many other indispensable services have been provided by many others, including: Jim Zehrunge, Homer Smith, Tom Knoppi, Jim Trump, Paul Agerter, Greg and Sherry Holland, Vic Garner, Bob Kampmann, Gary Stevens, Phil Granderson, Howard Rush, Dave Green, Joe Klause, Gene Hempel, Julia Reifel, Ken Thorstad, Paul Gibeault, Modelers' Swap Sheet, Sattellite City and Joe Dill.

Flying Lines couldn't have made it this far without all that help, and we can't continue without more of it. Keep up the good work, NW modelers, and keep spreading the word.

Subscriptions to FL can be purchased for \$6. That brings you 12 issues of news, information and photos. FLYING LINES, 1411 Bryant Ave., Cottage Grove, OR 97242.

THERE COMES A TIME...

each month when there's only one little space left to fill, and your editor pauses a moment to reflect on the state of affairs.

On this January Sunday night, my thought is that CL modeling is on the verge of an upswing. But as one experienced modeler often remarks, it will take leadership. It also takes participation. The schedule for 1980 is exciting. When 1981 rolls around, we'll be able to look back and decide... was 1980 the good year it could have been?

We at FL will do our part to keep you up on CL happenings. But the real measure of 1980 will be in the people who show up on flying fields to punch watches, pull lines, count cuts, and above all, participate -- whether it is in competition or fun flying.

See you in the center circle.

--John Thompson

MID-AIRS, LINE TANGLES, AND GAB SESSIONS...

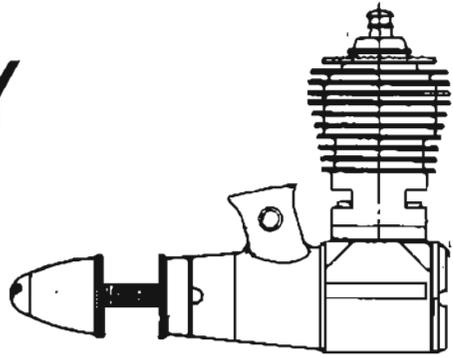
(photos, page 11)

are the typical fare of a combat contest, such as the Gladder Grabber Oct. 6-7 in Redmond, Wash. Upper left: Jive Combat Team's Ron Scoones explains combat pairings to other combat fliers, including Bill Varner (hat) and John Thompson. Upper right: Split second after mid-air collision. That's Scoones' nemesis on the left, Thompson's two-piece Devastator on the right. Scoones won. Carter, left: The donut goes in the mouth, the Fox Combat Special goes on the plane, Phil Granderson explains to Rich Grasher. Center, right. Varner and Mary Genna watch action. Bottom: World's greatest line-tangle flying exhibition by David Ireland, still flying in photo, after beating Dick Salter, left. Look in the upper right corner for Salter's handle, which was connected to a huge bird's nest of lines. Photos by Chris Genna and John Thompson (bottom.)

1/2 A FUN DAY

FEB 24

EUGENE



A CONTROL LINE CONTEST FEATURING EVENTS FOR .049 ENGINES

1/2A SPEED

MOUSE CLASS I

MOUSE CLASS II

1/2A COMBAT

1/2A STUNT

SITE: MAHLON SWEET AIRPORT, EUGENE, OREGON

AMA AA SANCTION NUMBER 38 AMA MEMBERSHIP REQUIRED

ENTRY FEES: \$3 PER EVENT, \$10 MAXIMUM, JUNIORS HALF PRICE

AWARDS: 1/2A SPECIALTY MERCHANDISE THROUGH THIRD PLACE
FOR EACH EVENT.

COMBAT EVENT WILL BE FLOWN ON .012 X 35 MULTI STRAND LINES.

SCHEDULE: REGISTRATION 9:00 TO NOON

OFFICIAL FLYING STARTS AT 10:00

1ST EVENT MOUSE

2ND SPEED

3RD STUNT

4TH COMBAT

CONTEST DIRECTOR: M W HAZEL, 1319 ASPEN STREET, EUGENE, OR 97401
(503) 726-1185

