

FLYING LINES

1411 BRYANT AVENUE
COTTAGE GROVE, OREGON 97424

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PUBLISHER: MIKE HAZEL

August, 1982 NEWS OF NORTHWEST CONTROL LINE MODEL AVIATION Number 37

NORTHWEST CONTEST SCENE -- A BUSY JUNE

June was a busy month for Northwest control-line competitors with two contests coming at two-week intervals after the Regionals, and then another contest followed in early July.

The June go-round started with the CLAMBash in Astoria, Ore., June 13, followed by the Bladder Grabber in Redmond, Wash., June 26-27. July's highlight was the Boeing Management Association Air Fair July 10-11.

Here are the highlights of those contests.

CLAMBASH, ASTORIA, Ore. -- June 13

The CLAMS did their usual fine job of putting on a varied contest. Entry was down a little due to some problems with advance publicity, but those who showed up had a good time and took home some superb prizes, including many gallons of Sheldon's fuel and the usual great CLAMS custom trophies.

Dick Salter captured the $\frac{1}{2}$ A combat title in an event highlighted by the entry into competition of Chet Hales of Tacoma, Wash. Welcome to competition, Chet!

Norm McFadden stepped out from under his sombrero to breeze to a win in AMA combat, an event which featured several good matches. But the best moments of the day had to come after the events were over when Norm turned the handle of his super combat planes over to a couple of other fliers. It was fun watching Dick McConnell take his first flight at the handle of a really super machine, but Rich Porter was an absolute riot. It wasn't Rich's fault, but when the leading edge of the plane started to break and make the plane go crazy, Rich had his hands full. The only attitude the crippled plane would fly (at 120 mph) was upright, which is inverted to poor clockwise Rich. When the flight ended, Rich was stricken with nearly terminal dizziness and several others had to be treated at the nearby hospital for excessive laughter.

Dick Salter captured another trophy by breezing to another Northwest Sport Race win (ho, hum) with an average time (for him) of 8:42. Another Northwesterner new to the competitive life, Pete Bergstrom, made a good try and finished the race in spite of several problems.

John Thompson got his fuel system problems sorted out and hired Norm McFadden as pilot to bring down the Northwest Super Sport Race record with a time of 7:24, nine seconds under the old mark. It was a super feature race, though pitting problems slowed up the other two, with air speeds nearly identical.

Don McClave turned in a 444 pattern to win advanced-expert precision aerobatics, and Steve Cole, another relative newcomer, topped the beginner-intermediate class.

Pete Bergstrom's very nice Thunderbolt won the informal CLAM Scale event, though Jim Cameron's annual attempt to fly his Fokker Tri-Plane delighted the spectators. Rich Porter entered his scaled-up VooDoo .60, but finished last when the engine dismantled itself in mid air.

Here are the complete results:

$\frac{1}{2}$ A COMBAT (4 entries)

1. Dick Salter, Seattle, Wash. -- Hemorrhoid, Granderson design, foam, Tee Dee .049, $5\frac{1}{2}$ x4 Tornado prop, Sheldon's 25% nitro fuel, bladder tank.
2. John Thompson, Cottage Grove, Ore.
3. Chet Hales, Tacoma, Wash.
4. Jim Cameron, Seaside, Ore.

AMA COMBAT (4 entries)

1. Norm McFadden, Lynnwood, Wash. -- Foam-balsa composite taper-wing, truss rib, light-weight airplane, Fox Combat Special, other details unavailable.
2. Bill Verner, Astoria, Ore.
3. John Thompson, Cottage Grove, Ore.
4. Dick McConnell, Seattle, Wash.

NORTHWEST SPORT RACE (4 entries)

1. Dick Salter, Seattle, Wash. -- 8:42. Sterling Kingmaster, Fox .35 stunt, McCollum prop, K&B plug, Sheldon's 10% nitro fuel, TKO uniflow suction 2-oz. tank.
2. John Thompson, Cottage Grove, Ore. -- 10:46.
3. Pete Bergstrom, Tacoma, Wash. -- 17:20.
4. Niels Madsen, Astoria, Ore. -- 62 laps.

CLAMBASH, continued

SUPER SPORT RACE (3 entries)

1. John Thompson, Cottage Grove, Ore. -- 7:24. Uro-wagnon Super Sport, Hazel design, K&B .35, Thunderbolt plug, DARE 9x7½ glass prop, Sheldon's 15% nitro fuel, shutoff, DARE 3½-oz. tank with mechanical fast-fill, Fox handle.
2. Rich Schaper, Kelso, Wash. -- 8:50.
3. Dave Green, Astoria, Ore. -- 10:17.

ADVANCED-EXPERT PRECISION AEROBATICS (4 entries)

1. Don McClave, Portland, Ore. -- 444/429. Stiletto 620 (modified F&P kit), 58" span, 55 oz., balsa/silkspan, Aero Gloss dope finish. OS .40cc, K&B long RC plug, 11x6 Zinger prop, K&B 100 5% nitro fuel, muffler pressure, Robert uniflow 5½-oz. tank, Baron adjustable handle.
2. Dave Mullens, Seattle, Wash. -- 412/407.
3. John Clemans, Kelso, Wash. -- 340.
4. Rich Porter, Salem, Ore. -- 229/205.

BEGINNER-INTERMEDIATE PRECISION AEROBATICS (3 entries)

1. Steve Cole, Portland, Ore. -- 433/431. Airplane data unavailable.
2. Dick McConnell, Seattle, Wash. -- 97/40.
3. Andrew McClave, Portland, Ore. -- 62/55.

CLAM SCALE (5 entries)

1. Pete Bergstrom, Tacoma, Wash. -- 29.75 points. P-47 Thunderbolt, House of Balsa kit, 36" span, 22 oz., Balsa, Coverite/Poly U finish, Cox Tee Dee .051, Cox Competition 5x4 prop, Cox plug, Sheldon's 25% nitro fuel, Sullivan 1½-oz. tank, E-Z-Just handle.
2. Dick Salter, Seattle, Wash. -- 26.75.
3. Dave Mullens, Seattle, Wash. -- 26.
4. Jim Cameron, Seaside, Ore. -- 23.

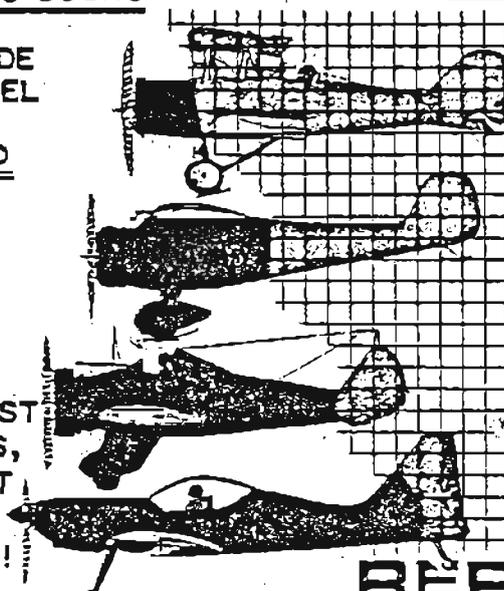
BLADDER GRABBER, REDMOND, Wash. -- June 26-27

The seventh annual Bladder Grabber, like those before it, was more of a pilgrimage than a contest. It is traditionally the single most important gathering of AMA combat fliers in the Pacific Northwest. There were no other events. This was the ultimate shoot-out, a triple-elimination, hammer-down no-holds-barred fight to the finish. The event the ANA rule book calls simply "combat," with no modifiers or qualifiers necessary.

Drawn by the prospect of big stereo prizes donated by Bob Carver and the chance to fly against the best in a minimum of three matches, 14 of the region's top fliers and some of the tops from other areas gathered at Marymoor Park for the Bladder Grabber, over which Stormin' Norman McFadden presided with cool authority, replete in his custom-made BG T-shirt.

For two solid days the fliers battled it out in some of the best combat action to be seen anywhere, and when it came down to the end it was Phil Granderson, making his farewell appearance before moving to San Francisco, who took the top prize in a final duel with Howard Rush, a past BG winner. It was the second BG in a row for Granderson.

Taking some 42 matches over two days, the marathon contest wound down to a final round with Rush going in at one loss and Granderson going in with

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BLADDER GRABBER, continued

two losses. Two wins in a row pulled the trophy down for Granderson and his magnificent Proctologist airplane and its Combat Special.

The BG VII upheld the tradition of superb competition and sent the also-rans away making plans for next year. Combat contests come and combat contests go, but the one everyone wants to win some day is the Bladder Grabber.

Stereo prizes were awarded through fifth place and an engine (Fox OS) was awarded for sixth. Here are the complete results:

AMA COMBAT (triple-elimination)(14 entries)

1. Phil Granderson, Seattle, Wash. -- Proctologist, Granderson design, 45" span, 19 oz., foam, Fascal finish. Stock Fox Combat Special, Top Flite 8½x6½ pylon racing prop, K&B plug, home brew 40% nitro fuel, bladder tank.
2. Howard Rush, Kirkland, Wash.
3. John Salvin, Orinda, Calif.
4. Chuck Rudner, Santa Ana, Calif.
5. Myles Lawrence, Mission Viejo, Calif.
6. John Thompson, Cottage Grove, Ore.

BMA AIR FAIR, KENT, Wash. -- July 10-11

This contest had it all, large flying site, plenty of events, beautiful weather. The only thing missing was a reasonable turnout of contestants. While the turnout was higher than some other meets, somehow on that huge field it looked tiny. At any rate it could have been larger.

Control-line category event director Scott Newkirk cited some organizational problems between the Boeing Co. and the hosting club, the Boeing Hawks. There was also RC and FF activities going, but all modeling factions were treated basically as separate contests. Anyhow, last-minute organization, missing trophies, late publicity and other problems kept this from being a big event.

Here are the results (Apologies from FL for lack of some airplane data; the editor forgot to give the publisher the forms to take to the contest).

EXPERT PRECISION AEROBATICS (4 entries)

1. Paul Walker, Kent, Wash. -- 564. Frustration's End.
2. Don Schultz, Renton, Wash. -- 503.
3. Don McClave, Portland, Ore. -- 470.5.
4. Bob Emmett, Renton, Wash. -- 430.5.

ADVANCED PRECISION AEROBATICS (2 entries)

1. Alan Resinger, North Delta, B.C. -- 460. Stiletto 660, OS .40FSR, 63-foot lines, Sheldon's fuel, Resinger 5½-oz. tank.
2. Dave Mullens, Seattle, Wash. -- 387.

INTERMEDIATE PRECISION AEROBATICS (3 entries)

1. Max Thue, Renton, Wash. -- 381.5. Modified Derringer, OS .45FSR, 11x6 Zinger prop, Imron finish, Thur 8-oz tank.
2. Dan Cronyn, Seattle, Wash. -- 246.5.
3. Dick McConnell, Seattle, Wash. -- 193.5.

BEGINNER PRECISION AEROBATICS (3 entries)

1. Pete Bergstrom, Tacoma, Wash. -- 130.5. Banshee, OS .40, Fox 4-oz tank, Monokote finish.
2. Randal Schultz, Seattle, Wash. -- 171.
3. Russ Wilcoxson, Tacoma, Wash. -- 82.

NOVICE JUNIOR AEROBATICS (2 entries)

1. Richie Salter, Seattle, Wash. -- 61.
2. Andrew McClave, Portland, Ore. -- 51.5.

PROFILE CARRIER (4 entries)

1. Russ Wilcoxson, Tacoma, Wash. -- 193.
2. Bob Danielson, Seattle, Wash. -- 190.
3. Dave Mullens, Seattle, Wash. -- 172.
4. Dick Salter, Seattle, Wash. -- 115.

CLASS I MOUSE RACE (3 entries)

1. Joe Just, Sunnyside, Wash. -- 6:59.
2. Mike Hazel, Salem, Ore. -- 8:38.
3. Dave Mullens, Seattle, Wash. -- DNF.

CLASS II MOUSE RACE (4 entries)

1. Mike Hazel, Salem, Ore. -- 14:12. Original design, Cox Black Widow with Tee Dee cylinder, .093 intake, Sheldon's 40% fuel, Cox high-compression plug, Top Flite 5½x4 prop.
2. Dave Mullens, Seattle, Wash. -- 15:29.
3. Joe Just, Sunnyside, Wash. -- 118 laps.
4. Bob Danielson, Seattle, Wash. -- 38 laps.

NORTHWEST SPORT RACE (J) (1 entry)

1. Richie Salter, Seattle, Wash. -- 5:19 heat.

NORTHWEST SPORT RACE (O) (1 entry)

1. Dick Salter, Seattle, Wash. -- 4:51 heat. Sterling Nin Master, Fox .35 stunt, McCollum prop, K&B plug, Sheldon's 10% nitro fuel, uniflow TKO 2oz. tank.

CLASS I MOUSE RACE (J) (1 entry)

1. Richie Salter, Seattle, Wash. -- 5:10 heat.

AIR FAIR, continued

RAT RACE (1 entry)

1. Mike Hazel, Salem, Ore. -- 35 laps. Yippie, original design, K&B .40s, Sheldon's fuel, Newkirk rat prop, GloBee plug.

SUPER SPORT RACE (3 entries)

1. Mike Hazel, Salem, Ore. -- 8:53. Cro-Magnon Super Sport, original design, K&B .35, Sheldon's 40% nitro fuel, GloBee plug, Garner slow rat prop, Fox 3 1/2-oz. tank, shutoff, fastfill.

2. Dave Mullens, Seattle, Wash. -- 11:12.

3. Russ Wilcoxson, Tacoma, Wash. -- 12:48.

FAI SPEED (1 entry)

1. Scott Newkirk, Seattle, Wash. -- 155.45 mph. Schuette Sidewinder from Newton kit, Cox .15, Rossi pipe, alcohol fuel, Newkirk single-blade glass prop.

FORMULA 40 SPEED (2 entries)

1. Ken Burdick, Seattle, Wash. -- 133.08 mph. Time Machine, Burgar design rat racer, K&B .40S, K&B plug, Top Flite combat prop.

2. Ken Burgar, Poulsbo, Wash. -- 127.25 mph.

MORE REGIONALS COMMENTARY

By Orin Humphries

(Editor's Note: Crin Humphries was director of the balloon bust and profile scale events at the Northwest Regional Controline Championships, and he is FL's carrier columnist. Here are his comments about the Regionals on those events.)

BALLOON BUST

The Prop Spinners of Eugene kindly agreed to host a balloon bust event, patterned after the Canadian version on a trial basis this year. Out of 28 events, it was the number three drawing one, so we were very pleased. It most likely will be offered again next year with a longer time slot.

George Mickey proved to be a virtuoso with his stunt plane, getting three kills in rapid order. He was followed by Bob Danielson and Dave Mullens. There was a four-way tie for fourth.

This was the first time in several years this writer has run a balloon bust, and things got off to a bit of a slow start, and I forgot to explain the scoring. Next year we will get in two rounds for sure. Now, a "kill" is the breaking of a balloon by the aircraft itself (nothing else counts). A "hit" is touching the balloon with the plane but not breaking it. The kills are the primary factor, and hits are used to break ties, in determining places.

I also will have a safer balloon holder next year, with the separation between target balloon and the replacement one increased from six feet to 12.

Special thanks to the people who lent a hand in blowing up and replacing the balloons.

We got two entries in junior balloon bust, Richie Salter taking first and Rick Humphries in second. Hope to see more kids out next year. They may use .049s and there is no barrier balloon for them.

PROFILE SCALE

We had six entries in this event, a nice strong showing. As the one who brought this event into being, with the very generous support and understanding of the Prop Spinners, I have been worried over the direction the entries might go with the usual scoring system of places. It is hoped that it won't become a one or two airplane style event, and a way to encourage diversity came to me, unfortunately, after the trophies already had been inscribed. Again, many thanks

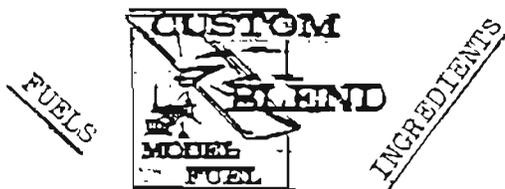
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REGIONALS, continued

to the Prop Spinners for their patience.

What I settled upon, and will use in the future, is the following. Best Novice, which was won by Todd McNulty; Best Simplicity (a highly encouraged style) won by Terry Miller; Best Expert, by Dick Salter; Best Military, by Randy Schultz; Best Twin, by Dave Mullens; and Best Sport Profile, by Wory Tennison. We only have three of the usual style trophies so for next year I am going to hand make some special ones for the rest of the entrants. I want everyone to go home with something in this event, as I believe that anyone in a profile-scale-like event is a winner.

Thank you all for your participation, and I enjoyed providing this event and being with you top-notch people!

CARRIER

This was the most unusual year in 11 years I have been going to Eugene! The air was dry (honest, guys), it was high-pressure air, and thus had more oxygen per cylinderfull than ever. Many of us were caught flat-footed by it and were complaining of inconsistent engine runs. We came prepared for cold, wet, low-pressure air as has been the case. Some got it sorted out very well, however.

For instance, Loren Howard inched up his record to 323.7 in Class II with his Guardian, and Gerry Van Dyk of Alberta raised Marty Phillips' long-standing profile record up to 214.8 with a plans profile Guardian.

Roy Beers got second in scale carrier, and lets hope he was using a Class I ships, as his 293.0 would be a new class record (Editor's note: Let us know, Roy!). Roy was followed by yours truly who flamed out a half lap before landing. Water sure was deep.

In profile, Bill Skelton, our gracious event director, got second with a respectable 206.2 and Dick Salter (boy does his name come up often!) too third at 196.2.

It looks like a little spray bar work or tank replumbing is in line for those of us who werent moving enough fuel for the air this year. But then, we'll never see weather like this at Eugene again this century, right, guys?

Hokay, so I want all you hookers to stay off the streets at night and work on those airplanes, y'hear? (Yes, mother...)

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

CONTEST BOARD MEMBERSHIP CHANGES -- COMMUNICATION URGED

Word was received at FL headquarters July 18 that FL editor John Thompson has been named to be the District XI representative on the Control Line Contest Board. Thompson will replace Dan Rutherford of Seattle, Wash., who has served in that capacity for several years. FL recommends that all Northwest competitors express thanks through letters or personal contacts with Dirty Dan, for his long volunteer work for the benefit of CL competition. His influence will undoubtedly continue through his writing in Model builder.

STATEMENT FROM JOHN THOMPSON REGARDING CLCB AFFAIRS: My position as FL editor provides a unique opportunity for Northwest CL competitors to share their views on various rules issues with their CLCB representative. I urge all competitors to use the communications network we have through this newsletter to make their thinking known to me.

I will attempt to keep readers informed of major developments. Fine print details of rules matters are carried in the Competition News section of Model Aviation, the AMA magazine. Please keep me posted on your reaction to the various proposals, which will start appearing as the new rules cycle begins.

As a general statement of philosophy, I will say that I am in general a proponent of stability and will oppose rules changes which seem to be just plain tinkering with something that's all right as it is. I will support changes that improve safety, increase participation, or refine the events to keep them in line with their original purposes.

Rules change proposals already are starting to come in. I'll try to keep FL readers informed about the CL proposals, but I'd advise everyone to follow the AMA Competition News for the detailed information. PLEASE send me your opinions on these issues.

I won't go in to all the general rules proposals, but I will try to list the CL proposals. The only one received so far was proposed by Bill Zimmer, Dist VI Vice President, who asks that the diagrams for precision aerobatics maneuvers be transposed so that they show the view of the maneuvers seen by the pilot. Stunt fliers and judges, let's hear from you!

I have not received the official proposal yet, but I understand from reading the MACA combat newsletter that there is a proposal to return to the old way of starting AMA and slow combat matches -- eliminating the requirement that planes be 180 degrees apart before the start of combat. My personal first impression is that the new system works fine, but I know a lot of combat fliers have been complaining. I'd like to hear from combat fliers now that we've gone through a few contests with the new rules. If the opinion is overwhelming, I'll vote to go back to the old starting system.

The question is occasionally asked, is control-line dying? Some are presumptuous enough to declare it dead. Well, a few small developments have occurred in the past month or two that make us at FL think CL is far from dead. In fact, we see evidence that it's alive and well.

The best example we can think of is the news we're happy to be among the first, if not the first, to report, that Model Airplane News will resurrect the control-line and free-flight columns. CL will reappear in the September issue. We have this news directly from a phone call from Louis DeFrancesco, the publisher, who says MAN's publishers had no idea how much CL activity there was until the letters started pouring in.

Flying Lines' editors were among the letter-writers, but we were far from alone. People from all over the place have mailed us copies of the letters they got from M.A.N. about the reinstatement of the CL column. All who took on that challenge deserve congratulations.

Now, M.A.N.'s publisher asks that people also send him articles, letters, pictures and general news, to keep them aware of goings-on. Undoubtedly the same is true for other magazines. And there will be other battles to fight. We have, for example, word from a Flying Models columnist that that publication's editor predicts the death of CL within five years -- and this poor soul was until recently a top control-liner.

However, back to the good news.

Recently, as part of our effort to bring you all the news that fits, we asked AMA headquarters to provide us with contest reports, submitted by contest directors, so we could keep up with any activities in this region we might somehow miss. Well, we didn't find any Northwest contests we missed, but we did glean some interesting statistics that should make control-liners feel good.

Through June 13, there had been 44 control-line contests in the United States sanctioned by the Academy of Model Aeronautics. There were some 1,554 individual entries in some 57 separate events, not counting breakdowns by class or skill level. The Northwest Regional Control-line Championships was the second-largest CL contest during that period, with 62 people, exceeded only by the Midwest Regionals in Omaha, Neb., with 85.

The most popular events were precision aerobatics, which appeared at 19 contests, followed by slow combat (17), 1/2A combat (16), AMA combat (15), slow rat race (11), profile carrier (10) and Class I mouse race (10). The event with the largest single entry at one contest was slow combat, which attracted 27 entries at the Midwest Regionals.

Eight of the 44 contests were in the Pacific Northwest, and the regional events Northwest Sport Race and Northwest Super Sport Race were the most popular of any regional events in the country, appearing in contests from southern

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We think there is evidence that CL will continue to exist for a while.

NW COMPETITION STANDINGS

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

Three contests since the Regionals have juggled the standings in all of the events listed below, which bring us up to date through Aug. 1.

Flying Lines keeps track of the performances of Northwest modelers in Northwest contests. Scores are based on placing in the top four of the competition, with the number of points equaling the number of entrants beaten. Advanced and expert class precision aerobatics scores are multiplied by 1.5.

<p>AMA COMBAT (3 contests, 29 entries)</p> <ol style="list-style-type: none"> 1. Howard Rush . . . 23 2. Phil Granderson . 14 3. Gene Pape 11 4. Bob Carver 9 5. Norm McFadden . . 4 <p>PROFILE CARRIER (2 contests, 15 entries)</p> <ol style="list-style-type: none"> 1. Bill Skelton . . . 10 Dick Salter . . . 10 3. Orin Humphries . 8 4. Russ Wilcoxson . 4 5. Bob Danielson . . 3 <p>SUPER SPORT RACE (7 contests, 37 entries)</p> <ol style="list-style-type: none"> 1. Mike Hazel 24 2. Rich Schaper . . . 18 3. Dave Green 15 4. Ken Burgar 9 5. John Thompson . . 6 <p>RAT RACE (4 contests, 21 entries)</p> <ol style="list-style-type: none"> 1. Scott Newkirk . . . 14 2. Ken Burgar 8 3. Dave Green 5 Mike Hazel 5 5. K&B Team 4 <p>AEROBATICS (14 contests, 49 entries)</p> <ol style="list-style-type: none"> 1. Paul Walker . . . 16.5 2. Dave Mullens . . . 14 3. Don McClave . . . 13.5 4. Rory Tennison . . 11 5. Don Schultz . . . 7.5 	<p>1/2A COMBAT (4 contests, 18 entries)</p> <ol style="list-style-type: none"> 1. John Thompson . . 18 2. Gene Pape 12 3. Mike Hazel 9 Tom Kopriva 9 5. Rich Porter 4 Dick Salter 4 <p>OVERALL CARRIER (3 contests, 21 entries)</p> <ol style="list-style-type: none"> 1. Orin Humphries . . 12 2. Bill Skelton . . . 10 Dick Salter 10 4. Loren Howard . . . 6 5. Roy Beers 5 <p>CLASS I MOUSE RACE (6 contests, 27 entries)</p> <ol style="list-style-type: none"> 1. Mike Hazel 11 2. Dick Salter 9 3. John Thompson . . 5 4. Rich Schaper . . . 4 Richie Salter . . . 4 <p>OVERALL RACING (30 contests, 148 entries)</p> <ol style="list-style-type: none"> 1. Mike Hazel 44 2. Ken Burgar 41 3. Dick Salter 40 4. Dave Green 25 John Thompson . . . 25 <p>SPEED (COMBINED) (11 contests, 33 entries)</p> <ol style="list-style-type: none"> 1. Chris Sackett . . . 9 2. Scott Newkirk . . . 6 3. Ken Burdick 5 4. Ken Burgar 4 5. Mike Hazel 3 	<p>OVERALL COMBAT (9 contests, 57 entries)</p> <ol style="list-style-type: none"> 1. Howard Rush . . . 28 2. John Thompson . . 24 3. Gene Pape 23 4. Phil Granderson . 14 5. Bob Carver 9 Mike Hazel 9 Tom Kopriva 9 <p>NORTHWEST SPORT RACE (9 contests, 47 entries)</p> <ol style="list-style-type: none"> 1. Dick Salter 31 2. Ken Burgar 24 3. John Clemans . . . 19 4. Bill Varner 14 5. John Thompson . . 13 <p>CLASS II MOUSE RACE (3 contests, 10 entries)</p> <ol style="list-style-type: none"> 1. Mike Hazel 4 2. Dave Mullens . . . 3 3. Tom Kopriva 2 Dave Green 2 Joe Just 2 <p>SPORT/PROFILE SCALE (3 contests, 15 entries)</p> <ol style="list-style-type: none"> 1. Dick Salter 9 2. Todd McNulty . . . 6 3. Terry Miller 5 Pete Bergstrom . . . 5 5. Dan Cronyn 4 Randal Schultz . . . 4 <p>OVERALL SCALE (4 contests, 19 entries)</p> <ol style="list-style-type: none"> 1. Dick Salter 9 2. Todd McNulty . . . 6 Dave Mullens 6 4. Terry Miller 5 Pete Bergstrom . . . 5
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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 upon 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 T-shirt and tell your buddies what it stands for. FL T-Shirts available at \$8 -- name your size and color.

Prices for subscriptions: \$5 for 5 issues and \$9.50 for 10 issues. Canada and Mexico: \$5.50 for 5 issues and \$10 for 10 issues. Overseas, \$10 for 5 issues and \$18 for 10 issues, U.S. funds please.

Staff openings: FL would like a volunteer to act as advertising representative. Contact the editor. A photo editor also would be welcomed.

Here is the FL staff:

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

NW COMPETITION RECORDS

RECORD PERFORMANCES ESTABLISHED BETWEEN NORTHWEST
MODELERS IN SANCTIONED COMPETITION

Scott Newkirk toppled Chris Sackett's Northwest FAI speed record at the BMA Air Fair in July, putting the FAI speed mark in the region up to 155.45 mph. Sackett's mark had been 147.17, set only a month and a half earlier at the Northwest Regional Championships.

John Thompson brought back the Northwest Super Sport Race record to FL headquarters with a 7:24 time turned at the CLAMBash in Astoria, Ore., in June. The time replaced Rich Schaper's 7:33.

Flying Lines keeps track of the best performances by Northwest modelers in all measured AMA and regional events. Some documentation is requested when records are applied for from out-of-area contests.

Here are the records as of Aug. 1:

1/2A MOUSE CLASS I	50-lap: 2:38 (John Thompson)	100-lap: 5:50 (Bill Varner)
1/2A MOUSE CLASS II	75-lap: 3:54 (John Thompson)	200-lap: 9:21 (Bill Varner)
GOODYEAR	70-lap: 3:28 (Dave Green)	140-lap: 7:42 (John Thompson)
SLOW RAT	70-lap: --	140-lap: 10:41 (Dick Salter)
RAT RACE	70-lap: 2:29 (Mike Hazel)	140-lap: 4:53 (Mike Hazel)
TEAM RACE	100-lap: 3:51.07 (Knoppi-McCollum)	200-lap: --
NW SPORT RACE	70-lap: 4:14 (Dick Salter)	140-lap: 8:27 (Dick Salter)
NW SUPER SPORT	70-lap: 3:45 (Rich Schaper)	140-lap: 7:24 (John Thompson)
1/2A SPEED:	88.2 mph (Paul Wallace)	FAI SPEED: 155.45 mph (Scott Newkirk)
1/2A PROTO SPEED:	83.63 (Paul Wallace)	FORMULA 21: --
A SPEED:	125.82 (Mike Hazel)	FORMULA 40: 148.58 (Scott Newkirk)
B SPEED:	153 mph (Mike Hazel)	JET SPEED: 192.64 (Chris Sackett)
D SPEED:	--	PROFILE NAVY CARRIER: 208.9 (Marty Phillips)
		CLASS I NAVY CARRIER: 268.98 (Terry Miller)
		CLASS II NAVY CARRIER: 323.7 (Loren Howard)

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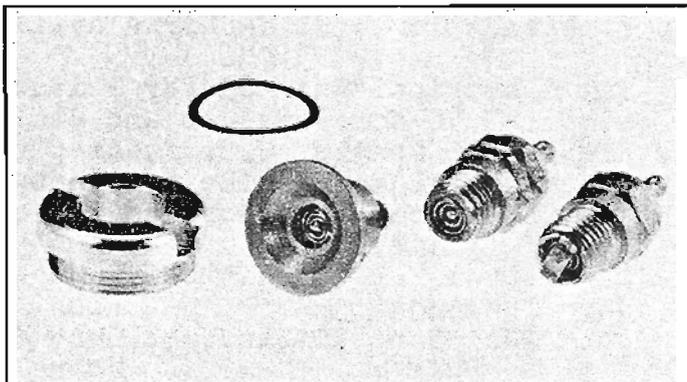
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DRIZZLE CIRCUIT -- YES OR NO?

It is time to make some critical decisions regarding the fate of the 1982-83 Northwest Sport Race Drizzle Circuit. It is absolutely essential that all persons who plan to participate in the five-contest winter racing circuit (which includes other events as well as the round-robin NW Sport Race and NW Super Sport Race) answer the questionnaire below.

The Drizzle Circuit involves a considerable amount of planning for the FL crew, who coordinate it, as well as by the local clubs who put on the contest. Because of the level of participation last season, it is necessary for us to know now what kind of participation to expect on the circuit.

Here is the bottom line: The circuit will not be put on this winter unless we have significant expression of interest now. FL defines significant as at least 10 entries in each event, who intend to participate in the entire circuit.

If you intend to participate this winter, please respond to this survey. If you do not intend to participate, don't confuse us by telling us you will.

At the same time, the survey asks some questions about the arrangement of the circuit, based on ideas that came up during last year's series. Further, there is a space to register your airplanes' names and request your racing numbers for next year. This is optional but encouraged. Racing numbers will as in the past be based on your finish last year, or on first-come first-serve for those who did not fly last year.

Remember -- if there is not adequate response, there will not be a DC!

NORTHWEST SPORT RACE DRIZZLE CIRCUIT QUESTIONNAIRE -- 1982-83

YES, I do plan to fly in the NWSR Drizzle Circuit this winter. I will participate in

Northwest Sport Race _____ at One contest _____
Super Sport Race _____ All contests _____

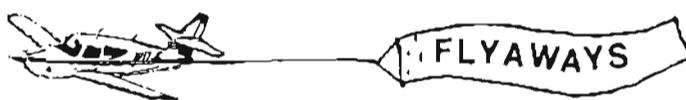
It has been suggested that all five contests be held at a single centralized site, such as Delta Park in Portland. I (favor _____) (oppose _____) this idea.

It has been suggested that super sport race feature races have three pit stops like AMA slow rat. I favor (two pit stops _____) like now or (three pit stops _____). If changed, this would become an official Northwest rule.

I would like to register my 1982-83 airplane and request my racing number _____. (Numbers will be assigned by FL -- we'll mail you a post card.) (Airplane names are not the kit names, they're your own zoot name for your particular version, such as Dick Salter's Screaming Yellow Zonker)

NORTHWEST SPORT RACE Airplane Name _____

SUPER SPORT RACE Airplane Name _____



RANDOM TIPS AND RIBS FROM THE FL WORKSHOP FLOOR

====Summer is demonstration time, and demos are a fairly common activity for the Eugene Propspinners Club, among others. The Prop Spinners' John Thompson and Tom Kopriva put on a two-man show for the Creswell, Ore., High School in May, flying stunt and combat planes for a crowd of a couple hundred students. A nice thanks was received from the high school. A larger crew of Prop Spinners turned out for the second annual Bohemia Mining Days festival demonstration in Cottage Grove, Ore., early in July. Thompson, Kopriva, Mel Marcum and Jeff Shelby flew combat, stunt and racing planes, with Kopriva and Thompson doing a little dueling with 1/2A combat planes. The two-hour demo was followed by a barbecue at FL headquarters. It's a good way to spread the CL message, and the Prop Spinners recommend anyone who hasn't put on a demo to try it.

====FL has received copies of a fairly new newsletter from AMA Executive Vice-President Jim McNeill, called the AMA National Newsletter. It features some general AMA news tidbits, reprints of various pertinent letters, and reprints from various newsletters (including FL and the Skywriter). It covers all facets of model aviation. It is circulated to newsletter editors, magazines, AMA officers and special interest groups.

====FL readers' generosity continues to keep the newsletter alive. We've continued to get contributions, above normal subscription fees, from various people. Many have given small donations, too many to list. Special mention should be made of the fine fellows who have recently made large donations, such as Dave Mullens (\$20) and Don McClave (\$25). Several of you

also have responded to our "Rescue Squad" idea by starting over with new subscriptions in hopes of helping erase the deficit created by our first couple of years of below-cost subscription rates. Many thanks, readers, and keep up the good work. It takes a bundle of cash to put out a newsletter like this, but you're worth it!

====Dave Mullens reports that plans for the second Raider Roundup, also known as the Washington State Control Line Championships, are well under way. "Response by manufacturers has been overwhelming so far in supplying merchandise," says Dave. We'll see you there in September.

====There are several ways the FL faithful can promote the newsletter. Buy a T-shirt for \$8 and wear it proudly. Buy a cap for \$5 at a contest. Talk the newsletter up to the fliers you meet. Remember, the person who brings in the most new subs by the end of the year will win a T-shirt or subscription free, your choice. Just make sure the person mentions your name when buying his subscription or ad!

WHERE THE ACTION IS → →

← ← **UPCOMING ORGANIZED EVENTS**

- Aug. 15.....SPOKANE, Wash. -- Ninth annual Intermountain Scale Builders scale contest, for control-line profile scale, peanut scale, rubber scale, free-flight scale, RC scale and quarter-scale. There's also a junior 1/2A profile control-line scale event. Site: Wilrose International. Contact Contest Director Gil Horstman, (509) 276-5296.
- Aug. 15.....EUGENE, Ore. -- Annual Eugene Propspinners Summer Meet. AMA combat, 1/2A combat, slow rat race, rat race. Fee: \$5 for first event and \$2 each additional event, juniors half price. Trophies and merchandise. Site: Mahlon Sweet Airport. Contest Director: Gene Pape, 4528 Souza St., Eugene, Ore., 97402, (503) 689-1623.
- 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 11...PORTLAND, Ore. -- Stuntathon '82. All four PAMPA classes of precision aerobatics, 10 a.m.-4 p.m., at Delta Park. A judging clinic will be held Saturday, Oct. 10, for training of anyone interested in judging in 1983. A Fireball flying demonstration

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ACTION, continued

is tentatively scheduled for the noon hour. Dave Gardner, contest director, P.O. Box 2024, Lake Oswego, Ore., 97304 (503) 635-4579, days only.

FL HONORED BY AMA

Flying Lines Editor John Thompson recently received a beautiful plaque awarded by the Academy of Model Aeronautics, making him the first inductee into the AMA's new Aero Honor Society for Newsletter Editors.

The award was made by AMA Executive Vice President Jim McNeill. McNeill edits his own National Newsletter, which features excerpts from all the club and independent model aviation publications. FL was recently featured in the National Newsletter.

AMA has been very cooperative with FL, by the way. AMA Executive Director John Worth promptly complied with our recent request for a list of all Dist. XI CL members and for a regular mailing of CD's reports, to make sure we don't miss any contest action.

Our thanks to AMA!

C STUNT SCENE

by paul walker

Everybody except Rich Porter should read this month's column. Rich Does not need to read it as we are discussing line length and engines. (Hey, Rich! Is that really done with mirrors?)

Let's start first with line length. Bob Hunt expressed his views in Flying Models, so I will express mine here. For the average stunt flier, short lines are the way to go. Short lines give a more positive feel than longer lines. Since the amount of line tension your plane produces is an inverse linear function of line length, flying on shorter lines will produce more line tension for a given airplane speed. Since the plane stays tighter, a smoother pattern can be produced. For the average beginner-to-advanced pilot, flying a very smooth pattern should be their number one flying concern. Also, the shorter lines tend to hide more of the smaller mistakes. This is again handy for the beginner-to-advanced pilot.

To find the shortest line length for a given plane is relatively easy. For a .40 to .46 size plane, start with 65-foot lines and do several patterns to get used to the feel. Now, notice the vertical eight. Is it easy to fit the maneuver into the 90° limits? If so, shorten the lines a foot and try again. Continue to shorten the lines until the vertical eight can just be done at the 90° limit. For all practical purposes, this is as short as you should go.

Now, the expert pilot, on the other hand, should have mastered a smooth pattern and now should be looking to add some sharp precise corners on his pattern and still maintain the smoothness. To get this contrast between sharpness and smoothness, slightly longer lines are required. This keeps the speed of the plane up so that sharper corners can be done, assuming similar lap times for each. Since the lines are longer, the size of all the maneuvers is larger (i.e. physical size, not angular size). With this larger size, the same radius corner will now look sharper. If you don't believe it, watch Rich Porter fly his Ridiculous on 25-foot lines and then switch to 70-foot lines. Now, doing this type of pattern, the plane's weight is more critical than for the smooth advanced pattern.

Now, a little bit of saving grace for an overweight plane. There are many problems with trying to fly an overweight airplane. The first problem is that it can't turn a corner as fast as a lighter plane. Another is that after a corner it seems to sag, or sink lower than where it pulled out at. It is because the drag from the corner slowed it down, and for that increment of time that it takes to get back to flying speed it is not getting the same amount of lift as regular up-to-speed flight does, so there is a small loss of altitude. This is the small dip you might be seeing.

There are several ways to solve this. You can not try to turn such a hard corner and keep the speed up. Or you can speed the plane up so that it has more power to get it back to speed sooner. Both are unacceptable. The answer is to get an engine with more power. This will allow you to still fly slow, but the acceleration back to flying speed will be faster, thus little or no dip. And this can be done with no increase in lap times. This is why you hear about everybody experimenting with new motors. In addition to this advantage, I have found that with this excess power, the plane tracks better.

The days of the good old ST .46 in high level competition are just about over. My OS .40 FSR has much more notable power than any ST .46 I have ever felt. And the OS .45 FSR that much more than the OS .40 FSR. I have yet to

STUNT, continued

try an Enya or the rear-exhaust ST .45, but they are assumed to be as strong as the O.S. My approach is to build the plane as light as possible and to put as much power in it as it can take. I think I have about hit the limit with my 52-oz. Seahawk with an OS .45FSR in it. It is almost to the point of running the motor as slow as it will go and yet still have the power to pull it properly. But that combination does work well.

Until next time, keep those motors humming.

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

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IV, both new, also prepared by George Cleveland. \$25 each for .15s
and \$35 each for the .36s, all four for \$110. Never used in
competition. Bruce Chisholm, 519 Locust St., Owensboro, KY 42301.
Phone (502)684-9891 work.

WANTED -- To buy, rent, borrow or steal, a working electric typewriter for Flying
Lines. The old standard beater that has carried us this far is driving
the editor batty! Call me and let's make a deal...John Thompson,
(503) 942-7324.

SWAPPING OR SHOPPING? -- Ads in the Flying Flea Market cost \$1 for five lines.
Half-page ads cost \$6 and quarter-page ads \$4. Please
support FL advertisers!

WANTED -- Anybody got a dead Fox .15 BBS FAI combat engine? I need just the
crankcase, other parts immaterial, but I'll buy the whole broken
hunk if it's cheap. Maybe you'd swap for some FASCAL? I've got lots
of that at 60¢ a foot. John Thompson, c/o Flying Lines.



AIR MAIL

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



DEAR FL:

A problem has arisen that, in all likelihood, has affected some of your readers. The incoming mails to our company have been tampered with. On Feb. 19, we received a torn open envelope. Since then our mails have dropped to non-existent, more than half the time, and a trickle at best.

Most likely, there are some folks out there who would like to tie me a "bow-tie" with some old cables. Unfortunately, many people won't "waste" another 20¢ on somebody they figure "took" them for 50¢. Of course, if a check was sent with an order that we never got, one of us will hear of it, no doubt! We can do without the bad will, in any event.

The postal inspector requests that those people who have lost money or checks file a Form 1510 with their post office. If a check was stolen and cashed, they are to send a photocopy and a letter with the details to:
Postal Inspector Brady, Main Post Office, Charleston, SC 29401.

I stamp "For Deposit Only", my account number, First National Bank of SC, on the bank, followed by my signature and a company stamp. I do not endorse checks to other parties. Anything other than the above endorsement is a forgery!

You can help by passing this word on to your readers. Please send us the names and addresses of those who come to you about this, in order for us to clear things up at this end. Also, please don't forget to change the word "coins" in our ad to read, "check or money order." Your help with this problem is greatly appreciated.

--Douglas D. Taffinder, Carolina-Taffinder, 8345 Delhi Road, Charleston Heights, S.C. 29405, telephone (803) 553-7169.

DEAR FL:

How about an address and contact for DW Products, as mentioned in February issue?

--Leroy Cordes, 1412 N. Hood, Chicago, IL, 60660.

(Editor's Note: DW Products, 5634 Crystal Court, Santa Rosa, Calif. 95404. They make pylon racing propellers and will custom make wood props.)

AIR MAIL, continued

DEAR FL:

Being somewhat of a combat enthusiast I enjoyed John Thompson's article on getting started in combat. But being the proprietor of a hobby shop, I was quite surprised at the statement he made about buying engines from the discount hobby suppliers. I clearly see Mr. Thompson's way of thinking about this -- we all like to save money. But for a publication who solicits ads from hobby shops (Eugene Toy & Hobby, Firgrove Model Supply), I was quite surprised. I didn't think it was quite fair to them.

I have found from being a shop owner and a customer at other shops, the owner will usually give a reasonable discount to regular customers up to 20 percent, which isn't too bad.

If most people buy from a discount shop would give the local shop owner a chance to come close or match the discount price, I think you would be surprised at what the local shop owner would do.

So I feel an apology is due to your advertisers for what I hope was an unintentional mistake.

Other than that error I really enjoy reading "light Lines and what you are doing for Control-line flying.

--Rick Wallace, P.O. Box 1808, Sequim, Wash. 98382.

(Editor's note: We appreciate Rick's comments about the willingness of hobby dealers to match discount prices; that's something we forgot to mention. However, he mistakes our motives. We're actually trying to boost hobby shop patronage by getting people into an event that will cause them to spend truck loads of cash in hobby shops on balsa, basswood, plywood, glow plugs, props, bell cranks and other perishable commodities. Face facts: The \$69 price tag most hobby shops display on their Combat Specials turns beginners in the hobby away. Why not either lower those prices -- or send the prospect to a discount place where he will get the engine, so he'll come back and start buying his supplies. If he never buys the engines, he'll never buy the supplies! Another sad fact: Out of 43 Northwest hobby shops, only the above mentioned two shops are currently supporting NW control-line model aviation by advertising in the regional newsletter. In some other regions, hobby shops under-write the entire cost of their regional newsletters!)

DEAR FL:

In response to Kampmann's remark about dancing on my plane when beat by a California; I have a better idea. Next time, I may dance on the Californian! (Or at least on his shadow).

--Mike Hazel, 1040 Windemere Dr. NW., Salem, OR 97304.

DEAR FL:

I liked your combat column (Cuts & Kills, March '82). Since I'm a beginner, it was just what I needed. One thing I'd like to see in a future issue is some tips on strategy and maneuvers. I'd also like to see the simplified version of the Cheap Imitation. I've got four to start the season with but I'm sure I'll need some more before it's over.

--Raymond Lefrancois, 465 Chinquapin Trail, Christiansburg, VA 24073.

DEAR FL:

Please subscribe me to your Flying Lines newsletter. I live on Vancouver Island and there doesn't seem to be any local interest in CL flying. There is a small RC club in Nanaimo, 20 miles south, and another in Courtenay, 43 miles north, but local activity seems to be nil. Anyhow, I would like to hear from others in the hobby. I saw your ad in Model Airplane News.

--Rick Stephens, Box 104, Parksville, B.C., V0R 2S0.

DEAR FL:

Enclosed you will find my check for 12 more issues of the best CL newsletter around. Finished my Nobler this winter. Can hardly wait for the weather to warm so I can try it out. My daughter Tammy finished her Goldberg "Stuntman 23" and she is looking forward to moving up from .049 power. We hope that your flying season will also be full of joy...Gee, maybe this year I will finally master the loop!

--David G. Babulski, 2110 Quarry Ave. S., Lakeland, Minnesota 55043.

DEAR FL:

Thank you very much for the CI drawings. When I sent you the note saying I'd like to see (the simplified version of the Cheap Imitation) I didn't expect you to make some just for me. I assumed you'd get an overwhelming response to your query in the last FL and just publish them at a later date.

I'm just about ready to abandon my foam l.e. version of the CI at least for a while. I can't seem to build them strong and light, too. I didn't mind breaking some because the foam is OK for snagging thread leaders for the kill, but the folks around here are now using regular slow/fast string leaders for $\frac{1}{2}$ A streamers and you've got to hit them with the prop.

Thanks for the tip about rounding the leading edges. I won't be so vigorous with the sandpaper when I build the Cheaper Imitations (or maybe I'll build the CIs first). On my last pair of CIs, which I haven't flown yet, I

modified the rib template to deepen the spar notch another 1/8". The idea was to smooth out the airfoil around the high point. But with a half-inch leading edge the spars are just frosting and the airfoil would be nice and clean (and thinner). Thanks again.

--Raymond Lefrancois, 465 Chinquapin Trail, Christiansburg, VA 24073.

DEAR FL:

I just read in the newest FL that you're casting about for ideas to benefit (\$\$) FL. How about this: Since a lot of guys that attend contests don't bring a lunch with them and have to either go without or spend hard-earned bucks on eating out (plus the gas it takes to get there!), how about if some of the wives (or even one might be able to do it) donate their time and food to preparing and serving lunch at the contests and the guys can buy their lunch their and the money they pay could go directly to FL. Or the profits could. I'd be willing to do that (cook and serve food).

It would not only benefit FL but it probably wouldn't be as costly as trekking to a restaurant and eating out. Whaddaya think??

--Marge Schaper, P.O. Box 608, Kelso, Wash., 98626.

(Editor's Note: Sounds great to us! Anyone interested in cooperating with Marge on this project, contact her directly or the FL editors.)

DEAR FL:

I guess it was better than I was expecting, but sometimes I think I fly with the world's champion procrastinators. We have 9 people in this town who fly Florida Slow Rat, and they all told me they would be out to beat the stuffings out of those Northwestern guys. Four showed up, plus a couple from out of town. But we had some real exciting races. Especially mi final. Bill Avera's plane and mine are just about even when it comes to speed. My pilot flew my plane at three to six feet behind Bill's plane for nearly 20 laps. Bill and the event director were really excited. I was just hoping Bill's plane didn't burp or mine would eat its tail.

About 12 years ago, I quit catching planes by the nose because I broke props that way. I'd been catching my old plane by the wing for over two years now. It was getting pretty beat and soft. When it's slick with oil, you have to get a strong grip on it to pull your pilot out of the circle. It had finger holes in the sheeting. I decided it might give up the ghost if I kept it up so this race I was catching it by the nose. Worked great till the last pit stop. I had to change a prop. Probably cost me the race, because I was ahead when I stopped the plane. I guess I'll build a steel wing, or get a pilot who will roll the plane to the outer plane when he lands. Haven't had a fire for a year now.

We took four out of six to the finals this time to make sure we had three finishers. All four finished. In mouse six entered and there were only three for the final, and I was the only one to finish the race. Times for Florida Slow Rat were Bill Avera 8:58, John Ebersbach 9:09 and me with 10:16; took me a long time to change that prop.

I'll try to do some more on tanks next time. I've been trying uniflow on my mouse racers for a while now, but haven't got enough time at good testing to tell anything. Paul Curtis tells me the guys up the coast are using it now and getting good runs with the engine staying the same the whole tank. They go 90 per, too; I'm lucky to hit 60 any more.

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

(Editor's Note: After two draws last year (Northwesterners were faster but always failed to finish three planes), we can now declare the Northwest the winner of the Northwest vs. Florida challenge. On Memorial Day weekend, the Northwest Regionals Super Sport feature race times were 7:19 (Vic Garner), 8:18 (Dave Green) and 8:49 (John Boles). Now, about that beer, Terry!)

DEAR FL:

I don't often quote scripture, but the story of the right hand telling the left hand to get lost (maybe it's the other way) seems appropriate. How can this be, since the two are part of the same body? Can one really do without the other?

Are we so insignificant as sport/hobbyists that a magazine (Model Airplane News -- ed.) can just "chop us off?" Perhaps our numbers are too few -- or maybe our dollars are too few. Maybe we're so divided with bickering and arguing among ourselves that we've been "cast out."

I'm not sure of a reason for being cut off -- but I don't like it. If I, being relatively new in the hobby, don't like a slammed door in the face, how much more alarmed are those who are veterans and members of long standing?

If this is the inconsideration one magazine has, will others soon follow? What can be done about it? Can we as a group voice our protest? I for one will protest, because I resent being chopped off, especially when this member is alive and well. This kind of treatment is equivalent to a pile of bull-- pardon, ox dung!! (Biblical, y'know). P.S.: Have you ever seen a one-handed

--Frank D. Macy, 5200 SE Jennings Ave. No. 11, Milwaukie, OR 97222 RCer?

(Editor's note: A large number of people at the Northwest Regionals signed a letter drafted by Chris Sackett to protest MAN's cutoff of control-line. Anyone else of like mind is urged to contact the magazine independently.)

AIR MAIL, continued

DEAR FL:

Can't help but make a few remarks about the regionals this year. And carrier in particular. The events were scheduled in such a way that the action was fast-paced for two days. Carrier has taken a definite upswing, with profile being the next highest in entrants and Class I and II activity growing.

From remarks made on the field, I expect to see at least two more in Class I and II, and if I get off my duff and get my CL I done there will be 3 more in those classes.

The deck was nicely repaired and is now in very good shape, for which the carrier fliers wish to express their thanks and appreciation. The action on the deck was fast paced all day long and didn't slack off till about 4:30 at which time a few people got in the rest of their allowed attempts. One person did not get in his Class I but he was flying in other events elsewhere.

I only made one flight in profile, and was not able to get in another due to flying also. One comment that I would like to make to carrier fliers in general is that if you have an unknown or little known aircraft and are claiming bonus points, you are required to have documentation. Actually, such documentation is required in all classes. Profile only requires three-views to see that it "closely resembles" the prototype. Class I & II "Scale Carrier" refers you to scale judges' guide for acceptable documentation.

On Class I and II three-views and one photo from an acceptable source are the minimum. An event director can not be expected to know of every aircraft that ever landed on a carrier or the color scheme they were painted in nor can he tell it is with in the +/- 5% tolerance allowed. If you have an unusual paint scheme like sky blue pink with orange polka dots, this should be documented by a color photo. After all, a 100-point bonus is a lot of points to lose. The bonus scoring is based on either a 0 or 100, no in between like in scale.

--Bill Skelton, P.O. Box 105, Warrenton, OR 97146.

DEAR FL:

Enclosed are the information forms from the contest. We want to thank all of you for a very enjoyable contest.

Imagine our surprise when we received the Flying Lines drawing prize in the mail. Thanks once again. You can be sure we will put it to good use.

--Fred and Joyce Margarido, 40059 Besco Dr., Fremont, Calif.

DEAR FL:

OK. Here's \$9.50 for a new subscription (on the FL "rescue" plan). hope you get lots of people to respond.

Awhile back I asked if you know of a source of Taipan 9x6 props. You said you would ask in the newsletter if anyone knew where to get them, but I haven't seen it.

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

(Editor's note: Thanks for joining the rescue squad! Your request for Taipan prop information was published in a recent edition along with the letters column. Latest we've heard is to try Michael's Models in London, England, which is advertised regularly in Aeromodeller. Check latest copy of Aeromodeller or write Michael's Models, 646-648 High Road N, Finchley, London, N12 ONL.)

WHO INVENTED CONTROL-LINE FLYING? HISTORY BUFFS, LINE UP!

By Frank Macy

One of the things I've noticed in recent years is the increased tendency to perpetrate half-truths. This almost seems to be an accepted way of life, since it permeates everything from the politicians on down. It's getting to the point where you don't know who to believe. Kind of a sad situation really, and people are getting more concerned about it.

When this "half-truth business" is openly practiced in the modeling fraternity, then I for one get more than a little concerned. But let me be more specific. FL has stated that "...Oba St. Clair, who as most of you know invited control-line flying in the late 1930s...continues to support its development." (March, '82, P. 8). Gentlemen, that is only part of the story. What about the others who "invented" control-line flying? There were others, you know, even before Oba flew his first rubber powered model.

Before I continue, let me say I was impressed with Oba's experiments, inventions, ideas and creative perfectionism as was recently told in the Kirn-Mackey article "Tribute to Oba St. Clair," Model Builder magazine, Nov.-Dec. '81. As one who is interested in the authentic history of model aviation, I appreciate and admire our modeling pioneers and their contributions. You will notice the word "pioneer" is plural.

The others I refer to? Here we go, gentlemen...

F.B. Thomas first flew control-line models in Britain in 1925. However, his first real success came two years later in 1927, when he flew a three-cylinder compressed air-powered model. Then in 1929 he successfully flew a gas engine-powered model with not only elevator but throttle control, too. (Ref.: R.C. Moulton, Control Line Manual, P. 14.) I'm sure Thomas thought he invented control-line flying in 1925.

Then a man by the name of Jim Walker had something to say regarding the history of U-control development. In his own words... "The beginning of U-control history dates back to the 1920s when I demonstrated rubber-powered models in department stores. Due to the restrictions against free flight indoors, I developed a tether flight that successfully demonstrated the takeoff and climbing ability of the model by attaching a line to the wing in the correct position to assure lateral and longitudinal stability. With the advent of gasoline powered flight (early 30s), I experimented with many types of control and became convinced that the average modeler would like to fly his model from the ground in a limited area. Also, the fun of running the motor continuously would have very strong appeal. Some used a single line; others as many as five lines." (Polk's Contralog Manual, 1947, U-Control History and Hints, by Jim Walker). Note of interest: I have the design of Jim's two-line control system which he developed and flew in 1934, plus the testimony of several people who were there and helped. He developed and experimented with many variations, starting in the 1920s, just as he said he did. It is not known if Jim knew of the CL experiments and successes of F.B. Thomas of Great Britain.

Then, of course, by now most of us are familiar with the story of Oba St. Clair, as outlined in the MB article.

There is another gentleman who "invented" control-line flying back in 1937-38. James Robert Smurthwaite of LaGrande, Oregon, more widely known as Bob Smurthwaite, inventor of the three-line J Roberts Flight Control System, plus many other modeling firsts. But that's getting ahead of what we're talking about.

In 1937-38 Bob designed and built a very stable and smooth operating 2-line control system, because he "got tired of losing his expensive free-flight gas models in the Eastern Oregon thermals." In those years, Bob did not know of an F.B. Thomas, a Jim Walker, or an Oba St. Clair. In fact, it was 1941 before Bob met Jim Walker. Bob was flying his beautiful scale He.113 fighter with his own two-line control system, powered by an Ohlsson .60 Custom. Jim was amazed at this, and of course challenged Bob to a real race. Jim had a new "fireball" with a Super Cyclone engine, and was sure he'd show Bob what speed flying was all about in 1941. Bob beat the socks off him, literally flew circles around Jim, and this was the start of a long and enduring friendship between the two men. (I have a detailed sketch of Bob's original two-line control system of 1937-38.)

Bob did not know of F.B. Thomas until he received a personalized copy of Control Line Manual, signed by Ron Moulton in 1961. He did not know about Oba St. Clair until I showed him the MB article in December of 1981, yet Bob has been in modeling as a participant and manufacturer for more than 40 years.

In January, 1940, the Victor Stanzel Company introduced their G-Line Control Shark kit. This was the first control-line kit offered to the public. The A.J. Fireball came out nine months later, September, 1940. The difference between the two kits was substantial. The Shark was a single line, no elevator control, while the Fireball was a two-line, elevator control, and offered optional motor control with a third line. This information, and later developments in control-line systems, is covered very well in Ron Moulton's book, Control Line Manual. I highly recommend it, if it's still in print.

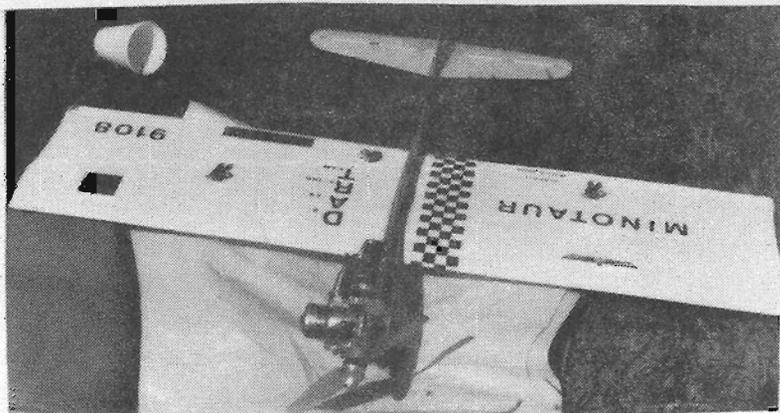
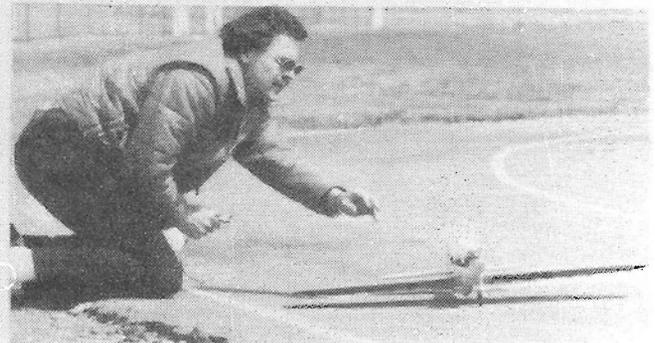
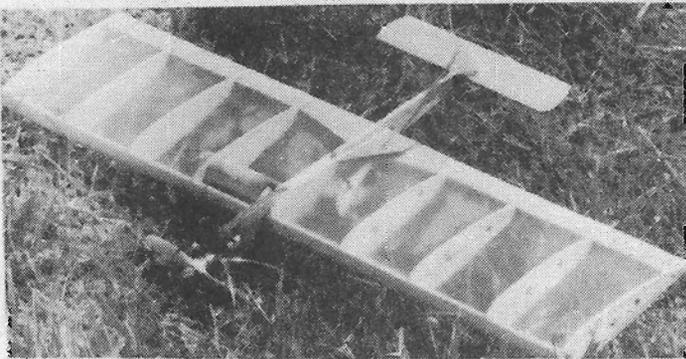
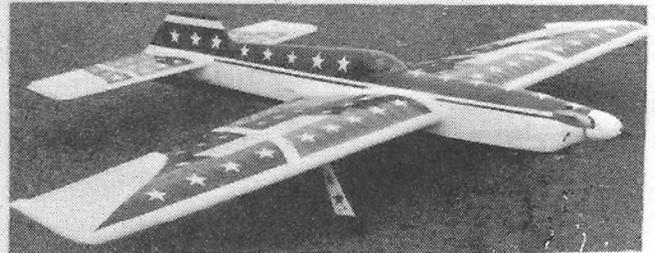
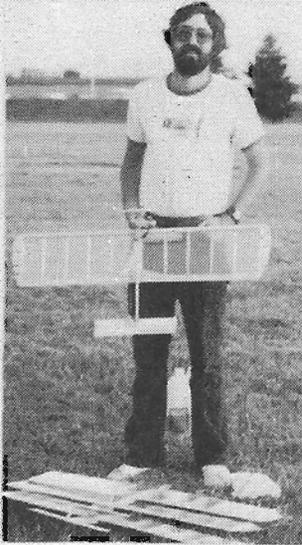
The purpose of this letter is to help fill in some of the obvious blank spots in the history of control-line flying, and to pay proper tribute to all of the true inventors of this part of model aviation development. It is my humble opinion that no one man can rightfully claim that he, and he alone, was the inventor of control-line flying. In this same vein, I feel that each one has a right to proper recognition for their individual contributions, and a rightful claim to their place in model aviation history. I think we owe them all a big thank you.

I will also say this, in tribute to a giant of a man... There is one who did something about it, and shared it. His long years of effort created a whole new industry, and added to, or made fortunes for many. Which incidentally is still continuing. He perfected the system, made it economically feasible for production, easy to operate, and then took on the full, awesome task of promoting it. He convinced, converted, cajoled, challenged, corrected and cavorted with it. He taught the people a whole new way of having fun, and that (it seems to me) is what it's supposed to be in the first place. There is only one who can claim this honor, gentlemen. That person is the late Neville E. "Jim" Walker. So, Jim, wherever you are, Thanks... thanks a lot.

Well, I've rambled on enough here, and yet there may be some inventors who have been over-looked. If so, it was unintentional and ...oops!...there is another! As shocking as this may be, he flew control-line before any of the above mentioned. In fact, he flew "electric control-line" before anyone. Remember Benjamin Franklin? Now please, just because I brought this up, don't tell me to go fly a kite, after all, I wouldn't think of stringing you along on this historical fact.

On second thought, that's not a bad idea...(flying a kite) but I wonder who invented the kite. Hmmm, Chinese history goes way baa..egads, forget it! Now where the heck is that kite?

--Frank D. Macy, Milwaukie, Ore.



PLACES, PLANES AND PAGES -- Potpourri of photographs this month from several 1982 events. Left column, top to bottom: Dick McConnell tuning up profile rat at Seattle Regionals Tune-Up. Left, John Thompson caught practicing before Regionals with mysterious FAI combat event. Right, Gerry Van Dyk of Edmonton and carrier planes at Regionals. CI² 1/2A combat plane, built by Bruce Guenzler, at Drizzle Circuit finale in Eugene. Minotaur, Dave Green's hot super sport, at DC finale. Right column, top to bottom: Regionals combat activity in pits, with, from left, Howard Rush, John Salvin Sr. and Jr., Vic Garner, Rich Schaper. Balloon bust area at Regionals. Paul Walker's latest awesome stunter. Ken Burgar launching sport racer at DC finale. Don Schultz and the Chip at Tune-Up. Photos by Rory Tennison and John Thompson.