

# FLYING LINES

1505 ASH AVENUE  
COTTAGE GROVE, OREGON 97424

EDITOR: JOHN THOMPSON  
PUBLISHER: MIKE HAZEL

December, 1984 NEWS OF NORTHWEST CONTROL LINE MODEL AVIATION Number 59

## TURKEYS GOBBLE UP THE AIR ALL OVER NORTHWEST

The first Flying Lines Postal Benefit Turkey Tournament was as much of a success as could be expected on a day when the Northwest was drenched with rain. A dozen intrepid souls turned out in Seattle, Portland and Eugene fly the four events with one airplane in a fun-fly type of competition that turned out to be very close over among all the fliers.

Flying in a brief window between downpours (read: it was only raining lightly), John Thompson turned in the high score using an old backup sport racer fitted with a clanky Testors McCoy .35 (the funny-looking one with fins on the crankcase). Thompson placed high in all four quadrathon events including first place in the high-low category.

Second place went to Thompson's only competitor in Eugene, Gene Pape. Close behind were Glenn Salter and Kevin Collins at the Seattle site.

All airplanes used were of the sport-stunt variety, most built from kits. The only mishap recorded during the day was the unscheduled departure of the front end of Dick McConnell's airplane during the first event of the Seattle segment.

Because the FL editor had before the contest disqualified himself from receiving any prizes, the distribution of a fine lineup of loot was thus revised: The second-place finisher was given the choice of the two prizes originally intended for the first place flier, a turkey or a merchandise gift certificate. Because Pape chose the merchandise, the turkey was ceremoniously awarded via the mails and the Safeway gift certificate process, to Glenn Salter. In all, some \$80 in prizes were awarded to the top six fliers.

FL would welcome comments from the competitors about the event and any suggestions for next year. FL's thanks go to all who participated for their support of the newsletter, which netted \$65 cash for the general fund after all expenses were paid.

And, an extra special thanks is in order for the contest officials who made the postal event possible: Dave Mullens and crew in Seattle, and Steve Lindstedt in Portland.

Here are the complete results:

### OVERALL STANDINGS

CONTESTANT (SITE)	SCORE	PRIZE
1. John Thompson (Eugene)	30	Declined
2. Gene Pape (Eugene)	28	\$20 mchdse from Eugene's Toy & Hobby
3. Glenn Salter (Seattle)	26	20-pound Safeway turkey
4. Kevin Collins (Seattle)	23	\$20 merchandise from ET&H
5. Phil Straka (Portland)	22	\$15 merchandise from ET&H
6. Dick Peterson (Seattle)	21	\$10 merchandise from ET&H
7. Steve Lindstedt (Portland)	17	
8. John Hall (Seattle)	17	
9. Dave Mullens (Seattle)	17	
10. Jeff Byers (Seattle)	15	
11. Dan Cronyn (Seattle)	4	
12. Dick McConnell (Seattle)	0	

### INDIVIDUAL EVENT RESULTS

PLACE	CONTESTANT	SCORE	POINTS
		PROTO SPEED	
1.	Dick Peterson	81.6 mph	10

TURKEY, continued

2. Gene Pape	75.92 mph	9
3. Glenn Salter	74.96 mph	8
4. Dave Mullens	74.35 mph	7
5. John Thompson	71.11 mph	6
6. Jeff Byers	67.26 mph	5
7. Kevin Collins	66.88 mph	4
8. John Hall	66.64 mph	3
9. Phil Straka	62.38 mph	2
10. Steve Lindstedt	58.52 mph	1
11. Dan Cronyn	49.2 mph	0
12. Dick McConnell	No Score	0

TIME TARGET

1. Phil Straka	120	10
2. Gene Pape	118	9
3. John Thompson	115	8
4. Glenn Salter	113	7
5. Steve Lindstedt	102	6
6. John Hall	100	5
7. Dan Cronyn	96	4
8. Jeff Byers	89	3
9. Kevin Collins	80	2
10. Dick Peterson	78	1
11. Dave Mullens	57	0
12. Dick McConnell	Attempt	0

SPOT LANDING

1. Glenn Salter	22 inches	10
2. Kevin Collins	33 inches	9
3. Steve Lindstedt	47 inches	8
4. Phil Straka	51 inches	7
5. John Thompson	55 inches	6
6. John Hall	63 inches	5
7. Dave Mullens	67 inches	4
8. Dick Peterson	70 inches	3
9. Jeff Byers	87 inches	2

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TURKEY, continued

10. Gene Pape	98 inches	1
11. Dan Cronyn	271 inches	0
12. Dick McConnell	No score	0

HIGH-LOW

1. John Thompson	76.89/24.44 = 52.45 mph diff.	10.
2. Gene Pape	77.72/24.85 = 52.37	9
3. Kevin Collins	70.01/26.31 = 43.70	8
4. Dick Peterson	79.97/37.25 = 42.72	7
5. Dave Mullens	74.97/36.84 = 38.13	6
6. Jeff Byers	68.41/31.68 = 36.73	5
7. John Hall	64.26/28.25 = 36.01	4
8. Phil Straka	67.66/34.09 = 33.57	3
9. Steve Lindstedt	63.15/38.46 = 24.69	2
10. Glenn Salter	75.6/52.92 = 22.68	1
11. Dan Cronyn	53.39/33.98 = 19.41	0
12. Dick McConnell	No score	0

VANCOUVER SPORT RACERS ARE COMING ON STRONG

The Northwest Sport Race bug has bitten the Vancouver, B.C. area, as control-line members of the booming Vancouver Gas Model Club have turned out in force for two NWSR contests this year.

The most recent was the Nov. 11 "Fall Ukie Meet." That contest featured NWSR along with the popular Canadian 33 1/3 event. We do not have results for 33 1/3 but Chris Sackett provided the NWSR results for the FL Northwest standings.

Chris also had this comment:

"They guys have jut fallen in love with sport race since the Nov. 11 contest. They think it's great! Everyone is trying to find old profile kits. No problem with Foxes, as the local guy has them real cheap.

"All the guys are new to the event, or to the hobby, so times are not so great. However, they are all learning and I think some may be competitive by next year. Right now we are trying to turn them on to single-wheel gear, 2-oz. custom uniflow tanks and decent props. We will stage a Northwest Sport Race New Year's Day, Jan. 1, 1985, at the Richmond field. We probably will have 10 teams ready.

"It's a great beginners' event!"

Due to an oversight, since corrected, rules for the Nov. 11 race allowed .015" lines instead of the normal .018".

FL also is beginning to see more and more subscriptions rolling in



"NO MORE DEFICIT AND FOREIGN POLICY QUESTIONS,  
I WANNA TALK MUFFLERS AND 10 PERCENT NITRO."

from B.C., so it looks like Northwest control-line fever is spreading.

A note to Chris Sackett: If you will send FL the number of entries in that Nov. 11 race, we can update the standings more accurately. Number of entries determines the number of points for the top four placers. Since we have only four names, we'll use that number of entries until we hear further. Thanks for your help with the results!

Here are the results as reported by Sackett:

NORTHWEST SPORT RACE

1. Henry Hadjik, New Westminster, B.C. -- 11:14. Sterling Yak-9, 40" span, balsa-plywood construction, tissue-Aero Gloss dope finish, Fox .35 stunt, Zinger 9x7 wood prop, K&B 1L plug, Sheldon's 15% nitro fuel, 3-oz. tank, Hot Rock 5" handle. Pilot Harvey Hadjik, pit crew Chris Sackett.
2. Mel Lyne, Garibaldi Highlands, B.C. -- 12:34.
3. Dennis Matthews, Surrey, B.C. -- 15:52.
4. Frank Boden, Burnaby, B.C. -- 16:03.

THE SEVENTH ANNUAL

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1984 1985

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#2	JANUARY 13.....	RAT RACE.....	NWSR...NWSS
#3	FEBRUARY 10.....	1/2A COMBAT.....	NWSR....NWSS
#4	MARCH 10.....	NW SPORT COMBAT....	NWSR...NWSS
#5	APRIL 14.....	SLOW RAT.....	NWSR...NWSS

**E**VERY CONTEST FEATURES NORTHWEST SPORT RACE AND NORTHWEST SUPER SPORT RACE, PLUS A SECONDARY EVENT. THE SECONDARY EVENT BEGINS AT 9:00 AM AND NORTHWEST SPORT RACE BEGINS AT 11:00 AM. NORTHWEST SUPER-SPORT STARTS IMMEDIATELY AFTER N.W.S.R. FOR MORE INFORMATION WRITE: STEVE LINDSTEDT 8725 N. NEWMAN PORTLAND, OREGON 97203 (503) 285-1463

# NW COMPETITION STANDINGS

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

The Vancouver, B.C. Northwest Sport Race contest Nov. 11 had no effect on the top end of the standings, but it gave the B.C. fliers some good experience toward piling up points in 1985. Here are the top tens in NWSR and overall racing, which were affected by the B.C. race.

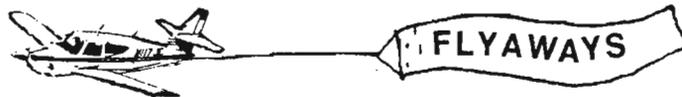
FL standings chart the rankings of Northwest fliers in Northwest contests. Information on the point system is available from FL. Standings below are as of Nov. 29.

## NORTHWEST SPORT RACE (10 contests, 82 entries)

1. Dave Green	Astoria, Ore.	59
2. Rich Schaper	Kelso, Wash.	44
3. Gene Pape	Eugene, Ore.	19
4. Glenn Salter	Seattle, Wash.	17
5. Steve Cole	Portland, Ore.	16
6. FAST Team	Vancouver, Wash.	14
Nitroholics Team	Cottage Grove/Salem	14
8. Dick McConnell	Seattle, Wash.	12
9. Henry Hadjik	New Westminster, B.C.	10
10. Mel Lyne	Squamish, B.C.	8

## OVERALL RACING (29 contests, 182 entries)

1. Dave Green	Astoria, Ore.	110
2. Rich Schaper	Kelso, Wash.	74
3. Glenn Salter	Seattle, Wash.	44
4. Nitroholics Team	Cottage Grove/Salem	33
5. FAST Team	Vancouver, Wash.	30
6. Dick McConnell	Seattle, Wash.	20
7. Gene Pape	Eugene, Ore.	19
8. Dick Peterson	Renton, Wash.	17
9. Steve Cole	Portland, Ore.	16
10. Henry Hadjik	New Westminster, B.C.	10



## RANDOM TIPS AND RIBS FROM THE FL WORKSHOP FLOOR

====BONZAI: Two articles on Kamikaze control-line are in the offing in the major magazines. Rich Porter's "Ridiculous" stunt plane and his Kamikaze sport-combat plane are in the works. Watch for them in a magazine dear to you.

====THANKS!: FL's hearty thanks to Jim McNeill, AMA executive vice president, for a complete microfiche of AMA membership data. Jim responded to our appeal for the address of Trond Toft, a new subscriber who had forgotten to tell us what city he lived in (it's Santa Cruz, Calif. -- welcome aboard, Trond!). Jim says AMA is considering making May Safety Month. We suggest making 1985 Safety Year!

====QUOTABLE: From comments of Jack Sheeks in an interview in PRO-STUNT NEWS: "Watch and listen to ALL modelers. Don't be afraid to ask for help, and try anything that might work for you."

====INK SPOTS: An excellent article on applying ink lines and rub-ons to your pretty stunter or scale plane was in PRO-STUNT NEWS' Nats issue, by George Cheatham. If you missed it, contact the Precision Aerobatics Model Pilots Association, 329 Lincoln Place, Brooklyn, NY 11238, and ask for a membership at \$15 a year. Not a stunt flier? See above entry.

====AMA-ZING: Membership cards are beginning to come out from AMA for 1985. Did you forget to renew? Do it now and avoid the hassle at your first 1985 contest.

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====CIRCLEMASTERS: The FL mail box recently produced a copy of a fine club newsletter from the Circlemasters Flying Club of Milwaukee, Wisc., edited by FL subscriber David Copeman. Subscriptions are \$9 a year club dues, payable to the Circlemasters via David Copeman, 4532 W. Donges Lane, Brown Deer, WI 53223.

====ZERO: Nice picture of Bob Danielson's Class I Carrier Zero in HI-LOW-LANDINGS, newsletter of the Navy Carrier Society, taken at the Nats in Reno. Congratulations on being famous, Bob. NCS dues and the newsletter come for a mere \$6. Write Leroy Cordes, 1412 W. Hood Ave., Chicago, Ill. 60660.

====HIGH POINTS: Chris Sackett of Burnaby, B.C. was No. 2 in overall points as calculated by the North American Speed Society at the U.S. Nats in Reno. Chris scored 220 points with placements in A, B, Jet and FAI speed. First was the Wisniewski Team with 258 points in B, D and Formula 40. By the way, Chris is urging all disgusted control-line modelers to write to MODEL AIRPLANE NEWS to express outrage at the magazine's dropping of CL and free-flight news. That is, if anyone still read MAN after the first time they tried to push us out in favor of plastic cars and toy boats.

====COMBAT FIGHTS: Miniature Aircraft Combat Association President Gary Frost is appealing for all combat fliers to join MACA and for all MACA members to cast ballots on the MACA NEWSLETTER's recent poll on rules issues. "Just one more DOES make a difference," says Gary. MACA dues are \$9. Write Joe McKinzie, 6259 Shirley Dr., Smithfield, Texas 76180.

====LIGHTNING BOLTS: MACA NEWSLETTER reports that you can buy nylon hex head 4-40 backplate screws, which would save 2 grams per Combat Special, from McMaster-Carr, P.O. Box 4335, Chicago, Ill, 60680, at \$3.95 per 100. We suspect they may also be available from your local hobby shop industrial fastener supplier. Might help to make up for the weight of that pressure regulator!

====KIDS DO: When others talk about the junior problem, the Seattle Skyraiders do something about it. Aside from all the junior competition events they sponsor, we note in fine print on the SKYWRITER's back page: "No membership fee for juniors." Good move, Raiders!

====WAIT TILL NEXT TIME: Information filtering in from the World Championships in Massachusetts says the U.S. didn't do too well this year. Biggest success was first place in the aerobatics team category, but the individual stunt champ was from China. Northwest's own Howard Rush and Tom Knoppi didn't place in their combat and racing events but Rush was noticed as the owner of the best planes in the combat competition.

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## RACING ROUNDUP

by mike hazel

There are a small number of rules proposals that racing participants should be concerned with. The CLCB initial vote is due on December 1st, so hopefully you have already read, reviewed, and expressed your opinions on the proposals that have been published in the last couple of issues of Model Aviation. Those that pass in the initial vote, will then be given further consideration, and will again be voted on later for a final determination. Those that pass, will take effect in 1986.

The proposal that would have the most far reaching effect, as it covers most of the events, is the standard rule for fuel. Except for mouse race, a standard 10% nitro mix would be supplied by the contest management for racing events.

I whole heartedly agree with this concept, as it will greatly reduce the cost of competing. Engine and glow plug life will both increase appreciably. For fast rat, it will give a much needed margin of safety. The pull on the .018 wires with a top rate heavy plane does not leave much for a comfortable margin. Then of course just as important, the effect on the pilots will be very positive. Especially with fast rat, nearly every pilot is at their physical limit of really being in control.

The reduction of speed in fast rat (I estimate 12 to 15 mph), will make the event easier to fly for those already flying it. However, it will still be beyond the capabilities for most of the pilots who are not already participating.

There are two proposals for slow rat, so pick your poison. Actually, both have their merits. One mainly features a reduction of engine size to .21, using basically the same aircraft specifications. (some minor changes.) The other is a complete rewrite. Both look fine to me, but I prefer the second one better. I suppose that is because from a

RACING, continued

standpoint of nostalgia, it brings back the concept of rat race as it was in the early sixties. The general specifications are for a front intake "standard" type 40 engine, on an open design profile plane. The races would be flown with up to four entrants, so it would like like real racing. No two-up stuff.

The other proposals deal with mouse race lines. Check out all of this stuff if you have not already, and pass on your thoughts as appropriate.

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The Drizzle Circuit season is upon us, and all die-hard racing fans are readying to compete with other racers, and mother nature. Here are a few preparation tips that may be of some use, even though many of us tend to pull the equipment "off the wall" just prior to racing.

Number one, The entire plane needs a thorough inspection, both for the concerns of safety and functioning. Pull the engine and tank off. The tank should be given a thorough flush and rinse to clean out any old congealed gunk. Methanol works fine for this. Make sure all tubing and solder joints look secure. Next pressure test the tank under water to detect any leaks, and correct as necessary. For super sport, where a fast fill system is employed, you may wish to discard the old rubber plug. For a mechanical fast fill, check the operation of the unit, such as spring pressure, gasket sealing, and smooth movement.

Do whatever you feel is necessary with the engine. If the engine was in good shape at the last race, chances are things are still fine. If it has been mothballed for some time, you should check headbolts, and disassemble the needle valve assembly, clean and reinstall. Don't tear your engine down unless necessary.

Now back to the plane. Give the entire structure a very thorough inspection. Some of the key spots are as follows. Control system, make sure that everything works freely, and no corrosion has developed. If the elevator hinging is suspect, then invest some time on making repairs there. On supersports the shutoff linkage should be tested. Check for proper amount of elevator throw to trip the unit, and also make sure that the tension to pinch the fuel tubing is adequate.

A common weakness with many profile design models is the joint between the fuselage and wing/tail surfaces. If you detect any problems here such as stress cracks, correct before flying. Use a degreasing solvent on the area, and then reseal with epoxy. One product that is very good to build up a fillet is the gel type epoxy from Hobbypoxy.

Take care of any punctures in the wing as appropriate to the covering, and don't forget to post your number.

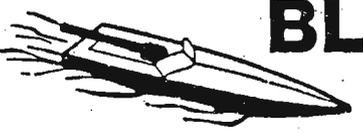
Check the integrity of the landing gear. Make sure that all solder joints, if any, are good and solid. If you have a trick wheel that needs to be changed at every pit stop,

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replace it. Make sure the wheel is free on the axle, and the plane tracks properly on the ground.

If this takes care of everything pertinent to your craft, then reassemble everything. Make sure the tank is well secured, and use new fuel tubing, a clean fuel filter, and perhaps wire some of the connections.

The next step of being prepared is to test the plane, and get some practice. For NWSR, one of the important checks to do is to measure the lappage of the tank. Very important. With NWSR you do not have the advantage of a shutoff to coordinate pit approaches, so practice on that. See how fast you can slow your plane down. Also note the characteristics of glide both into the wind, and with the wind. Check the ground handling as you whip into the pit man. And last but not least, get your starting and restarting routine down pat.

Along with the plane, make sure you go through the rest of your equipment. If you do not have a special pit box, or some sort of organized system of hauling your pit equipment, give it some thought. This has been discussed before, so I won't repeat anything here. Your spare glow plugs and props should be duplicates of what you will be running in the race. To do otherwise can be contrary to any consistency.

Don't forget to carefully inspect your flying wires, remembering to measure the length, if they are not labeled. It wouldn't hurt to have an extra set.

One of the last things to prepare, but the most important of all, is yourself. Make sure that you have adequate clothing to deal with the elements.

Remember to think safety, and be ready to help any novice racers.

\*\*\*\*\*

From Dave Mullens: "What goes quack, quack, whack"? Answer: A drizzle circuit pitman flipping his prop!

..... See you at the racing circle!!!! mike hazel



navy carrier notes by orin humphries

How would you feel if you found out something was blocking half of the fuel metering hole in your Profile Carrier engine? Would you want to change that?

SPRAYBAR

In our Tigre 35 Profile Carrier engines, the idle speed needle valve is used to close off the fuel flow as we throttle back. The barrel of the carburetor actually slides to the side as we throttle it, as you know. Well, just where is the end of the idle needle when the barrel is wide open? Removing the carb from the engine and looking in from the bottom reveals that it is usually covering more than half of the hole at the high speed position.

What controls the position of the idle needle? Actually it is the timing of the exhaust baffle. Where that baffle is on the port, or exhaust stack, determines the position of the barrel at idle and the idle needle setting follows as a result of all this.

It might be desirable to have more of the fuel hole uncovered at high speed, so here is what you could do.

Changing the length of the rod connecting the baffle to the carb arm can allow you to have a smaller air opening and thus farther out idle needle setting. Cut the rod and remove a piece of it to allow for adjustment. Solder a piece of copper tube onto one end. Set the idle air opening/barrel position at around 1/32 or 3/64ths inch. Set the baffle so it has just barely covered the exhaust stack without any overlap of the stack lip itself. Cover just the hole. Solder the remaining end of the rod into the copper tube.

Back the idle needle out a few clicks and start the engine. Check the idle. You will probably need to back out the idle needle a click at a time until you re-establish the proper setting.

Now, when the carb is at high speed position, the idle needle will be uncovering more of the fuel hole in the spray bar. This may be of help in moving more of the high-nitro fuels. See ya.

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

Thoughts to Ponder  
People are unreasonable, illogical, self-centered.  
Love them anyway.  
If you do good, people will accuse you of selfish motives.  
Do good anyway.  
If you are successful, you will win false friends and real enemies.  
Try to be successful anyway.  
The good you do will be forgotten tomorrow.

Do it anyway.  
Honesty and frankness will make you vulnerable.  
Be honest and frank anyway.  
People favor the underdog, but they chum up to the top dog.  
Fight for the underdog anyway.  
What you spend years building can be destroyed overnight.  
Build anyway.  
Give the world the best you have, and chances are you will get kicked in the teeth.  
Give it anyway.

C O C K P I T   C H A T T E R  
(Editor's log)

As 1984 draws to a close we look toward the new year and see a most amazing contest calendar! There should be no shortage of control-line flying activity in 1985.

One hopes that this abundance of organized events is supported by an adequate supply of fliers and workers. It gives us slight trepidation to look back at the last time the schedule was so full -- the glorious 1977 year, which was followed by a massive burnout from which the Northwest almost didn't recover.

Anyone who was around in 1978 or 1979 knows what we're talking about. It took creation of Flying Lines, a lot of promotion, and a lot of one-man contest crews to get things going again. If not for the backbones like the Greens, Mullenses, McClaves, Papes and other people who pulled us through that period, we might not be flying together today.

We dream of the day when the schedule is more organized, when there is perhaps one good contest a month with more events, instead of the fragmented approach we have now. Things are good now but they could be better -- it's always that way.

But, we know CL modelers and we know that they'll find a way to fly together somehow.

Don't forget to let us at FL know what you think is a fair subscription rate. Costs -- and the desire to stop annoying people with fundraisers and pleas for help -- drive us toward a rate increase in 1985, probably effective in January. The rate has not been set yet, but it looks like it will be somewhere in the \$11 or \$12 range.

We feel good about the number of years we have kept the rate below \$10. If you want to get another year at that bargain rate, send your sub renewal in before Jan. 1.

We're hearing great response to the 1985 Drizzle Circuit...some new faces are coming out of the woodwork...can't wait.

The Northwest has so many great modelers and graet ex-modelers. Take, for example, retired Jim Zehrunge, who willingly printed another batch of FL record certificates. When you win one of those certificates, give a thought to one of CL's Northwest greats, Jim Zehrunge.

Here at FL headquarters, we've been hibernating this winter as our No. 2 hobby, amateur theater, has kept us busy. We're just starting to emerge from the cave and get to building in our new shop. Oh, what a job is ahead of us. Undertaker combat planes for ourselves and others, a sport scale plane (don't laugh) for next season and maybe even starting work on a real SSF (Serious Stunt Flier) plane. But first, we're clearing out (fixing or trashing) a whole roomful of broken airplanes collected over several years. Good gracious, where did they all come from?



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**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	Combat.....Gene Pape
Editor.....John Thompson	Engines.....Help Wanted
Advertising...Steve Lindstedt	Racing.....Mike Hazel
Photo editor..Pete Bergstrom	Scale.....Orin Humphries
Aerobatics....Paul Walker	Speed.....Mike Hazel
Beginners.....Ken Burdick	Sport.....Larry Miles
Carrier.....Orin Humphries	Artwork....S. Lindstedt

# 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 code: (J)=junior. (S)=senior. (O)=open. All events JSO unless otherwise noted.

Dec. 9 ... PORTLAND, Ore. -- Northwest Sport Race Drizzle Circuit Contest No. 1. Northwest Sport Race, Northwest Super Sport Race, Class I Mouse Race. NWSR, NWSS points accumulate for championship trophies. Site: Delta Park. Contest Director: Rich Schaper, P.O. Box 608, Kelso, WA 98626. Sponsored by Northwest Aeroliners.

Jan. 13 ... PORTLAND, Ore. -- Northwest Sport Race Drizzle Circuit Contest No. 2. Northwest Sport Race, Northwest Super Sport Race, Rat Race. NWSR, NWSS points accumulate for championship trophies. Site: Delta Park. Contest Director: Dick Salter, 7217 S. 133rd, Seattle, WA 98178. Sponsored by Seattle Skyraiders.

Feb. 2-3 ... PUYALLUP, Wash. -- Fourth Annual Northwest Model Exposition. Displays and trade show in all modeling disciplines. Site: Western Washington State Fairgrounds. Sponsored by Mt. Rainier RC Society. For information contact Bob Pfeiffer, c/o Firgrove Model Supply, 10611 136th St. East, Puyallup, WA 98373.

Feb. 10 ... PORTLAND, Ore. -- Northwest Sport Race Drizzle Circuit Contest No. 3. Northwest Sport Race, Northwest Super Sport Race, Half-A Combat. NWSR, NWSS points accumulate for championship trophies. Site: Delta Park. Contest Director: Dave Green, 200 W. Franklin Ave., Astoria, OR 97103. Sponsored by North Coast Control-Line Aeromodelers' Society.

Feb. 17 ... SEATTLE, Wash. -- Skyraiders Beginners Day. Site: Carkeek Park. Details to follow. For information contact Dave Mullens, 15559 Palatine Ave. N., Seattle, WA 98133.

March 10 ... PORTLAND, Ore. -- Northwest Sport Race Drizzle Circuit Contest No. 4. Northwest Sport Race, Northwest Super Sport Race, Northwest Sport Combat. NWSR, NWSS points accumulate for championship trophies. Site: Delta Park. Contest Director: John Thompson, 1505 Ash Ave., Cottage Grove, OR 97424. Sponsored by Eugene Prop Spinners.

March 24 ... SEATTLE, Wash. -- Skyraider 3x1. Stunt, Super Sport Race and Balloon Bust with the same airplane. Site: Carkeek Park. For information contact Dave Mullens, 15559 Palatine Ave. N., Seattle, WA 98133.

April 14 ... PORTLAND, Ore. -- Northwest Sport Race Drizzle Circuit Contest No. 5. Northwest Sport Race, Northwest Super Sport Race, Slow Rat Race. Championship trophies awarded in NWSR, NWSS. Site: Delta Park. Contest Director: Gene Pape, 4528 Souza St., Eugene, OR 97402 (503) 689-1623. Sponsored by Eugene Prop Spinners.

April 28 ... SPANWAY, Wash. -- Spanaway Spectacular. Details to follow. For information contact Dave Mullens, 15559 Palatine Ave. N., Seattle, WA 98133.

May 24-26 ... EUGENE, Ore. -- Northwest Regional Control Line Championships. Largest array of CL events on the West Coast. Full schedule to be

announced in January. SPEED FLIERS NOTE: Speed circle will open for official flights Friday afternoon. Contest Director Mike Hazel, 1073 Windemere Dr. NW, Salem, OR 97304, (503) 364-8593.

June 9 ... ASTORIA, Ore. -- CLAMBash '85. Details to follow. For information contact Dave Green, 200 W. Franklin, Astoria, OR 97103.

July 13-14 ... KENT, Wash. -- Boeing Air Fair and Stuntathon '85. Details to follow. Contact Bob Emmett, 17972 W. Spring Lake Drive SE, Renton, WA 98055.

Aug. 4-11 ... CHICOPEE, Mass. -- United States Model Airplane Championships.

Sept. 7-8 ... VANCOUVER, B.C. -- Vancouver Internats. Details to follow.

Sept. 7-8 ... KENT, Wash. -- FAI Team Trials for all control-line events (PROPOSED).

Sept. 14-15 ... KENT, Wash. -- Raider Roundup, the Washington State Control-Line Championships. Details to follow. Contact Dave Mullens, 15559 Palatine Ave. N., Seattle, WA 98133.

## HOBBY SHOP DIRECTORY

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.

MOTORS & MEMORIES -- Control-line model supplies. Mail orders to P.O. Box 78388, Seattle, WA 98178. (206) 772-7091. Owned by Dick Peterson, an active control-line flier.

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

WANTED -- A Cox magnesium Half-A PROTO speed pan. An OS Max .35 stunt or an OS Max .40FSR stunt. Mike Slessor, 10105 Rolley Cres., RR#3, Maple Ridge, B.C., Canada V2X 8X7. (604) 462-9059.

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.

## THE BONES OF AN ORGANIZATION

The body of almost every organization has four kinds of bones:

1. THE WISHBONES: Who spend all their time wishing someone else would do the work.
2. THE JAWBONES: Who spend all their time talking, but very little else.
3. THE KNUCKLEBONES: Who knock everything that everybody tries to do.
4. THE BACKBONES: Who get under the load and do the work.

As you notice, each member can be one type of bone, what type are you?



## AIR MAIL

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



DEAR FL:

Attached is a check for another 10 issues. Sorry to be late, but you know how flaky toy airplane people are.

Lots of interest for the postal turkey fly. Carkeek Park is a turkey of a place to fly, so it's a natural site for such an event.

Put me on record as favoring the existing age classification titles, but lowering the bracket age. Junior to 12, senior 13 to 16 and open 17 and up. Not necessarily those age brackets but a lowering of the overall bracket. A 10-year-old competing against a 14-year-old is a lot more spread than a 15-year-old against a 19-year-old.

Everyone keeps yapping about attracting more juniors and now we hear talk of doing away with a junior class. Make the junior class easier to compete in for young juniors, let mid-teens compete with other mid-teens, and push the upper teens into open class.

While I'm at it is the attached form for the FL raffle. I can always use another anchor.

--Dave Mullens, 15559 Palatine Ave. N., Seattle, WA 98133.

DEAR FL:

Starting Jan. 1, 1985, Western Associated Modelers (WAM) will become an AMA chapter.

We recently adopted across the board changes in some events so that those rules conform to the AMA rules. Those events are: Speed, Stunt, Mouse Race, Ten Mile (Rat), AMA Carrier (Profile).

Yesterday, Oct. 14, we had our WAM state champs. 139 entries.

--Don Chandler, 1878 Woodside Road, Redwood City, CA 94061.

DEAR FL:

Thanks for the answer (regarding Mouse Race lines rule change -- ed). I sure hope it passes. Believe it or not, we have the kind of weather that makes those lines stick, too. I also have the answer to the problem, but I can't find it right now. Dave Wallick showed it to me a couple years ago. It is an anti-fog thing for windshields of cars. It's kinda like a cream, and it works good at keeping fog off windows, and keeping lines from sticking together. It lasts quite a while. Just clean your lines, and put some of this junk on a rag and wipe your lines with it. Wait for it to dry, and presto, no sticking. Sure wish I could find it. Then I could give you the right name, brand and stuff, and I wouldn't have to buy any for a while.

We have been going faster in Florida Slow Rat and I was going to issue a challenge again, but I read your records in NCLC GAZETTE and I see that you guys are going faster, too. We are doing better, but not catching you very fast. Again, thanks!

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

DEAR FL:

The mailman is slow and second class is inconsistent so some will receive the GAZETTE before others. It was out mid-September. Yours should be along. I am trying to decide what to do about the whole issue of CL newsletters, special interest groups, etc.

CL won't revive as islands of competitors; it will swell from drizzles as in Drizzle Circuits, clubs, fun fliers, kids, new faces, etc. I'm not sure the Gaz has a role. If it does, I'm not sure I can keep it up.

Anyway, I did tell some things about the Drizzle Circuit, Dark Ages Racing Team, McClave, etc., in the latd issue. I paid my '83 debt -- 48 pages, 6 months worth. Cost \$1,300 to get out to every CLer I know. Is it worth it?

Cost would be no problem if the audience was big enough. Then, either subscriptions or ads would pay the freight. Ads to 1-2,000 are worth something, to 1-200 they are not.

--Doc Laird Jackson, 2322 Wilson Ave., Bristol, PA 19007.

DEAR FL:

Enclosed is a subscriptions check for \$9.50.

I belong to the Norwesters, a free-flight club. There are three of us that are going to compete in team race (sport race) at Delta Park, the Drizzle Circuit. Any information you can supply we can use.

--C.W. Drake, 3290 SE Pelton, Troutdale, OR 97060

(FL forwarded rules and other DC info via mail. -- Ed.)

DEAR FL:

Find enclosed a money order for the renewal to a very fine newsletter. It is one of the best that I receive. Wish that I lived in your area as that carrier scores and racing times reflect what we do here...

Some time ago I got a note from Mike Hazel that he would like something on the junior problem. I can say emphatically that the junior problem is the adults.

For a youngster to do any good he needs a lot of support. Not only with money but with lots of time. It also helps a considerable lot if the parent is really interested in the youngster.

Another problem as far as contests is, how many contests have you seen with more than one event for the youngsters? Years ago, when I was one of those youngsters there were always events for the juniors. Infact, at one of the annual meets there were more junior events than open.

So, I will close this by saying that the big problem with the juniors is that pop wants to fly instead of watching and helping the youngster.

By the way, I am ready to sit and watch as I have three girls, besides JJ, that are ready to learn to fly. All for now and keep up the good work.

--John E. Holliday, 10421 W 56th Terr., Shawnee, Kansas 66203.

DEAR FL:

I noticed in the last Flying Lines that you had taken the times from our Internats as new records.

They cannot be used as all flights were flown without the pylon as Ken Burdick broke it off early in the morning.

We had asked all the guys not to "lean" on the models, but we know they were as the speeds were too fast as you can see.

I thought I had mentioned on the contest results that no pylon was used but I guess I forgot. The guys themselves don't want to accept those records anyway.

Please retract Jerry Thomas' 200-mph jet flight and Chuck Schuette's 160-mph FAI run.

--Chris Sackett, North American Speed Society, Box 82294, North Burnaby, B.C., Canada V5C 5P7.

(Records have been restored to previous marks, per Chris's request. --Ed.)

DEAR FL:

Enclosed is \$10 US dollars for renewing Flying Lines subscription...I think your newsletter beats the magazines for control-line information and is need to read to see your friends' results and setups. Thanks.

--Mike Slessor, 10105 Rolley Cres., RR#3, Maple Ridge, B.C., Canada, V2X 8X7.

DEAR FL:

If FL rates were raised to reflect the true cost of putting it out, it would be worth it for the wealth of information it contains.

Now for a comment or two on the control-line remarks in the Tips & Ribs column. What would really be nice would be for all modelers of whatever persuasion to be able to work together and not be taking pot shots at each other all the time. Although, I have heard some stories from other people and seen for myself some of the actions by RCers that would curl your hair if you were safety conscious at all.

Be that as it may though, you make reference to the carbs on the engines. The "MAG" carb is a trademark of Supertigre with the initials of the three gentlemen that developed and perfected it. In other words, it is a brand name. There are many brands of carbs, all of them equally suitable for the use they are put to. The carbs that are available today are far superior to the devices that were first introduced to control engine RPM. One of these devices that is still being used by only a few is the Bill Johnson fuel meter that was improved by Harry Higley and is now being produced by Leroy Cordes. Not too many people using these, though as the carbs that are available today are more efficient and consistent in operation.

P.S.: Why is it that if one buys a spray gun or something of that nature from an RC catalog, is it considered an RC sale?

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

DEAR FL:

Just to respond to your question on price of FL. Well, I feel that \$15 would be a comfortable price, perhaps as high as \$18 per year. Whatever, I feel the price should be the same for all.

--Rory Tennison, Rt. 2 Box 224-A, Libby, MT 59923.

DEAR FL:

Time sure flies when you're having fun. Doesn't seem like a year has gone by already but it has.

Haven't got to do any of the flying I wanted to do this year. I did manage to get some building done, though. Now, I'm working on my Skyraider and it's starting to look like an airplane. Somehow I ended up with three lines sticking out of the end of the wing instead of two -- what do you suppose that means, Randy?

Anyhow, I'm looking forward to a better than ever year in 1985. Hope we can spark some enthusiasm for the Puyallup exposition in February.

Enclosed please find a Monokote check for Flying Lines fees and some extra for some raffle tickets. Keep up the great work, folks, you're doing great, I think.

P.S.: FL is worth \$15 to me.

--Gerald Schamp, 2220 Jackson 8, Albany, OR 97321.

DEAR FL:

Thank you for the record certificate, that's really neat!

I read your comments in the issue that just arrived, and I want to say that we really aren't very far apart on our view. Preparedness is the responsibility of the PILOT, and so many unabashedly tell us the only time they take the plane off the wall is on the day of the contest. My point was that when a given number of events is spread over three days instead of the two the pace simply is slower and there is more time for needle tweeking and knowledge-sharing.

There never will be a day when I will criticize the galactic effort it takes to put on the Regionals, and I don't want anyone to feel that I am unappreciative or that I don't know what it takes to accomplish what you all do. (Orin, your tremendous help over the years has been a major part of the galactic effort! --Ed)

Anyway, you all enjoy your Drizzle Circuit activities this winter, and we will see all of you fine troops down there in May for some serious competition.

--Orin Humphries, N. 5208 Elgin St., Spokane, WA 99205.

DEAR FL:

Sure great to see you still at the controls of the lead bomber in spite of the heavy flak damage that would have caused lesser fliers to have bailed out long ago.

In defiance of insurmountable odds and a perilous loss of altitude it definitely appears that you may be getting another sputtering engine going which just might provide the needed power for you to make it back across the channel.

Hang on as long as you can. Hopefully the enclosed materials will be refreshing, and on my next pass I hoep to include a little something that may help you see how we intend to give what you got coming to you.

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

(We wish we could publish even a representative fraction of Rich's output of information. He is unquestionably the most prolific producer of control-line model airplane information and commentary in the Northeast, which he fans out to key people in our hobby across the nation. We are always fascinated. --ED.)

DEAR FL:

FL is my best source for control-line information. Photo page looks real nice now.

--Dave Copeman, 4532 W. Donges Ln., Brown Deer, Wisc. 53223.

(Thanks to Pete Bergstrom for the photo page's new look. --Ed.)

DEAR FL:

Just got back from a trip and read my October, 1984 FL. You wanted comments on the rules making system. For many years, people who do not fly events, or seldom fly them, have been submitting proposals to change the rules. I have no idea why anyone who does not fly an event would want to change it, and do not think that they should be allowed to submit rules proposals for events they don't fly. When was the last time that an "outsider" got the rules changed for the Indianapolis 500, the Kentucky Derby, etc. Model airplane competition is the only form of competition that I know that "outsiders" can submit rules proposals for. Some proposals are supposed to increase competition. This rarely happens. Changes seldom increase the number of entrants to an event. If anything, they drive away people who have been supporting the event. The events with the most stable rules, such as stunt and combat, are the ones that enjoy the greatest amount of compe-

tition. This should tell us something. During the last rules cycle, I sent a proposal to change the AMA bylaws pertaining to rules proposals to all of the members of the executive council. It never even got brought up for discussion! Here's what I proposed: Rules change proposals for any reason other than safety, would have to be submitted by someone who had won three or more 1st, 2nd, or 3rd places at AA or larger meets during the previous 12 months in the event the proposal pertains to. This could either be checked out by the AMA or the person submitting the proposal could swear that he met the criteria and have the proposal notarized. This may not be the best, or the only way to handle the problem, but, they could at least brought it up and discussed it. I firmly believe that we need to change the way our rules are made, and ought to at least discuss ways of doing it. Rules have been a problem for years, and its about time something was done about it. The rules probably ought to last for more than two years also. This would add some much needed stability to events. I think that three or four year rules cycles would be better. Some of the Contest Board members don't seem to know much about whats going on. I think that all Contest Board members should be required to be active contest flyers or directors. If you aren't actually out on the field during contests, you don't know whats going on, and shouldn't be voting on rules.

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

DEAR FL:

I think it's time to raise the price of FL, guys. Your newsletter is a bargain at today's prices. Best of everything to you and FL.

--Bob Kampmann, 6312 Kenneth Ave., Orangevale, CA 95662.

THANKS TO YOU NIMBLE-FINGERED WRITERS

Flying Lines willingly accepts contributions of technical articles, club activities, personal anecdotes, opinions, comments, news and views from any reader.

These will be accepted in any form, handwritten or typed. However, those of you who can type and have access to typewriters or word processors can help cut down the editor's time by sending us camera-ready copy. Neatly typed material on wide margins can simply be pasted into the newsletter.

Join the FL information team -- send us your material today!

INJECT SOME SPEED INTO YOUR FUEL LINES

As part of a continuing series of attempts to maximize the enjoyment of FL readers by turning them on to the various specialty organizations, we hereby recommend that all speed fliers join the North American Speed Society.

The NASS works to promote speed flying world-wide and publishes a marvelous newsletter edited by the Northwest's own superstar, Chris Sackett. Express your interest and desire to learn by filling out the form below and sending it with your dues to NASS, Box 82294, North Burnaby, B.C., Canada, V5C 5P7.

Canadian and U.S. dues are \$7 for juniors (14 and under), \$10 for seniors (15-18) and \$15 for open. Dues elsewhere are \$12, \$15 and \$20.

NASS MEMBERSHIP APPLICATION FORM

Name \_\_\_\_\_ Date \_\_\_\_\_

Address \_\_\_\_\_

Telephone \_\_\_\_\_ AMA or MAAC No. \_\_\_\_\_

Age Group: Jr. \_\_\_\_\_ Sr. \_\_\_\_\_ Open \_\_\_\_\_

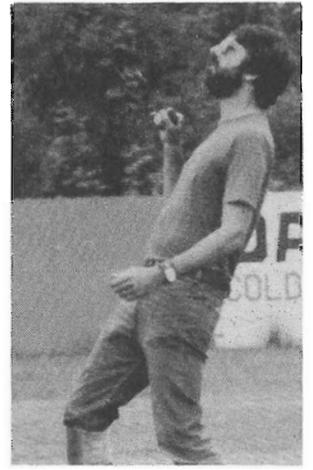
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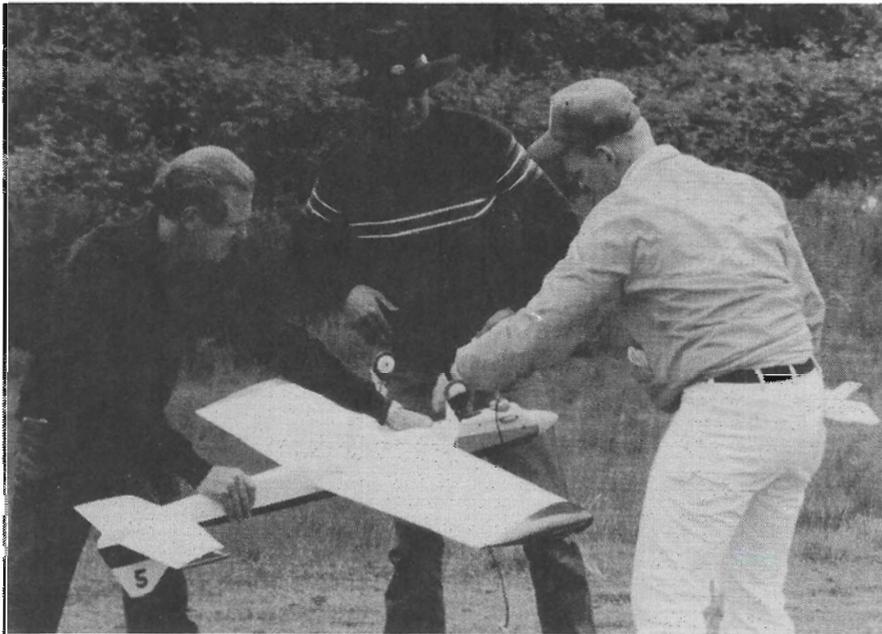
All NASS members receive a membership card, 3 NASS decals, a name tag and the quarterly newsletter SPEED TIMES.



CLAMS'  
CLAMBASH'84  
JUNE 10, 1984



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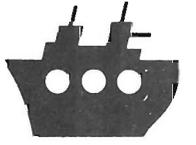
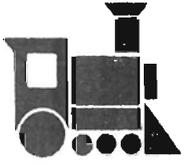
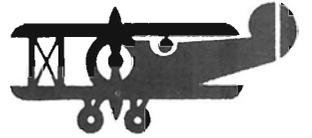
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Photos by:  
Randy Schultz

Action at the latest edition of the now traditional Clam-  
bash Meet. Top Row: Left - Chet Hales and Mike Hazel mix it up in 1/2A  
Combat; Right - John Thompson in the middle of a Stunt Pattern.  
Center Row: Pete Bergstrom and Don Shultz start Pete's Competitor II  
model prior to an official while John Hall gives needed advice.  
Bottom Row: Left - Don Shultz in an overhead eight; Center - Your  
Photo Editor doing what he enjoys most; Right - Dick McConnell show-  
ing us all how to fly the pattern

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