

FLYING LINES

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1980 EUGENE SUMMER MEET -- FUN IN THE SUN

Tradition has it that two weeks after the Nats, Northwest control-line competitors gather in Eugene, Ore., for the Propspinners' Annual Summer Meet.

They were there Aug. 24 this year to fly Northwest Sport Race, Goodyear, rat race, AMA combat and the new event, sport combat. Sunshine (after brief morning clouds) and a steady but mild wind greeted the dozen souls that showed up for a relaxed, good-natured contest.

Highlights of the competition included a spectacularly furious AMA combat match for third and fourth place that ended with a double flyaway, a record heat time in Northwest Sport Race, and the inauguration of the sport combat event. There also were some lowlights -- an overabundance of air-time combat matches, a slowpoke Goodyear race and a meagre rat race field.

On to the specifics:

Rat race was the first event, and this was a disappointment to the competitors. The only entrants were Nitroholics Racing Team partners Mike Hazel and Scott Newkirk. Hazel's ultra-quick Shark retired with a broken fuel system after 38 laps. Newkirk chugged along for an 8:12. That was it, folks.

Then came scale racing (Goodyear) which was won by Mike Hazel of Salem, Ore., with a 9:04. It was plenty good to beat out the third Nitroholic, John Thompson of Cottage Grove, Ore. Third and fourth places went to Jim Cameron of Seaside, Ore., and Dave Green of Astoria, Ore. The latter pair, sometimes known as the Dark Ages Racing Team, clearly had the fastest planes. Both retired before the finish with equipment breakdowns.

As usual, Northwest Sport race drew the largest number of entries with nine racers. In view of the impending rules changes, this was just about the last chance for record-seekers, and in fact the long-standing preliminary heat record did tumble. John Thompson of Cottage Grove, Ore., chipped two seconds off the prelim standard, turning a 3:51 to better the old 3:53, which had held up since almost a year ago. Nobody came close to the feature record of 7:40.

Thompson was the winner with a feature of 8:44, barely edging Jim Cameron. Bruce Guenzler of Cottage Grove, Ore., cruised to third place, moving up to fifth place in the NWSR standings in his first season of competition.

The debut of Northwest Sport Combat was dampened somewhat by a low entry. Four came to compete but one plane suffered broken motor mounts during the sport race, leaving only three competitors. Then the first two matches were air-time affairs, due largely to Gene Pape's unsuccessful -- and unintentional -- experiment with the use of cleaning solvent for fuel. Gene's engine started happily and immediately quit every time the battery was disconnected. He reports the fact that the engine would run at all probably was related to his topping off a half-full fueler bottle with the solvent, which had been disguised as K&B 100, according to the can label.

Finally the match for first and second place between Dick Salter and John Thompson had some combat, eventually ending in a minor mid-air bump and the crash of Salter's plane. A cut each and air time declared Thompson the winner.

Gene Pape overcame the embarrassment of failure with a Fox .35 in sport combat to take first place in AMA combat. AIA also had more than its share of air-time matches, combined with a couple of extremely brief matches. Pape dispatched Norm McFadden with a "Texas kill" and advanced to a final with John Thompson, who got there via an air-time race with Bill Varner. Pape spent about three minutes getting started but took only about 15 seconds to score a kill once aloft. Best combat match of the day was for third and fourth, with McFadden and Varner going at it tooth and nail for a long period. The spectacular match ended with a rare double-flyaway, Varner's plane spattering on a road north of the field and McFadden's pounding the pavement in a rental car lot to the south.

The contest got the fliers out and flying despite its "ups and downs" and preserved the long tradition of summer competition in Eugene. It also nearly wiped out the Eugene Propspinners' deficit from the Northwest Regional Control-Line Championships, to no small relief of the host club.

SUMMER MEET, continued

Here are the complete results:

AMA PAT RACE

1. Scott Newkirk 8:12
2. Mike Hazel. 38 laps

GOODYEAR

1. Mike Hazel 9:04
2. John Thompson. 10:11
3. Jim Cameron. 69 laps
4. Dave Green 32 laps

NORTHWEST SPORT RACE HEAT FEATURE

1. John Thompson . . . 3:51 8:44
2. Jim Cameron . . . 4:22 8:53
3. Bruce Guenzler. . . 5:20 132 laps
4. Dave Green. . . . 5:54
5. Mike Hazel. . . . 5:57
6. Tom Knoppi. . . . 6:16
7. Bill Varner 7:28
8. Dick Salter 52 laps
9. Paul Wallace. . . . 29 laps

NORTHWEST SPORT COMBAT

1. John Thompson
2. Dick Salter
3. Gene Page

AMA COMBAT

1. Gene Page
2. John Thompson
3. Norm McFadden
4. Bill Varner
5. Dick Salter

BLADDER GRABBER LIVES!

Yes, combat people, the Bladder Grabber will happen!

Once again, several thousand dollars worth of stereo equipment will be prizes at the annual big-bucks combat contest in Redmond, Wash., Oct. 12. The Bladder Grabber is to AMA combat what the Indy 500 is to auto racing -- the one that can't be missed.

Last year's BG was swept by the California team of Mike Petri and Rich Brasher, and Northwesterners are hoping to bring the top spot back home this year.

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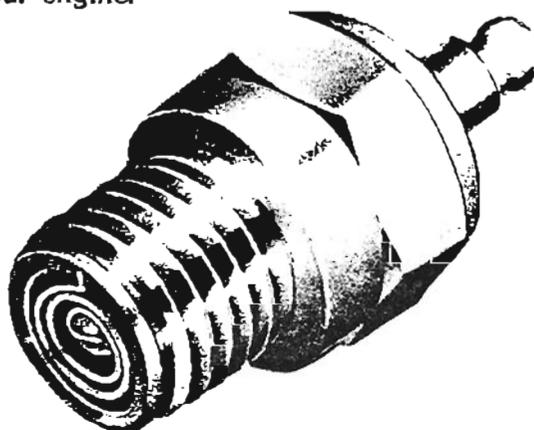
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BLADDER GRABBER, continued

Contest organizer Howard Rush indicates only the Sunday fast combat contest is planned this year, since no Saturday contest has been put together as of the FL press time. That could change, however, so watch your mail box for promotional flyers.

The combat action will start at 9 a.m. and follow a fairly rigid schedule. There were 26 entries last year, and the contest is double-eliminatic all the way.

Once again the site will be Marymoor Park, between Bellevue and Redmond, Wash. Exact prizes have not been announced, but Bob Carver of the Carver Corp., himself a devoted combat flier, has indicated the usual array of prizes will be offered, Rush said.

Information about the contest is available from Howard Rush, 8817 N.E. 137th. Kirkland, WA, 98033, (206) 823-6018.

UPDATED STANDINGS AS OF SEPT 1; FEW CHANGES

Competitors in the top ten range of all events at the Annual Summer Meet in Eugene Oregon juggled their positions slightly in the Northwest competition standings, but there were few major changes and no new leaders.

The standings as of Sept. 1 are listed below. For those who haven't paid attention, we'll repeat that FL keeps track of Northwest control-line competition standings, scoring all persons who place in the top four of any event. Scoring is based on the number of entries in each contest. Standings apply only to AMA-sanctioned contests in the Northwest, and only Northwest fliers are eligible for listing.

SCALE RACING (GOODYEAR)
(3 contests, 19 entries)

- 1. John Thompson 12
- 2. Mike Hazel 9
- 3. Willie Naemura 8
- 4. Dave Green 5
- 5. Jim Cameron 4
- 6. Roger Simpson 3

OVERALL RACING TOP TEN
(Includes Mouse, Rat, Slow Rat, Goodyear, NWSR, Team Race)
(19 contests, 143 entries)

- 1. John Thompson 112
- 2. Jim Cameron 50
- 3. Rich Schaper 39
- 4. Dave Green 37
- 5. Mike Hazel 30
- 6. Bruce Guenzler 26
- 7. Bill Varner 24
- 8. Dan Burdick 15
- 9. Tom Knoppi 14
- 10. Richard Simpson 10

OVERALL COMBAT TOP TEN
(Includes 1/2A, sport, slow, FAI and AMA combat)
(18 contests, 92 entries)

- 1. John Thompson 47
- 2. Bill Varner 41
- 3. Gene Pape 24
- 4. Dick Salter 21
- 5. Jeff Young 17
- Ken Burdick 17
- 7. Buzz Wilson 15
- 8. Jim Cameron 14
- Phil Granderson 14
- 10. Howard Rush 11

AMA RAT RACE (2 contests, 12 entries)*

- 1. Mike Hazel 10
 - 2. Scott Newkirk 2
- * Several out of region entries

NORTHWEST SPORT RACE TOP TEN
(9 contests, 83 entries)

- 1. John Thompson 80
- 2. Rich Schaper 39
- 3. Jim Cameron 22
- 4. Dave Green 20
- 5. Bruce Guenzler 18
- 6. Bill Varner 15
- Dan Burdick 15
- 8. Tom Knoppi 14
- 9. Mike Hazel 11
- 10. Richard Simpson 10

AMA COMBAT (6 contests, 40 entries)

- 1. John Thompson 29
- 2. Bill Varner 22
- 3. Ken Burdick 17
- 4. Gene Pape 13
- 5. Buzz Wilson 12
- 6. Norm McFadden 10
- 7. Phil Granderson 7
- 8. Howard Rush 6
- 9. Mike Hazel 5
- 10. Dick Salter 3

NORTHWEST SPORT COMBAT
(1 contest, 3 entries)

- 1. John Thompson 3
- 2. Dick Salter 2
- 3. Gene Pape 1

WHO'S WHO AT FLYING LINES

What, you think this thing just appears in your mail box every month? No, actually, a whole bunch of dedicated Northwest modelers cooperate to put out Flying Lines every month as a way to keep CL modelers communicating.

Flying Lines is your link with the rest of the control-line modelers in the Northwest. The price is \$7 for 12 issues. Help spread the word.

Here's the staff:

Publisher.....Mike Hazel	Combat....Gene Pape	Carrier...Orin Humphries
Editor.....John Thompson	Sport.....Chris Genna	Speed.....Mike Hazel
Photo Editor...Chris Genna	Beginners..John Thompson	Scale.....Dave Haught
Aerobatics.....Rich Schaper		Racing....Mike Hazel

AND ANOTHER OFFER YOU CAN'T REFUSE

The Flying Lines regular ongoing raffle goes on! The prize this round is a GloBee Fireplug and charger, a very valuable prize. The Fireplug is a rechargeable starting battery with adjustable output and a meter to show how your plug is working.

Past FL raffle winners have been Dave Green of Astoria, Ore. (Fox .35) and Rory Tennison of Libby, Mont. (Tutor kit). Here's your chance to join them.

Fill out the form below and mail it to FL, or just write it on the back of your last dead dry cell, and ship it along, with payment for tickets.

Price of tickets (which your sleepy editor left out of last month's rag) is 50 cents each, three for \$1, and seven for \$2.

Name _____ Number of tix _____

Address _____ Amount enclosed _____

NATS REPORT

"If you missed the Nats, this was the one to miss," said Howard Rush, one of three Northwest control-liners to attend the 1980 National Model Airplane Championships in Wilmington, Ohio, last month.

Rush said the weather was hot, humid, and punctuated by frequent thunderstorms, attendance was down and available accommodations were "sub-standard."

Rush and Phil Granderson entered combat events but ended up "mostly as spectators" while stunt flier Paul Walker of Kent, Wash., narrowly missed making the finals in Precision Aerobatics.

Granderson, third in the world championships a month earlier, was unable to fly FAI combat because of a procedural snafu. Rush, a former Nats FAI champ, was eliminated in the second round by Chuck Rudner. Both Rush and Granderson were eliminated in early rounds of AMA combat.

Walker spent much time repairing engine and tank problems but did get in some successful flights, according to our Nats reporter.

We don't have complete results, but here are what we have, brought back by Rush:

Slow combat was won by David Owen of Nashville, Tenn., and fellow Nashville resident Mack Henry was second. Joe McKenzie of Fort Worth, Tex., came out of retirement to win FAI combat and Dick Stubblefield of Houston was second. Phil Cartier of Hershey, PA won AMA combat, with last year's champ George Cleveland of Kenner, LA., second. Rush reports that the same trio that swept the world championships, Les McDonald, Bill Werwage and Bob Hunt, took the top three places in precision aerobatics.

We'll have to wait for a complete report on other events since FL didn't have a representative in the racing or speed circles, though Howard reports that the Nashville Rats swept rat race's first three spots, with less than a second separating them.

Of interest to combat fliers, Rush reports that one AMA pilot campaigned the new Supertigre S-36 combat engine.

"The thing did not honk," Howard reported. He speculated the fuel-prop combination may have not been sorted out, but the Tigre's first appearance at the U.S. Nats was not particularly impressive.

AD RATES

Advertisements in Flying Lines cost \$5 per issue for a half page, \$3 per issue for a quarter page, \$10 a year for a Hobby Shop Directory listing, and \$1 per five lines of classified ads. Write FL, address on masthead.

WORLD CHAMPS DETAILS

Tom Knoppi, team race fanatic from Seattle, Wash., presented a slide show from the 1980 world championships in Poland as a warm-up for the Summer Meet in Eugene.

Tom's slides concentrated mostly on team race and speed, but he also brought back interesting tidbits on stunt and combat activity.

For those who haven't already heard, the U.S. teamswept the top three places in precision aerobatics (Les McDonald first, Bob Hunt second, and Bill Werwage third). Phil Granderson of Seattle, Wash., was third in FAI combat. The U.S. team of John Albritton and Walt Perkins, also known as "Shadow Racing," was second in team race. Team race was won by Hans Geshwendtner and John Mau of Germany.

Fourth place in stunt went to Luciano Compostello of Italy and fifth went to Takashi Hara of Japan. Knoppi reports that the Japanese and Chinese teams produced very impressive airplanes and the Chinese team appears to be up-and-coming.

WORLD CHAMPS, continued

First place in combat was taken by the Russian flier named Doroszienko, with second going to Gysvertsen of the Netherlands. Americans George Cleveland and Paul Curtis were ninth and 40th. The USSR was first in the team standings, with the Netherlands second and Italy third. The U.S. was fourth. Speed was taken by France, Italy and the USSR, in that order, in the individual scoring.

FL recommends Knoppi's slide show to anybody who can get Tom to come to their club meeting or other gathering. Besides pictures of the competition, he has a detailed Polish travelogue, and hair-raising stories of how to wreck a rental car, how to get thrown off a practice field, how to cross the Polish border, and other tales.

DRIZZIE CIRCUIT PLANS TAKING SHAPE

Details of the third annual 1980 Northwest Sport Race Drizzle Circuit are beginning to be nailed down, thanks to fliers input to Flying Lines and two detailed discussion sessions at the annual summer meet in August at Eugene.

Below is a general description of this winter's circuit, based on the input we have received:

Once again, the Drizzle Circuit will be a five-contest racing series designed to give everybody who enters lots of flying. Possible locations are Eugene, Ore., Portland, Ore., Astoria, Ore., Corvallis, Ore., Salem, Ore., Seattle, Wash., Yakima, Wash., or Longview, Wash. Our expectations are for contests in Portland, Astoria, Eugene, Seattle and Yakima, the way things look at present. They will be held once a month, probably on the second Sunday, from December through April.

Here is what each contest will look like:

At 9 or 10 a.m., a secondary event will be held. The nature of this event will depend on contest management. Each contest will feature a different secondary event, chosen by the host clubs. Examples of past secondary events have been mouse race, $\frac{1}{2}$ A combat, AMA combat, slow combat, Goodyear, and rat race.

At 11 a.m. will begin the sport racing, with Northwest Sport Race -- the new kind restricted to Fox .35 only engines. Each entrant will be able to fly two preliminary heats, with the four placing best according to their combined scores for the two heats advancing to a four-plane feature race.

A short intermission will follow the NWSR, after which will begin Northwest Super Sport Race -- again a new event. This event allows the engines used previously in Northwest Sport Race, with somewhat relaxed engine rework restrictions and relaxed airplane restrictions. This event will be run just like the sport race: two prelims and a feature.

In both sport race classes, competitors will collect points toward season-ending trophies for first, second and third place and fast heat. Separate awards will be given for each class.

What we have brewing, then, is a dual racing circuit for NWSR and Super Sport racing. Interested competitors can enter one, or both, events. As in the past, host clubs will send a portion of the entry fees to the circuit sponsors to go into the trophy fund and pay other circuit expenses. Oh, by the way -- the winner of the Sport Race series will receive custody of the huge perpetual trophy that has gone to the winners of the first two Drizzle Circuits. At this moment, no perpetual trophy is planned for Super Sport, unless somebody donates one.

Once again, Flying Lines urges all persons interested in control-line model airplanes to get involved in the Drizzle Circuit. Sport Race is a great way for both beginners and experts to compete together on more or less equal footing. With the Fox .35 as the only engine, it will be an event where practice in piloting and pitting and careful building will be much more important than horsepower. Super Sport will be a chance for the intermediate and expert modelers to make the jump to something a little more "trick" and to hold on to the faster engines. It also is anticipated that many of this year's Super Sport planes will be last year's sport racers. Furthermore, the circuit offers a variety of other events besides racing.

The DC always has brought out a mixture of circuit-riders and one-time contestants. We encourage as many people as possible to make the circuit a regular activity. The camaraderie and the fun of building points toward the big trophies is great winter fun, during a time when most of the faint-hearted retreat indoors.

To help add a little color and interest to the circuit, and to encourage the "series" or "league" atmosphere, FL will coordinate a number and name program suggested by DC regular Paul Wallace. Here's how it will work.

Everyone who plans to participate is invited to write a post card to FL indicating the name of their airplane(s). FL will keep a register of the names, and assign numbers as well. Numbers this year will be the same for both events. They will be based on contestants' placing in last year's DC. Those not competing last year will be assigned a number on a first-come basis. Names are up to you, but we request at least one alternate, just in case somebody else has the same idea.

DRIZZLE CIRCUIT, continued

The whole idea of this is to give competitors something to decorate their plane with, providing a little color to the sometimes drab and, well, let's face it, downright slapdash finishes some of us employ.

Before the circuit commences, FL will send out postcards confirming the name-number combination assigned to each flier. For example, FL editor John Thompson, based on his placement last year and his building style, has staked out #1 and "Stone Ax," for his racers.

The name-number registration is entirely optional. The only decoration required, of course, is the AMA number, per AMA rules. We just like the idea of seeing some decorated airplanes out there...might be a boon for the spectators, too, to see something that looks a little more professional.

Anyway, those interested should register with FL by, oh, say, Nov. 1 or sooner.

Final details of the circuit will appear in FL in the next couple of months. As in the past, it will be attempted to get all sanctions in hand and sent off to AMA by Oct. 1 or so in order to get the contests listed in the Model Aviation contest calendar.

We'll see you at the races.

LAST CHANCE FOR FOX .35 AT BARGAIN BASEMENT PRICE

This is the last reminder before the order goes off to Duke Fox for the Northwest's special one-time Fox .35 discount.

To review what has been published before: Duke has agreed to provide as many Fox .35 engines as Northwest control-liners want on a one-shot basis to help promote the Northwest Sport Race and Northwest Sport Combat events that are now restricted to Fox .35. The price for this special sale is \$17. Duke is charging FL \$16 a copy and we have tacked on \$1 for our postage, handling and elbow grease.

Here is the important part. The order will be mailed off to Fox after the arrival of the mail at FL headquarters Oct. 1. October 1 is the absolute, final, unequivocal, non-changeable, firm deadline. If you want a Fox .35 on this program, meet that deadline! Do it now, or you'll forget. There will be no re-order, per our arrangement with Fox.

In fairness to area hobby shops, we add that many shops have Fox .35 engines in stock at reasonable prices. You should check there first before ordering through FL.

If you do decide to order your Fox through FL, fill out the form below and mail it to Flying Lines now, with payment. We will not cash your checks until the order is about to be mailed.

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CONTROL-LINE AT CANADIAN NATS

by Orin Humphries

This year's Canadian Nats were held in Edmonton, Alberta, from July 13th to 19th. This only the second time they were held out West, the first being in Calgary four years ago, and it was an overall success. The host organization, the Edmonton R/C Society, was well prepared. They were ably assisted by the Birds-of-a-Tether C/L group, which handled that end, and by the FF/Soaring group whose name I don't know. I found the officiating quite professional and the judging quite fair, as good as any group of human beings can make it. Hats Off to everyone who helped make it possible.

A trip through Alberta is a trip back through time. They have their own oil wells in the province and it is refined right there, so gas was around 70¢ a gallon and the speed limit was 70. Here, we have adjusted to the fact that this is gone forever, and it was strange, indeed, to experience this by-gone thing once again. It was like the show, "Twilight Zone". I almost gave a hitch-hiker a lift, but as I pulled along side, he looked too much like Rod Serling for me to take a chance. As I sped away into the mist he smiled thinly..... I had the intense feeling (back to reality now) of wanting to say to the Albertans, "Can't you learn from our having squandered our gas and lower your limits and conserve?" But everyone must learn for himself, human nature being as it is.

At the contest, the overall turnout was low, 180 souls, as was the American Nats in California four years ago. My pet theory on this is that we need to have a regular schedule of Nats out West to build up a clientele. People have to know about these things years in advance because of the cost and family obligations. There were 36 people in C/L which made for a low pressure contest; very enjoyable and relaxed. Accommodations were made for people flying in R/C or FF who couldn't quite make the time schedule of competing in events which were at widely separated sites. The three sites were about a half-hour apart, the C/L site being at an Air Force base with all kinds of full-size aviation going on around us. Like a C-130 flying five feet off the ground two flying circle diameters away while parachutes drag cargo pallets out the back end, hitting the ground and shaking the earth and sliding a hundred yards, with grass and what-all blowing into our midst! We loved it!

Camping was provided at the R/C site for a nominal fee with a nearby building furnishing hot showers and indoor plumbing.

The field elevation was 2100', identical to my home field, with the atmospheric conditions being the same as home also. The weather was fair the first half of the week and rotten the rest. Of course, it cleared up the day after the contest!

The racing events got off to the best weather of the week, and included combined speed, Jr. and Open Mouse, Rat and Goodyear A and B. Mark Richens was 1st in Rat with 5:36.74 and Paul Gibeault took 2nd at 6:17.83. Goodyear A (unlimited mods to engine) found Remy Dawson 1st with 10:08.35, Gordon Van Tighem next at 12:40.12 and Rick Turenne next at 16:39.55. Goodyear B (stock mill) was Dan Gordon 1st at 10:54.13, Rick Turenne next at 14:24.50, and Greg Miller 3rd 16:01.09. Junior Mouse had Allen Miller 1st with 10:48.87, Daren LaBranche 2nd at 12:00.97, and Paul Yasinko 3rd at 12:43.8. In Open Mouse Rick Turenne got 1st with 9:37 with a 200 lap final on 35' lines. The best 100 lap heat was 4:34.

This Nats contest had two events that I cannot praise highly enough, as they were directed at the sport flyer. We ask why our turnouts are low and continue to schedule nothing for the sport flyer. The first was the Jim Walker event which isn't in our last rule book. The judging is in three parts: originality of model, appearance, workmanship; basic stunt maneuvers like loops, eights, and inverted flight; and the model's top speed. Gordon Van Tighem won it with a WW I Spad biplane that was a profile model, covered mostly with clear dope and nicely trimmed. I'll get more specifics on the event to you later.

The second sport event was balloon bust; no better way to promote contest participation. Well done, Canada! Junior Balloon went like this: Paul Yasinko got 5 balloons in 4:47, followed by Daren LaBranche with 4 and Jerry Van Dyk's 2. Daren also got Open Balloon.

Their Balloon course is different. For one thing, they still allow throttle. They have one barrier balloon at the same height sitting 15' before the target. There is just one target balloon and this club had a spiffy way of replacing it fast. A picture is enclosed. It shows a rotatable board, a 1x2, with the target balloon on a stick stuck in one end, pivot point in the middle of the board and a replacement balloon stick in the other end of the board. The two balloons are set in a line pointing at the pilot and he shoots for the one nearer him only. Upon hitting it, the supporting board is rotated, bringing the outer balloon within reach of his plane. Neat! But now comes the bad news....under their rules, if you break the stick below the balloon, you don't get a replacement at the normal height; however little stick was left attached to the balloon is all you get on the next balloon, assuming it didn't break when you cut the stick. As an example, I hit the stick six inches below the balloon without breaking the balloon on both of my flights and was faced with a balloon resting seemingly on the grass to go

for. I would not risk my plane kamikazying after it and wound up dead last. Many others did go after short targets, half of them destroyed the plane, but a lot of this group improved their score enough to take trophies home, so....

The weather had crummied up for balloon bust and worsened yet for Combat.

The wind right at us and it rained allover us, but they flew three classes of combat anyway. And they say modelers are crazy...fshaw! I'm afraid all I have in my meager notes are the results of Slow Combat; a young man named Roy Andrassy took first (sorry I missed the slide show afterwards, Roy). I heard that Blaine Dalby was a real shark in Fast Combat with his average fight lasting 12-16 seconds after the courtesy lap. Not exactly slowing down with age, eh, Blaine? We had only one fluaway, up into the clouds, which was recovered.

Profile Carrier found Remy Dawson in first again with his Mo-Bipe at 194.35 (fifth year in a row he won) Incredible wind airplane! I heard one judge asking for watches reading over two minutes for Remy's flight, and that was in a 12mph wind! Yours truly got first in Carrier I/II with his Corsair at 319.64. The wind changed during the contest so there was a direct headwind on landing. Many good approaches were ballooned by this.

There were seven entries in Stunt, and we had only two crashed. There was a constant drizzle falling and several pilots didn't have enough instruments in their panels for bad weather flying.... Remy Dawson's gyro tumbled during an hour-glass....(back to reality). Rick Turenne won Stunt.

Scale completed the fare, with my ancient A-26 getting 1st over Dennis Matthews' nice Fokker D-VII. Four entries altogether.

There was a barbecue at the CD's house (Murray McDowell) after it all, that was great for unwinding. During this, I thanked the Canadians on all our behalfs for their help last winter with the hostages and toasted Canadian Courage and Humanity.

In conclusion, I'd like to share something with you, if I may. I have a friend who looks only at the cost of going to an out-of-town contest and winds up staying home. That's not what I would recommend a person focus on. At Edmonton I got re-acquainted with friends I haven't seen in four years, met new ones, all of whom I'll fly with now and then until we pass away. We passed knowledge both ways, shared experiences. We got the opportunity to be with people who think like we do, do what we do; people who know how you feel, what it's like in the hobby. The sight of my eight-year-old son getting his first trophy, the feelings, and the memories...ah, the memories.....



navy carrier notes by orin humphries

HOOKER HAS FUN AT CANADIAN NATS!

Here's a closer look at the Carrier portion of the contest. The biggest impression to pass on is that there is no reason for anyone to stay away from competing in a contest like this. Everybody there puts his pants on one leg at a time. If you've been to one contest having Carrier, you've been to this one. The officiating was good and I didn't hear one gripe.

By the way, have you noticed that after Eugene this year there were no carrier contests scheduled in the Northwest? Hmmm.

There was a stiff breeze as was said above which interfered with landings. I crashed my profile bird three times during the day due to wind, but it survived (thanks, Hot Stuff!). We decided that what we need it a deck on casters so we can swing it with the changing breeze.

In Profile Carrier, Remy Dawson got 1st at 194.35 with a Mo-bipe, Blaine Dalby got second at 192.50 and I got 3rd at 190.30. Murray McDowell got 4th with an F4F of his own at 177.20 and Dan Gordon got 5th at 95.35. Jerry Van Dyk took 6th with 93.83. Murray had the best top speed with one of the new TWA engines, but his bird and engine were new and the whole performance package wasn't there yet. Dan Gordon, holder of the current Canadian Record in this event, had a Vulture that would have taken 1st had it not been for trouble with the landing. He hit the deck in a good attitude in the middle of the ropes but somehow rolled off the forward end of the deck without having engaged a rope. Just one of the things that happen in a contest.

There were five entries in combined Class I and II. My Corsair took 1st with 319.64 and a top speed of 84mph(rich run). Not far behind, technically, was Dan Gordon with a kit Mauler and a reaxrotor engine, turning 205.57 (missed landing). Blaine Dalby took 3rd at 197.30 with a profile model and Murray Mc Dowell came in 4th at 63.13. Under Canadian rules, a profile ship can enter Class I/II but it is without the 100 scale points. With turnouts in Class I/II low, a profile ship has a whack at the bigger ships. As it was, Blaine's profile ship got 3rd in this Class and if Dan wouldn't have gotten his inverted engine started Blaine would've taken 2nd. There was another fellow who entered Class I/II but

who didn't get in a flight. He'll be there next time.

There were four missed landings in Class I/II or a 57% splash rate. In Profile there were seven misses for 63%. And there were landings made, not counted above, which were after the first pass, of course. Talking with several of the pilots the most commonly heard reason was lack of practice. I've been there, too, but have gotten around that by not putting up a deck and just shooting touch and goes, five to eight per flight. That practice picked my percentage of first-pass landings at this contest to 3 for 3 with two airplanes.

If you can forgive my favorite soap-box again, with the noise Carrier engines put out common sense would say something about hearing protection.

In closing, let me say that the people who took the marbles home were the ones who had done their homework. There were three airplanes brought to the contest that were so new they were finished right there and the new engines were bolted on. This brought predictably dismal results. Homework and practice. (Gawd, but I preach a lot; I should've been a mother)(but mothers shouldn't be hookers, har-har!) See ya. —Orin Humphries, 5208 N. Elgin, Spokane, WA 99208, (509)-325-9773

HOBBY SHOP DIRECTORY

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WHERE THE ACTION IS

Listed below are the contests known to be upcoming in the Northwest at FL's press time.

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. No need to wait until the flyer is done to send the information in. Give us the outline now so people can start planning. FL will publish flyers free of charge and report results. Fun-fly events can be listed, too. All events listed here are AMA-sanctioned unless otherwise noted.

- October 12....REDMOND, Wash. -- The Bladder Grabber, for AMA combat. Double-elimination combat contest begins at 9 a.m. with first match. Several thousand dollars worth of stereo equipment for prizes. Site: Marymoor Park. For information contact Howard Rush, 8817 NE 137th, Kirkland, WA 98033. (206) 823-6018.
- November 23...EUGENE, Ore. -- Second Annual Flying Lines Benefit Turkey Contest. Grand prize for this contest is a large frozen turkey of the edible variety, to be awarded to the flier with the best combined placing in three events. Events are Northwest Sport Race (Fox .35 only), Northwest Super Sport Race (new rules) and Northwest Sport Combat (one plane, Fox .35 only). Also Merchandize and certificate prizes. All proceeds from \$10 entry fee go to Flying Lines. Site: Mahlon Sweet Airport. Northwest Sport Race, 10 a.m., followed by Super Sport and Sport Combat. Contest Director Mike Hazel, 1040 Windsmere Dr. N.W., Salem, OR (503) 364-8593.
- December 14...Tentative date for opening of Northwest Sport Race Drizzle Circuit. Watch this space for details.

NEW HEAT RECORD SET IN NWSR'S LAST HURRAH

The preliminary heat record was knocked down by two seconds at the Eugene Props Spinners' Annual Summer Meet Aug. 24, in what may have been the last Northwest running of Northwest Sport Race under the current rules. The split-class sport race will take effect in December, wiping out current SR records. The last chance that we know of to chip away at the records was the Merced contest Aug. 30-31, going on as this is written.

John Thompson of Cottage Grove, Ore., turned a 3:51 heat at the summer meet, bettering his old mark of 3:53.

Flying Lines keeps track of competition "bests" by Northwest model fliers. Record performances can be counted from any AMA-sanctioned contest, provided the performance was under AMA or official Northwest rules. Some documentation is required for out-of-area contests.

Here are the complete records as of Aug. 29, 1980:

1/2A MOUSE CLASS I	50-lap: 2:48 (Bill Varner)	100-lap: 5:50 (Bill Varner)
1/2A MOUSE CLASS II	75-lap: 3:54 (John Thompson)	200-lap: 10:24 (John Thompson)
GOODYEAR	70-lap: 3:28 (Dave Green)	140-lap: 7:42 (John Thompson)
SLOW RAT	70-lap: --	140-lap: 10:41 (Dick Salter)
RAT RACE	70-lap: 2:29 (Mike Hazel)	140-lap: 4:53 (Mike Hazel)
FAI TEAM RACE	100-lap: --	200-lap: --
NW SPORT RACE	70-lap: 3:51 (John Thompson)	140-lap: 7:40 (John Thompson)
1/2A SPEED: 80.33 mph	(Wallace-Young)	JET SPEED: 165.83 mph (Mike Hazel)
A SPEED: 125.82	(Mike Hazel)	FAI SPEED: 88.05 (Anonymous)
B SPEED: 149.67	(Mike Hazel)	FORMULA 40: 144.75 (Scott Hawkirik)
D SPEED: --		PROFILE NAVY CARRIER: 208.9 (Marty Phillips)
1/2A PROTO: 71.97	(Jeff Bell)	CLASS I NAVY CARRIER: 268.98 (Terry Miller)
		CLASS II NAVY CARRIER: 319.65 (Orin Humphries)

AIR MAIL

Dear FL:

I read Dirty Dan's rambling observations in the August, '80 issue and while he is (maybe was, after this) a friend of mine, he needs to be enlightened on the 3.5 engine in Goodyear issue.

It would certainly help if he were active and competitive in Goodyear but is not now nor has he ever been as far as I know. The best thing that has happened to Goodyear yet (.014"x 60' lines) has finally gotten the speeds back down to a reasonably sane 110-120 mph. If you allow 3.5s, even with the larger 6:1 model you will see the speeds jump 10-15 miles per hour and there goes Goodyear the same route as rat, so fast that many people are simply unable to fly it. The reason Goodyear has lessened in popularity is because being a racing event it has evolved as the competition grew and finally it was simply too fast and too expensive for all but the dedicated. The hard to come by Rossi was only a minor problem. The fact is that no matter what the event it will evolve to a point where only the dedicated with money will win.

For Goodyear the best thing to entice beginners, i.e., new people into the event, is to keep the speed down and keep the cost down if possible. The .15 accomplishes both.

AIR MAIL, continued

Of the engines Dirty Dan mentions, the Picco is the only engine the beginner could be truly competitive with by using it out of the box. It costs \$200 and its availability in large quantities is questionable. The OPS is the next in line but will not run as fast as the Picco stock, although it can be made to run faster than the Picco. Cost of the OPS is \$110-120, add the rework and it, too is about \$200. The K&B is next. This engine is relatively cheap and in good supply, but it is not as good as the OPS or Picco even when reworked and it is also the hardest engine to keep running. Parts need to be replaced often.

Aside from possibly the Supertigre, none of the other engines need to be considered as competitive. I speak from experience, having built several K&Bs, OPSs and Piccos for RC cars. The RPM differential between my best Rossi and the OPS using the same prop and fuel (60%) was 3,000 RPM and probably there is another 500 more because the Rossi had a full race head with a GloBee plug (4L) while the OPS had the car head with a Fox idle bar plug. By using the GloBee I'm sure 500+ RPM would be added.

The bottom line is by allowing 3.5s you double the cost of an engine to \$200 to be competitive, you require new airplanes to be built, and worst you allow the speeds to go back up with heavier airplanes, making it next to impossible for a lot of people to fly. The only sensible answer is to keep the event for .15s only. If you want a cheap beginners' event, with lots of interest, stay with your Northwest Sport Race, which is legislated to make it so restrictive and boring most of the top racers who could cause it to evolve stay out.

--Tim Gillott, Salinas, Calif.

Dear FL:

Howdy.

Haven't meant to be so far out of touch with what's going on with the round-and-round bunch, but I made the mistake of letting business get in the way of leisure activities...

Our fun fly on the 17th was a very interesting affair. Carkeek was at its turbulent best. We had a storm coming through blowing up to about 25 knots that really got the eddies going. Dan Burdick won the sport combat. Not too unexpectedly he was flying a K&B .35 on a modified Shoestring (We deviated from the Fox .35 rule on this one contest). Richard McConnell won his match on 4.5 seconds of air time. The other plane in the match broke his needle valve off flush with the spray bar on start-up. Keep those spares close by. Dan Burdick also won novice stunt with the same plane. As it turned out everybody would have been better off with a little more speed in this stunt contest for quicker recoveries after getting blown about by the wind eddies. I managed to cop off with the mouse race (not breaking anything for a change). The highlight of the mouse race was a preliminary heat between McConnell and Cecil Swanson. McConnell won on laps after the heat was declared completed after 25 minutes. Richard's five-minute epoxy just wouldn't set and Cecil just couldn't get a restart on his engine. As a club we hope to sanction more contests next year if we can find a volunteer to qualify as a contest director.

Since I slacked off this summer, I'm looking forward to the Drizzle Circuit already. For sure include the Skyraiders in another demolition derby at Carkeek. The idea in the last issue of FL to number and name planes won't make anybody go faster but I think it will add a little appeal for spectators and participants both. My own thoughts on the race format would be to run NWSR as it has always been run. Run the Super Sport with everybody flying one preliminary and taking the four fastest times for the final. If the events get too drug out into the late afternoon it will make it rough for those who have a long way to drive home. If super sport is to be the secondary event at each contest the day will be pretty much shot for any other activities unless things get rolling earlier in the morning or on time.

Don't really know how to put into words what I want to say on this last issue I'll bug with you. In the short time I've been flying control line in Seattle I've been amazed at the number of people that do fly control line. Sport fliers that have fun and fly when they can find a niche on the field between the frisbee fliers. The one big advantage of flying with a club is that when fliers show up at a flying field in force they are more capable of dealing with the frisbee types. The hangup in getting sport fliers into clubs is that they feel they have to have all sorts of sophisticated engines and planes to compete and fly. I've seen any number of sport fliers that could take a Ringmaster or Shoestring or whatever and place at the Regionals. But when these guys walk up to the people at a contest and look

AIR MAIL, continued

at the Stilettoes or Super Chipmunks or Gaisecks Nobsers and don't get any encouragement, are intimidated by the big full-bodied ships, they just walk away. Maybe I'm wrong, but I would rather see two dozen Ringmasters competing in precision aerobatics than four official aerobatic ships. Once you get fliers in and competing they will start to upgrade their gear.

Your article in the last FL on training juniors and beginners was great. If Model Aviation would just do the same and get the word to people to compete!

I guess what I'm trying to say even to people active in flying control line right now is: compete. Dick Salter has got the right idea; take what you have and fly it and as time goes on both you and your gear will get better.

In case you can't tell, it is a drizzly day and we just got back from a vacation trip. Please excuse my ramblings and thanks for...all the effort you put into FL and the sport.

--Dave Mullens, 15559 Palatine Ave. N., Seattle, WA 98133

Dear FL:

Chris Ganna's pic of "death throes" of foam combat ship in FL is just super!! Reminds me of some old WWII Navy air combat pics I have!!

--Bob Kamomann, 6312 Kenneth Ave., Orangeville, CA 94010

Dear FL:

I've had some thoughts and questions that I thought you and your contributors might like to expand on. Recently, I've thought about the new old-time stunt event. I would like to build an old timer, but I do not know where to find the current rules on this class. I.e., what type of engine may be used? What are the available airplanes? I would like to see one of your experts write a few good paragraphs on old-time stunt. This article should include all engines, airplanes, props, fuel lines, everything concerned with OTS and all equipment allowed in the event.

Next question also deals with stunt. How long can a person fly in beginner-intermediate division before moving to advanced-expert?

I'm still in doubt about the rules of the Canadian MAAC organization. Many of our AMA standards seem to be opposites with them, especially in the combat events. Can you single them out?

I've pondered building a profile carrier ship. I've also consulted one of the most respected carrier fliers around, Orin Humphries. We talked briefly at the Canadian Mats on the subject of carrier class I & II, etc.

Orin showed me his airplanes, made recommendations, etc. I believe an article should be written solely in bell crank, motor control, hookup and what equipment to order. I plan on building a Condor airframe, which Orin recommends, but as far as which bell crank to order, I'm puzzled. It seems to me there are different methods of mounting them, suspended, etc.; How do you do it, where do you buy it? This should be carefully explained in raw beginner form, keeping in mind that those who do not live near carrier activity have no one to tutor them. We need a very informative basic explanation possibly showing diagrams of the different methods of mounting ball cranks of different types. Maybe more of the combat and stunt fliers will hook on another wire.

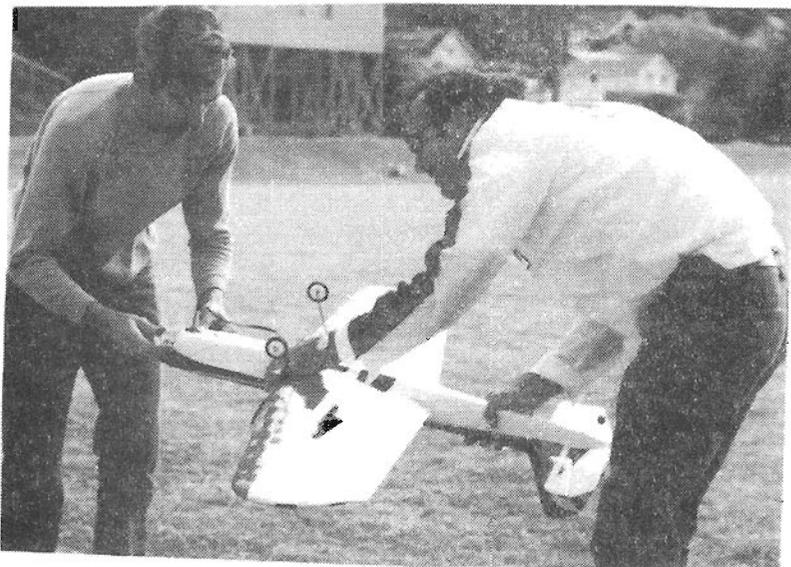
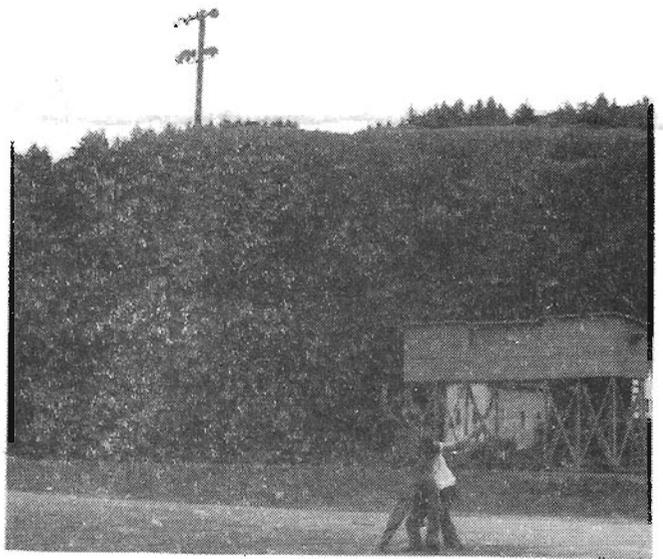
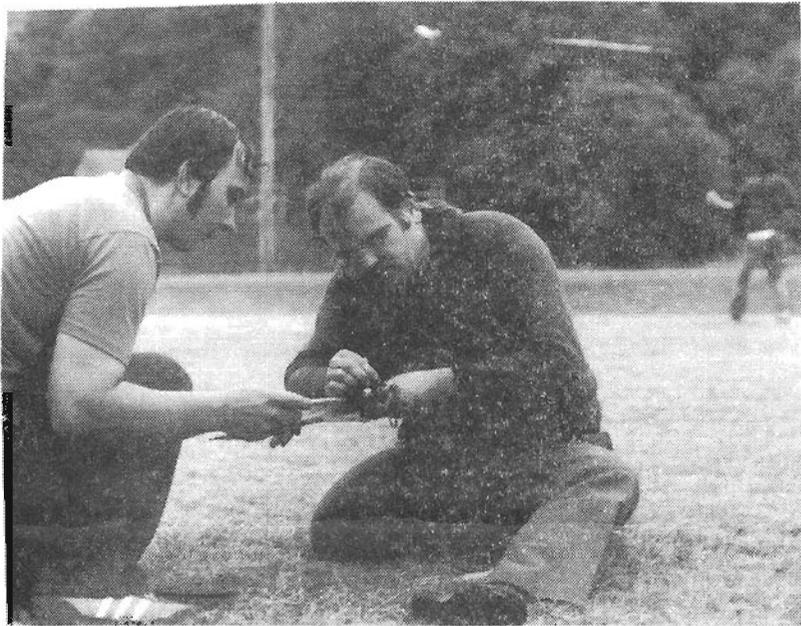
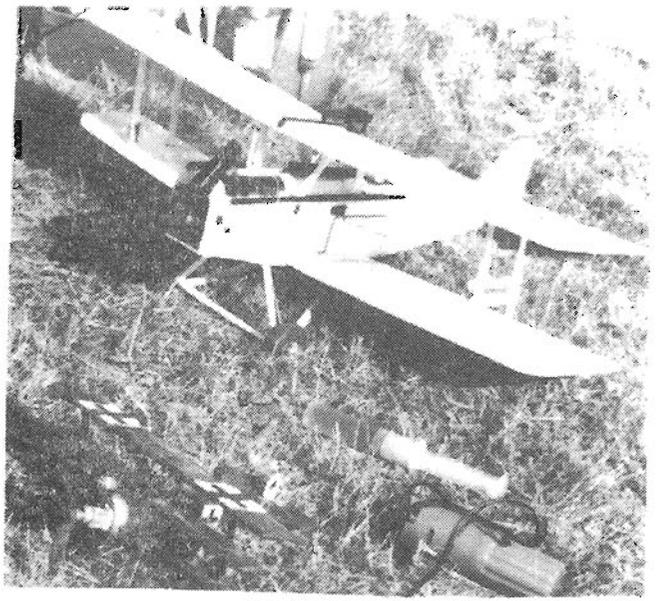
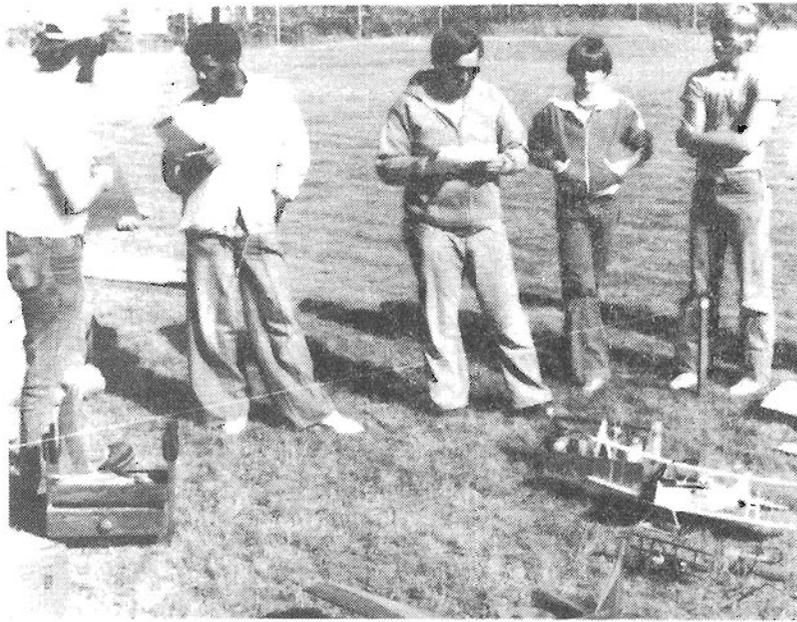
As for myself, my real love is combat and stunt, but carrier does intrigue me. Consequently most of my modeling time goes to keeping a fleet of combat airplanes going for the five combat events (I'm counting NWSC, too). If I were not forced to research a great deal for the carrier event, and I had a working "quicky" course on carrier, you bet, I'd be competing in the profile class. Who knows, I might really get into it and give Orin a run for his Corsair.

Speaking of Orin Humphries, he was the backbone of a prospering Ukie club in Spokane several years ago, at which time I first met him. Perhaps given some encouragement he would get back into the role as a leader in that area. Perhaps he could be persuaded to oversee a major contest in Eastern Washington. Orin has very valuable potential to promote our hobby. He has the "gift of gab" in a very interesting informative way. Also, he has a true dedication to aeromodeling. I hope that others will give him a pat, and a push, on the back.

As far as our group here in Northwest Montana goes, we do fly regularly and I'm happy to say that we have two new fliers who seem to have a very natural interest in aeromodels.

I'm sorry to have missed your Aug. 24 contest, but I still plan on coming to the "Grabber."

--Rory Tennison, Rte. 4 Box 1755, Libby, Mont. 59923



CLAMBASH '80

Variety of activities highlighted CLAMBASH '80, held in Astoria, Ore., in June. Clockwise from top left: Unique CLAM scale event judged by, from left, Bill Varner, Phil Granderson and Dave Green. Looking on, Bruce Guenzler and Kevin Buzzell, right. SE-5 by Dick Salter took top static scale, itty bitty tri-plane in foreground by Jim Cameron. Half-A combat action between Ken Burdick, facing camera, and Bill Varner. Tom Knoppi launches Salter's tipsy biplane. Don McClave holds while Rich Schaper starts Super Chip Stunter. Gene Pape holds while Norm McFadden tunes 1/2A combat plane, Jim Cameron awaits match in background. John Thompson photos.