

# FLYING LINES

1411 BRYANT AVENUE  
COTTAGE GROVE, OREGON 97424

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PUBLISHER: MIKE HAZEL

Oct., 1981 NEWS OF NORTHWEST CONTROL LINE MODEL AVIATION Number 29

## SKYRAIDERS PLEASED WITH FIRST BIG MEET

(Compiled from reports by Dave Mullens and Mike Hazel)

Our first annual Raider Round-Up, held at Boeing Developmental Space Center (Kent, Wash.) Sept. 12 and 13, surpassed all expectations. If you missed this year's version, better start planning for next year's edition right now. We hope to build on what we started this year.

Twenty-one contestants made up 72 entries in 14 events. Trophies were presented through third place and \$400 worth of merchandise was awarded through second place in each event. We just broke even on our club raffles, a Fox .35 stunt and GloBee Fireplug and charger. We also sold AMA Easter Seals tickets for a Las Vegas vacation trip.

Would you believe we even were blessed with two days of blue skies and moderate winds. All contestants conducted themselves in a sportsmanlike way, and the few incidents that may have caused problems were solved in a gentlemanly fashion.

Congratulations to Dave Green from Astoria, Ore. Dave is the first holder of the Raider Round-Up Perpetual Sportsman's Award. This award (a trophy of awesome dimensions and impact) is presented to the contestant with the highest cumulative score of all events offered. Dave accomplished this by winning Northwest Super Sport Race and Goodyear, placing second in Formula 40, Mouse I&II, precision aerobatics beginner-intermediate (yes, Dave can fly control-line) dive bombing, and fourth in Northwest Sport Race and eighth in Sorta Scale. Maybe next year we can talk Dave into participating a little more.

The local hobby shops deserve a special thank you for supporting the Raiders in their first attempt at staging a major event. The following shops donated merchandise to be awarded: The Hobby Place, the Hobby House, Queen Anne Hobbies, Webster's Hobbies. National manufacturers helping out were: Sig, Top Flite, Carl Goldberg, Sullivan Products, Tower RC, Repla-Tech, and Satellite City. Flying Lines provided a piece of appropriate apparel. The support received was very gratifying.

A special thank you to Pat Salter and Carolyn Mullens for handling registration and keeping things rolling along. Club members helping out were Al Johnson, Max and Yvonne Thue, Dan Cronyn, Bob Danielson, Mike Pogan, Dick Salter and Tom Knoppi. If I forgot anyone, thanks and sorry to omit your name, but I was a little busy towards the end of our event. Thanks to Scott Newkirk for acting as Boeing Liaison in obtaining the Boeing facility. Jim Parsons and Gary Letsinger deserve a special thank you for acting as our stunt judges. Thanks for putting in the time to allow Dave Green to fly after his argument with Rick's propeller. Thanks to Dennis Patera for helping out in combat and Sorta Scale. Phil Granderson helped out in chasing down combat streamer makings.

Here are the results:

### GOODYEAR (SCALE RACE) (2 entries)

1. Dave Green, Astoria, Ore. -- 11:54. Rickey Rat, 21 oz., balsa-epoxy, Cox Conquest .15, Green rework, fiberglass prop, K&B plug, Sheldon's 50% nitro fuel, crankcase pressure, fastfill, shutoff, hot glove, Green 2½-oz tank.

2. Ken Burgar, Bremerton, Wash.

### NORTHWEST SPORT RACE (7 entries)

1. SKARE Team (Dick Salter-Tom Knoppi), Seattle, Wash. -- 4:29 heat/9:02 feature. Sterling Ringmaster, 42" span, balsa-Monokote. Fox .35 stunt, Newkirk prop, K&B plug, Sheldon's 10% nitro fuel, uniflow TKO Racing 3-oz. tank.

2. Gary Byerly, Spanaway, Wash. -- 5:07/9:36.

3. Ken Burgar, Bremerton, Wash. -- 5:20/10:44.

4. Dave Green, Astoria, Ore. -- 7:21/11:43.

### SUPER SPORT RACE (5 entries)

1. Dave Green, Astoria, Ore. -- 4:04/7:54. Cro-Magnon Super Sport (Hazel design, modified by Green), 33" span, 22 oz., balsa-Monokote. K&B .35, Garner 9x7 glass prop, K&B plug, Sheldon's 25% nitro fuel, fastfill, shutoff, hot glove, 4-oz. suction outboard D. Green tank.

2. Mike Hazel, Salem, Ore. -- 4:07/8:25.

3. Lowell Paddock, Spanaway, Wash. -- 4:23/10:43.

4. SKARE Team, Seattle, Wash. -- 8:23/--

RAIDER ROUNDUP, continued

1/8A MOUSE RACE CLASS I (7 entries)

1. Mike Hazel, Salem, Ore. -- 6:44. Original design, 18" span, balsa-Monokote-Super Poxy. Cox Babe Bee-Black Widow-TeeDee hybrid, Top Flite 5x4 prop, TeeDee plug, 25% nitro home brew fuel, standard Black widow tank.
2. Dave Green, Astoria, Ore. -- 7:06.
3. SKARE Team, Seattle, Wash. -- 9:14.
4. Joe Just, Yakima, Wash. -- 4:43 heat.

1/8A MOUSE CLASS II (2 entries)

1. Bill Varner, Astoria, Ore. -- 9:46. Midwest Super Mouse, Cox TeeDee .049, 5x4 Tornado prop, 50% nitro fuel, shutoff, hot glove, fast-fill, starter spring.
2. Dave Green, Astoria, Ore. -- 149 laps.

FAI TEAM RACE (2 entries)

1. SKARE Team, Seattle, Wash. -- 5:29. Half a Minute Sprint, designed by John Barr, Dave Clarkson and TKO Racing, 32" span, 18 oz., balsa-bass, tissue-dope. Supertigre .15D, Kelly 7x8 copy prop, Cox carburetor, TKO Racing diesel fuel, suction uniflow 7-cc TKO Racing tank, Norwest Racing Equipment filler valve, fastfill, Cox/KK needle valve.
2. Mike Hazel, Salem, Ore. -- 1 lap.

FORMULA 40 SPEED (5 entries)

1. Scott Newkirk, Seattle, Wash. -- 148.58 mph. No airplane info provided.
2. Dave Green, Astoria, Ore. -- 138.83 mph.
3. Mike Hazel, Salem, Ore. -- 133.87 mph.
4. KB Team, 131.33 mph.

RECORD RATIO SPEED (1 entry)

1. Mike Hazel, Salem, Ore. -- 159.79 (jet). No airplane data provided.

PRECISION AEROBATICS, BEGINNER-INTERMEDIATE (6 entries)

1. Rory Tennison, Libby, Mont. -- 373.5. Gentry (Sig Twister modified to standoff Genesis appearance), 45 oz., balsa-silkspan-Formula U. McCoy .40, 10x6 prop, K&B plug, 10% nitro fuel, suction Sullivan 4-oz. outboard tank.
2. Dave Green, Astoria, Ore. -- 373.
3. Max Thue, Edmonds, Wash. -- 350.
4. Dick McConnell, Seattle, Wash. -- 277.

PRECISION AEROBATICS, ADVANCED-EXPERT (3 entries)

1. Paul Walker, Kent, Wash. -- 561. Frustration's End (original), 61" span, 65 oz., balsa-foam-dope. OS .45 FSR, reworked by Henry Nelson and Vic Garner, 12x5 prop, Thunderbolt RC long plug, home brew 10% nitro fuel, suction uniflow Walker 8-oz. tank, muffler pressure.
2. Rick Railston, Yakima, Wash. -- 540.
3. Don McClave, Portland, Ore. -- 493.

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## RAIDER FOUNDUP, continued

### SORTA SCALE (8 entries)

1. Dick Salter, Seattle, Wash. -- SE5, Sterling kit, dope finish. McCoy .35, 10x6 prop, K&B plug, Sheldon's 10% nitro fuel, suction uniflow TKO Racing 2-oz. tank.
2. Russ Wilcoxson, Tacoma, Wash.
3. Rory Tennison, Libby, Mont.

### DIVE BOMBING (6 entries)

1. Dick Salter, Seattle, Wash. -- Sterling P-51, Monokote. Fox .35 stunt, Tornado 10/6 prop, K&B plug, Sheldon's 10% nitro fuel, uniflow TKO Racing 3-oz. tank.
2. Dave Green, Astoria, Ore.
3. Bill Varner, Astoria, Ore.
4. Max Thue, Edmonds, Wash.

### SLOW COMBAT (5 entries)

1. Gary Byerly, Spanaway, Wash. -- Proctologist II, Granderson design, 48" span, foam, Fascal. Supertigre G21 .35, 8½x6½ prop, K&B plug, Duke's Fuel (10% nitro), suction uniflow Fox 4.8-oz outboard tank.
2. Bill Varner, Astoria, Ore.
3. Rory Tennison, Libby, Mont.

### AMA COMBAT (9 entries)

1. Gary Byerly, Spanaway, Wash. -- Proctologist II (Granderson design), 48" span, 19 oz., foam, Fascal, cut 8½x6½ prop, K&B plug, Fox Combat special, home brew 40% nitro fuel, bladder tank.
2. Ken Burdick, Seattle, Wash.
3. Ken Burgar, Bremerton, Wash.

### SPORTSMANSHIP AWARD (Overall champion)

Dave Green, Astoria, Ore.

## STUNTATHON '81 -- A GREAT STUNT CONTEST AND A MILESTONE IN CL HISTORY

By Dave Gardner

On Oct. 4, 1981, Stunt-A-Thon '81 flew into history in the only hole in the weather in three weeks. The dozen stunt fliers who entered were evenly split, giving three entries in each of the four PAMPA classes.

The beginner group flew the novice pattern for the first time in several years. I have mixed feelings on this approach, but it seemed to work out for the beginner fliers. Tom Kopriva of Eugene, Ore., flew to a clean first.

In the intermediate class, John Thompson of Cottage Grove, Ore., graced us with his first official stunt entry, and managed to win the class flying at Northwest Sport Race speeds.

Rich Schaper retired his venerable Chipmunk and brought out a new plane to take first in advanced. Rich is from Kelso, Wash.

In the expert class, Paul Walker flew his 10th place Nationals airplane to a solid first place. Paul is from Kent, Wash.

The only disaster of the day was Dave Mullens of Seattle, Wash., running out of fuel in the cloverleaf. This caused the flying circle to jump up and smash his airplane very firmly. From where I sat, it didn't look very fixable.

It was good to see Don Schultz back in the circle, being the Ilie Nastase of stunt. (At least the circle was smooth, Don!)

Bob Emmett came down from Seattle to judge, along with Dave Gardner, who was also the contest director.

Official results were:

### BEGINNER (3 entries) (Novice pattern)

1. Tom Kopriva, Eugene, Ore. -- 239. Midwest Magician, 48" span, balsa, silk, dope finish, 40 oz., half-ribs added and tail moment lengthened 1½". Fox .35 stunt, 10x6 Top Flite prop, K&B Plug, K&B 100 5% nitro fuel, Fox muffler, muffler pressure, Sullivan 4-oz outboard clunk tank.
2. Dick Salter, Seattle, Wash. -- 204.
3. Bill Varner, Astoria, Ore. -- 201.

### INTERMEDIATE (3 entries)

1. John Thompson, Cottage Grove, Ore. -- 312.5. Banshee's Ghost, original profile based on Sig kit wing, 48" span, 35 oz., balsa-Monokote-Super Poxy. OS Max .35, Top Flite 10x6 prop, K&B plug, Sheldon's 10% nitro fuel, OS muffler, suction uniflow Dave Green 4-oz tank, muffler pressure.
2. Max Thue, Edmonds, Wash. -- 303.5.
3. Dave Mullens, Seattle, Wash. -- 277.

### ADVANCED (3 entries)

1. Rich Schaper, Kelso, Wash. -- 464. Genesis (Bob Hunt design), 56" span, 55 oz., balsa built-up, Monokote. OS .40FSR, Zinger 12x6 prop cut to 11", K&B idle bar plug, K&B 100 5% nitro fuel with Castor oil, Schaper 5 3/4-oz uniflow tank, muffler pressure.
2. Don McClave, Portland, Ore. -- 434.5.
3. Rich Porter, Salem, Ore. -- 407.5.

EXPERT (3 entries)

1. Paul Walker, Kent, Wash. -- 561.5. Frustration's End (original), 61" an, 65 oz., balsa-foam, dope-acrylic laquer finish. OS Max .45FSR, reworked by Henry Nelson and Vic Garner, 12x5 Zinger prop, Thunderbolt RC long plug, home brew 10% nitro fuel, Walker 8-oz. suction uniflow tank, muffler pressure.

The approximate two-hour lunch break was filled with flight demonstrations of American Junior Fireballs and presentation of Jim Walker memorabilia.

Frank Macy was the host of this session, with Pat Webb being the voice behind the public address system. The theme was "Fireballs in the Sky," and was most appropriate with all the A.J. aircraft present, along with the bright ball in the ordinarily gray Northwest skies.

Frank Macy has done an outstanding job of collecting artifacts and memorabilia from Jim Walker's American Junior Aircraft Company. On display were examples of A.J.'s prodigious output of over two hundred million model airplanes, ranging from the first rubber powered silk-covered almost-ready-to-fly plane from 1929 through the A.J. Interceptors and whip control airplanes, to a multitude of versions of the Fireball.

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## STUNTATHON, continued

There were Fireballs of different vintages (four distinct kit variations) as well as a couple on floats, the symmetrical wing stunt version and even a Fireball biplane. The biplane was never kitted but was an experimental factory version.

A strong attempt was made by R.F. "Steve" Stevenson to duplicate Jim Walker's flying of three Fireballs at the same time, complete with the original swivel handle on the football helmet. Steve flew some demonstration flights "no hands" with one plane, doing loops and wingovers to please the crowd. When the three Fireballs were put in the air at the same time, however, one of them wouldn't cooperate, even though they were all tacked out evenly on the ground. In spite of several efforts by a large crew of pilots and pitmen, Jim Walker still holds the singular title for this demonstration.

After the flying demonstrations, Frank presented the majority of his collection to three collections; the Oregon Historical Society, the Russ Barrera Model Aviation Museum, and the Pacific Museum of Flight on the Boeing grounds in Seattle.

Each of the groups received one of the demonstration Fireballs, complete with an early 60s McCoy .29.

The Oregon Historical Society also received the Fireball Stunter, Walker's original RC lawnmower (which still works!), many early production items and a 2x6' wood carving by Frank Macy, depicting Jim Walker and his contributions to model aviation. This carving is on permanent display at the Historical Society.

John Pond came up to accept the items for the Russ Barrera Model Museum in Morgan Hill, Calif. John announced that AMA is going to underwrite the model museum, saving a great deal of model aviation history that might otherwise have been lost. Included in this donation were a 1941 Fireball and Bill McDow's Firecat.

Howard Lovering accepted the Fireball Biplane and many other items for the Pacific Museum of Flight, which will be in Boeing's original "Old Red Barn" on the Boeing property.

As a topper, John Knepper, a long-time associate of Jim Walker's, was present with a 1910 Wakefield, powered by twin rubber motors through a gearset at the prop end.

Mrs. Dora Walker and Jim's three daughters were present, along with Gordon Walker, his nephew, other family members, friends, and American Junior employees. Mrs. Walker was presented with a bouquet of roses and an engraved marble plaque depicting the Fireball in flight.

This historical event was viewed by a crowd of several hundred, not a few of which were current or ex-modelers. There was local press coverage as well as three television channels. Jim Walker's name still lives on, particularly in Portland, with the event taking place at the Jim Walker Memorial Flying Field.

## POLITICAL STATEMENTS

It's election time for the Academy of Model Aeronautics. On the national level, the election is for secretary-treasurer. Candidates are Horrace Cain, Howard Crispin, and incumbent Jim McNeill, running as a write-in. Here in District XI, the candidates for district vice president are incumbent Homer Smith of Seattle and Ed McCollough of Portland, along with write-in Chick Young of Federal Way., Wash.

The following political statements were provided by the candidates involved. Flying Lines runs them as a public service to the candidates and to FL readers. No endorsement of any candidate is implied, and statements from any candidate will be accepted.

### HOMER SMITH

As you probably know, Ed McCollough and I are on the ballot for Vice President of District XI this fall. Ed has done a good job covering the northern half of Oregon as AVP during the last two years. The purpose of this letter is to ask your support for my re-election.

Many of the issues in District XI are the same as those faced by the Academy at the national level. I have been instrumental in developing the flying site program by instigating and leading the effort to prepare a long range plan for the Academy. That effort took more than two years and occurred during a change in presidents and a significant number of vice presidents. While only recently appointed chairman of the Nats executive committee I have a plan in motion to improve the committee structure and Nats cost performance.

Our district representation has been improved at the local and national level. There were so many problems with ballots in the last election that I spearheaded the effort at the spring, 1981 council meeting to assure that future national election ballots be sent first class mail. I am a proponent of an improved and more equitable dues structure to more fairly distribute cost of services. I am also a member of the bylaws committee that is updating and improving the structure of the organization to handle the problems of the

## POLITICS, continued

80s. This past summer I implemented the beginning of a cooperative effort with the Aerospace Education Association that should benefit AMA members in District XI.

The economy is such that we must develop outside sources of income to lessen the drain on the members. We can no longer keep increasing dues every few years to handle inflation and growth. I have the experience and management skills to continue to help develop these goals into reality. There has been a vast improvement in the operation of the AMA since January, 1981. With your help I can provide the continuity necessary to keep the improvements seen in 1981 moving ahead. Vote for me and vote for the future.

--Homer L. Smith, Vice President, District XI, 1417 NW 191st St., Seattle, Wash., 98177.

### JIM MCNEILL

My name is Jim McNeill. I am the current incumbent AMA secretary-treasurer. I am running for re-election on a write-in campaign. To vote for me you will have to print or write my name in the Sect. 3 on the ballot.

When I was elected three years ago the AMA secretary-treasurer job was almost unheard-of. There was no mention of it in our Model Aviation magazine anywhere. The secretary-treasurer never opened his mouth at a council meeting or ever did anything. This wasn't my predecessor's fault or anyone's fault. The 1936 AMA by-laws carry the solitary bare instructions, "The secretary-treasurer shall monitor the fiscal affairs of the academy and shall have the cooperation of the executive director."

That's all, nothing else. Immediately after being elected I initiated quarterly visits to Washington, D.C., checking, auditing, analyzing our operation and reporting back to the council. I brought in an outside auditor for a fresh complete going over. Everything was peachy, OK. I did this to protect you. I begged space in our magazine to bring all this stuff to you, the members, also. In the three years I have introduced you to the duties and faces of the personnel of at least 10 different AMA departments in headquarters. I introduced you to General Von Cann and his fine staff with the National Aeronautic Association, our parent organization. I've shown you our delegations to Paris for the CIAM and the FAI.

I've taken national polls on touchy subjects. Also my favorite thing, pictures of members, contest goers, Sunday fliers, etc., with their wives, children, friends, all the human interest stuff I could dig up. At the beginning of each year I've used my magazine space to straighten out members' problems with AMA's mistakes in renewals, sending magazines, etc.

All this national publicity and national exposure has triggered a sudden political stampede to be the AMA secretary-treasurer. When the nominating committee met (the 11 vice presidents go in a room and shut the door) one vice president who had been feverishly campaigning for a year was able to make a long speech on his behalf without rebuttal. Two others fought hard to get their personal choices on the ballot, personally nominated by them.

They forgot about poor me. I got left off the ballot. Were my feelings hurt? Maybe a little, but in a larger sense I was flattered. I had taken a nothing job and put it into the flow of things where it rightfully belongs. In the long run this is healthy for AMA, but right now I need your help to stay in office. I need your write-in vote. You're the judge...

--Jim McNeill, AMA secretary-treasurer, 617 S. 20th Ave., Birmingham, AL 35205.

## CD ASSN FORMING

Initial efforts are being made to form an association of Northwest contest directors.

Purposes of the organization may include, among other things:

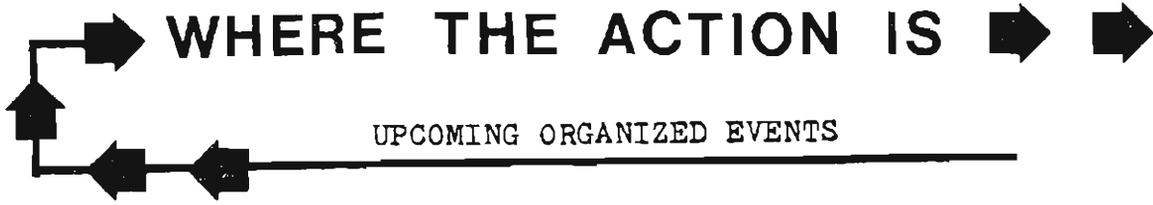
1. Planning contest activity on an annual basis.
2. Organizing work forces for major meets.
3. Acting as a steering committee to monitor, analyze and make recommendations on any issues that might face the control-line competition fraternity.

After it is determined whether there is sufficient interest in such an organization, and potential members express their desire to participate, formal organizational efforts will proceed.

Anyone interested in being a part of the organization who has not already been contacted directly should contact John Thompson in care of Flying Lines.

## AD RATES

Advertisements in Flying Lines 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.



# WHERE THE ACTION IS

## UPCOMING ORGANIZED EVENTS

Listed below are the modeling events known to be upcoming in the Northwest at Flying Lines 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 below are AMA-sanctioned unless otherwise noted.

- Nov. 22.....EUGENE, Ore. -- Flying Lines Third Annual Benefit Turkey Tournament. Four events -- speed, racing, stunt and combat -- with the same plane. 60' lines, must R.O.G., .36 max engine. Fee: \$10 for the whole contest. Prizes: 20-lb turkey for grand champ, merchandise for first place in each category. Proceeds to benefit Flying Lines. Flying starts at 10 a.m. Site: Mahlon Sweet Airport. Contest Director: John Thompson, 1411 Bryant Ave., Cottage Grove, OR 97424. (503) 942-7324.
- Dec. 13.....PORTLAND, Ore. Northwest Sport Race Drizzle Circuit Contest 1. Class I Mouse Race, Class II Mouse Race, Northwest Sport Race, Northwest Super Sport Race. Mouse starts at 8:30 a.m., NWSR at 11 sharp, NWSS follows. Circuit championship points will be compiled for NWSR and NWSS. Site: Delta park. Contest Director, Rich Schaper, P.O. Box 608, Kelso, Wash. 98626. (206) 425-6637. Merchandise prizes.
- Jan. 10.....KENT, Wash. -- Northwest Sport Race Drizzle Circuit Contest 2. Sorta Scale, 9 a.m., NWSR at 11 a.m. sharp, NWSS to follow. Site: Boeing Developmental Center. Contest Director: Dave Mullens, 15559 Palatine Ave. N., Seattle, WA 98133. (206) 365-5436.
- Feb. 14.....ASTORIA, Ore. -- Northwest Sport Race Drizzle Circuit Contest 3. Rat race, 9 a.m., NWSR at 11, NWSS follows. Site: Port of Astoria. Contest Director, Dave Green, 200 W. Franklin Ave., Astoria, Ore., 97103. (503) 325-7005.
- March 14.....YAKIMA, Wash. -- Northwest Sport Race Drizzle Circuit Contest 4. Precision aerobatics and Class I Mouse race, 9 a.m. NWSR at 11, NWSS to follow. Site: Valley Mall. Fee: \$5 for any and all events Contest Director: John Thompson, 1411 Bryant Ave., Cottage Grove, OR, 97424 (503) 942-7324. Merchandise prizes.
- April 11.....EUGENE, Ore. -- Northwest Sport Race Drizzle Circuit Contest 5. 1/2A combat at 8:30 a.m., NWSR at 11, NWSS to follow. Final circuit trophies to be presented. Merchandise prizes. Site: Mahlon Sweet Airport. Fee: \$3 for one event, \$2 each additional. Contest Director: John Thompson, 1411 Bryant Ave., Cottage Grove, Ore., 97424 (503) 942-7324.

## HOBBY SHOP DIRECTORY

### WASHINGTON

HOBBY HOUSE -- Control-line, free-flight and RC supplies, 10011 Holman Road N.W., Seattle, WA 98177. (206) 782-1809.

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

### CALIFORNIA

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## THE FLYING FLEA MARKET

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FOR SALE -- Talk to your flying buddies! One, almost new 40-channel C.B. radio, almost never used, for \$55, including antenna. John Thompson, c/o FL. I'll consider a trade, too, good buddy.

## ANOTHER POSTAGE RATE INCREASE CRIMPS FL FINANCES

Only a few months after FL was forced to raise subscription rates by the last postage rate increase, our friends the U.S. Postal Service have announced still another increase. The cost of first class stamps will go up to 20 cents. We're not sure what the new mailing rate for FL will be, but we know it won't help our always shaky finances.

To give us some guidance, we've decided to ask your advice on how we ought to deal with the latest cost increase. Below are the most obvious options:

1. Raise the subscription fee again. We would imagine a new rate would be at least \$10 a year, compared with the present \$9.50. FL would continue to be published the same as it is now.
2. Go to an annual, rather than a 12-issue subscription. Depending on our schedule, this could mean you would get 10 or 11 issues, rather than 12, depending on whether we continue to take a month or two off each year as we did this year.
3. Third class mailing. This would significantly lower our costs, but you would get your newsletter later than you do now, it would not be forwarded, and delays could sometimes be lengthy. The newsletter's timeliness would be undermined.

Now for an editorial comment: There is one other way the newsletter could go, and it would not mean any subscription cost increase. However, it's something that's somewhat beyond our control. We're talking about increased support from Northwest hobby shops.

You readers of Flying Lines have generously supported the newsletter project. You've subscribed, worn our T-shirts, brought in your friends, and sent us money. Many of you have sent a little extra with your subscriptions and said "Keep the change." Several have sent large donations, up to \$50, probably not even realizing how large an impact that had on saving us from ruin. Clubs have kicked in donations, too.

That kind of help has kept the newsletter alive, but it's a never-ending drain. We've been gratified by that support from modelers, almost as much as we've been disappointed by the lack of interest shown by the hobby dealers you all support.

There are, by our quick count, 43 hobby shops in the Northwest that we are aware of. Each and every hobby shop is aware of Flying Lines' existence and purpose. Yet only a handful have ever shown their support of CL modeling by advertising in the newsletter. In other areas of the country, the hobby shops get behind the modeling groups. For example, the Florida Modelers' Assn. News is totally paid for by contributions from hobby shops.

What all of this is leading to, is that aside from a generous few, the reaction of hobby shop owners to the Northwest's control-line modelers' self-help effort has been a big yawn.

If you readers would like to keep FL coming at the same rate, it might be worth your while to drift in to your local hobby shop and inquire about his level of interest in control-line modeling, and suggest that he support it by a small ad in Flying Lines. If you get the message across, it might just save you in subscription costs.

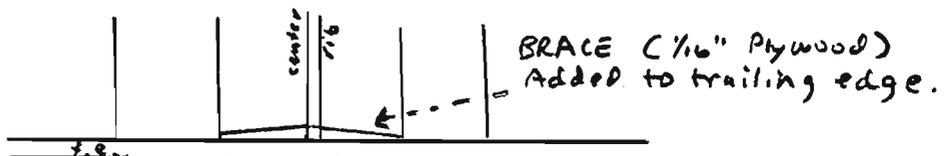
One other thing: It also will be worth your while to patronize those shops that do advertise in FL -- and tell them you appreciate it.

## PLAN ADDENDUM -- CHEAP IMITATION

One small item was left off the plans for the Cheap Imitation  $\frac{1}{2}$ A combat plane published in a recent FL. If you've already built some, don't worry, it isn't an essential part. The version of the Cheap Imitation published was the prototype, which worked very well. The change listed below will have no effect on the flying, but it should add some strength to the center, adding to the plane's "bouncability."

Cut the trailing edge slot in the  $\frac{1}{2}$ " Center rib  $\frac{1}{2}$ " longer than the slot in the rest of the ribs. Make a triangular piece of  $\frac{1}{16}$ " plywood, 8" long and tapering from  $\frac{1}{2}$ " wide at the center to nothing at the ends. This piece becomes a brace, inserted through the center rib and glued to the front of the trailing edge between the two inner  $\frac{1}{16}$ " ribs.

This modification will add little weight but will strengthen the whole center section, preventing t.e. buckling and center rib splitting in hard crashes. See diagram.



FL READER POLL -- TELL US WHAT YOU LIKE (AND DON'T LIKE, BUT BE GENTLE!)

In order to better serve our readers, FL editors would like to get your opinions about the various features in our newsletter. Please take a few minutes to fill in the following poll and mail it to us. If you don't want to cut up your newsletter, either photocopy the page or copy your answers onto another sheet. We need your opinions to give you what you want. Rate the features by circling the number which indicates how interested you are in each feature.

FEATURE	DON'T CARE	MILDLY INTERESTED	VERY INTERESTED	WOULDN'T MISS IT
Technical articles	1	2	3	4
Contest reports	1	2	3	4
Where the Action Is	1	2	3	4
NW Competition Standings	1	2	3	4
NW Competition Records	1	2	3	4
General news articles	1	2	3	4
Hobby Shop Directory	1	2	3	4
Advertisements	1	2	3	4
Photos	1	2	3	4
Flyaways	1	2	3	4
Air Mail	1	2	3	4
Flying Flea Market	1	2	3	4
Speed Scoop (Mike Hazel)	1	2	3	4
Racing Roundup (Mike Hazel)	1	2	3	4
Schaper on Stunt (Rich Schaper)	1	2	3	4
Stunt Scene (Paul Walker)	1	2	3	4
Cuts & Kills (Buzz Wilson)	1	2	3	4
Combat Zone (Gene Pape)	1	2	3	4
Hook Nook (Orin Humphries)	1	2	3	4
Control Line Scale (Orin Humphries)	1	2	3	4
Sunday Flier (Larry Miles)	1	2	3	4
Flight School (John Thompson)	1	2	3	4

List any feature you would like added to Flying Lines:

Comment on any aspect of FL you would like to see improved:

Mail the form to Flying Lines, 1411 Bryant Ave., Cottage Grove, OR 97424.

FL RAFFLE RETURNS -- STILETTO KIT IS PRIZE

The Flying Lines raffle returns thanks to the generosity of Don McClave, Portland stunt flier extraordinaire, who has donated a very fine prize.

The prize is a Stiletto kit manufactured by Dick Mathis Design Group. Now out of production, this kit was one of the finest stunt kits ever made, and it was a very expensive item. Stiletto is the airplane designed by Les McDonald and used by McDonald to win two world championships.

To sign up for the raffle, these are the ticket prices: 1 ticket for 50 cents, 3 tickets for \$1, and 7 tickets for \$2. Fill out the form below and send it to FL. All proceeds support the newsletter.

Name \_\_\_\_\_ Address \_\_\_\_\_

Telephone \_\_\_\_\_ Number tickets \_\_\_\_\_ Amount enclosed \_\_\_\_\_



1411 BRYANT AVENUE  
COTTAGE GROVE, OREGON 97424

Flying Lines is produced monthly by a dedicated staff of volunteers interested in keeping lines of communication open between Northwest modelers. FL is totally independent of any organization, depending entirely on subscriptions and advertisements for financial support.

FL is your link with the rest of the Northwest's control-line modelers. Help keep alive by spreading the word. Wear your FL T-shirt and tell your buddies what it stands for. T-shirts available at \$8 -- name your size and color.

Price for subscriptions is \$5 for six issues and \$9.50 for 12 issues. Canada and Mexico: \$5.50 for six issues, \$10 for 12 issues. Overseas, \$10 for 6 issues and \$18 for 12 issues. U.S. funds, please.

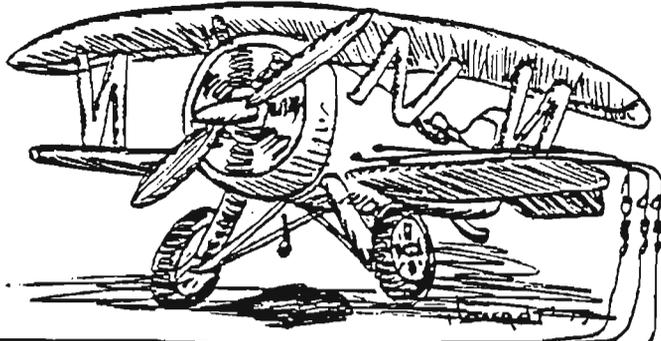
Here is the FL staff:

Publisher.....Mike Hazel	Aerobatics...Rich Schaper	Speed...Mike Hazel
Editor.....John Thompson	Paul Walker	Scale...Orin Humphries
Photo editor..Chris Genna	Combat.....Gene Pape	Sport...Larry Miles
Racing.....Mike Hazel	Buzz Wilson	
Carrier.....Orin Humphries	Beginners....John Thompson	

## CONTROL LINE

### SCALE

by orin humphries.



Boy, was there a nice turnout in scale this year at the Regionals! Four AMA scale ships and five profile scale. First in profile went to a promising young man from California, Aaron Ascher, who flew a faultless flight with a Short Skyvan. First in AMA scale went to yours truly with a T-34C.

I guess I'd better eat a little crow at this point, though, or I'll be out of a job. You see, after the Canadian Nats, in my article covering that I said "neener-neener" to three Canadians who had brought brand new ships to a contest. Well, guess what I did, gang...yeah, I'm human, too. Let's see, dictionary says: "credibility, n., begins with practicing what you preach..."

Rory Tennison got second in AMA with a trusty Piper Cub. That's a plane that is hard to beat as it flies so consistently and is relatively simple. There were a couple of nice-looking bipes there, also. Bipes seem to have trouble with takeoffs; they want to stand on their nose 10 feet after release.

Hats off to the Astoria bunch for their CLAM Scale and the Seattle group for their Sorta Scale event. These are low-key, fun events that avoid documentation and such that have caused AMA scale to dwindle. Yes, modeling can be fun, Maude.

Word is out that someone is building a scale model with a dropable bomb and is homed in on the speed pit next year (har, har). (That's what you get for parking in the dollies' splashdown area, Orin -- Ed.)

A complete list of people and places appeared elsewhere in the contest results, so I won't do it all here.

Good to see Paul Gibeault and Roy Andrassy from Canada (2,000 km) and the people from California with an 18-hour drive! Ah, but it's worth it, right? Where else could you get rained on while flying than in a contest? See ya, guys. Oh, say, Uncle Ferd heard you guys don't really believe there ever was a lizard plane. Boy, is he ticked! Look for a special lizard scale event next year.

--Orin Humphries, 5208 N. Elgin, Spokane, Wa, 99208 (509) 325-9773,

### DRIZZLE CIRCUIT PLANNING ALMOST COMPLETE

The 1981-82 Northwest Sport Race Drizzle Circuit has almost fallen into place. We have all five contest dates and locations firmed up, along with most other details. Here is the schedule:

Dec. 13 -- Portland (Delta Park). Class I Mouse Race, Class II Mouse Race, Northwest Sport Race, Northwest Super Sport Race.

Jan. 10 -- Kent, Wash. (Boeing). Sorta Scale, NWSR, NWSS.

Feb. 14 -- Astoria, Ore. (Port of Astoria). Rat Race, NWSR, NWSS.

March 14 -- Yakima, Wash. (Valley Mall). Precision aerobatics, Class I Mouse, NWSR, NWSS.

April 11 -- Eugene, Ore. (Airport). 1/2A combat, NWSR, NWSS.

For newcomers, here's how the circuit works: Each contest features the two Northwest sport racing events as the "main events." In these, each entrant gets to fly at least two heats, and a feature race in each class also is flown. Placing in the individual contests scores points toward huge season-ending trophies and perpetual trophies for the grand champions. At each contest there also is a secondary event, which changes from place to place.

Persons interested in joining us for some winter fun are invited to follow our practice of decorating their planes a little extra. Drop a post card to FL, giving us the zooty name you're giving your plane, and request your racing number. This is optional but encouraged.

Also, please participate in the poll on the current status of NWSR rules. Let us know whether you favor either of these options: 1. Add "stock" to the engine rule. 2. No change. 3. Engine claim or teardown rule.

We're getting quite a few planes registered, so it looks like a good season ahead.

# NW COMPETITION RECORDS

## RECORD PERFORMANCES ESTABLISHED BETWEEN NORTHWEST MODELERS IN SANCTIONED COMPETITION

Two records tumbled during the Seattle Skyraiders' Raider Roundup in September.

Dave Green of Astoria, Ore., clipped three seconds off his previous record of 7:57, turning in a 7:53 in the feature race for Northwest Super Sport Race. Scott Newkirk upped the Formula 40 record, hitting 148.58, replacing his own 147.85.

Two other records listed here for the first time, but not brand new: Chris Sackett's FAI speed time of 143.37 was turned in at the Boeing meet last July, but overlooked in the records. We also have the time turned by Tom Knoppi and John McCollum at the U.S. FAI team race trials, 3:51. We believe the team also may have turned in a feature race time at the U.S. Nats, but we have not received it yet. Are you reading, Tom?

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 Oct. 10:

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: 3:51.07 (Knoppi-McCollum)	200-lap: --
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: 7:54 (Dave Green)
1/2A SPEED: 88.2 mph	(Paul Wallace)	FAI SPEED: 143.37 (Chris Sackett)
1/2A PROTO: 83.63	(Paul Wallace)	FORMULA 21: --
A SPEED: 125.82	(Mike Hazel)	FORMULA 40: 148.58 (Scott Newkirk)
B SPEED: 153.00	(Mike Hazel)	JET SPEED: 190.2 (Chris Sackett)
D SPEED: --	PROFILE NAVY CARRIER: 208.9 (Marty Phillips)	
	CLASS I NAVY CARRIER: 268.98 (Terry Miller)	
	CLASS II NAVY CARRIER: 320.9 (Loren Howard)	

### HUMPHRIES THOUGHTS ON REGIONALS SPORT EVENTS

(Editor's note: Orin Humphries, 1981 Northwest Regional Championships carrier and profile scale director, recently shared some thoughts with the host Eugene Propspinners about the inclusion of sport-type events at the Regionals. The text, below, is printed for stimulation of general discussion. Mike Hazel will be director of the 1982 contest and would welcome any comments on past or future organization. At this writing, plans are to rearrange the racing schedule to put the sport classes over grass on Sunday and shorten the Saturday schedule, to include profile scale again, and possibly to add balloon bust. Read on...)

Greetings from Spokane, fellow modelers. I wish I could make it to more of your events, but the distances preclude that.

Once again, I congratulate you on having put on such a successful contest and thank you for your enormous efforts that such things take. A Regional contest is an irreplaceable experience in any hobby and adds greatly. I have some thoughts and feelings on the content of the contest that I would like to share with all of you at this time. The timing gives time for study, publication and preparation for the next Regionals in 1982, although it might seem a little early to do so now.

I have felt for some time that we don't really include the sport fliers in the events we choose, and my observations of the 1980 Canadian Nats set these in concrete, so to speak. So if I may impose upon your time, I'd like to kick them around with you.

The Canadians included three events that are sport flier oriented and before I get into those, I would like to reinforce your own efforts in that

direction. We in Spokane found some years ago that Class I Mouse Race got immediate acceptance and increased turnouts at contests appreciably. I am sure you have found positive results from this event, also, and commend your continued support of it. The NW Sport Race phenomenon speaks for itself, and the recent move to include the Fox engine limitation is a positive step. You are doing the right thing by running these events, in my humble opinion, and I urge you to continue them.

The reason these events are successful, and why the Canadian events are successful, is the low cost and the small amount of labor and skill needed for them compared to the "pro" events like speed, etc.

The profile scale event that was added this year was in this direction. It's moderate success for its first time out at the Regionals is encouraging. Related events by the CLAMS and Skyraiders give it a broader base, and so

## SPORT EVENTS, continued

I expect turnout to grow in this area. Let me say at this time that I appreciate very much your having picked up the tab for the trophies. That was very kind and generous of you.

I would like to propose that two more events for the sport flier be added to next year's schedule, and I volunteer to run them. The events are the Canadian version of balloon bust and the event they have called "Jim Walker." My club tried the American balloon bust several times and it is a pain to run. By contrast, one person alone can run the Canadian version easily. There is a barrier balloon that is about 20' in front of the target balloon and at the same height. The target balloon is mounted on a quick-change feature as was published, I believe, in one of the issues of Flying Lines. It is a six-foot board that is pivoted in the center. A hole is drilled in each end and a balloon stick is stuck in each one. Only one of the balloons is oriented toward the pilot to go for; the other is back, out of the flying circle. When the target balloon is popped, the board is swung 180°, bringing the replacement quickly into place. The broken balloon is safely and quickly replaced on the end that is now away from the pilot.

If you haven't tried it, you usually have the feeling that you will easily be the "Robin Hood" of balloon bust, and think it is trivially easy. Have we got a surprise for you!! It is a humbling experience, in that it is far more difficult than you thought. It is not so hard as to be discouraging though; it fills you with a powerful urge to get that darned balloon! It is a kick in the pants! If you have tried it, you know whereof I speak, dontcha? This event requires no special equipment.

The Jim Walker event is a good one, also, in my opinion. I will get a copy of the rules to you in the near future. Basically, your model is judged on three equal categories: originality and appearance; basic stunt maneuvers -- loops, wing-overs and eights; and speed. The plane that won the Canadian Mats was a profile Spad XIII. Its wings were clear doped and had roundells, and the fuselage was color doped and marked. Models used in most sport activities are viable competitors because of the balance built into the points formula. A nicely painted Ringmaster has as much chance as the Mustang used in profile scale.

Low skill levels and cost, as well as low preparation time, characterize those events, as I said earlier. If these suggestions are accepted soon enough for early publication in contest announcements, I expect significant turnouts for them.

I propose the following to facilitate adding these events with minimized impact on an already-crowded contest. Use the carrier circle, as it has a large amount of slack time. Run profile scale on Saturday between 3 and 4 p.m. or thereabouts. On Sunday, run carrier from 9-11 or 12, Jim Walker from 1 to 2; carrier from 2 to 3, and balloon bust from 3 to 4. Balloon bust must be the last as some guys go kamikaze style after the balloon and ding their planes. I will officiate the sport events and provide for balloon change equipment. I would ask someone else to run the carrier event next year as I prefer not to do it on consecutive years. I know the extra trophies for these events would cost you and thus be a burden. I would try to help out some with the expense, but I couldn't go the whole shot.

These, for what they are worth, are my suggestions. I hope they would encourage a few of the more sport-oriented pilots to have a whack at it.

One last thought on another subject if I may. I was encouraged by this year's turnout in AMA scale over the past several years, and I have a feeling that the turnout would be significantly increased if the name of the event were changed to sport scale. There is a big psychological stigma on AMA scale and people feel a lot more comfortable with the sport scale approach. At the Mats, sport scale out-does AMA scale by about 5 to 1 in numbers of entries. Hope you will consider this.

Well, thank you for your time, gentlemen. I, of course, am an outsider and feel a little "funny" offering advice to your organization, which has done so very well over the years without my two cents worth. Again, keep up the good work with the sport events you already offer, and I will see you next year.

--Orin Humphries, 5208 North Elgin, Spokane, WA 99208.

## IN CASE THERE'S SOMETHING MISSING IN YOUR LIFE...

Flying Lines publisher Mike Hazel was doing some housecleaning the other day and determined that back issues of a number of Flying Lines issues from the past are available in limited numbers.

If you are a new subscriber and would like to know what you missed, or if your library of FL lacks one back copy, contact us and we'll fix you up. Send 75 cents per copy to FL at the address on the masthead.

We also have a large number of extra copies of the speed dolly drawing from issue No. 28, by Chris Sackett. Send 35 cents for each of those.

Here are the issues available: 5, 7, 8, 9, 10, 12, 14, 17, 19, 22, 23, 26.

# NW COMPETITION STANDINGS

FLYING LINES' COMPILATION OF EVENT PLACINGS BY NORTHWEST  
MODELERS COMPETING IN NORTHWEST REGION CONTESTS

The Seattle Skyraiders' big September meet juggled standings in a number of events, providing some new leaders in the process.

Dave Green of Astoria, Ore., slipped ahead of Dick Salter in the overall racing category by placing in all five racing events at the Seattle meet. And, Astorian Bill Varner slipped one point into first place in overall combat. Phil Granderson went ahead in AMA combat. Max Thue captured first place in aerobatics, and Scott Newkirk went to the top in speed.

Flying Lines keeps annual standings in each popular control-line competition category. Standings are based on placing in the top four of any AMA-sanctioned contest, with points based on the number of entrants. Only Northwest fliers and Northwest contests are counted.

Below are the standings in the events which have changed. For space reasons, only top fives are listed. Standings are as of Oct. 10.

GOODYEAR (Scale Racing) (5 contests, 13 entries)	SUPER SPORT RACE (10 contests, 67 entries)	OVERALL COMBAT (22 contests, 140 entries)
1. Dave Green . . . . . 4	1. Mike Hazel . . . . . 37	1. Bill Varner . . . . . 49
2. John Thompson . . . . . 1	2. Dave Mullens . . . . . 32	2. Gene Pape . . . . . 48
Shawn Parker . . . . . 1	3. John Thompson . . . . . 28	3. Gary Byerly . . . . . 47
Dick McConnell . . . . . 1	4. Dave Green . . . . . 27	4. Will Naemura . . . . . 42
KB Team . . . . . 1	5. Dick Salter . . . . . 20	5. Ken Burdick . . . . . 39
CLASS I MOUSE RACE (3 contests, 26 entries)	OVERALL RACING (36 contests, 141 entries)	SPEED (COMBINED) (13 contests, 37 entries)
1. Dave Green . . . . . 21	1. Dave Green . . . . . 88	1. Scott Newkirk . . . . . 11
2. Mike Hazel . . . . . 13	2. Dick Salter . . . . . 80	2. Paul Wallace . . . . . 9
3. Bill Varner . . . . . 8	3. John Thompson . . . . . 71	3. Mike Hazel . . . . . 8
4. John Thompson . . . . . 5	4. Mike Hazel . . . . . 59	4. Gene Bartel . . . . . 7
SKARE Team . . . . . 5	5. Dave Mullens . . . . . 56	5. Chris Sackett . . . . . 6
CLASS II MOUSE RACE (3 contests, 14 entries)	SLOW COMBAT (7 contests, 26 entries)	SPORT/PROFILE SCALE (3 contests, 18 entries)
1. Bill Varner . . . . . 13	1. Gary Byerly . . . . . 14	1. Dick Salter . . . . . 10
2. Dave Green . . . . . 10	2. Dick McConnell . . . . . 10	2. Dan Cronyn . . . . . 9
3. Paul Wallace . . . . . 2	3. Dick Salter . . . . . 9	3. Max Thue . . . . . 8
4. John Thompson . . . . . 1	4. Lowell Paddock . . . . . 5	4. Russ Wilcoxson . . . . . 7
FAI TEAM RACE (1 contest, 2 entries)	George Mickey . . . . . 4	5. Mike Hazel . . . . . 1
1. SKARE team . . . . . 2	Rick Wicklander . . . . . 4	OVERALL SCALE (4 contests, 22 entries)
2. Mike Hazel . . . . . 1	Bill Varner . . . . . 4	1. Dick Salter . . . . . 12
NORTHWEST SPORT RACE (13 contests, 89 entries)	AMA COMBAT (7 contests, 63 entries)	2. Max Thue . . . . . 9
1. Dick Salter . . . . . 68	1. Phil Granderson . . . . . 29	Dan Cronyn . . . . . 9
2. John Thompson . . . . . 36	2. Norm McFadden . . . . . 28	4. Russ Wilcoxson . . . . . 7
3. Dave Mullens . . . . . 32	3. Gene Pape . . . . . 27	5. Orin Humphries . . . . . 4
4. Dave Green . . . . . 20	4. Gary Byerly . . . . . 25	AEROBATICS (20 contests, 71 entries)
Gary Byerly . . . . . 20	5. Bill Varner . . . . . 24	1. Max Thue . . . . . 19
		2. Dick McConnell . . . . . 18
		3. Paul Walker . . . . . 17
		4. Rick Railston . . . . . 15
		5. Dave Mullens . . . . . 11



## AIR MAIL

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



DEAR FL:

Glad you had a nice vacation from publishing the newsletter. It was nice to see it again.

Main purpose in writing is to tell you about the slow combat contest we just ran. It went over extremely well. Everyone really enjoyed getting five matches. The finances worked out very well, too. Even with only 10 entries, we made enough to cover a nice set of trophies, all expenses, and then some. The special rules worked well. The first round started out with three mid-air. Then people got wise and there were only three mid-air in the next 19 matches. We flew 22 altogether. Two guys picked up their two mid-air in the second round so they got only two flights. We also lost two in a midair/flyaway in the fifth round.

AIR MAIL, continued

Overall, the flying was very clean. Even in the last round, nobody used a mid-air to clinch a win. There were only one or two bad line tangles all day. A number of people had other troubles that broke airplanes, though. Mostly, flying into the ground. Max Mearns had the most spectacular crash. He had a rear rotor K&B 5.8 in an SC-2 (Core House plane with a plug-in wing) with a tank buried in the wing. The tank installation evidently weakened the spars. It simply exploded in level flight. The plane was the fastest thing there. We didn't clock it, but I would guess 100-105 mph.

The rest of the equipment was fairly standard. Fox Mk. II and IV, or G2ls mostly. Only a couple of people on the east coast are really pushing things in slow. Most people are content with getting a Fox to run through outside loops in a 400-square inch, 24-oz plane. Very few are pushing 85 mph.

Speaking of getting a Fox to run, here are a few tricks. Breaking in helps a lot. They seem to get much more consistent in slow after an hour to an hour and a half of running. Add head gaskets to get about .025" head clearance. The Fox standard plug also seems to work better than the Fireball or K&B, especially on lower nitro fuels. Different brands or mixes of fuel help, too. Some just run better. We've had good luck with a simple 10 percent nitro/22 percent castor/methanol blend the local RC guys get cheap.

Keep 'em flying and wish me luck at the Team Trials.

Slow combat contest results: 1) Phil Cartier, 5-0. 2) Phill Spillman, 4-1. 3) Dave Bishop, 3-2. 4) Max Mearns, 2-3. 5) Joe Harris, 1-4.

--Phil Cartier, Box 300A RD #2, Palmyra, PA 17078.

(Editor's note: We gather by context that the contest had some special rules, but the flyer Phil referred to in his original copy was not included in the letter. We hope he'll fill us in on the details.)

DEAR FL:

I caught wind of your article entitled 'Flying Lines in the July issue of Model Aviation. I am an avid CL aerobatics flier. This is my second year. I am finding it very hard to get any of my questions answered. Reading your advertisement was like a dream come true...

Would it be possible to bring me up to date for this year and continue monthly, as I would guess the newsletter comes out.

Hope to hear from you.

Happy Landings.

--Rodney DeWindt, 1435 Chicago Dr., Wyoming, MI 49509

(Editor's Note: FL does not have complete back issues available, but specific articles can be provided in photocopy form, for a handling fee of 25¢ per page. An index will be published in the next couple of issues for the second 12 issues.)

DEAR FL:

Thought I should comment on the use of 5-minute epoxy. The winter of 77-78 I built two slow rats and used 5-minute epoxy to attach the bell crank mount on one of them. Both airplanes were used in competition in 78 and 79. Some time in May of 80 I was practicing and testing and had the airplane up to a good airspeed when all of a sudden the control system failed. The airplane was not too seriously damaged, thank goodness.

Inspection revealed that the bellcrank mount had come unglued from three different kinds of wood -- ¼" square spruce top spar, 3/8" square bass leading edge and ½" thick balsa (hard) center rib. There was a thin glue line on the plywood bellcrank mount at each place where it had been glued and small fillets of glue at the edge of each joint. These fillets had the consistency of used chewing gum.

I was able to scrape off all the old 5-minute epoxy as there was very little penetration into the wood. The model was repaired and competed at the Nats and also at the 81 Regionals and 5 or 6 other contests. As you saw it is a very fast slow rat.

The repairs were done using a slow-cure epoxy on the bellcrank mount.

Several other people have told me of similar experiences with 5-minute epoxy. So, I suggest not using 5-minute epoxy on structures that are high-stress and the hoped-for life of the airplane exceeds one year.

I hope by passing this along an airplane or two may be saved from an early grave.

Best of all to you.

--Vic Garner, 283 South Livermore Ave., Livermore, Calif. 94550.

(Editor's note: Thanks for the good tip, Vic. We also observe from experience that the brand of 5-minute makes a difference. FL recommends modelers stick with known good modeling brands, such as Devcon, Sig, or Hobby Pox. Steer away from hardware store brands like Duro; some are inadequate!)

DEAR FL:

I would like to subscribe to Flying Lines newsletter. I read the plug Charlie Johnson gave you in his combat article. I myself am an avid combat flier. Thought maybe I could pick up on some of the West Coast information and contribute some input on what's happening in combat on the East Coast...

--Ray Richardson, 1304 West Hills Drive, Tarboro, N.C. 27886.

# FLYING LINES

PRESENTS THE  
THIRD ANNUAL

# TURKEY TOURNAMENT

BENEFIT CL CONTEST

NOV. 22 EUGENE, ORE

THIS IS A QUADRATHON CONTEST; ONE PLANE IS USED FOR FOUR EVENTS:

..... SPEED.....RACING.....STUNT.....COMBAT.....

PLANE SPECIFICATIONS: .36 ENGINE MAX, SUCTION FEED, MUST HAVE  
LANDING GEAR, .018 x 60 LINES.

EVENT RULES: SPEED.....TIMED FROM STANDING START FOR 14 LAPS,  
ALA FORMULA 40. (NO PYLON)

RACING..... 100 LAP/ONE PIT HEATS  
200 LAP/TWO PIT FINAL

STUNT..... AMA PATTERN, NO APPEARANCE POINTS

COMBAT..... AMA SLOW RULES

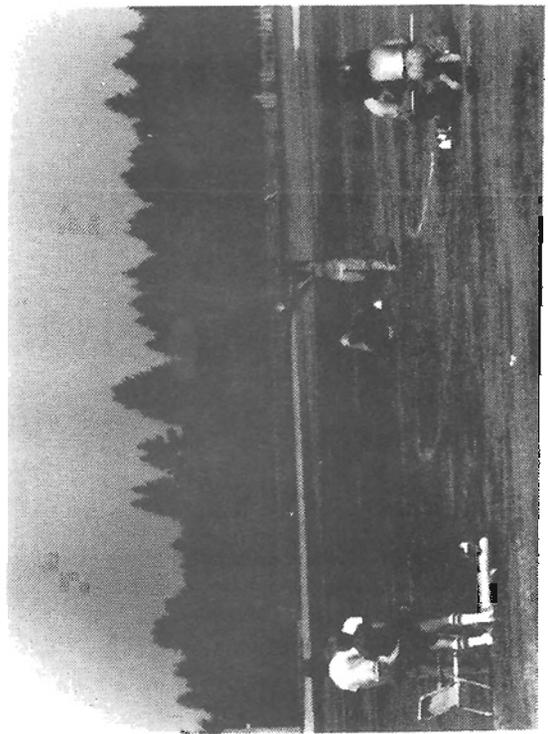
PRIZES.....THE OVERALL WINNER WILL RECEIVE A LARGE FROZEN TURKEY  
AWARDS ALSO GIVEN IN EACH INDIVIDUAL EVENT

ENTRY FEE IS TEN DOLLARS, WHICH LETS YOU FLY ANY AND ALL EVENTS.  
WE ENCOURAGE THAT YOU PARTICIPATE IN THEM ALL.  
PROCEEDS FROM THIS MEET WILL GO TOWARD KEEPING FLYING LINES AFLOAT.

CONTEST DIRECTOR: JOHN THOMPSON (503) 942-7324

# FLYING LINES

1411 BRYANT AVENUE  
COTTAGE GROVE, OREGON 97424



SHADY ACRES COMBAT ACTION

Shady Acres Combat Weekend, Spanaway, Wash., over Labor Day weekend, featured combat and festivities. Left column, top to bottom: Organizer Gary Byerly displays cake. Shady Acres Combat Team members Rick Wicklander, left, and Lowell Paddock, right, prepare for match. Wicklander and Dick Salter take off for match, Bill Varler, left, and Will Naemura are Salter's pit crew. Right column, top to bottom: Ken Burdick launches plane at start of match. Pit lineup. Combat action between Salter and Wicklander. John Thompson photos.