

NEWS OF NORTHWEST CONTROL-LINE MODEL AVIATION

1073 Windemere Dr. NW, Salem, OR 97304

Editor: Mike Hazel

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AND MORE GOOD STUFF!

Most NW CL modelers eagerly await the NW Regionals every year, looking forward to it for several months, and then it is suddenly over. This year, the group of modelers who are responsible for putting the thing on, looked forward to it with some concern and anxiety. There was the usual can-do attitude and confidence that everything would work out OK with the site move down to Roseburg. And despite some minor bumps and jerks, everything did work out OK. The Roseburg based Umpqua Valley Modelers were ably guided by local Dave Shrum, who were instrumental in the site acquisition and field setup and preparation. Many thanks to those fine folks.

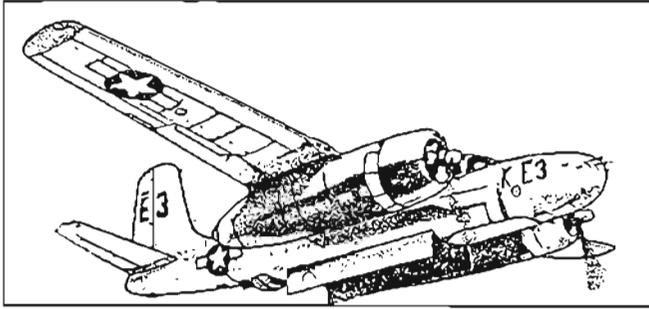
Some miscellaneous Regionals observations: A record entry for 1996! It's strange, but I have noted that general entry trends tend to average out, to wit: when one type of event has a down entry one year, something else seems to fill in for it. This year Speed and Carrier were down. However, Stunt and Scale had excellent entry levels.....the Carrier circle was literally a washout, but an alternate site on the other side of town filled the gap.....loved those jet flights that echoed off the hills surrounding the town.....the Saturday nite banquet was great, good attendance, good food, and good program.....AMA prez Dave Brown was our special guest, spoke at the banquet, and then hung around the entire weekend, was even seen helping some speed fliers.....local newspaper had a nice color photo and good writeup regarding contest.....Accommodations and service were superb at the local host motel (Windmill Inn).....all the California competitors loved the site move closer to their border!.....the inside hangar facility worked great, it housed registration, hobby shop tables, and awards presentation.....lots more to say, but that's all for now.

We were disappointed to hear that the shindig that took place last fall in Hoquiam will not be repeated this year, hope to see some activity there again in the future.....Joe Just reports that J & J Sales is back in business, look for a catalog with expanded product line coming later this year.....California Scale Guru Fred Cronenwett has expressed interested in writing for FL, we are looking forward to that.....Orin Humphrie's article on his A-26 Scale model sure brought back some memories, I just know that I have some photos of his plane taken at that Spokane Internats meet somewhere. Anyway, his bird sure has some history. Hope everyone likes this new Favorite Planes series. Just wait, soon YOU will be called upon for a contribution here.....FL staffer John Thompson is busy in the process of moving household, so was not able to make either Round & Round, or points standings contributions this month, look for these features to be caught up in August.Speaking of August, the next ish of FL is planned for mid-August, so get those contributions in before then. See ya later!

FAVORITE PLANES

RA-26C

by Orin Humphries



There is a little bit of American History related to his venerable old bird. It was Fall 1967, and my college buddy, Jim Fulton, of Walla Walla, had been drafted upon graduation from EWU. He was serving in Vietnam along with some other classmates of ours. I had been exempted and was teaching my first year at Cheney High. The country was at war and still naive. Jim came home but some of our friends didn't. We buried Randy Arne.

Jim wrote me and told of great prices on model stuff at the BX, giving me a list of what they had in the scale kit and engine dept. I sent him the money, saying I wanted the A-26 kit and a pair of Enya .29s. He bought for himself a B-36 kit. Some VC mole swiped the plans to the B-36 when Jim sent his home, thinking he had made a great coup on an American weapon system. The kits were by Kyosho and came in a brown cardboard box. I think my whole buy may have cost \$47 of those dollars. It arrived in the mail and there were those two engine boxes inside the kit. What a sight! It was my first big time Scale project.

The Kyosho kits were poorly designed. The company had great airplane drafters, but no experience in how little strength was needed for suitable service life. EVERY structural piece was hard wood, including the ribs! We didn't have enough experience, ourselves, to replace them with balsa parts. The plane should have weighed 5.5 lb. but came in at 8 lb. with fuel, 7.5 dry. It was a weird scale, 81 to one.

[In the same general time frame, a rocket hit the barracks in Thailand and put shrapnel through every piece in a GI's Proctor kit of a Nieuport 17. The young man was elsewhere at the moment and was uninjured. He wrote Proctor, telling him of the situation, and asked how much for a replacement kit. Lou Proctor sent him a new kit on the house.]

A-26s were being modified for service in Vietnam and I researched the latest version. That's where my bird's camo paint job came from. The designation started out as B-26K and was changed to A-26A once again. Anti-aircraft fire in Nam was so intense that the planes were shot down in unsustainable numbers, some crashed when their wings failed while avoiding fire, and the rest were sent home and scrapped.

The full size bird had removable nose sections for guns, bombing, or recon. My bird got both the camera and the gun nose and over time flew with both. At first the flights were with the gun nose as it would be less of a loss if a crash happened. As confidence/experience grew the nose switched to camera.

The first flight was in Fall 1969, and I reinvented the wheel on aft CG. This is the bird that taught me. The crash did several things. It destroyed the myth that heavy, strong aircraft are hurt more in a crash. They survive far better. The second set of canopies were installed with other minor repairs and a year of careful taxi tests followed as I learned about CG. (Not counted as a successful flight.)

The first contest was in 1970 at the Spokane Internats where it took 3rd. Barry Hobkirk, Canadian National Champion, got first with his SPIRIT OF ST. LOUIS. Bob Parker was there with a SKYRAIDER. The second contest was the Internats the next year. Barry got 2nd and Bob had his Bf-110 which took 1st. The wind was 12 mph and the advice I got from an old hand about how to fly in that proved Wrong. (Truth: don't let it rise above head height.) I had a hard contact with the ground with some nose canopy damage and bowed out. The judge was after me to put up another flight as I was that close to first, but I saved my plane for another day. It then got its third canopy on the nose. (Log book started at about 32 flights by Summer's end, 1972.)

My first appearance at Eugene was May 27, 1973, (#38 and #39) and I squeaked by a Sterling kit of a PT-17 with a McCoy .35. That was the A-26's first Championship. For my optionals I chose a touch and go, a landing to a full stop, shut down the outboard engine, and taxi one lap on the inboard. This was to be its standard routine. I taxied it up to Earl Morehead's feet (that was my first meeting with the grand old gentleman) and stopped. As he looked down, the outboard engine stopped. The inboard came up and around we went for a lap, stopping near him again. The No. 1 stopped and that was that.

How I shut down the No. 2 as divulged to only my closest friends for several years. I timed the fuel burn and had placed the fuel pick up in the outboard tank so it would feed so long as the plane was moving in a circle. After so many laps, if I stopped the plane, the fuel would go level and be below the pick up, starving the engine.

The trick was keeping it moving at the right speed on the ground to look right without losing fuel feed. The inboard tank's pickup was at the bottom of the tank and fed regardless of the activity.

(On #44 lost outboard engine, remained in stable, controlled flight, pilot sweating bullets.)

There is no sound in modeling quite like the sound of a multi-engined bird! They fly, by the way, merely like a big single. Mine had a wing loading of 47 oz./sq. ft. and flew fine as long as I stayed well ahead of it, at least a half lap. I had to fly it onto the ground and then slow it rather than stall it on.

(Tires worn out. Replaced all three after #55.)

Those Enyas were horrible to start, at first. The factory had designed in a too low compression ratio. This quirk killed many potential scale efforts by others. The engines would not start with a nitro content below 30% and a hot plug. Period. You could start them with 25% only if you used lighter fluid for a prime, and you might need an electric starter even then. This was with the "high" compression heads that came in the box. (In 1991 I pulled the heads and turned one of them down to zero clearance, intending to see what shim thickness would result in proper ease of starting.)

The years went by and this bird took 2nd only once at Eugene in this period (1978, #63, a bipe got 1st). In 1980 I took it to the Canadian Nats and won (#68,69). It had taken me that long (1980) to figure out what was wrong with the carburetors' idle function. The bleed holes were too small and needed to be drilled out. That was all. Then I figured out that shutting down the engines with throttle resulted in a flooded condition. Fuel system problems were intermittent throughout the plane's life, as were landing gear gripes. After that I shut down with a hose against the props' acorn nuts when warming up for a contest flight and my performance improved. It won the Canadian Nats again in 1982 (#84). My son, Rick, won Junior Scale with his I-16.

By now my closest friends were calling for the retirement of the bird. My priority was to Carrier, however, and fielding three and later four classes of that occupied my workbench. This prevented my replacing it. My annual retirement announcement was greeted with wry grins and was the ritual. [The second time it took second in Eugene was when the rule book changed and a pilot figure was required. The Bob Danielson got by me as my plane was illegal (5/29/88, #104). Pilot installed after.]

All along I had kept a log of the plane's flights, and in the mid-1980's something unexpected emerged. We gave a demo at a community thing in Yakima, 4/19/87 (#97, 98) and two members of the spectators came forward after the flight and asked how many flights the A-26 had on it. That had happened before without my taking notice. Here, though, the guy said they were keeping track of its contest performance and could tell me what numbered flight had occurred where and when. That blew me away. For everyone saying, "Retire it", there were others urging it on to higher flight counts.

It flew in the Lincoln American Nats in 1987 in 12-18 mph winds, taking 3rd (7/19/87, #100). I had made it a point to master wind flying and it paid off big. In 1989 it took 2nd at the Tri-Cities Nats (7/18/89, #107, 108) against Chuck Bauer's new A-1, and he got by me by a mere 1.9% of the total. I tried an impromptu addition to the routine, ran out of gas during taxi and lost multi-engine points and taxi points. If I'd not called out the taxi option, I'd have gotten the multi points and beaten Chuck by one point...

The model began "talking to me" around 1987 when I began retraining at UW. This or that would come loose or fall off during a ground run. It was aging. I always made a safety check flight before taking out of town after that. Its last appearance in Eugene was in 5/29/88 (#104). It happened that the planets were in the right house, I guess, because that was the greatest performance of the plane and the pilot in its life. *I wish I had a copy of a video of that flight.* The last public flight was on 9/16/89 (#109) at the Raider Round-Up. I did not compete as before, but flew to support the turnout. Bob Parker had rented an Indiana Jones outfit from a theatrical store. He came out, pointed his whip at it, and asked if he could examine the fossil. He said he'd seen a glyph of it on the wall of some tomb.....(in Ancient Oregon?)

That was the last flight, and it hangs on my wall awaiting the final engine shim thickness test. It rests in peace, having been retired as no penguin; it retired as a flying aircraft.

Your interest in the RA-26C warms my heart. Thank you so much. OLB

(Bob, yes, I did re-wrap it up in gauze to preserve it.)

SUBSCRIPTION EXPIRATION DEPARTMENT

This is the last issue for the following: JIM CLARY, CHUCK GODE, ART LANDER, RICHARD LEE, TERRY MITCHELL, SHAWN PARKER, CHUCK SCHUETTE, RICHARD SCHERER, MARK WAHLSTER. PLEASE RENEW PROMPTLY.

Here are the results of the Northwest Control-Line Regionals, Memorial Day weekend in Roseburg, Ore.

Total entries: 103 individuals, 240 event entries

First Grand Champion: Todd Ryan
Second Grand Champion: Euan Edmonds

Third Grand Champion: Roger McIntyre

Results

(number of entries in parentheses)

Mouse Race I Sr.-Open (20)

1. Bob Boling, 4:55.66
2. Joe Rice, 6:16.75
3. Todd Ryan, 6:25.10
4. Mike MacCarthy, 19 laps

Mouse Race I Jr. (14)

1. Euan Edmonds, 6:42
2. Stephen Cox, 8:46
3. Tiffany Moseley (time unavailable)
4. James Cox (time unavailable)

Mouse Race II (7)

1. Stephen Cox, 12:59.43
2. Richard McIntyre, 13:14.5
3. Bob Boling, 15:21.78
4. Bill Cave, 17:09.12

Clown Racing (16)

1. Todd Ryan, 265 laps
2. Joe Rice, 244
3. Mike Conner, 214
4. (tie) Stephen Cox, Alan Olson, 112

Northwest Sport Race Jr. (1)

1. Euan Edmonds, 38 laps

Northwest Sport Race Sr.-Open (8)

1. Roger McIntyre, 8:32
2. Mike MacCarthy, 8:55
3. Richard McIntyre, 9:45
4. Henry Hajdik, 9:47

Northwest Super Sport Race (5)

1. Richard McIntyre, 7:57
2. Todd Ryan, 8:39
3. Roger McIntyre, 10:34

4. Mike MacCarthy (time unavailable) Northwest Goodyear Sr.-Open (3)

1. Mike MacCarthy, 11:04
2. Joe Rice, 132 laps
3. Mark Wahlster, 31 laps

Rat Race (4)

1. Roger McIntyre, 6:10.1
2. Bill Cave, 6:12.99
3. Mike McCarthy, 3:35.12 heat
4. Richard McIntyre, 4:44.43 heat

Slow Rat Race (4)

1. Roger McIntyre, 3:07.59 heat
2. William Cave, 3:25.37 heat
3. Richard McIntyre, 6:25.65 heat
4. Mike MacCarthy (time unavailable)

AMA Goodyear (2)

1. Joe Rice, 7:46.72
2. Bill Cave, 7:56.47

Expert Precision Aerobatics (10)

1. Paul Walker, 580
2. David Fitzgerald, 569.5
3. Ted Fancher, 566
4. Brett Buck, 535.5

Advanced Precision Aerobatics (10)

1. Walt Pyron, 473.5
2. Bob Emmett, 463
3. Bob Hazle, 438.5
4. Randy Powell, 431.5

Intermediate Precision Aerobatics (6)

1. Mike Conner, 408
2. Jerry Eichten, 406.5
3. Raul Alva, 379.5
4. Tom Hagler, 368

Beginner Precision Aerobatics (3)

1. Earl Richter, 87.5
2. Thorin Brown, 66.5
3. Don Chandler, 52.5

Classic Stunt (9)

1. Ted Fancher, 568.5
2. Don McClave, 511
3. Walt Pyron, 502
4. Keith Trostle, 484.5

Old-Time Stunt (12)

1. Walt Pyron, 314.5
2. Ted Fancher, 300
3. James Rhoades, 282.5

4. Keith Trostle, 280.5
80-mph Combat (12)
1. Dick Salter
2. Gary Harris
3. Tom Strom
4. (tie) Mel Lyne, Ken Burdick

- AMA Combat (11)
1. Howard Rush
2. Norm McFadden
3. Jeff Rein
4. Ken Burdick

- 1/2-A Combat (7)
1. Mel Lyne
2. Dick Salter
3. Jeff Rein
4. Tom Strom

- Slow Combat (2)
1. Jeff Rein
2. Gary Harris

- Class I Navy Carrier (7)
1. Don Chandler, 271.03
2. Euan Edmonds, 192.69
3. Jim Schneider, 174.1
4. Terry Miller, 95.1

- Class II Navy Carrier (3)
1. James Schneider, 293.41

- Profile Navy Carrier (9)
1. Todd Ryan, 275.79
2. Jim Schneider, 245.58
3. Euan Edmonds, 204.39
4. Earl Richter, 195.95

- .15 Navy Carrier (.15)
1. Lloyd Marohl, 185.76
2. Todd Ryan, 109.68
3. Alan Olson, 56.4
4. Frank Boden, 40.8

- .21 Sport Speed (8)
1. Chuck Schuette, 137.56 mph
2. Karl Caldwell, 125.27
3. Todd Ryan, 125.3
4. Euan Edmonds, 103.53

- 1/2-A Speed (1)
1. Jerry Rocha, 132.39

- A Speed (3)
1. Jerry Rocha, 167.84
2. Bob Spahr (no score)

- B Speed (2)
1. Bill Nusz, 170.39
2. Glen Dye, 155.65

- D Speed (4)
1. Glen Dye, 185.88
2. Bob Spahr, 175.2
3. Ron Salo, attempt

- Iet Speed (5)
1. Bill Nusz, 185.68
2. Jerry Thomas, 174.86
3. Bob Einhaus, 165.83
4. Dick Salter, 163.42

- 1/2-A Proto Speed Sr.-Open (5)
1. Jerry Rocha, 103.82
2. Chuck Schuette, 101.6
3. Bob Spahr, 96.89
4. Karl Caldwell, 79.72

- Formula 40 Speed (2)
1. Bill Nusz, 152.04
2. Glen Dye, 148.14

- .21 Proto Speed (3)
1. Chris Sackett, 127.74
2. Carl Caldwell, 117.6
3. Chris Hazel, 87.09

- FAI Speed (2)
1. Chris Sackett, 179.25 mph

- Precision Scale (2)
1. Grant Heistand, 612.7 points
2. Don Chandler, 422.65

- Sport Scale (5)
1. Fred Cronenwett, 197.8
2. Keith Trostle, 182
3. Ken Burton, 176.7
4. Earl Richter, 152.8

- Profile Scale (4)
1. Ken Burton, 182.35
2. Fred Cronenwett, 179.7
3. Pat Johnston, 163.35
4. Don Chandler, 162.75

1996 NORTHWEST REGIONALS
PRECISION AEROBATICS REPORT
by Don McClave, Event Director

The continuing growth in popularity of control line precision aerobatics in the Northwest was reflected in the fact that this years total stunt entry of 50 in 6 events was nearly half of the total entry of the entire contest! The fact that only one circle was available at the main contest site was inconvenient, but was offset by the extraordinary cooperation and "can-do" attitude exhibited by the on site contest management. Thanks guys!

The results are shown elsewhere in this issue and reflect the intense competition in all events. As usual, sportsmanship throughout the weekend was of the highest quality and most important, everyone had fun.

Running an event of this size requires a lot of help, and that's certainly what I had. Thanks to the following individuals for their help and hard work:

Chief Administrator: Rich Schaper

Tabulator: Kristin Walker

Judges: Paul Walker, Bob Parker, David Gardner, Jack Pitcher,
Bill Fitzgerald, Don McClave

Pit Boss: Bob Emmett

Two judges from the Roseburg club helped Dave Gardner judge beginner stunt. I don't have their names, but their assistance was greatly appreciated.

The new Roseburg site was popular with stunt contestants and especially appreciated by the large contingent from California whose drive was shortened by the change in location. Hopefully, it will be the venue for many years to come.

FLYING LINES is produced by a staff of volunteers interested in keeping lines of communication open between Northwest region control line modelers. *FLYING LINES* is independent of any organization, and is made possible by the financial support of its base of subscribers.

The *FLYING LINES* staff: John Thompson, Orin Humphries, Jim Cameron, Paul Gibeault, Gerald Schamp, Mike Hazel, editor. Contributions for publication are welcomed. Any material submitted to the editor which is not for publication should be noted as such. Duplication of contents is permissible, provided source is acknowledged.

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COMING NEXT MONTH: The long overdue **CLUB NOTES**, updated competition points **standings**, contest results, **Zoot's Mixture**, **Record Review**, and mucho more!

BLADDER GRABBER XIX

BY FRANK BODEN

IT'S GREAT TO SEE ONE OF THE BEST COMBAT CONTESTS IN THE COUNTRY BACK IN BUSINESS. THIS TIME IT WAS A GROUP EFFORT SPARKED BY BOB CARVER WHO INLISTED HOWARD RUSH AND NORM McFADDEN TO WORK IN THE BACKGROUND TO GET THIS CONTEST TOGETHER. GUYS LIKE MIKE PETRI CIRCLE MARSHAL TO OUR OWN CHRIS COX WORKED HARD FOR TWO DAYS IN THE BLAZING SUN TRYING THEIR VERY BEST TO SEE THAT CONTESTANTS HAD A LEVEL PLAYING FIELD. MARY-LOU RUSH, TWEED MANLEY, RON SCONES, KEN & TERRY BURDICK, ADRIAN BARICLOUGH AND JIM GREEN AND A FEW OTHERS WHO I MISSED WHO MADE THIS CONTEST THE PREMIUM COMBAT BASH IN THE USA.

MOST OF US ARE NOT REALLY HAPPY WITH THE SHUTOFFS, BUT WE REALIZE THAT THEY ARE NECESSARY. SO WHAT WAS HAPPENING ? THE PLANES WERE BANGING TOGETHER AND SHUTTING OFF. BANG ! INSTANT OFF, THE PLANES GLIDED DOWN AND WERE RESTARTED. SAW ONE CUT AWAY, IT WENT 50 FEET THEN SHUT OFF AND WENT INTO A BEAUTIFULL FREEFLIGHT CIRCLING GLIDE TO LAND JUST ON THE OUTSIDE OF THE CIRCLE. THAT IS THE WAY WE REALLY WANT IT TO BE.

BEFORE EVERY FLIGHT SHUTOFFS WERE CHECKED AND PASSED. IT WAS DEFINITELY PROVEN THAT THE DUMP SHUTOFFS WORKED BUT USED TOO MUCH FUEL, FLOODING THE MOTOR. WHEREAS THE PINCHOFF TYPES INSTANTLY SHUT THINGS DOWN, NO FLOOD AND FULL BLADDER AND UP YOU GO AGAIN. RICHARD STUBBLEFIELD AND MICHAEL WILLCOX HAVE A SIDEKICK WHO MAKES A SPRING LOADED SHUTOFF THAT IS REALLY FOOLPROOF. I BOUGHT SIX, GAVE ONE TO MEL LYNE AND HOOKED THE REST UP. IT WORKS ON THE SWING ARM PRINCIPAL SAME AS ROB MARTINS BUT HAS A SPRING WHICH SHUTSOFF THE FUEL SUPPLY WHEN CENTRIFICAL FORCE IS ABSENT. IT ENCORPORATES THE REMOTE MAX 10 NEEDLE SYSTEM AND HAS VERY SHORT FUEL LINES. NOTHING TO GO WRONG. I RECOMMEND IT. JUST WRITE TO RICHARD KING 9214 META, HOUSTON TEXAS 77027 PHONE 713-692-9944. YOU WONT NEED ANOTHER SHUTOFF AND STUBBLEFIELD SWEARS BY THEM.

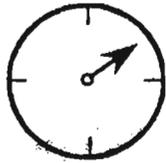
THERE WERE 30 ENTRANTS, AL EXPERIENCED, MOST WITH THE LATEST EQUIPMENT. THERE WERE SOME SHUTOFF PROBLEMS, BUT MUCH DAMAGE WAS AVOIDED BY THEIR USE.

AFTER THE FIFTH ROUND IT WAS A TREAT TO WATCH GREAT MATCHES BEAUTIFULLY FLOWN. MY FRIEND MEL LYNE USED A PLANE PER MATCH, FLYING AGRESSIVELY. VON BODEN MANAGED TO FLY THREE GOOD OPOONENTS; PHIL GRANDERSON, SAM BRIDGER AND RICH VON LOPEZ. THESE GUYS ALL ENDED IN THE FINALS. RICH LOPEZ WAS FIRST MARK RUDNER SECOND, PHIL GRANDERSON THIRD AND SAM BRIDGER FOURTH. PHIL GRANDERSON WAS PLEASED TO WIN A NEW FOX MK V11. BETTY FOX AND JOHN LOWRY WERE ON HAND FROM THE FOX FACTORY. THEY HAVE BEEN TOURING CONTESTS AND GENERALLY PROMOTING THEIR HOBBY. STEVE KOTT STIL FLYS THE ARROWPLANE, WILLCOX AND STUBBLEFIELD WERE USING CHEKOSLOVAKIAN MANUFACTURED MACHINES, THE REST OF US WERE FLEW CLONES OF GRANDISONS PROCTOLOGIST.

THE FOX MK V11 SEEMS TO RUN AS FAST AS A NELSON, -MINE BURNT A LOT OF PLUGS, BUT I RECOMMEND IT, SO BUY TWO AND YOU WILL BE SET UP WITH NO PROBLEMS.

IT WAS A WELL RUN CONTEST, EVERYONE ENJOYED THE SPECTACULAR FIGHTS - IT SEEMS THERE WERE AN ENDLESS SUPPLY OF GOOD FAST SHIPS EXPLODING OUT OF THE SKY.

W'ELL CERTAINLY BE BACK AGAIN NEXT YEAR.



Northwest Competition Records

Record performances established between Northwest CL modelers in sanctioned competition

Three new records were set at the new NW Regionals venue in Roseburg, Oregon. Chuck Schuette blasted through the 100 mph barrier in 1/2 A profile proto, taking back the record from Bob Spahr set earlier in the month. Chris Sackett bumped up his own record in .21 proto by a couple of mph. And over in the racing circle, Joe Rice shaved off an entire minute of the AMA goodyear feature race time that he already held. Congratulations, all!

1/2 A SPEED	99.78	BRUCE DUNCAN	5-29-94	EUGENE, OREGON
A SPEED	184.16	BOB SPAHR	7-11-95	RICHLAND, WASH.
B SPEED	158.53	RON SALO	7-13-95	RICHLAND, WASH.
D SPEED	183.41	BOB SPAHR	7-14-95	RICHLAND, WASH.
JET SPEED	196.64	JERRY THOMAS	8-8-93	RICHMOND, B.C.
FORMULA 40 SPEED	153.13	MARTY HIGGS	6-26-94	RICHMOND, B.C.
21 SPORT SPEED	147.97	CHUCK SCHUETTE	9-12-93	KENT, WASHINGTON
FAI SPEED	181.57	CHRIS SACKETT	8-13-95	COQUITLAM, B.C.
* 1/2 A PROFILE PROTO	101.60	CHUCK SCHUETTE	5-26-96	ROSEBURG, OREGON
* 21 PROTO SPEED	125.74	CHRIS SACKETT	5-26-96	ROSEBURG, OREGON
MOUSE RACE I -50 LAP	2:42	STEPHEN COX	3-24-96	RICHMOND, B.C.
MOUSE RACE I -100 LAP	5:16	JOE RICE	10-7-95	RICHLAND, WASH.
MOUSE RACE II -75 LAP	3:40	DAVE GREEN	5-24-86	EUGENE, OREGON
MOUSE RACE II -200 LAP	10:04	HAZEL/THOMPSON	9-19-87	KENT, WASHINGTON
AMA SCALE RACE -70 LAP	3:25	MARTY HIGGS	7-20-89	RICHLAND, WASH.
* AMA SCALE RACE -140 LAP	7:47	JOE RICE	5-25-96	ROSEBURG, OREGON
NW GOODYEAR -70 LAP	4:12	JOE RICE	5-30-93	EUGENE, OREGON
NW GOODYEAR -140 LAP	8:01	JULIE RICE	5-27-95	EUGENE, OREGON
SLOW RAT RACE -70 LAP	3:10	HAZEL/THOMPSON	5-30-93	EUGENE, OREGON
SLOW RAT RACE -140 LAP	6:38	HAZEL/THOMPSON	10-17-92	EUGENE, OREGON
AMA RAT RACE -70 LAP	-----	-----	-----	-----
AMA RAT RACE -140 LAP	6:32	HAZEL/THOMPSON	10-22-94	EUGENE, OREGON
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, B.C.
NW SPORT RACE -140 LAP	8:48	TODD RYAN	10-8-94	RICHLAND, WASH.
NW SUPER SPORT -70 LAP	3:14	DAVE GREEN	4-13-86	PORTLAND, OREGON
NW SUPER SPORT-140 LAP	7:03	DAVE GREEN	3-8-87	PORTLAND, OREGON
FLYING CLOWN RACE, LAPS: 304		TODD RYAN	4-20-96	PORTLAND, OREGON
CLASS I CARRIER	318.30	ROY BEERS	9-13-86	KENT, WASHINGTON
CLASS II CARRIER	330.25	ORIN HUMPHRIES	9-19-87	KENT, WASHINGTON
PROFILE CARRIER	296.15	TODD RYAN	10-8-95	RICHLAND, WASH.
.15 CARRIER	220.96	TODD RYAN	9-23-95	HOQUIAM, WASH.
AMA ENDURANCE	18:37	WESLEY MULLENS	8-15-87	KENT, WASHINGTON

records as of 6-01-96

NORTHWEST CL CONTEST CALENDAR

THE FOLLOWING LISTING IS A SUMMARY OF ALL KNOWN A.M.A. AND M.A.A.C. SANCTIONED EVENTS AS OF 6-20-96. FOR FURTHER INFORMATION, PLEASE CONTACT THE INDIVIDUAL LISTED. CONTEST DIRECTORS AND CLUB LEADERS ARE ENCOURAGED TO CONTACT FLYING LINES AS SOON AS POSSIBLE WITH THEIR PLANS, INCLUDING REVISIONS AND TENTATIVE DETAILS.

JULY 8 - 13: MUNCIE, INDIANA AMA CONTROL LINE NATIONALS

JULY 20 & 21: COQUITLAM, B.C. CAN-AM SPEED CHAMPIONSHIPS
EVENTS: ALL CLASSES OF SPEED FLOWN AGAINST NORTHWEST RECORDS & SPECIAL JR ONLY CLASS I MOUSE PROTO EVENT. SITE: UPPER COQUITLAM RIVER PARK.
SPONSOR: VANCOUVER GAS MODEL CLUB. CONTACT: BRUCE DUNCAN (604) 855-7295 OR RON SALO (604) 279-0530

JULY 27 & 28: RICHMOND, B.C.
EVENTS: NW FLYING CLOWN RACE, NW SPORT RACE, PRECISION AEROBATICS, OLD TIME STUNT, PROFILE SCALE, CARRIER. SITE: RICE MILL ROAD
SPONSOR: PACIFIC AEROMODELLERS CLUB. CONTACT: ??? ?????

AUGUST 3: RICHLAND, WASHINGTON EVENTS: 1/2 A COMBAT, 80 MPH COMBAT SITE: BURBANK SCHOOL SPONSOR: COLUMBIA BASIN Balsa BASHERS. CONTACT: DON STEWART, 1922 THAYER DRIVE, RICHLAND, WA 99352 (509) 946-0915

SEPTEMBER 14 & 15: KENT, WASHINGTON 1996 RAIDER ROUNDUP
EVENTS: RACING, CARRIER, PRECISION AEROBATICS, SPEED, COMBAT, SCALE, MORE DETAILS TO BE ANNOUNCED. SITE: BOEING SPACE CENTER SPONSOR: SEATTLE SKYRAIDERS CONTACT: JOE DILL, 22533 152ND AVE SE, KENT, WA 98042 PHONE: (206) 631-2367

SEPTEMBER 29: COQUITLAM, B.C. EVENTS: NW FLYING CLOWN RACE, MOUSE RACE I. SITE: UPPER COQUITLAM RIVER PARK. SPONSOR: PACIFIC AEROMODELLERS CLUB. CONTACT: ????????

OCTOBER 5 & 6: RICHLAND, WASHINGTON DESERT CARRIER BASH
EVENTS: PROFILE CARRIER, .15 CARRIER, CLASS I & II CARRIER COMBINED, FLYING CLOWN RACE, CLASS I MOUSE RACE, NW SPORT RACE, NW SUPER SPORT RACE, OLD TIME STUNT. SITE: HORN RAPIDS ATHLETIC COMPLEX. SPONSOR: COLUMBIA BASIN Balsa BASHERS CONTACT: PAUL RICE (509) 627-3152

OCTOBER 12 & 13: PORTLAND, OREGON REALLY RACING & FALL FOLLIES
EVENTS: MOUSE RACE CLASS I (INCLUDES SEPARATE JR CLASS), MOUSE RACE CLASS II, AMA GOODYEAR, SLOW RAT RACE, RAT RACE, NW SPORT RACE, NW SUPER SPORT RACE, FLYING CLOWN RACE. SITE: DELTA PARK SPONSOR: EUGENE PROSPINNERS & NORTHWEST FIREBALLS. CONTACT: JOHN THOMPSON (541) 689-5553



The Flying Flea Market

Classified advertisements — FREE for FL subscribers

FOR SALE: SEVERAL GLOW ENGINES THAT HAVE BEEN CONVERTED TO IGNITION: FOX .15, McCOY REDHEAD .19, K&B GREENHEAD, ETC. ALL IN GOOD SHAPE, COMPLETE WITH TIMERS, BUT NO PLUGS. CONTACT: HOMER SMITH, 1417 NW 191ST STREET, SEATTLE, WASH. 98177.

FLYING LINES SUBSCRIBERS: THIS SPACE IS FOR YOU!!!!!! SEND IN YOUR AD FOR SELL / SWAP / OR FOR NEEDS. YOUR AD WILL RUN FOR TWO ISSUES, UNLESS YOU REQUEST OTHERWISE. CHANGE AD AT ANYTIME.

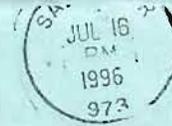
WANTED: BUY OR TRADE: SIG PT-19 KIT. WAS POPULAR DURING THE 70'S, BUT NO LONGER AVAILABLE. DON CHANDLER (916) 824-6999, OR (916) 529-8336

WANTED: DYNAJET ENGINES, OR ANY DYNAJET PARTS, PARTICULARLY HEADS. RON SALO, #10-8280 BENNET RD, RICHMOND, B.C., CANADA V6Y 1N5 (604) 279-0530

FOR SALE: FASCAL- CLEAR AIRPLANE COVERING FOR EITHER FOAM OR OPEN FRAMES. IT HAS STICKY ADHESIVE, SO IT'S GOOD FOR ON-FIELD REPAIRS. WORKS WITH HIGH OR LOW HEAT, AND CAN BE PAINTED. A MUST FOR COMBAT FLIERS. PRICE IS 75 CENTS PER FOOT, PLUS SHIPPING. I WILL DELIVER IT AT CONTESTS IF CONTACTED IN ADVANCE. JOHN THOMPSON, 295 WEST 38TH AVE., EUGENE, OR 97405, OR E-MAIL 73473,1407 COMPUSERVE COM. NO PHONE ORDERS, PLEASE.

FOR SALE: NEW REWORKED VA .049 MOTORS. ALL MACHINED SURFACES HAND LAPPED, FIT, BLUEPRINTED AND MY NEW BULLET PROOF (BP) CONNECTING ROD INSTALLED IN EACH MOTOR. NO BREAK IN REQUIRED, READY TO RUN. 30,000+ RPM OUT OF BOX. \$75. REWORK YOUR OLD VA \$25 LABOR PLUS PARTS. 7075T6 ALUMINUM BP CON ROD \$10. JEFFREY REIN, 14326 102ND AVE NE, BOTHELL, WA 98011, PHONE (206) 823-6053

FLYING LINES
1073 WINDEMERE DR NW
SALEM, OREGON 97304



TO.....

JOHN THOMPSON 0/0
2456 QUINCE STREET
EUGENE OR 97404

FIRST CLASS MAIL