

**FLYING LINES**

1073 Windemere Drive NW, Salem, Oregon 97304

Editor: Mike Hazel zzclspeed@aol.com

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Members of the Banks family of Eugene, Oregon show off Jimmie's Tutor at the January 30th fun-fly in Eugene. Holding the plane is Ryan Banks, who got a prize for making 10 flights, the most of the day. Mom Dayna is a big supporter of the family flying activities. FL photo.

Greetings, and welcome to this issue. The contest season is just about to arrive, and we hope to see you at several of these events this year. Make sure you check out "Where the Action Is" in this issue, as there have been some updates.

One of the fun things about competing in the Northwest is being able to measure your participation with the *Flying Lines* "Scoreboard". This is where your successes are noted in the form of points. Uncle John describes this well in his Round & Round column, so take a look there.

Elsewhere in these pages is some updated information regarding the Northwest Regionals. If you are going to participate in any manner, please give this a read.

More on Northwest Racing?????? Yep! Some more interesting thoughts emanate from the "Dirtmeister" in his column about status of racing in the great Northwest, both past, present, and future.

See you all in Albany!

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*Hey, don't get disconnected! If your name follows, then this is the last issue of your subscription. It's time to re-up!*

STEPHEN BARKLEY, FRANK BODEN, BOB EINHAUS, HENRY HAJDIK, FRANK HUNT III, DON McCLAVE, RICH SALTER, JOHN SALVIN.

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# Round & Round

The Control-Line  
modeler at large

By John Thompson

Modeling thought for the month:

"Trifles make perfection, and perfection is no trifle."

— Michelangelo

## In good standings

A new contest season is upon us, and that means a new round of Northwest competition standings.

Since there are always new fliers coming into the contest scene in the region, I thought I'd review the *Flying Lines* standings system — as well as remind everyone of a new feature of the standings starting in 2005.

Since its inception in 1979, *Flying Lines* has offered several features designed to add interest to the competition side of control-line flying.

We keep track of records in all events that have empirical scoring — speed, racing and Navy Carrier. Those records are published in the newsletter whenever there's a new record set.

And we keep track of standings in every standard competition category. "Standard" means that there are formal written rules and that there are regular contests for that event. Any time one of the standard events is conducted in a sanctioned contest under the formal rules, the points are counted in the standings. We also keep "overall" standings — a combination of all the points scored in the category's subcategories. If there are "oddball" events — which fit in the general category but not in one of the established separate events, the points are listed only in the overall standings.

The formal rules are either the Academy of Model Aeronautics rules, the Northwest rules, or in the case of some special events, the rules of the Precision Aerobatics Model Pilots Association or the National CL Racing Association. (The Northwest rules are promulgated under another *Flying Lines* service. The newsletter's staff keeps an archive of the Northwest events, and the rules are created or updated by a proposal/balloting process that gives every Northwest competitor a vote. See back issues of *FL* for a more complete explanation of the rules process.)

The events counted in the standings at present include:

**Aerobatics:** Precision Aerobatics, Classic Stunt, Old-Time Stunt, P-40 Stunt, Vintage Stunt (see special note below), and Overall Stunt.

**Combat:** AMA, 1/2-A, 80mph, Vintage Diesel and Overall Combat.

**Navy Carrier:** Profile, Class I, Class II, .15, Nostalgia and Overall Carrier.

**Racing:** AMA .15 rat, Goodyear, Mouse I, Mouse II, Northwest Goodyear, NW Sport Race, NW Super Sport Race, Flying Clown Race, NCLRA Quickie Rat and Overall Racing.

**Scale:** All classes combined

**Speed:** All classes combined.

Points are accumulated by a simple system designed

to reward participation and reflect the difficulty of placing in the contest. First-place winner is awarded points corresponding to the number of entrants. Second place is the number of entrants minus 1, third is the number of entrants minus 2, and fourth is the number of entrants minus 3. Thus, the points for a contest involving 12 entries would be: First place, 12 points; second place, 11 points; third place, 10 points; and fourth place, 9 points. The points go in both the individual and the overall category, so a person winning a 12-entry Northwest Sport Race would get 12 points in NWSR and 12 points in overall racing. The one variation on the point system is that expert precision aerobatics scores are multiplied by a K-factor of 1.5, reflecting the greater difficulty of placing in the expert class.

Each edition of *Flying Lines* contains any updated standings. Normally we publish the top five in each separate event, plus the top 10 in the overall category standings. In the January edition each year, we compile all the points and reveal who the "Competitor of the Year" has been.

Full standings for any individual event (beyond the top five/top 10 we publish) can be obtained from *FL* at any time if you send us a self-addressed, stamped envelope.

Following the standings in *FL* can be a fun way to monitor your own performance for the season and see how you stack up with everyone else. It also can be a little extra incentive to get yourself off to the next contest, to see if you can improve your position on the list.

*FL* readers are always welcome to point out any errors or omissions in the standings. And, of course, the success of the system depends on getting complete reports from contest directors, including placement of the competitors through fourth place and the number of entries in each event. CDs in the past have done an excellent job in providing reports to the newsletter both for news reporting and standings purposes.

Watch upcoming issues of *FL* for this year's standings!

## Northwest Vintage Stunt trophy race

The new standings feature this year will lead to a trophy at the end of the season for the competitor who scores best overall in a new category — combined Classic and Old-Time Stunt.

This is the idea of Don McClave, who coordinated the Palmer Cup perpetual trophy race in Classic, which ended last year when the trophy was filled with names.

The new Northwest Vintage Stunt competition expands the Palmer Cup idea. The Palmer Cup counted only Classic, and only at three major Northwest meets.

The new category will count all Northwest contests, and it will combine the scores of Old-Time and Classic. So, the flier who ends the season with the most points combined for the two events will receive the handsome trophy sponsored by Don McClave.

This should pump even more interest into the always popular OTS and Classic arena. We're always eager to see the new "oldies" that come out each season. Just seeing some of those fantastic OTS and Classic planes in the pits is often worth the effort of making the trip to the contest.

••• **Jim Walker lives:** Frank Macy, CL historian and keeper of the Jim Walker and American Junior legacy, has started a new web site devoted to the life and times of the great CL pioneer, who lived in Portland. Check it out at [www.americanjuniorclassics.com](http://www.americanjuniorclassics.com).

John Thompson can be reached in care of *Flying Lines* or at [JohnT4051@aol.com](mailto:JohnT4051@aol.com).

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# Where the action is!

Coming events in Northwest Control-Line model aviation

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## MAY 1

Pacific Aeromodelers Club Fun Fly. Site: Rice Mill Road, Richmond, B.C.

## MAY 21

Northwest Skyraiders Fun Fly. Site: River View Park, Kent, Washington. Contact: Chris Gomez: Gomez580468@earthlink.net

## MAY 27 - 29

Northwest Control Line Regionals. Site: Albany Municipal Airport. Albany, Oregon. Events: Most classes of Aerobatics; Combat; Navy Carrier; Racing; Scale; and Speed. Sponsor: Northwest Regionals Management Association. For more information contact either Flying Lines or the NW Regionals website: <http://groups.yahoo.com/group/NWCLregionals>

## JUNE 18

Swap Meet. Toledo, Washington, at high school. Contact: Jim Bassett, [duckair@toledotel.com](mailto:duckair@toledotel.com)

## JUNE 18 & 19

Skyraiders Stuntathon. Site: Thun Field in Puyallup, Washington. Events: P-40 Stunt, Old Time Stunt, Classic Stunt, Precision Aerobatics, Carrier. Sponsor: Northwest Skyraiders

## JUNE 25

Big Money Vintage Diesel Combat. Site: Arlington Airport in Arlington, Washington. Event: Vintage Diesel Combat in Five rounds. Contact: Mel Lyne (604) 898-5581, e-mail: [mlyne@sea-to-sky.net](mailto:mlyne@sea-to-sky.net)

## JULY 2

Lucky Hand Fun Fly. Site: Bill Riegel Model Airpark in Salem, Oregon. Sponsor: Western Oregon Control Line Flyers. Contact: Mike Hazel (503) 364-8593

## JULY 10 - 16

A.M.A. Control Line Nationals. Muncie, Indiana.

## JULY 30 & 31

Western Canadian Stunt Championships Site: Rice Mill Road in Richmond, B.C. Events: Old Time Stunt, Classic Stunt, Precision Aerobatics. Sponsor: Vancouver Gas Model Club. Contact: ChrisCox (604)596-7635 e-mail: [ccox1@telux.net](mailto:ccox1@telux.net)

## AUGUST 6 & 7

Bladder Grabber. Site: Harvey Field in Snohomish, Washington. Event: triple elimination AMA Fast Combat. Contact: Jeff Rein [i\\_fly\\_combat@yahoo.com](mailto:i_fly_combat@yahoo.com)

## AUGUST 6 & 7

Prairie Fire Stunt Contest. Edmonton, Alberta. Events: Classic Stunt, Old Time Stunt, Precision Aerobatics. Sponsor: Alberta Control Line Flying Club. Contact: Bruce Perry (780) 472-9000, e-mail: [abperry@telus.net](mailto:abperry@telus.net)

## AUGUST 20

TAILHOOK, for Navy Carrier events. Site: Clover Park Technical College, Lakewood, Washington. Meet listed as "unsanctioned" (????) For information contact: Mike Potter, [skyshark58@comcast.net](mailto:skyshark58@comcast.net)

## AUGUST 27

Northwest Skyraiders Fun Fly. Site: River View Park, Kent, Washington. Contact: Chris Gomez: Gomez580468@earthlink.net

## AUGUST 27 & 28

Northwest Summer Speed Meet. Site: Bill Riegel Model Airpark in Salem, Oregon. Events: All AMA speed classes, plus NW Sport Jet Speed. Sponsor: Western Oregon Control Line Flyers. Contact: Mike Hazel, 503-364-8593

## SEPTEMBER 3 & 4

Raider Roundup. Site: Magnuson Park at Sandpoint N.A.S., Seattle, Washington. Events: P-40 Stunt, Old Time Stunt, Classic Stunt, Precision Aerobatics, Carrier, Sport Scale. Sponsor: Northwest Skyraiders.

## SEPTEMBER 17 & 18

T.E.A.M. Contest. Site: DeAlton Field at the Evergreen Aviation Museum, McMinnville, Oregon. Events: P-40 Stunt, Classic Stunt, Precision Aerobatics. Sponsor: The Evergreen Aero Modelers. Contact: Jerry Eichten, e-mail: [JEichten@aol.com](mailto:JEichten@aol.com)

## OCTOBER 8 & 9

Fall Follies. Site: Bill Riegel Model Airpark in Salem, Oregon. Stunt and Racing events TBA. Sponsor: Western Oregon Control Line Flyers

# THE FLYING FLEA MARKET

## Free ads for the Flying Lines Subscriber

**CONTROL-LINE SUPPLIES:** Remember — We ship UPS daily. Eugene Toy & Hobby, (541) 344-2117, [www.eugenetoyandhobby.com](http://www.eugenetoyandhobby.com).

**RACING MADE EASY:** Get the Nitroholics introduction to racing packet, and you'll be on your way to success in NW racing competition. Packet includes general racing tips, articles on how to set up a NW Sport and Super Sport racer, and NW racing rules. Send \$2 to *Flying Lines*, and get the packet via mail.

**COMBAT SHUTOFF:** H&R MKIII Combat Fuel Shutoff now available. Sliding bellcrank design. CNC milled 7075 anodized and hard coated aluminum. Brass bushing and line buttons. 3" for Fast and 80MPH, all new 2" for F2D and 1/2A. \$25 plus \$5 S&H. Contact Jeffrey Rein at [jeffrey.a.rein@boeing.com](mailto:jeffrey.a.rein@boeing.com), or (425) 823-6053.

**VIDEOS FOR SALE:** Two hour videos of the Vintage Stunt Championship 14, 15, and 16. The VSC 16 video is available on DVD, and all three are available in VHS. Also the 2003 Northwest Regionals Precision Aerobatics competition are available for \$15 plus \$3.85 shipping, each. Videos are 2-hour summaries of the highlight flights, with stills and captions. Available from Bruce Hunt. Call (503) 361-7491 or e-mail at [bhunt@swbell.net](mailto:bhunt@swbell.net)

**FASCAL:** Back by popular demand. The ultimate combat plane covering, good over open frame or foam. Available in full 27"x150' rolls. Contact me for price and availability info. John Thompson, [JohnT4051@aol.com](mailto:JohnT4051@aol.com).

**FOR SALE:** Old magazine plans on CD's. Thomas Wilk, 301 W. Redwing Street, Duluth, MN 55803 e-mail: [Tawilk36@cpinternet.com](mailto:Tawilk36@cpinternet.com)

**FOR SALE:** Sig Field Boss power panel, only used one season. \$10. John Thompson, [JohnT4051@aol.com](mailto:JohnT4051@aol.com)

**FOR SALE:** O.K. 60 ignition with Champion plug and coil. \$100.00 Rex Abbott 360-681-5067, e-mail: [rex1945@juno.com](mailto:rex1945@juno.com)

**PRICE LISTS** for ZZ! PROP are available from Mike Hazel. Glass and Carbon props for speed, racing, free flight, and other applications. Reliable service for over ten years. E-mail: [ZZCLspeed@aol.com](mailto:ZZCLspeed@aol.com)

**FOR TRADE:** Very nice Super Tigre G21 - 35, factory stock. Trade for K&B 40, or Fox C.S. Mk III or Mk IV, or Fox 40. Gary Harris, 503-324-3450 e-mail: [harisgari@comcast.net](mailto:harisgari@comcast.net)

**The USM (Universal Stunt Machine)** can take you from raw novice to expert. Easily assembled in two or three evenings. I have overview, contest results, details, excruciating details, needless details and mind-numbing details. I am not selling anything but CL Stunt; send large, triple-stamped S.A.S.E. to Dan Rutherford, 4705 237th Place SE, Bothell, WA 98021. Contact me at: [dlr111845@yahoo.com](mailto:dlr111845@yahoo.com)

**FOR SALE:** Packet of racing plane plans. For GY: "Mike Argander Special", "Li'l Rebel", "Buster" (from Sig kit). Plus: Mayer "Alley Rat" for Quickie Rat; Streaker IV (Mouse Race I), and 8-1/2 x 11 inch reduced plan of "Nashville Rat IV" (slow rat). The Alley Rat plans are new and pristine, the other full size plans are used, but in useable shape. All for \$25 postpaid. Mike Hazel, 1073 Windemere Drive NW, Salem, Oregon 97304

**COMPUTER CONSULTING:** If you own a computer and are having problems uploading your pix of that Profile you built, give me a call! In-house computer support and training for home, small & mid-size businesses. I am a Control Line flyer as well. [www.qjwconsulting.com](http://www.qjwconsulting.com), [quincyw@qjwconsulting.com](mailto:quincyw@qjwconsulting.com), 360-936-7829

**FOR SALE:** Stunt Engine package deal: O.S. 40 FP, after-market NVA, and Mac's Muffler, all stuff new in package. Only \$100 postpaid. Mike Hazel, 1073 Windemere Drive NW, Salem, Oregon 97304 503-364-8593

# The Real Dirt

by Dan Rutherford

## So That's the Trick...

One of the challenges in publishing Flying Lines is gathering up suitable material. I have recently found two excellent ways to drum up said material: 1) Write about an item which seems to be a good idea, later to discover it does not work, writing a retraction; 2) Being seen as picking on other people's favorite event(s).

As to 1), in trying the newly-allowed .012 stranded lines on several 20FP-powered CL Stunt models, I can only say they seemed to work fine a year ago when first flying what Mike Hazel has tagged as the "Dirtmobile," ARF *Flite Streak* with a 20FP.

Now I don't know what I could have been thinking about. Possibly the lines being illegal for competition use made them attractive in some perverted way. Because they sure aren't working for me this year!

Your results may vary, but in using 60-foot lines (center-to-center) and alternately flying with .012s and .015s, the latter give accurate, consistent flying. While the .012s seem to have just enough extra sproinging (apologies for the technical term) going on to give bounces and hops in exiting hard corners.

This has been true for me whether flying the relatively light (27 ounces) *Dirtmobile* or my much heavier *Skyray 20* (36.5 ounces) or the newer *Skyray 3.5* (34.5 ounces), both powered by 20FPs.

I have not tried either .010 solids, now allowed for up to .2550ci engines, or the .012 solids previously allowed. One or the other, probably the latter, might be fine, but as I use hard-point handles (no cable leadouts), I hesitate to even make up a couple sets. Plus solids are such a huge hassle...

For item 2), pointing out the foibles--as I see them--in current NW CL Racing scene did quite a lot in filling Mike's "In" basket. He and I thank you, one and all.

So you all understand, when beginning the discussion I specifically told John Thompson that I really did not care whose ox got gored during any discussions of CL Racing in the NW.

Not only did there seem little to lose, especially when looking at the dearth of CL Racing events and participants during 2004, my ox has been gored numerous times, finally getting accustomed to rough treatment.

Still, it is a given that CL Racing fliers regard themselves as true racers, dirt under the fingernails, fretting about horsepower and all that other gear-head stuff. As they should, looking to NASCAR and Indy as their examples. I mean, they all go fast and turn left.

So look at what happens when an interested party, a CL Stunt Guy, albeit one who has raced a lot, has considered doing it again off and on, suggests the equivalent to Racing for Children. One-design models. Small-bore engines. Clunk tanks from RC. Muffler pressure. Serious limits on props.

And the Killer: Mufflers!! One could almost hearing the gasping and choking here in my office.

The results have been really quite interesting. There are groups of people around the Pacific NW and in Canada raising their hands, wanting to breathe new life back into an Oldie But a Goodie, NWSR.

Warts, boogers and all, this has been a really good CL Racing event in the past. And it can just as surely be even better in the future.

This is great! I love it! Well, less one now-dead ox. But I can easily get another.

Just don't forget this discussion when the 2005 CL Racing season begins in earnest: I've still got my bag of tricks, Racing For Children (RFC) is right at the top and I will not hesitate to pull it out right after what used to be the "Really Racing" portion of what is now simply the "Fall Follies" and is very much a CL Stunt-centric contest weekend.

Because I see this event up-close and personal. Every year Bruce Hunt and I count laps, knowing for a fact that we will have *lots* of time for our Stunt models due to the limited number of Racing entrants. Bruce and I both would love to see this not be the case, if for no other reason than to support the *biggest boosters of CL in the NW*, Mike Hazel and John Thompson.

As to improvements in CL Racing, assuming increased entry levels in 2005, I still see the format as being geared to the expeditious processing of many more entrants than we can possibly see in the near future. Remember when we once had

30-plus entries in AMA Goodyear at a past NW Regionals? Current format made sense: Give 'em a shot at one good heat race, run a single main event. Clear the circle! Next event starts in 10 minutes!

But today? One heat race?! And a single main event?! You've got to be kidding...

Details not now, as I know John Thompson has some ideas here, indeed has put them into practice in the past. But it does seem to me that a series of three heat races is attractive. Random draw for first round. Second round we have the board arranged fastest to slowest and bracket sets of heat races. We run 'em off. Same thing for the third round.

In the end, we have *cumulative* heat times for all entrants, slowest to fastest. (Yes! Consistency will be important!) We then just run down the board, three entries per main event. Slowest group first, winner is offered the option of moving to next main, making it a four-up deal. And so on until we get to the fastest group.

The way I see it, raw numbers can make CL Racing more exciting, as in the Old Days when you really did need to have your feces consolidated in order to qualify for a single main event.

Without the big numbers we used to see, the format can readily be juggled around to not only make the heats and mains more meaningful, but to also give more Quality Contest Time (QCT is my invention and can only be used with my approval) in exchange for those long drives to contests, the building and maintenance of the equipment.

Makes sense to me. Especially when the choice is between RFC and QCT.

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## **TWO FOR ONE**

**BY DON MCCLAVE**

Elsewhere in this issue of *Flying Lines*, you'll find information about the new Northwest Vintage Stunt trophy competition that replaces the old Palmer Cup award for Classic Stunt. The new format uses the *Flying Lines* scoring system to compile points for Classic and Old Time Stunt (OTS), with the winner being the contestant who

amasses the highest combined season point total in both events. Classic and OTS have each become increasingly popular over the years in the Northwest, and the new format is intended to recognize and encourage this trend.

Many pilots already fly both Classic and OTS, but a number of us only fly one or the other of these events at the present time. What if we want to participate in both events, but for lack of time or other reasons are limited to a single airplane? The answer is to fly a pre-1953 (OTS) design in both OTS and Classic, a "two for one" approach. Even such basic and simple designs as the venerable Ringmaster have done well in both events (as David Fitzgerald has demonstrated many times over the years!).

Some suggestions I'd give to those who want to build an OTS design that will also fare well in Classic events are as follows: the original Bob Palmer Smoothie and Don Still Stuka, as published in *Air Trails*, or an original Nobler from the George Aldrich plans. Each of these plans can be obtained from Tom Dixon and other sources.

In addition, there's the Trixter Barnstormer (Bill Werwage competed with one of these until 1955) and the Jamison Special. Plans for both are available from Tom Dixon, and RSM Distribution has an excellent kit of the Jamison.

Some other options are the Veco Chief (either first or second version), Kenhi Cougar (first version) and Wildcat (first version), as well as the Kenhi and Veco Mustang designs. Bob Schweizer's magnificent plans for the Kenhi Mustang and Wildcat, as well as the Veco Mustang, are available from Randy Smith at Aeroproducts, while Tom Dixon has the Cougar and Chief plans.

One of the most exciting "two for one" designs I've seen is James Ebejer's Venus, winner of Senior stunt at the 1952 Nationals. It has a constant chord C-tube wing, inverted cowled engine, wheel pants, and was the precursor of his better-known Neptune. Warren Tiahr obtained the original plane from Jim to use as a building guide and brought his gorgeous new Venus to VSC VII in March. I had the opportunity to fly it, and can attest that it will fly with anything. Hopefully, Warren will make the plans available later this year.

These are just a few thoughts to get you started. Use your imagination and have fun!

## **NORTHWEST REGIONALS INFORMATION UPDATE**

Here is some important information that we hope all participants will take a look at and then act accordingly.

As has been mentioned before, a mass mailing of Regionals info packets was sent out a few weeks ago. If you were somehow missed, sorry bout that! Info still available on request!

### **ADVANCEENTRY**

This year, as last, we are encouraging entrants to register in advance. It worked out very well last year. Those who did the advance entry were able to get in and out of registration very quickly. (no waiting in long lines, no wasting your time on a contest day filling out forms!)

The other benefits of advance entry also include a guarantee of getting a nifty Northwest Regionals T-Shirt, or sweatshirt, with no running out of your size! All this, and you get a 10% discount for taking care of business in advance.

Please also remember that this contest like all others, is a volunteer effort. (this one just happens to be a bit larger!) Making things a little easier for our people in registration helps to ensure having the help in the future!

**ADVANCE ENTRY DEADLINE IS MAY 10**

### **PARKING, ETC.**

Somewhere on the contest flyer it boasts "ample parking". Well, t'aint so anymore! Between printing time and now, there have been additional structures put into the area that we have used. Please watch for, and follow signs and directions given regarding parking! We must be careful not to block driveways and critical areas, and also maximize the number of vehicles we fit into some very finite spaces.

The one parking lot on the North end is unaffected, but the area(s) where the stunt fliers have typically parked is extremely limited. Yes, this means one must park their vehicle away from the flying area, and lug in their equipment. There is adequate parking, but just not close-in.

The Combat area in the South field will not be affected by any of this. You guys still have open room to roam. The Carrier circle will be in the same general area as before, and parking also should not be an issue there.

### **FACILITIES**

A change from the last couple of years is that we are no longer utilizing the large hangar building that is by the North parking lot.

The airport management is letting us use some office space that is located on the South end of the main airport business building. This is where registration will be located, watch for signs! The swap meet will also be located in this area. This will work out very nicely, and you can also drive up close to this area.

### **OTHER**

You may have noted that there is not a Saturday nite food function listed. That's because we decided not to do anything this year, so you are on your own. There are reasons for this, for which we will not get into here.

As always, we can use more volunteers to sign up for miscellaneous duties. If YOU haven't helped out in a long while, please consider stepping forward and doing some duty.

**ADVANCE ENTRY DEADLINE IS MAY 10**

Plenty of time to get this done, but don't delay! If you need an entry form, request one from Flying Lines.

**ADVANCE ENTRY DEADLINE IS MAY 10**

# Oregon fun-flies



Two more fun-flies got Oregon fliers out to the circles in the early part of 2005.

Following up on the Jan. 30 Eugene Prop Spinners fun-fly in Eugene (see Issue 206), the Western Oregon Control-Line fliers sponsored a flying day on March 12 at Bill Riegel Field in Salem.

Upper left: Tom Kopriva of Eugene is getting back into CL in a big way, here showing off a new Brodak ARF Cardinal.

Above: Gerald Schamp of Sweet Home, Ore., with his Re Run.

Left: Jerry Eichten prepares for what unfortunately was the last flight of the pretty SV-11. Sun and wind contributed to an unfortunate crash, so Jerry says he's speeding up finishing that new airplane.

Then the fliers gathered at The Evergreen Aeromodelers field in McMinnville, Ore., on April 3 (next page).



Top: Floyd Carter of Eugene starts up his old-time stunt plane, a Bob Palmer Venus, with John Thompson of Eugene holding. Middle right: Bill Veselik of Portland and his Caudron. Left: Nils Norling of Madras, Ore., returned to CL flying with his Shark (the Bi-Slob was there, too!). Bottom right: John Thompson starts up the new Vector .40, with Floyd Carter holding.

— Bruce Hunt photos

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***FLYING LINES***  
**1073 Windemere Drive NW**  
**Salem, Oregon 97304**

**FIRST CLASS MAIL**