

# FLYING LINES

1411 BRYANT AVENUE  
COTTAGE GROVE, OREGON 97424

EDITOR: JOHN THOMPSON  
PUBLISHER: MIKE HAZEL

October, 1982 NEWS OF NORTHWEST CONTROL LINE MODEL AVIATION Number 39

## STUNTATHON '82 -- FALL AEROBATICS CLASSIC CONTINUES GROWTH

By Dave Gardner

Stuntathon '82: Oct. 10, 1982, Delta Park, Portland, Ore.  
Contest Director: Dave Gardner, 8133 184th St. SW, Edmonds, WA 98020.  
Contest Manager: Don McClave.

Four PAMPA classes flown in two rounds.

Weather: Cool, still morning, turning to light gusts and cool sun in around noon, followed by special effects gale force east wind by afternoon. The downwind side of the circle was variable, intermittent and non-selective. Wind direction was subject to change in mid-maneuvers.

Results:

### BEGINNER (4 entries)

1. Dick McConnell, Seattle, Wash. -- 276. Modified Sterling Mustang, 38" span, balsa, Aerogloss/silkspan finish. Fox 36X, Tornado 10x6 nylon prop, K&B 1L plug, venturi restrictor, crankcase pressure, 4-oz. uniflow outboard tank. .015"x60' braided lines, 5" Hot Rock handle.
2. Mike Hazel, Salem, Ore. -- 256.5.
3. Bill Varner, Astoria, Ore. -- 251.
4. Terry Miller, Roseburg, Ore. -- 190.5.

### INTERMEDIATE (5 entries)

1. Randy Schultz, Seattle, Wash. -- 364. Sig Twister, 48" span, balsa, Monokote, Aerogloss dope. OS Max .35, Zinger 11x6 wood prop, K&B idle bar long plug, Schultz 4-oz. uniflow tank, muffler pressure. .015"x60' braided lines, Schultz handle.
2. Dave Gardner, Edmonds, Wash. -- 310.
3. Pete Bergstrom, Tacoma, Wash. -- 284.5.
4. John Thompson, Cottage Grove, Ore. -- 253.
5. Dan Cronyn, Seattle, Wash. -- 220.5.

### ADVANCED (3 entries)

1. Rich Porter, Salem, Ore. -- 343.5. Ridiculous, Porter design, 48" span, 18 oz., balsa, Monokote. Tee Dee .051 (Porter rework), Top Flite 5 $\frac{1}{2}$ x3 nylon prop, Glo Bee sport plug, .15" venturi, shutoff, spring starter, two bladder tanks placed for balancing ballast. .012"x50' braided lines, Porter handle. (Wish we could print the whole text of Rich's form! --Ed.)
2. Steve Cola, Portland, Ore. -- 330.
3. Dave Mullens, Seattle, Wash. -- 314.5.

### EXPERT (3 entries)

1. Paul Walker, Kent, Wash. -- 496. This Is It, Walker design, 61" span, 50 oz., balsa/fiberglass/carbon fibers, Sig dope finish, carbon fiber main spar. OS .45FSR, Nelson-Garner rework. Zinger 11 $\frac{1}{2}$ x5 prop, Thunderbolt RC long plug, Hunt venturi, Hancock 6-oz. uniflow tank, muffler pressure. .018"x68' braided lines, E-Z-Just handle.
2. Don Schultz, Renton, Wash. -- 453.
3. Don McClave, Portland, Ore. -- 438.5.

Judges: Bob Emmett and Jim Parsons.

### COMMENTS:

Stunt seems to be growing and surviving in the Pacific Northwest. In reviewing old contest records, approximately 60% of the stunt fliers are new in the last three years. The PAMPA classes and local encouragement have been strong factors.

Ex-stunt fliers in attendance, but not flying included Mark Freeman and Gene Matheny.

Bill McDow, an early-day stunt pilot, flew a fireball. He normally flies FF and indoor electric scale CL.

Spectator interest was strong, with 250-300 people watching with interest and applauding good performances.

Frank Lacy superbly organized a display and lunch break demonstration of Jim Walker's Fireballs and other A.J. models. Several of the Walker family, including Dora Walker, Jim's widow, were in attendance, as well as several ex-American Junior employees.

Special mention goes to Pat Webb as announcer and Loren Howard as flight line manager.

STUNTBATHON, continued

The following pilot/model combinations flew:

Gregg Ebers flew Frank Macy's 6/4 scale Fireball with Ohlsson .60 ignition.

Rod Russell flew his replica Fireball.

Bill McDow flew Frank Macy's Fireball Sportster.

Merry Miller flew his twin Firebaby plus Steve Lindstedt's beautiful replica Fireball Sportster for its maiden flight.

Gordon Walker, Jim Walker's nephew, flew an A.J. whip-control P-39.

Original painting awards were given for best flying and best static display for the old-timers, as well as four 1/2-scale Fireball models for other categories.

Wayne Spears won Smash Hit of the Day Trophy, built from A.J. Interceptor parts.

A good time was had by all -- it'll be even better next year!

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## NW COMPETITION STANDINGS

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

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Below are the standings for precision aerobatics in the Northwest as of Oct. 20. Also listed are the scale standings, updated with the addition of results from the Intermountain Scale Builders' All Scale Contest in Spokane. Results were reported last month but we didn't have the data to complete the standings. Precision aerobatics standings are figured with a 1.5 multiplier for advanced and expert class fliers. Other information about the scoring system is available from Flying Lines.

AEROBATICS (22 contests, 80 entries)	SPORT-PROFILE SCALE (6 contests, 32 entries)	OVERALL SCALE (7 contests, 36 entries)
1. Paul Walker . . . 28.5	1. Dick Salter . . . 17	1. Dick Salter . . . 17
2. Don McClave . . . 19.5	2. Randy Schultz . . 13	2. Randy Schultz . . 13
3. Don Schultz . . . 16.5	3. Pete Bergstrom . . 12	3. Pete Bergstrom . . 12
4. Dave Mullens . . . 15.5	4. Dan Cronyn . . . 10	4. Dan Cronyn . . . 10
5. Rory Tennison . . 11	5. Todd McMulty . . . 6	5. Orin Humphries . . 7
Dick McConnell . . 11		
Randy Schultz . . 11		

### HOLY STUFFING, BATMAN, ANOTHER TURKEY TOURNAMENT

Yes, folks, the annual event you all look forward to is going to happen again -- the Fourth Annual Flying Lines Benefit Turkey Tournament.

However, this year's contest will be a turkey of a different color feathers. Some of you faint-hearted types have been scared off by the combat portion of our past four-event/one plane contest. So we've changed it, so that it still will involve four events flown with one airplane, but no combat. The event will now be geared more toward sport-type airplanes as well.

Here are the events, all of which must be done with one airplane and engine:

**APPEARANCE** -- An unbiased panel of judge will award "beauty"

**TIME TARGET** -- Without aid of a clock or watch, entrants will attempt to make a flight as close to 2 minutes as possible, with points deducted for seconds over and under the target.

**SPEED** -- Proto-style, from a standing start.

**STUNT** -- AMA pattern.

Here are the other details:

**AIRPLANE** -- Anything is legal, as long as it has a landing gear and can rise off ground.

**ENGINE** -- .36 max displacement.

**LINES** -- .018x60, braided.

**PRIZES** -- As usual, the overall points champion will receive a 20-lb. frozen turkey for Thanksgiving feasting! Others in the top four will get merchandise prizes.

**ENTRY FEES** -- This is a Flying Lines' newsletter benefit. Entry fee is \$10, which is good for the whole day's flying.

**DATE** -- Nov. 21, the Sunday before Thanksgiving.

**PLACE** -- Mahlon Sweet Airport, Eugene, Ore.

**TIME** -- Flying starts 10 a.m., Registration and coffee pot opens at 9.

**CONTEST DIRECTOR** -- John Thompson, 1411 Bryant Ave., Cottage Grove, OR 97424, (503) 942-7324.

**BE THERE, YOU TURKEYS!**

### AD RATES

Advertisements in Flying Lines help pay the bills, and help keep control line modeling healthy in the Pacific Northwest. Half page ads cost \$6 per issue. Quarter-page ads are \$4 per issue. Classified ads cost \$1 for five lines. Hobby Shop Directory ads cost \$15 per year. Staple-in brochures, price negotiable. **CLUB FLYERS INCLUDED FREE.** Help keep FL alive and keep your subscription rates down -- sell an ad!

RANDOM TIPS AND RIBS FROM THE FL WORKSHOP FLOOR

====Combat whiz Gene Fape is considering production of a quantity of B&M crankshafts for Fox Combat Special engines. These would be the same as the famous B&M cranks made by Rich Erasher and Norm McAdden, which are no longer available. In order to determine the feasibility of this project, Gene would like to hear from all persons who think they might be interested in the purchase of one or more of these special "bulletproof" shafts. Besides being very strong, the shafts are able to produce more power than the stock Fox Combat Special shaft, particularly the Mk IV version. Anyone interested please contact Gene at 4528 Souza St., Eugene, OR 97402, (503) 689-1623. This would not constitute an order, but simply an expression of interest in the product.

====CL flier Tom Kopriva of Eugene, Ore., also dabbles in free-flight, and recently showed that even "switch-hitters" can be superstars. Tom set a new national record with an 8:41 flight in the Category II class of indoor novice pennyplanes, a rubber-powered class, during a meet in Albany, Ore. Congratulations, Tom! Tom is editor of the Eugene Prop Spinners Meeting Bulletin. The Prop Spinners recently toured the Mahlon Sweet Airport FAA control towers and learned about air traffic controlling. The tower has a great view of the Prop Spinners flying field!

====Product news item: Twinn-K, Inc., makers of GloBee products, have announced that they are going into the production of graphite material for strengthening and stiffening of models. We are giving a sample of the stuff to one of the Northwest's premier stunt builders to test, and we'll have a report later on. For information about the product, write Twinn-K, Inc., P.O. Box 31228, Indianapolis, Indiana, 46231. Oh...here's another product report from Twinn-K in our stack of correspondence -- a new glow plug called the hose nose idle cap plug. The new plug shape replaces the idle bar but keeps the GloBee flat coil. The hose nose cap is supposed to protect the coil and extend plug life. It is packaged with three gaskets and designed to allow one, two or three to be used.

====Warning -- Flying Pox: Symptoms: Continual complaint as to need for fresh air, sunshine and relaxation. Patient has blank expression, sometimes deaf to wife and kids. Has no taste for work of any kind. Frequent checking of model catalogues. Hangs out in hobby shops longer than usual. Secret night phone calls to flying buddies. Mumbles to self. Lies to everyone. Only one cure. Treatment: Medication is useless. Disease is not fatal. Patient should go flying as often as possible at any field within 500 miles of native habitat. --Borrowed from newsletter of Mid-Arkansas RC Society.

====The Florida Modelers' Association has acknowledged defeat in the cross-country race (NW Super Sport vs. Florida Slow Rat) but proposed another challenge -- Mouse racers at 3,000 miles. What do you think, guys?

====You hear about these various advisory committees to the AMA contest boards, but did you ever wonder who's on them? The Precision Aerobatics committee is made up of the following PAMPA officers: Arlie Preszler, Wynn Paul, Bob Gieseke, Dennie Adamisin, Stan Powell and Ted Pencher.

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FALL SPECIALS!

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

1/2A or .35 size profile mousetrap shutoffs, Reg. \$2.25 --  
SALE, \$2.

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

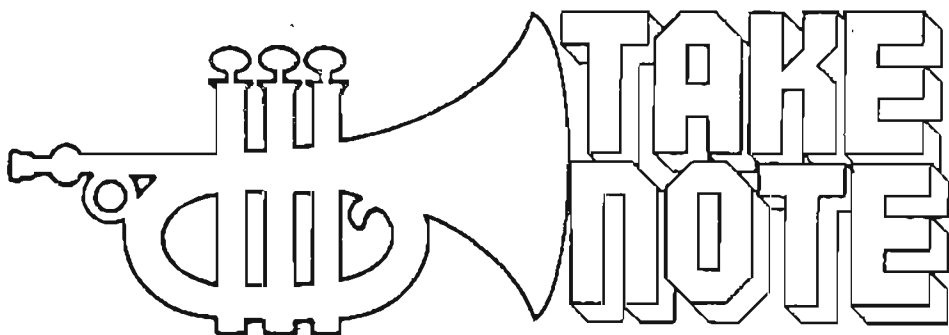
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### LAST CHANCE FOR DRIZZLE CIRCUIT!!!

There are nearly enough entries confirmed to put in motion the fifth annual Northwest Sport Race Drizzle Circuit, the five-contest winter racing series that also includes other events.

Votes are running in favor of centralizing all contests in Portland for convenience in traveling. However, in order to have the data we need for our planning, we must have pre-registry this year from as many as possible. If you are planning to participate, please respond to the survey that was included in the previous two issues of FL, immediately. The November issue of FL will contain final circuit details, IF we get enough entries.

See the contest calendar for the tentative schedule.

### MORE RULES PROPOSALS

The following rules proposals have been added to the list under consideration by the Control Line Contest Board since the last issue of FL was published. Comments regarding the rules should go to Dist XI CLCB member John Thompson, in care of FL. See Model Aviation magazine for details of all rules proposals.

--Changes wording of landing definition in Navy Carrier, causing landing to be scored when model "comes to rest" instead of when forward motion stops.

--Limits number of warnings for exceeding 60° attitude in carrier flights to 3 before disqualification of low speed portion of flight.

--Allow event director's discretion in determining whether to disqualify a stunt flight if minor (i.e. not constituting safety hazard) parts fly off airplane.

--Eliminate stunt landing requirement that plane touch down within one lap of beginning descent, and that it stop within one lap after touchdown.

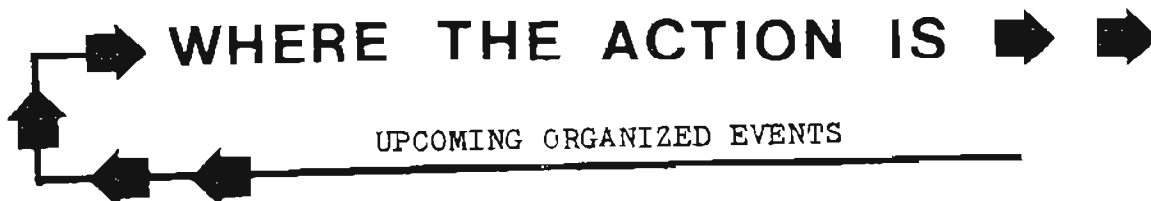
--Specifies that pullout from cloverleaf in stunt is upright.

### THE FLYING FLEA MARKET

FOR SALE -- 15 eight-oz. cans K&B Super Foxy, asst colors, new, never opened, \$30 for all. Please include \$1 for shipping. Stanley Horton Jr., 1309 E. Thoman, Springfield, Missouri, 65803. Phone 417-866-1899.

FOR SALE -- Enya .40X T.V. W/M new in box, never run, \$60. K&B .40, Perry pumper engine, older series, low serial No., bench run only, \$50. OS Max .35 RC W/M, new in box, never run, \$40. Fox 36 RC side exhaust, runs good, low low time, \$15. Golden Falcon 56 Mk II .40-sized RC kit, \$35. Add \$2 for shipping. Payment by money orders only. Bill Skelton, Box 105, Warrenton, Ore. 97146.

SELL OR TRADE -- Atwood Triumph .51, \$70. Ohlsson .23, \$39. Both glow. Czech MVVS Diesel .15 front rotor new, \$39. Have others. Wanted: Sullivan PDQ CL kit or similar pre-1950. Doug Wendt, 910 Kuhns Rd., Whitefish, MT., 59937.



November 21...EUGENE, Ore. -- Flying Lines Benefit Turkey Tournament Fifth annual -- NEW RULES! Four events with one airplane/engine, .018x60 lines, .36 engine max. Appearance, time target (2 min), speed, stunt. First prize is a 20-lb Thanksgiving turkey, merchandise prizes for other places. \$10 entry fee benefits Flying Lines. Site: Mahlon Sweet Airport, Eugene, Ore. Registration opens 9 a.m., flying at 10. Contest Director: John Thompson, c/o Flying Lines (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. More details in November issue. Contact Flying Lines for information.

- January 9.....NWSR Drizzle Circuit Contest No. 2.
- February 13...NWSR Drizzle Circuit Contest No. 3.
- March 13.....NWSR Drizzle Circuit Contest No. 4.
- April 10.....NWSR Drizzle Circuit Contest No. 5.

COMBAT WINTER SERIES????? -- Gene Pape of Eugene, Ore., and other combat kingpins have conceived a winter combat series, and are trying to determine whether there would be sufficient interest. This would involve, perhaps, three contests, each with a different format using a limited number of AMA combat planes. (Interested fliers contact Gene Pape, 4528 Souza St., Eugene, OR 97402 (503) 689-1623.

# RACING ROUNDUP

by mike hazel

The first topic is the Northwest Sport Race Drizzle Circuit. All interested participants are urged to immediately let Flying Lines headquarters know their status. There was a questionnaire in last month's issue. If you have not already responded, please do so. There is probably more on this elsewhere in this issue. Also, let FL HQ know your feelings on the proposal to change Super Sport Race final races from two to three minimum pit stops.

Also on the subject of rules, there are presently five proposals for changes in the racing events for the 1984 book. These were mentioned in the last issue, and are detailed in Model Aviation magazine. If you have any input on these, please direct your comments to John Thompson and myself. As you know, John is our new district CL contest board member, and I serve on the racing advisory committee.

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

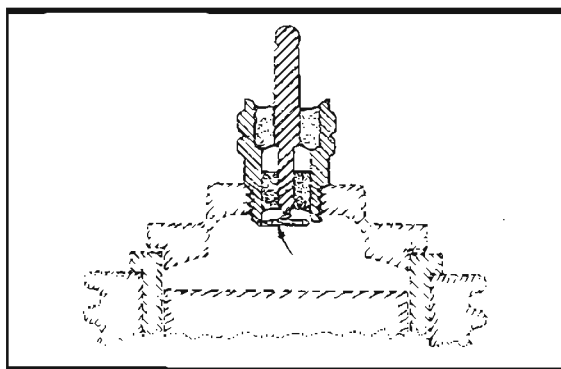
## THE SUPERIOR GLOW PLUG — GLOBEE

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.

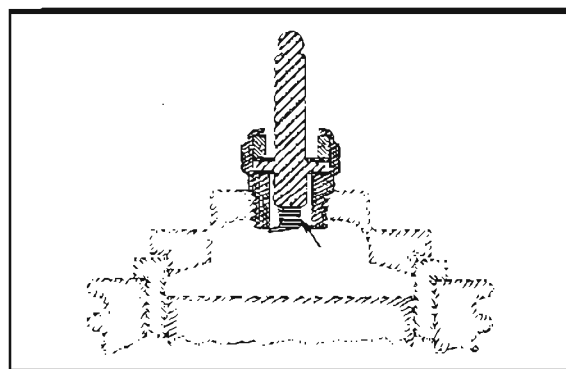
GloBee plugs' flat coil is fully exposed to the combustion chamber. The ignition temperature is always in the best position to get the most efficient combustion. This will give your engine faster ignition, higher RPM, more power and higher fuel efficiency.

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)



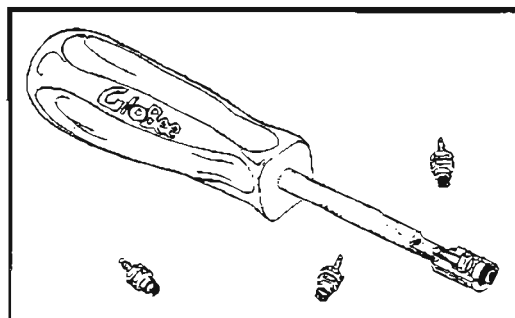
Conventional Plug (spiral design)

## 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.

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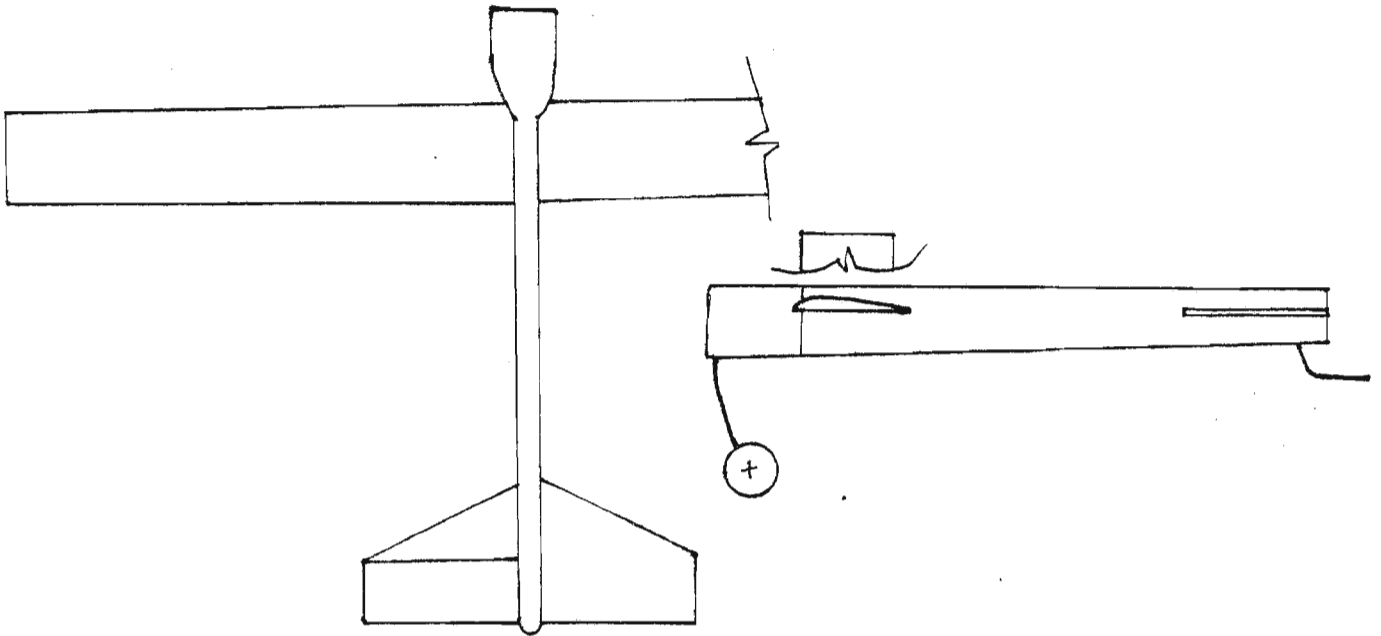


## RACING ROUNDUP, continued

I have a mini construction article for the quarter size mouse racer sketch. This is the design I have been fielding this last season. Some of you who have been around the mouse circles for a while will no doubt see some similarities to the Cat's Paw design. Some of the Cat's Paw design concepts were borrowed for this ship.

**Wing:** This is a high-aspect wing, spanning 22 inches. It is a flat-bottom airfoil, shaped out of hard balsa. Insert a stub spar where the bell crank will be attached. The original used a small spruce strip for the leading edge. This is more for keeping the leading edge from getting dinged up than rigidity. Also, 1/16" thick basswood was used on the wing tips for the same reason. Cover the entire wing with light weight fiberglass cloth and resin.

**Tail:** The tailpiece is made from a flat piece of 1/16" plywood. The single elevator is on the inboard side, and is attached by sewn figure-eight hinging.



**Fuselage:** The fuselage is 13 inches long and 3/8" thick. Use medium to hard balsa here. A 1/8" thick spruce strip divides the bottom and top half of the fuselage. This is an absolute must, as it keeps the rear of the plane from whipping apart during high-speed ground (or air!) catches. It also serves to help align the flying surfaces, as both the wing and tail will sit on it. The nose is built up with balsa to the appropriate width to match the engine. Note that the widened area extends far back enough to give some width and resultant strength to the wing joint. The nose is then sawed off at a two to three degree angle for engine off-thrust. This might sound like a lot, but it has proven itself to me with solid flying characteristics in the wind and during takeoff. It does not appreciably affect top airspeed.

The end of the nose is made of plywood laminations to a nominal thickness of 1/4". Use three pieces. The middle piece has a cutout for the landing gear to be inserted into. It should be the same thickness as the landing gear wire, 3/32". After the engine mount "sandwich" is complete, glue it on the front of the fuselage. A couple of dowel pins should extend into the front face to lock the ply mount on, along with a layer of light glass cloth wrapping around the joint.

The landing gear is bent back about 5/8" to 3/4" and uses a 1-1/8" wheel. This wheel position allows for high speed landings, and whipping the plane on the ground, just like the big ones. If you don't follow this practice, bend the gear slightly forward.

**Other:** The engine cylinder is inverted. I am assuming that this helps the ground handling, but to be honest I haven't tried it any other way. It also necessitates electric contacts for the pitman, since the glow head is kind of hard to get to. If you don't like this feature, then mount the cylinder on the side.

The original used a Kustom Kraftsmanship button bell crank. Also, forgot to mention wingtip weight: use about 1/8 oz. Finished weight on the original was 6-3/4 oz., ready to fly.

That will wrap up this column. The next racing column will feature more on mouse race, including engine tuning, fuels and tips.

--Mike Hazel, 1040 Windemere Dr. N.W., Salem, OR 97304.

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====Readers may note the change in type style in some of this newsletter. Once again the ancient FL typewriter is in the repair shop. FL would be interested in purchase, donation, or other acquisition of an electric typewriter if anyone out there has any leads on a good deal.

## INDEX TO FLYING LINES ISSUES 25 THROUGH 36

It is that time of year when Flying Lines tells its readers what they've just read -- or, if they weren't paying attention, what they missed.

Below is an index to Flying Lines issues No. 25 through 36. From time to time we receive requests for back issues, which we usually are unable to fill because our frugal practice is to print only enough to satisfy our subscribers. We always are willing to provide photocopies of specifically requested articles.

In order to let readers, particularly new subscribers, know what to order, we publish an annual index of articles. This one is the third instalment, covering the third 12 issues.

The list is broken down into categories. It includes only the more or less major articles and columns, and does not include the small items, regular records and standings, routine features and announcements, or most letters. Occasional letters of particular significance are indexed.

When ordering photocopies of any article please specify issue number or month and year. Here is a key to issue dates: 25--May, 1981. 26--June, 1981. 27--August, 1981. 28--September, 1981. 29--October, 1981. 30--November, 1981. 31--December, 1981. 32--January, 1982. 33--February, 1982. 34--March, 1982. 35--May, 1982. 36--June, 1982.

To order, request the article by issue number or month, and headline. Please enclose a self-addressed, stamped envelope and 50 cents to cover copying.

Here is the key to index listings:

Issue No., Headline, Topic, Writer\*, Page.

\*Articles not carrying a writer's name are by the editor.

### GENERAL ARTICLES

25. Third Drizzle Circuit Ends With Salter, Hazel in the Cockpit, Drizzle Circuit results, Eugene finale and statistics, p. 1.

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### 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!

### Pron Balancers

\$3.00 each

Stainless steel, finger tip type balancers for 1/4 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: 1/4 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

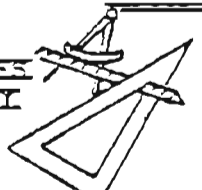

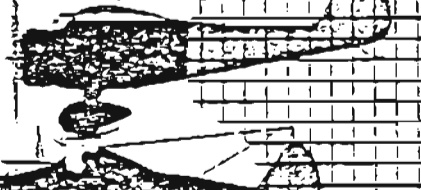

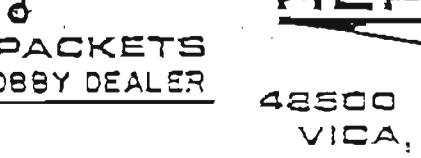
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# COMBAT ZONE

by gene pape

Just some ramblings for those of you who haven't been paying attention to the large amount of combat equipment now available. I'll start with fast airplanes, since that's my favorite.

In spite of having been around for over 20 years, the Voodoo is still a very good choice. Kits are very high quality and available from most hobby shops. Changes to make them more modern, such as bladder fuel system, blunter leading edge, monoboom tail, etc., are easily made without expensive tools. (Editor's note: Gene is preparing an article on updating a Voodoo for modern fast combat use.)

The Bear Model Products Viper is a more modern Voodoo type of model which represents most of the latest quick-to-build ideas. Performance is similar to the Voodoo.

If you want to build your own, check out plans for my STP and John Jo's Super Voodoo.

If you're ready to try foam, the easiest way to start is my Dogfighter kit. If anyone has a combat model that's faster or easier to build, I'd like to see it.

The only other foam kits available right now are from Phil Cartier. I'm not sure what he's calling them right now, but I believe they are the highest performance kits available if properly built.

Most of the really high-performance airplanes being flown tapered-wing foam models with about 48" wingspan and 400 square inches of wing area. I naturally believe my Devastator is the best of the bunch, but Howard Rush and Phil Granderson both have very good models. Rich Brasher's Rotation

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## COMBAT ZONE, continued

Station can fly extremely well if you can get plans. (Editor's note: We also have been very impressed by the Steve Hills foamies campaigned by Rich Lopez and others).

The ultimate fast combat models are the high aspect ratio, tapered wing, foam leading edge models as flown by Norm McFadden. These provide the aerodynamic advantages of the tapered wing foam models and their leading edge killing ability. In addition, his are about 3 oz. lighter than a similar foam model and much more rigid (Editor's note: Norm lists the weight of his Creamsicles as 17.5 to 18 oz. in FL contest data forms!)

Somewhere in the middle of the performance scale lies the very complicated Monoboom. If you don't like foam, these are for you.

In slow, there is a huge variety to choose from. I'll mention only a few. The Flite Streak has been around forever but still flies very well. Needs a bit more line rake, I think. The original Mongoose flies OK and is easy to build. Both are available from hobby shops.

The reputed best slow combat model is the Nimbler. Both plans and kits are available from Mack Henry. Phil Cartier (The Core House) markets a quick-to-build foamie. Bob Bearden at Bear Model Products markets two slow combat planes, a Diamondback with open fram construction and Sidewinder with sheeted l.e.

Phil Cartier markets the only kits I know of for FAI.

The only decent 1/2A combat kit I know of is Bear Models 1/2A Viper. (Editor's note: Add some engine offset or line rake for better tension). The Cheap Imitation has been the most successful Northwest 1/2A plane, and plans were in the June 1981 FL.

If you can't find a source for any of the items mentioned, just send a stamped, self-addressed envelope to Flying Lines. We can also put you in touch with other components such as props, bladders, etc.

--Gene Pape, 4528 Souza St., Eugene, Ore. 97402.

# PROFILES

## PORTRAIT OF A SPORTSMAN -- DICK McCONNELL

(Editor's Note: Flying Lines is pleased to resume its regular "Profiles" feature, presenting biographies of Northwest modelers. The series has been held up by space limitations during the busy contest season. All FL subscribers are invited to send us biographical sketches of their modeling and non-modeling lives, for sharing with others in the hobby.)

This month's profile gives us a chance to look inside one of the fixtures on the Northwest contest circuit, Dick McConnell. On the outside, we know Dick as the always smiling, always courteous and sportsmanlike competitor in combat, racing, stunt and scale events. Dick takes the low-key approach to his hobby, competing for the fun it provides and using what equipment he has available in his storehouse of vintage equipment and not following the crowd to the latest trendy, megabucks equipment. For Dick, fun is the name of the game and that makes it fun for others to share the circle with him,

Richard L. McConnell, of 14828 Military Road S. #208, Seattle, WA 98168, is a 32-year-old member of the Seattle Skyraiders. He is a bachelor, a lead work-in-process quality control inspector for Data I/O, an Issaquah, Wash., electronics firm.

He's been flying for 26 years and enjoys combat, stunt and sport flying best.

He saw his first model plane at age 5, a Jim Walker Firebaby with a Junior Wasp .049. He watched his dad and brother destroy the plane but still has the engine. Dick began building plastic kits and balsa static kits at age 6. Between ages 7 and 11 he built plastic kits, designed balsa outdoor hand-launch gliders (achieving a 25-second flight), and designed small Jetex 50 rocket gliders. He also designed pylon-style towline gliders and built nearly all Guillows and Comet rubber scale models.

Between ages 12 to 14 he traded his marble collection for Cox .020 and .049 engines and again built most of the Guillows and Comet models as scale gas free-flights. "Disastrous flight characteristics," Dick says. "Did not understand trimming for engine torque. Best flight was arrow-straight 100 feet in continuous left roll mode until fence impact."

During that period his brother built a free-flight .049 helicopter from plans. "Chased kids, dogs and cars all over the neighborhood," Dick recalls.

He started designing sport gas FF pylon models, and "Immediately discovered power spiral dive syndrome." However, there was a better day. "Finally achieved a 25-minute flight on a 4-minute engine run -- Success!" He still has that model.

Between ages 14 and 18 he rediscovered control line models and learned to do stunts on a Carl Goldberg Swordsman 18 with a Cox .020. He designed sport planes for single and twin-engine .049 and .11 sizes.

## PROFILES, continued

"R. F. Stevenson asked me to build a Sterling Yak-9 for him and then gave me the model. It had a McCoy .35 sportsman so I was into the big ones. That plane lasted about 4 years which is about average for me."

He built a Flite Line Demon kit, installed a K&B .29 Series 64, and began a love affair with combat. He still has the Demon.

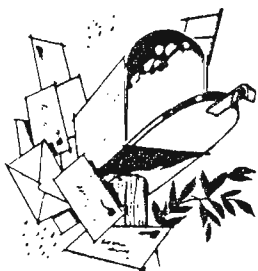
From 18 to 20 he built and designed FAI and fast combat planes, but flew only sport as a member of the Renton Balsa Hawks club, including one exciting turn at the handle of a Dyna Jet. From 20 to 22 he was with the U.S. Army in Vietnam, where he built a Super Swoop with home-made glue and newspaper covering. The fuel was isopropynol, ether and castor oil. He also flew at Fort Gordon, Ga., during training. Spare parts for his Vietnam plane were obtained by trips (usually unauthorized) to Australia or Japan. He drifted out of modeling for a while from age 22 to 26.

At age 27 he dusted off old combat wings and started flying again. He met Dick Salter and was told about a contest. "I had never seen one," he recalls. "I acquired an AMA ticket and promptly discovered that good sport fliers are lousy contest fliers."

His current modeling activities include designing some more fast combat planes.

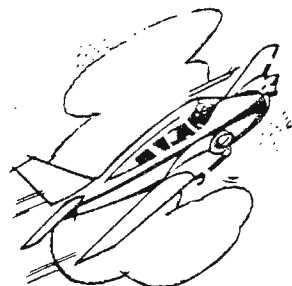
In non-modeling life, he works swing shift at the 400-employee electronics firm, which is the largest programmer company in the world. He explains: "When a company builds a pocket calculator, pong game, TV set or whatever, it has all the buttons and circuitry necessary to multiply, divide, etc., but it doesn't know how! So the company takes a type of blank integrated circuit chip called a prom (programmable read-only memory) and drops it into a programmer and gets a full set of instructions on how to play chess (wrong button?)."

His other hobbies and interests include military aircraft, WWII to present, air warfare, naval ships, naval warfare in general, war games, aeronautics, space, weapon systems of all kinds, chess, astronomy, astrophysics, physics, metaphysics, history of all ages, mathematics, philosophy, rock & roll, race cars, food, cats, nature and biology, science fiction, structural engineering, electronics, poetry and literature (probably left something out, he says!).



## AIR MAIL

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



DEAR FL:

Congratulations on your Hall of Fame induction! Those of us who understand the quality of your work certainly do agree with the inductors!

Enclosed is some information on the Kamikaze Special that should delight Rich Schaper, as he specifically requested a practical suction system for the Tee Dee/KS combo. My light version flies a book dimension pattern and can get 5-7' corners on the 35' combat lines. The suction bag looks so good I may try one at next year's 1/2A bash as the slower level flight speed allows safer lower level flight while picking up needed power for maneuvering. We wouldn't want to use the bag exclusively though since confusing the enemy and throwing his timing off in air warfare is an important part of our overall general strategy in the quest for air superiority.

Oh, yes, congratulations on your elevation to the CLCB. The implications of not only enjoying the power of being chairman of the board and president of the editorial staff of FL Publications department as well as our CL representative are awesome. Hopefully, you will still be vincible in combat, but then just think of the rules you could make to do in your dreaded foes.

Let's negotiate a compromise. If you will promise not to outlaw the indestructible killer Kamikaze Special from combat, I promise not to include a warning on plans I'll be drawing up of the final ultimate terror version stating that any would-be KS combateer must always scrupulously avoid mid-air collisions or be subject to the wrath of the Emperor!

Hopefully, you will see things my way and not ban terror weapons from combat. Naturally, it is assumed that it will be considered acceptable decorum for KS pilots to follow the standard propaganda accords to psyche the enemy with visions of suicide at even the utter thought of attempting to engage such merciless horror in the air at our friendly little get-togethers.

--Rich Porter, 386 Benji Court NE, Salem, Ore., 97301.

(Editor's note: If you have never been to FL's annual February 1/2A day to see Porter's Kamikaze Special aerial tanks fly 1/2A combat, you're missing something worth seeing. By the way, Rich, we are going to outlaw the one thing that makes the KS win -- brakes!)

DEAR FL:

Here is my coverage of the ISB scale contest...My contest season is over for the year and I am enjoying the respite. I got rather low results this year and am looking forward to getting some improved equipment built for next year.

As all parents know, it is a real joy watching your kids grow. Ricky is still thinking about our Canadian experience, and the other day, he said, "You know, Dad, it isn't the control-line airplane that makes a guy nice."

"Oh?"

"He's already a nice guy to begin with. And some other airplane won't make some guys nerds. They're already that way."

"That's right," I commented, "I'm glad to see you still thinking about that."

Thank you for your very kind remarks a couple of issues ago on the "good guys" on behalf of all of us. As I said in my Can-Nats coverage, it isn't the airplanes after all; it's the people.

I approached my wife on the subject of spelling you and Mike at the CD helm for the Regionals, and she promptly informed me that my springs were already too involved with various activities and she would call a lawyer if I took on any more commitments. Sorry. Let me add you and Mike to the "good guy" list for your unselfish sacrifices to CD that one for all of us. George Mickey said it; "You guys are something else!"

Myself, I am looking forward to the Washington State Championships as a contest where I can just go and fly and not have responsibilities. I do so much promoting I can't fly like I would like. But getting other people involved is a greater good and has enormous rewards. You are no stranger to that yourself. I can't go to this first Washington State bash next month because of Reserve obligations. Perhaps next year.

Hey, congrats to all of us on getting CL and FF back into MAN. That'll teach 'em.

The Canadians told me an interesting story. After the 1980 Can Nats, their results which they mailed to MAAC headquarters got lost in the mail or something, and as it turned out, our coverage of the event in Flying Lines is the only existing record MAAC has.

I will have a few black and white pics for you in the near future on the CL portion.

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

DEAR FL:

In answer to Orin Humphries' comments, no, Gerry Van Dyk did not qualify as a Northwest flier. According to Mike, British Columbia is considered

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AIR MAIL, continued

Northwest but not Alberta, unfortunately. There are several people who have the equipment and the potential to set a new Northwest record in profile, hopefully soon.

Also, Roy Beers was flying a beautiful plans-built F4F Wildcat with .60 power for Class II. As for the "gracious event director, I've been called lots of things but never that. Thanks, Orin.

Also want to congratulate you on your appointment to CLCB. As I am still the NCAC member from this district, I hope we can work together to resolve some of the problems that need work on carrier events. The biggest problem is the fact that good over-the-counter .36 motors for the profile event are just not available. Any Northwest carrier flier who has any suggestions or rules proposals should send them directly to me, then I'll forward them to the advisory committee chairman, who then sends them to the CLCB chairman, with the advisory committee's recommendation. Anything that is sent directly to AMA is sent back to the advisory committee for their recommendation anyhow.

I have forms for Navy Carrier Society membership which also includes a subscription to Hi Low Landings, the carrier newsletter. If anyone is interested, catch me at a contest as I have them available.

--Bill Skelton, P.O. Box .05, Warrenton, OR 97146.

DEAR FL:

I want to congratulate you on the newsletter award you and Flying Lines received, considering that there are a couple hundred other editors out there in model-airplane-dom, it is a particular honor to have your control line newsletter selected for the first AMA award. Atta boy! Congratulations also on your appointment to the CLCB; I like what you said about the status quo. Change for its own sake can stick us with some cumbersome rules that we'd have to live with for two years.

Now, for something completely different: this winter (was it February?) when I read in FL that Rich Porter's "Ridiculous" was going to be presented as a construction article in a model magazine I was overjoyed. I said to myself, "Ace," (I also refer to myself as "Champ" and "He who must be obeyed") "By the end of the season, you are going to have an "R" in the air and be the envy of all your peers." Each month the model mags pour in and I search for Rich's handsome face behind an "R" on the cover of each one, and then I search each page (You can't always trust indexes) looking always for the telltale monowheel and tiny offset engine. Finally, in overwhelming grief, I tear the magazine to little pieces and flush it down the tropical fish cemetery. I sure wish someone would publish that article, so I could build my very own "R" (and also get to read my magazines before they go down the whirlpool). Do you have any new information on this appalling situation?

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

(Editor's note: Keep an eye on Model Aviation. Can't say when; but that's the mag that has the article.)

DEAR FL:

Better late than never, I guess. Sign me up for 10 more issues and your next drawing or whatever is going on right now. Mike, thanks for your C-Jing a great NWR! Can't ever have a big contest like that without a few problems but all in all it seemed well run and a lot of fun for participants and spectators alike. My compliments to the idea-person (whomever) who came up with the spectator promotion. A super idea that works!

--Terry Miller, 2823 W. Sherwood, Roseburg, OR 97470.

DEAR FL:

Could you please send me a copy of the rules for the Northwest Sport Race and Super Sport Race? I'm trying to build up some competition interest here in B.C. and feel this will be the way to go.

I realize that there may be some rules changes in the near future so maybe you can inform me as to the possible changes.

Thank you for your time in this matter.

--Alan Resinger, 11283 82A Ave., No. Delta, B.C. V4C 2E3.

(Editor's note: Rules are always available from FL. No changes are currently proposed.)

DEAR FL:

I really enjoyed the meet -- lots of action, interest and people -- plus the good weather. Much good response to my Fireball display, which pleased me. Also met Oba St. Clair and thoroughly enjoyed my visit with him.

I had several guests with me, and as a result of their favorable impression of the meet have decided to learn CL flying.

All in all, I'd say you guys are to be commended for a fine job -- and much hard work on the Northwest Regional Control Line Championships.

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

DEAR FL:

Just a word to thank you for giving me credit for a new Northwest record for Class I carrier. I do believe, though, that this is incorrect, as I flew my profile Guardian as a Class I. I don't believe that bonus points for scale are given in that case, and you even forfeit the 10-point bonus for profile when you fly out of class. I may be wrong, but this is my understanding.

In that case my score would be 195.9. At least that is the way I turned it in. On my second flight in profile, my landing gear caught the arresting cable, not the hook, so my landing score was zero. Otherwise, it would have been 212+ for a Northwest record in that class. I would be more than glad to show how to score and judge carrier, so that when I get to a contest I can devote my time to getting ready to fly and maybe just to offer some advice to the person who is judging if he asks for it.

Orin Humphries and I have been the only ones of late who have committed ourselves to this task and we need someone else to take an interest in this task. Now, on to another subject:

There have been a couple of profile biplane carrier planes show up lately, and although they are neat and fun to fly, they just aren't competitive with the other designs around them. What I would like to know is, would anyone be interested in a special class for biplanes in profile carrier? I for one would be. All AMA rules would apply except for engines. Plain bearing, no schneurle, no specialty engines like K&B 5.8, TWA or OS .36s. Perry ported Supertigres would be OK. With the trend to ball bearing engines, this may be a good way to get the full use out of our ST .35s and whatever plain bearing engines that are available. This could be called Northwest Sport Profile for bipes only.

Anyone care to comment on this?

SAFETY CAUTION: It has just come to my attention that one of the carrier fliers back east was testing an OS .60 for Class II carrier in a metal test stand (no brand name given). He was crouched down in front of this engine cranking it. When it fired, it pulled out of the test stand and headed for his groin. He managed to move aside enough that it struck him in the right upper thigh, knocking him to the ground. After some emergency first aid, he was driven to a nearby hospital emergency room where it took a little over two hours to clean and stitch all the wounds. Be sure that any engine is tied down securely before testing, and that the mounting is more than adequate.

--Bill Skelton, Box 105, Warrenton, Ore. 97146.

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* FOAM WINGS FOR THE EAGLE
* Set of the art high aspect-ratio foam combat plane with a proven
* contest record.
* 3rd place Slow Combat 81 NATS
* 5th place Slow Combat 82 NATS
* 2nd place Fast Combat 82 NATS
* Wings-----$6.00
* Plans for slow plane-----$1.50
* Wings with plans for slow plane-----$7.00
*
* TANKS
* A uniflow tank with a chicken hopper. Gives a very consistent
* engine run. Designed for slow combat, but also works well in
* profile carrier and novice stunt. Good anywhere that a consistent
* engine run is needed.
* Triangle Hobbies Combat Tank-----$8.00
* 3.25 oz. - 2.25 inches long or 3 for $20.00
* 3.75 oz. - 2.65 inches long
* 4.25 oz. - 3.05 inches long
*
* PACIFIERS AND SURGIAL TUBING
* Pacifiers available in 2 sizes. Standard size and a smaller one
* that is great for 1/4 combat. Surgical tubing available in 3 sizes
* for bladder type tanks. All tubing is latex and has a 1/16" wall.
* Surgical Tubing-----.40/ft.
* Small 1/8" inside dia.
* Medium 3/16" inside dia.
* Large 1/4" inside dia.
* Pacifiers-----3 for $1.00
* 2 OZ. PLASTIC SYRINGE-----$1.00
*
* FOX COMBAT SPECIAL ENGINE PARTS
* Complete stock.
*
* Add $2.00 for shipping.
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AIR MAIL, continued

DEAR FL:

Enclosed please find cheque for your newsletter. It was recommended to me by Chris Sackett. I would like to include your CL schedule in articles for our newsletter for the B.C. zone members.

I have personally been modeling for over 30 years. I am mostly a scale builder (stand off) and fly  $\frac{1}{2}$ A Goodyear and carrier.

Hope to take in some of your contests and get others from this area to attend.

--Rob Newman, B.C. Zone director, Model Aeronautics Association of Canada.

DEAR FL:

Thanks for the note about Triangle Hobbies in Flying Lines. I need all the help I can get.

My business is a small mail order thing that I run out of my garage. It got started with my tanks and slowly grew. I am mainly into combat but will try to help any control line flier that needs it...

I wish you luck with the newsletter as we need more of that in control line.

--Bob Nicks, 1211 Brookgreen Dr., Cary, N.C. 27511

DEAR FL:

Thanks for the great newsletter. I hope to have more time and write you a little more in the future. I am interested in CL stunt, and really enjoy Paul Walker's articles.

--Carroll Schroeder, 5939 SW Taylor's Ferry Road, Portland, OR 97219.

DEAR FL:

On rules proposals: I oppose changing the no-60° rule and want the BOM rule to stay as is. Thanks. (Carrier rules -- Ed.)

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

A WORD ON SPORTSMANSHIP

Reprinted from the Skywriter, edited by Dave Mullens

Remember why you started flying toy airplanes? It's fun. Remember why you joined a modeling club? It's fun to share the sport with others of a like interest. Competition is simply a way of gathering modelers together to share what they like to do.

However, with any activity involving competition, differences of opinion are bound to occur. So, a protest is lodged. That's fine, a protest is a legitimate way of righting a wrong decision. Now, SPORTSMANSHIP is when you lose the protest and can still smile, accept the decision of the contest officials and continue to enjoy the contest and the sport.

Believe me, it is no fun being a contest official, especially when you are my size and the competitors are at least seven feet tall. The Nats or the World Championships are the events to carry a protest to the Supreme Court, but local and regional contests are the places to have fun, lay back and enjoy yourself.

The next time you think an official makes a bad call, visualize yourself in the same position the contest official is. Better yet, volunteer as a contest official. It has been my observation that the people that make all the noise about lousy officials are the people that never take their turn as an official.

**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.

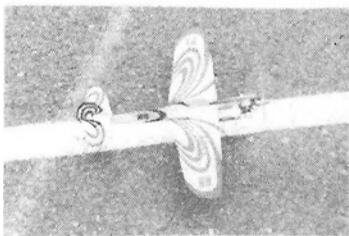
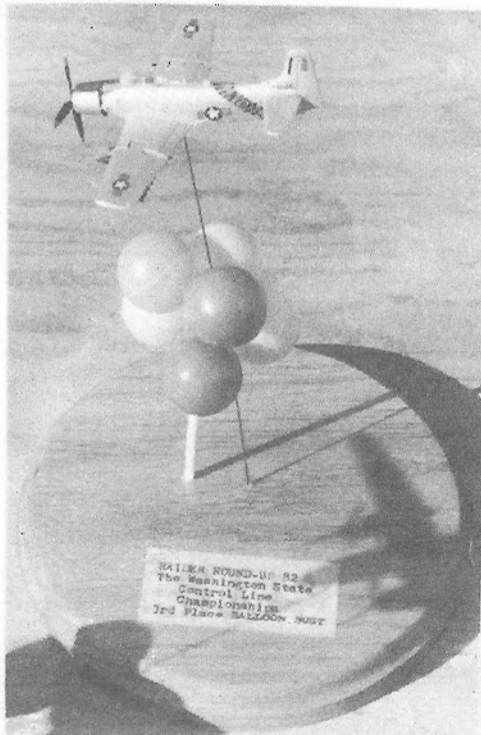
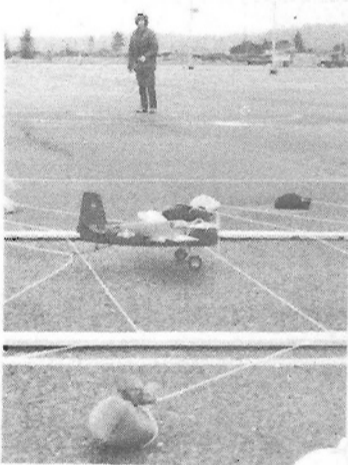
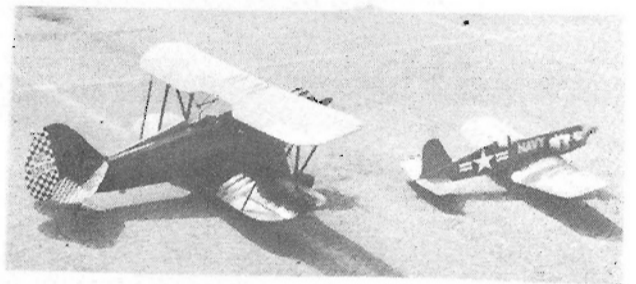
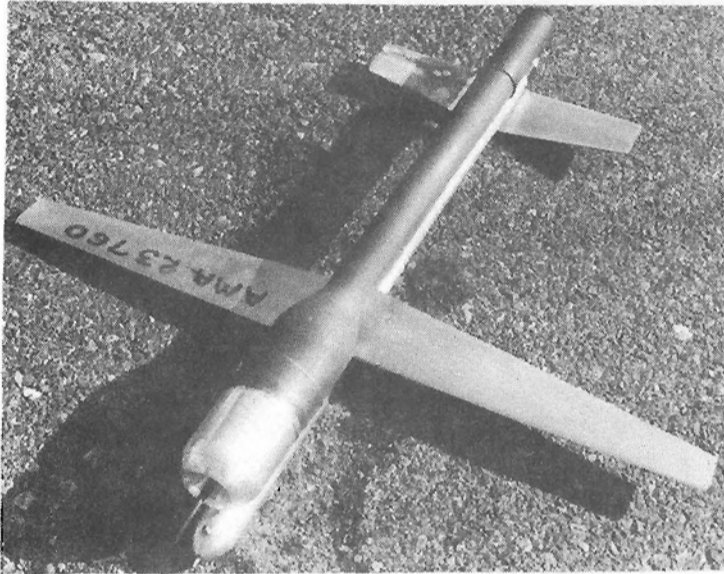
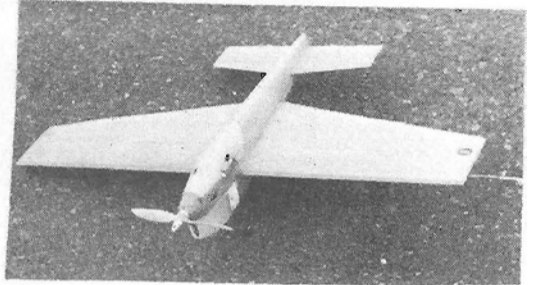
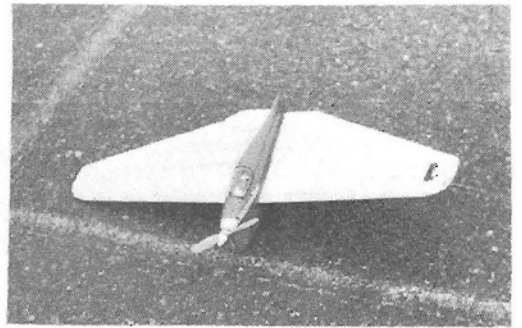
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Staff openings: FL would like a volunteer to act as advertising representative. Contact the editor. A photo editor also would be welcomed.

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	





**RAIDER ROUNDUP IN PICTURES**

There was action galore at the Raider Roundup, some of which is shown here in pictures by John Thompson and Dan Cronyn. More to come in a future issue! Clockwise from upper left: Jerry Thomas (1) and Chris Sackett discuss jet speed. Team racers entered by Tom Knoppi and Dick Salter. Scale entries, including profile Corsair and Bob Newman's big .60-powered Waco biplane. Innovative trophies for mouse race, mouse driving biplane. Balloon bust trophy. Canadian Rosinger-Newman mouse racer. Max Thue landing on makeshift carrier deck which worked well. Jet speedster.