

FLYING LINES

1411 BRYANT AVENUE
COTTAGE GROVE, OREGON 97424

EDITOR: JOHN THOMPSON
PUBLISHER: MIKE HAZEL

September, '82 NEWS OF NORTHWEST CONTROL LINE MODEL AVIATION Number 38

WASHINGTON STATE CONTROL LINE CHAMPIONSHIPS -- A REALLY ROARIN' RAIDER ROUNDUP

The second annual Raider Roundup became the first annual Washington State Control Line Championships Sept. 11 and 12, and the Seattle Skyraiders, led by Contest Director Dave Mullens, showed they are capable of putting on a really fine show! The site was the Boeing complex in Kent, Wash.

Forty-two contestants came from Oregon, Washington, British Columbia and Montana to participate in aerobatics, racing, combat, carrier, speed and scale competition. The Sunday afternoon trophy celebration was a gala affair that distributed a beautiful array of trophies and special awards and a fine selection of merchandise prizes.

Dick Salter of Seattle won the huge perpetual Sportsman Award by scoring the highest in overall competition. The award was won in 1981 by Dave Green of Astoria, Ore., who was unable to attend this year. Dave, who had his house up on jacks for a new foundation, will be back to challenge Dick in a rubber next year. Also honored and awarded prizes for tying for second in sportsman honors were Dick McConnell of Seattle, Wash., and John Thompson of Cottage Grove, Ore.

The Skyraiders also awarded a special honor to Jim Parsons, who has judged every Northwest stunt contest this year except one.

The weather threatened the contest, raining a little bit on and off in the mornings, but it actually never rained hard and by afternoon both days the weather was acceptable. In fact, by Sunday afternoon it was downright sunny.

Mullens said the Skyraiders already are looking toward next year's contest, and planning to add another class of scale and a combat to the schedule.

As usual, the Skyraiders turned out in force to work in the trenches, and their participation made the contest run smoothly. Pat Salter, Yvonne Thue and Carolyn Mullens ran registration, totaled scores and prepared award presentations. Dick Salter, assisted by Bob Danielson and Pete Bergstrom, ran the combat events. Bill Skelton, Bob Danielson, Max Thue and Russ Wilcoxson helped with carrier. Randy Schultz was pit official for aerobatics. Tom Knoppi ran the speed circles. Jim Parsons and Bob Parker judged aerobatics. Dave Mullens officiated the racing events.

After the contest, Mullens expressed great pleasure in the number of newcomers and fallenaway old-timers who turned out to watch or fly. The evidence continues to emerge that control-line is back into a growth cycle.

Here are the complete results:

JUNIOR PRECISION AEROBATICS (2 entries)

1. Richie Salter, Seattle, Wash. -- 42.5. (Airplane data unavailable.)

2. Lance Cronyn, Seattle, Wash. -- 19.5.

BEGINNER PRECISION AEROBATICS (4 entries)

1. Randy Schultz, Seattle, Wash. -- 345.5. Sig Twister, 48" span, Aerogloss/Monokote finish. OS Max .35, 11x6 Zinger prop, K&B plug, Sullivan 5% nitro fuel, muffler pressure, uniflow Schultz 4-oz. tank, Schultz handle.

2. Dick McConnell, Seattle, Wash. -- 211.5.

3. Randy Ogle, Wenatchee, Wash. -- 168.

4. Glen Salter, Seattle, Wash. -- 98.5.

INTERMEDIATE PRECISION AEROBATICS (5 entries)

1. Max Thue, Renton, Wash. -- 378. My Blue, John Poynter design, 57" span, 62 oz., balsa, Imron finish, anhedral stab, elliptical washout. OS .45FSR, 11x6 Zinger prop, Fox idle bar plug, .295 venturi, Sheldon's 5% nitro fuel with castor added, muffler pressure, suction uniflow Thue 8-oz. tank, E-2-Just 4" handle.

2. Dave Gardner, Lake Oswego, Ore., -- 355.5.

3. Pete Bergstrom, Tacoma, Wash. -- 350.5.

4. Dan Cronyn, Seattle, Wash. -- 340.

ADVANCED-EXPERT PRECISION AEROBATICS (5 entries)

1. Paul Walker, Kent, Wash. -- 547.5. Used two planes: Frustration's End and This is It, Walker designs. 61" span, FE = 66 oz., TII = 50 oz., FE = balsa/foam, TII = balsa/carbon fiber, dope finishes. OS .45FSR, FE = 11x6 Zinger prop, TII = 11x5 Zinger prop, Thunderbolt KC long plugs, Red Max 10% nitro fuel, suction, muffler pressure Walker tanks FE = 8 oz.,

RAIDER ROUNDUP, continued

TII = 6 oz. FE = own handle. TII = E-2-Just handle.

2. Don Schultz, Renton, Wash. -- 489.
3. Don McClave, Portland, Ore. -- 473.
4. Bob Emmett, Renton, Wash. -- 431.5.

FORMULA 40 SPEED (4 entries)

1. Scott Newkirk, Seattle, Wash. -- 148.3 mph. Hazel F40, 24" span, 24 oz., balsa/magnesium, K&B Super Poxy finish, K&B 6.5, Newkirk rework, Rev-Up 8x9 prop, .425 i.d. venturi, K&B plug, 40% nitro fuel, uniflow crankcase pressure Newkirk tank.
2. Loren Howard, Vancouver, Wash. -- 145.1 mph.
3. Ken Burdick, Seattle, Wash. -- 121 mph.
4. Dick Peterson, Seattle, Wash. -- no time recorded.

RECORD RATIO SPEED (8 entries)

1. Scott Newkirk, Seattle, Wash. -- 96.8% of record, Formula 40 plane, 152.28 mph. See airplane data above.
2. Chris Sackett, Burnaby, B.C. -- 90%, jet, 191 mph.
3. Keith Louteky -- 83.9%, jet, 178.85.
4. Mike Hazel, Salem, Ore. -- 67.2%, jet, 135.74.

NORTHWEST SPORT RACE (4 entries)

1. Greg Beers, Vancouver, Wash. -- 9:03. Sterling Yak-9, 40" span, balsa, Monokote/Hobby Poxy finish. Fox .35, Grish 9x8 prop, Fox plug, Sheldon's 15% nitro fuel, Aldrich handle.
2. Dick Peterson, Renton, Wash. -- 9:07.
3. Richard McConnell, Seattle, Wash. -- 11:25.
4. Dick Salter, Seattle, Wash. -- 20 laps.

NORTHWEST SUPER SPORT RACE (4 entries)

1. John Thompson, Cottage Grove, Ore. -- 8:38 (3:43 heat). Cro-Magnon Super Sport, Hazel design, 36" span, 30 oz., balsa, spruce, plywood, monokote, K&B epoxy finish, K&B .35, DARE 9x7½ (Rev-Up pylon racing copy) glass prop, Thunderbolt standard long plug, Sheldon's 25% nitro fuel, spray bar punched to 1/16", suction uniflow DARE 3½-oz. tank, fastfill, shutoff, Fox handle.
2. Dick Peterson, Renton, Wash. -- 10:15 (5:34 heat).
3. Greg Beers, Vancouver, Wash. -- 11:15 (3:57 heat).
4. Norm McFadden, Lynnwood, Wash. -- 58-lap heat.

CLASS I MOUSE RACE (SO) (5 entries)

1. John Thompson, Cottage Grove, Ore. -- 5:31 (2:41 heat). Little White Mouse, Frank Scott design, 14" span, 5 3/4 oz., balsa/spruce/plywood, glass cloth/K&B Super Poxy finish, V-tail, Kustom Kraftsmanship button bell crank, Kustom Kraftsmanship reed valve .049 engine, 5x4 Tornado prop, KK head, Sheldon's 50% nitro fuel, fastfill, spring starter, Pylon handle.
2. Dick Salter, Seattle, Wash. -- 6:31 (3:14 heat).
3. Joe Just, Sunnyside, Wash. -- 14 laps (3:09 heat).
4. Dick McConnell, Seattle, Wash. -- 28 laps.

CLASS I MOUSE RACE (J) (1 entry)

1. Richie Salter, Seattle, Wash. -- 7:34. Super Mouse, Cox Black widow .049, 5x4 Tornado prop.

J&J SALES CO.
713 Crescent
Sunnyside, WA 98944

FALL SPECIALS!

5x5 glass/epoxy props, Reg. \$3 -- SALE, \$2.75.

½A or .35 size profile mousetrap shutoffs, Reg. \$2.25 --
SALE, \$2.

.012"x35' braided flying lines, Reg. \$3.25 -- SALE, \$3.

LEFT HAND PROPS

5½x4½ (Kirn copy) -- \$3.50 / Order 2 each &
5x4½ (cut down from above) -- \$3.50 / receive FREE
1/h start spring,
\$1.50 value!

Minimum order \$6, Washington
residents add 6% tax.

RAIDER ROUNDUP, continued

CLASS II MOUSE RACE (2 entries) (Feature reduced to 100-lap by contestant agreement)

1. Joe Just, Sunnyside, Wash. -- 6:24. Dragonfly 2, Just design, 24" span, 4 oz., balsa, spruce, birch plywood, Sig clear dope finish, J&J button bell crank, low-drad leadout retainers, J&J 1" mouse wheels. Cox Medallion .049, Just rework, J&J 5½x4 right-hand epoxy/glass prop, GloBee plug, K&B 1,000 fuel, 2 J&J head shims, Cox #1 Black Widow cylinder, suction uniflow Veco 1.5-oz. outboard tank, Just adjustable handle.

2. Bob Newman, Langley, B.C. -- 7:41.

PROFILE CARRIER (8 entries)

1. Bill Skelton, Warrenton, Ore. -- 2:07.9. Airplane data unavailable.
2. Russ Wilcoxson, Tacoma, Wash. -- 194.4.
3. Dick Salter, Seattle, Wash. -- 190.5.
4. Wayne Spears, Portland, Ore. -- 182.2.

CLASS I-II CARRIER (7 entries)

1. Loren Howard, Vancouver, Wash. -- 320.9. Sterling Guardian, 36" span, 28 oz., Balsa, dope finish, Supertigre .60, Howard rework, 11x8 prop, K&B plug, Perry carb, K&B 1000 fuel, crankcase pressure, uniflow Howard 4-oz. tank, G&S handle. Class II plane.
2. Bob Parker, Renton, Wash. -- 254.7. Class II plane.
3. Bill Skelton, Warrenton, Ore. -- 295.9. Class I plane.
4. Max Thue, Renton, Wash. -- 187.8. ? plane.

BALLOON BUST (J) (1 entry)

1. Richie Salter, Seattle, Wash. -- 318.

BALLOON BUST (SO) (8 entries)

1. Dick Salter, Seattle, Wash. -- 436. Sterling Mustang, Monokote finish, Fox .35, 10x6 prop, K&B plug, Sheldon's 5% nitro fuel, TKO 2-oz. tank.
2. Bob Danielson, Seattle, Wash. -- 412.
3. Glen Salter, Seattle, Wash. -- 352.
4. Pete Bergstrom, Tacoma, Wash. -- 318.

SLOW COMBAT (7 entries)

1. John Thompson, Cottage Grove, Ore. -- Used 3 airplanes: Bear Model Products Diamondback, Flite Streak hybrid and Pape replaceable-wing foamie. ST G21/.35, Zinger 9x6 prop, Thunderbolt Standard Long plugs, Austin needle valve, Virginia Craftsman suction uniflow chicken-hopper 4-oz. outboard tank, E-Z-Just handle.
2. Gene Pape, Eugene, Ore.
3. Norm McFadden, Lynnwood, Wash.
4. Gary Byerly, Spanaway, Wash.

AMA COMBAT (8 entries)

1. Norm McFadden, Lynnwood, Wash. -- Creamsicle, McFadden design, 48" span, 18 oz., balsa, Fox Combat Special .36, 8½x6½ Top Flite Pylon Racing prop, pressure regulator, 40% nitro fuel, bladder tank.
2. Ken Burdick, Seattle, Wash.
3. Gary Byerly, Tacoma, Wash.
4. Richard McConnell, Seattle, Wash.

SHORT SCALE (9 entries)

1. Randy Schultz, Seattle, Wash. -- Midwest Messerschmidt 109, 48" span, Aerogloss dope finish, OS Max .35, Zinger 11x6 prop, K&B plug, Sheldon's 5% nitro fuel, muffler pressure, Sullivan 4-oz. tank, Schultz handle.
2. Dick Salter, Seattle, Wash. -- F4B.
3. Pete Bergstrom, Tacoma, Wash. -- P44.
4. Dan Cronyn, Seattle, Wash. -- ME 109.

SPOKANE SCALE MEET COVERS ALL THE BASES

By Orin Humphries

The third Sunday in August was the day of the Ninth Annual Intermountain Scale Builders' All Scale Contest, just north of Spokane, Wash. Hosted by Gil Horstman at his country residence, which he has dubbed, "Wildrose International," it was a contest marked by no entry fees and elegant certificates of participation for each entrant. There were about 22 entrants, and the contest featured all power modes -- gas, rubber, CO₂, and all control modes -- free-flight, control-line and radio control.

Beginning last year a "theme" event was added. This is where an additional set of trophies is provided to each regular event for the best model of the chosen theme. Last year it was the Piper J-3 aircraft, and this year's theme was the "Golden Era," meaning any aircraft designed and flown in the 1930s. Next year's theme will be World War II.

The certificates this year were a framable ink drawing of a Gee Bee racer, which were hand lettered in elegant calligraphy by Guy Breshears. Guy added the contestants' names at the contest site in the same style lettering as the rest of the certificate, which really wowed the recipients!

Peanut Scale had Howard Breshears in first with a Fike, his wife Jane in second with a Lacey, and Bill Larkin in third with a Cougar. Golden Age went

to Joe Dill with his Waco. Control-line profile scale went to Orin Humphries with a Seagull, and Golden Age went to Clarence Haught with his original Staggerwing and third went to Joe Dill with his Hurricane.

RC scale went to Ray Care with his Fleet and Golden Age to Jim Miller's Tiger Moth. FF scale went to Greg Davis' elegant Taube and Golden Age to Howard Breshears' Cub. Rubber Power went to Joe Dill's Fairchild and he also got Golden Age. Joe cleaned up with first in CO₂ with his Aeronea and, you guessed it, Golden Age also. Joe got five trophies and a whole raft of ribbing over his having made the trophies for the contest himself. Yessir, Joe, we really aren't suspicious people at heart... The Breshears made the decorations and Joe made the bases.

Considerable merchandise was distributed in a novel and pleasing way.

Each entrant was given a set of "raffle" tickets which he could place in the hat after completing a minimum of four official attempts at flights in whatever categories. Then after the trophies were handed out, tickets were drawn at random for the merchandise. This way, you weren't pressured to enter the most popular event just to get a crack at the goodies.

Whoops! Forgot one event. The junior class' 1/2A profile scale. Ricky Humphries in first with his B-25, Steve Lotis second with his P-39, Dennis Buckholz third, Gary Dowler fourth, and David Fries fifth. Trophies for all five places were given.

Special thanks goes from all contestants to Gil and Clara Horstman for their years of selfless work in providing this unique contest, and to the Breshears family and Joe Dill for the trophies. You are great people.

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

(Editor's note: Orin, would you please send us the number of entries in the CL events so we can include them in the standings for CL scale? Standings points are based on number of entries.)

Manufactured by Twinn-K Inc. P.O. Box 31228 Indianapolis, Indiana 46231

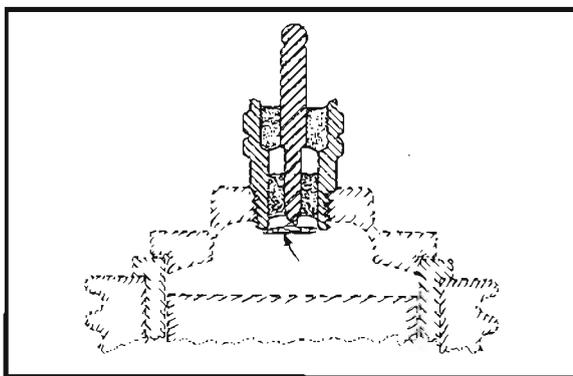
THE SUPERIOR GLOW PLUG — GLOBEE

The GloBee glow plug has a unique design. The flat coil is fully exposed to the combustion chamber at all times. Everyone knows that the fuel in the combustion chamber must reach a certain temperature in order to ignite. The conventional plug's coil has a spiral design. The ignition temperature is usually found near the center of the coil wire. In the conventional plug this point is found inside the plug where only a small amount of gas reaches before ignition takes place and starts burning the remaining gas in the combustion chamber. This process takes time and will slow down the engine's speed and power.

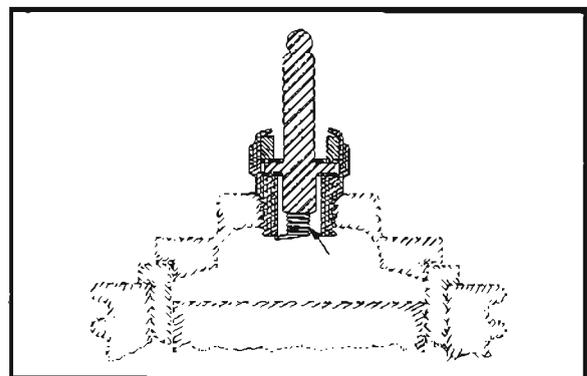
GloBee plugs' flat coil is fully exposed to the combustion chamber. The ignition temperature is always in the best position to get the most efficient combustion. This will give your engine faster ignition, higher RPM, more power and higher fuel efficiency.

In addition to the coil design, GloBee plugs have a patented glass to metal seal which is fused at extremely high temperatures. This glass acts as a heat sink to allow excess heat to escape.

All these quality features cost money, but hobbyists around the world demand GloBee's high quality and many say GloBee is more economical because of the long life of GloBee plugs.



GloBee glow plug (flat coil design)



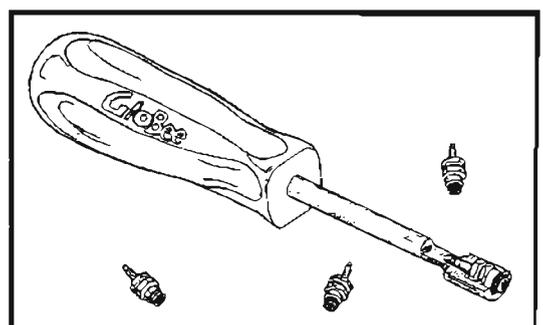
Conventional Plug (spiral design)

THE SUPERIOR GLOW PLUG WRENCH — GLOBEE

GloBee has the finest fuel-proof glow plug wrench. A wrench designed for the serious hobbyist. Twinn-K inserted a fuel-proof gripper inside the GloBee wrench. The gripper holds the glow plug securely — no more expensive glow plugs dropped into the dirt or in the water. This fine product will pay for itself in saving lost or damaged plugs due to inferior wrenches.

The wrench is long enough for easy use. The bright distinctive red handle identifies it as your GloBee wrench. It's easy to locate in your tool box too. Order your GloBee Wrench today.

Catalogue #4228



SUMMER MEET A BUST ON ENTRIES, A BOOM ON FUN

The Eugene Propspinners eighth annual Summer Meet drew only four entries, including only one from out of town. Always unpredictable on entries, the summer meet varies from year to year on participation, and this year was definitely a "down" cycle. However, those who did show up had fun, and the combat portion produced some good matches.

Here are the results:

SLOW RAT RACE (2 entries)

1. John Thompson, Cottage Grove, Ore. -- 9:50. Cro-Magnon Slow Rat, Mike Hazel design, 36" span, 31 3/4 oz., balsa, bass, plywood, Monokote and K&B Super Poxo finish. K&B 5.8, reworked by Scott Newkirk, Kelly glass prop, Thunderbolt standard long plug, Hazel swing-weight carb., fastfill, shutoff, Hazel inboard tank, Fox handle.
2. Norm McFadden, Lynnwood, Wash. -- 16 laps.

RAT RACE (1 entry)

1. John Thompson, Cottage Grove, Ore. -- 116 laps. Yippee, Mike Hazel design, 32 1/2" span, 32 1/2 oz., balsa, maple, basswood, magnesium pan, K&B Super Poxo finish. K&B 40S, Vic Garner rework, Kelly glass prop, Thunderbolt standard long plug, crankcase pressure, fastfill, shutoff, hot glove, Randy's tank, Fox handle.

1/4 COMBAT (4 entries)

1. Tom Kopriva, Eugene, Ore. -- 3-1. Cheap Imitation, Pape/Thompson design, 25" span, 4 oz., balsa-bass-plywood, Pascal finish, TeeDee .049, Kopriva rework, 50% nitro fuel, bladder tank.
2. Gene Pape, Eugene, Ore. -- 3-2.
3. Norm McFadden, Lynnwood, Wash. -- 1-2.
4. John Thompson, Cottage Grove, Ore. -- 0-1.

AMA COMBAT (3 entries)

1. Norm McFadden, Lynnwood, Wash. -- 3-1. Creamsicle, McFadden design, 48" span, 17.5 oz., balsa/foam, Flite Coat finish, Fox Combat special, McFadden rework, 8 1/2 x 6 1/2 Top Flite pylon racing prop, pressure regulator, 40% nitro fuel, bladder pressure.
2. Gene Pape, Eugene, Ore. -- 2-2.
3. John Thompson, Cottage Grove, Ore. -- 0-2.

1/4 COMBAT PYRAMID (Double-elimination)

Pape d. Thompson, 1 cut+airtime. Kopriva d. McFadden, air time. Pape d. Kopriva, 1 cut + air time. McFadden d. Thompson, 1 cut + air time. Pape d. McFadden, kill. Kopriva d. Pape, kill. Kopriva d. Pape, air time over 1 cut.

AMA COMBAT PYRAMID (Double-elimination)

Pape d. Thompson, kill. McFadden d. Pape, air time. McFadden d. Thompson, 1 cut. McFadden d. Pape, kill.

CONTEST REPORT: WESTERN STATES CL CHAMPIONSHIPS, MERCED, CALIF., SEPT 4-5.

By Mike Hazel

The weather was hot and so was most of the competition at this annual big affair. What didn't seem so hot was the site itself. After many meets at the local high school with its excellent facilities it seemed a disappointment to be flying on an old airport runway. The combat flying was slated to be flown in an area of man-size, man-eating weeds, which were being harvested when we rolled onto the site. After some grumblings regarding similar sites, Riverside and Buckeye being mumbled, the combat activities were then located about a half mile away on a more suitable surface. As this writer predicted, once flying got under way, the site seemed just fine, and I think everyone else probably thought so, too. It's easy to get spoiled.

The Northwest contingent walked away with a good portion of booty this year. Howard Rush of Kirkland, Wash., emerged as the combat category champ, and Mike Hazel of Salem, Ore., was the speed and racing categories champ. Dick Salter also placed in Northwest Sport Race and Tom Knoppi teamed with John McCollum of southern California for some racing victories.

Saturday and Sunday nights saw the usual good time get together at CD Frank Hunt's house for lots of bench racing.

Results:

SLOW COMBAT (3 entries)

1. Myles Lawrence.
2. Chuck Rudner.
3. Ralph Cooke.

FAI COMBAT (6 entries)

1. Rich Von Lopez.
2. Howard Rush, Kirkland, Wash.
3. Chuck Rudner.

AMA COMBAT (15 entries)

1. Howard Rush, Kirkland, Wash.
2. Charlie Johnson.
3. Chuck Rudner.

FAI SPEED (4 entries)

1. R.J. Spahr -- 160.34 mph.
2. John Newton -- 149.10.
3. Luke Roy -- 148.90.

A SPEED (5 entries)

1. James Rhoades -- 163.72 mph.
2. Fred&Joyce Margarido -- 158.53.
3. Frank Hunt, -- 119.55.

PERCEC CONTEST, continued

B SPEED (3 entries)

1. Jon DeFries -- 106.90. 2. Joe Armstead -- 105.39.

D-JET SPEED (6 entries)

1. Frank Hunt -- 177.09 mph. 2. Mike Hazel, Salem, Ore. -- 154.84. 3. James Rhoades -- 153.78.

FORMULA 4C-1/2A-1/2APROFILE PHOTO SPEED (6 entries)

1. Mike Hazel, Salem, Ore. -- 82% of record. 2. Dave Braun -- 80%. 3. Joe Armstead -- 73%.

ADVANCED-EXPERT PRECISION AEROBATICS (3 entries)

1 (exp). Sid Adkisson -- 518. 1 (adv). Bill Howe -- 465.

RAT RACE (4 entries)

1. Mike Hazel, Salem, Ore. -- 6:04. 2. Vic Garner -- 6:39. 3. Dave Braun -- 7:42.

SLOW RAT RACE (8 entries)

1. Gary Crawford -- 5:43.7. 2. Lenard Ascher -- 5:59.3. 3. Ken Mogi -- 5:59.8.

FAI TEAM RACE (4 entries)

1. McCollum/Knoppi -- 7:49. 2. Jed Kusik -- 137 laps. 3. Ken Mogi -- 34 laps.

CLASS I MOUSE RACE (J-S) (2 entries)

1. Jonna McCollum -- 5:45.9. 2. Darin Alburt -- 5:53.5.

CLASS I MOUSE RACE (O) (8 entries)

1. McCollum/Knoppi -- 5:18.4. 2. Mike Hazel, Salem, Ore. -- 6:24. 3. Vic Garner -- 6:37.

CLASS II MOUSE RACE (7 entries)

1. McCollum/Knoppi -- 9:40. 2. Bob Boling -- 10:26. 3. Jonna McCollum -- 11:13

SCALE RACE (COODYEAR) (2 entries)

1. Jed Kusik -- 8:25. 2. Bob Boling -- 11:29.

Virginia Craftsman, Inc.

348 ARGYLL CIRCLE
HIGHLAND SPRINGS, VA. 23075
PHONE: 737-7557



Head Inserts for FOX MK III and MK IV

\$8.50

1. An insert similar to the stock one, but with more compression and a better fit.
2. A "Double Bubble" insert. This one works well with a little more nitro than the stock type head.

All inserts are normally cut for a .180 depth into the cylinder, which will have a clearance of .005 to .007 with a MK III engine. On MK IV engines set up for slow, (no cylinder shim), the insert must be shimmed .030 to get a clearance of .008 to .012. For fast set up, (.020 cylinder shim), the insert must be shimmed .010 to get a clearance of .008 to .012. Inserts may also be cut to your specifications for special applications. Aluminum 6061-T6 material used for all inserts. "Double Bubble" inserts also available for Rossi .15's (Combat and Scale Racing). Polished or unpolished.

Insert and Cylinder Shims

\$1.00 each

For FOX Combat engines in the following sizes: .002, .005, .010, .015. Brass only, ready to use. Rossi .15 insert shims available in .002 and .005 sizes only. (will also fit FOX .15 schneurle engines)

Spray Bar

\$4.00

For FOX MK III Combat engine. Made for use with remote needle valve set up. Stainless steel spray bar protrudes halfway into venturi with 45° angle on the end. Includes screw plug for other side of venturi. To use with MK IV, venturi holes must be tapped with 10-32 tap.

Needle Valve Mount

\$4.00

Made from 20 gauge stainless steel. It mounts on the aircraft with the top two engine mounting bolts, with the needle valve parallel to and below the top motor mount. Uses an OS Max FSR .10 needle valve.

Rossi .15 Venturis (front intake)

\$8.50

Tall venturis (7/16") with standard size of .312 or .340 I.D.'s. Please state if for new Rossi (12 mm shaft), or old Rossi (10 1/2 mm shaft). I can make them larger if you think you can set the needle!

Prop Balancers

\$3.00 each

Stainless steel, finger tip type balancers for 1/2 A. .15 and .35 engines. State size.

Hot Thumb Type Pit Glove

\$7.50

A small clear plastic block that fits on your thumb with an adjustable copper ring. Works by grasping aircraft with your thumb on the head of the engine. Comes ready to use with wire for arm mounted battery. Two sizes: 1/2 A or .15 and larger engines.

SLOW COMBAT TANKS NOT AVAILABLE AT THIS TIME

ADD \$1.00 POSTAGE ON ALL ORDERS UNDER \$25.00---OVER \$25.00 ADD \$2.00

VA RESIDENTS ADD 4% state tax

MERCED CONTEST, continued

NORTHWEST SPORT RACE (6 entries)

1. Vic Garner -- 8:30. 2. Jed Kusik -- 9:17. 3. Dick Salter, Seattle, Wash.
-- 9:45.

NW SUPER SPORT RACE (3 entries)

1. Mike Hazel, Salem, Ore. -- 8:06.22. 2. Joe Armstead -- 50 laps.

NATS STUNT RESULTS

By Don McClave

1. Ted Fancher, Intimidation, ST .46.
2. Bob Gieseke, Gieseke Nobler, Fox .35.
3. Bill Werwage, USA-1, ST .51.
4. Wynn Paul, Pampawagon, OS .45FSR.
5. Jim Casale, Spectrum Mk. V, ST .46.

Ted Fancher won his first national championship after nine long years of trying. He flew last year's Intimidation after wiping out his Excitation II shortly after the Northwest Regionals in May. The plane Ted flew showed numerous battle scars and was held together with Hot Stuff and scotch tape! It was the same plane he had used a few weeks earlier to lead the U.S. stunt team to victory in Sweden.

The contest, flown in overcast, calmer-than-expected weather, was exceptionally close. Bob Gieseke bested Bill Werwage by a single point for second place while Wynn Paul held off Jim Casale by the same margin to claim fourth position.

Paul Walker made a strong run at the fifth Walker Cup flyoff position in his final flight, but came up short when his plane came loose on the lines in the four-leaf clover and flew inverted across the circle, scattering judges, contestants and spectators. Paul recovered a few feet from the ground and completed the flight, but the mishap dropped him from sixth to 11th place.

Don McClave suffered a case of Nats jitters and left out his square eights on the first day of flying. The resultant low score dashed his hopes of qualifying for the finals, in spite of better scores on the second day.

Stunt drew the largest number of entries of any event at the Nats. World Champion Les McDonald and fifth place world finisher Bob Baron were unable to attend. Stan Powell had the highest appearance points (19) and also won the Concours d'Elegance award for the most beautiful stunt entry.

OTHER NATS CL RESULTS

By Don McClave

Chris Sackett was second in both jet and FAI speed. Jim Rhoades was fifth in jet. David Fitzgerald was 15th in stunt and Gary McClellan was 18th. Jim McClellan was third in senior stunt. Howard Rush didn't place in FAI or slow combat. No report on how fast combat turned out (Ed: Norm McFadden was the only Northwesterner besides Rush that we know of; neither placed). Tim Gillott finished in the top ten in rat race and Goodyear. Vic Garner had equipment difficulties but (I think) managed to win slow rat race.

Contestants who had attended the Northwest Regionals were very complimentary about the contest. The Californians will return to fly stunt next year, perhaps in even greater numbers. Maybe 1983 is the year to begin flying all four PAMPA classes? Sounds like we could approach 20 entries next year.

--Don McClave, 7719 SE 28th Ave., Portland, Ore. 97202.

THE CANADIAN CONTROL-LINE NATIONALS

By Orin Humphries

The Canadian Nats were held once again in Edmonton, Alberta, and there appears a likelihood they will be there on the even-numbered years for some time. Turnout was low as both the U.S. and Canada are in the worst economic slump since the Depression. There was still sufficient entrants to make it a contest. The weather was bad in the middle of the week-long event, but it was worked around.

Still a lot of people didn't come to these events because they think only supermen go to the Nats. What a shame; it is like a big club contest, with emphasis on enjoyment. Let me cover the results now and then we'll talk some more on this last theme.

STUNT

In stunt, it was a windy, good-natured rivalry sort of day with five entrants. Jim Rhoades came up from Utah and was the only big name from outside to come. Gordon Van Tighem got third, Dave Burgess got second, and local stunt king Allan Wesley got first. For all of that it was assumed the first and second places would go to Jim and Allan, so when Jim's name didn't appear in the placers, there was confusion. Then the judge announced that Jim had said he was flying someone else's airplane and flying for practice, to push the locals to improve. There was an instant, broad grin of camaraderie and a handshake

between Jim and Allan who had spent the whole week together preparing, Jim had kept his secret.

COMBAT

Six entrants for each in fast and slow, with three in FAI. They flew three rounds on a double knockout for fast combat using current state of the art planes. There was some pretty good combat, according to Gordon Van Lighem. I'm sorry, but I don't find a listing of the result in my notes. My apologies.

Gordon mentioned a junior proficiency program going on across Canada, which I thought I should mention. It has two phases: Delta Darts and control line. They recently had three one-day contests in Vancouver, B.C., where they have several paved circles courtesy of the city. One was for profile carrier, another balloon bust, and the last Goodyear, two weeks apart. It was open to both juniors and adults. (Ed: Those contests may be eligible for Northwest standings and records, if you B.C. subscribers would send us results.)

RACING

Goodyear was flown in the wind and rain and saw a Fox .15 schnuerle beat two Cox Conquests. There were three in Class B (stock engine) and seven in A, with times in middle tens for 200 laps. The competition was quite good and most congenial.

Dan Gordon won Goodyear A with 10:39 (4:53.9 best 100 laps), Remy Dawson was second at 11:18 and Paul Gibeault was third at 14:25. Dan Gordon won Class B with a 10:02 time, Paul Gibeault was second and Paul Yasinko was third. Gibeault had the best 100-lap time at 5:10.

It was said that the engine improvements being used in the field had been incorporated into the factory lines now so there really wasn't a B-class performing engine any more.

Seven entrants were in mouse race, and their rules are different, so either engine type may be used, and there didn't seem to be an advantage under those rules. The winning heat was around 9:47. They said the Klaus custom equipment was good but it wasn't the cat's meow. The reed engines broke parts from time to time as they were pushed beyond design limits, but the front venturi engines held up. That's where the advantage lay in this race; whose engine stayed together. Again I must apologize for not having the names. What sloppy work!

Rat race had six entrants, with Paul Gibeault first at 5:09.45, Mark Richens second and Roy Andrassy third.

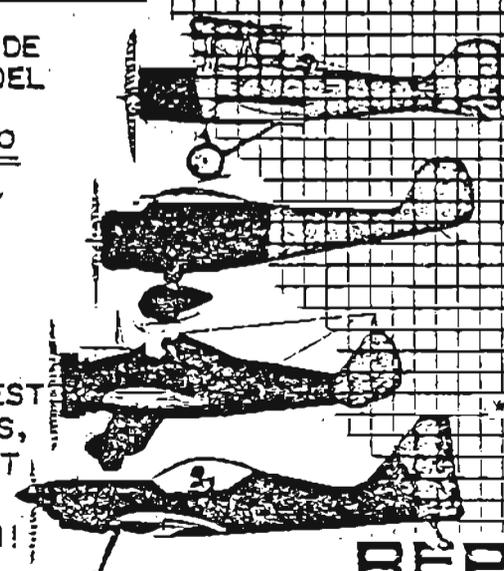
BALLOON BUST

Three junior and six open entrants. Competition was very good, and Dan Gordon got first with five balloons in 1:51.

JIM WALKER

This is a sport event we should add down here. More later. Six entrants. Darren LaBranche was the hit of the day with his optional maneuver, a points getter at the pilot's discretion and imagination. He flew his airplane through a foam outhouse to everyone's delight! Third went to Paul Yasinko, second to Allan Wesley.

SPEED

<p>SCALE DOCUMENTATION</p> <p><u>DRAWINGS-PLANS-PHOTOS-BOOKS</u></p> <p>IF YOU ARE TRYING TO DECIDE WHAT YOUR NEXT SCALE MODEL WILL BE....GET OUR SET OF AIRCRAFT CATALOGS.... \$2.00</p> <p>PLENTEY OF R/C COLOR SCHEMES REQUALITY</p> <p>AEROBATIC MILITARY</p> <p>WE ARE ONE OF THE LARGEST COMPANIES IN THIS BUSINESS, AND WE OPERATE RIGHT OUT OF YOUR HOME STATE OF OREGON!</p> <p>ASK ABOUT OUR -- BK SCALE DRAWING PACKETS -- AT YOUR LOCAL HOBBY DEALER</p>	<p>SCALE AEROBATIC HEADQUARTERS</p>  <p>EARLY BIRDS WWI GOLDEN AGE POST WAR WWII MODERN</p> <p>WE SHIP THROUGHOUT THE WORLD</p> <p>REPLA-TECH INTERNATIONAL</p> <p>48500 MCKENZIE HWY. VIDA, OREGON 97488</p>
--	---

CANADIAN NATS, continued

Speed was combined for percent of record, with four piston classes and jet. Jim Rhoades had first with 110% of the A record at 156.73 mph, Paul Gibeault got second with 99 percent of the Formula 40 record at 127.5 mph and Mark Richens was third at 122.4 mph in a Formula 40.

CARRIER

Class I and II were combined for percent of record with four entrants. Dan Gordon got first at 80% of the Class I record, Gerry Van Dyk second at 77% of II, and Allan Wesley was third. Dan has his act together with his Guardian, setting a Canadian record at 308.1 points. He uses an old K&B .40 RR with Perry carb, K&B speed fuel, Fox long RC plug and Rev-Up 9x7½. Gerry's big white Sea Mew has a Tigre 61 Perry Pump and turned 80.3 mph. Dan gets 82 out of his K&B 4ORR. My little Skyraider landed in the water a foot short of the ramp and was destroyed on contact. It had turned a 91.5 with a K&B .40 Perry Pump. Dan and my lows were 32 mph. Gerry's low was 25.

Profile had seven entrants. Gerry Van Dyk is the man of the year with first at Eugene and first at the Canadian Nats. He used his profile Guardian both places, earning a 212.5 points at Edmonton, followed by Murray McDowell and his F4F with a TWA engine at 207.9, myself at 195.7 in the Stearman, and Allan Wesley and his new F6F at fourth with 186.8. Murray has the Canadian profile record at 223.2 with his F4F/TWA.

It appears that biplanes are draggy, at 60mph tops. The best seems to be a thin-winged monoplane.

GRAND CHAMPION

This honor went to Dan Gordon of Calgary with four firsts and other considerations. I kidded Dan on having impressive breadth in his trophy collection but no depth, lacking any second or third place trophies. Perhaps if he does some homework, he can fill these gaps.

WHERE'S IT AT?

You know, I almost didn't go up there. They canceled scale for insufficient pre-entries and it was one of my biggies. One week before the contest I stupidly flew my profile carrier bird into a goal post. "Six hundred miles is a long way to go for only two events," I told myself. But I was fortunate to be able to fix the stearman and so I went, again taking my son, Ricky. What a valuable lesson I got once again!

Paul Gibeault graciously let us stay with him in his apartment along with Jim Rhoades from Utah, even though Paul would be there only half of this week-long event. He had made the Canadian world speed team and would be leaving for Sweden. It was neat to watch my son's reaction to Paul's hospitality. Rick was blown out of his socks by it as we really didn't know Paul very well before this. Rick said, "What would the world be like if everyone was like Paul? What if every government leader had to be a control-liner...there would be no more wars..."

The week developed thusly, with four hours in the morning to tweak needle valves and then four hours or so of competition in the afternoon and some after dinner due to weather. There were many, many conversations with fellow modelers, people who do what you do, feel as you do, the same highs, the same frustrations and seeing people you haven't seen in years. There was a get-together at the home of Dan Gordon's sister on Friday evening where we talked long and lively, and another at Allan Wesley's Saturday that was the best of this century. Here is where it is. In the conversations, the sharing...the people. I suggested bagging the airplanes next time and just having a week of get-togethers, in jest, partly. Even if only one event is on my agenda next time, I am going. Sharing knowledge, feelings, etc., is what you get out of a contest. The rest, the airplanes, is just a vehicle to all of this enjoyment...

Forget the cost, the trophies...the people make it. Gee, where were all you guys? You really would have enjoyed yourselves. It will be here again in '84, Edmonton.

Would someone with the names that I missed please write the editor and fill us in? Thanks.

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

NW COMPETITION RECORDS

RECORD PERFORMANCES ESTABLISHED BETWEEN NORTHWEST MODELERS IN SANCTIONED COMPETITION

Several Northwest records have fallen in the past month, in both racing and speed categories.

SLOW RAT RACE -- Planes are starting to appear in the Northwest to revive this once-dormant event. John Thompson of Cottage Grove, Ore., turned a poky 9:50 feature at the Eugene Summer Meet, but it was good enough to beat Dick Salter's three-year-old 10:41 time. Only 3 minutes to go for a realistic mark!

D SPEED -- Mike Hazel established a D speed record, which has not been on the books. He turned a 154.84 mph time at the Merced speed and racing bash.

FAI TEAM RACE -- Tom Knoppi of Seattle, Wash., and partner John McCollum of California turned a 7:49 200-lap race at Merced to establish a feature race record in that category.

RECORDS, continued

NW SUPER SPORT RACE -- John Thompson claimed the heat record with a 3:43 at the Raider Roundup, replacing Rich Schaper's 3:45.

CLASS I MOUSE RACE -- John Thompson turned a 5:31 feature at the Raider Roundup to replace Bill Varner's 5:50.

CLASS I NAVY CARRIER -- Bill Skelton turned a 295.9 score to take away the record of Terry Miller at 268.98. Bill's flight was at the Raider Roundup.

Here are the complete records as of Sept. 18:

1/2 A MOUSE CLASS I 50-lap: 2:38 (John Thompson)	100-lap: 5:31 (John Thompson)
3/4 A 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: 9:50 (John Thompson)
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: 7:49 (Knoppi-McCollum)
NW SPORT RACE 70-lap: 4:14 (Dick Salter)	140-lap: 8:27 (Dick Salter)
NW SUPER SPORT 70-lap: 3:43 (John Thompson)	140-lap: 7:24 (John Thompson)
1/2 A SPEED: 88.2 mph (Paul Wallace)	FAI SPEED: 155.45 mph (Scott Newkirk)
1/2 A PROTO SPEED: 83.63 (Paul Wallace)	FORMULA 21: --
A SPEED: 125.82 (Mike Hazel)	FORMULA 40: 148.58 (Scott Newkirk)
B SPEED: 153 (Mike Hazel)	JET SPEED: 192.64 (Chris Sackett)
D SPEED: 154.84 (Mike Hazel)	PROFILE NAVY CARRIER: 208.9 (Marty Phillips)
	CLASS I NAVY CARRIER: 295.9 (Bill Skelton)
	CLASS II NAVY CARRIER: 323.7 (Loren Howard)

RULES CHANGES FLOWING IN TO CONTEST BOARD

The Control Line Contest Board is considering a large number of rules changes in a number of events. Listed below is a list of the latest rule proposals. Details of the changes will be listed in Model Aviation magazine. Anyone with comments about any aspect of the rules changes is invited to send them to the Dist. XI contest board member, John Thompson, in care of Flying Lines. Because of space limitations, FL is unable to print full details of the proposals, so all concerned fliers should examine the details in Model Aviation.

COMBAT PROPOSALS

- Do not end match for crashes, line tangles, or flyaways.
- Reduce maximum weight of combat models from 4 pounds to 2 1/2 pounds.
- Slow combat, disallow any points for cuts on the string.
- Require slow combat fuselages to be continuous from engine mounts to stab.
- Slow combat, require spray bar to be within 3/4" of engine shaft center.
- Slow combat, require match completion in level flight after both strings are cut.
- Require increase in min. line diameter to .015" for engines up to .1525 c.i.
- Require slow combat plane stabilizers to be at least 1/2" wide and same span as elevator.
- Require slow combat canopies to be same width as fuselage and big enough to enclose a 2"x1/2" triangle.
- Ban soft cell fuel tanks in slow combat; requiring tank venting.
- Require slow combat vertical stab to be at least 3 square inches in area.
- Require slow combat fuselages to be at least 3/4" wider than wing.

PRECISION AEROBATICS PROPOSALS

- Allow pilots option of standard or reverse wingover.
- Allow variations in Nats procedures.

UNIFLOW STUNT TANKS

PROFILE: COMBAT: RACING

NARROW & WIDE WEDGE TANKS

STANDARD & UNIFLOW VENTING

CAPACITIES: 1 1/2 to 6 ounces



SYNTHETIC and/or CASTOR LUBRICANTS
NITRO & NON-NITRO BLENDS

NEW!! Full-Sized X-Sects
in our 1982 Brochure.

SEND 50¢ (check or stamps)

to:

CAROLINA-TAFFINDER

8345 Delhi Road

Charleston Heights, S.C. 29405

--Eliminate requirement for model to stop within 1 lap of touchdown and eliminate requirement to touch down within 1 lap of start of descent.

--Make square horizontal eights geometrically possible by eliminating 90° corner specifications.

--Correct typographical error in outside square loop definition.

CARRIER PROPOSALS

--Remove 60" rule and establish max. low speed time of 150 seconds.

--Change max. profile wingspan from 44" to 50".

--Remove builder-of-model rule.

RACING PROPOSALS

--Increase rat race line diameter minimums (.020 for .40, .018 up to .30).

--Add extensive restrictions to slow rat rules.

--Require 2 70-lap back/back prelims in scale racing.

--Require 3-up racing in scale racing.

--Add "feature" race made up of 3 fastest fliers in finals, 140-laps.

SPEED PROPOSALS

--Limit fuel in all AMA speed events (except jet) to 40% nitro, 20% oil, 40% methanol, provided by contest management.

--Increase formula 40 line diameter minimum to .020".

GENERAL PROPOSALS

--Add definition of pressure fuel system.

--Delete items referring to records, better covered in records section.

NW COMPETITION STANDINGS

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

The Washington State Control Line Championships, also known as the Raider Roundup, caused a juggling of standings in many competition events. The results of the Roundup, along with the Eugene Propspinners Summer Meet, are included in this latest list of standings. Only the standings that have changed are listed.

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.

Here are the standings through Sept. 18: (Top fives listed only)

<p><u>NORTHWEST SPORT RACE</u> (10 contests, 51 entries)</p> <p>1. Dick Salter 32 2. Ken Burgar 24 3. John Clemans 19 4. Bill Varner 14 5. John Thompson 13</p> <p><u>CLASS II MOUSE RACE</u> (4 contests, 12 entries)</p> <p>1. Mike Hazel 4 Joe Just 4 3. Dave Mullens 3 4. Tom Kopriva 2 Dave Green 2</p> <p><u>SPORT/PROFILE SCALE</u> (4 contests, 24 entries)</p> <p>1. Dick Salter 17 2. Randall Schultz . . 13 3. Pete Bergstrom . . 12 4. Dan Cronyn 10 5. Todd McNulty 6</p> <p><u>SCALE CARRIER</u> (2 contests, 13 entries)</p> <p>1. Loren Howard 13 2. Bob Parker 6 3. Roy Beers 5 Bill Skelton 5 4. Orin Humphries . . . 4 Max Thue 4</p> <p><u>AMA COMBAT</u> (5 contests, 40 entries)</p> <p>1. Howard Rush 23 2. Norm McFadden . . . 15 3. Phil Granderson . . 14 4. Gene Pape 13 5. Bob Carver 9</p> <p><u>SPEED (COMBINED)</u> (13 contests, 45 entries)</p> <p>1. Scott Newkirk 18 2. Chris Sackett 16 3. Mike Hazel 9 4. Ken Burdick 7 Keith Louteky 7</p>	<p><u>SUPER SPORT RACE</u> (8 contests, 41 entries)</p> <p>1. Mike Hazel 24 2. Rich Schaper 18 3. Dave Green 15 4. John Thompson . . . 10 5. Ken Burgar 9</p> <p><u>RAT RACE</u> (6 contests, 22 entries)</p> <p>1. Scott Newkirk 14 2. Ken Burgar 8 3. Dave Green 5 Mike Hazel 5 5. K&B Team 4</p> <p><u>OVERALL SCALE</u> (5 contests, 28 entries)</p> <p>1. Dick Salter 17 2. Randall Schultz . . 13 3. Pete Bergstrom . . 12 4. Dan Cronyn 10 5. McNulty, Mullens . . 6</p> <p><u>OVERALL CARRIER</u> (5 contests, 36 entries)</p> <p>1. Bill Skelton 23 2. Dick Salter 16 3. Loren Howard 13 4. Orin Humphries . . 12 5. Russ Wilcoxson . . 11</p> <p><u>SLOW COMBAT</u> (2 contests, 12 entries)</p> <p>1. Gary Byerly 9 2. John Thompson 7 3. Gene Pape 6 4. Norm McFadden . . . 5 5. Dick Salter 4</p> <p><u>PRECISION AEROBATICS</u> (18 contests, 65 entries)</p> <p>1. Paul Walker 24 2. Don McClave 18 3. Dave Mullens 14 4. Don Schultz 13.5 5. Rory Tennison . . . 11</p>	<p><u>CLASS I MOUSE RACE</u> (8 contests, 33 entries)</p> <p>1. Dick Salter 13 2. Mike Hazel 11 3. John Thompson . . . 10 4. Joe Just 6 5. Richie Salter 5</p> <p><u>SLOW RAT RACE</u> (2 contests, 5 entries)</p> <p>1. John Thompson 2 2. Ken Burdick 1 Norm McFadden . . . 1</p> <p><u>OVERALL RACING</u> (37 contests, 167 entries)</p> <p>1. Dick Salter 45 2. Mike Hazel 44 3. Ken Burgar 41 4. John Thompson . . . 37 5. Dave Green 25</p> <p><u>PROFILE CARRIER</u> (3 contests, 23 entries)</p> <p>1. Bill Skelton 18 2. Dick Salter 16 3. Russ Wilcoxson . . . 11 4. Orin Humphries . . . 8 5. Wayne Spears 5</p> <p><u>1/2A COMBAT</u> (5 contests, 22 entries)</p> <p>1. John Thompson . . . 19 2. Gene Pape 15 3. Tom Kopriva 13 4. Mike Hazel 9 5. Rich Porter 4 Dick Salter 4</p> <p><u>OVERALL COMBAT</u> (13 contests, 79 entries)</p> <p>1. Gene Pape 34 2. John Thompson . . . 33 3. Howard Rush 28 4. Norm McFadden . . . 22 5. Gary Byerly 15</p>
---	--	--



RANDOM TIPS AND RIBS FROM THE FL WORKSHOP FLOOR

====Here are some important names: Todd McNulty, Niels Madsen, Greg Beers, Richie Salter, Jay Just, Hank Dull, Bruce Guenzler, Andrew McClave, Lance Cronyn. Why are these names important? They are the answer to the oft asked question "Where are the juniors and seniors?" These all are active modelers who have not only flown but placed in Northwest control-line contests in 1982. Keep an eye on these guys; they are the future of your hobby.

====Control-line model airplanes got great publicity during the Western States Control Line Championships in Merced, Calif., over Labor Day weekend. The Merced Sun-Star newspaper featured the contest with a color front-page picture and five more black and white pictures on a full inside page with a nice brief article which did not ever use the word "toy" or imply that model airplanes were cute.

====Some hot product tips culled from the Miniature Aircraft Combat Assn. Newsletter: Virginia Craftsman, Inc., of 348 Argyll Circle, Highland Springs, VA, 23075, is marketing a hot thumb type pit glove that looks good for our super sport, slow rat or Goodyear racing. It also could be used by combat pit men, or anyone quick-starting an open engine. VC also has remote needle valve assemblies for fast combat planes and a chicken-hopper slow combat tank.

====Had a hankering to experiment with vortex control tip props? The Prop Shop, 109 Emerald St., Broomfield, Colo., 80020, is marketing a line of these props in epoxy resin, continuous filament fiberglass. They claim noise reduction and possible improved performance. sizes from 7x5.5 to 12x6.

====Newsletter junkies, rejoice! Another great control line newsletter has hit the mails. It's Speed Times, the official publication of the North American Speed Society, edited by Chris Sackett. It's full of ads for speed items you thought were not available, news of the speed world, plans, and technical information. To join, send \$15 open membership fee (\$7 for juniors, \$10 for seniors) to NASS, Box 82294, Burnaby, B.C. V5A 1M5.

====Speaking of speed, Chris Sackett is marketing a line of Pink Lady kits for 1/2A, A, FAI, B, C and D sizes. Inquire of Chris at 1001-7374 Halifax, Burnaby, B.C., Canada, V5A 1M5. Sounds like an easy way to get into speed, as these kits have everything but the sweat for your brow.

====Somehow we've come across a price list for Triangle Hobbies, 1211 Brookgreen Dr., Cary, N.C., 27511. Just to tantalize you, here are some of the products listed: foam wings, tanks, pacifiers, surgical tubing, handles, epoxy, plugs, bell cranks, covering materials, filters, props, engines and parts.

EUGENE'S TOY AND HOBBY

Your Northwest Regionals contest headquarters!

ET&H has provided one of the Northwest's most complete stocks of control-line hobby supplies since the sport was invented -- the Agertar family has owned ET&H for almost a half century!

- * Fuel
- * Hardware
- * Tools
- * Coverings
- * Props
- * Plugs
- * Kits
- * Adhesives
- * Magazines
- * Engines
- * Wood
- * Paints

If we don't have it, we'll order it!

We ship daily, UPS or mail. Give us a call.



Eugene's
Toy and
Hobby

32 East 11th Avenue, Eugene, Oregon 97401

(503) 344-2117

DRIZZLE CIRCUIT PLANNING MUST PROCEED -- SPEAK NOW OR SIT HOME ALL WINTER

There have been only a few responses trickle in to our poll on the 1982-83 Northwest Sport Race Drizzle Circuit. We've heard lots of verbal mumblings that make us think you all want to have a racing circuit this winter, but we want to repeat what we said last month -- The circuit will be put on this winter only if we get an adequate number of written commitments from participants.

If you intend to participate this winter, please respond to this survey. Final DC plans should be made before the next newsletter comes out, so act now!

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 Zonken)

NORTHWEST SPORT RACE Airplane Name _____.

SUPER SPORT RACE Airplane Name _____.

A NOTE TO OUR READERS...

Flying Lines is changing our system for renewal notifications. Previously we sent out a renewal notice. This took a bit of extra effort and postage.

To streamline things and reduce costs, you will have to take care of re-upping on your own. If you are a regular paid subscriber, you will note some extra numbers by your name on the mailing label.

These indicate the beginning/end issues. To insure that we can always pay costs on the current issue, please renew immediately when your subscription expires. Thanks!

Also, please remember to make your check or money order payable to Flying Lines. Canadian subscribers must make payment with money order in U.S. dollars.



- October 10....PORTLAND, Ore. -- Stuntathon '82. All four FANPA classes of precision aerobatics, 10-a.m. - 4 p.m., at Delta Park. A judging clinic will be held Saturday, Oct. 9, for training of anyone interested in judging in 1983. A Fireball flying demonstration is tentatively scheduled for the noon hour. Dave Gardner, contest director, P.O. Box 2024, Lake Oswego, Ore., 97304. (503) 635-4579, days only.
- November 21... (tentative) EUGENE, Ore. -- Flying Lines Benefit Turkey Tournament. This contest is a barrel of fun but has been suffering from low entry in the past year or two. Four events with one plane -- speed, racing, stunt and combat. First prize overall is a 20-lb. Thanksgiving turkey, plus merchandise. \$10 entry fee benefits Flying Lines. Contest will be held ONLY IF firm written commitment for entry is received from at least 5 contestants, before Oct. 10. Verdict in October issue. Contact John Thompson, 1411 Bryant Ave., Cottage Grove, Ore., 97424. (503) 942-7324.
- December 12... Northwest Sport Race Drizzle Circuit Contest No. 1. Northwest Sport Race, Northwest Super Sport Race in 2-heat+feature format, points accumulating for circuit championship, plus secondary event. (TENTATIVE -- Circuit depends on pre-entry of adequate number. See details elsewhere in newsletter.)
- January 9.....NWSR Drizzle Circuit Contest No. 2. (tentative)
- February 13...NWSR Drizzle Circuit Contest No. 3. (tentative)
- March 13.....NWSR Drizzle Circuit Contest No. 4. (tentative)
- April 10.....NWSR Drizzle Circuit Contest No. 5. (tentative)

STUNTATHON '82

Delta Park. Portland, Oregon
Sunday, October 10, 1982

- EVENTS: Four PAMPA precision aerobatics categories--Beginner (under 200 pts.), Intermediate (200-400 pts.), Advanced (400-500 pts.) and Expert (over 500 pts.). Enter the class most appropriate for you.
- FACILITIES: Competition will be on the hardtop Jim Walker Memorial U-Control circle. Three adjacent grass circles will be available for practice all day long.
- STARTING TIME: The pilots' meeting will be held at 9:30 a.m. and official flights will begin promptly at 10:00 a.m. There will be a luncheon break following the first round of competition.
- ENTRY FEE: \$5 per contestant. AMA license required.
- INFORMATION: David Gardner, Contest Director
P. O. Box 2024
Lake Oswego, Oregon 97034
(503) 635-4579 (days only)
- Donald S. McClave
7719 S. E. 28th Avenue
Portland, Oregon 97202
(503) 771-8453

Don't miss the Northwest's largest precision aerobatics competition. It's the only contest with all four PAMPA classes, so everyone has a great chance to have fun and win one of the many fine prizes.

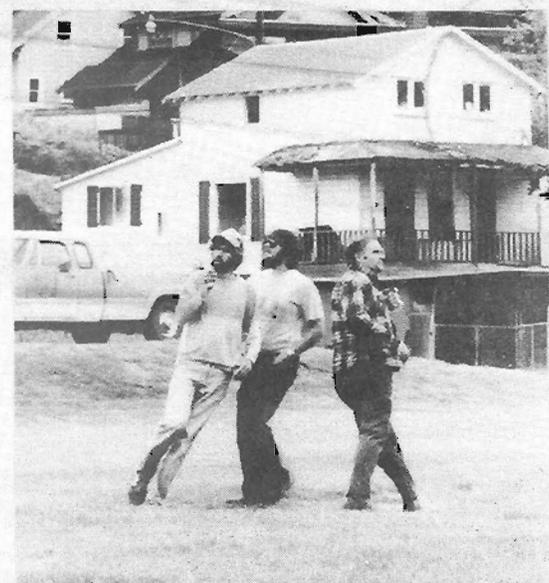
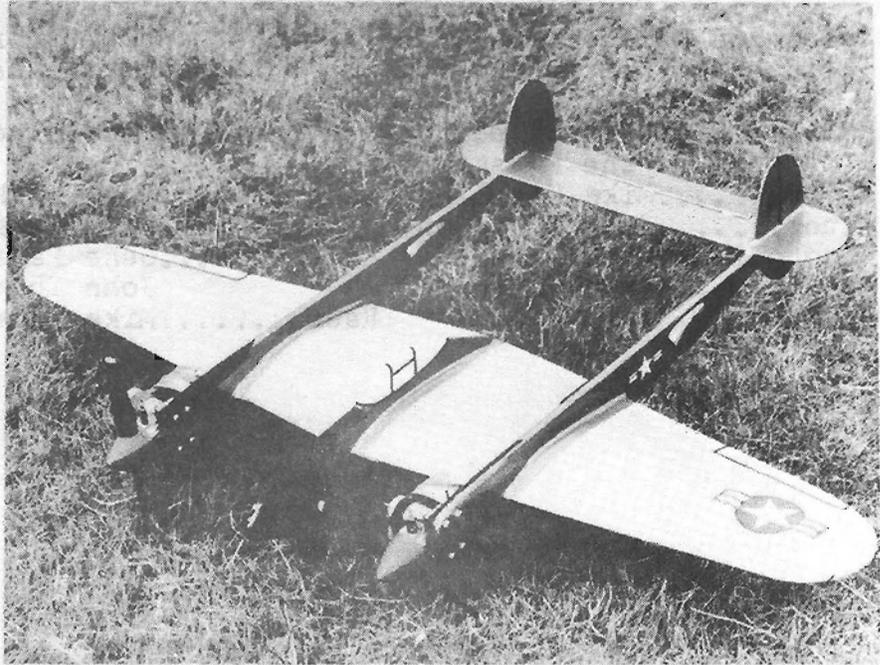


**SEE THE HISTORIC AMERICAN JUNIOR
FIREBALLS IN ACTION....**

...In conjunction with Stunt-A-Thon '82 on
October 10th, at the Jim Walker Memorial Field
in Delta Park, Portland, Oregon.

See the Old and the new Flying Fireballs, plus
a Static Display of Fireballs. Gordon Walker will
demonstrate flying the A-J Whip powered U-Control
P-39 models. We'll be flying the giant Fireball,
54" W.S., powered by an Ohlsson 60 spark ignition
engine, plus much more. Prizes, surprises and lots
of fun, all day long. Grab your camera and come on
out.

For further info contact Frank Macy- (503) 653-7436



CLAMBASH PLANES, ACTION...

Pretty planes and fast action at the CLAMBASH in Astoria, Ore., in June. Clockwise from upper left, Pete Bergstrom's winning CLAM scale entry, P-47 Thunderbolt. Venerable CLAM CD and good guy, Dave Green, pitting Minotaur super sport racer. Twin-engine CLAM scale event (Ooops, notes don't say whose, maybe Dave Mullens? Help!) Steve Cole's stunter. Racing action, with pilots Rich Schaper (left) Bill Varner (center) and Norm McFadden. Jim Cameron's tiny Fokker tripe perches atop Rich Porter's Giant .60-powered Voodoo. Contrast!

FIRST CLASS MAIL

MUCH, MUCH MORE TO COME...

The summer's burst of contest activity has crowded some of our readers' favorite features out of the newsletter, but don't despair, they'll be back! FL has a large pile of letters, columns, modeler profiles, photos and news tidbits waiting to jump into the October issue. We'll see you then...

FLYING LINES

1411 BRYANT AVENUE
COTTAGE GROVE, OREGON 97424

Flying Lines is produced monthly by a dedicated staff of volunteers interested in keeping lines of communication open between Northwest modelers. FL is totally independent of any organization, depending entirely upon support from subscribers, advertisers and donors.

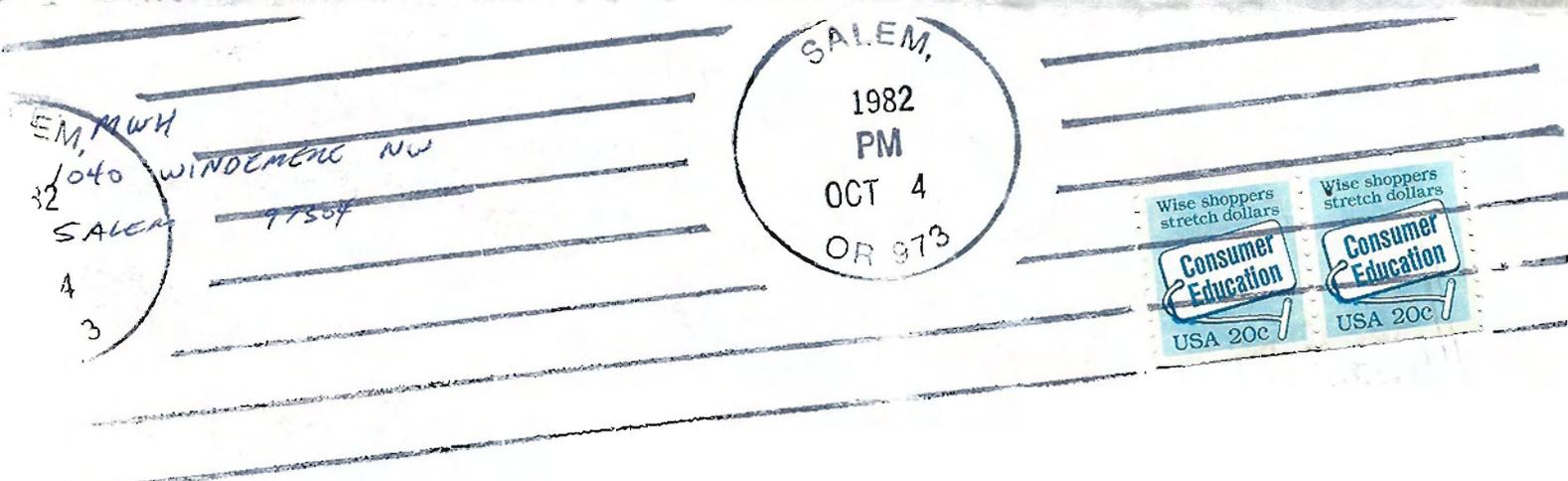
FL is your link to the rest of the Northwest's control-line modelers. Help keep it alive by spreading the word. Wear your T-shirt and tell your buddies what it stands for. FL T-Shirts available at \$8 -- name your size and color.

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	



TD /

FLYING LINES
1411 BRYANT AVENUE
COTTAGE GROVE, OREGON 97424

FIRST CLASS MAIL