

FLYING LINES

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June-July '84 NEWS OF NORTHWEST CONTROL LINE MODEL AVIATION Number 55

THE TRADITION CONTINUES -- ANOTHER OUTSTANDING REGIONALS

West Coast Control-Line Model Aviation's premier event, the Northwest Regional Control-Line Championships, continued its winning tradition May 26-27 with the 13th in a series of successful competitions.

As always, the Regionals was part contest and part air show, with sideline displays, multitudes of spectators, news media coverage, and great after-hours social activities.

Weather, which had been rainy and threatening during the preceding week, cleared off to be warm and mostly sunny on Saturday and breezy but warm again after some morning chill on Sunday. Nary a drop of rain fell during the two days of competition.

There were again a few new twists to the event. On the field of competition, Old-Time Stunt was added, Precision Aerobatics was expanded to four classes, and Profile Scale rules were improved. Off the field, a new concessionaire provided hot food, including breakfasts, and portable toilets shortened the hike for relief.

Perhaps the highlight of the new features was the revival of the grand championship, a surprise kept for the end of the trophy presentation. To the great surprise of the recipient and to the delight of everyone, the grand championship trophy went to Bob Danielson of Bothell, Wash., the personable Seattle Skyraider Scale, Stunt and Carrier buff. Congratulations, Bob. Runners up for the honor, and also receiving trophies, were Paul Gibeault of Calgary, Alberta and Fred and Joyce Margarido, the M&M Team, from Fremont, Calif.

As usual, the Regionals drew competitors from far and wide. This year the states and provinces providing competitors were Oregon, Washington, California, Utah, Idaho, British Columbia, Alberta and Saskatchewan. A special FL welcome to the carload from Idaho, the first from that state in some years, and to Ron Salo from Prince Albert, Sask., this year's distance-traveled champion.

Event entries were strong in Precision Aerobatics, Carrier, Speed, Combat and the Sport Racing classes, and down a little in AMA racing. The noticeable absence of some of the old regulars was compensated for by the emergence of numerous new faces. In all, the contest drew 69 individuals, down 9 from last year's all-time high of 78.

There were no new records in speed in spite of a good turnout of fliers, but two Navy Carrier records were swept away and a new slow rat feature race record was established. Congratulations to new record-holders Dave Green (Profile Carrier), Bob Danielson (Class I Carrier), and Dick McConnell (Slow Rat Race).

Social events were less formal in 1984 but every bit as successful. Saturday night, an impromptu trip to a pizza parlor drew a crowd of 75 modelers and families. A laid-back Sunday night barbecue in tent city added to the conviviality.

The Regionals remains the Northwest's one truly regional contest effort, with workers coming from all over. Some words of acknowledgement are due the people who made the contest possible. It would be impossible to mention all those who helped, but here is an attempt to mention as many as possible. If you get a chance to say a word of thanks to these workers, please don't pass it up.

SITE COORDINATION: Eugene Prop Spinners, headed by Mel Marcum. This included arrangement for portable toilets, concessions, acquisition and deployment of equipment, relations with the airport staff, etc. **FIELD PREPARATION:** Eugene Prop Spinners, including Mel Marcum, Tom Kopriva, Gerald Schamp, Bob and Cam Hauk, and Gene Pape. **HOBBY SHOP:** Paul Agerter, Eugene's Toy & Hobby. **DISPLAYS:** Terry Miller (RTF planes), R.F. Stevenson (engines). **PRECISION AEROBATICS:** Don McClave, Bob Emmett, Jim Parsons. **COMBAT:** Dave, Jay and Lesa Childs, Bruce Guenzler, Howard Rush. **RACING:** Dick Salter, Dick Peterson, Mike Hazel. **NAVY CARRIER:** Mike Marcum, Orin Humphries. **SPEED:** Mike Hazel. **SCALE:** Earle Moorhead, Mel Marcum. **PROFILE SCALE:** Tom Kopriva, Mel Marcum. **OLD-TIME STUNT:** Gerald Schamp, Don McClave. **BALLOON BUST:** Dave Mullens and the Seattle Skyraiders. **REGISTRATION:** Delores Marcum,

REGIONALS, continued

Mel Marcum. FLEA MARKET: Dave Green, Dick Peterson, Gerald Schamp. CLEANUP: Mel Marcum, Tom and Michael Kopriva, Gerald Schamp. FIELD MARSHAL: Bob Hauk. PRIZE ACQUISITION: John Thompson. TROPHIES: Mel Marcum. SCOREBOARDS: Mike Hazel. PROGRAMS: Mike Hazel. PUBLICITY: John Thompson. CONTEST DIRECTOR: John Thompson.

Now on to the competition:

NAVY CARRIER

Navy carrier's growth in the Northwest continued with a total of 25 entries over the three classes.

Dave Green, who entered the event for the first time last fall, upped his own Northwest record for profile carrier to 218.5. Not to be outdone, Grand Champion Bob Danielson knocked down the Class I record with a 300.3 victory.

The deck was busy all day as the air was generally calm. Carrier competitors welcomed the return of former profile record-holder Marty Phillips of Kirkland, Wash., and David Shrum of Glide, Ore., to competition. Also welcomed were newcomer Rick Wallace of Sequim, Wash. and Pat Johnston of Boise, Idaho.

PROFILE NAVY CARRIER (13 entries)

1. Dave Green, Astoria, Ore. -- 218.5. Airplane data unavailable.
2. Marty Phillips, Kirkland, Wash. -- 204.7
3. Gerry Van Dyk, St. Albert, Alta. -- 202
4. Stanley Johnson, Spokane, Wash. -- 194.4

CLASS I NAVY CARRIER (8 entries)

1. Bob Danielson, Bothell, Wash. -- 300.3. O52U Kingfisher, built from magazine plans. K&B sport .40, Sound Fuel 25% nitro fuel.
2. Pat Johnston, Boise, Idaho -- 197.1.
3. Rick Wallace, Sequim, Wash. -- 196.
4. David Shrum, Glide, Ore. -- 187.6.

CLASS II NAVY CARRIER (4 entries)

1. Roy Beers, Vancouver, Wash. -- 264.1. Wildcat F4F, scratch built from unknown plans. 42" span, balsa, Aero Gloss finish, Supertigre .61, Zinger 11x7 wood prop, Fox idle bar plug, Sheldon's 20% nitro fuel Supertigre carb, J-Roberts handle.
2. Rob Parker, Renton, Wash. -- 190.4.
3. Bob Danielson -- 86.5
4. Wayne Spears, Portland, Ore. -- No score.

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COMBAT

Some of the regular competitors were missing, but new faces filled in the gaps and the combat events drew 40 entries who fought hard for the top positions.

The best combat for the spectators of the whole weekend happened in the lowest-entry event, as four FAI Combat competitors put on excellent shows in every match. All except Half-A Combat were flown double-elimination.

Bob Stettler of Tacoma, Wash., a new Combat flier, rose to the top of the heap in AMA combat for his first major contest victory. Bob's win in AMA prevented a sweep by John Salvin of Orinda, Calif., one of the hottest combat fliers on the West Coast at present.

Salvin won Half-A, Slow and FAI combat and looked unstoppable until the last event.

Combat was smooth, controversy-free and well-run in spite of Event Director Dave Childs' bout with strep throat. Dave expressed special thanks to the Combat competitors for a weekend of sportsmanlike conduct.

AMA COMBAT (14 entries)

1. Bob Stettler, Tacoma, Wash. -- 6-0. Junebug II, Stettler design, 46" span, 17 oz., Fox .36, 8.5x7 maple pylon racing prop, Thunderbolt plug, Sheldon's 33% nitro fuel, bladder tank, K&B universal needle valve, Aldrich handle.
2. Mike Petri, Redwood City, Calif. -- 5-2.
3. Gary Byerley, Spanaway, Wash. -- 4-2.
4. John Salvin, Orinda, Calif. -- 4-2.

SLOW COMBAT (10 entries)

1. John Salvin -- 5-0. Aeolus-Slow, Salvin design. 45" span, foam-balsa construction, FasCal finish, replacable wing. Fox .36, Salvin-Garner rework. Zinger 8x7 maple prop, K&B Long plug, home brew 40%-nitro fuel, quick-change balloon-type suction tank, Supertigre needle valve assembly. Hot Rock handle. Pit crew: John Salvin IV, Bruce Coffey.
2. Gary Byerley -- 4-2.
3. Dick McConnell -- 3-2.
4. John Salvin IV, Orinda, Calif.

FAI COMBAT (4 entries)

1. John Salvin -- 4-1. Aeolus-FAI, Salvin design. 45" span, foam-balsa, FasCal. Nelson ABC .15, Taipan 6x4 prop, K&B plug, home brew 40%-nitro fuel, bladder tank, Supertigre needle valve. Aldrich handle. Pit crew: John Salvin IV, Bruce Coffey.
2. Howard Rush, Kirkland, Wash. -- 2-2.
3. Gary Byerley -- 1-2.
4. Dick McConnell, Seattle, Wash. -- 0-2.

HALF-A COMBAT (12 entries)

1. John Salvin -- 3-0. SlySir, Steve Hills design. 31" span, 6.5 oz., foam-balsa, FasCal. Kustom Kraftsmanship TeeDee .049, Tornado 5x3 nylon prop, GloBee sport plug, home brew 40%-nitro fuel, Bladder tank, bored venturi. Pit crew: John Salvin IV, Bruce Coffey.
2. Lloyd Birch, Everett, Wash. -- 2-1.
3. Gary Byerley -- 2-1.
4. Richard Birch, Everett, Wash. -- 1-1.

PRECISION AEROBATICS

An excellent turnout of fliers made for a fine contest, though some stiff winds made the flying a challenge. Don McClave and Bob Emmett shared event-directing chores when ED Dave Gardner was unable to come at the last minute. By Saturday morning, Don and Bob had made all the necessary preparations.

No fewer than seven pilots entered the expert class, including MODEL AVIATION columnist, former Nats champion and world championship team member Ted Fancher. Paul Walker, last year's top Northwest stunt flier, came up from Alta Loma, Calif. Marty Phillips returned to stunt flying with his venerable "Sting," flying in the advanced class.

Randy Powell of Caldwell, Idaho, stuffed his Nobler in Saturday's practice and had it repaired and flying by Sunday. The most serious mishap was the tragic destruction of Alan Resinger's beautiful plane, which went momentarily slack at the end of an official flight. Resinger won the advanced class but lost the plane for good.

Old-Time Stunt proved popular in its first exposure at the Regionals, and Bob Emmett captured the engraved Fox .35 donated by Bob McCain for first place in that event.

EXPERT PRECISION AEROBATICS (7 entries)

1. Paul Walker, Alta Loma, Calif. -- 542. Bad News, Walker design, 62" span, 47 oz., balsa-carbon fiber-plywood, Monokote. OS .40FSR, Zinger 11.3x6 prop, Thunderbolt RC long plug, Red Max 10% nitro fuel, muffler pressure, Walker 6-oz. uniflow suction tank, .015"x67' braided lines, E-Z Just handle.

REGIONALS, continued

- 2. Ted Fancher, Foster City, Calif. -- 526.
- 3. Don McClave, Portland, Ore. -- 488.
- 4. Randy Schultz, Seattle, Wash. -- 482.5.

ADVANCED PRECISION AEROBATICS (4 entries)

- 1. Alan Resinger, Delta, B.C. -- 435.5. Excitation II, Ted Fancher design, 60" span, 49 oz., foam-balsa, Monokote-Super Poxy-Formula U, OS Max .45, Nelson-Garner rework, Zinger 11.5x5 wood prop, K&B idle b plug, Red Max 10% nitro fuel, Supertigre needle valve assembly, muffler pressure, Resinger 6.5-oz. uniflow tank, .018"x65" braided lines, E-Z Just handle.
- 2. Marty Phillips, Kirkland, Wash. -- 414.
- 3. Patrick Johnston -- 412.
- 4. Rich Schaper -- Kelso, Wash. -- 408.5

INTERMEDIATE PRECISION AEROBATICS (3 entries)

- 1. Dan Cronyn, Seattle, Wash. -- 338.5. Top Flite Tutor, 48" span, 39 oz., balsa, Pactra-Monokote, OS Max .35, Zinger 10x5 wood prop, Fox RC long plug, Sound 10% nitro fuel, muffler pressure, Randy's 4-oz. uniflow tank, .015"x60" braided lines, E-Z Just handle.
- 2. Randy Powell, Caldwell, Idaho -- 304.
- 3. Terry Miller, Roseburg, Ore. -- 303.5

BEGINNER PRECISION AEROBATICS (5 entries)

- 1. Bob Danielson -- 232.5. Sig Chipmunk. HP .40, Sound Fuel 10% nitro fuel.
- 2. David Shrum -- 217.5.
- 3. John Hall, Puyallup, Wash. -- 190.
- 4. Pat Waters, Sumner, Wash. -- 164.5.

OLD-TIME STUNT

- 1. Bob Emmett, Renton, Wash. -- 283.5. Airplane data unavailable.
- 2. Bob Parker -- 265.5.
- 3. John Hall -- 225.
- 4. Bob Danielson -- 220.85

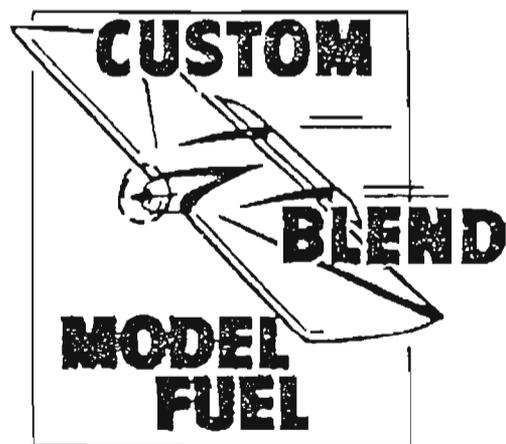
RACING

This was the only event in which the loss of some regular competitors was not made up for by new people, but the racing that did happen was competitive and smooth.

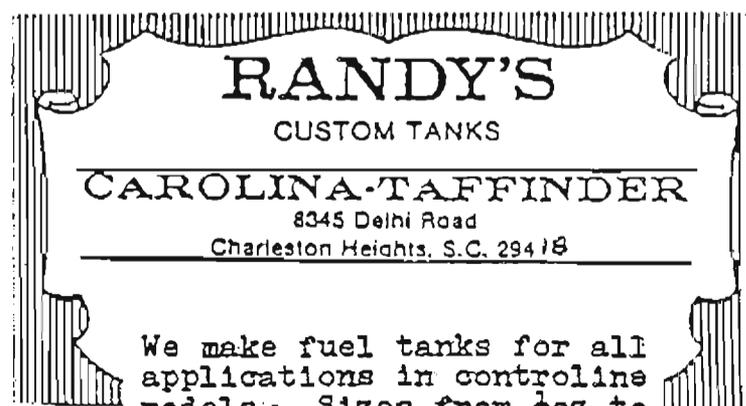
As usual, the California teams were strong, but the Alberta group also had some strong entries. As usual, Northwest entries were almost

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REGIONALS, continued

non-existent in the Goodyear and Slow Rat events, which are not popular in the region. Entry was strong in both the Northwest racing events.

Rich Schaper of Kelso, Wash. broke the Californians' string in Northwest Super Sport Race, for the only Northwest team win in the open class. Juniors Rick Schaper and Rich Salter had two good races in junior Mouse Race I and junior Northwest Sport race.

RAT RACE (5 entries)

1. Paul Gibeault, Calgary Alta. -- 5:41. Airplane data unavailable.
2. Bill Varner, Astoria, Ore. -- 7:20.
3. Bob Boling, Richmond, Calif. -- 99 laps.

SLOW RAT RACE (4 entries)

1. Vic Garner, Livermore, Calif. -- 6:31. Fat Wing II, Garner design. 38" span, 2 lbs., balsa-hardwood, K&B finish. Tune-Hill .35, Garner rework, McCollum SR-I 9 1/8x7 fiberglass prop, GloBee 1L plug, Hazel 10% nitro fuel, uniflow 3-oz. suction tank, fastfill, hot glove, Garner handle. Pilot Vic Garner, pit crew Ernie Reece.
2. Joe Armstead/Mike Petri Team, Redwood City, Calif. -- 7:46.
3. Dick McConnell, Seattle, Wash. -- 10:42.
4. Dick Peterson, Renton, Wash. -- DNF.

SCALE RACE (GOODYEAR) (5 entries)

1. Paul Gibeault -- 7:14. Airplane data unavailable.
2. Vic Garner -- 8:22.
3. Roy Andrassy, Edmonton, Alta. -- 8:43.
4. Les Akre, Edmonton, Alta. -- 48 laps.

JUNIOR NORTHWEST SPORT RACE (2 entries)

1. Rick Schaper, Kelso, Wash. -- Time unavailable. M&P Mongoose, 34" span, 26 oz., balsa-plywood, K&B Super Pox. Fox .35 stunt, McCollum 8x7 fiberglass prop, Thunderbolt standard plug, Sheldon's 20% nitro fuel, Rich Schaper 1.75-oz. tank, Aldrich handle. Pilot Rick Schaper, pit crew Rich Schaper.
2. Rich Salter, Seattle, Wash. -- Time unavailable.

OPEN NORTHWEST SPORT RACE (14 entries)

1. Vic Garner -- 8:37. Sterling new Ringmaster, 42" span, K&B/Monokote finish, reinforced nose. Fox .35 stunt, McCollum SR-I 9 1/8x7 prop, McCoy plug, Sheldon's 25% nitro fuel, uniflow tank, Garner handle. Pilot Vic Garner, pit crew Ernie Reece.
2. Dave Green, Astoria, Ore. -- 8:56.
3. John Salvin -- 8:58.
4. Dick McConnell -- 10:31.

NW SUPER SPORT RACE (11 entries)

1. Rich Schaper, Kelso, Wash. -- 7:51. Bobcat, John Kilsdonk design. 37.5" span, 36 oz., balsa-plywood-maple, K&B Super Pox, K&B .35, McCollum 8 3/8x7 fiberglass prop, Thunderbolt standard plug, Sig 35% nitro fuel, Schaper 3-oz. uniflow tank, fastfill, shutoff, hot glove, Hot Rock handle. Pilot Rich Schaper, pit crew Dave Green.
2. Armstead/Petri -- 10:13.
3. Glenn Salter, Seattle, Wash. -- DQ.
4. Vic Garner -- 4:48 heat.

JUNIOR CLASS I MOUSE RACE (2 entries)

1. Rick Schaper -- 6:44. Skoal, Rich Schaper design, 18" span, balsa-plywood, Sig dope, Cox .049, Rich Schaper rework, Top Flite 5.25x4 nylon prop, Cox TeeDee plug, Cool Power 40% nitro fuel, .093 venturi, Cox tank, spring starter, Cox handle. Pilot Rick Schaper pit crew Rich Schaper.
2. Rich Salter -- 10:27.

OPEN CLASS I MOUSE RACE (9 entries)

1. M&M Team (Fred & Joyce Margarido), Fremont, Calif. -- 5:10. airplane data unavailable.
2. Roy Andrassy -- 5:21.
3. Bob Boling -- 8:37.
4. Armstead/Petri -- 2:58/2:50 heats.

CLASS II MOUSE RACE (5 entries)

1. Armstead/Petri -- 11:12. Airplane data unavailable.
2. Paul Gibeault -- 11:42.
3. Bob Boling -- 63 laps.
4. Dave Green -- 36/34 laps heats.

FAI TEAM RACE

No entries.

SCALE

Profile scale, originated three years ago by Orin Humphries, continued to be a popular "sportsman" event, drawing six entries. Four entries also showed up in AMA scale, highlighted by Bob Danielson's remarkable warplane with six control-lines and a variety of functions. Bob's plane made its maiden flight at the Regionals, to the delight of a large crowd.

As usual, scale was a crowd-pleasing favorite!

REGIONALS, continued

PRECISION SCALE (4 entries)

1. Bob Danielson -- 410. Dave Platt Navy T-28, 64" span, 5 lbs, 9 oz., shock-absorbing landing gear, retracts, flaps, throttle. Fox Eagle III .60, Zinger 12x6 prop, Sound Fuel 10% nitro fuel, suction tank, .021x60 braided lines.
2. Pat Johnston -- 393. F-8-F-1 Bearcat.
3. Dave Mullens, Seattle, Wash. -- No flight. Ryan STA.
4. Dennis Waters, Seattle, Wash. -- Did not show for judging.

PROFILE SCALE (6 entries)

1. Randy Schultz -- 138. Midwest ME 109, 48" span, 41 oz., balsa, silk-Aero Gloss dope. OS Max .35, Zinger 10x6 wood prop, Fox FC long plug, Sheldon's 5% nitro fuel, muffler pressure, Sullivan clunk tank, .015"x60' lines, Schultz handle.
2. Don Chandler, Redwood City, Calif. -- 136.
3. Bob Danielson -- 118.
4. Art Lander, Richmond, B.C. -- 105.

SPEED

Thirty-five event entries continued the growing tradition of the Regionals as a major speed event. The circle was busy from 7:30 a.m. until 5:30 p.m. with flights going up every couple of minutes and several world-class people working hard to get the bugs out for 1984.

There were no records but flashes of brilliance showed through at times. So many entries showed up that Saturday night saw Speed Director Mike Hazel out with the lawn mower, doubling the size of the pit area -- and the pits were jammed all day long.

HALF-A SPEED (5 entries)

1. M&M Team -- 98.97 mph. Airplane data unavailable.
2. Don Chandler -- Four attempts.
3. Joe Armstead -- Two attempts.
4. Bob Danielson -- One attempt.

A SPEED (7 entries)

1. Jim Rhoades, Salt Lake City, Utah -- 159.94 mph. Rapidaparatus, Rhoades design, 24" span, 16 oz., basswood-balsa-aluminum, Hobby Pox. Rossi .15, Nick Sher rework, Rev-Up 3 3/4x8 wood prop, McCoy long plug, home brew 70% nitro fuel, crankcase pressure, centrifugal fuel switch, Rhoades 1-oz. tank. Monoline. Pilot Jim Rhoades, pit crew Les Akre, John Boles.
2. M&M Team -- 157.69.
3. Frank Hunt III, Merced, Calif. -- 114.02.
4. Joe Armstead -- Two attempts.

B SPEED (4 entries)

1. Chris Sackett, Burnaby, B.C. -- Two attempts. Airplane data unavailable.
2. Don Chandler -- Attempt
3. Greg Beers, Vancouver, Wash. -- No flight.
Joe Armstead -- No flight.

D SPEED (5 entries)

1. Frank Hunt III -- 189.8 mph. Airplane data unavailable.
2. M&M Team -- 164.47.
3. Loren Howard, Vancouver, Wash. -- 151.07.
4. Don Chandler
Joe Armstead.

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REGIONALS, continued

JET SPEED (4 entries)

1. Jim Rhoades -- 151.07 mph. Mike Hoyt Sidewinder, 24" span, 32 oz., basswood, Hobby Poxy. Dyna Jet, Champion Spark plug, home brew 14% 14% nitro fuel, 8-oz kit fuel tank. Monoline. Pilot Jim Rhoades, pit crew Fred Margarido, John Boles.
2. Chris Sackett -- Three attempts.
3. Jerry Thomas, Puyallup, Wash. -- Three attempts.
4. Loren Howard -- No flights.

FAI SPEED (5 entries)

1. Chuck Schuette, Vancouver, Wash. -- 157.56 mph. APT IIB, Spahr-Schuette design, 23.25" span, 17 oz., fiberglass-aluminum wing. Rossi .15, Schuette rework, Schuette 6:4x5.8 fiberglass prop, Rossi #2 plug, Hazel no-nitro fuel, pressure regulator, bladder tank, Schuette handle.
2. Paul Gibeault -- 129.35.
3. Charles Vassallo, Vancouver, Wash. -- 104
4. Greg Beers -- Attempt.

FORMULA 40 SPEED (9 entries)

1. Loren Howard -- 143.14 mph. Original plane, 28" span, 22 oz., basswood-balsa, Aero Gloss, K&B 6.5, Howard rework, 8x8 glass prop, GloBee plug, 40% nitro fuel, crankcase pressure. Pilot Greg Beers.
2. John Boles, Salt Lake City Utah. -- 142.46.
3. Paul Gibeault -- 140.08.
4. Dave Green -- 140.02.

BALLOON BUST

Balloon bust, organized and officiated by the Seattle Skyraiders, was the fitting unwinding after two days of tough competition for many of the fliers. Not only is the event low-key and fun, it's a spectator favorite. As far as results go, the Salter family from Seattle is the dynasty.

A three-way tie for second place in the open class was settled by a hilarious balloon blow-off during the trophy presentation.

JUNIOR BALLOON BUST

1. Rich Salter -- 3 targets. Airplane data unavailable.
2. Shawn Mullens, Seattle, Wash. -- 2 targets.

OPEN BALLOON BUST

1. Dick Salter, Seattle, Wash. -- 8 targets. Airplane data unavailable.
2. John Hall.
3. Bob Danielson.
4. Terry Miller.

* FL competition information forms from the winners of many events had not reach FL hands by the time this item was written. We will attempt to fit some of the data into a future issue.

HERE'S WHO TO THANK -- 1984 REGIONALS PRIZE DONORS

Competitors at the 1984 Regionals took home many fine prizes, most of which were donated by the manufacturers and distributors. Top donor, as always, was Eugene's Toy & Hobby, which as usual provided the largest number of prizes. However, many others also made major contributions.

We recommend that all prize winners _ and all other interested participants _ to write to the donors and express your appreciation for their support. Here is the list:

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SPANAWAY TUNEUP IS SPECTACULAR -- APRIL 28

From the SKYWRITER

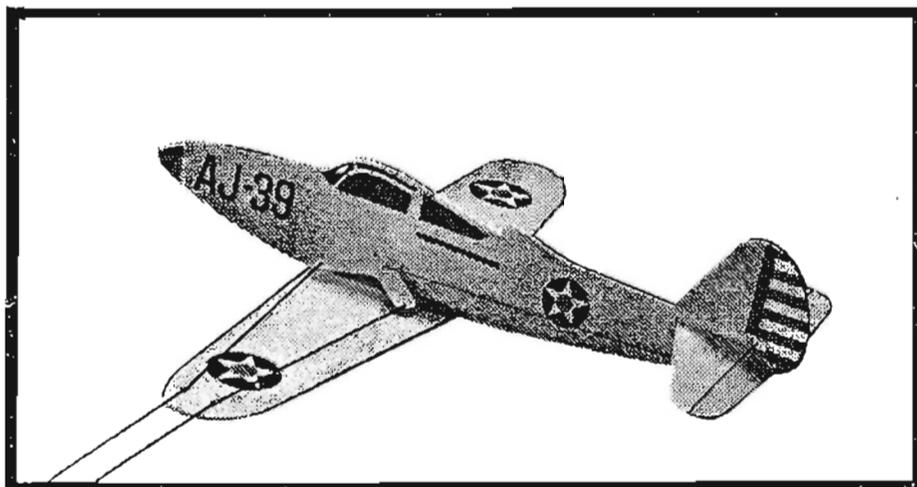
Hobby Town, located in Spanaway, Wash., repeated their success of the previous year and put on an outstanding contest. Jim Brazzle from Hobby Town took care of the logistics of rounding up another generous offer of contest merchandise. Thanks to all the folks at Hobby Town. You see, there are people out there willing to support control-line modeling.

This was Pete Bergstrom's first contest as an official contest director. Pete had things well-organized and prepared. The only complaint I heard all day was the fact that he had mis-labeled one of the streets on the map on how to get to Bethel Jr. High School, the flying site. Pete corrected the problem by placing postage stamp size flyers on the bushes at the corner of the intersection. Pete's rationale was, that anyone with eyes good enough to compete in such a high-caliber contest should have no problem finding the sign in the bushes.

And the weather was perfect, for attempting a record kite flying trial. Only one thunderstorm visited the site, but it appeared that Bethel Jr. High was in the eye of the storm, with clouds circling the flying site in a holding pattern. The winds were fairly steady and predictable, though.

Stunt entries were down over the previous year, with only 11 entries. Pat Waters won Beginner with juniors Jason Howell and Lance Cronyn placing second and third, respectively. Bob Parker beat out Dan Cronyn for first in Intermediate. Pete Bergstrom snuck by Dave Mullens for first in Advanced. Paul Walker won expert, followed by Bob Emmett and Alan Resinger. The Stunt scores were a bit down because of the wind. Stunt standbys Dave

Whip- power U-CONTROL TRAINER



If you, or your Club would like to help young people discover the FUN of Control Line flying, the easiest way we know is to start with the new AMERICAN JUNIOR WHIP-POWER TRAINER. The kid's love it...and here's why:

(1). No engine needed, (2). Low cost, no fuel, prop or batteries, (3). No Noise, fly anytime, anywhere, (4). Overcome dizziness easily, (5). Develops "Feel" of control, (6). Learn basic flight maneuvers, (7). Complete Flight Course and Safety Instructions w/ Kit, (8). All balsa, precision die-cut, easy to build and fly, (9). Quick repair if damaged, (10). Easy, natural transition to engine powered flight. All of this...and more, for a ten dollar bill (\$9.95) and an old fishing pole. Now in stock at your local Hobby Shop, or write:

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Gardner and Don McClave were both busy with business conflicts, Randy Schultz was still busy inking panel lines on his new plane and Dick McConnell was involved with the combat bunch.

Old-Time Stunt was won by Bob Emmett followed by Bob Parker, John Hall and Bob Danielson. The judges for the day were Jim Parsons and Don Shultz. Dave Mullens served as event director and Kathi Shultz and Carolyn Mullens took care of score tabulation.

I didn't have much time to get over to the combat circle but there seemed to be more than the usual amount of pulverized foam and FasCal in the air. There also seemed to be more engines flying without airplanes than the average contest. The competition was hot and heavy and some of the fliers got a little carried away with the combat, threatening to make it even more personal. Sorry to have to say it, guys, but that's not even Wimp (see "Wimp" item below), that's just plain DUMB. They're just toy airplanes, remember. You're not there to earn big bucks or glory, are you? Accidents happen, mistakes are made, that goes with the game. If any individual has a problem controlling temper or emotions, what in the heck are you doing flying combat anyway? Maybe we should come up with an event to help rehabilitate frustrated combat fliers. How about whip-powered marshmallows to be flown in a padded room, with the winner being the flier who can place a marshmallow right between the years of his adversary.

YES, THERE WILL BE NO WIMPS -- The following item, a postscript to the above contest report, also is taken from the SKYWRITER, official organ of the Seattle Skyraiders club:

A few months ago, certain members advocated the formation of a new stunt category, to be known as Wimp Stunt. Wimp Stunt was to be for those fliers who find it necessary not to build airplanes, but to fly someone else's. At the last club meeting it was agreed to let anyone fly at the Spanaway contest but to enforce the builder-of-the-model rule for the remainder of the year. However, a non-club member flying stunt protested a flier flying a plane that was flown by a different contestant in an earlier round. The contest director had to uphold the protest. So, be warned, if you fly stunts: No buildee, no flyee.

This has been a nagging issue for some time. There is no intent to get personal but it has been felt that if appearance is part of the event and points are awarded for this it is best if each flier builds their own. Or, should there be exceptions? Let's hear what you think.

(Editor's note: FL would also like to hear from people who have opinions about the BOM rule and its enforcement. How about the rule requiring AMA numbers? Should all rules be enforced, or do we just overlook some if we consider them too much trouble?)

MORE SPANAWAY SPECTACULAR INFORMATION
Official report by Pete Bergstrom, C.D.

The weather for this year's Spanaway Spectacular contest did not exactly cooperate with my expectations until about 2 p.m. when the sun finally shone and the winds dropped to a reasonable level. On the whole, however, I don't think the wet weather drowned out anybody's fun because it appeared that a good time was had by all.

We had a good turnout for the Tuneup this year with 23 people entering, 42 individual entries into eight events, including four PAMPA stunt classes.

It seems that the star of the show was new junior Jason Howell. Jason came out and showed quite a few people how to fly Half-A combat by placing fourth out of 12 entries. He also placed second out of five entries in beginner stunt. If he keeps up with this kind of determination, he will be a force to reckon with in the near future.

I would like to extend thanks to three people who attended the contest just to help out with the administration of the contest: Jim Parsons, stunt judge; Don Shultz, stunt judge; and Dick Peterson, who helped run all three combat events. Without the help of people like these, a contest director's job would be much more difficult. I would also like to thank the event directors: Dave Mullens, Stunt; Dick Salter, Combat. Finally, I would like to thank the contestants, for without them, we would not have any contests at all.

Here are the complete Spanaway Spectacular results:

EXPERT PRECISION AEROBATICS (3 entries)

1. Paul Walker, Alta Loma, Calif. -- 511. Frustration's End, original, 61" span, 69 oz., balsa-foam construction, Sig dope finish. OS Max .45 FSR, Nelson-Garner rework, Zinger 12x6 prop cut to 11x6, actual pitch 5.5", Thunderbolt RC long plug, Red Max 10% nitro fuel, muffler pressure, Walker 8-oz. uniflow tank, .018"x70' lines, Walker handle. Plane is 3 years old and has 1,300 flights.
2. Bob Emmett, Renton, Wash. -- 464.5
3. Alan Resinger, Delta, B.C. -- 452.

ADVANCED PRECISION AEROBATICS (2 entries)

1. Pete Bergstrom, Spanaway, Wash. -- 432. Top Flite Tutor, 52" span, 42 oz., balsa-plywood, dope. OS Max .35, Bergstrom rework, Zinger

10x6 wood prop, K&B 1L plug, Red Max 10% nitro fuel with castor, muffler pressure, Supertigre needle valve, Carolina-Taffinder 5-oz. uniflow outboard tank. .018"x58' braided lines, E-Z Just Hot Rock handle.

2. Dave Mullens, Seattle, Wash. -- 416.5.

INTERMEDIATE PRECISION AEROBATICS

1. Bob Parker, Renton, Wash. -- 276.5. Sig Twister, 48" span, balsa, K&B Epoxy and Monokote, OS Max .35, Zinger 10x6 maple prop, Fox idle bar plug, Red Max 5% nitro fuel, Schultz 4-oz. uniflow tank, muffler pressure. .015"x60' braided lines, Hot Rock handle.

2. Dan Cronyn, Seattle, Wash. -- 260.5

BEGINNER PRECISION AEROBATICS (5 entries)

1. Pat Waters, Sumner, Wash. -- 222. Airplane data unavailable.

2. Jason Howell -- 132.5.

3. Lance Cronyn, Seattle, Wash. -- 95.5.

4. Bob Danielson, Bothell, Wash. -- 43.5

OLD-TIME STUNT (4 entries)

1. Bob Emmett -- 275. Trixter Barnstormer, Lew Andrews design, Paul K. Guillow kit. 47" span, 28 oz. Balsa, silkspan-Sig-Aero Gloss. Fox .35, Zinger 10x5 wood prop, Thunderbolt RC long plug, Red Max 10% nitro fuel with castor, Emmett uniflow suction tank. .015"x55' braided lines, E-Z Just handle.

2. Bob Parker, -- 260.5.

3. John Hall, Puyallup, Wash. -- 175.25.

4. Bob Danielson -- 111.25.

AMA COMBAT (11 entries)

1. Paul Rogers, Spanaway, Wash. -- Gene Pape Dogfighter, 42" span, foam, FasCal. Supertigre .36 Combat Special, Top Flite 8.5x6.5 wood prop, K&B standard long plug, Sound 25% nitro fuel, bladder tank. Pit crew: Gary Byerley and Richard Birch.

2. Gary Byerley, Spanaway, Wash.

3. Glenn Birch, Everett, Wash.

4. Glenn Salter, Seattle, Wash.

FAI COMBAT (4 entries)

1. Ken Burdick, Kirkland, Wash. -- Airplane data unavailable.

2. Gary Byerley.

3. Dick McConnell, Seattle, Wash.

4. Glenn Salter.

HALF-A COMBAT (12 entries)

1. Ken Burdick -- Airplane data unavailable.

2. Glenn Salter.

3. Gary Byerley.

4. Jason Howell.

VANCOUVER FUN-FLY RESULTS

Here are the results of the Northwest Aeroliners' May 13 fun-fly in Vancouver, Wash.:

JUNIOR CLASS I MOUSE RACE (1 entry)

1. Rick Schaper, Kelso, Wash. -- 6:58.

OPEN CLASS I MOUSE RACE (2 entries)

1. FAST Team (Greg Beers, Ron Pffingsten), Vancouver, Wash. -- 6:58.

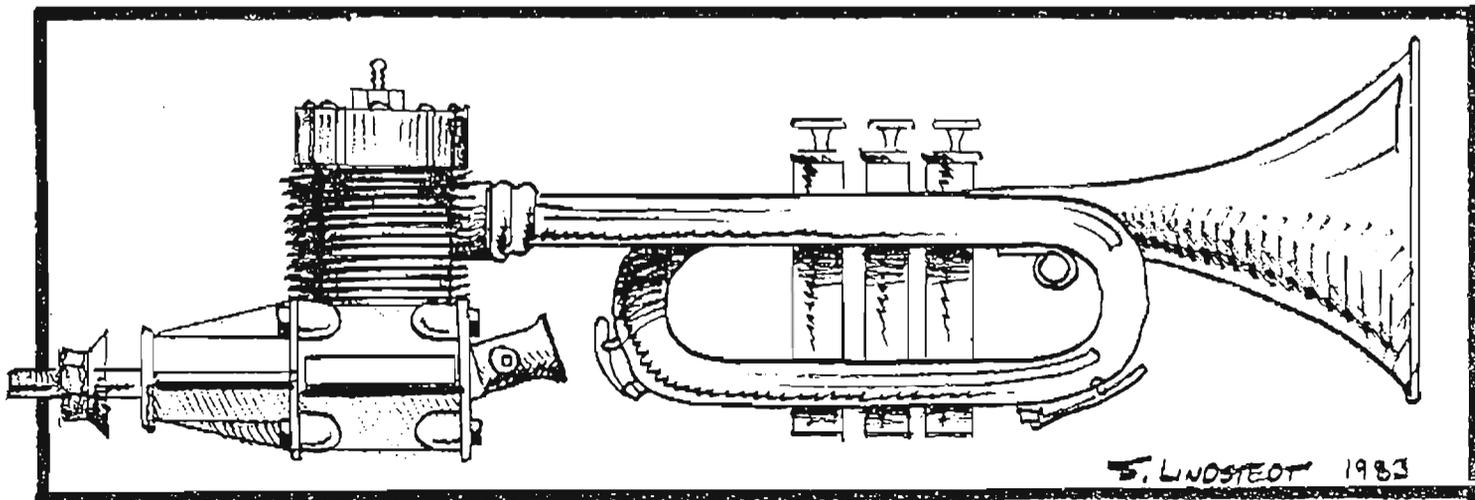
2. Rich Schaper, Kelso, Wash. -- 6:59.

BALLOON BUST

1. Rick Schaper.

2. Rich Schaper.

3. Harry DeBuhr, Portland, Ore.



NW COMPETITION STANDINGS

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

The Spanaway Spectacular and the Northwest Regional Controline Championships made for much juggling of the standings for Northwest competition events since the last issue of FL. Ladders are now established in nearly all events.

Competition is close in most categories, though Gary Byerley of Spanaway, Wash. has built a quick commanding lead in the overall combat rankings and Dave Green continues to stay considerably out in front of the racing pack.

Here are the top fives in all events in which standings have changed. FL standings chart the rankings of Northwest fliers in Northwest contests. Information on the point system is available from FL.

NORTHWEST SPORT RACE (5 contests, 58 entries)	OVERALL RACING (20 contests, 139 entries)	PRECISION AEROBATICS (7 contests, 29 entries)	OVERALL NAVY CARRIER (3 contests, 25 entries)
1. Dave Green 54	1. Dave Green 88	1. Don McClave 7.5	1. Pat Johnston . . . 17
2. Rich Schaper . . . 37	2. Rich Schaper . . . 64	Alan Resinger . . . 7.5	2. Dave Green 13
3. Gene Pape 19	3. FAST Team 30	3. Randy Schultz . . . 6	3. Marty Phillips . . 12
4. FAST Team 14	4. Nitroholics Team . 26	Pat Waters 6	4. Bob Danielson . . . 10
5. Dick McConnell . . 12	5. Glenn Salter . . . 25	Bob Danielson . . . 6	5. Rick Wallace . . . 6
NW SUPER SPORT RACE (5 contests, 39 entries)	AMA COMBAT (2 contests, 24 entries)	OLD-TIME STUNT (2 contests, 11 entries)	PRECISION SCALE (1 contest, 4 entries)
1. Rich Schaper . . . 24	1. Gary Byerley . . . 21	1. Bob Emmett 11	1. Bob Danielson . . . 4
2. Dave Green 23	2. Bob Stettler . . . 14	2. Bob Parker 9	2. Pat Johnston . . . 3
3. Nitroholics Team . 18	3. Paul Rogers . . . 10	3. John Hall 7	3. Dave Mullens . . . 2
4. Dick Peterson . . . 16	4. Glenn Birch . . . 8	4. Bob Danielson . . . 5	4. Dennis Waters . . . 1
Glenn Salter . . . 16	5. Glenn Salter . . . 7		
RAT RACE (2 contests, 10 entries)	SLOW COMBAT (1 contest, 10 entries)	SPEED (COMBINED) (7 contests, 39 entries)	SPORT-PROFILE SCALE (1 contest, 6 entries)
1. Bill Varner 8	1. Gary Byerley . . . 9	1. Loren Howard . . . 12 -- F40, D	1. Randy Schultz . . . 6
2. Dave Green 5	2. Dick McConnell . . 8	2. Chris Sackett . . . 7 -- B, Jet	2. Bob Danielson . . . 4
3. Ken Burdick . . . 3		3. Dave Green 6 -- F40	3. Art Lander 3
4. Max Thue 2	HALF-A COMBAT (4 contests, 38 entries)	4. Chuck Schuette . . 5 -- FAI	
SLOW RAT RACE (2 contests, 9 entries)	1. Gary Byerley . . . 32	5. Charles Vassallo . 3 -- FAI	OVERALL SCALE (2 contests, 10 entries)
1. FAST Team 5	2. Glenn Salter . . . 17	PROFILE NAVY CARRIER (1 contest, 13 entries)	1. Bob Danielson . . . 8
2. Dave Green 4	3. Ken Burdick . . . 12	1. Dave Green 13	2. Randy Schultz . . . 6
Dick McConnell . . 4	4. John Thompson . . 11	2. Marty Phillips . . 12	3. Pat Johnston . . . 3
4. Rich Schaper . . . 3	Lloyd Birch . . . 11	3. Pat Johnston . . . 10	4. Art Lander 3
5. Dick Peterson . . . 1	FAI COMBAT (2 contests, 8 entries)	CLASS I NAVY CARRIER (1 contest, 8 entries)	5. Dave Mullens . . . 2
CLASS I MOUSE RACE (4 contests, 14 entries)	1. Gary Byerley . . . 5	1. Bob Danielson . . . 8	BALLOON BUST (3 contests, 16 entries)
1. Rick Schaper . . . 3	2. Ken Burdick . . . 4	2. Pat Johnston . . . 7	1. Dick Salter 11
2. FAST Team 2	3. Howard Rush . . . 3	3. Rick Wallace . . . 6	2. John Hall 10
3. Rich Salter 1	Dick McConnell . . 3	4. David Shrum 5	3. Bob Danielson . . . 9
4. Rich Schaper . . . 1	5. Glenn Salter . . . 1	CLASS II NAVY CARRIER (1 contest, 4 entries)	4. Terry Miller . . . 8
CLASS II MOUSE RACE (1 contest, 5 entries)	OVERALL COMBAT (10 contests, 85 entries)	1. Roy Beers 4	5. Rick Schaper . . . 3
1. Dave Green 2	1. Gary Byerley . . . 67	2. Bob Parker 3	
	2. Glenn Salter . . . 29	3. Bob Danielson . . . 2	
	3. Bob Stettler . . . 21	4. Wayne Spears . . . 1	
	4. Ken Burdick . . . 16		
	5. Dick McConnell . . 15		

ONE TICKET SENDS ENGINE PACKING TO ALASKA

Larry Dunlap of Anchorage, Alaska, bought a single \$1 ticket — the last one to be sold before the May 1 deadline — and soon wound up the proud owner of \$135 worth of model airplane engine.

Dunlap was the winner of the OS .40VR-P that was the subject of the most recent FL raffle. The engine was donated by Rory Tennison of Libby, Mont., and provided some much needed income for the newsletter. Many thanks to Rory for the donation and congratulations to Larry!

NW COMPETITION RECORDS

RECORD PERFORMANCES ESTABLISHED BETWEEN NORTHWEST
MODELERS IN SANCTIONED COMPETITION

Two Navy Carrier records were broken and one new racing record established at the Northwest Regional Control-line Championships May 26-27 in Eugene, Ore.

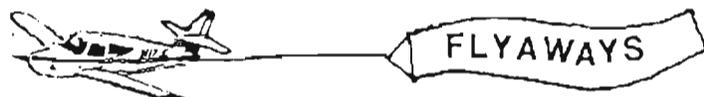
Dave Green increased his own Profile Navy Carrier record to 218.5 from the old 211.7. Bob Danielson got on the record boards with a 300.3 score in Class I Navy Carrier, erasing Max Thue's old 275.

Dick McConnell's 10:42 feature race, using a Northwest Super Sport airplane, posted the first record under the new 10% nitro rule in Slow Rat Race.

Flying Lines keeps track of the best performances of Northwest control-line fliers in AMA-sanctioned contests (or MAAC-sanctioned contests using AMA rules), and in Northwest regional events. Here are the complete records as of Jan. 12:

MOUSE RACE I 50-lap: 2:35 (Knoppi-McCollum)	100-lap: 5:08 (Knoppi-McCollum)
MOUSE RACE II 75-lap: 3:54 (John Thompson)	200-lap: 9:21 (Bill Varner)
GOODYEAR 70-lap: 3:28 (Dave Green)	140-lap: 7:42 (John Thompson)
SLOW RAT 70-lap: ---	140-lap: 10:42 (Dick McConnell)
RAT RACE 70-lap: 2:29 (Mike Hazel)	140-lap: 4:53 (Mike Hazel)
TEAM RACE 100-lap: 3:51 (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: 3:23* (Dave Green)	140-lap: 6:52 (Dave Green)
HALF-A SPEED: 88.2 mph (Paul Wallace)	FAI SPEED: 158.98 mph (Scott Newkirk)
HALF-A PROTO: 83.63 (Paul Wallace)	FORMULA 21: 79.54 (Rich Salter)
A SPEED: 125.82 (Mike Hazel)	FORMULA 40: 152.28 (Scott Newkirk)
B SPEED: 184.57 (Chris Sackett)	JET SPEED: 194.73 (Chris Sackett)
D SPEED: 170.71 (Mike Hazel)	PROFILE NAVY CARRIER: 218.5 (Dave Green)
	CLASS I NAVY CARRIER: 300.3 (Bob Danielson)
	CLASS II NAVY CARRIER: 323.7 (Loren Howard)

* Established by Green Sept. 10, 1983, tied by Dick Peterson March 11, 1984.



RANDOM TIPS AND RIBS FROM THE FL WORKSHOP FLOOR

====COUNTING CUTS: The Miniature Aircraft Combat Association has published a handbook for contest directors or anyone who wants to know the ins and outs of running a combat event. It is good reading for the inexperienced combat flier also. For your copy, sent \$1.50 to MACA, c/o Joe McKinzie, 6259 Shirley Drive, Smithfield, Texas 76180.

====THE TRIALS OF COMBAT: If you are interested in the process of selecting the next combat world championship team, pass your thoughts along to Howard Rush, who is a member of the 1984 CL Combat Team Selection Committee. This group will pick the 1986 combat team, most likely through a team trials contest in 1985. Howard's address is 8817 NE 137th, Kirkland, WA 98034.

====PRESSING ON: We have from our English Pen Pal, Charles Windows, a copy of the Peterborough, England local newspaper with a nice feature article about one of Charles' fellow fliers, Brian Waterlund, who is a noted AEROMODELLER writer. Does your local paper know of your modeling exploits? They are often interested in doing feature articles about people. After your next big contest win, why not drop a hint? The article could help boost the hobby in your area.

====OUT OF THE CAVE: Bear Model Products has emerged from hibernation with a 1984 catalog and a full line of combat-oriented products. Bob "Bear" Bearden explains that various problems, largely with availability of products, slowed him up in 1983, but he promises a good strong response to combat needs in 1984. Check him out at 17400 South Harlem Ave., Tinley Park, IL 60477.

====GET WIRED: If you haven't seen the AMA film "Wired for Excitement," get it and show it to your club. Filmed at the 1979 Nats in Lincoln, Neb., it features all facets of control-line modeling, and it's worth watching. Special prize _ 3 FL back issues of your choice _ to the first person who spots FL editor John Thompson in the film. No hints, but he's there.

====TAKE A TRIP: Planning a trip to Europe? FL has a copy of the 1984 guide to museums and aircraft collections in the British Isles. We'll loan it to you if you ask nicely. Write to FL address.

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 sanctioned by AMA or MAAC (Canada) 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. Age class codes: (J)=junior. (S)=senior. (O)=open. All events JSO unless otherwise noted.

June 10 ... WARRENTON, Ore. — CLAMBASH '84. Northwest Sport Race, Northwest Super Sport Race, AMA Combat, Half-A Combat, Class I, II and Profile Carrier, Precision Aerobatics (beg)(int-adv) (@xp), CLAM Scale. Sponsor: North Coast Control-Line Aeromodelers' Society. Site: Warrenton City Park (all grass). Entry fee: \$4 for first event, \$3 each additional event, \$15 maximum, juniors half price. Contest Director: Dave Green, 200 W. Franklin Ave., Astoria, OR 97103.

June 10 ... RICHMOND, B.C. — 33 1/3 CL MEET. 33 1/3 event (33 1/3 points for originality/design, 33 1/3 for construction/finish, 33 1/3 for flying, any airplane eligible. Also FAI combat. Trophies to third place. Entry fee: \$3. Site: #5 Road and Steveston Highway, near the tunnel. First flight 9 a.m. Phone (604) 299-4500 for details.

June 24 ... RICHMOND, B.C. — Vancouver Gas Model Club STUNTACULAR, sponsored by Custom Golf & Repair. Four PAMPA classes of Precision Aerobatics. Contact Alan Resinger, (604) 594-0931. First flight 9 a.m.

July 7-8 ... KENT, Wash. BLADDER GRABBER for AMA combat. Triple-elimination, \$5,000 worth of Carver stereo equipment for prizes. Entry fee \$4. Site: Boeing Space Center. Begins with breakfast at 9 a.m. July 7, free to contestants. Registration open until 11 a.m. July 7 only. For restaurant location and other details, contact Howard Rush, 8817 NE 137th, Kirkland, WA 98033, 206-823-6018.

July 7-8 ... KENT, Wash. — AIR FAIR '84, sponsored by Boeing Hawks and Seattle Skyraiders. Saturday: Class I-II Carrier combined, Old-Time Stunt.

Sunday: Four classes of Precision Aerobatics, Profile Carrier. Flying starts 10 a.m. both days. "Rap session" at Bob Emmett's house Saturday evening. Registration 8:30 a.m.-11:30 a.m. both days. Entry: \$5 per event. Trophies through second in Precision Aerobatics, through third in Carrier. Engraved Fox .35 for OTS winner, points toward season award. Contest Director: Bob Emmett, 17972 West Spring Lake Drive SE, Renton, WA 98055.

Aug. 5-12 ... RENO, Nev. — UNITED STATES NATIONAL MODEL AIRPLANE CHAMPIONSHIPS. Contact AMA for entry and room reservation forms.

Sept. 1-3 ... VANCOUVER, B.C. — Vancouver Gas Model INTERNATS and NORTHWEST CL SCALE RALLY. Details of scale contest, June 2: Half-A Profile Scale (J)(O), Profile Scale, Sport Scale. Sport Scale rules apply to all events, except four flights, with best two counted with static score for place. Two attempts for official flight. Other events include speed, combat, racing, sport events. Sponsored by VGMC and Richmond Model Association. Site to be announced. Contest Director: Bob Newman, 19880 28th Ave., RR2, Langley, B.C., Canada, V3A 4P5, (604) 530-3916 after 6 p.m.

Sept. 8-9 ... KENT, Wash. — RAIDER ROUNDUP '84/THE WASHINGTON STATE CONTROL-LINE CHAMPIONSHIPS. Saturday: Northwest Sport Race, Old-Time Stunt, Class I Mouse Race (J)(SO), Class II Mouse Race, Half-A Combat, FAI Team Race, Balloon Bust (J)(SO), Profile, Class I, Class II Navy Carrier. Sunday: Slow Combat, 4 PAMPA classes of Precision Aerobatics, D, Jet, Formula 40, Record Ratio Speed, Sorta Scale, AMA Sport Scale, AMA Combat. Flying starts 9 a.m. Saturday, 9:30 Sunday. Site: Boeing Space Center. Entry: \$5 first event, \$4 each additional event, \$15 max. Trophies and merchandise prizes, perpetual award for top competitor. AAA contest. Contest Director: Dan Cronyn, 9028 7th NW, Seattle, WA 98177 (206) 782-5552.

Oct. 6-7 ... PORTLAND, Ore. — STUNTATHON '84. Four classes of Precision Aerobatics, Old-Time Stunt. Contest Director Dave Gardner, 17210 109th Place SE, Renton, WA.

FLIGHT SCHOOL

By KEN BURDICK

Recently I have noticed a few new members trying Rat Race for the first time. It's something else, isn't it? I liken it to hearing Henny Youngman jokes while bathing my cat! When you finally get one to fly right and pit OK, you and your pitman head for the nearest contest where one of two things happen:

1. The airplane starts flying between 145 and 155 mph and the other guy is going 130 mph. You try walking the circle, then running the circle, but you pass every other blink of your eye and wind up standing in the center of the circle wishing you had taken up RC while the other guy runs around you.

2. Your airplane is the one flying 130 and the other guy is going 160. In either case, the chance of a real accident is good. The way to avoid this kind of situation is to start with the milder forms of racing, i.e. Sport Race, Super Sport, Slow Rat. Use these events to learn on. That's what they're for. If you think you're hot and don't need this, then by

all means have a TESTED rat and PILOT at the contest. If you only have a tested rat then swallow the pride and ask an experienced rat pilot for help. It really is that important.

The "hot setup" in many people's mind is Tim Gillott's "Shark." This airplane is designed around the word "pro" and should not be attempted as a first project. Why?

1. It is hard to build.
2. It is expensive.
3. It is not intended for much abuse.

(In defense, let me say that it is one of the finest and well-thought-out rat racers to date. But, back to the beginners:)

Currently I have a RR project due for completion some time in June.

It is:

1. High aspect ratio wing.
2. Inverted engine for low CG.

Most of the structure components were purchased at a local hardware store! The entire rat (minus pan, engine and tank) costd about \$12 finished clear! The engine is an OS 40SR (rear intake, Schneurle ported, ringed). this is an OK engine, with good parts availability, but no longer in production. I recommend this engine to a beginner because stock it will NOT go 150+ mph but rather 135 to 145. With minor modifications it will go 150+ and start well.

The tank is a Don's type round tank and uses a simple but effective fuel shutoff. This all adds up to one version of a good fundamental rat racer. No frills, easy to build and inexpensive. I will make the plans available after June through Flying Lines. If any of you are interested, please drop me or FL a line.

As promised last time, here is the procedure for starting a Fox .36 Combat Special in one flip, whack, bludgeon...whatever.

This assumes:

1. Bladder-type tank.
2. Good plug, 1.5-volt.
3. Good battery (not turned up to 2v).
4. Cold engine.

Turn the engine exhaust port-up and close the piston. Fill the exhaust stack half to two-thirds full of prime. Trap fuel in engine by turning prop. Turn airplane over and connect the battery. HIT, do not flip, the prop (CCW) and go. This procedure works well for me and should for you, too.

SPOKEN HERE

From this department comes...bicycle spokes!

Yes, boys and girls, bike spokes make ideal pushrods for Half-A and larger combat wings. One end is terminated in a 90-degree bend and the other is threaded 2-56? for a clevis. Do check the thread sizes before buying.

NEW FOLK

1. Dan Burdick has recently taken to flying speed, mostly Formula 40. Dan has built several excellent "Move" types, by Mike Hazel and sorted through about every motor you could think of. He appears to be "going for it."

2. It was my pleasure to meet Jason Howell at a recent contest in Spanaway, Wash. Jason, 12 years old, began flying in September of 1983. Jason placed second in beginner stunt out of six entries. He used a Top Flite Flite Streak and a Fox .35. This kid also placed fourth in Half-A combat aout of 12 entries. Jason was rewarded by the look on his face when he got the stuff.

3. Another prospective beginner went home with my cleanly divided Cheap Imitation, Craig Wickstrom. I hope to see him again.

For any beginners who would like a club to join, I recommend the Seattle Skyraiders, a very active club with a good newsletter. The editor likes to make combat jokes...Say, Dave, what do you get when you cross a ground hog with a Nobler? Yep, six more weeks of stunt.

So long for now.

--Ken Burdick, 12314 NE 65th St., Kirkland, WA 98033.

JUNE "GEORGE" IS A WINNER BEHIND THE SCENES

The June FL "George" Award, fourth in our continuing series, goes to a modeler who is seldom seen on the competition circle but often has been there and left his mark before the contest begins.

This month's "George" is primarily involved in the Northwest Regional Controline Championships, arguably the most massive undertaking of the competitive year.

This is the man who single-handedly made all the trophies for the 1984 contest, who arranged for concessions and portable toilets, who worked with airport and FAA staff to clear the way for the contest, and who worked

full days and long evenings mowing, raking, hauling and staking on the five-acre contest site. He arranged for repair and mounting of the public address system and refurbished the carrier deck.

This is the man who served as assistant event director in two demanding scale events, helped with registration, public address, litter patrol and a thousand other small duties. This is the man who has often punched stopwatch, counted cuts and done other official chores.

This is the man who has headed the Eugene Prop Spinners through three years of year-round hard work, and the accomplishments listed here are only a few of the ones he deserves to be known for.

Still, most competitors at the Regionals wouldn't know this man if they saw him. Should they pass by the field on some other weekend, they would recognize him only as a pleasant-faced, bespectacled gentleman leisurely practicing the stunt pattern with a green Nobler, if he's not again behind the lawn mower.

The fourth FL "George" Award goes to Mel Marcum, Eugene Prop Spinners president and one of the backbones of the model aviation hobby. Congratulations, Mel, on joining the distinguished club of people who answer when somebody calls for "George" to do a job.

Previous George Award winners are Marge Schaper, Rory Tennison and Don McClave.

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 shirts available at \$8 - name your size and color. FL caps, \$5.

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. Help FL and yourself by selling an ad!

Here is the FL staff:

- Publisher.....Mike Hazel
- Editor.....John Thompson
- Advertising...Glen Brown
- Photo editor..Pete Bergstrom
- Aerobatics....Paul Walker
- Beginners.....Ken Burdick
- Carrier.....Orin Humphries
- Combat.....Gene Pape
- Engines....Help Wanted
- Racing.....Mike Hazel
- Scale.....Orin Humphries
- Speed.....Mike Hazel
- Sport.....Larry Miles

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, WA 98373. (206) 845-7675. Open daily 12-8, Saturday 12-6, closed Sunday and Monday. Owned by R.B. "Bob" Pfeiffer.

HAVE YOUR FAVORITE SHOP LISTED HERE - Ask your hobby supplier to buy a Directory listing. It's \$15 for a year, and he gets the newsletter, too!

THE FLYING FLEA MARKET

HELP WANTED - Flying Lines seeks a volunteer to write a monthly engine column. Payment is free subscription for as long as you continue the work. Contact the editor.

BARGAIN - One free flea market ad for each new or renewed subscription. Collect for yours or get one for signing a buddy up. Send ad with subscription to Flying Lines, 1505 Ash Ave., Cottage Grove, OR 97424.

FILL THE GAPS IN YOUR FL LIBRARY - Copies of some back issues are available at 50 cents per copy or three for \$1. Send order to FL; we'll refund for any issues out of stock.

AIR MAIL

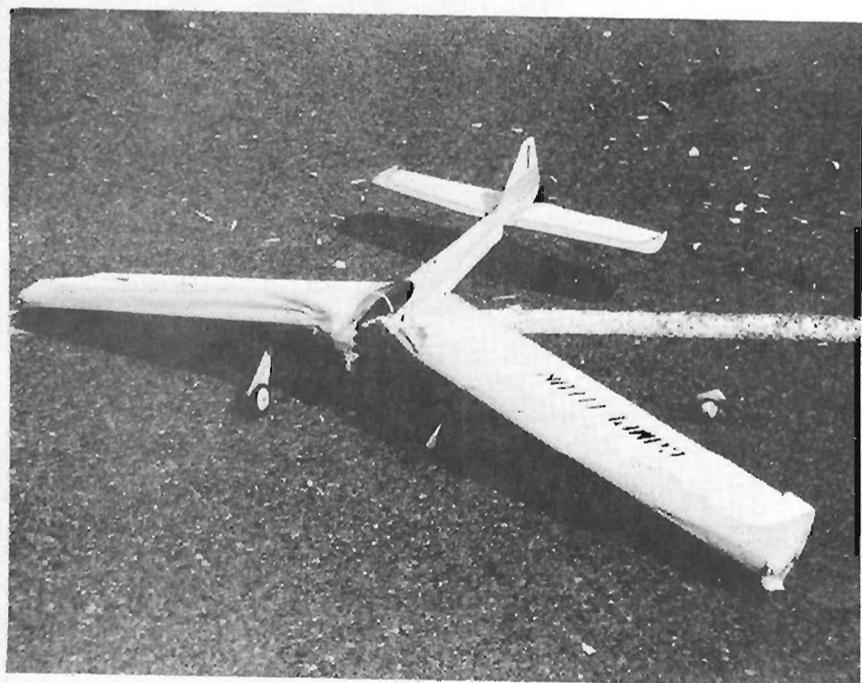
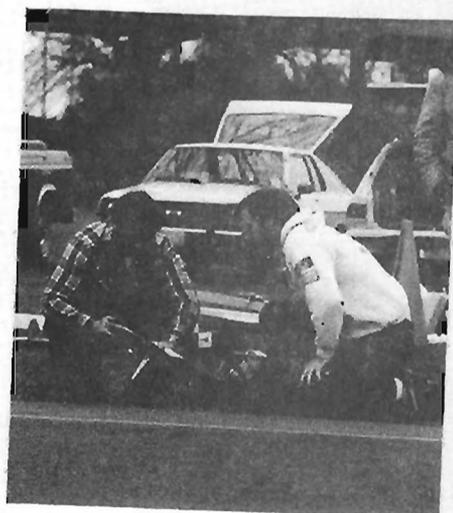
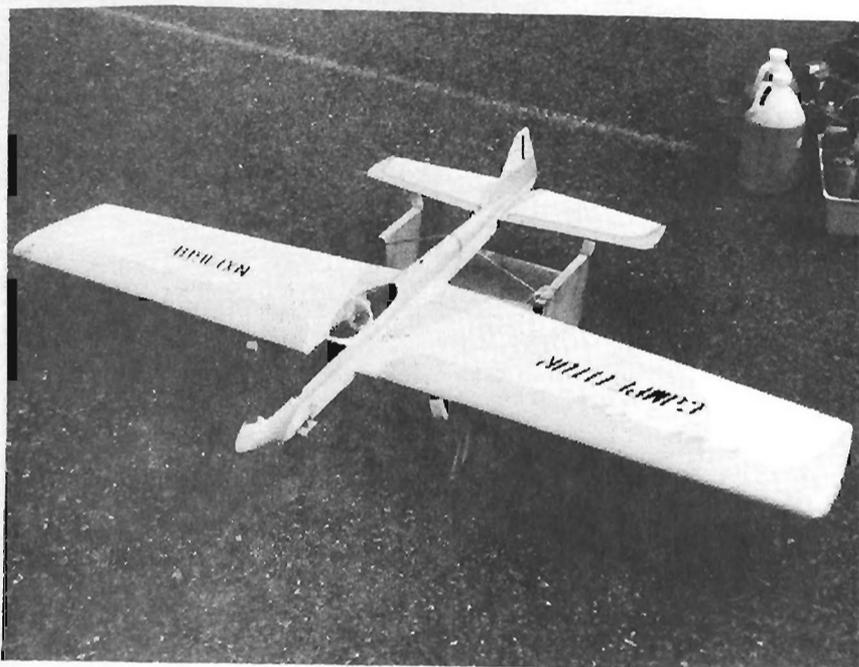
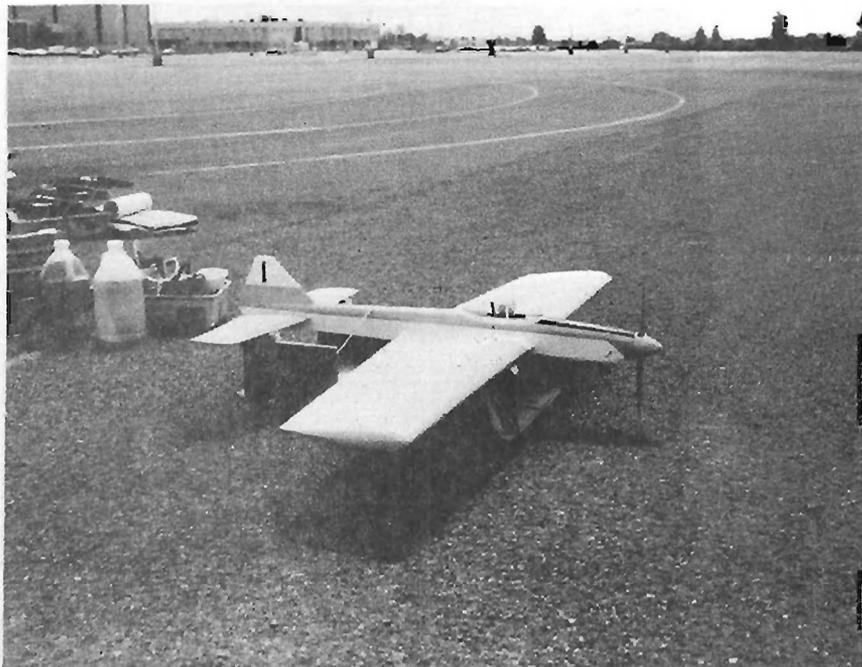
COMMENTS.....NEWS.....VIEWS FROM THE FLYING LINES READER

DEAR FL:

You probably have an old communique (see enclosed copy) buried under the rubble of some of my more recent barrages telling you about our preliminary .061 testing experiences.

As you will no doubt be able to plainly see (though perhaps ever so briefly) at an inevitable future air warfare engagement, probably at a moment just before the very last instant when it will be altogether too late for any conceivable countermeasures -- behold!...the flaming, fire-belching, lethal, long-range Japanese Cannon .061 killing machine! You may even catch a glimpse of the sinister meatball insignias and know of a surety that the nose-mounted Cannon G-Mark .061 U/C will likely be armed with a one-bladed Samurai sword prop similar to the one used to kill Gene Pape in a recent Kamikaze attack. (Nothing personal, you understand, Gene, you were only killed because you needed killing, you see).





It's too early for 1984 Regionals pictures, but here's a tidbit from 1983, upper left: Paul Gibeault busy in the speed pylon. *lower* left: A last glimpse of the '84 Drizzle Circuit: Dave Green helps Dick Peterson on a pit stop.

The lower series of photos highlight a relaxed weekend of flying in Seattle. One Saturday afternoon found Randy Schultz and Pete Bergstrom enjoying a sunny session at Boeing Space Center.

Middle left: Randy's new "Risky Business" stuntship. Right, top to bottom: Before and after pictures of Pete's new bird "Competitor". Needless to say, this airplane was retired from further service after this flying session. (Note camera angles on right center and right bottom....purely a fluke)

photos by Pete Bergstrom, Charlie Johnson, and John Thompson.



Jim Walker's **American Juniors**

...ARE COMING BACK

It's back to basics boys... just for the fun of it! Balsa wood, proven designs and inexpensive models all added up to over 3 million active aeromodelers in Jim Walker's day. Whether you were one of those 3 million, a modeler of more recent years, or just a youngster dreaming, the American Juniors are for you!



\$9.95

WHIP-POWERED U-CONTROL SPEED AND STUNT PLANES

Whip-Powered planes, developed by the late Jim Walker, are the easy, inexpensive, fun way to learn control line flying. Develop aerobic skill, rhythm and sense of timing. Amaze your friends with loops, wing-overs and inverted flight maneuvers... quietly and safely. These authentic, original Jim Walker designs include a copy of the original plans and flight instructions.

KIT FEATURES

Kit features precision die-cut balsa parts, bellcrank and pushrod, control lines and handle, hinge material, complete instructions for assembly and painting, and a brief history and flight course.



We're in the process of establishing a dealer network of selected Hobby-shops throughout the nation. Meanwhile, if the American Juniors are not yet available in your area, order direct. Check, money order, Visa or Mastercard please. Add \$2.00 for handling and postage.



\$9.95

FIREBABY II

The Firebaby II is your perfect first engine powered C/L project. It uses any standard radial mount .020 or .049 engine (millions of these lying around in modelers shops, toy boxes and garage sales!) All balsa kit features precision die-cut balsa, including 19 1/4" span wing, bellcrank, formed landing gear and pushrod, wheels, motor mount and complete instructions for building, painting and flying - all the makings for a successful first experience.

JR. FIREBALL

It's here... the Jr. Fireball, a far-out fun flying machine. This profile C/L model with its built-up sheeted semi-symmetrical wing makes an ideal trainer using any standard .049 engine. If you're ready to scorch the air, install a TD .049 or .051 or use a .09 and hang on... you'll be a one-man airshow!



\$14.95

All balsa kit features precision die-cut parts, built-up wing, complete hardware package, formed landing gear, wheels, choice of radial or beam engine mount and complete instructions for building, painting and flying. Build it today - Fly it tomorrow. Jr. Fireball, the 1/2A Fun Machine.

Coming soon... the new A-J Fireball, 36" wingspan with profile fuselage. Watch for it at your Dealer's.

"Wings For Young America... Again"

AMERICAN JUNIOR
HERITAGE
MODELS, INC.

P.O. BOX 505 DONALD, OR 97020

AIR MAIL, continued

Thank you so very much for the provocation that provided this privilege to share such delightful social plessantries and amenities in this greatest of all possible hobbies. Keep up the fantastic good work you are doing so effectively in promoting modeling as long as you can stand it, and if you don't cut it out, you are simply going to fool around and turn me into some sort of crazed, grievously raving, fanatical, rapacious, insane streamer chaser!

One final, fateful question: If we were to propose to make combat a more subjective type of an event, like stunt for example, with appearance points and those sometimes all-important impression points that could actually outweigh an unbelievable number of flying performance points (see enclosed copy of Windy's stunt article), do you think we might be able to expect the same degree and quality of acceptance among combat fliers that we have been so fabulously overwhelmed with from our great stunt star leaders as a result of our efforts to make stunt a more objective flying performance competition event?

Naturally, if the combat fliers would have any qualms, why we could try sweetening our proposals by offering to continue our almost perfect record of successful meaningful stunt proposals by seeking to attain grudge combat match rights in stunt and/or trial by combat protest matches in the extremely unlikely event that the highly trained, time tested and scientifically proven stunt judges competition evaluational procedures are called into question.

In view of the proponderousness of all the evidence, how could you possibly be anything other than enthusiastically in the affirmative?

See you at the "Spring Tune-Up Spectacular" if nothing goes wrong and see you at the Regionals even if it does.

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

DEAR FL:

In reading the "Flyaways" section of your fine publication I spotted the list of names of various plans from the early 60s submitted by Doug Dahlke.

Some of those names sounded familiar. Now, I'm no veteran old-timer or anything like that, but I do have a modest collection of moldy old magazines.

I looked up some of those names and found the "Argus" and "Impala" stunters and the "Tagalong" rat racer.

In looking over these designs (especially the stunters), I've found that the elegant lines of these planes closely resemble the cars of the same era (the "Impala" really does look like a '62 Chevy Impala!).

I saw some interesting and downright strange projects, too. For example there's the "XS-29," a pine speed job packing a Dooling .29 on a half pan. It wasn't much for looks. Or the "PA-6," a stunt plane that looks like a speed ship with big wings. Then there's the "Crusader," a semi-scale stunter with retracting landing gear actuated by some sort of pump made from a Cox .010. The "Tagalong" was a Canadian rat racer from about 1963. The "New Angle III" was a delta-winged speed job. The "Ladonna" was a twin-boom stunt plane.

All in all, the early 60s was a very interesting era in model design. It would be fun to see some of those obscure planes dusted off and displayed again (maybe at the Regionals, perhaps?).

--Steve Lindstedt, 8725 N. Newman St., Portland, OR 97217.

DEAR FL:

Gee, I didn't think you would print my whole letter.

Gardner's was excellent and to the point. Good job by Dave.

I don't think there should be too many questions left on Old-Time Stunt to West Coast future OTS fliers. FL did a good job in covering it all...

Question: Don't see AMA license numbers on pictures of the Drizzle Circuit action of FL Feb. '84, No. 52. Voids AMA insurance if AMA number is not on airplane, except for scale...

--Bill Zimmer, Box 72, Varna, Ill. 61375.

DEAR FL:

Outstanding publication! Congratulations to you and the FL staff!

--H. Bruce Smith, 4665 Kossuth Ave., St. Louis, MO 63115.

DEAR FL:

Just a quick note to let you know that I have included information on the Northwest Regionals in my June column. It should be published and out in early May. Hope they publish same.

--Bill Boss, MODEL AVIATION CL Scale columnist, 7706 269th St., New Hyde Park, NY 11040.

DEAR FL:

I don't participate in CL down here -- entirely FF. Would like to travel again to Eugene this year but will probably be down at Taft. Also missed the combat meet here in nearby Redwood City April 28-29. Was in Madera, Calif., for the monthly FF meet of the Fresno GMAC. Have seen Ted Fancher a couple of times -- once in a WAM regional in San Jose last August. Appreciate your newsletter, even if it only provides news of old friends. See you in Reno.

--Al Johnson, 2065 Brittain Ave., San Carlos, CA 94070.

DEAR FL:

Please don't cancel my subscription to Flying Lines!!! A personal opinion, but I think it's the finest rag in the sport.

Enclosed please find rules for our SWACLA "Formula Unlimited." It will be flown Saturday, Aug. 11, at the Nats, sponsored and run by the Cholla Choppers of Tucson, Ariz.

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

(Editor's Note: We will try to fit the FU rules into some future edition. Meantime, photocopies of the rules are available from FL. Basically, it requires large, scale-like profile airplanes with single-bypass front-intake engines, stock 9x7 wood or nylon props, and 2-oz. outboard tanks. Fuel is supplied by contest management, shutoffs are allowed but may not be reset during a race.)

DEAR FL:

...The business (J&J Sales) is doing great, with sales up over 50% for the same period last year. Right now it looks like it could become a full-time job in 12-18 months. Plans are well under way to add several more lines in 1985 -- Fox and OS engines, Sig kits, etc. Right now I'm putting in 6-10 hours a day on the business.

My flying and fooling around time is almost non-existent now, not because of the business, but because it's almost impossible for me to kneel down or move too rapidly. Last Jan. 1 I got involved in a fight at our store. A long boring story, but it ended up 4 to 1 against me. I was knifed some and hit and kicked a lot but held my own. Reading this makes me aware how stupid it is for a 47-year-old fat guy to bang heads with four punks, and even though they got the worst of it, I'm left with two bad hips and one bad knee. It's better now but I'm in no shape to enter any racing events. Perhaps by September...I hope! Enough of "As the World Turns."...

Just for the hell of it section: I ran a whole gallon of Half-A fuel through several engines doing some prop testing and I came up with the following conclusions:

* There are no conclusions.

* Music wire sounds more impressive than stainless when you drag it over pavement.

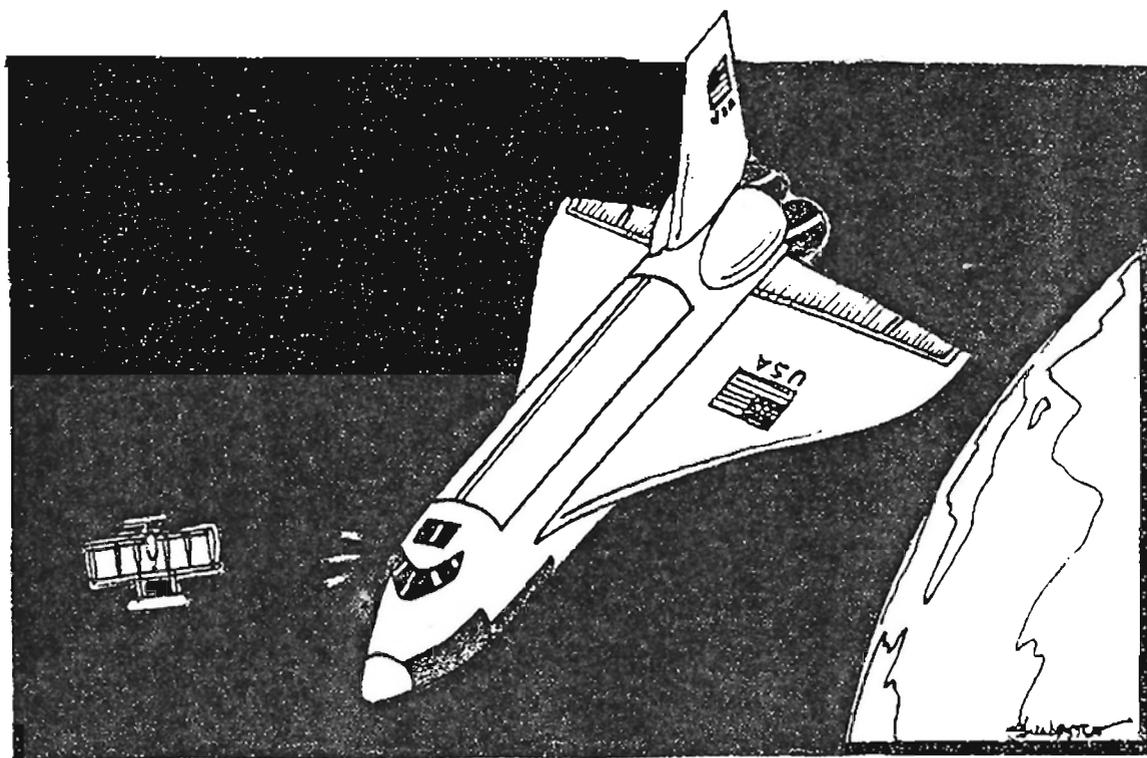
* You'll never break a crummy prop on landing.

* In 99 out of 100 times, a kibitzer's first question is "Did you make that yourself?"

* Castor oil or 40% nitro tastes terrible on a peanut butter sandwich.

* Using a whole gallon of 40% nitro fuel and reaching no conclusions is stupid.

--Joe Just, 713 Crescent, Sunnyside, WA 98944.



"HEY BOB, DO YA THINK IT'S RUSSIAN?"