

FLYING LINES

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SACKETT "COOL" IN HOT TEXAS, WINS NATS IN JET SPEED

Chris Sackett of Burnaby, B.C. won jet speed at the U.S. National Model Airplane Championships Aug. 2-9, topping the list of several Northwest fliers who participated in the 55th running of the world's biggest model airplane contest.

Sackett turned a 190.2 mph flight to top the jet class, and Jerry Thomas of Puyallup, Wash., went 181.560 for third place in the same class. As might be expected, Sackett's time was a Northwest record.

The other highlight of the Nats for Northwesterners was Tom Knoppi's winning a slot on the world championship squad for FAI team Race. Knoppi, of Seattle, and John McCollum teamed up to take third place in the team trials held in conjunction with the Nats. The pair, having worked together for only a few days, turned consistently good times. Knoppi was the flipper and McCollum the whipper. Flying Lines will have a more complete report on the trials and Knoppi's plans in an upcoming issue. The 1982 world championships will be held in Sweden.

Sackett, Thomas and Knoppi were the most successful of 11 Northwesterners at this year's Nats. Here is a capsule summary of the performance of other Northwesterners:

Chris Sackett, Burnaby, B.C.: First place, jet speed.

Jerry Thomas, Puyallup, Wash.: Third place, jet speed.

Tom Knoppi, Seattle, Wash.: Fifth place, FAI Team Race.

Bill Varner, Astoria, Ore: Sixth place, FAI combat; did not place in AMA combat or rat race.

Norm McFadden, Lynnwood, Wash.: Seventh place, AMA combat.

Paul Walker, Kent, Wash.: Tenth place, precision aerobatics.

John Thompson, Cottage Grove, Ore.: Did not place in slow, FAI, 1/2A or AMA combat.

Tom Kopriva, Eugene, Ore.: Did not place in 1/2A combat or Class I mouse.

Gene Pape, Eugene, Ore.: Did not place in AMA combat.

Bob Carver, Seattle, Wash.: Did not place in AMA combat.

Northwesterners were a little overwhelmed by the Texas weather, where daytime temperatures hovered near the 100 mark and dropped to only the high 70s at night -- until they came home to 100-degree days in the Northwest.

Actually, the heat was bearable because of the relatively low humidity, though the lack of shade was a drawback to the site. Well-prepared southerners came with their own tarps, and many people huddled under them. There wasn't a single tree on the entire Nats site.

As usual, it was a site with both good and bad points. The layout brought CL, FF and RC flying close together so we all could see what the others were doing. All CL events were close together in one area. The asphalt for racing, speed and stunt was smooth, without expansion joints to trip the planes out of dollies, etc. It was very coarse, however, causing some problems for the mouse racers but by and large it was acceptable.

By contrast, the combat site, though conveniently located, was substandard. The "grass" was a very coarse crabgrass, and thin at that. Between clumps of grass there were expanses of a fine and almost magnetic sandy soil that had a way of jumping through exhaust ports and venturis when planes landed. The Texas folks never landed their planes, letting the pit crews catch them instead by snagging lines. In addition, the Nats officials continued to have a peculiar blockage about the need for places to lay out lines. Nobody was allowed in the pits unless their match was next up, and no other provisions were made for lines anywhere, a seemingly large oversight for a national championship.

Entry again declined, particularly in the racing events, where only 21 rats, 15 slow rats and 20 Goodyears were entered in the open class. Only 53 entered fast combat and 30-plus in slow and FAI. There were 20 in unofficial 1/2A combat. We didn't get the numbers, but it looked like a good field in stunt, with four former world champs on hand.

Here are some highlights of individual events:

Racing: Tim Gillott of Salinas, Calif., a Northwest Regionals regular, won rat race by less than two seconds in perhaps the most awesome race ever seen against Dick Lambert of Port Orange, Fla. The times were 4:41.72 and 4:43. Earlier, in preliminary heats, Gillott had bested John Ballard by

NATS, continued

two tenths of a second in a pair of awesome prelims. Gillott also won the nats in rat in 1977 with the Shark design.

Astoria, Oregon's Bill Varner had poor luck in rat race, due largely to slow reflexes by his pitman, John Thompson, who didn't get lines down fast enough when Mike Greb's plane came in for a pit stop. A line snag disqualified Varner. Luck was against the Dark Ages Racing Team ace anyway, as the plane appeared to develop a pressure leak and encountered a drifting needle setting at race time.

Tom Kopriva was looking good in mouse race until a broken line caused by a hot pit stop caused a crash and put Tom out.

Combat: Norm McFadden ended up carrying the hopes of Northwesterners in AMA combat as the rest of the crew went out early. Norm's planes and engines were clearly the best on the plantation, but it was the speed difference that ultimately killed Norm as he dragged his streamer through slower planes' props twice. Gene Pape's Devastators also looked awesome, but an uncharacteristic crash put Gene out in the second round. Bob Carver lost by $1\frac{1}{2}$ seconds of airtime in his first round match. John Thompson and Bill Varner suffered kills in good matches.

Varner used patched up and borrowed equipment in FAI after deciding at the last minute to make a first try at the event, and he did well enough to take home a trophy. John Thompson won one match and lost the second by four points -- after 100 points of penalties as a result of unfamiliarity with the voluminous FAI rules.

Kopriva looked best in $\frac{1}{2}$ A, a very pleasant, informal double-elimination contest, but ultimately succumbed to Dick Stubblefield in the third round.

Stubblefield, by the way, went on to win fast combat after flying absolutely outstanding all week. He was second to partner George Cleveland in slow, second to fellow Texan Joe McKinzie in FAI, and did well in $\frac{1}{2}$ A. If you're flying combat against this guy, and you wonder where he went, just look in your streamer; that's where he'll be.

Combat fliers also enjoyed watching legendary great Riley Wooten, designer of the Voodoo and other combat designs, fly $\frac{1}{2}$ A combat. He lost, but the old skill was evident.

Precision Aerobatics: Beautiful airplanes, beautiful patterns, in spite of steady winds. The sight of Gene Martine's Mariner was enough to move grown men to tears. Tops in appearance, it was beyond argument, a work of supreme art. Many others, including Paul Walker's Frustration's End, were close behind in appearance. Walker garnered 17 appearance points out of a possible 20.

Walker's 10th place finish was a personal best, putting him in that elite at the very top of the stunt field. Bill Werwage of Berea, Ohio, won the whole ball of wax in a cliffhanger finish that went down to the last flight. The top five, flying in a Saturday gale, was all familiar names. Second went to Ted Fancher, third to Wynn Paul, fourth to Les McDonald, and fifth to Kirk Mullanix.

Here is a list of all event winners. Remember, you read it first in Flying Lines!

$\frac{1}{2}$ A COMBAT: Rich Von Lopez, California. JR. FAI COMBAT: Christopher Thomas, Fort Worth, Tex. SR FAI COMBAT: Soto Delgado, Lomas Vesdes, Mex. OPEN FAI COMBAT: Joe McKinzie, Smithfield, Tex. JR. SLOW COMBAT: Christopher Thomas, Fort Worth, Tex. SR. SLOW COMBAT: Soto Delgado, Lomas Vesdes, Mex. OPEN SLOW COMBAT: George Cleveland, Kenner, La. JR. COMBAT: Mitchell Cleveland, Kenner, La. SR. COMBAT: Sammy Hylin, Oklahoma. OPEN COMBAT: Lick Stubblefield, Houston, Tex. JR. CLASS I MOUSE RACE: Mitchell Cleveland, Kenner, La. SR. CLASS I MOUSE RACE: David Esman, Houston, Tex. OPEN MOUSE CLASS I: Lenard Ascher, Riverside, Calif. JR. GOODYEAR: Tim Ong, Pineville, (state unknown). SR. GOODYEAR: Mike Belfany, Burnsville, (state unknown). OPEN GOODYEAR: Harold Lambert, Daytona Beach, Fla. SR. SLOW RAT: David Esman, Houston, Tex. JR. SLOW RAT: Aaron Sprague (home unknown). OPEN SLOW RAT: John Ballard, Louisville, Ky. JR. RAT RACE: Aaron Ascher, Riverside, Calif. SR. RAT RACE: Rob Frink, Maryville (state unknown). OPEN RAT RACE: Tim Gillott, Salinas, Calif. FAI SPEED: Charles Lieber, Moorestown (state unknown), 165.09 mph. JR. $\frac{1}{2}$ A SPEED: Steve Perkins, Houston, Tex., 77.96 mph. OPEN $\frac{1}{2}$ A SPEED: Al Stegens, Cleveland, Ohio, 120.590 mph. JR. A SPEED: Greg Archer, New Orleans, La. OPEN A SPEED: Leland Morton, Mesquite, Tex., 176.570 mph. JR. B SPEED: Greg Archer, New Orleans, La. OPEN B SPEED: Bill Wisniewski, Bellflower, Calif., 191.086 mph. JR. $\frac{1}{2}$ A PROFILE PROTO: Greg Archer, New Orleans, La., 62.61 mph. OPEN $\frac{1}{2}$ A PROFILE PROTO: Al Stegens, Cleveland, Ohio, 103.410 mph. FORMULA 40 SPEED: Akeshi Kusumoto, Kyoto, Japan, 153.52 mph. D SPEED: Akeshi Kusumoto, Kyoto, Japan, 199.03 mph. JET SPEED: Chris Sackett, Burnaby, B.C., 190.2 mph. JR. PROFILE NAVY CARRIER: John Womac, Las Cruces, N.M. SR. PROFILE CARRIER: Bill Rutledge, Marietta, Ga. OPEN PROFILE CARRIER: George Cox, Memphis, Tenn. CLASS I CARRIER: Bill Melton, Las Cruces, N.M. CLASS II CARRIER: Bill Melton, Las Cruces, N.M. JR. PRECISION AEROBATICS: Jim McClellan, Burlingame, Calif. SR. PRECISION AEROBATICS: Jeff Anderson, Stockton, Calif. OPEN PRECISION AEROBATICS: Bill Werwage, Berea, Ohio. SR. FAI TEAM RACE: Tony Smedley, Albro (state unknown). OPEN FAI TEAM RACE: J.E. Albritton, Vienna (state unknown.)

GRANDERSON TAKES BLADDER GRABBER; LONG QUEST ENDS

Phil Granderson, winner at one time or another of just about every major West Coast combat contest, plucked first place in the last of those to elude him by winning the sixth annual Bladder Grabber July 4-5.

P.T. had begun calling the BG his "nemesis" after going out in early rounds every year. This time, his flying was consistent as he took all comers in the triple-elimination contest.

As usual, \$3,800 worth of Carver Corp stereo equipment was at stake. Besides Phil, those winning stereo gear were Norm McFadden, second; Gene Pape, third; and Gary Byerly, fourth.

The 13-entry contest was marked go much good flying and little bashing, but the 80+ degree weather was extremely hard on engines. About a dozen Combat Specials and one or two Supertigres spit parts during the contest, which spanned two days. The site was the Boeing Space Center in Kent, Wash.

All the entries came from Oregon and Washington this year. Perhaps the

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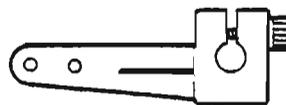
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BLADDER GRABBER, continued

"most improved" award should go to novice Dick McConnell, who used his Super Swoops and Fox .36X engines to climb into a flyoff for fourth place. Last year's winner Howard Rush went out in the fourth round.

Once again, Northwest combat fliers extend gracious thanks to Bob Carver, the man who makes the BG happen by donating the stereo gear. He did his best to win it back, but went out in the fourth round. Thanks also to Howard Rush, who ran the contest, his assistants Mark Saterlee and Buzz Wilson, and other crew members.

Here is the lowdown on the top fliers:

AMA COMBAT (13 entries)

1. Phil Granderson, Seattle, Wash. -- Proctologist, Granderson design, 45" span, 19 oz., foam, Fascal finish. Stock Fox Combat Special .36, Top Flite 8½x6½ pylon racing prop, K&B plug, home brew 40% nitro fuel, bladder tank.
2. Norm McFadden, Lynnwood, Wash. -- McFadden original, 48" span, 19 oz., balsa, foam leading edge, Flite Cote finish. Fox Combat Special .36, McFadden rework, 8½x6½ pylon racing Top Flite prop, K&B plug, McFadden pressure regulator, home brew 55% nitro fuel with Klotz and Castor oils, bladder tank.
3. Gene Pape, Eugene, Ore. -- Devastator, Pape design, 48" span, 22 oz., balsa, spruce, foam, plywood, Fascal finish. Fox Combat Special .36, Pape rework, Top Flite 8½x6½ pylon racing prop cut to 8", K&B plug, McFadden pressure regulator, home brew 50% nitro fuel, bladder tank.
4. Gary Byerly, Spanaway, Wash. -- Proctologist, Granderson design, 47" span, 19 oz., foam, Fascal finish. Fox Combat Special .36, stock, cut Top Flite 8½x6½ pylon racing prop, K&B plug, home brew 40% nitro fuel, bladder tank.

BOEING MEET RETURNS -- TWO BUSY DAYS

Compiled from reports by Paul Walker with help by Al Johnson

The annual Boeing Management Association scholarship contest is held yearly. It is set up for junior and senior fliers to earn scholarships by accumulating points from each event entered, and determining winners from their totals.

Events include control line, free flight, rockets, and indoor events. This year's overall winner was Jim McClellan from Burlingame, Calif. He entered a total of 12 events over two days. Needless to say, he was quite busy those two days.

Along with the scholarship program, an open contest is held also. The control line turnout was low, except for stunt which had 12 open entries. In control line, only three junior-senior pilots entered! Attendance overall in junior-senior was down. Because of this, I feel this will be the last of this type of contest for a while, as the BMA is looking to put money elsewhere. In any case, it was a nice competition.

As it turns out, the weather held out for the weekend. I was the lone soul practicing Friday night when the sky opened up and poured down. The parking lot literally looked like a lake. But by Saturday morning the rain had stopped and it was nice out. There were only light and variable winds all day Saturday. Sunday, the sun even popped out for a few minutes. The winds were stronger but the directions varied all day.

Saturday started off with junior-senior stunt. Jim and Dan McClellan were the only entries. After several good flights, they moved to Goodyear. In Goodyear, there were 3 entries in junior-senior, the two McClellans and newcomer Shawn Parker. Again, older brother Dan edged out Jim for a first with a reasonable time of 4:13.

From there, the action moved to carrier. There were only two junior-senior entries, but they provided good entertainment. Jim McClellan flew for the first time and had a few problems. Top speed was only 53 and low speed was 40. The problem occurred when he tried to land at 40 mph. His hook worked very well. It hooked onto the second line but the rear section of the fuselage failed and the tail remained on the deck while the rest of the plane continued on its merry way. It was trimmed perfectly, as it flew for about 10 laps at 5 feet high.

Then Shawn Parker flew. He also had low speed problems. His low speed was 45 mph. He was determined to "hit" the deck in landing so when he landed he smashed into the deck, broke the plane, and hooked an arresting line for a 100-point landing. But he forgot to signal and his landing points did not count.

The open section of carrier saw Bill Skelton win with a good flight whose landing caught the last arresting line! Dick Salter flew to second with another Guardian with a smooth and uneventful flight. Rus Wilcoxson flew a nice Corsair to third and Dave Mullens flew to fourth after he figured how to put his carb back together (Was that carb really made in Poland, Dave?).

To round out Saturday, slow combat between the two McClellan brothers was run with Jim being the victor.

Sunday was almost all stunt. There was a good turnout as two top

BOEING, continued

fliers from San Francisco area came up to fly. Since there were 12 entries, two circles were used. The beginner-intermediate and advanced classes were flown on one circle and the expert on another.

Dick McConnell won beginner-intermediate with his heart-stopping Fox .35-powered P-51 (Your heart almost stops as you are wondering if the engine is going to also.)

In advanced, Rich Schaper flew his new Genesis to a first with Don McClave close behind. In the expert class, Ted Fancher led the pack with a fine 555 score. After a first-round over-run, Paul Walker posted a 546.5 to take second. And Gary McClellan scored a 524 to take third. The top three were all flying new planes. Phil Granderson showed us all again that he can still fly stunt, but that it takes more than 10 flights a year.

Fast combat saw Bob Carver beat out Gary Byerly for first spot. And in FAI, there were only two entries as Dick McConnell beat Rory Tennison for first.

I would like to express my thanks to the BMA for putting on such a fine contest. I only wish we could have supported it better.

Here are the complete results:

JR-SR PRECISION AEROBATICS (2 entries)

1. Dan McClellan	460	505
2. Jim McClellan	373	425

OPEN BEGINNER-INTERMEDIATE PRECISION AEROBATICS (3 entries)

1. Dick McConnell	250	--	P-51	Fox .35
2. Dave Mullens	94	231	Banshee	OS .35
3. Dan Cronyn	109	135.5	Nobler	OS .35

OPEN ADVANCED PRECISION AEROBATICS (3 entries)

1. Rich Schaper	419	451.5	Genesis	OS .40 FSR
2. Don McClave	434.5	422.5	Stiletto	OS .40 FSR
3. Max Thue	305	318	Nobler	Enya .35



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CONTROL LINE FLYING

EVENT	GLOBEE RECOMMENDED BY CHAMPIONS
Speed	1L - 1S - 4L - 4S
Racing	1L - 1S - 4L - 4S
1/2A Speed	5P - 5R
1/2A Racing	5P
Carrier	2L - 2S
Combat	1L - 4L
Slow Combat	3L - 3S
Endurance	2L - 2S
Stunt	2L - 2S - 3L - 3S
1/2A Stunt	5P
Sport Flying	3L - 3S
F.A.I. Speed	1S - 3S

RADIO CONTROL FLYING (R/C)

EVENT	GLOBEE RECOMMENDED BY CHAMPIONS
Pattern Flying with Tuned Pipe	2L
Pattern Flying with Muffler	2L
Formula I Racing	4L - 4S - 1L - 1S
Quarter Midget Racing	3L - 3S
1/2A Racing	5P
1/2A Pattern	5P
1/2A Sport	5P
Quicke 500	3L - 3S - 1L - 1S
Scale Flying	2L - 2S

RADIO CONTROL FLYING (R/C)

EVENT	GLOBEE RECOMMENDED BY CHAMPIONS
1/4 Scale Flying	2L - 3L
Combat	2L - 2S
1/2A Ducted Fan	5P
.21 Ducted Fan with or without Tuned Pipe	2L - 4L
.40 Ducted Fan with or without Tuned Pipe	1L - 4L
.60 Ducted Fan with or without Tuned Pipe	4L
Sport	2L - 2S
F.A.I. Racing	3L - 3S
R/C Free Flight (Std. Fuel)	2L - 2S
R/C Free Flight (Open Fuel Event)	1L - 2S - 4L - 4S
Four Cycle Free Flight	3L
Wankel Free Flight	3L

FREE FLIGHT FLYING

EVENT	GLOBEE RECOMMENDED BY CHAMPIONS
1/2A - All Events	5P - 5R
F.A.I.	3L - 3S
Scale	3L - 3S
A - B - C - D (High Nitro Fuel)	1L - 1S - 4L - 4S
A - B - C - D (Low Nitro Fuel)	3L - 3S
Four Cycle	3L
Wankel	3L

BOATING

EVENT	GLOBEE RECOMMENDED BY CHAMPIONS
R/C Racing - Deep "V"	2L - 2S
R/C Racing - Hydro	2L - 2S
R/C Racing - Enduro	2L - 2S - 3L - 3S

GAS POWERED CAR RACING — 1/8 AND 1/12 SCALES

EVENT	GLOBEE RECOMMENDED BY CHAMPIONS
R/C Racing - Oval	2L - 2S
R/C Racing - LeMans	2L - 2S
Car Racing - Tether	1L - 2S - 4L - 4S

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BOEING, continued

OPEN EXPERT PRECISION AEROBATICS (6 entries)

1. Ted Fancher	555	522.5	Intimidation	Supertigre	.46
2. Paul Walker	482.5	546.5	Frustration's End	OS .45	FSR
3. Gary McClellan	521.5	524	Sigma-X	OS .40	FSR
4. David Fitzgerald	509	515	Chipmunk	OS	.35

JR-SR PROFILE CARRIER (2 entries)

1. Jim McClellan	86.5	--	?	Supertigre	.35
2. Shawn Parker	85.4	--	Guardian	Supertigre	.35

OPEN PROFILE CARRIER (6 entries)

1. Bill Skelton	101.7	207.1	Guardian	Supertigre	.35
2. Dick Salter	198.5	151.5	Guardian	Supertigre	.35
3. Russ Wilcoxson	194.6	97.6	Corsair	Supertigre	.35
4. Dave Mullens	186.1	182.6	Hellcat	K&B	.35

JR-SR SLOW COMBAT (2 entries)

1. Jim McClellan
2. Dan McClellan

AMA COMBAT (7 entries)

1. Bob Carver
2. Gary Byerly
3. Dan Burdick
4. Ken Burdick

FAI COMBAT (2 entries)

1. Dick McConnell
2. Rory Tennison

NORTHWEST SPORT RACE (6 entries)

1. Dick Salter	4:25.6	4:22.6	<u>FEATURE</u>	8:39.6
2. Ralph Pastor	5:18.4	7:32		10:40.2
3. Dick McConnell	6:06	5:55		11:46
4. Dave Mullens	5:59.3	5:45.7		11:46

JR-SR SCALE RACING (GOODYEAR) 3 entries)

1. Dan McClellan	4:13	Rossi	.15
2. Jim McClellan	9:03	Rossi	.15
3. Shawn Parker	10:37	Supertigre	.15

OPEN GOODYEAR (1 entry)

1. Dick McConnell	8:58	Fox	.15
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DRIZZLERS: GET READY

The time is here to begin planning for the 1981-82 winter Northwest Sport Race Drizzle Circuit. Consensus at the end of the 1980-81 season was that the two-class circuit was just about right, after three years of development.

For those new to the subject, the Drizzle Circuit is a five-contest circuit, with contests held monthly December through April, each in a different Northwest city. Last year they were in Portland, Seattle, Astoria, Yakima and Eugene. Each contest features Northwest Sport Race, Northwest Super Sport Race and a secondary event that changes each time. The sport racing classes' entrants build points through the season toward large trophies at the end.

It's a lot of fun competing in kind of a racing "league" or championship series. Racing is usually very close, and beginners are right in there with the old-timers.

Flying Lines will again coordinate the circuit. Contest directors in the towns interested in holding circuit races should contact FL right away. As usual, we would like to have sanctions mailed off to AMA for all contests by Oct. 1.

One decision point: At this time of the year it is customary to review the local event rules and see if any changes are needed before the Drizzle Circuit starts. No major upheaval seems necessary this year. However, one point has been discussed that relates to NWSR, and should be clarified.

As writt

As written, the Northwest Sport Race Rules simply specify that a Fox .35 engine is required. It is generally understood that the authors' intent was that the engines would be stock. However, the rules do not technically prohibit rework.

Northwest Sport Race fliers should, before another circuit starts, clarify this point, to avoid any hard feelings, behind-the back grumblings, etc. Here are what appear to be the options, with comments about each:

1. Insert the word "stock" before Fox .35, finally settling the question of whether rework is allowed. This would remove any questions about the rules' intent, but it would present the usual enforcement problems.
2. Leave the rules alone, thus tacitly implying that it's OK to go ahead and grind on the engines. The only way to prevent rework would be to apply peer pressure, which has been the situation in the past year.
3. Institute an engine claim rule, allowing suspicious competitors to demand, upon replacement with a new engine, any killer motor. This would undoubtedly lead to some hard feelings, particularly from anybody who loses a good engine that is not reworked but just happens to go like stink.

Flying Lines' own opinion: We could accept either No. 1 or 2 above, but not No. 3. We lean toward No. 1, because the intent of the sport class is to avoid any technological skills being necessary for beginners. However, we do see enforcement problems; it undoubtedly would be an "honor system," and there's the chance that one of us thieves doesn't have any honor. If No. 2 is accepted, be prepared to see chromed, ground, lapped, ringed, and otherwise tampered with engines appearing.

DRIZZLE CIRCUIT, continued

FL will again act as clearinghouse for opinions on this matter. Would everyone with an interest in sport race please write us a postcard with their opinion. If you fail to do so, you forfeit your chance to participate in Northwest rules making. FL will compile the opinions and make the appropriate changes, if any, in the published rules.

One other DC matter: It's not too early to start registering your plane names and numbers. Some folks didn't understand quite how it worked last year, so here is the explanation again...Read it and try to grasp it, please:

DC name and number registration is designed to add some color and spectator interest to Drizzle Circuit racing, by encouraging pilots to decorate their airplanes. Registration is entirely optional, but encouraged.

1. Separate registration is suggested for both classes. That means, register a different name and number for each plane. You can name them both the same, of course, if you want to.

2. Names are up to you. Pick a name and send it in. It will be granted to you unless it's already registered by somebody else.

3. Numbers are NOT optional. Read this closely now. Not optional. FL will issue numbers to those that register names, based on their placing in 1981 classes. Thus, the FL editor is No. 2 in both classes because that's how he finished. Those who did not compete last year will be issued the lowest number not already issued.

4. An example of how it will work: FL editor John Thompson will register his NWSR plane as "Duke," same as last year. He will cut the No. 1 off the plane and replace it with the No. 2, 'cause that's where he finished. In Super Sport, he'll register his new plane as "Stone Ax Too" and again add the No. 2, because he finished 2 in that class, too. Dick Salter, presumably, will register the "Screaming Yellow Zonker" again, and be issued the No. 1 for NWSR. Joe Schlabotnik, who finished 234th in Super Sport, will enter his "Flying Slug," and be issued the No. 234. Harvey Phartz, who did not compete, will enter his "Brown Cloud" and receive No. 235. Got it? Now take your pencils out for the quiz.

5. Seriously folks, here's how to register. Write your preferred name for each class on a post card and send it to Flying Lines at the address on the masthead. FL will send a postcard back, confirming the name and issuing the number.

AD RATES

Advertisements in FL help support the newsletter and the control-line hobby. Prices are \$6 for a half-page ad, \$4 for a quarter page, and \$15 a year for hobby shop directory listings, and \$1 for five lines of classified advertising. Also available, staple-in brochures (price negotiable based on weight). Club contest flyers stapled in free of charge.

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WHERE THE ACTION IS

UPCOMING ORGANIZED EVENTS

Listed below are the modeling events 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. Give us the outline now so people can start planning, even if the contest is months away. FL will publish flyers free of charge and report results.

All events listed are AMA-sanctioned unless otherwise noted.

- August 23.....EUGENE, Ore. -- Eugene Propspinners Annual Summer Meet. Northwest Sport Race, AMA combat, rat race, 1/2A combat, profile carrier. Contest director: Gene Pape, 4528 Souza St., Eugene, Ore., 97402. (503) 689-1623. Trophies and merchandise prizes. Site: Mahlon Sweet Airport.
- Sept. 5-6.....SPANAWAY, Wash. -- Shady Acres Combat Weekend. Saturday: Slow combat, Northwest Sport Race, double-elim 1/2A combat, pot luck and beer bust, egg throw and tug-o-war. Sunday: Strawberry pancake breakfast, \$1 per person, double-elimination AMA combat. Entry fee \$5 first event, \$2 each additional. RV and tent camping at Gary Byerly's house. For information and motel info, contact Gary at (206) 847-6589, or 20810 46th Ave. E, Spanaway, Wash., 98387.
- Sept. 12-13...KENT, Wash. -- Raider Round-Up, sponsored by Seattle Skyraiders. Saturday: Goodyear, FAI team race, Northwest Sport Race, Super Sport Race, Class I mouse, Class II mouse, Class I mouse (Jr), dive bombing. Sunday: Slow combat, AMA combat, precision aerobatics (3 PAMPA classes), Formula 40 speed, FAI speed, record ratio speed, "Sorta Scale." Trophies and merchandise prizes. Site: Boeing Space Center, Kent, Wash. Entry fees: \$4 first event, \$3 each additional, \$13 max. Contest Director: Dave Mullens, 15559 Palatine Ave. N, Seattle, WA 98133.
- Oct. 4.....PORTLAND, Ore. -- Stuntathon '81. Precision aerobatics (beginner-intermediate and advanced-expert). Dave Gardner, judge. Site: Delta Park. More details to follow. For info, contact Don McClave, 7719 SE 28th Ave., Portland, 97202 (503) 771-8453.

OBITUARY

Robbie Mel Hanson, 18, a well-liked novice competitor in Eugene area and Northwest Sport Race Drizzle Circuit contests, died July 21 at his home.

He was born April 15, 1963 in Torrance, Calif., and was a 1981 graduate of Pleasant Hill, Ore., High School. He was a custom calligrapher and had lived most of his life in the Pleasant Hill community.

He is survived by his parents George and Wanda Last of Pleasant Hill and other relatives.

Robbie was a fast-developing racing pilot who worked with Paul Wallace for about a year. FL extends condolences to his family and friends.

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Kit S3 Yak-9	Kit S36 Beginners Piper Cub	Kit C8 Fokker D-7	
Kit S5 Ringmaster, Jr.	Kit S37 Beginners Einoecker	Kit C9 Corsair FAJ-1	
Kit S6 Super Ringmaster	Kit S38 Beginners Shoestring	Kit C10 Newport 28	
Kit S12 Flying Fool	Kit S39 Beginners Thunderbolt	Kit C11 Grumman Guardian	
Kit S13 Baby Ringmaster	Kit S40 Beginners Cherokee	Kit C12 Stearman PT-17	
Kit S15 Ruffy	Kit S41 Beginners Fokker D-7	Kit C13 Great Lakes	
Kit S19 Sportfire	Kit S42 Beginners Helicat		
Kit S22 Ringmaster Sportstar	Kit S43 Beginners Focke-Wolf		
Kit S27 Skylark	Kit S44 Beginners Zero		
Kit S30 Beginners Ringmaster	Kit S45 Beginners Messerschmitt		
Kit S31 Beginners Mustang	Kit S46 Helicat		
	Kit S47 Viper		




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NW COMPETITION RECORDS

RECORD PERFORMANCES ESTABLISHED BETWEEN NORTHWEST MODELERS IN SANCTIONED COMPETITION

Two Northwest control-line competition records fell during the time since the June issue of FL was published.

Chris Sackett of Burnaby, B.C., knocked down Mike Hazel's long standing jet speed record of 165.83 mph by zooming to a 190.2 mph speed at the U.S. National Championships the first week of August.

In the "What Else is New?" Dept., Dick Salter again lowered the Northwest Sport Race heat and feature times, moving further into the twilight zone of speeds nobody thought possible. That's one killer Fox .35! Dick turned a preliminary heat of 4:23 to erase the old mark of 4:26 (official results of the contest, the Boeing scholarship meet, gave Dick a 4:22.6, but it is customary to round NWSR and NWSS times to full seconds). His feature of 8:40 at the same contest replaces his old 8:57.

Flying Lines keeps track of best performances by Northwest modelers in AMA-sanctioned competition. Some documentation is required for records claimed in out-of-region contests. All AMA events listed below are scored.

Here are the records as of Aug. 11:

1/2A MOUSE CLASS I	50-lap: 2:41 (Bill Varner)	100-lap: 5:50 (Bill Varner)
1/2A MOUSE CLASS II	75-lap: 3:54 (John Thompson)	200-lap: 9:21 (Bill Varner)
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: (See note below)	200-lap: (See note below)
NW SPORT RACE	70-lap: 4:23 (Dick Salter)	140-lap: 8:40 (Dick Salter)
NW SUPER SPORT	70-lap: 3:54 (Mike Hazel)	140-lap: 7:57 (Dave Green) 7:54
1/2A SPEED: 88.2 mph:	(Paul Wallace)	FAI SPEED: 88.05 (Mystery Man) 143.87 - sub 14
1/2A PROTO: 83.63	(Paul Wallace)	FORMULA 21: --
A SPEED: 125.82	(Mike Hazel)	FORMULA 40: 147.85 (Scott Newkirk) 148.58
B SPEED: 153.00	(Mike Hazel)	JET SPEED: 190.2 (Chris Sackett)
D SPEED: --	PROFILE NAVY CARRIER: 208.9 (Marty Phillips)	

NOTE: Tom Knoppi established records for FAI team race at the U.S. National championships. At press time, the times were not available to FL. They'll be listed next month.

FL IS BACK, RESTED AND REJUVENATED...GENERAL RAMBLINGS FROM THE EDITOR

Yes, friends, Flying Lines is back from a one-month vacation. We hope you missed us. After 26 consecutive monthly issues, we felt it was time for a rest, and we spent July building planes and flying instead of typing. Now we're ready for another stint behind the typewriter.

One of the benefits of FL's success has been a steady flow of excellent material from the readers, including the always lively Air Mail bag. A word to letter writers. Sometimes the volume does get us backlogged, but we will eventually print just about every letter we receive. Don't worry if your letter doesn't appear immediately; it will get to the top of the stack soon.

By all means keep them coming. The letters, and the many fine articles you've contributed, have made FL exactly what it was supposed to be -- an effective communications network between Northwest modelers. It's even more fun that FL has spread to a nationwide -- and even worldwide -- audience, to add spice to the mixture. Your commentary on any CL subject, technical tips, articles, and whathaveyou, will be gladly accepted and used.

We've got quite a few things coming up you'll enjoy. Pictures from summer contests and the Nats. An extensive article on what's right and wrong with our hobby from a thoughtful old-timer. Paul Walker and Rich Schaper with expert advice on the trimming and adjusting of stunt planes. Gene Pape on adhesives. Larry Miles on designing sport planes. Orin Humphries on profile scale, 1981 carrier highlights and other delights, Time for our usual plug. Don't let your flying buddies miss out on all this excellent information. Get them on the FL subscriber list -- and guarantee your own will keep coming.

Speaking of FL content, your opinions about what's good and bad with FL are welcomed. Tell us what you like, what you want more of, and what you don't like. Also, don't forget to submit your questions for our upcoming NW modeling trivia quiz.

Speaking of the Northwest, our recent trip to Texas for the Nats drove home one point. The Northwest sure is a beautiful place to live and fly model airplanes in. As far as this editor is concerned, you can take Southern California, Arizona, New Mexico and much of Texas. Please. In all fairness, the area around San Antonio where the Nats were held was nice.

Too late. You aren't the first on your block to have a FL T-shirt. But you still will be respected as one of the "in-crowd." Get your shirt by sending \$8 to Flying Lines. Specify your first and second choices of colors, and your size.

RANDOM TIPS AND RIBS FROM THE FL WORKSHOP FLOOR

====Summer is the time we get invited to show our stuff. Eugene Prop-Spinners, and some friends, did two demonstrations in July for large crowds of spectators. On July 19, a couple of hundred spectators watched a demonstration during Cottage Grove's Bohemia Mining Days festival. Gene Pape, Tom Kopriva, John Thompson and Bruce Guenzler fly throttled planes, stunters and combat. On July 26, about 6,000 watched Thompson, Rich Schaper and Will Naemura fly throttled, stunt, combat and racing planes, followed by a static display, at the Creswell Air Fair.

====Lots of good competition coming up, including some new twists. The Seattle Skyraiders are well along in planning for their first big two-day bash in September. The Shady Acres Combat Team emerges again with their traditional -- though recently dormant -- Labor Day combat bash. The Eugene Propspinners go for No. 7 with their annual August meet. Portlanders are putting on another Stuntathon in October. There also are plans brewing for an October FAI combat contest in Eugene, a November Turkey Shoot (a FL benefit) and a winter racing circuit.

====Seattle Skyraiders had a 1/2A contest June 21. We'll print the results when we get them. They also had an Aug. 16 balloon bust and stunt and slow combat fun fly scheduled. Geoffrey Styles, AMA's flying site coordinator, attended a July Skyraiders meeting and got the lowdown on the Raiders' flying site woes. Oh, here are those results, courtesy the "Skywrighter." Dick Salter beat out Dick McConnell in the two-entry Class I Mouse race, and then turned around and bested Dave Mullens in Class II. McConnell won stunt over Mullens, Mike Bogan and Salter. Mullens also won combat over McConnell and Salter. Skyraiders are now receiving discounts from CL-supporting hobby shops in their area, the Hobby House, The Hobby Place, and Webster's Hobby and Supply, all of Seattle. Membership cards are the key.

====Fox Manufacturing Co. says a number of products are available that are not listed on their order form because the engines are no longer produced. Examples are Fox .29 combat, Profile Carrier Specials, Heads for Fox .049, .09 and .10, and parts for most older Fox engines. Various wheels and other items are available. Don't give up without asking the factory, Duke says. By the way, Fox is in the testing stage on a bicycle motor...seen putting around at the Nats. Those carrier specials, by the way, are made up to order from parts used in other engines, and are readily available.

====Twinn-K, Inc., has come out with a new glow plug wrench, called the Bee Twister. \$3 each. Twinn-K Inc., P.O. Box 31228, Indianapolis, Ind., 46231.

====This info was received too late for the July contest calendar, but just FYI, a big scale meet was scheduled for Aug. 16 in Deer Park, Wash. It included RC, CL, and FF scale, sponsored by Intermountain Scale Builders. We hope to get results.

SUNDAY FLYER

by Larry Miles

(EDITOR'S NOTE: "Sunday Flier" is a column devoted to the sport and fun flier who is not into heavy competition. The column has been absent for some time but now returns with a new byline. Larry Miles, formerly of the Midwest, now lives in San Diego, Calif., and is an avid modeler and writer. He has been a sport flier, designer of airplanes and competitor for many years. FL readers will find much of interest in Larry's commentary in coming issues.)

GENERAL INTEREST DESIGN TECHNIQUES

After about 25 years of frequent moves, more job commitments than I could handle and not enough time for a family -- none of which is conducive to much modeling, I suddenly about 5 years ago found myself with lots of spare time to finally pursue modeling activities in earnest. Unfortunately, or fortunately, is it later turned out, that was also the time that modeling supplies of all descriptions started escalating in cost quite rapidly along with everything else.

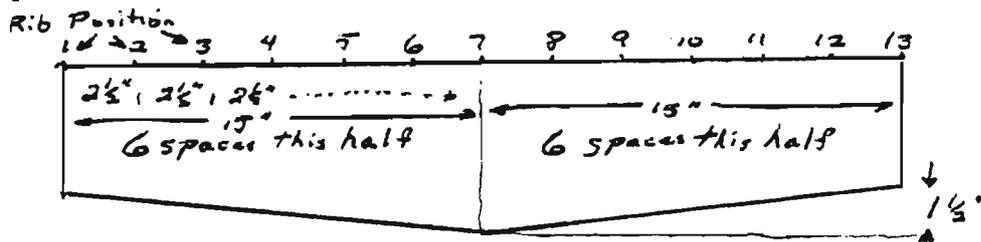
Being somewhat cheap and far from being rich I did what lots of modelers eventually do, started designing my own planes. That has been for me an excellent choice. It has added greatly to my enjoyment of the hobby. It has given me a better understanding (still minimal understanding, however), of flight dynamics and structures. I have saved lots of money (translated: I have spent more money on modeling because it's been more fun). However, the

SUNDAY FLIER, continued

Drawing on prior experience, let's further assume that you think a 30" wing span with a $1\frac{1}{2}$ " chord taper from tip to root rib will give sufficient wing area for the intended application. Also, based on your previous building experience, you've picked a rib spacing of $2\frac{1}{2}$ " between adjacent ribs. You can always put more or less ribs if you think it warranted. The principle is the same.

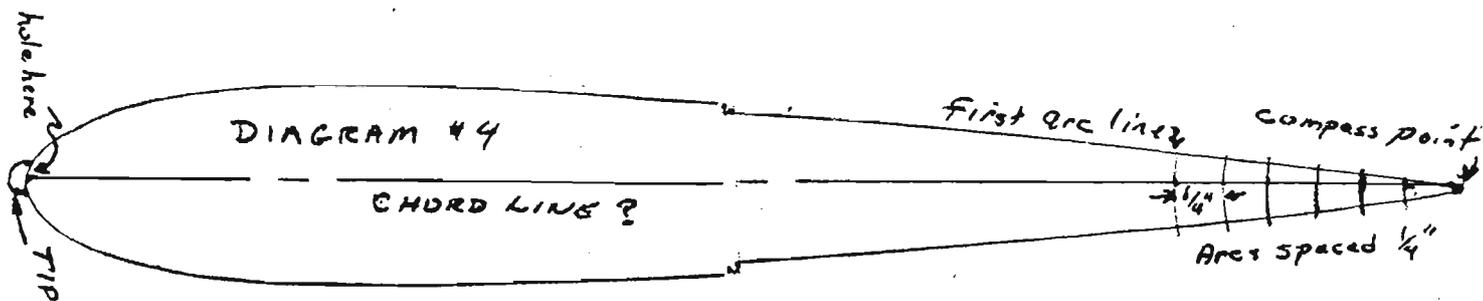
For a 30" wing and a $2\frac{1}{2}$ " rib spacing, 12 spaces of $2\frac{1}{2}$ " each gives a total length of 30". Twelve spaces means 13 ribs (2 end ribs and 11 intermediate). See diagram No. 3.

Now you have the center rib pattern and need a pattern for the six ribs outboard on each wing.



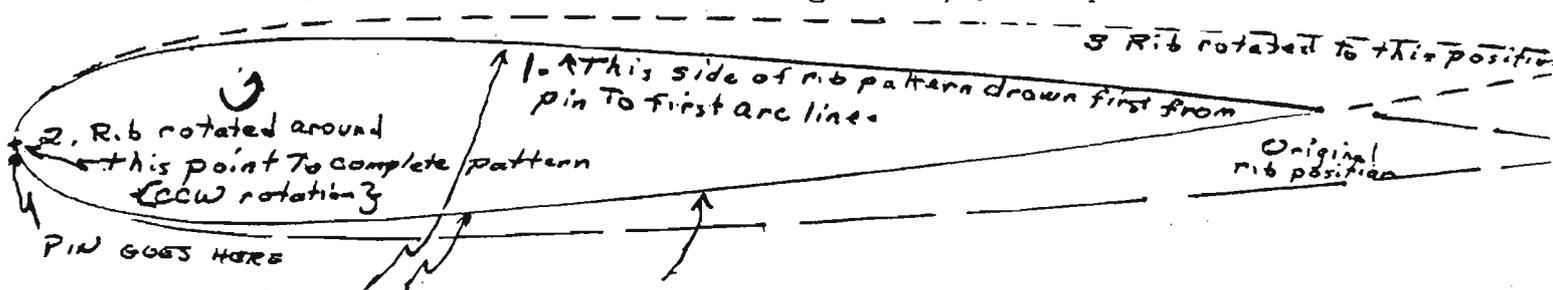
Going to the center rib pattern, draw a chord line from trailing edge tip to leading edge tip. Starting at the trailing edge tip measure and mark $1\frac{1}{2}$ " towards the leading edge ($1\frac{1}{2}$ " is the chord taper; recall). Since six more ribs are required for each wing half, divide the $1\frac{1}{2}$ " by 6 to get $\frac{1}{4}$ ". Mark on the chord line $\frac{1}{4}$ " increments starting at the trailing edge tip and ending with the mark at $1\frac{1}{2}$ " previously made.

With a compass point at the trailing edge point, describe 6 arcs that pass through each of the $\frac{1}{4}$ " marks. You should now have a rib pattern that looks like diagram No. 4, which is the same as the original pattern with arcs spaced $\frac{1}{4}$ " and centered on the trailing edge point.



If you originally drew your pattern on the material you intend to use as a pattern such as pasteboard from cereal boxes, poster board, hard balsa, whatever, cut it out. If not, transfer it and do so leaving a slight protrusion or tip on the leading edge as shown on diagram No. 4. Make a small hole such as a hobby pin hole at the point where the chord line joins the leading edge of the pattern. Lay the pattern on your rib stock and put the pin through the hole. Draw along the edge of one side of the rib pattern from leading edge to the first arc you encounter. Rotate the rib pattern around the pin until the opposite side of the rib pattern intersects or more correctly joins the partial pattern just drawn and now draw around this edge of the rib pattern.

You now have one rib drawn. See diagram No. 5. Repeat for the other



Solid lines describe end rib pattern. Patterns for other ribs obtained by using remaining arcs

This side of rib drawn after counter-clockwise rotation of rib.

(Draw individual patterns if desired but not necessary. Less trouble to draw on rib stock.)

end rib and twice for each of the other arcs and once for the center rib. You now have drawn your set of tapered ribs on your rib stock.

The process is really quite simple in operation but more difficult to explain (at least for me it is). A few practice runs on scrap material and you'll be turning out tapered ribs as readily as constant chord ones. You cannot of course stack several pieces of balsa and cut them out at once, however I think the small extra effort is a small price for all the advantages mentioned at the beginning of the article.

Try it. I think you'll be pleasantly surprised. Next time, I hope to write about what to do with those ribs. Until then, if you aren't already doing so, consider designing your own planes. It's fun.

--Larry Miles, Apt. 89, 7707 Mission Gorge Road, San Diego, CA 92120.

STUNT SCENE

by paul walker

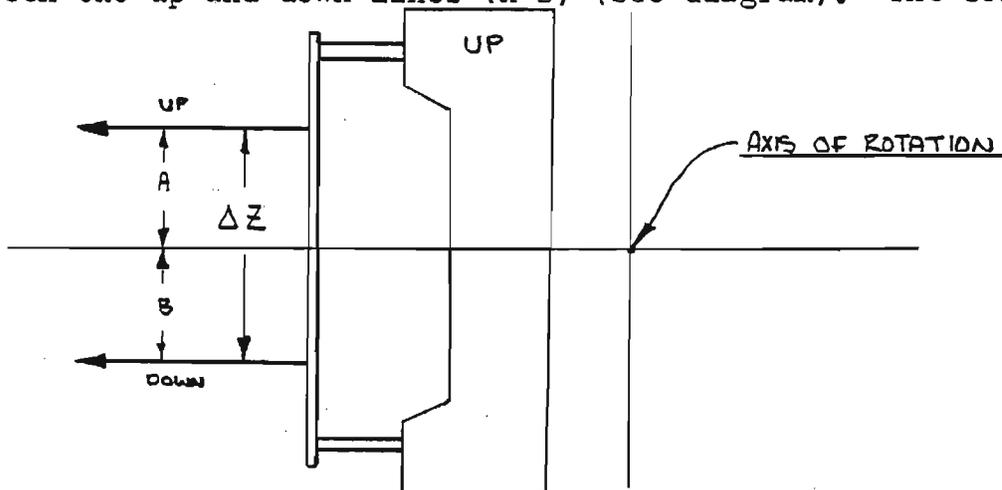
THE ADJUSTABLE HANDLE

The conclusion of my last article was the fact that everything in trimming an airplane is a compromise at best. But there are certain devices that help some of these problems!

One such device is the adjustable handle. Adjustable, in the sense of the word used here, is defined as a handle with the ability to vary the spacing between the lines. An E-Z Just Hot Rock handle is adjustable, but not in the sense used above. As will be seen, the adjustable handle has the ability to solve two different trim problems.

The first trim problem is that the handle may require too much movement to fly the plane comfortably. First, assume that the axis of rotation is spaced evenly between the up and down lines (A-B) (See diagram). The solution

to the plane being sluggish is to increase the line spacing (ΔZ) while maintaining symmetry about the axis of rotation (A-B still). Conversely, if the plane moves too quickly for



you, decrease the line spacing. Now, if you go back to the flow chart (Issue 21) at step 2, the question is, is it too sensitive or is it too sluggish? Now you have another solution to the problem. The amount of nose weight in the plane will be determined by the compromise of turn rate and tracking. Note that in the flow chart we discussed the turn rate only in relation to inside-outside comparison, not in magnitude!

The second trim problem the handle can solve is a little more complex. It deals with the relationship between turning and tracking. Sometimes a plane will turn better one way than the other. This can be corrected by adjusting the elevator so that it will turn the same both ways. Now this is where a potential problem can exist. Seemingly, the plane tracks better one way than the other. Granted, all planes don't get into this situation, but some do.

The solution to this -- adjust the plane so that it tracks both ways the same and then re-adjust the handle so that it turns the same. This is a simple adjustment. Say, for instance, that it turns slower inside than outside. Simply move the upline on the handle up 1/8" (Dimension A). Now fly it again and check the inside and outside turn rates. Keep up this process until it feels the same both ways. Remember, now, this adjustment is to your liking, not someone else. Everybody tends to use different hand motions to fly. Their "axis of rotation" may not line up with yours. Thus, the handle (and plane) are not set up for them, and it will not feel the same as it does for you!

So, once again, you can see that trimming a stunt plane is a very personal thing.

--Paul Walker, 25900 127 Ave. S.E., Kent, WA 98031

FLORIDA VS. NORTHWEST RACING -- A DRAW?

Some of you have undoubtedly been following the challenges tossed back and forth between the Northwest and Florida, comparing our times in Northwest Super Sport Race and Florida Slow Rat Race. The following article is reprinted from the Florida Modelers' Association News, edited by Terry Rimert, who organized this cross-country challenge with FL's editor.

"As most of you know, I bet John Thompson of the Flying Lines newsletter a beer that our Florida Slow Rat racers could beat his Northwest Super Sport racers. The deal was that we would take the best three times turned by each side, add them, and the highest time lost.

"Well, when April rolled around and the state championship meet started, everything went wrong. Even the mouse racers couldn't finish a heat. The Florida Slow Rat teams all had troubles, and things looked bad for the home team.

"Then I got word from John. They couldn't even finish three fliers in

FLORIDA VS. NORTHWEST, continued

the final. One of them had tripped and wrecked his plane so badley they couldn't put it together again and finish. But the two they finished were faster than any of our scores. He wanted me to buy the beer because two out of three isn't bad. I told him we could do a rematch on Memorial Day weekend, and he agreed.

"Our times were better on Memorial Day but not much better. Then John wrote me again. They didn't finish three people again. One of the fliers had gone to the hospital after tripping and knocking his head on the ground. Again their fastest time was faster than our fastest time, and their second fastest time was faster than our second fastest time.

"Maybe we will have to call it a draw and buy each other a beer. Anyway, it was fun, and we may try again next year. Let's get our Florida Slow Rats moving. Their fastest time on Memorial Day Weekend was in the seven-minute bracket. We are doing good to get into the eight-minute class.

"I wrote and told John that I sure didn't want to get in a circle with any of the racers from the Northwest if they kept tripping people and sending them to the hospital. The person was released after examination, incidentally."

The postscript is that Terry and FL's editor met up at the Nats and passed pleasantries, but somehow, the promised beers never were exchanged. There always are things that don't get done in the hubbub of the Nats. I hope we can do some more cross-country racing. With the Floridians' tendency to burn down their planes and our tendency toward physical violence, it should be a lot of laughs.

HOLY Balsa CHIPS, BATMAN -- I JUST REKITTED MY AIRPLANE!

Paul Walker, whose airplanes are almost too pretty to even risk flying, has a mean streak! A while ago, we asked for ideas for oddball events. Paul responds with a note that sounds like he's as odd as the rest of us. In fact, the rest of us are so odd, that plans are being made to put Paul's idea to the test in an upcoming contest. Read on:

How about DESTRUCTION DERBY!!
Tried it once and it was great!

Rules:

1. Any plane legal.
2. 60-foot lines.
3. Tanks large enough to run two or three minutes.
4. To start:
 - A. Everybody flies in the circle at the same time.
 - B. Everybody starts engines.
 - C. Director drops flag and all take off at the same time.
 - D. Whoever does not at least take off within 10-20 seconds is out
5. After the last plane down, two-minute repair period. 30-second engine start period. Director waves flag and anyone who can still fly takes off.
6. Once you miss a takeoff flag, you are out and cannot return.
7. Continue until only one plane left.

THE FLYING FLEA MARKET

FOR SALE -- OS .40FSR new in box, \$70. ST .46 custom tuned by Gene Martine, custom Martine muffler, Prather drill jig, all new in box, test run by Gene, \$100. K&B .40 BB RR, make offer. Sig Banshee, \$20. TF Hawker Hurricane, \$18. All prices include postage and insurance. Rory Tennison, Rt. 4 Box 1755, Libby, MT, 59923, (406) 293-9791.

FOR SALE -- Low-density foam combat wings are now for sale, All parts are fabricated from either redwood or balsa, also maple motor mounts. The specs are as follows: Wingspan 48½", c/w 11½", a/r 4-1.4, w/a 528 sq. in. Also can build from your specs. Just send root and tip temps, etc. All foam wing kits are made in Seattle, Wash., and shipped to you C.O.D. Minimum order of two, please. Just send \$30 to Danby Burdick, 8 W, Florentia 2, Seattle, Wash., 98119.

HOBBY SHOP DIRECTORY

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HOBBY HOUSE -- Control-line, free-flight and RC supplies, 10011 Holman Road N.W., Seattle, WA 98177. (206) 782-1609.

THE HOBBY PLACE -- Control-line and RC supplies, specializing in parts. 1415 NE 80th, Seattle, Wash., 98115. (206) 525-6757. Owned by Dodie Long. "If we don't have it, we will get it."

CALIFORNIA

HERB'S SPEED & RACING PRODUCTS -- Speed pans, epoxy glass speed tops, and other supplies. Send SASE for more info. 1621 M. St., Merced, CA 95340. (206) 722-7836. Owned by Frank Hunt.



AIR MAIL



COMMENTS.....NEWS.....VIEWS
FROM THE FLYING LINES READER

DEAR FL:

I think you made a mistake inviting me to write any time. Most people like to talk. I prefer writing, so look out.

Looking forward to your newsletter. Really enjoyed the two most recent issues of Charlie Johnson's I had a chance to read.

Too bad you haven't been able to keep the price down -- we had some problems with our club in Kansas City. Editor charged \$3 a year for a single page once a month and was barely breaking even -- last year. That was one of the reasons for the popularity of our one-plane, five-event, six-month contest -- the high cost of everything. But things could be worse -- lots worse.

Continued success with FL.

--Larry Miles, Apt. 89, 7707 Mission Gorge Road, San Diego, CA 92120.

DEAR FL:

...Here are some notes which may be of interest (regarding trip to Regional from Edmonton, Alberta). The trip cost Roy (Andrassy) and I (Canadian money) \$200 for gass, \$200 for motels, \$100 for meals, and Lots! for hobby supplies.

Roy's Monte Carlo averaged 8.8 Kilometer/Liter (24.7 mpg) over a total distance of 4,221 Kilometers (2,623 miles). All in all the trip was less expensive than originally anticipated, which rather surprised us.

On behalf of Roy and I I would like to extend my thanks to you and all the great people I met during the Regionals. I always fascinating to meet the people I always read about in Flying Lines newsletter.

As far as the Regionals, the competition and contest was all what I expected and despite the rain ran off quite smoothly, I thought.

I also really enjoyed the party at Gene's immensely as I really got to know and talked to a lot of really neat people. (Not to mention that "home brew" of Fred Margarido's that I was sipping all night!)

Although my equipment wasn't as consistent as I expected, for my first contest this year I still managed to bag a piece of gold or two.

I'd certainly recommend it for anyone and will try to do it all a gain next year if I can.

--Paul Gibeault, 15605 121st, Edmonton, Alta. T5X 3B3, Canada.

DEAR FL:

Our Rebel Rally Florida Slow Rat races went off a lot better than the ones at the Florida Champs meet, but the scores aren't a whole bunch better. Except mine. I got this old Supertigre .35 from a friend who started flying free flight instead of control line about 15 years ago. He hadn't used it in that long. I started it for the first time just 5 minutes before my heats, and never got it doing right, but it went the whole route and made two pit stops with first flip starts.

Soon as I run it a little, and do some testing, I'll be down to 8:30s. Which is what I did with my 22-year-old Fox .35 last year. No fires for me this time. I used 10% nitro, a Rev-Up 7x7 400 series (the narrow blade one). I need to check props. I think the plane will do better with more blade area pulling it.

I hope to see you at the nats.

Times were: Terry Rimert, 8:52; John Ebersbach, 10:45; Sandy Parmenter, 12:34. Incidentally, Sandy's plane caught fire, and burned the tank off, and had to have the fire put out, the tank fastened on again, a new quickfill rubber put on, and then restarted, in order to finish.

--Terry Rimert, 367 Orange Ave., Baldwin, Florida, 32234.

DEAR FL:

Just a few lines to thank you for Flying Lines--I hope you'll keep me on your mailing list...I'd also like to congratulate you fellows on an outstanding job. Flying Lines is a good production. As a guy who's put out bulletins most of his life, I know what you're up against. Hang in there.

--Ed Whalley, Flying Models, 89 Lakeview Ave., Bellingham, Mass. 02019.

DEAR FL:

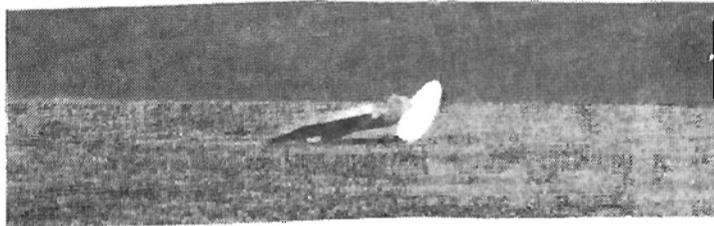
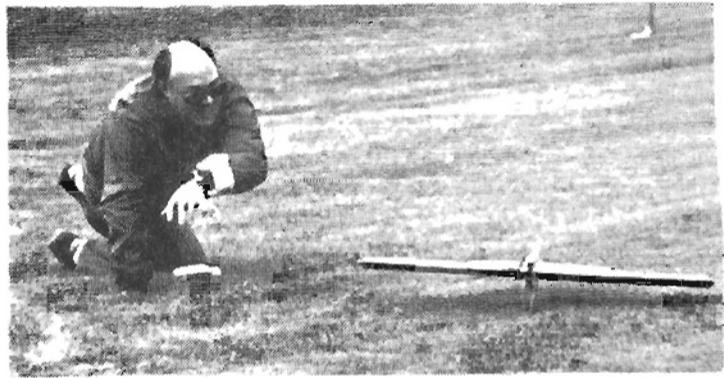
Joyce and I really enjoyed the contest (Regionals). It was the most speed entries we had seen since the last Nats we attended. The Flying Lines is really reaching out and pulling them in. Keep up the good work.

--Fred Margarido, 40059 Besco Drive, Fremont, CA 94538.

DEAR FL:

I just wanted to get a short note off to you in regard to the Regionals. Thanks for the effort and enthusiasm you put into making the Regionals a worthwhile experience. I plan on coming again next year if it comes together.

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



CLAMBASH RACING ACTION

FL photographer Chris Genna got fine action shots at the fourth annual CLAMBash in Astoria, Oregon, in June during the NW sport racing. Left top photo shows four-up NWSR traffic, with three planes and four pilots visible. Bottom left is Mike Hazel and stogie puffing Gary Byerly piloting. Right, top to bottom, three photo sequence of Dick Salter pitting the Screaming Yellow Zonker, Below, Will Naemura launching another racer, and below, an oops.....! Coming in future issue: The Great Bladder Grabber shots, the Nationals, and more...