

NEWS OF NORTHWEST CONTROL-LINE MODEL AVIATION

1073 Windemere Dr. NW, Salem, OR 97304

Editor: Mike Hazel

NOVEMBER 1997 ISSUE #143

I hope it's still November when you receive this issue. Various matters prevented us from getting this issue out earlier. Original plan was for a big issue, but that will wait for the December issue which will be out towards the end of the month. Be looking forward to that one, lots of good stuff planned. Canadians, did I understand correctly that you have a postal strike on. If so, then I guess you won't have this issue during the month of November, eh?

Hooray for the AMA. Always nice to see cost of things going down. Junior and Senior age group renewals were reduced to only one dollar, without magazine. Renewal with magazine were reduced proportionately.

Included in this issue is a ballot form for our dearly beloved Flying Clown Racing event. While the present rules are fairly understandable, there were a couple of gray areas open to interpretation. Purpose of this ballot is to clear things up on those. Read the particular piece further in this issue regarding this for more details. And do please send in your ballot as indicated. You can either just clip out the individual ballot form, or the entire page.

Speaking of racing rules, one event that may need to be looked at again is Northwest Goodyear. This low tech engine racing event has seen quite a bit of fluctuation in terms of popularity since its inception. The last couple of years participation has been kind of light. I have had a couple of comments directed at the engine selection part of the rules, specifically that there are a few more engines now available that should be included. The unwritten criteria that has been applied to the eligible engine list for this event has two components: the engine should nominally be priced under one hundred dollars, and should not be capable of about 100 mph. On this basis, maybe we should consider eliminating the Conquest 15 engine, since they are a bit more expensive now and have been considered the tops in the group in terms of performance. Some input from you racers, please.....

There is now one more newsletter floating around in the Northwest. It is directed toward the local speed fliers, and is called "The Northwest Speed Flyer". If you haven't already received the first issue and have some interest in speed flying, you can request a copy from the editor. The editor happens to be the same one as for this newsletter.

We were sorry to hear that participants got blown out at the Columbia Basin Balsa Bashers Carrier Bash this year. Most all of the events had to be canceled. Results are elsewhere in this issue.

We just received the following press release from John Lowry of Fox Manufacturing.....

"Fox has been and still is a leader in the modeling industry for fifty years and our flag ship engine, the Fox stunt 35 has been in continuous production since 1948. The only engine in the world to have that distinction. In celebration of this event we are introducing the black and gold commemorative 35 stunt collectors addition. The case is black with 24K gold plated screws, prop nut and washers, needle valve assembly, topped off by a golden glo plug. The engine will be serialized with a numbered certificate, gold embossed seal and signed by Mrs. Fox to insure its authenticity. The engine will be a very limited edition and only available from the factory. Best Regards, John Lowry." Wow! No price was quoted, but I am sure this will be prized by collectors. Be watching for further details.

COMING EVENTS..... January 1st WOLF New Years Day Fun Fly (sanctioned with some racing thrown in) see flyer elsewhere in this issue. January 31st & Feb 1st, Northwest (RC) Model Expo in Puyallup, Washington, advertising in magazines, etc. for this.

A reminder to contest directors and club leaders.....it is never too early to start planning for your 1998 events, and remember to let Flying Lines know right away what is in the works, thank you!

Just a reminder for you computer communicators.....You can E-Mail Mike Hazel at: ZZ CLspeed@aol.com

That's about it for now. If you have articles, classified ads, or other contributions for publication in the next issue please get them into FL by about December 15. Thanks!

CONTEST RESULTS

DESERT CARRIER BASH VII, RICHLAND, WASHINGTON, OCTOBER 4 & 5, 1997

Due to extreme winds, most events were canceled, including Carrier.

NW FLYING CLOWN RACE (3 ENTRIES)

- | | | |
|----|--------------|-----|
| 1) | TODD RYAN | 290 |
| 2) | JOE RICE | 274 |
| 3) | TASHA HOWELL | 198 |

OLD TIME STUNT (1 ENTRY)

- | | |
|----|----------------|
| 1) | DAVID THOMPSON |
|----|----------------|

.....
REALLY RACING/FALL FOLLIES, PORTLAND, OREGON OCTOBER 11 & 12, 1997

MOUSE RACE I - JR (0 ENTRIES)

MOUSE RACE I SR-OP (3 ENTRIES)

- | | | |
|----|-------------------|------|
| 1) | NITROHOLICS TEAM | 5:27 |
| 2) | CLEAVER BROS TEAM | 5:28 |
| 3) | HA HA RACING TEAM | 8:31 |

MOUSE RACE CLASS II (2 ENTRIES)

- | | | |
|----|-------------------|----------|
| 1) | CLEAVER BROS TEAM | 12:11.5 |
| 2) | NITROHOLICS TEAM | 13:38.91 |

FLYING CLOWN RACE (2 ENTRIES)

- | | | |
|----|-------------------|----------|
| 1) | CLEAVER BROS TEAM | 222 LAPS |
| 2) | NITROHOLICS TEAM | 174 |

AMA GOODYEAR (1 ENTRY)

- | | | |
|----|--------------------------|---------|
| 1) | CLEAVER BROS TEAM (HEAT) | 4:20.06 |
|----|--------------------------|---------|

NW SPORT RACE (1 ENTRY)

- | | | |
|----|-------------------------|---------|
| 1) | NITROHOLICS TEAM (HEAT) | 5:38.32 |
|----|-------------------------|---------|

NW SUPER SPORT RACE (2 ENTRIES)

- | | | |
|----|-------------------|---------|
| 1) | NITROHOLICS TEAM | 8:14.69 |
| 2) | CLEAVER BROS TEAM | 8:52.51 |

AMA SLOW RAT RACE (2 ENTRIES)

- | | | |
|----|-------------------|---------|
| 1) | NITROHOLICS TEAM | 7:02.09 |
| 2) | CLEAVER BROS TEAM | 7:12.50 |

AMA RAT RACE (2 ENTRIES)

- | | | |
|----|-------------------|---------|
| 1) | NITROHOLICS TEAM | 6:48.59 |
| 2) | CLEAVER BROS TEAM | 19 LAPS |

PRECISION AEROBATICS-BEGINNER
(1 ENTRY)

- | | | |
|----|--------------|------|
| 1) | NILS NORLING | 78.5 |
|----|--------------|------|

PRECISION AEROBATICS-INTERMEDIATE
(NO ENTRIES)

PRECISION AEROBATICS-ADVANCED
(6 ENTRIES)

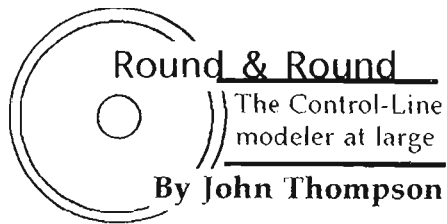
- | | | |
|----|----------------|-------|
| 1) | DAN RUTHERFORD | 474.5 |
| 2) | SCOTT RIESE | 438.5 |
| 3) | JERRY EICHTEN | 426 |
| 4) | GARY HARRIS | 404 |

PRECISION AEROBATICS-EXPERT
(4 ENTRIES)

- | | | |
|----|----------------|-------|
| 1) | DON McCLAVE | 538 |
| 2) | HOWARD RUSH | 518.5 |
| 3) | JOHN LEIDLE | 493.5 |
| 4) | LEE UBERBACHER | 458 |

.....
SUBSCRIPTION EXPIRATION DEPARTMENT
RENEWAL IS \$13 USA, AND \$15 CANADA (USA FUNDS)
THIS IS THE LAST ISSUE FOR THE FOLLOWING.....

MALCOLM BAUGH, CHRIS COX, BRUCE DUNCAN, JOHN HALL, DON McCLAVE,
SHAWN MAGRINI, DENNIS PATERA, DAVE ROYER, DONALD WEST



Modeling thought for the month:

The simple things you see are all complicated.

— The Who

Unsung heroics

We load up the car and head out the flying field. It's as natural as reversing the controls when the plane is upside down. We don't think about it.

Then somebody digs a trench through the flying field and that routine act becomes a major problem.

Then people like Scott Riese step in.

Scott — with the help of several other Northwest Fireballs — performed serious heroics this fall in getting the Delta Park field in Portland repaired and ready for the Really Racing/Fall Follies contest.

It seems that the Park Department didn't know the Sewer Department had dug up the circle. The Sewer Department didn't know anybody used it. And the contractor was just gonna fill the hole and leave the dirt there. And so on ... until President Riese and the other Fireballs (Jim Drury, Jim Cameron, Mark Hansen, etc.) started rattling cages and shaking trees.

By Oct. 11-12, the circle was patched, sealcoated and ready for use, and the contest came off without a hitch.

There are people like Scott in every club, who quietly get the most important jobs done without complaint and make it so that we can all just load up and head out to the field. You know who they are — do they know you appreciate their work?

Scott Riese has decided to step down as Fireballs president as of Jan. 1. He'll be tough to replace.

Speaking of that fall contest, let's call it "bittersweet."

The weather, which had threatened, turned out to be fine for both racing and aerobatics. The field, which had been torn up, got fixed.

That was sweet. Also sweet was the good turnout of precision aerobatics pilots on Sunday. And some great races all day long on Saturday.

What was not so sweet was that many of the Northwest's racers were unable to attend the contest. There were all sorts of good reasons — work conflicts, weather and field apprehensions, cost of travel, etc. The Eugene Prop Spinners and Northwest Fireballs ended up swallowing a considerable financial loss.

Racing is one of those activities that seems to be susceptible to sharp ups and downs of attendance. Only one or two teams being unable to come can have quite an effect on the contest.

Anyway, there were no juniors present, so the junior mouse was scrapped — and probably will be dropped from the schedule next year.

There were, however, two teams that came to race in nearly every class, so, despite the dimly low turnout, there were actually a number of great races. We had fun, and we're sorry some others were unable to join us.

We're not worried though — racing entry was strong at the Raider Roundup in September (arrg! We had to miss *that* one!) and the National Control Line Racing Association reports that entries were up at the Nats, too.

Want to buy an OK Cub engine? There actually are a few available, at the price of \$14.95. For a catalog, send \$2 to: OK Metal Model Products, P.O. Box 355, Mohawk, NY 13407.

Speed fliers in the Northwest are receiving a new newsletter tailored to their specific interests. You can get a copy by writing *FL* editor Mike Hazel. Some good info!

The List is a huge, comprehensive mailing list of the Northwest's Control-Line fliers and hobby shops and the national CL industry. It is being updated constantly, but is due for a major overhaul in 1998. Send any updates you know of: New or departed modelers, shops, companies, etc., to the address below.

Now, your columnist is heading out to the shop for more work on the ugliest project of the year: A few days ago a poorly mounted set of three shelves fell off the wall on top of yours truly, spilling (no joke) about 10,000 nuts, bolts, knife blades, landing gear clips, cotter keys, paint cans, engine parts, etc., not just onto the floor but *into* several boxes of balsa, recyclable combat plane parts, etc. You talk about a cleanup and resorting job!

Send comments, questions, and topics for discussion to John Thompson, 2456 Quince St., Eugene, OR 97404...e-mail John4051@aol.com.

The Scoreboard

Northwest control-line competition standings.

A flurry of late-season activity juggled the standings in nearly every CL event. Lots of fliers were active, and the competition was hot and heavy in late August, September and October. The Raider Roundup in Kent, Wash. was a major points juggler, and there were smaller contests in the Vancouver, B.C. area, Richland, Wash., and Portland.

Contests counted to date: March 9, Coquitlam, B.C.; March 15, Richland, Wash.; April 6, Richmond, B.C.; April 20, Mission, B.C.; April 20, Portland, Ore.; May 10, Vancouver, B.C.; May 23-25, Roseburg, Ore.; June 14-15, Kent, Wash.; June 28-29, Snohomish, Wash.; July 6, Mission; July 19-20, Coquitlam; July 26, Richmond; Aug. 10, Mission; Aug. 23-24, Salem, Ore.; Aug. 31, Vancouver, B.C.; Sept. 13-14, Kent; Sept. 29, Vancouver, B.C.; Oct. 4-5, Richland; Oct. 11-12, Portland.

Following are the standings for updated events:

1997 STANDINGS

through Oct. 26

MOUSE RACE CLASS I

1. Stephen Cox	35
2. Bruce Duncan	34
3. Paul Gibeault	31
4. James Cox	22
Todd Ryan	22

MOUSE RACE CLASS II

1. James Cox	17
2. Travis Morgan	15
3. Stephen Cox	14
4. Cleaver Team	2
5. Nitroholics Racing Team	1

AMA SCALE RACE (GOODYEAR)

1. Cleaver Team	4
2. S&S Racing Team	1

SLOW RAT RACE

1. Nitroholics Racing Team	7
2. Cleaver Team	1

RAT RACE

1. Cleaver Team	3
2. Nitroholics Racing Team	2

NORTHWEST SPORT RACE

1. Paul Gibeault	28
2. Todd Ryan	19
3. Ron Salo	18
4. Nitroholics Racing Team	16
Henry Hajdik	16
James Cox	16

NORTHWEST SUPER SPORT RACE

1. Todd Ryan	11
2. S&S Racing Team	10
Nitroholics Racing Team	10
4. Cleaver Team	7
5. Rich McConnell	2

CLOWN RACE

1. Todd Ryan	39
2. Stephen Cox	27
3. Mike Conner	24
4. S&S Racing	19
5. Rick Meadows	16

OVERALL RACING

1. Todd Ryan	95
2. Stephen Cox	72
3. Paul Gibeault	65
4. Nitroholics Racing Team	55
5. James Cox	51
6. S&S Racing Team	41
7. Bruce Duncan	40
8. Rick Meadows	32
9. Mike Conner	30
10. Joe Rice	27

PRECISION AEROBATICS

1. Chris Cox	38.25
2. Paul Walker	31.5
3. Dan Rutherford	23
4. Bob Parker	22.5
5. Jack Pitcher	20.25

OLD-TIME STUNT

1. Emil Kovac	24
2. Rich McConnell	14
3. Mike Conner	13
4. Bob Emmett	12
5. Dan Rutherford	11

CLASSIC STUNT

1. Don McClave	24
2. Rich McConnell	7
3. Dan Rutherford	5
John Leidle	5
5. Lee Uberbacher	4

OVERALL STUNT

1. Dan Rutherford	39
2. Chris Cox	38.25
3. Bob Parker	37.5

4. Don McClave	34.5
5. Paul Walker	31.5
6. Emil Kovak	24
7. Rich McConnell	21
8. Jack Pitcher	20.25
9. John Leidle	20
10. Pat Johnston	19

VINTAGEDIESEL COMBAT

1. Paul Dranfield	25
2. Mel Lyne	21.5
3. Rick Meadows	17
4. Ken Burdick	12
5. Jeff Rein	11

1/2-A COMBAT

1. Mel Lyne	6
2. Jeff Rein	5
Tim Strom	5
4. Ken Burdick	3
Tom Strom	3

80-MPH COMBAT

1. Dick Salter	16
Tom Strom	16
3. Jeff Rein	12
4. Rich McConnell	9
5. Rich Salter	8

OVERALL COMBAT

1. Mel Lyne	41.5
2. Jeff Rein	29
3. Paul Dranfield	25
4. Tom Strom	19
5. Rick Meadows	17
6. Dick Salter	16
7. Ken Burdick	15
Gary Harris	15
9. Henry Hajdik	10.5
10. Rich McConnell	9

.15 NAVY CARRIER

1. Todd Ryan	10
2. Alan Olson	8
3. Mike Potter	6
4. Joe Rice	4
Rick Meadows	4

PROFILE NAVY CARRIER

1. Todd Ryan	20
2. Alan Olson	11
3. Mike Conner	8
4. Mike Potter	7
5. Barrie Shandel	6

OVERALL NAVY CARRIER

1. Todd Ryan	30
2. Alan Olson	19
3. Mike Potter	14
4. Mike Conner	8
5. Barrie Shandel	6
6. Rick Meadows	5
Derrick Meadows	5
John Thompson	5
9. Joe Rice	4
EuanEdmonds	4
Frank Boden	4

SCALE (all classes combined)

1. Rick Meadows	3
2. Frank Boden	2
Nick Stratis	2
3. Derrick Meadows	1
Mike Potter	1
Ronald Canaan	1

SPEED (all classes combined)

1. Paul Gibeault	27
2. Ron Salo	16
3. Chuck Schuette	15
4. Jerry Thomas	9
5. Dick Salter	8
R.J. Spahr	8
7. Chris Sackett	7
8. Mike Hazel	5
9. Chris Hazel	4
10. S&S&Sons	3

JUNIOR OVERALL

1. Stephen Cox	76
2. James Cox	58
3. Derrick Meadows	17.5
4. Nathan St. John	9
5. Kirk Hagman	6
6. EuanEdmonds	4
Chris Hazel	4
8. Greg Nelson	2
Mike Nelson	1
Nick Hagman	1

Flying Lines keeps track of standings in all AMA rulebook and Northwest official events, in all Northwest sanctioned contests.

Your *FL* editors do their best to keep up on the results, but contest directors can help keep the standings up to date by making sure to send the results to *FL* immediately after the contest. When you send your report to AMA, remember to send the results to *FL*, too. If you spot any errors, please let us know.

Results must include the placing in each event through fourth place and the report also must list the number of contestants in the event, in order for the point standings to be counted accurately.

Also, please include in your report the hometown of the contestants. Only Northwest residents are counted in the standings (AMA Dist. XI and British Columbia). The score of each contestant also should be listed for general reporting purposes and for checking against the Northwest records, another popular *FL* feature.

Send results to statistician John Thompson at the address listed below.

Remember, only results that we receive can be counted, so send them in. If you flew in a contest that doesn't appear to be counted, contact the contest director or *FL* and let us know.

Send contest results, corrections and other correspondence regarding Northwest Competition Standings to John Thompson, 2456 Quince St., Eugene, OR 97404, e-mail JohnT4051@aol.com. For a printed copy of complete standings for any event, send a self-addressed, stamped envelope.

Report by Mel Lyne.

Nine fliers assembled at Mission Wings flying site August 10 to do Diesel Combat in the blazing sun and heat. Bruce Matthews arrived 2 hours later (as usual) to make an even 10 fliers.

The first match featured a "solid" mid-air in which Rick Meadows' Dominator was totally destroyed. So much for conservative flying. The sun-baked ground proved to be too hard for many dorks, with motors breaking off or loosening the mounts.

Jeff Rein from Seattle lost a foam Yeti in another mid-air, and Ken Burdick mid-aired with Mel Lyne to lose his Dominator.

The scorching sun was a real factor as several mid-air happened in the sun. Adrian Duncan and Henry Hadjik were the only fliers to go 5 matches with one airplane. The hard ground and frequent mid-air created a lot of carnage throughout the day. Even the normally bullet-proof Dominators were taking a beating, with all three out by day's end.

Paul Dranfield lent out and used about 6 models, all of which are now repair jobs. Some motors were hard to get good settings on with the hot weather, and starting was noticeably more difficult. Frank Boden used several models as did Rick and Derrick Meadows.

Some very entertaining matches were flown, and after 25 matches the final standings had some surprises. Henry was tied for second. Not bad for showing up with an unflown model with an MVVS diesel that would only run with a lump of balsa stuffed down the venturi! Henry's towering reach and flying style make him a very tough match. We are working on him to become more user-friendly in the centre circle. Gotta get him to do outside loops to un-wrap those line tangles. I think Henry won the most line tangles award!

Mike Connor ran the show, aided by timekeeper/cut counters Lorna Duncan and Duncan Mousseau. A possibility of 2 new diesel fliers there I hope. Mike used an interesting format of letting each match run until there was 5 minutes of actual combat. However, with long repair-time pit stops, some matches were running to 15 minutes or more, so a return to the 5 minute total time was used in rounds 4 and 5 to get 5 rounds finished.

Everyone had a good time, flew some neat matches, and got a little tanned. One lesson some of us are still learning is to have equipment tested and ready to go. It's a bit late to do it at the start of the match, even with our fun-fly format.

Best mid-air trophy went again to Rick Meadows, although Ken and Jeff were almost as deserving. In the end about 6 fliers tied for 2nd and 3rd. The guy that took first got whumped in his final match with Bruce Matthews, who got one clean cut on him. Mel was heard to say afterwards "His streamer must be Titanium, it just won't cut!"

Results Win=2pts, Tie=1pt, loss=0 pts.

Mel Lyne	8pts
Jeff Rein	7pts
Rick Meadows	7pts
Henry Hajdik	7pts
Paul Dranfield	6pts
Ken Burdick	6pts
Bruce Duncan	4pts
Adrian Duncan	2pts
Frank Bowden	2pts
Derrick Meadows	1pt

RACERS.....

**CLIP OUT BALLOT ON NEXT PAGE,
(OR ENTIRE PAGE), PLACE YOUR
VOTE, AND MAIL RIGHT AWAY.**

THANK YOU!

Clown Race rules update proposed

■ **Revision:** The intent is to clarify gray areas in the rules.

Northwest Flying Clown Race continues to evolve as one of the favorite Northwest CL racing events. As a result, what started as a local club event in the Tri-Cities area of Washington, with informal rules, continues to demand more clear and specific regulations.

During the past year, several of the gray areas in the existing rules were pointed out. These rules were approved by *Flying Lines* reader ballot in April of 1996.

Interestingly, some of the gray areas have been spotted by fliers from outside the Northwest, as the Clown Race event spreads nationwide. We've had questions about it from the East Coast and from Southern California.

This issue of *Flying Lines* includes a revised Clown Race rules proposal.

This proposal is intended to clarify those gray areas without making substantial changes in the original intent or current practices of Clown Race. Some of the language is taken from the Northwest Sport Race rules, which have worked well for many years with very few revisions.

Underlined portions of the proposed rules as published here contain new wording. Strike-through portions would be deleted if these rules are approved.

The enclosed ballot is intended for your input. Please participate in the Northwest rules-making process by filling out a ballot and sending it to the address below. Deadline for ballots is Jan. 1, but don't wait — send 'em in now.

Final rules will be published in an upcoming issue, and will be the official rules for 1998.

For those new to the Northwest rules-making process, a little background: *Flying Lines* has since 1979 operated as a clearinghouse for Northwest regional event rules, to ensure that fliers in contests throughout the region can know

what to expect when they show up to fly in a contest. Standardized rules also make it possible for the newsletter to keep standings and records — those standings and records require that the approved rules be used, to ensure fair comparison.

Rules and rules changes are proposed via the newsletter. Any Northwest flier can propose changes, with the assistance of the rules coordinator. John Thompson serves as the rules coordinator, and handles the administrative work of proposals, ballots, etc. He also maintains files of current and past rules. Rules currently in place in the Northwest system include: Northwest Sport Race, Northwest Super Sport Race, Flying Clown Race, Northwest Goodyear, 80mph combat, and .15 Carrier.

Our thanks for help in preparing the Clown Race update proposal go to: Kenn Smith, Paul Rice, Mac and Todd Ryan and Mike Hazel.

BALLOT

- The enclosed Clown Race rules proposal updates several provisions intended to clarify gray areas in the rules. This proposal is ...

____ **Acceptable**
____ **Not acceptable**

Comments:

Please provide your name and address.
Voting is restricted to AMA members residing in District XI and MAAC members residing in British Columbia.

Name _____

Address _____

Mail ballots to: John Thompson
2456 Quince St.
Eugene, OR 97404

NORTHWEST FLYING CLOWN RACE

1. **PURPOSE:** This event is intended for all fliers and pit crews interested in a simple racing event which uses a common aircraft, emphasizes both speed and economy, and encourages the use of a wide variety of engines.

2. All AMA control-line unified racing rules apply, except as follows:

2.1. Airplanes and the entire control systems shall undergo a pull test of 25 pounds. Lines are .015 stranded steel. Length is 52 feet, plus or minus 6 inches, measured from the center of the handle to the fuselage.

3. **Engine:** Any design or make of piston engine is allowed, except that maximum engine displacement is limited to .19 cubic inches. Modifications are not restricted within the limits of the AMA safety code.

4. **Fuel tank:** Any design of fuel tank is allowed, including pressure systems, except as follows:

4.1. Fuel capacity is restricted to 1 ounce, with a +5% tolerance, 31cc maximum.

4.2. The fuel tank shall be fully external of the plane, on the outboard side of the fuselage, and entirely in front of the leading edge.

4.3. All tank vents are limited to a maximum size of 1/8-inch outside diameter. A spring-loaded pinchoff device capping the overflow vent on a uniflow tank is permitted.

5. **Fuel:** Glow fuel shall contain a maximum of 10 percent nitromethane with 20 percent lubricant and the rest methanol. Glow fuel will be supplied by the contest management. Diesel engines may use diesel fuel.

6. **Aircraft:** The only aircraft allowed is the PDQ Flying Clown or faithful replica. Changes to the planform, profile, or wing thickness are prohibited. Wheels must be at least 1 inch in diameter, and be spaced laterally about 7 inches.

~~7. No hot gloves, fast fills, or trick pitting equipment is allowed.~~

7. **Prohibited equipment:** Hot glove electrical contact systems, fast-fill setups and fuel shutoffs are prohibited. Shutoffs may be installed on the plane for test-flying, but must be bypassed during races.

8. **Races:** All preliminary heats and the final race will be timed for 15 minutes from start to finish. The contestant with the most laps wins. Preliminary heats may be 7-1/2 minutes if agreed to by a majority of contestants or required by contest time constraints. Records shall not be established for heats less than 15 minutes. There shall be either two or three pilots in heat races. At least three aircraft shall advance to the feature race. The decision on the number of feature entries shall be made by the event director in advance before the start of any preliminary heats. If more than three planes advance to the feature, races will involve at least two and no more than three airplanes.

FORGET THE PARTIES.....

FORGET THE FOOTBALL.....

..... IT S TIME TO GO FLYING!

ANNOUNCING THE THIRD ANNUAL WOLF

NEW YEARS DAY FUN FLY

(JANUARY 1ST, 1998)

SALEM, OREGON

"BRING WHAT YOU GOT, AND FLY WHAT YOU BRUNG"

SPECTATORS AND VISITORS WELCOME

10 AM TO 3 PM

FEATURED THIS YEAR WILL BE FRIENDLY COMPETITION IN THE FOLLOWING EVENTS.....

NORTHWEST SPORT RACE

NORTHWEST FLYING CLOWN RACE

AMA ENDURANCE

NOTE..... A PRACTICE AND CLINIC SESSION WILL PRECEDE EACH RACING EVENT. NOVICE RACERS ARE PARTICULARLY INVITED TO COME AND RACE.

KEEP WARM! HOT CHILI AND HOT DRINKS WILL BE AVAILABLE

THE DETAILS:

SITE: BILL RIEGEL MODEL AIRPARK, SALEM AIRPORT. FROM I-5, TAKE EXIT 253 AND HEAD WEST, LEFT AT 25TH, AMA SANCTION NUMBER 80056. AMA OR MAAC REQUIRED FOR PARTICIPATION. MEMBERSHIP AVAILABLE ON SITE. FEATURED EVENTS ARE PER CURRENT AMA AND NORTHWEST RULES. FUEL FOR RACING EVENTS SUPPLIED. ENTRY FEE OF \$5.00 COVERS ANY OR ALL EVENTS. NO ENTRY FEE REQUIRED FOR NON-EVENT FLYING. THE EXACT SCHEDULE OF EVENTS WILL BE DETERMINED BY LEVEL OF ENTRY AND PERHAPS THE WEATHER. CONTEST DIRECTOR: MIKE HAZEL PHONE: (503) 364-8593 E-MAIL: ZZ CLSPEED@AOL.COM

THIS EVENT SPONSORED BY THE WESTERN OREGON CONTROL LINE FLYERS, AMA CHARTER CLUB #3464



The Flying Flea Market

Classified advertisements --- FREE for FL subscribers

FLYING LINES SUBSCRIBERS: THIS SPACE IS FOR YOU! SEND IN YOUR AD FOR SELL/SWAP/ OR FOR NEEDS. PLEASE INDICATE HOW MANY ISSUES AD SHOULD RUN. CHANGE AD ANYTIME.

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