

FLYING LINES

1411 BRYANT AVENUE
COTTAGE GROVE, OREGON 97424

EDITOR: JOHN THOMPSON
PUBLISHER: MIKE HAZEL

Feb. 1982 NEWS OF NORTHWEST CONTROL LINE MODEL AVIATION Number 33

DRIZZLE CIRCUIT NO. 2 -- APPROACHING PERFECTION

The racing at Northwest Sport Race Drizzle Circuit Contest No. 2 came closer to perfection than any other race in the circuit's four-year history.

Over eight preliminary heats, there was not a single "did not finish" or disqualification. In the two feature races, only one contestant failed to finish, and he only missed by a gnat's whisker -- with an unfortunate prang on lap 138!

The Seattle Skyraiders did their usual fine job in hosting the contest at the Boeing Space Center site in Kent, Wash, Jan. 10.

It was not a day for records, but the times turned by nearly every racer were good.

Stunt superstar Paul Walker swept to first place in Northwest Sport Race, capturing the feature with a 10:10 time using his venerable Shoestring, also known as the "Seahwker." It was the best feature so far in the two circuit races. Dick Salter, who finished second, turned the season's best preliminary heat at 4:35. Walker is from Kent and Dick from Seattle.

Mike Hazel of Salem, Ore., captured Super Sport Race with an 8:13 time, though Salter and teammate Tom Knoppi, racing as the SKARE team, turned the best preliminary heat at 4:14.

The Skyraiders also hosted their "sorta scale event, which was won by Dan Cronyn of Seattle with a P-63. Award for "most absurd" went to Bill Varner who entered the "flying Clam" of the Astoria Control Line Aero Modelers Society (CLAMS). This, actually a scaled-UP version of a motorized clam, was unsuccessful in its attempt to fly, as the Fox Combat Special attempted to augur the plane into the concrete. Nonetheless, the comic value was priceless!

The weather cooperated and the sportsmanship was, as usual, exceptional. One of the brightest spots was Ken Burgar, who placed third in both racing classes in his first Drizzle Circuit outing.

The DC now moves to Astoria, Ore., Feb. 14, where both sport racing classes and rat race are scheduled. It's not too late to get on the circuit, if you haven't tried it. Circuit points accumulate toward season-ending trophies.

Here are the complete results and current statistics:

SORTA SCALE (4 entries)

1. Dan Cronyn, Seattle, Wash. -- P-63 King Cobra (Midwest kit), 48" span, balsa-silkspan-Sig paints, O.S. .35, Zinger 10x6 prop, Fox RC long plug, Sheldon's 10 percent nitro fuel, Perfect 4-oz suction outboard tank.
2. Dick McConnell, Seattle, Wash. -- Sterling P-51 Mustang.
3. Dick Salter, Seattle, Wash. -- F4B3.
4. Bill Varner, Astoria, Ore. -- Flying Clam.

NORTHWEST SPORT RACE (8 entries)

1. Paul Walker, Kent, Wash. -- Goldberg Shoestring, 26 oz, balsa-Monokote, K&B paint, Fox .35 stunt, 9x7 Zinger prop, Thunderbolt RC long plug, home brew 10 percent nitro fuel (25% castor, 65% methanol), Perfect-based uniflow 2-oz tank, 10:10.
2. Dick Salter, Seattle, Wash. -- 10:21.
3. Ken Burgar, Bremerton, Wash. -- 12:45.
4. John Clemans, Kelso, Wash. -- 138 laps.

NORTHWEST SUPER SPORT RACE (6 entries)

1. Mike Hazel, Salem, Ore. -- 8:13. Cro-Magnon Super Sport (original), 36-inch span, 27 oz., K&B .35, bored venturi insert, Glo-Bee plug, Newkirk slow rat prop, shutoff, fastfill, home brew 40% nitro fuel, Fox 3.5-oz suction tank.

HEAT WINNERS

NORTHWEST SPORT RACE: Round 1: John Thompson (5:00), John Clemans (5:06).

Round 2: Paul Walker (5:09), Dick Salter (4:35).

SUPER SPORT RACE: Round 1: Ken Burgar (4:18), Rich Schaper (4:17).

Round 2: Mike Hazel (4:19), SKARE (4:14).

DRIZZLE NO. 2, continued

CHAMPIONSHIP POINT STANDINGS AND STATISTICS

<u>NORTHWEST SPORT RACE</u>	<u>NW SUPER SPORT RACE</u>
1. Dick Salter . . . 15	1. Mike Hazel . . . 10
2. John Clemans . . . 12	2. Dave Green . . . 5
3. John Thompson . . 8	Rich Schaper . . . 5
Paul Walker . . . 8	SKARE 5
5. Ken Burgar . . . 6	5. John Thompson . . 4
6. Dave Green . . . 5	Ken Burgar . . . 4
7. Bill Varner . . . 4	6. Dave Mullens . . 2
8. Alan Stewart . . . 2	7. Alan Stewart . . . 0
Dave Mullens . . . 2	
Russ Wilcoxson . . 2	
11. Joe Just 0	
Dick McConnell. 0	

MOST PRELIMINARY HEATS WON
 NWSR: 2 (Clemans, Green, Thompson)
 NWSS: 3 (Rich Schaper)

MOST PRELIMS FINISHED
 NWSR: 4 (Thompson, Varner, Clemans, Salter)
 NWSS: 4 (Thompson, Hazel, Schaper)

TIMES MADE FEATURE RACE
 NWSR: 2 (Salter, Clemans)
 NWSS: 2 (Mike Hazel)

FAST HEAT TIME
 NWSR: 4:35 (Dick Salter, Race 2)
 NWSS: 3:51 (Dave Green, Race 1)

FAST FEATURE RACE TIME
 NWSR: 10:10 (Paul Walker, Race 2)
 NWSS: 8:00 (Dave Green, Race 1)

NEXT RACE: Astoria, Ore., Feb. 14.

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NW COMPETITION STANDINGS

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

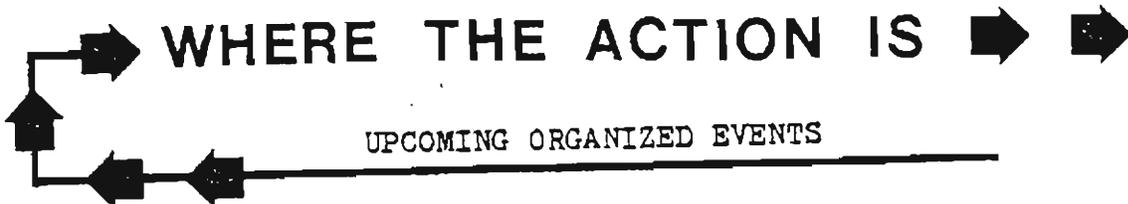
Now that we've got 1981 out of the way, it's time to start compiling standings for 1982. This month's standings, as you might guess, simply reflect the results of the first contest.

Flying Lines is moving into its third year of keeping track of Northwest control-line model aviation competition standings. For review, here's how it is scored: Points are scored by those who place in the top four of any event at any Northwest contest. First place = number of entries, second place = number of entries minus 1, etc. Only Northwest residents are scored. All common events are scored.

Here are the standings for the events in which there was competition in

January: SPORT/PROFILE SCALE (1 contest, 4 entries)	NW SPORT RACE (1 contest, 8 entries)	NW SUPER SPORT RACE (1 contest, 6 entries)
1. Dan Cronyn . . . 4	1. Paul Walker . . . 8	1. Mike Hazel . . . 6
2. Dick McConnell . . 3	2. Dick Salter . . . 7	2. SKARE Team . . . 5
3. Dick Salter . . . 2	3. Ken Burgar . . . 6	3. Ken Burgar . . . 4
4. Bill Varner . . . 1	4. John Clemans . . . 5	4. Rich Schaper . . 3

OVERALL RACING (2 contests, 14 entries)			
1. Ken Burgar . . 10	3. Dick Salter . . 7	5. John Clemans . . 5	7. Rich . . 3
2. Paul Walker . . 8	4. Mike Hazel . . 6	SKARE Ream . . . 5	Schaper



Listed below are the control-line model aviation coming events for the Pacific Northwest. If you know of any not listed here, please remind the organizers to get us the information so that the rest of the world can get the word. Don't wait until the last minute -- give us as many months lead time as possible.

FL will list any Northwest modeling event, including contests, shows, or fun-fly events. Flyers will be stapled into the newsletter if an adequate supply is provided. All contests are AMA-sanctioned unless otherwise noted.

Here's what's happening:

- Feb. 14.....ASTORIA, Ore. -- Northwest Sport Race Drizzle Circuit Contest No. 3. Rat Race, 9 a.m., Northwest Sport Race at 11 sharp, followed by Northwest Super Sport Race. Racing points accumulate for circuit trophies. Site: Port of Astoria. Contest Director: Dave Green, 200 W. Franklin Ave., Astoria, OR 97103. (503) 325-7005.
- Feb. 28.....EUGENE, Ore. -- Flying Lines Third Annual 1/2A Fun Day. 1/2A speed, 1/2A proto speed, 1/2A stunt, 1/2A combat, 1/2A mouse race classes I&II. Merchandise prizes. Any profits benefit Flying Lines. Site: Mahlon Sweet Airport. Contest Director, John Thompson, 1411 Bryant Ave., Cottage Grove, OR 97424. (503) 942-7324.
- March 14.....YAKIMA, Wash. -- Northwest Sport Race Drizzle Circuit Contest No. 4. Precision aerobatics and Class I Mouse Race at 9 a.m., NWSR at 11, followed by NWSS. Site: Valley Mall. Contest Director: John Thompson, 1411 Bryant Ave., Cottage Grove, OR 97424 (503) 942-7324.
- March 21.....SEATTLE, Wash. -- (Tentative) 3x11 Contest, sponsored by Seattle Skyraiders. Northwest Super Sport Race, stunt and balloon bust, all with one airplane, one engine. Combined scored from all three events determine overall winner. Contact Dave Mullens, 15559 Palatine Ave. N., Seattle, WA 98133 (206) 365-5436. Site: Carkeek Park.
- March 21.....MERCED, Calif. -- Racing and speed contest sponsored by Frank Hunt. More details to come. Contact Frank Hunt III, 551 Brookdale Dr., Merced, CA.
- April 18.....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, OR 97424 (503) 942-7324.

NEW
DATE!

ACTION, continued

- May 1.....KENT, Wash. -- (Tentative) Regionals tune-up contest. Precision aerobatics (beginner-intermediate, advanced-expert), AMA rat race. Sponsored by Seattle Skyriders. Contact Dave Mullens, 15559 Palatine Ave. N., Seattle, WA 98133 (206) 365-5436. Site: Boeing Space Center, Kent.
- May 29-30.....EUGENE, Ore. -- Northwest Regional Control-line Championships. AMA rat race, slow rat race, Goodyear, Northwest Sport Race, Northwest Super Sport Race, Class I and II mouse races, AMA combat, slow combat, 1/2A combat, FAI combat, precision aerobatics (beg-int) (adv-exp), profile carrier, Class I-II carrier, AMA scale, profile scale, 1/2A speed, A speed, B speed, D speed, Jet speed, Formula 40 speed, FAI speed, balloon bust. At contest site, Mahlon Sweet Airport, are camping, rest rooms, restaurant, concessions, public address, RV parking, major airline connections. Motels nearby. Contest Director: Mike Hazel, 1040 Windemere Dr., N.W., Salem, OR 97304 (503) 364-8593. Eleventh annual!
- June ?ASTORIA, Ore. -- CLAMBash V. More details to come. Contact Dave Green, 200 W. Franklin Ave., Astoria, OR 97424 (503) 325-7005.
- June 27.....KENT, Wash. -- Bladder Grabber for AMA combat. Big stereo equipment prizes!! More details to come. Contact Howard Rush, 8817 NE 137th, Kirkland, WA 98033, (206) 823-6018.
- Aug. 15.....EUGENE, Ore. -- Annual Eugene Propspinners Summer meet. (tentative) AMA combat, 1/2A combat, Northwest Sport Race, Rat Race, and maybe something else. More details to come. Contact John Thompson, 1411 Bryant Ave., Cottage Grove, OR 97424 (503) 942-7324.
- Sept. 11-12...KENT, Wash. -- Washington State Control-line Championships. FAI team race, AMA rat race, Northwest Sport Race, Northwest Super Sport Race, Class I Mouse Race (J), Class I Mouse (S-O), Class II Mouse Race, balloon bust (J), Balloon bust (S-O), profile carrier, Class I-II carrier, slow combat, combat, precision aerobatics (beginner-novice pattern)(intermediate) (advanced-expert), sorta scale, formula 40 speed, record ratio speed. Trophies through third place and merchandise. Contest Director: Dave Mullens, 15559 Palatine Ave. N, Seattle, wa, 98133. (206) 365-5436.
- October ?.....PORTLAND, Ore. -- Stuntathon '82. Big stunt contest. More details to come.

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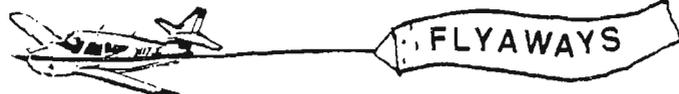
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RANDOM TIPS AND RIBS FROM THE FL WORKSHOP FLOOR

====With permission of Skywriter Dave Mullens, we herewith paraphrase a question Dave asked his fellow Seattle Skyraiders, am ask the question of all Northwest modelers: "What did you do in 1981 to make Northwest control-line model aviation a better hobby?" We might add, what do you plan for 1982?

====Don't forget that photocopies of past FL articles are available. See indexes in past issues to find out what you missed. Lost the indexes? Write FL.

====The Eugene Propspinners, one of the Northwest's longest-lived and most active clubs, has reorganized under a new slate of officers and renewed interest in sport as well as competition modeling. The Propspinners will, of course, continue to host the Northwest Regional Championships, the Summer Meet and other contests, but there's a lot of local activity in store in the realm of Sunday fun-flying and regular meeting programs. Mel Marcum, one of the Kingpins of the Propspinners in the late 1960s, was elected president. Jeff Shelby, noted carrier and sport flier, is vice president. Tom Kopriva takes over as secretary-treasurer, having been made to promise to not fly Peanut scale planes during the meetings. Jim Hogan is in charge of communications. The new officers replace the group which led the club through several recent years, Mike Hazel (president), Gene Pape (secretary-treasurer) and John Thompson (non-elected worry-wart). Plans are for a Feb. 27 pot luck, and all the competitors in the Feb. 28 Eugene 1/2 A day are invited to the pot luck. Contact FL for details.

====The Seattle Skyraiders' Raider Roundup will be renamed this year, taking on the title Washington State Control-Line Championships. It's Labor Day Weekend. Don't miss it!

====If this gets to you in time, be sure to attend the CLAMS pre-meet bash at Dave Green's house in Astoria, Ore., Feb. 13. If this notice is too late, file it away for future reference. The CLAMS always have a pre-function bash that should never be missed by anyone! Contact Dave (503) 325-7005 for time and place.

====The Eugene Propspinners have been invited to present the Miss Shirley, Oba St. Clair's original CL airplane (THE original CL airplane) to the Smithsonian Institution. The institution already has accepted the gift, but it has not actually been turned over yet. Oba, recently featured in a two-part article in Model Builder, invented control-line flying in the late 1930s and his original plane still is intact, never having crashed. Oba lives in Eugene and is a member of the Propspinners. By the way, Charles A. Mackey, author of the St. Clair articles, observes that the Propspinners are famous for three things: The Northwest Regionals, the 64-hour endurance flight in 1958, and as the home of control-line flying.

====DW Products, maker of pylon racing propellers, informs us they will size and pitch propellers for specialty events if their blade shape is acceptable. All they require is a \$30 minimum order at \$1.75 each prop. Eugene combat fliers currently are testing their 8 5/8x6 5/8 props for AMA combat. Looks like maybe an 8x6 1/2 might work in their blade configuration, very close to Top Flite 8 1/2x6 1/2.

====FL's thanks go out to Wynn Paul, editor of Stunt News, the PAMPA newsletter, who recently sent us lots of information about their publishing system. We're always looking for information about how to improve the newsletter and cut costs.

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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, advertisements and donations for financial support.

FL is your link with the rest of the Northwest's control-line modelers. Help keep it alive by spreading the word. Wear your FL T-shirt and tell your buddies what it stands for. T-shirts available at 48 -- 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		Scale...Orin Humphries
Photo Editor..Chris Genna	Combat.....Gene Pape	Sport...Larry Miles
Carrier.....Orin Humphries	Racing.....Mike Hazel	Beginners..John Thompson

Now, this was not a commercial; I don't work for those companies. I hope this is of some use to some of you. Oh, stay away from the products that say, "may stain light-colored clothing." They all do to some extent, but it washes out, and the two I use stain the very least.

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

PROFILES

TERRY MILLER

(Editor's Note: Another person to respond to FL's request for biographical information is Terry Miller of Roseburg, Ore., who will be featured in this month's look into the minds and lives of Northwest modelers. If you haven't done so yet, fill out the form in Issue No. 30, or just scribble down your own listing of your modeling and personal histories and send them to Flying Lines.)

I misplaced issue No. 30 somehow so I'll fake it for a Profile form and just offer some info on my modeling background and other general tripe for anyone who cares. I think it is a fun thing you are doing with the profile thing and gives the average modeler a chance to toot his own horn a little and share. Neat idea!

Anyway, here goes. My name is Terry Miller. I live at 2833 W. Sherwood St., Roseburg, Ore., 97470. PHone is (503) 672-0554. I'm currently employed at Bi-Mart in sales in the Photo and Sound Depts. My wife is Lorella Jean and she and I have a business we share, Custom Signs by Lorella Miller. These two endeavors keep us pretty busy but in my spare time I bowl one night a week, hit a few tournaments, carry a 175 average, and, of course, fly toy planes.

Because of the lack of local interest in control-line modeling most of my flying is RC sport pattern, quarter scale and a little sport racing in the club of 30 members. No boos or hisses about RC, please. At least it is modeling flying, and comradship among fellow modelers. And it is a lot of fun, too. However, I must confess that nothing quite excites me like a weekend at the Northwest Regional CL bash in Eugene. Even as limited as my participation is, I just love being there and trying to compete in carrier, and a little stunt (much to the chagrin of Rich Schaper). And the comradship of wonderful people like Richard Porter and many others brings me back year after year. It's just the best!

As far as my actual background goes, Paul Agerter of Eugene's Toy & Hobby sold me and my mom my first CL ship. That little bird really hooked me for life, and I still love that particular beast, even though I couldn't really learn how to fly on it. It was a Cox, Thimble Drome, actually, P-40 Warhawk. I don't have the original one but do have three newer ones similar to it.

I really learned on a Cox PT-19 like many did, and it preserved my interest and sanity, and got me over the humps and bumps to my first biggie, a flying wing by Jim Walker called the Fire Bat and powered by a genuine \$5.95 McCoy .35 red head (remember, Paul?) Tore off the silkspan from the bottom of it a dozen times or more but never really wrecked it.

Followed that up with a Flite Streak, Ringmaster, Veco Mustang, and a Nobler, all at the tender age of 13-15. Loved them all. That Ringmaster was an Imperial, by the way. Flew like a million on that same Mac .35 am 70-foot lines. I quit flying at 16 as I discovered bowling and cars. Girls came later.

After I was married at 22, I rediscovered CL. A childhood buddy, actually his younger brother, was trying to fly with his grandfather in the schooyard behind my folks' house. My curiosity was aroused and I went up to see what the racket was. I haven't been quite the same ever since that day. It started up an old love affair that probably will never die.

I still don't get to fly enough CL but when I do I really enjoy it because it is a special treat for me as well as for the many who come out of the woodwork to see what the racket is. Many have sadly never seen CL at all and those who have get a familiar grin on their face produced only by pure enjoyment or a fond memory. I hear comments line, "I used to love to fly those things! Had an Orwick once on a Fireball." Or, "didn't know anybody flew those things anymore. Do you come here often?"

About once or twice a year is usually my reply. I hope to fly more, though. A buddy of mine in the RC club wants my help and technical advice to get a group of kids who can't afford RC get in the air and put on a demo or two. Oh boy, back in the center stage (circle) again. Can't wait for the weather to break.

Maybe a real club will transpire. Maybe some parents will share an interest and get to know their kids a little better. Got knows I hope so. It's really such good clean fun and not really that expensive. As I sit here writing this I'm surrounded by no less than 30 new and old plastic RTF CL planes that I have been restoring from parts and pieces obtained from fellow

PROFILES, continued

MECA members and from hobby shop haunting in musty bins and store rooms. Maybe if I get enough together for a half-way competent display I'll bring it and a table to the Northwest Regionals as a memory tickler. It's really fun putting together all of those planes with no instructions or drawings. Have to do it all from memory. Some of the examples have not been seen since the 1950s or early 1960s. Maybe someone in charge will write and let me know if they would be interested in a display of this type. Could kinda go along with the MECA (engine collector) stuff.

Other interests include three Studebaker cars and trucks and a membership in their Drivers Club; membership in the local First Conservative Baptist Church; and a love for records, tapes and good stereo music via the above and FM radio. Also two Himalayan/Siamese cats round out our family until our little one (the first one) arrives in July. Then we will be a real family after 13 years. That's about it. Hope it wasn't too boring. Love FL as it keeps my interest alive and well in CL when I can't get out and participate. Also it is very informative as well as interesting; letters are fun and articles good reading. Keep up the good work you guys!
 K^{ee}p 'em Flying!

AEROMODELING BEGINNERS' ASSOCIATION PROMOTED
 By Ed Whitten

To: Some of my fellow believers in assistance to aeromodeling juniors and beginners.

This letter is, I suppose, Step #2 in an effort, program, campaign... or whatever...to finally get under way "something of benefit" to our friends, the beginners of all ages.

Step #1 is enclosed. It is a copy of the next (March, 1982) "Junior Flight!" column in Model Aviation. I think you will note we get under way by asking some basic questions. A lot more could have been said, and it would have been much more dramatic, but we will lay it all out in the April issue.

Please note that AMA headquarters edited what I said in the March '82 column. (Editor's note: Since we're not reprinting the whole MA article, we'll paraphrase. Ed complained that MA should be the most active magazine in respect to juniors but is not; the sentence was changed to say he wished MA would do more. Ed also asked why AMA is so negative towards helping beginners; that was changed to ask what AMA could do that would be effective.)

I would appreciate all of you answering these questions (in the MA article) as soon as possible so that I can feed some of your ideas back promptly into "Junior Flight!" and to other magazine writers.

I sincerely hope all magazine editors will give coverage to what I am about to explain here.

What I have in mind for a program is an association to help beginners. (It needs...to start off...a good name. I have thought up "Beginning Aero Modelers Association"...or BAMA for short, but there should be something better than that.)

This association is primarily for adults who want to help beginners.

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BEGINNERS, continued

It will, of course, be useful to beginners (young and older) and especially to those who ask us questions.

This will be an independent association. Although I am an AMA volunteer writing "Junior Flight!", this association will not be dominated by "Junior Flight!" I will, of course, use my column to the utmost to expedite the association and its goals, but I expect all other writers to support it as their own and not as competition from some other magazine.

I am reactivating "Star Skippers" as the Association's newsletter. The newsletter will be sent to Association members, prospective members, and to those we want to influence.

I am happy to donate my time (and it will be considerable) and energy, but I cannot afford to finance this association. (Over the years I have contributed quite enough money to aeromodeling causes, and this particular effort will cost more than a little.)

Membership will cost \$10 covering "a one-year and longer period." By this is meant that the dues will cover 10 issues of "Star Skippers." These 10 issues are hopefully to be published in 12 months, but very likely over a longer period. Strict accounting will be kept and published in the newsletter.

"Star Skippers" will unify the association and amplify what "Junior Flight" and other magazine editors can publish. I assure you it will hit harder than what I am allowed to say in "Junior Flight!" Your contributions of material to the newsletter will be appreciated...they are a "must."

The primary purposes of the association are four-fold:

1. To find out who we are, to bind us together, to become a force. (Will you please go out to your similarly inclined friends and tell them to join?)

2. To coordinate the hit-and-miss individual approach now the only course open to us. (We need to assist each of you by some overall planning.)

3. To be an information distribution center by listing all members and their addresses and telephone numbers in the newsletter. To print in the newsletter all questions sent in to us. (Members are to answer these questions directly with a copy to me for condensation in my column or to be passed on to other editors.)

4. Ultimately, to have enough strength to influence AMA to engage a paid junior-beginner director.

Please note purpose No. 3. This is where you come in as important participants in this effort. Questions from youngsters and older beginners, from adults wanting to start local programs, from civic groups...all will be listed in "Star Skippers." It will be your job to write these questioners without any prompting from me. The more letters these questioners receive from the members of the Association, the better...the more strength we will have. This, right here is the guts of our association, and of the entire effort. Copies to me of your correspondence (Unless it becomes a landslide... which I hope it does) will be most useful for articles for the various magazines.

When purpose No. 4 AMA sees the light and hires a junior-beginner administrator, your participation will continue, but I will retire and go back to my knitting!

It's all up to you folks...send in those sawbucks, and let's take off!

--Ed Whitten, P.O. Box 176, Wall Street Station, New York, N.Y. 10005, contributed by Larry Miles, San Diego, Calif.

THE FLYING FLEA MARKET

WANTED -- I wish to purchase Flying Lines back issues 1, 2, 3, 4 & 5, will pay \$1 each. I prefer originals. I am currently buying "baby boom" engines, 1946-61 and later. Want engines in competition series, i.e. Fox combats, Rockets, Xs, Tigres, Johnsons, etc. Will pay cash for these. Also as usual, paying top price for ignition engines. I frequently trade new motors of your choice for them. Rory Tennison, Rte. 4 Box 1755, Libby, Mt.

FER SAYLE -- Fox .45 stunt-sport engine, control-line version. Make a reasonable offer. Still have 40-channel CB radio. Works excellent either for talking or for boat ballast. Includes antenna, mike. John Thompson, 1411 Bryant Ave., Cottage Grove, OR 97424 (503) 942-7324.

HOBBY SHOP DIRECTORY

WASHINGTON

FERGROVE MODEL SUPPLY -- Radio-control, control-line and gliders. 10611 136th St. East, Fuyallup, Wash. 98373. (206) 845-7675. Owned by R.E. (Bob) Pfeiffer.

CALIFORNIA

HERE'S SPEED AND RACING PRODUCTS -- Speed pans, epoxy glass speed tops, and other supplies. Send SASE for info. 1621 N St., Merced, CA 95340. (209) 722-7836. Owned by Frank Hunt.

TEN COMMANDMENTS OF ETIQUETTE IN THE CIRCLE

By Rory Tennison

As we should know, flying model airplanes requires patience, devotion and concentration. When these factors become interrupted, the flying may not be very much fun. Sometimes your flying partners are not working with you but against you, and it is truly difficult to seriously enjoy a hobby, when distractions are persistent. So, to make yourself popular at your local flying site, I've composed a list of "Don's as a guide.

1. Don't handle your partner's aircraft unless he asks you to do so -- he built the plane and knows the weak and delicate places of it. He might instruct you where and how to hold it before you pick it up. At least let him have a chance to brief you on it, especially if it is a scale model or a precision aerobatic ship, as these are very delicate and have perhaps hundreds of hours in the construction. A moment's briefing time could save hours of repair.

2. Don't set your airplane on someone's vehicle. If your airplane should leak, the nitro might attack the paint of the vehicle.

3. Don't (NEVER) step over someone's airplane. This is the RUDEST thing you can do short of stomping on someone's wing. Do not jeopardize its existence.

4. Don't lean over someone's airplane. I've heard of pens, etc. falling from shirt pockets through the wing of someone's beautiful stunter. And, never toss tools or anything else around the airplanes.

5. Stay on the outside of the circle. The center is for the pilot only. Do not allow anyone to intrude the flight circle while you are pitting. I've had frisbee throwers, old men with metal detectors, dogs, cats, etc. All walk right up to me while I'm flying a pattern. When this happens, I politely explain that if they were hit with my plane, their chances of living through it would be minimal.

6. Don't be a habitual borrower, alias Mooch. There is always someone who needs fuel, props, plugs, epoxy, lines, etc. I've never minded loaning parts to someone who is out, but then I do not want to support someone else's hobby, either. If you aren't being invited along with the gang it could be that you didn't repay those plugs and props, etc., from the last flying sessions.

7. Don't bring your wife, kids, cats and dogs all equipped with their own entertainment, i.e. footballs, frisbees, badminton birds, bones, etc., all to be used in the flying area. You'll become unpopular fast if you try to be a family man and pilot in the same area. There cannot be anything more irritating and distracting than kids and dogs chasing around the pit area. I might add, too, that some of the women can be pests, too, when they want hubby to hurry and fly his plane so they can go on to the picnic! Why bother with the airplane -- and why bother the serious fliers.

8. Don't rummage through someone's pit box and tools. It gripes me no end to have someone rummaging through my pit box, looking for something, and on the way completely disrupt my organized method of arranging key necessities. Always ask the owner before using his equipment.

9. Kind words -- sometimes in the heat of competition or even everyday flying it's easy to find fault with someone's way of doing things. Be constructive, not critical, and never yell at a fellow flyer for an infraction of your own way of doing things. I've seen this happen at several contests. You'll be as popular of the plague if you are guilty of this.

10. And, finally, never walk away from a prospective newcomer. He really needs you -- but probably won't admit to being as "green" as he is.

--Rory L. Tennison, Rt. 4 Box 1755, Libby, MT 59923.

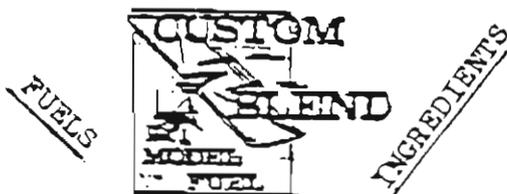
UNIFLOW STUNT TANKS

PROFILE: COMBAT: RACING

NARROW & WIDE WEDGE TANKS

STANDARD & UNIFLOW VENTING

CAPACITIES: 1½ to 6 ounces



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RIFFLE THROUGH YOUR WALLETS -- IT'S TIME FOR ANOTHER RAFFLE

Congratulations to Bob Parker of Renton, Wash., who won the Stiletto kit in the most recent Flying Lines raffle.

Congratulations also to Flying Lines readers who made the raffle the most successful of the series so far, and helped keep the wolf away from FL's door more than you know! At least half the credit goes to Don McClave of Portland, Ore., who donated the \$45 kit for us to use as a prize.

Now, here's a chance to join the list of past Flying Lines raffle winners, and help the newsletter's finances as well. The prize this time is a Glo Bee Fireplug rechargeable battery, along with charger, supplied by Twinn-K Enterprises. This fine battery has a meter to show the condition of your plug and a variable output.

Price remains the same for tickets: 50 cents each, \$1 for three tickets and \$2 for seven tickets. Send money to FL, 1411 Bryant Ave., Cottage Grove, Oregon 97424. The tickets go into a jar to be drawn at a future date by 6-year-old Heather Thompson. Fill out the form below and send with money.

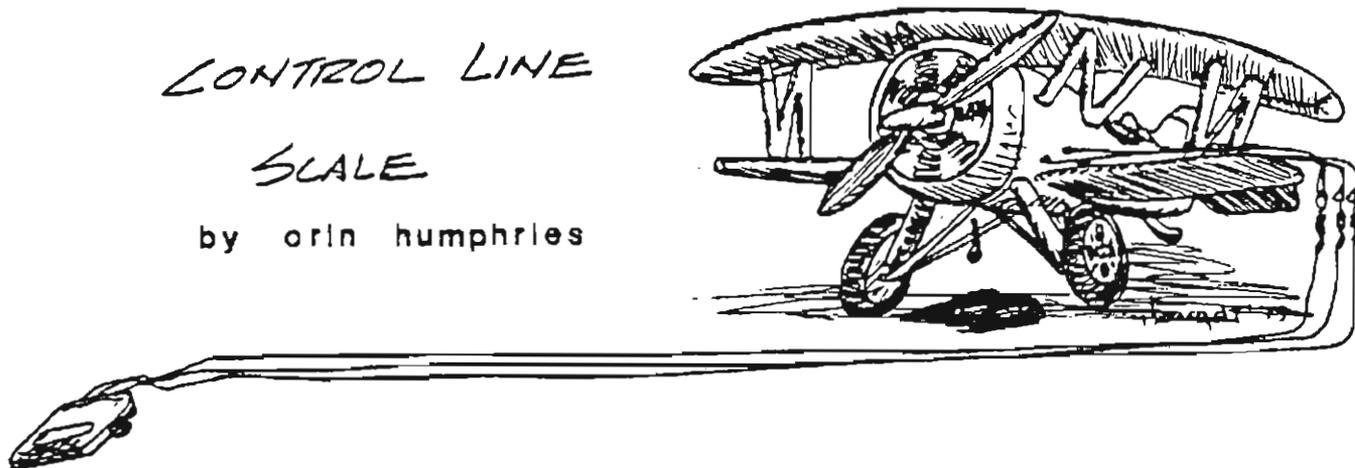
Name _____ Address _____

Phone _____ Number of tickets _____ Amount enclosed _____

CONTROL LINE

SCALE

by orin humphries



I would like to spread the word further about a major scale meet that has been going on annually in Spokane for nine years now. Scale people are so few among the rest of the modeling fraternity that I haven't said much before about this big affair. This year I took a shot and notified Rory Tennison in Montana of it and he showed up with four other guys! So I guess people will come aways for it.

It is put on by a group I belong to, the Intermountain Scale Builders of Spokane, Coeur d'Alene, and points between. What is unique about this meet is that it covers the spectrum of power modes and control modes in the area of scale model aircraft. In its nine-year history, there probably hasn't been a time when the turnout has been less than 20 cars-vans, etc. There were over 25 vehicles there this year, and it was held at a new location, the contest director's home 12 miles north of Spokane, which will probably be the location for the future meets. It is always on the third Sunday in August. There is no fee!

The size of the models ranges from peanut scale (wingspan not over 13") to quarter scale. The power mode includes gas, CO₂ and rubber. The control modes include control line, radio control and free flight. It is sponsored by Gil Horstman.

The theme of this year's meet was J-3 Cub with special trophies for Cubs in each category, as well as the usual trophies -- RC scale, CL scale, etc. Next year's theme is the 1930s: any aircraft designed in the period Jan. 1, 1930 to Dec. 31, 1939. This includes the Spitfire, Messerschmidt, P-40, etc., and all of the familiar Golden Age civilian designs.

Rory's reaction sums it up when he remarked that there were things in modeling he'd never seen before this meet. The scope of it is really something to see, and I hope you can put this one on your calendar for next year.

The winners were as follos: Clarence Haught, quarter-scale. Steve Hales, peanut scale. Orin Humphries, control-line scale. Clarence Haught again, free-flight gas scale. Joe Bill, CO₂ free flight. Dan Ary, rubber free-flight. Rory Tennison in control-line J-3. Jim Hiller in radio control J-3. Cle Childress in radio control scale. Gary Dowler in 1/2A control-line scale. There is a separate category, 1/2A control-line scale, for the juniors and seniors. Trophies were awarded to three places, as well as merchandise.

There is another major contest I will mention from this area. It is the C.A.M.S. Symposium, in the spring, put on by the Coeur d'Alene Aeromodeling Society, anchored by Clarence Haught, and held at the North Idaho College in Coeur d'Alene. Exact date varies slight. It covers the spectrum, also, is a static display type contest and usually has around 50 airplanes of all kinds entered. It is not limited to scale. One trophy is given to best in each of

more than 11 categories.

Anyone desiring specific notification of these contests should drop me a line and I will mail you a notice. Look for them in the AMA contest calendar, also.

I would once again like to point out an outstanding profile scale model set of plans to my readers. The model is the Beech Staggerwing, Model Aviation plan No. 303, July, 1980, issue, by Clarence Haught. I just completed and flew mine and it is an outstanding stunter (square loops without flaps!), and it won profile scale for me at the ISB meet above. It is a sport model, profile scale, stunter, you name it.

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



AIR MAIL

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



BEAR FL:

Received latest issue of FL and was particularly impressed with some of the letters from readers -- one about Shadow Racing excepted. Curses! Foiled again -- The Joker.

Seriously, for a minute, all of those letters in this issue were really fine with their information and suggestions. Dirty's letter points out what I believe is one of CL's biggest problems. So many of the AMA events are no longer well suited to any but the most proficient of pilots/builders and in many cases wealthiest as well.

The local clubs are normally organized by the AMA competitors -- but then the membership is primarily sport types and when they try to run AMA-type events like Goodyear, interest falters and the clubs fall apart.

Can't personally say whether limited Goodyear as proposed by Dan would be benefit to your Northwest activities or not but if more AMA events were thoughtfully structured so that more could participate on local level, I believe it would greatly benefit CL for all. Limited Goodyear as proposed sounds like a winner to me, maybe not for the Northwest but for lots of areas it ought to be great.

Same applies to combat. D.D. himself a year or so ago in Model Builder wrote how he laid off flying for a while and when he again started he was 15-20 feet behind the plane for several rounds. Well, if experienced pilots like him is following instead of being on top of the plane, what is the average sport flier to do? Lots quit in disgust. Answer I believe is to thoughtfully and carefully tailor several AMA events that average local flier can compete in somewhat on an equal basis with more experienced fliers. Perhaps he won't win -- probably not. But at least he'll have a fighting chance and be competitive enough to make it a fun race. Other AMA events are OK for very experienced pilot/builder with lots of time to develop proficiency and lots of bucks to buy equipment and practice but not too swift for vast majority of local club activities.

I think the Canadians have the right idea -- something for all.

The very fact that Dan has good perception and years of experience knowing and dealing with problems of control line indicates answer to Homer Smith's question, at least to me, that he ought to be allowed to continue if he desires on the CLCB. Not being from the Northwest, maybe I ought not to say my views but as he as well as other CLCB members affects all of CL perhaps it is appropriate. Who knows? The Shadow???

Regards Raymond Lefrancois letters, thought his suggestions right on. Often wondered why mags didn't use approach he suggested -- reduced size views with measurements and full size on ribs and any other necessary pieces. Am enclosing plans one of the fellows (Dave Tribble) drew up for our newsletter back in Kansas City as an example. This plane was for our 5-in-1 event. In fact, that's where Dave got the name for his design, "1-4-5" (one for five). Anyway it clearly illustrates what Raymond was suggesting on how plans for fair sized plane can be placed on small space. I think that's a great benefit for many modelers that ought to be done more often as he suggests.

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

(Editor's note: Larry enclosed nice-looking plans for the 1-4-5, a .15-.19-powered profile. Hopefully we can get them traced and run them in a future issue. Among other condensed plans in the works, a Class II mouse racer and an AMA combat design).

DEAR FL:

I just received the December FL. You two are doing a great job!

The scale contest in June in Spokane is RC only. The ISB scale contest in August in Spokane is the one. Any control mode, any kind of power, and a "theme" category: Any aircraft designed in the 1930s (covers many WWII aircraft besides the obvious). It may even be an "un-contest" style event, that has become popular in other regions, this year.

Listen fellows, do whatever you have to to get your bodies and models to the Canadian Nats in Edmonton, July 18-24. Don't say "They're all experts and I don't have a chance." They lead this continent in scheduling events for novice and sport fliers as well as others. And nice people! Go for the fun, the knowledge, and the friends you'll make. You'll never forget them. Check the Dec. '81 FL for details or write Paul Gibeault, 15605 121st St., Edmonton, Alta., T5X-3B3.

Thanks to Paul, Bill and Raymond for their comments and input.

You know, I am flabbergasted by the distances that FL reaches. Virginia, Florida, Wisconsin, Iowa, Australia, Germany, and Puyallup (little humor there). Really, how this enterprise of yours and Mikes gets to these far shores to begin with amazes me!

Do what needs to be done on the postage.

I am not a Goodyear pilot, as you know, but I would just mention that the Canadians have a class of Goodyear that is for unmodified engines that draws many entrants.

Well, gotta run; let me pass along my highest regards to all of you who make FL what it is and especially to all CL fliers out there: you gents are the greatest people in the hobby and I am proud to associate with you.

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

DEAR FL:

I'd like to say thanks to all the people who helped make the special Jim Walker Commemorative event the success it was on Sunday Oct. 4, 1981, at Delta Park in Portland.

A special 2-hour intermission was allowed from the Stuntathon '81 contest and I'd like to thank the sponsors (Norwesters) and the contestants for this time.

Over 25 people helped with the show and the historic display. Dave and Marsha Gardner provided not only monumental effort but great morale support. Pat Webb (old broken foot) helped by emceeing the event. The pilots for the three flying Fireballs were R.F. Stevenson, Jack Shane and Don Reed, of the Seattle Skyraiders.

And that marvelous pit crew: Loren Howard, Bob Howard, Roy Beers, Greg Beers, Harry DeBuhr and Jim Zehrunge. Thanks everyone!

The three West Coast museums (Pacific Museum of Flight, Seattle, the Oregon Historical Society and the Russ Barrera Model Museum, Morgan Hill, CA) now have a good start on a collection of American Junior products. Many items in this collection were donated by R.F. Stevenson of Seattle (our chief pilot of the day -- dazzled the crowd by flying with helmet control). Bill McDow restored his old A.J. Firecat, and its new home will be in the Barrera museum.

Mrs. Dora Walker donated Jim's original RC lawnmower and many movies to the OHS.

I'd like to say that the entire Walker family was very pleased and honored, and expressed their deep appreciation to everyone that helped.

Another note of interest is that many former A.J. employees were there that day, some obviously deeply moved in reliving the memories.

--Frank D. Macy, 5200 S.E. Jennings Ave. No. 11, Milwaukie, Ore. 97222.

DEAR FL:

Just read the December issue of FL and was pleased to note that Tom Cope is back in CL after "umpteens years."

Also noted in Bill Skelton's letter that Sterling is the only manufacturer now offering kits for carrier Class I and II. The following may be of interest.

On a recent visit with Bob Smurthwaite (G-S Products International, Inc., of La Grande, Ore.) I inquired about his famous profile carrier kits, and if he intended to manufacture them again. He was surprised, and told me he still makes them, and had recently shipped 12 kits to Eugene's Toy & Hobby.

So carrier fans, check with Eugene's Toy & Hobby for a G-S Bearcat, Skyraider, Corsair or Mauler. I don't remember which ones Bob shipped.

--Frank D. Macy, 5200 S.E. Jennings Ave. No. 11, Milwaukie, OR 97222.

DEAR FL:

A letter from Ross McMullen has just confirmed that the publication of R in Model Aviation is getting closer. Mike Bogan of the Seattle Sky Raiders has my only set of accurate blue line R plans, but I'll bet if he is asked real nice he would be glad to send a copy of plans for a nominal fee that would cover his cost of reproduction from his copy of our blue line print for folks who prefer not to wait for the article.

As has already been outlined in careful detail to the chairman of the FL publication department, the high quality integrity characterizing the leadership of Flying Lines has surely been the decisive influence that merits the highest grade on all FL items from not only me but I'll bet most of the poll respondents. I'll be looking forward to seeing how the FL poll comes out. The way we keep picking up new subscribers as well as holding on to our old timers is a good indication of coming attractions.

One thing -- you gotta watch out about thieving wives stealing the plastic garbage bag from a "Custom Zoot Field Kit"; otherwise, your average worn paper bag and cardboard box organizer system will tend to be even less permanent here in the great Northwest where all this ecology glory is maintained by such copious quantities of de-kitting agent.

Oh yes, not that we intend to strike too much fear or debilitating trembling in the hearts of potential adversaries, you understand; but be advised that we are issuing a solemn warning of an impending attack that we are matialing upon the sinister invading foe at the upcoming Eugene 1/2A contest --utilizing a gaggle of Kamikaze Specials! Why these specially designed bullet-proof babies in the combat version should be able to sustain all but a direct hit on the inboard wing panel and still maintain the capability to relentlessly wage fearless air warfare -- woe to any foolhardy hapless victim who fails to break off in a head-on attack! However, when in utter stark terror he tries to escape from the jaws of certain death at the very last instant --a brief burst and he's finished!

The Kamikaze Special with heavy armor concentrated on the front, and lining the top and bottom fins on the monoboom, protecting the stab center section should not only be impenetrable by fragile conventional weaponry but should also provide lethal blades with which to cut the enemy to pieces, providing proper combat discipline and battle tactics are observed.

Finally, from the dawn patrol at the 1/2A Eugene contest we will be coming in from the sun aiming to quickly dispatch any challenger that might dare rise to meet us.

--Rich Porter, 386 Benji Court N.E., Salem, OR 97301.

DEAR FL:

I just happen to know of a source for Taipan 7x4 props, but, it's a pretty long distance! Michael's Models in England advertises them. Drop them a line to see what the cost in American Dollars is, including Postage. It shouldn't be too bad, as they are pretty low price to start with. Ever price Rev-Up props? I usually break one every flight in carrier.

Michael's Models, 646-648 High Road, N., Finchley, London, N12 ONL, United Kingdom. Phone 01-445-6531. A phone call to London is only \$3-\$4 nowadays.

I just read Bill Skelton's letter in the December FL. I don't believe that the AMA can legally ban line connectors by brand name, as long as they are legal according to 22:5.1 of the rule book.

This says that each load bearing line connector must be capable of withstanding the total pull test. The burden of proof is on the contestant, and package labels are considered acceptable proof. I think that the large Perfect connectors are rated at 40 lbs. If this is so, they would be legal on most profiles but illegal on Class Is and IIs. A heavy Class II could even exceed the 110 lb rating of the large Sullivan clips. I guess that home made connectors are supposed to be individually pull tested.

--George Lieb, 5202 Emeline, Omaha, Neb. 68157.

DEAR FL:

Enclosed are the rules we use for our "slow Goodyear." We've used these rules for three years with no changes. None have even been proposed, so I guess that means most contestants are happy with them. Omaha, Topeka, Wichita and Amarillo are compatible and have this event at each of their contests.

Some places like to furnish fuel (we have found if you ad xylene to fuel, mileage increases about 50 percent) so everyone is more competitive. Most everyone can run between 75-80 mph. Usually three pits are normal, unless you're running xylene, then two will make it. The fastest official time was set in Topeka last summer, 7:57.0 (2 pits).

We have found no conflict between the "slow Goodyear" and "Shoestring 140". In fact, they seem to complement each other. Your Northwest Sport Race and this type of event will do well together.

The Fox .15 Schneurle is the only engine being used in this area. Some modifications are necessary to win here, usually.

--Gary F. Vreeland, 1920 S. Santa Fe, Wichita, Kansas 67211.

CL SCALE RACING CLASS II

1. Applicability. All rules from the Unified Control Line Racing Rules apply to this event except as modified, appended, or specified here.
2. Model Specifications.
 - 2.1. Airplanes must be a model of an actual Goodyear racer or Formula I racer and must be of the profile fuselage type. The engine must not be cowled in.
 - 2.2. The model must have a minimum consistent scale of one and one-half (1 1/2) inches to the foot (1/8 scale). All scales must be within a plus or minus 5% for the top and side profiles (views) with the exception of the stabilizer area and the fuselage width. (This allows for profile type models.) Models which appear to comply with this tolerance upon rudimentary inspection need not be further checked except in case of dispute.
 - 2.2.1. Stab area may be increased up to 25% of wing area, but must maintain scale configuration.
 - 2.2.2. The landing gear must be of the same configuration as the actual aircraft, e.g. two separated struts, and must exit from the scale location, but it may be longer, higher, or swept forward (wheel pants are optional).
 - 2.2.3. Cowls or "apple cheeks" as used on the full-size aircraft are recommended but not required.
 - 2.3. The model must have a scale-like paint scheme, not necessarily the same color, but representative of full-scale racers.
 - 2.3.1. The scale canopy outline may be clear or painted a contrasting color.
 - 2.3.2. Model must have racing numbers on the fuselage and rudder sides and on the upper left wing.
 - 2.3.3. The contestant's AMA number should appear as part of the scale-like license number on the upper right wing. It may be preceded by "N" at the contestant's option.
 - 2.4. The following major components of the engine must have been designed and produced by the original manufacturer for the specific engine in quantities of at least 1,000: the complete crankcase including front and rear ends and the upper and lower portions, if detachable or split, the crankshaft, cylinder (sleeve) and piston. The crankshaft shall be supported by plain sleeve bearings only.
 - 2.5. Only one tank is allowed containing both fuel and lubricant with a maximum capacity of one ounce. The outside diameter of the pick-up, vent and fill tubes of the tank shall not be over 1/8 inch.
 - 2.6. No hot gloves will be allowed.
3. Races.
 - 3.1. Each contestant shall be allowed one race of 160 laps in length.
 - 3.2. The race shall be run with no less than two fliers and no more than three fliers.
4. Flying Regulations.
 - 4.1. All flying shall be done between 6 and 20 feet altitude.
5. Field Layout.
 - 5.1. The Inner Circle shall be 58-ft. radius.
 - 5.2. The Outer Circle shall be 68-ft. radius.

CL SCALE RACING CLASS II									
Engine Size (cu. in.)	Max. Model Weight	Required Line Length	Required Minimum Diameter of Each Line					Pull Test	
			Single Strand			Multi-Strand			
			1 Line	2 Lines	3 Lines	2 Lines	3 Lines		
.000-.1525	4 lbs.	52'-53'	-	.012"	-	.015"	-	25 lbs.	

DEAR FL:

Guess I should address this to "Da Shadow." Your idea to end the kibitzer harrassment is good, but if you could see this guy (?) you'd understand why your idea probably won't work. A brief physical description is as follows... He used to be a suitcase tester for Samsonite and has appeared in some of their teevee commercials. This "fellow" goes by the name of "knuckles," either because they drag on the ground when he walks (shuffles) or because (it's rumored) he's a "collector" for a loan company and breaks the fingers of those individuals who fall behind in their payments!

As to my (and I quote) "grabbing him by the scruff of the neck" this just seems to be not a good idea considering the aforementioned individual's large size and ill-tempered demeanor.

Got any more good ideas, Larry "Shadow?"

--Bob Kampmann, 6312 Kenneth Ave., Orangeville, Calif. 94010.

(P.S.: I like "filthy" Dan's idea of the Fox .15 limited Goodyear event. How's about trying it at the '82. Regionals?)

(Editor's note: How's about you coming to the Regionals, Bob? Maybe you can run the event! One other thing. What's your letter about?)

DEAR FL:

It's getting to be the time of year when I warm up the typewriter, and make some silly challenges again. I think our cross-country postal race last year stirred up a little interest, so we ought to try it again. Maybe you know some other organization that runs similar rules, and would like to get in on the fun. I can make up some fancy certificates for the winners.

I think you ought to get more people into your finals, so you can get three to the finish line. Can't say we are doing too good at that lately, though. Had 10 sign up on Jan. 3, just had three planes flyable at the finals, and two finished. 10:22 won. (Editor's note: How'd you keep the timers awake all that time?) 20-knot winds whipping around and over the nearby tree lines caused a bunch of turbulence and folded landing gear, and worse.

Anyway, we have a meet April 3 and 4, and another May 29 and 30. I would rather have the challenge event on our Memorial Day meet. Same as last time. Our best three times against your best three times. I'll make up some fancy certificates to award the winning team members.

I haven't got going on the gas tank thing yet. Converted a couple of my Cox reed valve tanks to uniflow a while ago. Engines are still so inconsistent that I can't tell any difference. Sure wish I could figure out how to make a consistent engine. Have one old reliable that I'm not going to fool with. All others are terrible.

I probably won't be in Lincoln this summer. Sure wish my leaders would come up with a Nats site for free flight.

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

(Editor's Note: On behalf of Northwest Super Sport fliers everywhere, FL will accept the challenge to blow away the Florida Slow Rat contingent on Memorial Day. Last year, you may recall, NW fliers were faster but had problems getting all three to finish in the feature races both times the challenge was tried.)

DEAR FL:

The article by Joe Just in the last FL on being prepared really deserves the highest marks from those of us who have been around a while, and those who are relatively new to the sport should re-read it. There is another article in the April Scale RC Modelers, just out, by Kent Walters, the winningest scale RC pilot in the country. It is on what you have to do will in contests, and it has a great deal to do, I think, with sport flying success as well.

Both of these authors have "been around." They have been through the early times when a person acts like a normal human being and listens not to what is said by the pros; he finally hears it only when he, himself, has said it.

If I may presume, I would like to put forth a set of statements, or attitudes, and ask how you feel about them, agree or disagree. I offer these as a test to see if one is in the amateur or pro groups.

1. You needn't really do much before a flying session or contest. Just set your equipment up and it will likely work fine.

2. If your engine is hard starting, changing to a fuel with a different nitro content won't affect its starting very much.

3. If your engine is hard starting, changing to a different brand of glow plug won't make much difference.

4. You can try many areas of flying and do well in a few of them.

5. If a guy is having trouble with his equipment or needs something, like a plug or a prop, that's his problem. He is competing for flying space and time, or, if at a contest, he could beat you with what you loaned him.

6. Props are made on machines and therefore are balanced and identical.

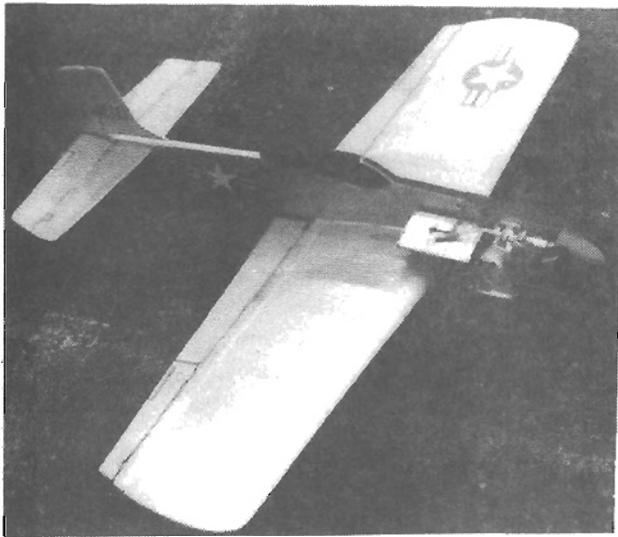
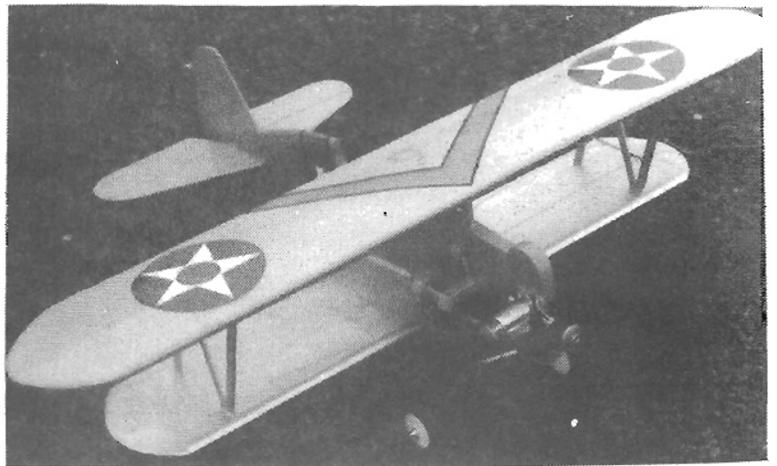
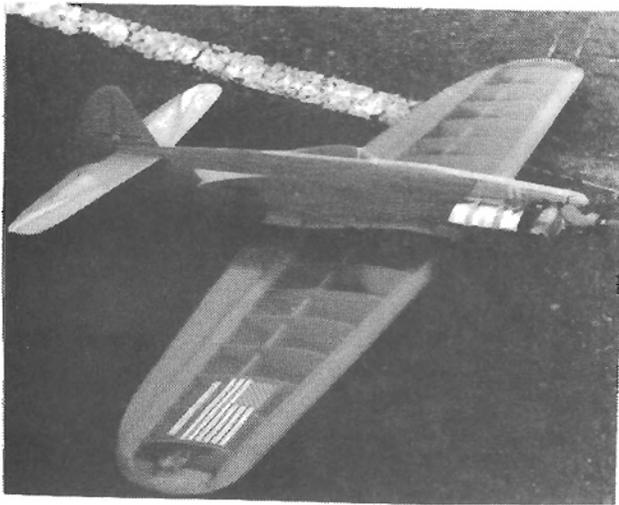
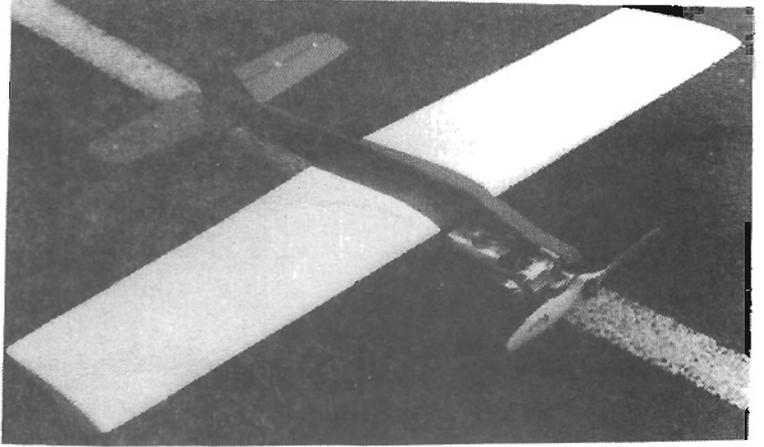
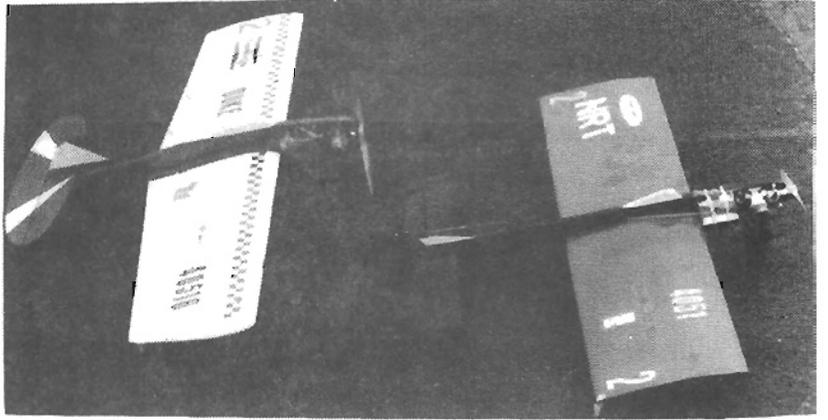
There they are, fellows. If you agree with even one of them, well, let's say you are not a pro yet. Until a guy has had enough of the right kinds of experiences so that he will change these things himself, it is best not to spend a whole lot of space on them here. Of course, these are but one traveler's opinion, and yes, some could argue with me all night, I guess. For what it's worth...

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

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DRIZZLE CIRCUIT ACTION OPENS 1982

Here's a sampling of the craft seen at the opening 1982 contest, Nw Drizzle Circuit Contest No. 2, in Kent., Wash. Clockwise from top left: Dick Salter fires up his F4B3, with Dan Cronyn holding, Max Thue and Dave Mullens (right) scoring. John Thompson's racers -- sport racer on left, and super sport. Rich Schaper's clean and mean super sport. Salter's F4B3. Bill Varner with the flying Clam, sorta scale comic entry. Mike Bogan's sorta scale plane, prevented from entry by mishap. Ken Bugar's fine-looking Yak-9 sport racer (needs color to do it justice). John Thompson photos.