

FLYING LINES

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DC CONTEST #2 POSTPONED BY HURRICANE

Well, it was almost a hurricane. Yes, for the first time in the four-year history of the Drizzle Circuit, rain and winds forced the postponement of DC Contest No. 2, which was supposed to happen in Astoria, Ore. Feb. 14. The only previous cancellation of a DC contest was in January of 1980, when snow postponed a Seattle contest.

As with that snow-out, the canceled Astoria contest WILL BE CONDUCTED at a later date. It also will be at a more centralized location for the convenience of the competitors.

DRIZZLE CIRCUIT CONTEST NO. 2 WILL BE HELD AT DELTA PARK IN PORTLAND, ORE. ON APRIL 4, 1982. AMA rat race will be at 9 a.m., Northwest Sport Race at 11 sharp and Northwest Super Sport Race will follow NWSR. There will be the previously announced merchandise prizes. Dave Green will be the contest director. Circuit points will count.

Remember, the date for the April contest in Eugene also was changed because it happened to fall on Easter. The date is now April 18, not April 11. Secondary event ½A combat will start at 9 a.m., with NWSR at 11 and NWSS to follow. Merchandise prizes and final circuit trophy awards.

A very good crop of fliers turned out for the Astoria contest, bringing about six rat racers and the usual contingent of sport and super sport racers. Everybody gathered at the port docks, a very nice smooth asphalt expanse, but nobody wanted to get out of the vehicles. The wind was blowing at a steady 20 mph, gusting up to 40 mph, and the rain was coming down in unrelenting torrents. We know it was too much when chunks of wood began floating by, tables were blowing over, etc.

The group adjourned to Dave Green's house for the leftovers from the Saturday night CLAMS party and a nice long chat about the state of modeling in general. Some very good ideas were generated for discussion, and we'll be reporting on those in more detail later.

Next DC contest is in Yakima, Wash., which may have occurred by the time you read this. All the details are as published before. See the contest calendar for information.

FL ½A FUN DAY DEFIES WEATHER FOR PLEASANT FLYING SESSION

Yes, the 1981-82 winter's record for bad weather was kept perfect Feb. 28 as it rained off and on all day during the FL benefit fun fly in Eugene, Ore., but the competitors had a good time anyway. Seven turned out, all from Oregon, and spent the day with smiles and good sportsmanship through six events, all with ½A engines.

Entry ranged from two to four in speed, racing and stunt events, but all seven flew the ½A combat event, and it was a fine show for that growing and extremely valuable event. Combat's strongest sales tool at this time seems to be the ½A class, which is accessible to beginners and fun for pros.

Here's the event-by-event rundown:

½A SPEED: There were no bona-fide ½A speed planes this year, but there was one proto speed ship and one mouse racer entered. John Thompson's Little White Mouse with Kustom Kraftsmanship reed valve engine took top speed at 67.04 mph, and Mike Hazel's proto ship turned a 59.98 mph.

½A PROTO: Mike Hazel turned exactly the same speed in the proto speed event with the same plane used in ½A, to win. Bill Varner also entered but was not able to get a 10-lap flight.

MOUSE RACE CLASS I: This was the best of the racing action, with Thompson taking first place at 5:52, two seconds off the Class I Northwest record for a feature race. All the mice entered, with the exception of Bill Varner's Little Wizard, turned good heat times and respectable features. The Wizard didn't even do too bad!

MOUSE II: Last year's attrition and the low entry resulted in the presence of no actual Class II mousers, but Thompson and Tom Kopriva threw in their Class I planes for an extended race, going for the 200-lap feature instead of the usual Class I 100-lapper. Kopriva won after Thompson's plane met with a mishap on lap 117, resulting from a line popping off the bellcrank

1/2 A DAY, continued

button on a flipped landing. It wasn't discovered until too late and -- Whack!

STUNT: 1/2 A DAY regular Rich Porter brought his fleet of stunters for anyone who wanted to try their hand, and Bill Varner took up the offer. Porter won using his Ridiculous, and Varner used a Kamikaze Special. The KS is a sheet-board winged thing that flew a respectable pattern on 70-foot lines in the dead air. You have to see it to believe it!

COMBAT: Old pro Gene Pape rose to the top in this event, which started with some dull matches but soon heated up to some fine flying by all seven entrants. Pape beat Thompson in a fine match at the end, two cuts to one and air time. Third went to Mike Hazel, fourth to Porter (who is one hard hombre to catch, even with his half-speed stunt planes!). Though they finished out of the running, there was excellent flying also by Kopriva, Bruce Guenzler and Varner.

Here is the data:

1/2 A SHEED (2 entries)

1. John Thompson, Cottage Grove, Ore. -- 67.04 mph. Little White Mouse (Frank Scott design), 14" span, 5 3/4 oz., balsa-spruce-bass, polyester resin-K&B Super Poxxy finish, Kustom Kraftsmanship button bellcrank, 5x4 Tornado nylon prop, Kustom Kraftsmanship/Cox .049 reed valve engine, Fine thread needle assembly, Allen prop stud, fastfill tank, spring starter, Cox plug (TD), Sheldon's 50% nitro fuel.
2. Mike Hazel, Salem, Ore. -- 59.98 mph.

1/2 A PROTO SPEED (2 entries)

1. Mike Hazel, Salem, Ore. -- 59.98 mph. Cox TeeDee .049 on standard proto airplane, data unavailable. (Turn in yer form, Mike!)
2. Bill Varner, Astoria, Ore. -- did not complete flight.

MOUSE RACE CLASS I (5 entries)

1. John Thompson, Cottage Grove, Ore. -- 5:52. See data under 1/2 A speed.
2. Mike Hazel, Salem, Ore. -- 6:16.
3. Tom Kopriva, Eugene, Ore. -- 6:30.
4. Gene Pape, Eugene, Ore. -- 6:49.

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½A DAY, continued

MOUSE RACE CLASS II (2 entries)

1. Tom Kopriva, Eugene, Ore. -- 15:13. "Old 69", original, 18" span, 5½ oz., balsa-mahogany (beautiful! --ed.), epoxy finish. Kustom Kraftsmanship reed valve .049, Kopriva rework, 5½-3 prop, KK plug, Sheldon's 50% nitro fuel, spring starter.
2. John Thompson, Cottage Grove, Ore. -- 117 laps.

½A STUNT

1. Richard Porter, Salem, Ore. -- 391. Ridiculous, original, 48" span, 17.75 oz., Balsa-Monokote, fuel shutoff, 22½° engine offset, 8° rudder inset, adjustable weight (ballast) on C.G., TeeDee .051, Porter rework, bored venturi, Cox gray 5x3 prop, GloBee sport plug, K&B 1000 25% nitro fuel, bladder tank, 70'x.008 braided lines.
2. Bill Varner, Astoria, Ore. -- 183.

½A COMBAT (7 entries)

1. Gene Pape, Eugene, Ore. -- Cheap Imitation (Pape-Thompson design), 26" span, balsa-spruce, Fascal finish. Tee Dee .049, Tornado 5x4 prop, Sheldon's 50% nitro fuel, bladder tank.
2. John Thompson, Cottage Grove, Ore. -- Cheaper Imitation.
3. Mike Hazel, Salem, Ore. -- stretched Golly Gee Whiz.
4. Rich Porter, Salem, Ore. -- Kamikaze Special.

MOUSE RACE HEATS (Class I)

Heat 1: Mike Hazel 3:35, Bill Varner 5:42. Heat 2: John Thompson 2:52, Tom Kopriva 4:00. Heat 3: Gene Pape 3:36.

COMBAT PYRAMID

Round 1: Hazel d. Porter 204-33. Pape d. Guenzler 278-13. Kopriva d. Varner 156-39. Thompson bye.

Losers' Round: Varner d. Guenzler 174-25. Porter bye.

Round 3: Porter d. Kopriva 340-24. Thompson d. Varner 160-153. Pape bye. Hazel bye.

Semi-finals: Pape d. Hazel 303-130. Thompson d. Porter 220-172.

Third place flyoff: Hazel d. Porter (DQ).

Final: Pape d. Thompson 229-122.

NW COMPETITION STANDINGS

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

The Eugene ½A fun fly, a sanctioned contest, added to the list of 1982 standings and juggled the racing listings. Those standings that changed are listed below.

Flying Lines keeps track of the performances of Northwest modelers in Northwest control-line contests, using a point system based on the number of entries. Standings are for contests through February.

<u>SPEED (combined)</u> <u>(2 contests, 4 entries)</u>	<u>MOUSE RACE I</u> <u>(1 contest, 5 entries)</u>	<u>MOUSE RACE II</u> <u>(1 contest, 2 entries)</u>
1. Mike Hazel . . . 3	1. John Thompson . . . 5	1. Tom Kopriva . . . 2
2. John Thompson . . . 2	2. Mike Hazel . . . 4	2. John Thompson . . . 1
3. Bill Varner . . . 1	3. Tom Kopriva . . . 3	
	4. Gene Pape . . . 2	<u>AEROBATICS (combined)</u> <u>(1 contest, 2 entries)</u>
<u>OVERALL RACING</u> <u>(4 contests, 21 entries)</u>	<u>½A COMBAT</u> <u>(1 contest, 7 entries)</u>	1. Rich Porter . . . 2
1. Ken Burgar . . . 10	1. Gene Pape . . . 7	2. Bill Varner . . . 1
Mike Hazel . . . 10	2. John Thompson . . . 6	
3. Paul Walker . . . 8	3. Mike Hazel . . . 5	
4. Dick Salter . . . 7	4. Rich Porter . . . 4	
5. John Thompson . . . 6		

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CUTS & KILLS

combat news by JOHN THOMPSON

Two things happened recently that caused me to decide to take over authorship of a regular combat column.

One of them was the gradual retirement of "Cuts & Kills" originator Buzz Wilson, taken away by other duties and interests. Our thanks goes out to Buzz for the contributions he made in FL's formative stages.

The other factor came in the mail -- it was a request for some articles on "low-budget" combat techniques.

A lot gets written by magazine and newsletter columnists about how to start out in combat. Most of that stuff is written by people who have been experts for so long that it's hard for them to remember what it was like to be a beginner. It occurred to me that a combat column written by someone fairly new to the game might have a lot to offer the novice combat flier that is hard for experts to deal with because their thinking is on such an elevated plane, if you'll pardon the pun.

This column won't always deal with beginner matters, but it will be written with a thought always for the layman of the hobby, the non-combat person with an interest in or an intent to begin combat. This first installment, however, will deal with starting out in the combat sport.

As an introduction, my own combat experience goes back to 1978, when Gene Pape, my coach and mentor, talked me into trying slow combat. I accidentally flew fast combat once in 1979 and got hooked with the first boost of adrenalin that shoots into your veins in that sport. Later came $\frac{1}{2}$ A and even some very feeble beginnings in FAI (I picked a Nats for a first try!)

So I'm not any more a rank beginner, but I'm still in the formative learning stages of the sport and not eligible for "expert" ranking, either. I hope this column will get some others interested in combat and help entry-level fliers avoid some of the mistakes I've made, and am still making.

One warning, however. Combat is hazardous to your mental health. If you ever fly a match, you'll notice a persistent almost physical desire to do it again. If you ever win a real head-to-head barn burner, you'll be hopelessly addicted. There is no comparison in the modeling world to the thrill of combat.

What follows will deal with two major questions and concerns of all potential beginning combat fliers: How can I ever learn to fly so fast and furious? and, Can I afford it? Along the way I'll try to pop some major myths about combat. The biggest of those myths are related to the two above questions: It is not as difficult as it looks, and, It's not as expensive as you think, if you go about it right.

WHERE TO START

Probably the biggest decision facing the beginning combat flier is what event to pick from the four available classes as a starting point. If you don't know the difference between the classes, check your rule book.

I think it's safe to say there are two classes you don't want to start with -- AMA combat and FAI combat. But, I'll venture to add that you'll end up flying one or both of them eventually. Assuming you'll bypass those for your first efforts, that leaves slow combat and $\frac{1}{2}$ A combat.

Either slow combat or $\frac{1}{2}$ A combat can be a good starting point in combat. Each has its advantages and disadvantages, so you'll have to make your own decision. If you've got the time and money, you might want to try both. Here's a look at each:

Slow combat's advantages are that it is the "slowest" of the combat events (in terms of what's required of the pilot's reactions), that the planes can be built from several easily available kits with the skills that anyone starting out in combat already possesses. Disadvantages are that the planes do tend to come apart upon crashing, are bigger and thus more expensive. Still, I'm living proof that slow combat can be a starting point. In spite of all that's written about slow having gotten too fast, it really isn't beyond most people's abilities (more on that topic later). Most of the slow planes are sturdy enough that while they may break, they usually are repairable for use again at another time. A fleet of four planes, with repairs, should last a year with the number of contests we have around here.

Half-A combat's advantages are that the planes are cheaper and much more resistant to damage in crashes. They are the kind of craft you can go out and fly and crash and practice with every Sunday and still have them around. The disadvantage of $\frac{1}{2}$ A is that it is just about the same as AMA combat in terms of flying speed and reaction time, and is thus a little more difficult to master when starting from ground zero.

CUTS & KILLS, continued

PAYING YOUR DUES

Before we talk about how to get started in combat any more, there's one thing you must understand. You will not learn to fly combat at your first contest. You may, in fact, be convinced you have no aptitude for it whatever. Don't give up! Combat proficiency can only be achieved through actual combat flying experience. NO amount of solo flying can give it to you.

It is often written that slow combat has evolved too far and is no longer an entry point for beginners. That is false. That conclusion is based on the fact that beginners in slow combat either crash a lot or get beaten. The truth is that even if Fox .35 stunts were the only allowable engines and Noblers the only planes, beginners would still crash and get beaten. It is the natural order of the universe. This is not a bad situation! Beginning tennis players get beat, too!

There is hope!

Combat fliers will testify that there is a gradual "slowing down" process that occurs as they gain experience. In his first matches, the beginner will think that even his slow combat plane -- and the opponents -- are going 200 miles per hour. After a year of flying, the speed is down to about 100. Within the next year, it will drop right down to what it's really doing -- 75 to 90. Suddenly situations that once were total confusion become clear and understandable. You'll begin to see cuts happen. You'll crash less.

Then you'll move on to fast combat and the whole process will occur again but quicker. One day you'll go to a contest and you won't crash at all, you'll know what's happening, you'll see the cuts, you'll make conscious decisions rather than panic yanks on the lines, and maybe you'll even win the contest.

At that point, you'll move on to the next plateau -- avoiding collisions and actually concentrating on following, cutting, shaking a follower, etc. It's something like the transition that occurs when a tennis player slowly graduates from just trying to sort of defensively keep the ball in play and starts to set up putaways and other strategic moves.

The point is that you must pay your dues. Part of the reason that combat is so rewarding is that it is such an accomplishment to master. YOU must look to yourself to make yourself a winner. There is no rule book that has an event that you can go to your first day and win, not in combat, anyway.

Now, on to the details:

HOW TO START

To start in combat, pick your event or events and acquire the basic tools -- airplanes, engines and accessories. If your time and money are limited, stick with one event until you are well started, so you are not too fragmented in your approach. Better to do one event well than two sloppily.

Here is what I would consider minimum equipment (later we'll talk about how to do it on a low budget): Two engines, four airplanes per event. IN the Northwest, most contests have few enough entries that four planes will be more than enough. Two engines are advised so that you have a spare, though you may in practice only ever use one at a contest. There are enough times, however, when you'll break an engine or fill it with sand that you need that spare. You'll also need to think in multiples of accessories; props, plugs, lines, needle valve assemblies, etc.

You'll want to assemble some kind of a pit box, which can range from an elaborate functional masterpiece to a simple plastic basket. This box should contain all of the tools and spares you might need during a match for servicing your engine and making repairs to the plane. However, it should NOT contain anything you won't need -- such as things that would take longer than a couple of minutes to use. Five-minute epoxy is useless for repairs in a five-minute match, so all it will do is get in the way! Organize the box for

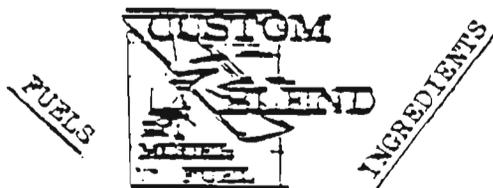
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CUTS & KILLS, continued

easy accessibility of all items in it, so you don't have to fumble. Build up your fleet of planes and spend as much as possible time flying them before any contest occurs. Make sure they're all properly trimmed, and then just fly and fly and fly so you get used to them. If they have any bad habits, try to iron them out. Little quirks you can handle in a solo flight will kill you in a match -- I AM an expert on that!

In your early matches, concentrate on keeping your plane under control, not crashing, and just getting the feel of the circumstances of combat. Be bold enough to do more than just fly level, be as unpredictable as possible, but don't go wild and lose control of the situation in your efforts to kill the other guy. You might win just by surviving! As your proficiency increases, your attack and evasion techniques will develop. Don't go overboard thinking about strategy -- just concentrate on the other plane's streamer as much as you can while keeping your own plane in the air. You'll notice your eyes-off flying improving rapidly.

Make sure you ask for help from the experts in both preparing and pitting. They'll be glad to lend a hand.

BALANCING THE BUDGET

The expense of combat is largely over-rated. True, if you want to jump in head first with the top in construction and powerplant technology, build dozens of airplanes and go first class all the way, you can pour a truckload of cash into combat. But you can also be competitive and even a winner on a modest budget. With certain tricks, you can save a lot of money.

Your first year of combat probably will be the most expensive in any event. That is because you will be building up your first fleet, getting your first engines, etc. However, this will drop off so that by the time you've been doing it for two or three years the expense is much less.

Here are some ideas for keeping costs down as you embark on your adventure in combat:

The biggest single dollar outlay will be in engines. But before you go running down to your nearest hobby shop and plunk down the cash for two new engines at retail price, stop a minute and think. Are you planning to win the Nats this year or just learn to fly combat? What makes you think you need brand new Super-Belch Specials to learn combat?

A few years ago the top engine for both fast and slow combat was the Supertigre G21 .35. Then the Fox Combat Special MK III came along. All the experts immediately converted to Foxes (except Howard Rush, who -- but that's another story). Are your wheels beginning to turn? Yes, indeed, there are quite a few of those G21s laying around in the dusty drawers of many an expert's workshop. For a sawbuck or two you might get them, if you ask nicely. So you'll be a little slower for your first year than the rest of the pack. Don't worry about it. A slower plane is easier to handle and keep in the air. And, it's not always at a disadvantage. Sometimes it can be very difficult for a pilot with a faster plane to zero in on your streamer because of the speed difference.

If you must get a new engine -- either because you are stubborn or because you can't find an oldie (don't rule out Fox .36Xs, earlier Combat Specials and older Tigres) -- the Fox Combat special is the way to go for either fast or slow combat. There are several other choices -- K&B, OS, TWA, ST -- all of which cost too much for an engine you're going to stuff in the ground. Shop around for the best price. Look in the discount house ads for much cheaper prices than most hobby shops offer. If you or someone you know is going to the Nats, get it from Duke Fox directly -- he sells them for half price right out of his car trunk!

If you decided to start with 1/2A combat, the TeeDee .049 is the only choice. Every discount house has them advertized for roughly half the retail hobby shop price. You can probably get by with only one of these. If you pay more than \$20, you didn't shop around well enough.

Now, to airplanes:

There's no escaping initial airplane costs, but there are ways to keep them down. And, the second batch of planes should cost a lot less. To keep initial costs down, build simple designs and shop for the best kit prices. There is not necessarily much saving in scratch building unless you can really stretch your materials. However, there are some real kit bargains. Bear Model Products, for example, markets a slow combat kit for about \$12, and it includes all the hardware! You can't build one cheaper than that!

For finishing material use Fascal, which is much cheaper than Moneykote and other hobby films. It's available through paper suppliers in huge rolls, but Bear Model Products supplies it in small pieces. You usually can find a friend to share a big roll with, too.

There is one key word to keeping subsequent airplane costs down: RECYCLE! Pick a design with simple components. Once you get your initial planes built, particularly in 1/2A, fast or FAI combat, you should seldom ever have to build anything but wings again. Motor mounts, tail booms, elevators and stabilizers, bellcrank systems, pushrods all are recyclable. I have a big box of used parts under my bench. Now, when I build a new plane, I just build a wing and then fish around in the box for the rest of the plane.

CUTS & KILLS, continued

Buried in the previous paragraph is another important piece of advice: Build simple airplanes! Most of the published designs are just flat too complicated, particularly for beginners. Look back at some of Gene Pape's combat columns in Flying Lines for some tips on simplifying airframe construction.

In addition, pick tried and true designs and stick with them. Don't try to be a designer right away -- I've learned from my own failures that there are very few radical new ideas that weren't tried and discarded years ago.

If I were a beginner now in each event, here are the planes I would use. Experts will argue about all of these, but remember, we're talking beginner here: Slow; Bearden Diamondback or Top Flite Flite Streak. FAI; Cheap Imitation (plans in FL -- and we've come up with a simpler design yet; if you ask us, we'll share it). FAI; a 40-inch fast-style plane, built with the lightest possible construction, balsa wood structure and monoboom. AMA; A Voo Doo would be a good starter, or a Bearden Viper. Once you get experience, something with a foam leading edge or all-foam is advisable.

Since this column is far too long now, I'll sign off until next time and hope I see you on the contest circle in the meantime.

--John Thompson, 1411 Bryant Ave., Cottage Grove, OR 97424.

A LITTLE HELP FROM OUR FRIENDS...

Once again Flying Lines has received generous contributions of financial support from some of Northwest modelers' better friends. Over the nearly three years of FL's existence, we have received a number of unsolicited cash grants, and those grants have sometimes meant the difference between life and death for the newsletter. All Northwest control-line modelers owe a thanks to these donors.

Latest to join the list was Rory Tennison of Libby, Mont., who sent us \$20. Also recently the newsletter received a \$25 donation from Oba St. Clair,



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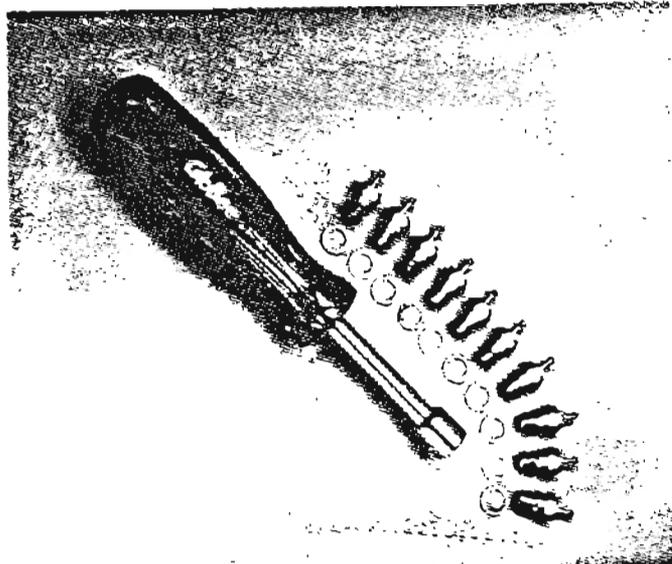
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HELP, continued

who as most of you know invented control-line flying in the late 1930s, and continues to support its development. Oba is a member of the Eugene Propspinners His "Miss Shirley," the original control-line plane, is being readied for display at the Smithsonian Institute.

The list of others who have donated at one time or another in large and small amounts is too long to be included here, but our thanks to all of you is genuine! We will throw one more kudo toward Don McClave of Portland, Ore., who has donated about \$95 in cash and raffle prizes -- and kept paying his subscription fees to boot! What more can we say?

One more thing we will say: Remember that FL advertisers are supporting our flying and our newsletter through what amounts to a donation on their part unless we patronize their businesses. Buy from FL advertisers! And, tell them FL sent you.

GRIM REALITIES DEPT.

Sad to say, not everyone is as nice as model airplane fliers.

This fact is reinforced by a recent phone call to FL headquarters by Doug Taffinder of Carolina-Taffinder, a FL advertizer and maker of fine tanks. Doug has recently been victimized by thieves somewhere in the postal system, and asked us to pass on a warning about sending cash through the mails.

Doug's ads invite people to send 50 cents in coin or stamps for a catalogue of his products. Not long ago, he began receiving mail that had been opened and the coins removed. Then, his mail stopped altogether.

Someone has apparently learned that Carolina-Taffinder mail contains coins and sometimes cash for products, and is intercepting the mail.

Taffinder urges customers from now on to avoid sending cash or coins. Send checks, even if only for 50 cents! He adds that anyone who has written to him and not received a timely response should try again; your letter may have been one of those that was lost.

Let this be a warning to all FL readers: DO NOT SEND CASH THROUGH THE MAILS!

SKYRAIDERS HELP OUT AT MODEL EXPO

FL has not yet received an official report on the Northwest Model Exposition in Puyallup, Wash., last month, but we do have this report cribbed from the Skywriter, newsletter of the Seattle Skyraiders.

"Wow!! The Mount Rainier RC club did one heck of a job in sponsoring the Northwest Model Exposition held at the Puyallup fairgrounds February 6 and 7. Many manufactuters had booths for display, static display of boats, cars and planes.

"Yes, there were even a few control-line models on display even though the advertising for the exposition didn't mention control-line modeling. Max Thue contacted Bob Pfeiffer, the week before the expo and we assembled a quickie display for the club. Bob donated one big chunk of time to manage such an overwhelming event. Initially we were going to do some demo flying but due to a breakdown in communication things just didn't work out. Hopefully, next year we can get things geared up and make a better showing.

"I DON't have the complete results of who placed where but I do know that Dick Salter was first in control-line scale and Max Thue was third in control-line stunt. Paul Walker was second in control-line stunt. You should have been there. Plan on it for next year."

FLYING LINES

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 support from subscribers, advertisers and donors.

FL is your link to 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 \$8 -- name your size and color.

Prices for subscriptions: \$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
Carrier.....Orin Humphries	John Thompson	Beginners..John Thompson
	Racing.....Mike Hazel	

WHERE THE ACTION IS

UPCOMING ORGANIZED EVENTS

- April 4.....C.A.M.S. Static Display Show. All types of models with awards for the best in each class. Site: North Idaho College student union building, Cour D'Alene, Idaho. More details available on this event from Orin Humphries, 5208 N Elgin, Spokane, WA 99208
- April 4.....PORTLAND, Ore. -- Northwest Sport Race Drizzle Circuit Contest No. 3. Rat race, 9 a.m., Northwest Sport Race at 11 sharp, RAIN DATE! followed by Northwest Super Sport Race. Site: Delta Park. Contest Director: Dave Green, 200 W. Franklin Ave., Astoria, OR 97103. (503) 325-7005.
- March 21.....SEATTLE, Wash. -- 3x1 Contest, sponsored by Seattle Skyraiders. Three events with same plane and engine -- any plain bearing .35 on any stock profile airplane kit. Racing, novice pattern, balloon bust, cumulative points determine placings. Registration opens at 9 a.m., racing at 10. Entry fee, \$3. Trophies. Contest Director: Dave Mullens, 15559 Palatine Ave. N., Seattle, WA 98133 (206) 365-5436. Site: Carkeek Park.
- March 21.....MERCED, Calif. -- Racing and speed contest. Contact Frank Hunt III, 551 Brookdale Dr., Merced, CA.
- April 18.....EUGENE, Ore. -- Northwest Sport Race Drizzle Circuit Contest 5. NEW DATE! A 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.
- May 1.....KENT, Wash. -- Regionals Tune-Up Contest. Precision aerobatics (beginner-intermediate, advanced-expert), AMA rat race. Sponsored by Seattle Skyraiders. Contact Dave Mullens, 15559 Palatine Ave., N., Seattle, WA 98133 (206) 365-5436. Site:

EUGENE'S TOY AND HOBBY

Your Northwest Regionals contest headquarters!

The most complete control-line on-the-field hobby shop anywhere in the country will be on the field for the 1981 Northwest Regional Controlline Championships, May 29-30 in Eugene, Oregon.

Unbelievable special prices on engines, kits, fuel and other supplies on Regionals weekend!

ET&H will make special arrangements to have on hand any special item ordered in advance of the contest.

- | | | |
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| * Fuel | * Props | * Magazines |
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If we don't have it, we'll order it!

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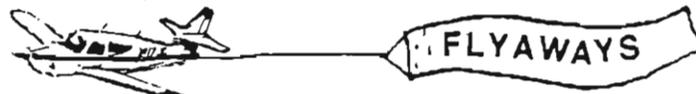


**Eugene's
Toy and
Hobby**

32 East 11th Avenue, Eugene, Oregon 97401

ACTION, continued

- Boeing Space Center, Kent. Entry fee \$3 for one event, \$5 for both. Trophies.
- 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 97124 (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 97124 (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.



RANDOM TIPS AND RIBS FROM THE FL WORKSHOP FLOOR

====Northwest CL model aviation has lost still another modeler to Uncle Sam's forces, at least for the time being. Mike Bogan of the Seattle Skyraiders is in the Army now (since Feb. 24) with plans to work as a helicopter mechanic. He joins Tracy Brazzle (Air Force) and Jim Cameron (Navy) among the ranks of NW ukies in the service.

====In other Skyraiders news, it was reported that Bucky Long, son of Dodie Long, who owns The Hobby Place, was severely burned in a fire at his home Feb. 11. The fire apparently was caused by model airplane fuel. Bucky is recovering in the Harborview Hospital Burn Center in Seattle. A grim reminder to all of us to keep safety in mind when working with our models.

====Planning is well under way for the 1982 Regional Championships, and the sanction has been received. All systems appear to be go! As usual, a massive crew of volunteers will be needed. Contact C.D. Mike Hazel (address in contest calendar) to volunteer for any of many jobs. Bring the whole family, camp out and make the Regionals your modeling event of the year.

====The Eugene Propspinners have been donated a large number of airplanes and engines, along with lots of other hardware, in memory of "Bobbie Hanson of Pleasant Hill, Ore. Robbie, who died last year, had been an active senior competitor in the Eugene area. His father, George Last, brought all of his stuff to FL headquarters one day recently and asked only that it be distributed to youngsters who need a start in modeling. Plans are to use the more advanced stuff as sort of club trainers, and give the small planes to area novices. Mr. Last's contribution will go a long way toward helping area beginners. Developing a storehouse of this kind of discarded equipment would be a good program for all clubs.

HOBBY SHOP DIRECTORY

- FIRGROVE MODEL SUPPLY -- Radio control, control-line and gliders. 10611 136th St. East, Puyallup, Wash. 98373. (206) 845-7675. Owned by R.B. (Bob) Pfeiffer.
- HERB'S SPEED AND RACING PRODUCTS -- Speed pans, epoxy glass speed tops, and other supplies. Send SASE for info. 1621 M St., Merced, CA 95340. (209) 722-7836. Owned by Frank Hunt.



PROFILES

Our featured modeler of the month describes his current modeling activity as supporting the economy of Ecuador. How? By using up lots of balsa wood, of course!

Some of you also have already identified that wry wit with Joe Just, of Sunnyside, Wash., driving force behind the Control Line Association of Sunnyside (CLASS). Joe does indeed show class as a fine sportsman and an active modeler on the Northwest scene.

He lists his interests as sport, stunt and racing. He says he's "been crashing planes since 1950" but did have a long layoff in the middle. He started up again in 1973 after moving to Washington from New York state. He stays in CL flying, having tried RC and been bored.

Besides mowing down Ecuadorian forests, Joe says he still is trying to learn the precision aerobatics pattern and recently became infatuated with mouse race.

Outside of CL modeling, Joe is a member of a local amateur theater group, and is seeking a position in criminal counseling. Related to the latter interest, Joe was outside club sponsor for the Clipped Wings Model Airplane Club at the Washington State Prison at Walla Walla, attending twice monthly meetings for two years.

Joe is a retail clerk at the Sunnyside Circle-L store, previously having been national sales manager for a fishing tackle company.

Joe lives at 713 Crescent, Sunnyside, WA, 98944, and you can catch him on the phone at (509) 837-5983. He and his wife Virginia have four children, ages 15 to 22.

Every Flying Lines reader is invited to send us your life history for future inclusion in a Profiles column. A form to make the job easier was in the November, 1981, issue. Share yourself!

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.

* * T&S PRODUCTS * *

PROPELLERS for speed and racing

	<u>GLASS</u>	<u>GRAPHITE</u>
6.6x5.5 Ballard goodyear	\$6.50	\$8.50
Kelly Willoughby gy copy	6.50	8.50
8x7½ Formula 40-rat	7.50	9.50
8x8¼ rat	7.50	9.50
8.6x7.5 sport race narrow blade	8.50	--
9x7½ sport race wide blade	9.50	--
6 5/8x6 5/8 FAI speed Schuette single	5.50--	--
6.6x6 FAI speed single	5.50	--
6 3/4x5½ FAI speed single	5.50	--

Custom Machine Work!

.15 heads and buttons, \$10 + \$5 to machine original if necessary.

.40 heads, \$12.50. .60 heads, \$15.

ABC and AAC piston-liner sets. Call or write for quotes.

* * T&S PRODUCTS * *

Scott Newkirk
4426 S. 124th (206) 767-3311
Seattle, Wash.
98178

RAFFLE, continued

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 _____



AIR MAIL

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



DEAR FL:

This is to renew my subscription to one of the most valued sources of CL information that comes to my house. Keep up the good work...

By the way, the Skyraiders have a chance to put on a demo for the Easter Seal Society. I'll get you more information as soon as I receive it. It will be some time in March.

--Dan Cronyn, 9028 7th NW, Seattle, WA 98117.

DEAR FL:

Somebody stole the writing right off the page in my last FL issue. Page 10 is completely blank. I don't know what kind of good info you're trying to keep from me but I want another copy of Page 10 with print on it!

I am going to get some K&B .35s in the near future, according to Bobby Tom at K&B. The only engine available is the RC version so I will be making venturis for them and probably a ring. Price will be in the \$35 range. (EDITOR'S NOTE: It will take a rules change to allow use of non-factory parts in Super Sport Race engines. This change should be subject of a poll in FL, which we will do if somebody makes a formal request for such.)

I've changed my business name to T&S Products.

I am increasing my line of products to include: engine rework, graphite spars, composite raw materials, plus some others like heads for engines and

INVENTORY REDUCTION SALE

Mike Hazel, 1040 Windemere Dr. NW, Salem, OR 97304, Phone (503) 364-8593. I'm cleaning out the workshop, and the items below are for sale.

ENGINES AND PARTS

McCoy Redhead .29 stunt engine, new and complete, no box -- \$25.
O.S. .40 SR (rear intake, later version), new in box, complete with wrenches, etc. Also includes standard and throttle carbs, extra needle valve assembly, spare piston ring, and muffler -- \$85.
Supertigre G.21 .29 RV ABC speed engine -- new, no box, no spinner assembly, includes E.D. exhaust manifold -- \$45.
Supertigre parts new in package: G40 conrod -- \$3. G21 .29 conrod -- \$3.
G21 .29 ABC piston/liner -- \$16. G21 .29 backplate -- \$5. G21 .29 rotor -- \$3. G21 .29 rotor pin -- \$1. ST G15 spinner assembly -- \$3.
ST .29 cylinder heads (used) wide or narrow squish band -- \$3 each.
Other miscellaneous ST parts, new and used, write for information.
E.D. 15-size tuned pipe (no manifold) -- \$5.
ST 15-size tuned pipe (no manifold) -- \$5.
OS 60/65 #774 muffler -- \$7.

PLANE KITS AND ACCESSORIES

Top Flite P-47N Thunderbolt scale kit for .29 engine -- \$15.
~~Dave Flat Tom-Cat profile model for .15 engine -- \$5.~~
Sterling Junior Ringmaster for .15 or .19 engine -- \$9.
Trexler Airwheels, Sizes 1, 2, 3, 4, 5, 6 -- \$2 pair.
Chop's Products mouse race engine mount and landing gear -- \$2.
Brassell Flynn rat racer gear (preformed music wire and wrap) -- \$2.
Formula .40 speed plane plans (Hazel design) blue line copy with construction text -- \$3.

OTHER MISC.

J Roberts three-line handle (used) -- \$4.
~~GS three-line bellerank, inverted short span -- \$3.~~
Prather engine mount drill jig -- Webra .61 -- \$3.
1976 NW Regionals souvenir decal stickers -- 25¢ each.
Large surgical tubing for bladders, combat or speed -- 50¢ per foot.
Fireball cool range glow plugs, vintage 1973, long or short -- 50¢ each.
Rev-up speed props, series 400, 7x10 or 7x10½, \$1.10 each.

Please include \$1 for shipping on orders under \$10.

AIR MAIL, continued

chrome.

I will also be carrying engines: K&B, Rossi, Cox and hopefully OPS and OS.

--Scott Newkirk, 4426 S. 124th, Seattle, WA 98178.

DEAR FL:

I am a member of the Garden State Circle Burners, New Jersey, and I'm trying to stir up new/renewed interest in control-line speed and racing. I am counting on the information in your newsletter to help me in this endeavor...

--'Abd-Allah Yasin, New Jersey.

DEAR FL:

I enjoy Flying Lines and appreciate the amount of work that goes into it. Enclosed is a stipend for the kitty.

--Oba St. Clair, P.O. Box 5626, Eugene, Ore. 97405.

DEAR FL:

If you guys don't know what my letter was about, how am I supposed to know?? Maybe youze should ask "Da Shadow!"

I'm planning on coming to the Regionals if for no other reason than to see if Hazel will dance on his airplane after beaten by a Californian!

Your contest-entry facts and figures indicate a resurgence in control-line interest and activity in the Great Northwest, so you have only yourselves and your contributors to blame! It's mostly all your fault!! How's that for a negative compliment?

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

DEAR FL:

I was somewhat surprised to see Ed Whitten's piece in the February issue of FL. Don't know why -- just not expecting it, I guess, but I think it's a good idea that you did print it. In the way of little more background, some time ago, a couple of years or so, in looking over various magazine offerings for beginners and near beginners and those not into heavy competition I was disappointed at not seeing much particularly in CL that applied.

So I wrote several letters to article writers, editors, publishers, etc., and received several nice responses. Ed Whitten's was one of the most positive as my correspondence to him was pretty much simultaneous with what he was also thinking about how AMA could and should be doing more to promote beginning programs as well as for everyday modelers, which makes up the bulk of AMA membership.

Well, Ed does a fine job I think as far as FF for beginners is concerned and that's swell -- it's a good place for beginners to start. At the same time by Ed's own admission he's not that up to snuff on CL as an also good place for entry into modeling. Neither is Earl Van Gorder of Flying Models from what I can tell. Nothing against these two gentlemen -- I applaud their efforts -- it seems to me that both do a nice job in the FF area but not CL because of lack of personal experience with CL. No crime in that -- you can't teach what you yourself don't know.

Anyway, Ed is now trying to get this association going to aid beginners and he is in need of assistance particularly in the CL segment. He has asked me for aid in that regard and I have promised to do what I am able. But I also mentioned that there were lots of guys who know a lot more about CL than I and that if the CL beginners section in Star Skippers (the beginners' association newsletter that Ed hopes to publish) and other association goals for beginners are to come to fruition then many other knowledgeable CL fliers need to become involved also.

There really aren't many people actively promoting CL modeling at the beginner level. Every now and then you read about guys doing such -- like the fellow in the June issue of MA with his Cub Scouts or some father's efforts to teach his children, etc., who later writes an article. On the whole, though not much of continuing effort is being done to promote beginning CL. In fact, Ed's association and newsletter will be only national effort that I'm aware of. So if it is to succeed I suspect Ed is going to need much assistance.

Anyway, what this long letter is about is this -- if you think Ed's plan has merit, maybe you could give a pitch for the readers of FL to offer Ed that assistance in the CL area.

I recall your article a few issues back on modifications to a beginner CL model to make it more durable. Those are the kinds of things that Ed hopes to do via the association. But he sure won't be able to do it without assistance from guys knowledgeable about CL.

An appropriate postscript to Crin Humphries' letter on the Canadian Nats -- particularly those thinking of making it a family vacation -- is that there are about a half dozen beautiful national parks along the B.C.-Alberta border and on south to Glacier National Park in the U.S. That might make a difference whether wife and family stays home or not or maybe whether modeler himself makes the trip to Edmonton, Alta. Fantastic natural scenery!

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

DEAR FL:

You're doing a fine job with your newsletter, on all fronts, stunt, combat, carrier, speed, etc. Keep up the good work!

I'm doing my best to build up interest in CL speed in my area, as best I can. I have found lots of beginners interested in speed, but they don't know where to start (not enough written about speed, on a novice level, nowadays. Speed supplies are available, but mostly from underground suppliers (cottage industry, other speed modelers, etc.) To the beginner they are invisible!

All the dealers speak is RC. They think it's the universal modellers language! (sic). Nowadays you have to have a strong will and a hard heat to be a C⁺ speed flier. Prices for motors, fuel, etc., are quite high, compared to the "good old days."

It is my thought that C⁺ speed needs a new beginners level event, in order to bring new faces into C⁺ speed. I have written to Gene HEmpel at Model Aviation magazine concerning the junior problem, and hope others respond to him with their own thoughts!

Concerning speed supplies, I am in the process of compiling a speed supplies sources listing. I will make it available to Flying Lines readers in the near future.

Enclosed are a couple of pictures of new models I've built for the upcoming season back east here.

--Les Deily, 241-05, 52nd Ave., Douglaston, NY, 11362.

DEAR FL:

Noted with great interest both Frank Macy's and George Lieb's letters in the last issue, that contradicts information that I passed on. I sent in comments on the CLCB final vote results and the other "gem" trying to be of service to the Northwest carrier fliers.

It seems that there is always someone that can contradict anything, any time. In the case of the G&S kits, I had talked at great length with Bob Smurthwaite, and he indicated that all the fixtures to manufacture these kits was stored away and he had no prospects of making any, unless he received a substantial order for these.

By the time my letter was printed, he had receives such an order from L&S products in Chicago, Ill., who indidentally took over the production of the control systems and handles. Their ad appeared in the December issue of Hi Lo Landings, the carrier newsletter. Also, he had shipped an order to Eugene's Toy & Hobby.

The thing is that when I wrote, this was the situation as it stood, at the time, direct from the manufacturers. I can't help it if the situation changed in the time that passed.

Now, to comment on George Lieb's connectors. MY report on these, again, was based on a comment in Hi Lo Landings, at the NCS meeting following the AMA meeting at the last Nats, that the Perfect "type" connectors were not adequate for carrier. As there has been no further comment regarding this I would assume that this is not correct, or has not been carried out.

Maybe it was a case of wishful thinking by the NCS members, who attended the AMA meeting. Again I acted on information that I had, to be of service to Northwest carrier fliers. I don't believe that I referred to these as a brand name but as a type, of which there are at least three brand names. This type of connectors are made of brass with a plating over it. They can soften and "aneal" with repeated use, and bending.

I have found some of mine that had bent and pulled out of the keeper, or slider in the center (on a profile yet). If I am not mistaken, AMA and the appropriate contest board can, and have, many times in the past banned or outlawed items and practices that have been proven to be safety hazards, such as metal props, certain types of one-blades speed props, certain ingredients that were being blended into fuels to increase the power potential of engines, also "stranded" lines in favor of "single" lines.

I am sure that the list would be quite long if a person could document it from past AMA records and rules changes. I may be considered old, senile and stupid by some, most or all, but when I put my plane in the circles I want to have if not the best at least the safest that I can make it. As far as anyone else is concerned, I could care less if they use shoelaces tied with square knots (granny knots banned) as long as I don't have to be around them. As I said, I thought I was doing a service to Northwest carrier fliers. Apparently I was wrong, as there's always someone to contradict, correct, criticize or ridicule someone else.

This is the last comments I will make, and people can find out the way I do what is happening -- the hard way or not at all.

--William L. Skelton, Box 105, Warrenton, OR 97146.

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 ad, \$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 fliers stapled in free of charge.

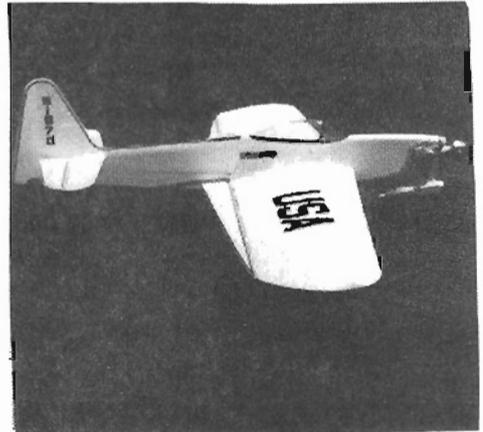
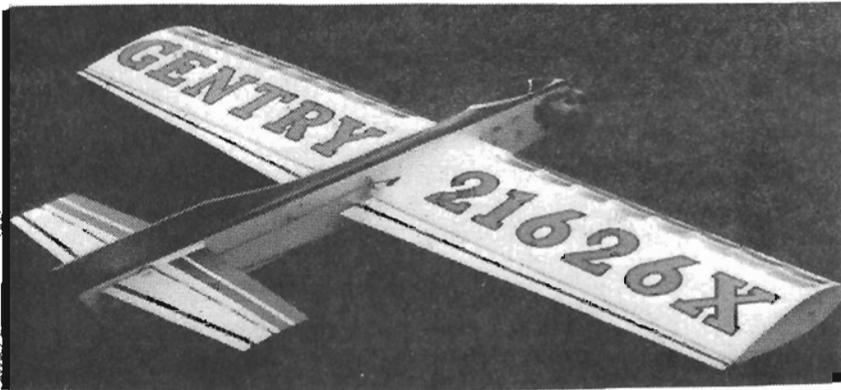
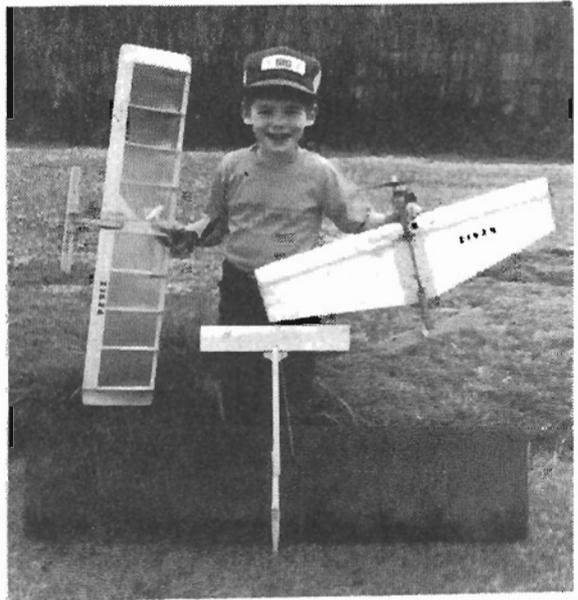
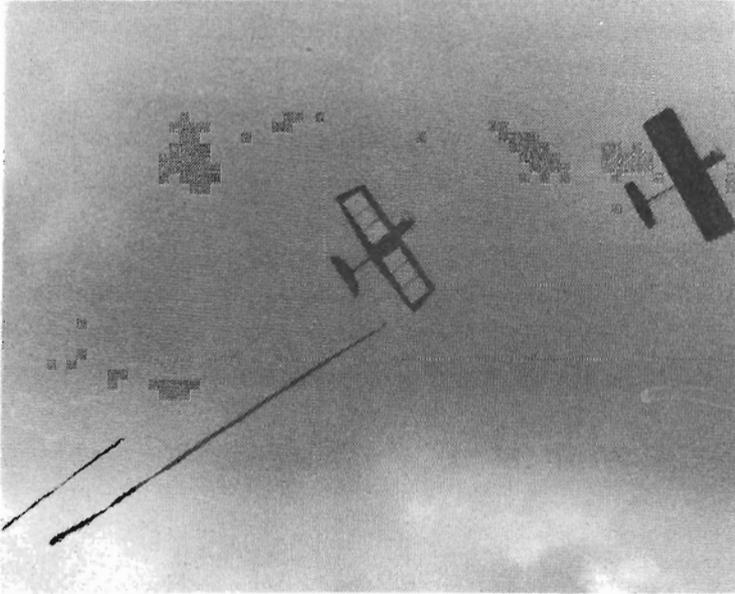
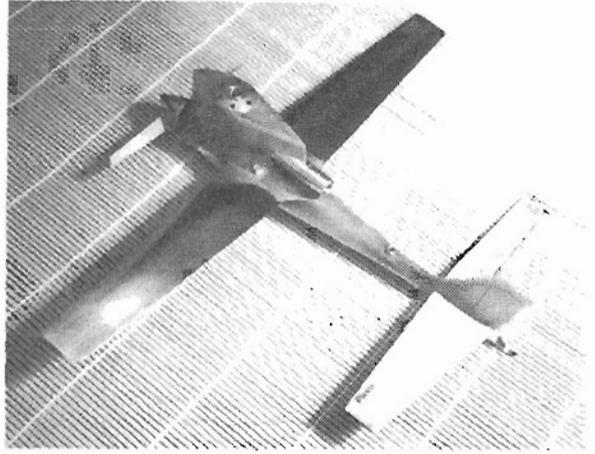
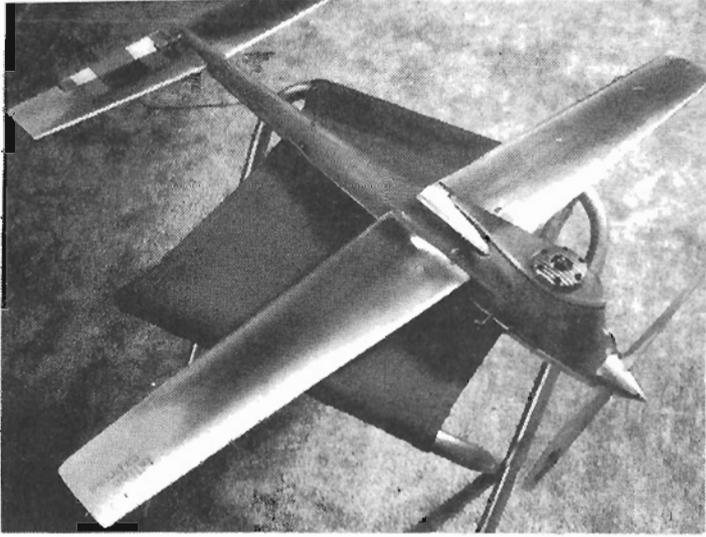


PHOTO MISCELLANY

A mixture this month of photos from various sources, since it's been too wet to get pictures of winter contests in this area. At the top, two speed planes from Les Deily of Douglaston, N.Y. On the left is the Biliner Express, a Formula 40 powered by K&B .40 with "fire slot" turbulence-inducing head insert, Harter pan, glass top, built up aluminum wings and stab over maple and graphite spars, "differential" bell crank. On right is a Class D speed plane called the Picco Pocket Rocket, powered by Picco Marine .65 converted for airplane use. Nightingale pan, Newton top, aluminum wings over maple spar, white walnut stab, monoline. The combat shot is of slow combat at the 1981 Nats in Texas, thrown in to remind everyone that summer is not far away. The other three pictures are from Rory Tennison of Libby, Mont. The handsome young man is Travis Tennison, 3½, holding a ½A Viper, a ½A Hemorrhoid (foam) and an AMA Viper. Bottom left is Rory's profile stunter and right is Dave Munez's profile scale P-63. Send your own photos to FL!