

FLYING LINES

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NORTHWEST REGIONALS '83 -- A WEEKEND OF SUPERLATIVES

By any standards, the Northwest Regional Control Line Championships is a contest of superlatives.

In the Pacific Northwest, it is the biggest, the busiest, the longest-running and the best known nationally. The project of the clubs and individuals of the entire region, it is at once a competition, a convention and a party.

The 1983 version continued that tradition in a grand fashion. Some numbers tell the story:

78 competitors, 207 individual event entries, 31 separate competition categories. Two full days of competition on five circles. Competitors from six states and two Canadian provinces. Nearly 100 trophies and \$2,000 of top-quality merchandise prizes.

Work on the 1983 Regionals started late in 1982 when the schedule and sanction were firmed up. Since then, the activity of the contest workers has gradually increased.

The major burden fell upon Dave Green of Astoria, Ore., who took a turn in the rotation of contest directors who have headed the event in recent years. While Green shepherded the many details of manpower, planning and preparation, local Eugene Prop Spinner workers were busy putting together plans for trophies, manicuring the spacious field and attending to various local details.

The number of loose ends to such a major undertaking seems almost overwhelming but somehow as the big days approached they seemed to be tied up. Tarps, stopwatches, weeds growing through the asphalt, the caterer, space for displays, judges, stakes for roping off the pit areas, repairing the lawn mowers, rounding up public address equipment, making sure the airport rest rooms would be open, and on and on.

Work on the field itself began some two months before the contest, with weekly mowings of the aerobatics circle and other key areas, followed by an intense week or 10 days of nearly daily field crew endeavors. It all paid off in many compliments from the fliers.

The Regionals really begins on a Friday. By afternoon, tent city is set up and competitors are rolling in. By evening, the circles are filled with fliers, the chatter of renewed acquaintances is going full speed. Friday night, 1983, was the scene of one of the largest modeling gatherings in the Northwest for the year, and the contest hadn't even started.

Saturday morning dawned sunny and hot -- 93 degrees before day's end. It was great contest weather until a passing thunderstorm dropped a few drops of rain and some swirls of wind late in the afternoon. By that time, the sunburned competitors welcomed the cooling dampness.

Racing including the first running of FAI Team Race -- carrier, FAI and slow combat, profile scale were Saturday's events. On Sunday, it was cooler but a steady breeze blew all day long. Nonetheless, aerobatics, more racing, speed and 1/4A and fast combat went off as scheduled. Precision scale pilots didn't risk flying their planes but were judged on static appearance.

Besides the heavy competition -- with good entry level in all events -- lots of peripheral activities were going on. Business was hopping at the hobby shop and food trucks. Frank Macy's Fireball display and R.F. Stevenson's engine collection drew many spectators. A Flying Lines Benefit flea market raised \$200 for the newsletter.

Saturday night's Skyraiders barbecue provided grits for the tent city campers and also for others who wandered in for a tasty bite. The drop-ins donated to the kitty which Carolyn Mullens turned over to Flying Lines, a traditional Skyraiders gift that amounted to \$17 this year. Northwest contest directors met in an organizational setting Saturday night and planted the seed for a group which will coordinate Northwest contest matters in the future if all grows according to plan.

Sunday's trophy presentation was followed by a barbecue in tent city sponsored by Flying Lines which featured the traditional FL anniversary cake.

Then, as suddenly as it had begun, the Regionals was over. Monday morning, under a cloudy sky that had them saying "Let's fly today!" the Prop Spinners were alone again as they took down the ropes, put away the carrier deck, picked up garbage and left the field as it usually looks, five acres of grass and asphalt. As the last of the tent campers pulled out, The Prop Spinners moved some piles of grass, teased the field dog, "Bellcrank," and talked about

REGIONALS, continued

improvements for next year.

There will be improvements, as there are every year. Maybe we won't be able to get the Goodyear blimp to spend the weekend with us -- that was a nice touch -- but count on it. The Regionals will continue to present surprises, and to be the Northwest's modeling highlight. Like every second-place contestant says, "Wait till next year..."

ACKNOWLEDGEMENTS

A contest like the Regionals exists only because of the long and dedicated service of many modelers who seldom get the applause of victory at the trophy ceremony. In fact, many of them never get a chance to compete in the Regionals. These are the field workers, the officials, the event directors, the planners and go-fers.

In listing the names of the names that come to mind, there always is the risk of leaving out somebody important. Nonetheless, with apologies to anybody we missed, here are the names of a few people who made the Regionals possible. Next time you see these people, express your appreciation for the work they did to make your contest possible.

Dave Green, contest director. Gene Pape, combat director. Mike Hazel, speed and racing director. Wayne Spears, carrier director. Tom Kopriva, profile scale director. Earl Moorehead, AMA scale director. Dave Gardner, precision aerobatics director and Paul Walker, precision aerobatics judge. Donna, Lori and Lisa Green, registration workers. Paul Agerter, hobby shop owner.

Field workers Mel Marcum (Eugene Prop Spinners president), Gerald Schamp, Tom Kopriva, Bruce Guenzler, Gene Pape, Clarence Bull.

Balloon bust director Dave Mullens and crew. A whole host of pull testers, racing, speed and combat judges who willingly helped out on demand. We couldn't begin to name them all but some were Rod Watson, Bruce Guenzler, Don McClave, Paul Walker, Fred Quedenfeld, Bob Kerr, Gary Buffon, Tom Kopriva, Randy Ugle, Charlie Johnson, Rich Schaper.

Not to forget airport manager Bob Shelby who made sure the rest rooms were open, camping was allowed, the windsock was replaced, the bleachers were painted, the field mowed, weeds killed, etc. Or Jeff Shelby who provided signs, field lining equipment, etc. Trophy makers Gene Pape, Mel Marcum and Tom Kopriva.

PRIZE CONTRIBUTORS

Merchandise prizes for the Regionals are donated by many manufacturers and retailers, and some are purchased by the Prop Spinners at reduced rates from Eugene's Toy & Hobby. A large array of kits, engines, tools and other modeling items were offered this year in addition to the beer mug trophies.

Here is a list of the companies who contributed to the contest; please patronize these Regionals sponsors!

EUGENE'S TOY & HOBBY deserves special mention, as a result of Paul Agerter's donation of nearly \$300 worth of prizes either in cash grants or

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REGIONALS, continued

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RESULTS

Here are the complete Regionals results:

NORTHWEST SPORT RACE (Jr-Sr) (4 entries)

1. Rich Salter, Seattle, Wash. -- 9:57. Sterling Ringmaster, 42" span, 1.5 lbs., balsa, dope/Monokote, Fox .35 stunt, Zinger 9x7 wood prop, K&B long plug, Sheldon's 12½% nitro fuel, TKO 2-oz. uniflow tank, Hot Rock handle.
2. Jarl Boles, Salt Lake City, Utah -- 10:32.
3. Ron Pfingsten, Vancouver, Wash. -- 12:04.
4. Brian Callis, Crestline, Calif. -- 138 laps.

NORTHWEST SPORT RACE (Open) (11 entries)

1. Jim Womack, Salt Lake City, Utah -- 9:04. Sterling Ringmaster, balsa, 30 oz., Monokote, Fox .35 stunt, Tornado 9x7 nylon prop, K&B long plug, Womack 15% nitro fuel, 2-oz. tank.
2. Vic Garner, Livermore, Calif. -- 9:30.
3. Bob Kerr, Richmond, Calif. -- 10:38.
4. SKARE Team, Seattle, Wash. -- DNF.

NORTHWEST SUPER SPORT RACE (5 entries)

1. Vic Garner, Livermore, Calif. -- 7:42. Nashville Slow Rat, Paul Tune design, 32" span, K&B .35, Garner rework, Garner 9½x7 prop, McCoy plug, Sheldon's fuel, shutoff, uniflow tank, Garner handle.
2. Rich Schaper, Kelso, Wash. -- 8:06.
3. John Boles, Salt Lake City, Utah -- 9:54.
4. Glenn Salter, Seattle, Wash. -- 5:02 heat.

FAI TEAM RACE (5 entries) (Preliminary heats only)

1. Jed Kusik, Crestline, Calif. -- 3:52. USA-FAI, Kusik design, 32" span, 380 grams, balsa-spruce, K&B epoxy and fiberglass finish, carbon fiber leading edge, Nelson .15 deisel, Kusik rework, McCollum 6 1/8"x7½" glass prop, Kusik fuel, Cox carb, .152 venturi, fastfill, Kusik suction tank, multifunction fueling valve by Theo Georgiadias of Australia, Kusik handle.
2. Tim Gillott, Salinas, Calif. -- 4:04.
3. Dick Salter, Seattle, Wash. -- 5:09.
4. Tom Knoppi/John McCollum Team -- 5:36.

RAT RACE (8 entries)

1. Tim Gillott, Salinas, Calif. -- 4:43. Shark, Gillott design, 36" span, 28 oz., maple-balsa-plywood-fiberglass, K&B Super Poxy, full nose magnesium crutch pan, K&B 4OS, Gillott rework, Gillott 7 11/16x9 graphite prop, GloBee 4L plug, Sheldon's 55% nitro fuel, .390 bore venturi, fastfill, shutoff, hot glove, Gillott 4-oz. crankcase pressure tank, Gillott handle. Plane has two firsts, two seconds, one third, two fourths at U.S. Nats since 1975.
2. Bill Cave, Livermore, Calif. -- 5:22.
3. Bill Varner, Astoria, Ore. -- 6:20.
4. Bob Kerr, Richmond, Calif. -- 39 laps.

SLOW RAT RACE (5 entries)

1. Vic Garner, Livermore, Calif. -- 6:32. MedFly, Garner design, 30" span, 30 oz., K&B Super Poxy finish, OS .35, Garner rework, Garner 9 5/8x7 fiberglass prop, GloBee R-4 plug, Sheldon's 50% nitro fuel, fastfill, hot glove, Garner uniflow tank, Garner handle. Plans for plane are available from Garner.
2. Gary Buffon, El Cerrito, Calif. -- 6:51.
3. Joe Armstead, Redwood City, Calif. -- 3:36.

SCALE RACE (GOODYEAR) (11 entries)

1. Jeff Hollfelder, Castro Valley, Calif. -- 5:58. Gillott Shoestring, 28" span, 23 oz., balsa-fiberglass, K&B Super Poxy, Rossi Mk II .15, Gillott rework, 6 5/8x5 3/4 graphite prop, GloBee 4L plug, Sheldon's 70% nitro fuel, pressure refueling system, crankcase pressure, fastfill, shutoff, hot glove, Gillott 3-oz. tank, Gillott handle. Aiplane built in 1969, has flown in 8 national championships.
2. Tim Gillott, Salinas, Calif. -- 6:05.
3. Paul Gibeault, Edmonton, Alberta -- 7:09.
4. Jarl Boles, Salt Lake City, Utah -- 8:10.

MOUSE RACE CLASS I (Jr.-Sr.) (4 entries)

1. Jonna McCollum, El Toro, Calif. -- 5:22. McCollum Mouse I, 18" span,

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7 oz., aluminum wing, plywood fuselage, K&B Super Poxy finish, Cox reed valve .049, Tornado 5x4 nylon prop, McCollum 40% nitro fuel, spring starter, McCollum handle, .012 x 42 single-strand lines.

2. Rich Salter, Seattle, Wash. -- 10:12.
3. Brian Callis, Crestline, Calif. -- 85 laps.
4. Glenn Kusik, Crestline, Calif. -- no start.

MOUSE RACE CLASS I (Open) (14 entries)

1. Tom Knoppi/John McCollum Team -- Seattle, Wash./El Toro, Calif. -- 5:08.
McMouse II, John McCollum design, 18" span, 8 oz., aluminum-plywood, Super Poxy finish, aluminum wing and engine mount, Cox .049, Tornado 5x4 nylon prop, Cox plug, McCollum 40% nitro fuel, spring starter, McCollum uniflow tank, McCollum handle, .012 single-strand x 42' lines.

MOUSE RACE CLASS II (8 entries)

1. Bob Boling, Richmond, Calif. -- 10:45. Ignatz II, Boling design, 20" span, 7 oz., basswood-balsa, Super Poxy finish, Boling diamond profile fuselage, Cox Tee Dee .049, Cox 4½x4 glass-filled gray prop, Sheldon's 50% nitro fuel, fastfill, hot glove, Boling 1.5-oz. outboard tank, Boling handle.
2. Jonna McCollum, El Toro, Calif. -- 11:44.
3. Joe Armstead, Redwood City, Calif. -- 60 laps.
4. Ray Andrassy, Edmonton, Alberta -- 4:12 heat.

AMA COMBAT (11 entries)

1. John Thompson, Cottage Grove, Ore. -- Ax, Thompson design, 42" span, 20½ oz., balsa structure, foam l.e., Fascal finish, Fox Combat Special .36, Thompson rework, Top Flite 8½x6½ pylon racing wood prop cut to 8", K&B long standard plug, Sheldon's 40% nitro fuel, pressure regulator, bladder tank, E-Z Just Hot Rock handle.
2. Bill Varner, Astoria, Ore.
3. Ken Burdick, Kirkland, Wash.
4. Jim Womack, Salt Lake City, Utah.

SLOW COMBAT (7 entries)

1. Jim Womack, Salt Lake City, Utah -- Top Flite Flite Streak, 42" span, 26 oz., balsa-silkspan, dope, Supertigre .35, Glen Dye rework, Rev-Up 9x6 wood prop, K&B long plug, Womack 20% nitro fuel, long venturi, 3½-oz. uniflow tank, E-Z-Just handle.
2. Phil Granderson, San Mateo, Calif.
3. Glenn Salter, Seattle, Wash.

FAI COMBAT (9 entries)

1. Howard Rush, Kirkland, Wash. -- Atropos II, Rush design, 46" span, 16 oz., foam, Solarfilm, Rossi and Nelson .15s, Taipan 6x4 prop, K&B substandard plugs, Rush 10% nitro fuel, E-Z-Just 4" handle.
2. John Salvin, Orinda, Calif.
3. Phil Granderson, San Mateo, Calif.

½A COMBAT (7 entries)

1. John Salvin, Orinda, Calif. -- ½A Viper, Bear Model Products kit, 25" span, 5.5 oz., balsa, Fascal, Tee Dee .049, Klaus rework, Tornado 5x3 pylon prop, Cox high-compression head, Sheldon's 40% nitro fuel, bladder tank, Aldrich handle.

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REGIONALS, continued

2. Jim Womack, Salt Lake City, Utah.

3. Gary Byerly, Spanaway, Wash.

PROFILE NAVY CARRIER (10 entries)

1. Bill Skelton, Warrenton, Ore. -- 204. Guardian, Bill Melton design, Supertigre .35pb, Zinger 9x7 maple prop, K&B long RC plug, Sheldon's 5% nitro fuel, ST Mag IV carburetor, modified Fox suction uniflow 2-oz. outboard tank, ST exhaust package for better idle, G&S handle.

2. Pat Webb, Vancouver, Wash. -- 198.1.

3. Bob Danielson, Bothell, Wash. -- 197.8.

4. Greg Beers, Vancouver, Wash. -- 192.

CLASS I NAVY CARRIER (5 entries)

1. Terry Miller, Roseburg, Ore. -- 257.7. Sturdi Built Martin Mauler, 36" span, 2 lbs., balsa, Sig dope, Fox 36RC, Top Flite 10x5 maple prop, Fox RC long plug, Fox/Red Max 12% nitro fuel, Veco suction tank, J-Roberts handle.

2. Bill Skelton, Warrenton, Ore. -- 84.2.

CLASS II NAVY CARRIER (5 entries)

1. Greg Beers, Vancouver, Wash. -- 291.7. Devastator, Roland Baltes design, 31" span, 24 oz., balsa, Aero Gloss, Fox .45, Top Flite 9x8 wood prop, Fox RC long plug, Sheldon's 12½% nitro fuel, Fox carb, suction, G-S handle.

2. Roy Beers, Vancouver, Wash. -- 242.2.

½A SPEED (8 entries)

1. M&M Team (Fred & Joyce Margarido), Fremont, Calif. -- 94.20 mph. Original, 12" span, 5½ oz., basswood-balsa, Super Poxo, Cox TeeDee .049, 4 3/4x5 Margarido prop, Cox 1702 plug with compression increased, M&M 70% nitro fuel, M&M 10cc suction tank.

2. Roy Andrassy, Edmonton, Alberta -- 83.22.

3. Joe Armstead, Redwood City, Calif. -- 75.79.

4. Andrew McClave, Portland, Ore. -- 47.40.

A SPEED (5 entries)

1. M&M Team, Fremont, Calif. -- 157.42 mph. Original design, 22" span, 17 oz., basswood, aluminum wings, glass top, Super Poxo, assymetric wing, Rossi .15, Rev-Up 6x7 wood prop, K&B long fuel, M&M 70% nitro fuel, M&M suction uniflow 25cc tank.

2. Fred Quedenfeld Jr., West Collingswood, N.J. -- 105.65.

3. Roy Beers, Vancouver, Wash. -- 105.28.

B SPEED (5 entries)

1. Chris Sackett, Burnaby, B.C. -- 159.34 mph. Pink Lady-B, designed by Bill Wisniewski, kitted by Sackett Products, 26" span, 25 oz., maple-mahogany-balsa-aluminum-magnesium, K&B Super Poxo, Supertigre X-29, Sackett rework, Rev-Up 7x10½ wood prop, OPS cold racing plug, Sackett 60% nitro fuel, engine de-tuned to 133° -173°, sleeved venturi to ¼" for suction, Sackett uniflow 35-cc suction tank, special button head, streamlined rod, ABC stock port-liner, Speedmaster monoline unit.

2. Don Chandler, Redwood City, Calif. -- 103.41.

D SPEED (5 entries)

1. M&M Team, Fremont, Calif. -- 175.71 mph. Original design, 25" span, 38 oz., basswood, aluminum wings, glass top, Super Poxo, assymetric wing, OPS .60 (.65), Margarido rework, Rev-Up 9x12 wood prop, K&B long plug, M&M 70% nitro fuel, bladder tank, pressure regulator.

2. Loren Howard, Vancouver, Wash. -- 148.58.

FAI SPEED (5 entries)

1. Paul Gibeault, Edmonton, Alberta -- 151.07 mph. Airplane data unavailable.

2. Charles Vassalo, Vancouver, Wash. -- 149.19.

FORMULA 40 (8 entries)

1. Paul Gibeault, Edmonton, Alberta -- 138.62 mph. Airplane data unavailable.

2. Ken Burgar, Poulsbo, Wash. -- 134.38.

3. Joe Armstead, Redwood City, Calif. -- 133.58.

4. Greg Beers, Vancouver, Wash. -- 123.53.

JET SPEED (6 entries)

1. John Newton, Rowland Heights, Calif. -- 179.57 mph. Ironsides Too, Jerry Thomas design, 24" span, 31 oz., aluminum-magnesium, Dyna-Jet, Thomas rework, extended head 3x1½", 50% nitro, 50% propylene oxide fuel, suction, Nightingale handle.

2. Keith Loutecky, Tacoma, Wash. -- 170.23.

3. Mike Hazel, Salem, Ore. -- 153.26 mph.

PROFILE SCALE (10 entries)

1. Randy Schultz, Seattle, Wash. -- Midwest kit ME 109, 48" span, 41 oz., balsa, silk-Aero Gloss dope, OS Max .35, Zinger 10x6 prop, K&B RC long plug, Sheldon's 5% nitro fuel, muffler pressure, Sullivan 4-oz. klunk tank, .015x60' braided lines, E-Z Just handle.

2. Pat Webb, Vancouver, Wash.

3. Joe Armstead, Redwood City, Calif.

4. Tie between Don Chandler, Redwood City, Calif., and Dick Salter, Seattle, Wash.

REGIONALS, continued

PRECISION SCALE (3 entries) Flying canceled-wind, static judging only.

1. Bob Newman, Langley, B.C. -- 348 points. Dave Platt kit Waco UMF-5, 60" span, 7 lbs., balsa, Coverite-Randolf dope, Merco .61, Top Flite 11x7 3/4 wood prop, K&B 1L RC plug, Newman 5% nitro fuel, Kavan rotor carburetor, muffler pressure, Sullivan 10-oz. tank, on-board battery for starting, .018x60 braided lines, J-Roberts handle.
2. Dave Mullens, Seattle, Wash. -- 342.
3. Rory Tennison, Libby, Mont.

BALLOON BREAK (Jr-Sr) (2 entries)

1. Rich Salter, Seattle, Wash. -- Sterling Ringmaster, 42" span, balsa, dope finish, McCoy .35, Top Flite 9x7 nylon prop, Fox long plug, Sheldon's 5% nitro fuel, Fox 3-oz. suction tank, .018 x 60 braided lines, Hot Rock handle.
2. Andrew McClave, Portland, Ore.

BALLOON BREAK (Open) (7 entries)

1. Glenn Salter, Seattle, Wash. -- Sterling Ringmaster, balsa, Monokote, Fox .35, Zinger 9x7 wood prop, K&B plug, Sheldon's 12 1/2% nitro fuel, suction 6-oz outboard tank, .018x60 lines, Hot Rock handle.

PRECISION AEROBATICS (Expert) (4 entries)

1. Don McClave, Portland, Ore. -- 419. Airplane data unavailable.
2. Gary McClellan, Burlingame, Calif. -- 412.
3. Richard Porter, Salem, Ore. -- 402.
4. Alan Resinger, North Delta, B.C. -- 346.

PRECISION AEROBATICS (Intermediate) (6 entries)

1. Randy Schultz, Seattle, Wash. -- 326. Instead Of, Ted Fancher design, 59 1/2" span, 47 oz., balsa, silkspan-Aero Gloss dope-Sig dope, OS Max 40FSR, Nelson/Garner rework, Zinger 11x5 wood prop, Fox RC long plug, Red Max 10% nitro fuel, muffler pressure, Robbert uniflow 5 3/4-oz. tank, .015x64' braided lines, Schultz handle.
2. Dave Gardner, Seattle, Wash. -- 294.
3. Pete Bergstrom, Tacoma, Wash. -- 280.
4. John Clemans, Kelso, Wash. -- 272.

PRECISION AEROBATICS (beginner) (4 entries)

1. Terry Miller, Roseburg, Ore. -- 285. Top Flite Tutor, 49" span, 40 oz., balsa-plywood, Monokote, McCoy Red Head .35, Zinger 10x6 maple prop, McCoy Golden Glo plug, Fox/Red Max 18% nitro fuel, Randy's uniflow suction 4 1/2-oz outboard tank, .015x60 braided lines, E-Z Just handle.
2. Bob Parker, Renton, Wash. -- 198.
3. Gerald Schamp, Lebanon, Ore. -- 133.
4. Andrew McClave, Portland, Ore. -- 44.

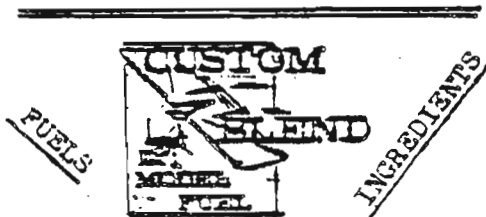
THE REGIONALS -- RANDOM OBSERVATIONS

The Regionals is such a huge modeling event it's sort of like a circus... no matter how carefully you watch, you can't see it all. It also would be impossible to include every aspect in a single article on the contest. Here, however, are a few random observations of goings on at the Regionals in case some missed these tidbits.

***In the days and weeks before most of the crowd arrived, the Eugene field was not empty. There was Gerald Schamp, Mel Marcum, Tom Kopriva, Bruce Guenzler, Gene Pape and assorted others, pushing lawn mowers, attacking weeds, filling gopher holes, and generally sprucing up. They were there after it was over, too, doing the same.

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REGIONALS, continued

***"Bellcrank," the dog, who attended the Regionals faithfully and helped clean up afterwards. Don't know who his master is, but he hung around the field the whole time.

***"Beer here...beer here..." chant of Ken Burdick coming into the FL post-contest party with a bag of wild Rainiers.

***"When it flies, it flies, but when it lands it drops like 10,000,000 tons" -- Richie Salter's comment on his balloon bust plane, in the FL info form.

***Dave Green and assorted helpers tinkering all weekend with the fancy PA system that never made a sound. Well, maybe next year, guys.

***"Fireball" Frank Macy and R.F. "I've got 989 engines and trying to quit," Stevenson, with their displays, surrounded by smiling faces.

***Balloon bust is the most equipment-intensive event...but no sweat. As the time approached, the Skyraiders' camp unfolded to provide all the necessary tools, sticks, balloons, and the event went off without a hitch. Bravo Mullens and crew.

***Eugene's Toy & Hobby visors all over the field, and Paul Agerter holding court, a Regionals tradition.

***Speaking of PAul, there was Phil Granderson making his second visit to the hobby shop truck for a length of tubing, and jestingly accusing Paul of snatching the first batch out of his pocket. Granderson, now living in San Mateo, Calif., returned to the Regionals after two years of missing it, now that it's far enough away from home. Seattle was too close.

***Jonna McCollum joins Joyce Margarido as the Regionals' women's division...and Jonna is a fine mouse race pilot.

***Peu! The smell of diesel fuel around the team racers.

***Clarence Bull, one of modeling's great conversationalists, flipping hamburgers and leading the Skyraiders pot luck discussion.

***Calmness under pressure -- Pete Bergstrom and crew performing bell crank surgery on his three-day stunt plane after it got unceremoniously jerked out by the lines being sucked up by another stunter's engine. They got it done and flew!

***Rich Schaper, left alone to defend the Northwest in super sport, while everybody else officiated or flew other events. Then they gave him heck for losing to Vic Garner. Better practice those third pit stops, Rich.

***Some pencil pushing reveals some \$26.60 worth of merchandise prizes per entrant. Not to mention trophies.

***In case you didn't keep track, entrants came from Oregon, Washington, California, Montana, UTAh, British Columbia, Alberta and New Jersey.

***Flying LINES came out well, too, upon its fourth anniversary. CLAMS' benefit flea market raised \$202, and the Skyraiders' pot luck raised \$17, plus miscellaneous subscriptions. The publisher reports that with paying bills and getting all our finances up to date, FL now has a balance of \$197. In the publisher's inimitable words, "Yahoo!"

***Some missing faces, alas. Orin Humphries had to stay home in Spokane due to some family health problems, but sent FL two autographed copies of Wings magazine with his article on the U-2. Great work. Scott Newkirk, getting ready to be a papa again, also stayed home.

***Some famous faces, in attendance: Speed champions John Newton, Chuck Schuette, Chris Sackett, Fred & Joyce Margarido, Paul Gibeault. Racers Tim Gillott, Vic Garner, John McCollum and Tom Knoppi. Combat fliers Phil Granderson, Howard Rush, Charlie Johnson. Stunters Gary McClellan, Paul Walker. And the usual gang of idiots, as MAD magazine used to say.

***YEs, indeed, as Gene Pape once said, "There's just no other contest like it!"

CONTEST DIRECTORS JOIN

After two years of abortive attempts, the Northwest's contest directors are moving toward an association that will plan schedules and act as a sounding board on a variety of common Northwest contest matters.

In an informal organizational meeting Saturday night of the Regionals, the CDs elected Wayne Spears of Portland as the coordinator and Mike Hazel as the information distributor.

Only a few CDs were present but a number of others have expressed interest. Those who did not attend should get in touch with Wayne. If you don't you probably will be hearing from him, since FL has provided Wayne a list of the known and suspected CDs.

Contact Wayne Spears, P.O. Box 4163, Portland, Oregon, 97208.

NORTHWEST TUNES UP WITH SKYRAIDERS MEET

Compiled from information provided by Dave Mullens and Mike Hazel

Northwest fliers worked some of the bugs out of their equipment at the "ay 15 tune-up meet hosted by the Seattle Skyraiders in Kent, Wash.

TUNE-UP, continued

Twenty-four contestants made up 35 paid entries, including 15 in stunt, 13 in speed, and seven in sorta-scale.

Here are the complete results:

JUNIOR PRECISION AEROBATICS (2 entries)

1. Andrew McClave, Portland, Ore. -- 56. Demon, Andrew McClave design, 42" span, 32 oz., balsa, Monokote-Hobby Pox, Fox .35, 10x6 Zinger prop, K&B RC long plug, Duke's Fuel (10% nitro), Carolina-Taffinder 2.5-oz. suction uniflow muffler pressure tank, .015x58' lines, Fox handle.
2. Richie Salter, Seattle, Wash.

BEGINNER PRECISION AEROBATICS (3 entries)

1. Bob Parker, Renton, Wash. -- 354. Sig Twister, 48" span, 34 oz., Balsa, Monokote-K&B Super Pox, OS Max .35, Ref-Up 10x6 prop, K&B idle bar plug, Sheldon's 10% nitro fuel, Randy Schultz 4½-oz suction uniflow muffler pressure tank, .015x60 braided lines, E-Z-Just handle.
2. Dave Bredefeld -- 348.
3. Cecil Swanson, Seattle, Wash. -- 336.

SPORTSMAN PRECISION AEROBATICS (7 entries)

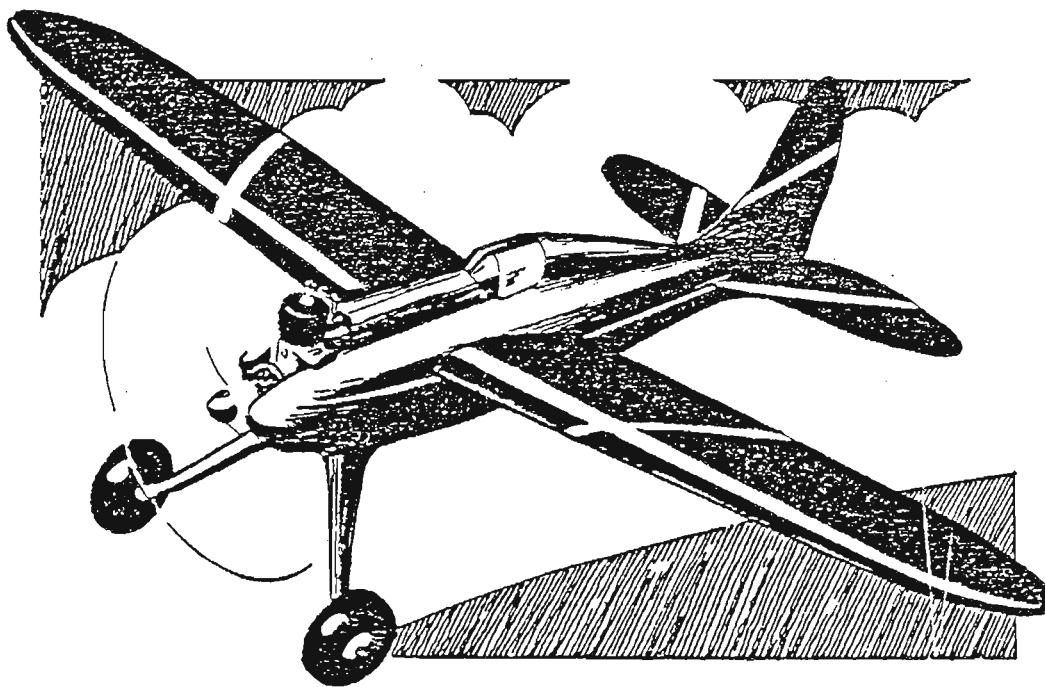
1. Steven Cole, Portland, Ore. -- 429. Devection, Cole design, 56" span, 52 oz., balsa-plywood, Monokote-Epoxy, O.S. Max .35, Torpedo 9x6 plastic prop, Fox RC plug, 15% nitro fuel, 4-oz. muffler pressure tank, .018x60 lines, E-Z Just handle.
2. Pete Bergstrom, Tacoma, Wash. -- 410.
3. Randy Schultz, Seattle, Wash. -- 408.
4. Dave Mullens, Seattle, Wash. -- 388.

EXPERT PRECISION AEROBATICS (3 entries)

1. Paul Walker, Kent, Wash. -- 511. Bad News, Walker design, 62" span, 53 oz., balsa-plywood, dope, access hatch for flap controls, OS .45 FSR, Nelson-Garner rework, Zinger 11½x5 prop, Thunderbolt RC long plug, Red Max 10% nitro fuel, Robert suction muffler-pressure uniflow 6-oz. tank, .018x68 braided lines, Walker handle.
2. Don McClave, Portland, Ore. -- 463.
3. Alan Resinger, North Delta, B.C. -- 432.

SORTA SCALE (7 entries)

1. Dave Mullens, Seattle, Wash. -- Sig Ryan STA, 72" span, 7½ lbs., balsa, Super Coverite, Dupont Imron, flaps & throttle, OS .61FSR, Zinger 12x6 wood prop, Fox RC long plug, 10% nitro fuel, OS carburetor, muffler pressure, Sullivan clunk tank, .018x60 braided lines, J-Roberts handle.
2. Randy Schults, Seattle, Wash. -- ME 109 profile.



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TUNE-UP, continued

3. Bob Newman, Langley, B.C. -- Sterling Stearman.
4. Dave Green, Astoria, Ore. -- profile P-51.

FAI SPEED (2 entries)

1. Scott Newkirk, Seattle, Wash. -- 158.98 mph. Sidewinder, John Newton kit, Chuck Schuette design. Modified Cox Conquest .15, Rossi pipe, Glass single-blade 6.2x5.5 prop, FAI fuel.
2. Chris Sackett, Burnaby, B.C. -- 140.78 mph.

RECORD RATIO SPEED (4 entries)

1. Keith Loutecky, Tacoma, Wash. -- 176.05 mph, 82.6 % of record. All-metal early prototype of Ironsides, Jerry Thomas design. Dyna-Jet, extended head, combustion chamber extended 4", benzine-propylene oxide-10% nitro fuel, Monoline.
2. Mike Hazel, Salem, Ore. -- 159.23 mph, 76.1 % of record.

FORMULA 40 SPEED (5 entries)

1. Dave Green, Astoria, Ore. -- 141.12 mph. Yippee rat racer, Mike Hazel design, epoxy finish, K&B 40S, Newkirk glass F-40 prop, 40% nitro fuel, Fox handle, 4-oz. pressure tank.
2. Hazel-Newkirk Team, Seattle-Salem, 136.01.
3. Alan Resinger, North Delta, B.C. -- 135.28.
4. Bill Varner, Astoria, Ore. -- 119.95.

NW COMPETITION RECORDS

RECORD PERFORMANCES ESTABLISHED BETWEEN NORTHWEST MODELERS IN SANCTIONED COMPETITION

Five speed and racing records tumbled in May, with two speed records going down at the Seattle Skyraiders Tune-up May 15 and a speed and two racing records tumbling at the Regionals in Eugene May 28-29.

Scott Newkirk of Seattle, Wash., improved his own FAI speed record for the Northwest by going 158.98 mph at the tune-up, replacing his old record of 155.45. Mike Hazel of Salem, Ore., went 159.23 mph in U speed at the tune-up, bettering his own record of 154.84 mph.

At the Regionals the team of Tom Knoppi (Seattle, Wash.) and John McCollum (El Toro, Calif.) swept away the Class I mouse race heat and feature records with times of 2:35 and 5:08. The old records were held by John Thompson at 2:38 and 5:31.

Chris Sackett of Burnaby, B.C., took over the B speed record by going 159.34 mph, pushing aside Mike Hazel's old 153-mph standard.

Flying Lines keeps track of performances of Northwest residents in sanctioned control-line competition. As of this issue, a new policy will take effect. All speeds, times and scores will be rounded off to even seconds or points for record purposes, to avoid splitting hairs with virtually identical performances. Thus, a time of 5:23.23 rounds off to 5:23. A time of 5:23.61 rounds off to 5:24, etc. Those records already established with split times or scores will stand, but all new scores will round off.

Here are the complete records as of June 1:

1/2 A MOUSE CLASS I	50-lap: 2:35 (Knoppi-McCollum)	100-lap: 5:08 (Knoppi-McCollum)
1/2 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	30-lap: --	140-lap: 7:49.88 (Mike Hazel)
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: 3:24 (Dave Green)	140-lap: 7:17 (Dave Green)
1/2 A SPEED:	88.2 mph (Paul Wallace)	FAI SPEED: 158.98 mph (Scott Newkirk)
1/2 A PROTO:	83.63 (Paul Wallace)	FORMULA 21: --
A SPEED:	125.82 (Mike Hazel)	FORMULA 40: 152.28 (Scott Newkirk)
B SPEED:	159.34 (Chris Sackett)	JET SPEED: 192.64 (Chris Sackett)
D SPEED:	159.23 (Mike Hazel)	PROFILE NAVY CARRIER: 208.9 (Marty Phillips)
		CLASS I NAVY CARRIER: 268.98 (Terry Miller)
		CLASS II NAVY CARRIER: 323.7 (Loren Howard)

NEW-WAVE MATERIAL -- CARBON FIBER

By Paul Walker

A few months ago John Thompson gave me some carbon-fiber composite material from Twinn-K to test. This sample was approximately 1 inch wide by 4 feet long. This means that the carbon fibers are running lengthwise along the four-foot length, and fibers are also running perpendicular in the one-inch direction. These fibers are woven together just like your clothing and impregnated with an epoxy (or resin base) and baked until cured. This is then the form it was received from Twinn-K. While this arrangement is not the most efficient strength or weight-wise, it is easy to work with.

CARBON FIBER, continued

I chose to use this in the tail of my new airplane. My horizontal stabilizers in the past have been one inch thick at the root, while my new stabilizer is now only 3/8" thick. This turns out to be a good place to use the carbon fibers to provide the stiffness that the thicker stabilizers have. As can be seen from the pictures, the stabilizer consists of an upper and lower sheet, leading edge, training edge and ribs. The leading and trailing edge spars are sandwiched in between the upper and lower sheeting. The trailing edge spar is 1/4" square. In between the trailing edge spar and the sheeting, the composite material is placed. This places it as close to the exterior as possible without being on the outside.

The construction was quite simple. The composite material was easily cut with an X-Acto knife, but it does tend to break the tips of the blades easily. The trailing edge spar (1/4x1/4) was cut out first. Then 1/4 inch wide strips of the carbon fiber was glued on. I used Slo-Zap throughout the stabilizer and found that it stuck to the composite material very well. Once the strips were on the spar, the spar was then glued to the lower sheet. Then the tips, leading edge and ribs were added. This assembly was then cleaned up and the upper sheeting was added. After the glue set for a minute or two, the stabilizer was sanded to shape. The composite material sanded acceptably but left the training edge black.

The final assembly of stabilizer, elevators and horn weighed under two ounces. The composite material from Twinn-K worked well, added strength and stiffness and built up a light structure. I would recommend it to anyone interested in some added strength without much extra weight.

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

NW COMPETITION STANDINGS

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

Northwest competition standings for nearly every event changed during May as a result of the Skyriders Tune-up May 15 and the Northwest Regional Controline Championships May 28-29.

Flying Lines keeps track of standings for all AMA events and all of those which have standardized rules, such as Northwest regional racing and combat events. (Balloon bust and profile-sport scale have no standardized rules, so the standings listed here are a combination of all of those similar events.)

All speed classes are combined into a single category. Precision aerobatics classes are combined. Advanced and expert pilots receive 1.5 times their normal points. For a complete explanation of the points system, contact the FL editor. Only Northwest fliers competing in Northwest contests are scored.

Here are the complete standings through June 1:

<u>NORTHWEST SPORT RACE</u> (6 contests, 45 entries)	<u>NW SUPER SPORT RACE</u> (5 contests, 33 entries)	<u>RAT RACE</u> (2 contests, 10 entries)
1. Greg Beers 29	1. Mike Hazel 18	1. Bill Varner 8
2. SKARE Team 23	2. Dave Green 17	2. Dave Green 1
3. John Thompson . . . 22	3. Rich Schaper . . . 15	
4. Dave Green 17	4. John Thompson . . . 12	<u>SLOW RAT RACE</u> (2 contests, 10 entries)
5. Glenn Salter . . . 13	5. SKARE Team 10	1. Mike Hazel 5
		2. SKARE Team 4
<u>SCALE RACE (GOODYEAR)</u> (1 contest, 11 entries)	<u>FAI TEAM RACE</u> (1 contest, 5 entries)	3. Dave Green 3
No NW entries placed	1. Dick Salter 3	4. Dick Peterson . . . 2
	2. Knoppi-McCollum . . 2	
<u>MOUSE RACE CLASS I</u> (2 contests, 18 entries)	<u>MOUSE RACE CLASS II</u> (1 contest, 8 entries)	<u>OVERALL RACING</u> (20 contests, 140 entries)
1. Knoppi-McCollum . . 14	No NW entries placed	1. Dave Green 38
2. Rich Salter 2		2. SKARE Team 37
	<u>AMA COMBAT</u> (1 contest, 11 entries)	3. John Thompson . . . 34
<u>SLOW COMBAT</u> (1 contest, 7 entries)	1. John Thompson . . 11	4. Greg Beers 29
1. Glenn Salter . . . 5	2. Bill Varner . . . 10	5. Mike Hazel 23
*	3. Ken Burdick . . . 9	
<u>1/2A COMBAT</u> (2 contests, 13 entries)	<u>NW SPORT COMBAT</u> (1 contest, 6 entries)	<u>FAI COMBAT</u> (1 contest, 9 entries)
1. John Thompson . . . 6	1. Glenn Salter . . . 6	1. Howard Rush . . . 9
2. Gene Pape 5	2. John Thompson . . 5	*
Gary Byerly 5	3. Mike Hazel 4	<u>OVERALL COMBAT</u> (6 contests, 46 entries)
4. Dick Salter 4	4. Will Naemura . . . 3	1. John Thompson . . . 22
5. Will Naemura . . . 3		2. Glenn Salter . . . 11
		3. Bill Varner 10
		4. Ken Burdick 9
		5. Howard Rush 9

STANDINGS, continued

PRECISION AEROBATICS
(7 contests, 29 entries)
1. Randy Schultz . . . 11
2. Don McClave . . . 9
3. Steve Cole . . . 7
4. Pete Bergstrom . . . 6
Bob Parker . . . 6

SPEED (combined)
(10 contests, 51 ents)
1. Ken Bugar . . . 7
Keith Loutecky . 7
3. Chris Sackett . . 6
4. Andrew McClave . 5
Greg Beers . . . 5
Mike Hazel . . . 5
Dave Green . . . 5

PRECISION SCALE
(1 contest, 3 entries)
1. Bob Newman . . . 3
2. Dave Mullens . . 2
3. Rory Tennison . . 1

SPORT-PROFILE SCALE
(2 contests, 17 entries)
1. Randy Schultz . . 16
2. Pat Webb . . . 9
3. Dick Salter . . . 7
Dave Mullens . . . 7
5. Bob Newman . . . 5

OVERALL SCALE
(3 contests, 20 entries)
1. Randy Schultz . . 16
2. Pat Webb . . . 9
Dave Mullens . . . 9
4. Bob Newman . . . 8
5. Dick Salter . . . 7

PROFILE CARRIER
(1 contest, 10 entries)
1. Bill Skelton . . 10
2. Pat Webb . . . 9
3. Bob Danielson . . 8
4. Greg Beers . . . 7

CLASS I CARRIER
(1 contest, 5 entries)
1. Terry Miller . . 5
2. Bill Skelton . . 4
*

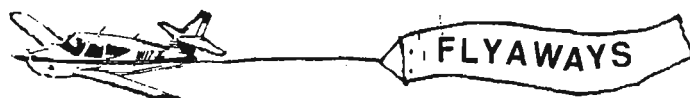
OVERALL CARRIER
(3 contests, 20 entries)
1. Bill Skelton . . . 14
2. Greg Beers . . . 12
3. Pat Webb . . . 9
4. Bob Danielson . . 8
5. Terry Miller . . . 5

CLASS II CARRIER
(1 contest, 5 entries)
1. Greg Beers . . . 5
2. Roy Beers . . . 4
*

BALLOON BUST
(2 contests, 9 entries)
1. Glenn Salter . . . 7
2. Dick Salter . . . 6
3. Bob Parker . . . 5
4. Rich Salter . . . 2
5. Andrew McClave . . 1

* The usual post-contest hubbub caused some results to be misplaced, apparently. FL does not have a listing of the fourth place finishers at the Regionals in 1/2A, slow and FAI combat, nor the third and fourth-place finishers in Class I and II carrier. If you

can document, either through written results or testimony from your event director, that you were among those placers, you may be eligible for standings points. Contact FL.



RANDOM TIPS AND RIBS FROM THE FL WORKSHOP FLOOR

*==*Wayne Spears suggests that contest directors putting on carrier meets split classes I and II wherever possible. If a low entry is anticipated, cut the prizes to a minimum, Wayne says, and let the guys fly their classes. What do others think? Let's give these CDs some direction.

*==*FL's editor is looking for some good ideas for the Flight School column. Better yet, why not ghost write one or two for me. Better and better yet, why not take over the column? Flight School is the beginners' column, designed to be read or passed on to the newcomers to our hobby. Contact the editor if you're willing to take it over or help out.

*==*Warning! We know it's old hat to write your AMA numbers on your planes, especially for us macho ("There are no rules") combat guys. But beware; that could be a costly attitude. An obscure AMA rule that went into effect this last rulebook cycle requires AMA numbers -- or a complete name and address -- on or in every airplane. It's not just a matter of being allowed to compete. AMA warns that your insurance may not be valid if your unmarked plane hits someone or otherwise causes an accident. It only takes 5 seconds to write an AMA number on your combat planes with magic marker -- I do it just before the covering goes on. You may be glad you did next time one flies away. For you scale buffs that don't want to mess up your pretty paint job, a simple card with your address and name inside the plane, or written on an obscure part of the bottom, will suffice. Remember, AMA numbers are required. Do you follow the rules or don't you?

*==*Nats entry forms are available now. If you're planning the trek to Massachusetts in July, write AMA for yours. Academy of Model Aeronautics, 1810 Samuel Morse Drive, Reston, VA 22090.

*==*Interesting article on how to chrome engine liners in the latest issue of the MACA newsletter. Combat people might profit by joining the national organization, the Miniature Aircraft Combat Association. Send \$9 U.S. and Canada, \$15 foreign, to MACA Care of Joe McKinzie, 6259 Shirley Drive, Smithfield, Texas, 76180.

*==*Product news update: Lew McFarland, famous stunt flier and designer, is bringing out a line of hobby products for control-liners. Light select balsa, control horns, nylon bell cranks, Sig products, fuel tanks, variable lead-outs, engines and kits will be offered. Efforts are

FLYAWAYS, continued

being made to bring back products by E-Z Just, Aldrich and Hunt. Contact Lew McFarland, X-Cell Products, 275 Goldrush Road, Lexington, Kentucky, 40503, and tell him Flying Lines sent you. This news cribbed from the PAMPA newsletter, Stunt News. To join the Precision Aerobatics Model Pilots Association and get Stunt News, send \$7 to Wynn Paul, 1640 Maywick Drive, Lexington, KY 40504 and tell him FL sent you.

*==*Orin Humphries is the author of a very detailed and informative article on the U-2 airplane in the June edition of wings magazine. The article talks about the design, characteristics and active service of the U-2. It's a two-parter, finishing up with the story of Gary Powers in the July issue. Congratulations, Orin, on a fine piece of work. We're proud to have Orin as a regular FL columnist and Northwest CL flier.

WHERE THE ACTION IS ➡ ➡

UPCOMING ORGANIZED EVENTS

← ← ←

Listed below are the control-line model aviation events currently known to Flying Lines. If you or your organization is sponsoring an upcoming event, contact FL now. All events listed here are AMA-sanctioned unless otherwise noted. There is no charge for listing here, and FL will distribute contest flyers free as well. All AMA-sanctioned events are open to all AMA members unless otherwise noted.

- July 9-10....KENT, Wash. -- Bladder Grabber triple-elimination AMA combat tournament for \$5,000 worth of Carver stereo prizes. Boeing Space Center. Breakfast, free to contestants, 9 a.m., July 9. Registration open until 11 a.m. July 9. Flying begins at 11. Call Howard Rush for directions to breakfast and other information, (206) 823-6018. Entry fee \$4.
- Aug. 14.....SPANAWAY, Wash. -- Seattle Skyraiders and Bill's Hobby Town Spanaway Spectacular. Three or four classes of precision aerobatics, slow, fast, ½A combat. Site: Sprincker Park, Spanaway. Contest Director Dave Mullens, 15559 Palatine Ave. N., Seattle, WA 98133 (206) 365-5436. Info also available from Pete Bergstrom, (206) 473-5471.
- Aug. 14.....EUGENE, Ore. -- Eugene Propspinners Annual Summer Meet. CANCELED -- due to conflict with Spanaway meet -- CANCELED.
- Sept. 10-11..KENT, Wash. -- Raider Roundup/Washington State Control Line Championships, sponsored by Seattle Skyraiders. FAI Team race, rat race, Northwest Sport Race, Northwest Super Sport Race, Class I&II Mouse Race, balloon bust, profile carrier, Class I-II carrier, slow, ½A and AMA combat, precision aerobatics, profile scale, AMA sport scale, Formula 40 speed, record ratio speed. Trophies and merchandise. Boeing Space Center. Contest Director: Dick Salter, 7217 S. 133rd, Seattle, WA 98178 (206) 226-1129.
- October 8....PORTLAND, Ore. -- Old-timers Fun Fly, featuring several events to be announced later, including old-time stunt. 9:30 a.m.-2:30 p.m. Site: Delta Park. Sponsor: Northwest Aeroliners. Information: Frank Macy, 5200 SE Jennings, Milwaukie, Ore., (503) 653-7436. Field available for Stuntathon practice after 2:30 p.m.
- October 9....PORTLAND, Ore. -- Stuntathon '83. Four PAMPA precision aerobatics classes, 9 a.m. Trophies and merchandise prizes. Site: Delta Park. Sponsor: Seattle Skyraiders. Information: Don McClave, 7719 SE 28th Ave., Portland, OR 97202., (503) 771-8453. Contest Director: Dave Gardner, 8133 184th St. SW, Edmonds, WA 98020 (206) 771-4787.

MYSTERY CONTEST ... KENT, Wash., July 10??????? FL has been told by various second-hand sources that a Boeing Hawks Air Fair will be held at the Boeing Space Center July 10. However, as is traditional, no information about this rumored contest has been provided to Flying Lines. Rumored events are precision aerobatics, carrier, ~~and speed~~. Rumored contacts are Scott Newkirk ((206) 767-3311) and Bob Emmett (206) 271-7107. If you should happen to go to the site on or about this date and find a contest, please ask the people in charge why they won't communicate with the rest of us through FL.

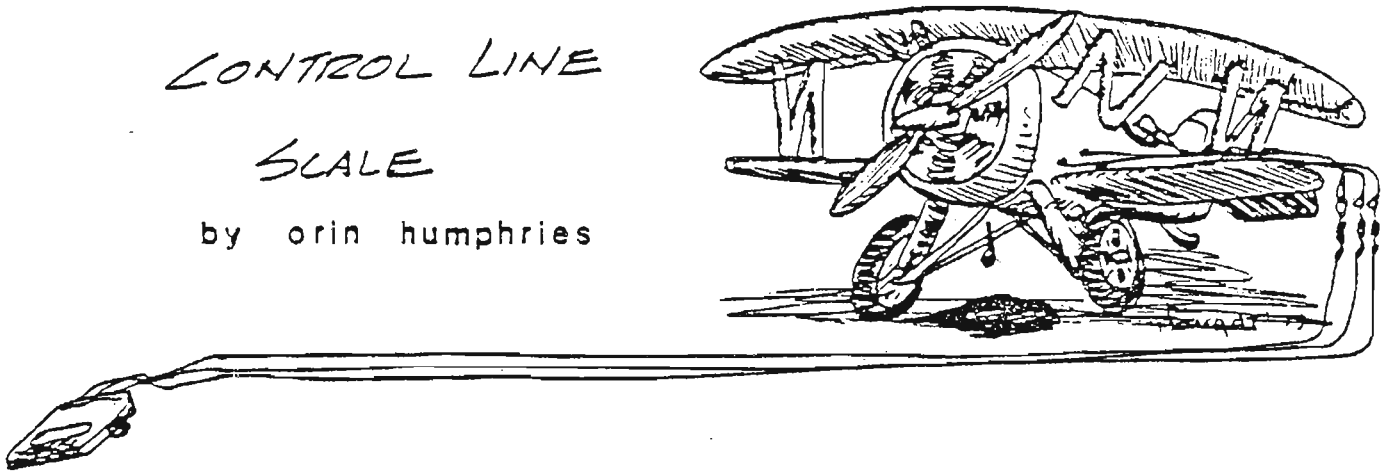
UPDATE July 16 & 17... Speed and Team Racing at the Boeing Space Center in Kent, Washington. Events: ½A, A, B, D, F40, F21, FAI, Jet Speed, and FAI Team Race. All events either day. TR is two heats each day with a final. Token awards, including some speed engines for prizes. Contact Scott Newkirk on this contest (206) 767-3311.

Scott sez to contact Bob Emmett (above) regarding Boeing contest on July 10.

CONTROL LINE

SCALE

by orin humphries



Ah, yes, I do recall the days when Uncle Ferd would hang little bags of Easter egg coloring at strategic locations around his Lizard Plane, and by pulling a string he could change the color of his airplane to match the surroundings. Yes...dodging the FAA he was. No other Lizard Plane could change its color; only his, and it served its purpose. The FAA couldn't find him for nigh onto 17 years to revoke his airworthiness certificate. One day he screwed up and made it look like a bull's eye pattern. Some air cadet dropped a practice bomb on it and that was the end of it... 'myes,'myes.

Seriously, non-scale deviations are a must for a lot of scale models. How many biplanes have you seen at a contest or practice session taxi out about 10 feet and stand on their nose? Never got off the ground, right? There was a Spitfire at the '80 Canadian Nats that did that, too. If the builder would have raked the landing gear forward a bit in a non-scale fashion, sort of like some carrier models, the model wouldn't trip that way.

There are other scale subjects which have too small wing or tail, or too small an engine nacelle for enough fuel or big enough engine. If a guy only had the courage to make a small change, he'd get a flyable model. But that would cost him fidelity points in the static judging, right? who wants to give up 15 points, right?

Wrong way to look at it, guys. If you don't get in a flight because it won't get off the ground, you lose the flight points, which usually are around 200 points. Now, if you will make a small change that costs you 15 points but which makes takeoffs or flight itself possible, your net gain is around 185 points. Think of it that way.

My T-34's nose wheel door is non-scale, but it allows me to change the glow plug on my inverted engine without having to first pull the engine. The block for a canopy saved months of labor in that area, and the rest of the model is good enough to do very well in contests. I don't need a complete cockpit and neither do you. And I never again will design a scale military model with a scale wing area. They will all have slightly enlarged wings for good flights. Lose a few points, gain a few more.

Fellows, take your models and fly them at contests for fun and crowd exposure; forget this trophy stuff. Enjoy your creation.

Tip of the month: Wurtzler Egg coloring washes off scales the best. See ya!

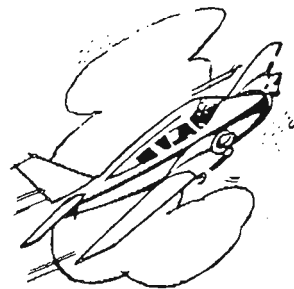
--Nutz (Orin) Humphries, N 5208 Elgin, Spokane, Wash. 99208, 509-325-9773.

THE FLYING FLEA MARKET

- HANDLES -- Limited supply of Davis 2/3-line handles available. New in box, lighter than E-Z Just. \$4 postpaid. Not suggested for fast combat or heavy models. DO-ER PRODUCTS, see below. 44-45-46
- WOOD ANALYSIS -- For those interested in light models, I do density/weight analysis @ \$5 and up, plus postage. Examples: G. Nobler, \$15, a/2 stuff (solid), \$5. SASE for inquiries, please. DO-ER PRODUCTS, 1037 Eastman, Oshkosh, Wis. 54901. 44-45-46
- SPRING CLEANING -- Time to get rid of a lot of stuff running me out of my shop... Shark 45 kit -- \$30. Tutor kit -- \$20. Skylark kit -- \$35. Sig Akromaster getting a little old but still flies great; includes Fox .15 -- good stunt trainer or kids sport plane, \$25. Two Supertigre G21 .35 in stock configuration, good for slow combat \$25 and \$20 (needs head). Geisecke Nobler, built and ready to finish, drilled for Fox .35 -- several years hangar rash will make it hard to make stunningly beautiful but it should fly OK for practice, \$50 includes enough Monokote to finish it. Assorted marginal slow combat planes, \$10 each. Fascal, 60¢/foot. John Thompson, 1411 Bryant Ave., Cottage Grove, OR 97424. Call (503) 942-7324 to confirm availability.



AIR MAIL



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

DEAR FL:

Enclosed find my check to keep your great newsletter coming to my doorstep for another year. Regarding profile scale at the Regionals, I agree that Orin Humphries had a good idea starting this event as a stepping stone to other scale categories, but I think that it should still have a winner and be competitive in nature.

Interest in this event is definitely growing, as there were 11 entries this year compared with 6 last year. The increased numbers would also make it difficult to put each airplane in a separate category and award all with a separate category and award all with a trophy as Orin suggested.

Orin was concerned about some modelers spending hundreds of hours building a competitive model. Judging from the models present at this year's regionals, this does not seem to be a serious problem. My own Me 109 was built in three weeks and has done fairly well. Anyway, keep up the good work!

--Randy Schultz, 3926 Midvale Ave. N., Seattle, WA 98103.

DEAR FL:

Please sign me up for a year of Flying Lines. I am a member of the Southwest's largest and most active CL club, TAMRA. Perhaps we can work together to alert people that control-line flying is far from dead and a lot less boring than RC.

--Chris Peter, 1034 E. Adelaide, Tucson, AZ 85719.

DEAR FL:

Did you receive my \$ for Flying Lines? I mailed you a check -- perhaps 2 months ago -- I have not received any issues. Would you check into it. (Editor's note: We caught the publisher at the airport, heading for Acapulco with the check...situation corrected (Having a great time, wish you were here...))

How's things at your end?

If the Bladder Grabber were closer, I'd go. Wonder if we could get it moved?

MACA has won some major victories with AMA. Watch the July newsletter. Will tell the whole story and will take several issues. Going to the Naus? Got any suggestions or goals for MACA?

--Gary Frost, MACA president, 1012 Bedford, Ballwin, Mo. 63011.

HOBBY SHOP DIRECTORY

FAMILY CRAFTS, HOBBIES AND NEEDLEWORKS -- Control-line equipment and supplies. Crafts and hobbies for the entire family. 10209 NE Sandy Blvd., Portland, OR 97220. (503) 256-4276.

FIRGROVE MODEL SUPPLY -- Radio Control, Control-Line and Gliders. 10611 136th St. East, Puyallup, Wash., 98373. (206) 845-7675. Owned by R.B. "Bob" Pfeiffer.

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

WHO'S WHO AT FLYING LINES

Flying Lines is produced monthly by a dedicated staff of volunteers interested in keeping lines of communication open between Northwest modelers. FL is totally independent of any organization, depending entirely 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 FL 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. Premium subscriptions, \$25, U.S., Canada and Mexico only.

Advertising rates: \$6 per half page, \$4 per quarter page, \$1 for five lines of classified advertising. Hobby Shop Directory, \$15 per year.

Here is the FL staff:

Publisher....Mike Hazel	Carrier.....Orin Humphries	Speed.....Mike Hazel
Editor.....John Thompson	Aerobatics...Paul Walker	Scale.....Orin Humphries
Photo Editor..Bruce Guenzler	Combat.....Gene Pape	Sport.....Larry Miles
Advertising..Frank Macy	John Thompson	Beginners..John Thompson
	Racing.....Mike Hazel	

Staff opening: Engine columnist -- contact the editor!

\$5,000 WORTH OF PRIZES

BLADDER

GRABBER

VIII

**TRIPLE - ELIMINATION MODEL AIRPLANE COMBAT
TOURNAMENT**

JULY 9 & 10, 1983

BOEING SPACE CENTER, KENT, WASHINGTON

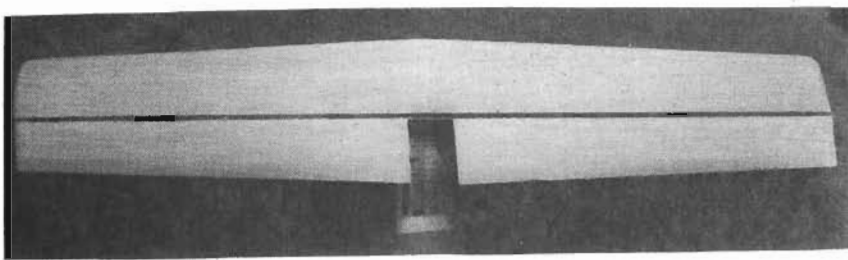
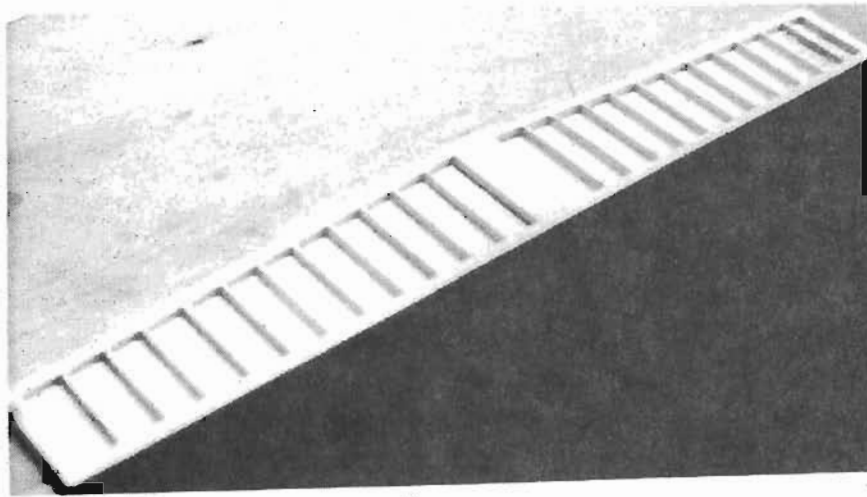
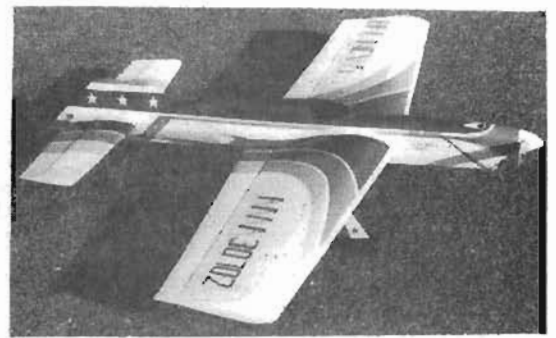
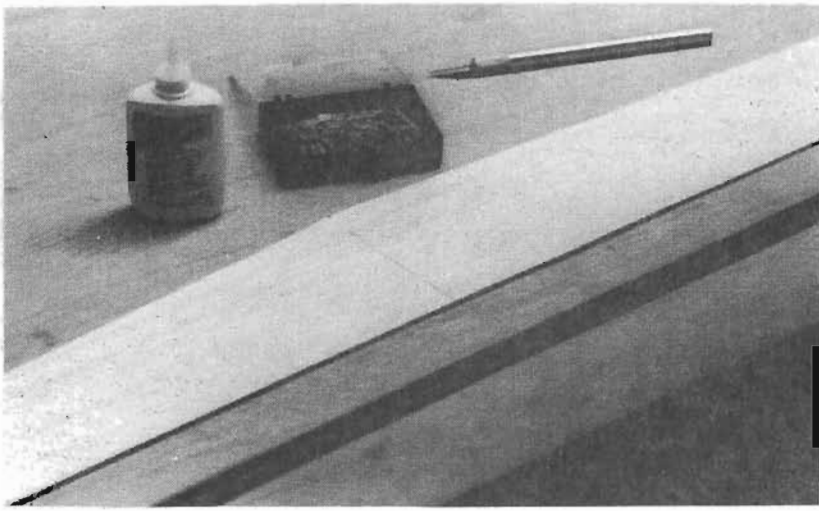
Prizes through 4th place include both trophies and Carver Corporation stereo equipment. Entry fee is \$4. The proceedings begin with breakfast at 9 AM July 9th, free to contestants. Call Rush for the breakfast location.

Registration will be open until 11 AM at the field, July 9th only. Flying will begin promptly at 11. For further information, call Howard Rush at (206) 823-6018 or ~~(206) 821-3701~~. Let us know if you need a place to stay or a ride from the airport.

If you're less than 21, please have this form signed and bring it with you:

Parent's Consent, Waiver, Release: As parent or natural guardian of.....
a minor, I hereby give my full and unqualified consent to his/her participation
in this model airplane contest. I further release the sponsors, promoters, and
officials of said contest from responsibilities for any claims of loss, damage,
or injury resulting from any cause in the course of the contest. I also assume
full responsibility for any damage or injury caused by above named or his/her
model aircraft to any person or property.

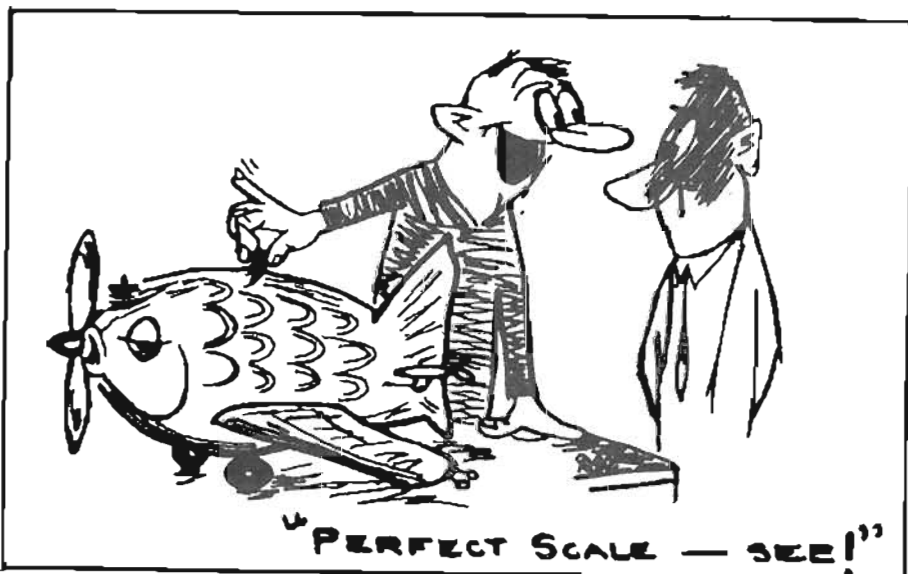
SIGNED (PARENT OR GUARDIAN).....



STUNT TAIL SECTION DETAILS

Stunt master Paul Walker tells about use of carbon fiber in construction of the tail feathers for this year's fantastic Walker stunt plane. We're not sure how well the carbon fiber shows up in these pictures but maybe the combination of photos and text will make it clear. Top left, some of the tail sheeting and the necessary tools; Zap-A-Gap, pins and a-acto knife. Left center, bottom sheeting and structure. Bottom, finished assembly. Right column, top to bottom: The finished "Bad News", Walker 1983 plane. Randy Schultz with his 1983 stunter. Don McClave and plane.

Paul Walker Photos, Don Reed cartoon



Next month's pictures:
THE REGIONAL