

# FLYING LINES

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## DRIZZLE CIRCUIT ROARS INTO LIFE

New faces, new planes and new teams were out in force Dec. 9 for the start of the seventh annual Northwest Sport Race Drizzle Circuit, portending a banner year for the five-contest winter racing circuit.

There were also new faces -- well, a new team anyway -- in the winner's circle as several teams came booming out with the vow that Dave Green would not sweep another circuit. True enough, Green didn't make the final in either of the main events but the Green-Varner-Schaper Dark Ages Racing Team showed just enough of that old brilliance to make it clear that this year's racing will be just dandy.

The Beers-Cole Racing Team swept Northwest Sport Race and Northwest Super Sport Race. This is a new alignment, featuring former DC NWSR champ Greg Beers at the handle and Steve Cole at the prop in both classes.

BCRT turned strong times, 8:45 in NWSR and 7:42 in NWSS. Close behind in NWSR was the new S&S Racing Team of Dick and Richie Salter, with Richie driving one gear higher than most of the competition and Dick getting those old reliable starts. Here's another contender.

New faces in the NWSR feature the first time out were free-flight defector Wayne Drake of Troutdale, Ore., and John Hall of Puyallup, Wash.

In spite of the trend toward teaming up, there were a solid 13 entries in NWSR and the usual gang of snarlies in NWSS.

The secondary event, Class I Mouse Race, proved to be the only plumb for the picking by the veteran Nitroholics Racing Team, but the Mike Hazel-John Thompson collaboration was threatening with the shakedown of a clean new plane in NWSS.

Heat times started right off strong, with S&S establishing the heat to beat at 4:26 (12 seconds off the Dick Salter Northwest record) in Northwest Sport Race and BCRT going 3:39 in NWSS.

DC races continue the second Sunday of every month through April. There's still time to get in the hunt for those big trophies. See the contest calendar for details.

Here are the complete results of Contest 1 and statistics:

### NORTHWEST SPORT RACE (13 entries)

1. Beers-Cole Racing Team, Vancouver, Wash./Portland, Ore. -- 8:45. Sterling Yak-9, 39" span, balsa construction, Monokote/epoxy finish. Fox .35 stunt, Tornado 8 3/4x8 plastic/nylon prop, Fox 1S plug, Cool Power 10%-nitro fuel, Fox 2.5-oz. tank, Aldrich handle. Pilot Greg Beers, pit crew Steve Cole and Roy Beers.
2. Salter & Salter Racing Team, Seattle, Wash. -- 8:51.
3. Wayne Drake, Troutdale, Ore. -- 9:24.
4. John Hall, Puyallup, Wash. -- 9:53.

### NORTHWEST SUPER SPORT RACE (7 entries)

1. Beers-Cole Racing Team -- 7:42. Original Greg Beers design, 32" span, 24 oz., balsa, Monokote/epoxy. K&B .35, Beers rework, Dark Ages Racing Equipment 8.5x8 glass prop, GloBee plug, Cool Power 10%-nitro fuel, Fox 4-oz. tank, fastfill, shutoff, hot glove, Aldrich handle. Pilot Greg Beers, pit crew Steve Cole.
2. Rich Schaper, Kelso, Wash. -- 8:32.
3. Glenn Salter, Seattle, Wash. -- 9:34.
4. Dave Green, Astoria, Ore. -- 3:59 heat.

### CLASS I MOUSE RACE (4 entries)

1. Nitroholics Racing Team, Salem/Cottage Grove, Ore. -- 5:47. Little White Mouse, Frank Scott design, balsa/plywood/bass, polyester resin/glass cloth/K&B Super Poxy. Kustom Kraftsmanship/Cox .049, Tornado 5x4 nylon prop, Cox TeeDee plug, Sheldon's 50%-nitro fuel, Fastfill, spring starter, E-Z Just Hot Rock handle. Pilot Mike Hazel, pit crew John Thompson and Dave Green.
2. Beers-Cole Racing Team -- 6:09.

- 3. Dave Green -- 8:58.
- 4. Low Budget Racing Team, Vancouver, Wash./Portland, Ore. -- 23 laps.

HEAT WINNERS

NORTHWEST SPORT RACE

Round 1: Dick Peterson (4:44), John Hall (4:43), S&S Team (4:26), Beers-Cole Team (4:54).

Round 2: S&S (4:36), Dave Green (4:51), Beers-Cole (4:30), Hall (5:04).

SUPER SPORT RACE

Round 1: Beers-Cole Team (4:11), Dick McConnell (4:40), Rich Schaper (3:56).

Round 2: Dave Green (3:59), Glenn Salter (3:57), Beers-Cole (3:39).

CHAMPIONSHIP POINT STANDINGS

NORTHWEST SPORT RACE

- 1. Beers-Cole Team . . . 13
- 2. Salter & Salter . . . 12
- 3. Wayne Drake . . . . 11
- 4. John Hall . . . . . 10
- 5. Dave Green . . . . . 2
- Nitroholics Team . . . 2
- Low-Budget Team . . . 2
- Jeff Byers . . . . . 2
- Dick Peterson . . . . 2
- Glenn Salter . . . . . 2
- Dick McConnell . . . . 2
- 12. Rich Schaper . . . . 1
- Bob Waterman . . . . 1

NW SUPER SPORT RACE

- 1. Beers-Cole Team . . . 7
- 2. Rich Schaper . . . . 6
- 3. Glenn Salter . . . . 5
- 4. Dave Green . . . . . 2
- Nitroholics Team . . . 2
- Dick Peterson . . . . 2
- Dick McConnell . . . . 2

LADY LUCK SMILES ON DAVE GREEN AGAIN

Dave Green of Astoria, Ore., was the winner of the Supertigre .60 engine in the fall, 1984 Flying Lines Raffle.

This extends an amazing run of luck for Mr. Dark Ages, making it his third win in the FL raffle's five-year history. His ticket was drawn by impartial, blindfolded Heather Thompson from a huge bowl full of tickets.

The fall raffle was one of the most successful ever, bringing in what may be a record number of entries (we don't keep track) and having a significant role in keeping FL solvent over the winter.

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## RAFFLE, continued

We don't know how he does it, but we suggest that anyone interested in winning the raffle rub up against Dave Green before sending in for your tickets next time. Maybe a little of his magic will stick.  
Speaking of raffles...

### NEW RAFFLE PRIZE IS "BIG ART" CUSTOM STUNT ENGINE

One of the most coveted prizes ever offered in the Flying Lines Raffle goes on the block in the winter, 1985 bonanza.

The prize, donated by Alan Resinger of Delta, B.C., is a "Big Art" Adamasin customized OS .35 stunt engine, complete with an Adamasin muffler and Supertigre needle valve assembly.

It's a \$100 value. You'll be the envy of all the stunt fliers on your block if you win. Ticket prices remain the same bargain rates, and proceeds go to help keep Flying Lines publishing.

Tickets cost \$1 each, or three for \$2, or 10 for \$5. Fill in the form below and send it to Flying Lines. The winning ticket will be drawn by one of the Thompson Daughters Raffle Drawing Team.

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I enclose \$ \_\_\_\_\_ for \_\_\_\_\_ tickets in the fall 1984 FL raffle.

## NW COMPETITION STANDINGS

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

**GREEN IS AGAIN "MR. COMPETITION" IN A RECORD SEASON!**

For the second year in a row, Dave Green of Astoria, Ore., has won the title of "Mr. Competition" in Northwest control-line model aviation.

Green scored a record 152 points for an unchallenged victory over 93 other competitors who placed in Northwest contests in 1984.

It was a banner year in many ways in the Pacific Northwest. The 94 competitors who placed in contests is the largest since Flying Lines began keeping track of standings in 1979, compared with 67 in 1983, which was considered a good year.

Some of the additional event entries resulted from the doubling up of individuals and their team names, especially in racing events, but the list still shows more than a 20-percent growth in 1984. This ought to be food for thought for the hobby industry's CL doomsayers -- the hobby is growing in spite of organized efforts to kill it.

The year marked several significant happenings. Most notably, the emergence of control-line activity in previously dormant British Columbia and Idaho boosted participation in a number of events. There also were more juniors and more just plain new faces competing this year than there have been for many years.

The top end of the standings looked a little different this year as some of the perennial leaders submerged into team efforts, particularly

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in racing, and the individual names dropped on the list as the team names moved up.

A record number of competitors, three, scored more than 100 points in 1984. Green was chased by Glenn Salter with 101 and Gary Byerley with 100.

Congratulations also are due Jason Howell of Tacoma, Wash., who at 25th place was the top junior competitor.

Green won his lofty position on the competitive standings with points in Northwest Sport Race, Northwest Super Sport Race, Rat Race, Slow Rat Race, Class I Mouse Race, Class II Mouse Race, Formula 40 Speed, Profile Navy Carrier, Sport-Profile Scale and Balloon Bust. A busy man!

Here's an event-by-event rundown:

It was the Dark Ages Racing Team all the way in racing. Green, with pilot Bill Varner, was tops in Northwest Sport Race, Northwest Super Sport Race, Class I Mouse Race, Class II Mouse Race, and, of course, the overall standings. DART teammate Rich Schaper was the bridesmaid in NWSR, NWSS, and also scored points in Slow Rat and Mouse I. Event entries remained about the same, but the event in fact sustained considerable growth. The statistics are deceptive because a number of long-time competitors moved into team efforts (a trend that is intensifying in 1985). The Drizzle Circuit winter racing series is credited with the solid racing situation.

Gary Byerley blew away the competition in combat, by placing in nearly every contest he entered, and by entering every contest in all four major combat events. Not surprisingly, he was tops in the standings in all four as well. However, if winning is everything, Norm McFadden has to share the spotlight with three first places in AMA combat.

The fact that Northwest superstar Paul Walker spent most of the year living out of the region in California left the top of the Precision Aerobatics standings open and it was a donnybrook for the top spot. Rising star Randy Schultz edged out Don McClave by 1.5 points. Walker, who moved back in September, managed to move into eighth place, and it could be a three-way battle in 1985.

Bob Emmett had things his way in Old-Time Stunt and captured the engraved Fox .35 stunt motor donated to the top OTS flier by Bob McKain. Emmett's Barnstormer was looking a bit worn by the end of the year, though, and it could be a new race in 1985.

Chris Sackett of Burnaby, B.C., used his B and Jet planes to top the speed standings. He also continued to carry the Northwest banner with stellar performances on the national level. Jetster Jerry Thomas was also a major motion flier. Speed drew 59 entries in one of its best Northwest seasons.

Bob Parker and Dave Green battled for first place in the Carrier standings, with Parker carrying off first place overall but Green, a carrier rookie, captured the Profile crown and the record as well. Marty Phillips came out of retirement with a bang and proved to keep the pressure on in the future.

Bob Danielson, new to the top five this year and the Regionals Grand Champion, was strong in several events but shined the most in Scale. Bob picked off Precision and overall honors, with Randy Schultz keeping his lock on the Sport-Profile category.

Joe Just nipped the Balloon bust title in a five-way race. Though often at the tail end of the schedule, BB proved popular with the novice fliers and drew some old pros as well.

Here are the complete final standings for 1984:

OVERALL COMPETITION (127 contests, 706 entries)					
1. Dave Green	Astoria, Ore.	152	24. Dave Mullens	Seattle, Wash.	22.5
2. Glenn Salter	Seattle, Wash.	101	25. Jason Howell	Tacoma, Wash.	22
3. Gary Byerley	Spanaway, Wash.	100	26. Mel Lyne	Squamish, B.C.	20
4. Rich Schaper	Kelso, Wash.	99	27. Steve Cole	Portland, Ore.	19
5. Bob Danielson	Bethell, Wash.	66	28. Loren Howard	Vancouver, Wash.	18
6. John Hall	Puyallup, Wash.	53	Greg Beers	Vancouver, Wash.	18
7. Randy Schultz	Seattle, Wash.	50.5	30. Rich Salter	Seattle, Wash.	17
8. Dick McConnell	Seattle, Wash.	49	Dick Peterson	Renton, Wash.	17
9. Bob Parker	Renton, Wash.	41	32. Pete Bergstrom	Spanaway, Wash.	16.5
10. Nitroholics Team	Cottage Grove/Salem	37	33. Chris Sackett	Burnaby, B.C.	16
Dick Salter	Seattle, Wash.	37	Ray Mathis	Bremerton, Wash.	16
12. Marty Phillips	Kirkland, Wash.	36	Rick Wallace	Sequim, Wash.	16
13. Kevin Krumman	Portland, Ore.	33	Mike Hazel	Salem, Ore.	16
Don McClave	Portland, Ore.	33	Orin Homphries	Spokane, Wash.	16
Gene Pape	Eugene, Ore.	33	38. Paul Walker	Kent, Wash.	15
16. FAST Team	Vancouver, Wash.	30	Ron Underhill	Richmond, B.C.	15
17. John Thompson	Cottage Grove, Ore.	27.5	40. Jerry Thomas	Puyallup, Wash.	14
18. Bob Stettler	Spanaway, Wash.	27	Joe Just	Sunnyside, Wash.	14
19. Patrick Johnson	Boise, Idaho	26	42. Mark Freeman	Vancouver, Wash.	13.5
Ken Burdick	Kirkland,	26	43. Bill Skelton	Warrenton, Ore.	13
21. Alan Resinger	Delta, B.C.	23.5	Bill Varner	Astoria, Ore.	13
22. Beers-Cole Racing	Vanc., Wash./Portland	23	Art Lander	Richmond, B.C.	13
Norm McFadden	Lynnwood, Wash.	23	46. Salter & Salter RT	Seattle, Wash.	12
			47. Wayne Drake	Troutdale, Ore.	11
			Lloyd Birch	Everett, Wash.	11

FINAL STANDINGS, continued

Pat Waters	Sumner, Wash.	11
50. Dave Gardner	Renton, Wash.	10.5
51. Henry Hadjik	New Westminster, B.C.	10
Paul Rogers	Spanaway, Wash.	10
Roy Beers	Vancouver, Wash.	10
Terry Miller	Roseburg, Ore.	10
55. Richard Birch	Everett, Wash.	9
Howard Rush	Kirkland, Wash.	9
Don Schultz	Renton, Wash.	9
Wayne Spears	Portland, Ore.	9
David Shrum	Glide, Ore.	9
60. Glenn Birch	Everett, Wash.	8
Greg Davis	Burnaby, B.C.	8
Chuck Schuette	Vancouver, Wash.	8
63. Steve Lindstedt	Portland, Ore.	7
Greg Wornell	Vancouver, B.C.	7
Rick Schaper	Kelso, Wash.	7
Shawn Mullens	Seattle, Wash.	7
67. Chet Hales	Tacoma, Wash.	6
Linda Birch	Everett, Wash.	6
Roy West	Port Moody, B.C.	6
70. Lynn Murray	Maple Ridge, B.C.	5
71. Dave Bredefeld	Vancouver, B.C.	4.5
Dennis McLeilan	Surrey, B.C.	4.5
73. Dave McFadden	Lynnwood, Wash.	4
Dan Cronyn	Seattle, Wash.	4
Dennis Matthews	Surrey, B.C.	4
Mike Slessor	Maple Ridge, B.C.	4
77. Randy Powell	Caldwell, Idaho	3.5
78. Lance Cronyn	Seattle, Wash.	3
Charles Vassallo	Vancouver, Wash.	3
Dan Burdick	Seattle, Wash.	3
81. Max Thue	Renton, Wash.	2
Trans Lyne	Squamish, B.C.	2
Bob Newman	Langley, B.C.	2
Celyn Matthews	Surrey, B.C.	2
Rick Humphries	Spokane, Wash.	2
86. Robert Scotland	Vancouver, B.C.	1
Frank Boden	Burnaby, B.C.	1
Low Budget Racing	Vanc., Wash./Portland	1
Jim Low	Richmond, B.C.	1
Jeremy Bregg	Roseburg, Ore.	1
Shawn Parker	Renton, Wash.	1
Dennis Waters	Seattle, Wash.	1
Clarence Haught	Coeur d'Alene, Idaho	1
Harry DeBuhr	Portland, Ore.	1

**NORTHWEST SPORT RACE (11 contests, 95 entries)**

1. Dave Green	Astoria, Ore.	59
2. Rich Schaper	Kelso, Wash.	44
3. Gene Page	Eugene, Ore.	19
4. Glenn Salter	Seattle, Wash.	17
5. Steve Cole	Portland, Ore.	16

**NORTHWEST SUPER SPORT RACE (8 contests, 56 entries)**

1. Dave Green	Astoria, Ore.	33
Rich Schaper	Kelso, Wash.	33
3. Glenn Salter	Seattle, Wash.	29
4. Nitroholics Team	Cottage Grove/Salem	19
5. Dick Peterson	Renton, Wash.	16

**RAT RACE (2 contests, 10 entries)**

1. Bill Varner	Astoria, Ore.	8
2. Dave Green	Astoria, Ore.	5
3. Ken Burdick	Kirkland, Wash.	3
4. Max Thue	Renton, Wash.	2

**SLOW RAT RACING (2 contests, 9 entries)**

1. FAST Team	Vancouver, Wash.	5
2. Dave Green	Astoria, Ore.	4
Dick McConnell	Seattle, Wash.	4
4. Rich Schaper	Kelso, Wash.	3
5. Dick Peterson	Renton, Wash.	1

**SCALE RACE (GOODYEAR) (1 contest, 5 entries)**

No Northwest entries placed.

**CLASS I MOUSE RACE (6 contests, 23 entries)**

1. Dave Green	Astoria, Ore.	7
2. Dave McFadden	Lynnwood, Wash.	4
Nitroholics RT	Salem/Cottage Grove	4
4. Rick Schaper	Kelso, Wash.	3
John Thompson	Cottage Grove, Ore.	3
Beers-Cole RT	Vanc., Wash./Portland	3

**CLASS II MOUSE RACE (2 contests, 11 entries)**

1. Dave Green	Astoria, Ore.	8
2. Jason Howell	Tacoma, Wash.	5
3. Glenn Salter	Seattle, Wash.	4

**OVERALL RACING (32 contests, 206 entries)**

1. Dave Green	Astoria, Ore.	116
2. Rich Schaper	Kelso, Wash.	80
3. Glenn Salter	Seattle, Wash.	49
4. Nitroholics Team	Cottage Grove/Salem	37
5. FAST Team	Vancouver, Wash.	30

**AMA COMBAT (6 contests, 82 entries)**

1. Gary Byerley	Spanaway, Wash.	39
2. Kevin Krumman	Portland, Ore.	33
3. Norm McFadden	Lynnwood, Wash.	23
4. Bob Stettler	Tacoma, Wash.	20
5. Glenn Salter	Seattle, Wash.	12

**SLOW COMBAT (2 contests, 14 entries)**

1. Gary Byerley	Spanaway, Wash.	12
2. Dick McConnell	Seattle, Wash.	9
Pat Waters	Sumner, Wash.	4
Dick Salter	Seattle, Wash.	2

**HALF-A COMBAT (6 contests, 54 entries)**

1. Gary Byerley	Spanaway, Wash.	44
2. Glenn Salter	Seattle, Wash.	33
3. Ken Burdick	Kirkland, Wash.	12
4. John Thompson	Cottage Grove, Ore.	11
Lloyd Birch	Everett, Wash.	11

**FAI COMBAT (2 contests, 8 entries)**

1. Gary Byerley	Spanaway, Wash.	5
2. Ken Burdick	Kirkland, Wash.	4
3. Howard Rush	Kirkland, Wash.	3
Dick McConnell	Seattle, Wash.	3
5. Glenn Salter	Seattle, Wash.	1



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FINAL STANDINGS, continued

**NORTHWEST SPORT COMBAT (1 contest, 5 entries)**

1. Gene Pape	Eugene, Ore.	5
2. Glenn Salter	Seattle, Wash.	4
3. Dick Salter	Seattle, Wash.	3
4. Dick McConnell	Seattle, Wash.	2

**OVERALL COMBAT (17 contests, 168 entries)**

1. Gary Byerley	Spanaway, Wash.	100
2. Glenn Salter	Seattle, Wash.	50
3. Kevin Krumman	Portland, Ore.	33
4. Bob Stettler	Spanaway, Wash.	27
5. Norm McFadden	Lynnwood, Wash.	23

**PRECISION AEROBATICS (30 contests, 114 entries)**

1. Randy Schultz	Seattle, Wash.	34.5
2. Don McClave	Portland, Ore.	33
3. Alan Resinger	Delta, B.C.	22.5
4. Marty Phillips	Kirkland, Wash.	18
5. Pete Bergstrom	Spanaway, Wash.	16.5

**OLD-TIME STUNT (5 contests, 27 entries)**

1. Bob Emmett	Renton, Wash.	24
2. Bob Parker	Renton, Wash.	16
3. John Hall	Puyallup, Wash.	15
4. Bob Danielson	Bothell, Wash.	12
5. Dick Salter	Seattle, Wash.	11

**SPEED (13 contests, 59 entries)**

1. Chris Sackett	Burnaby, B.C.	16
3. Jerry Thomas	Puyallup, Wash.	14
3. Loren Howard	Vancouver, Wash.	12
4. Chuck Schuette	Vancouver, Wash.	8
5. Ken Burdick	Kirkland, Wash.	7

**PROFILE NAVY CARRIER (5 contests, 36 entries)**

1. Dave Green	Astoria, Ore.	21
2. Marty Phillips	Kirkland, Wash.	16
3. Bill Skelton	Warrenton, Ore.	13
4. Bob Parker	Renton, Wash.	11
5. Patrick Johnston	Boise, Idaho	10

**CLASS I NAVY CARRIER (3 contests, 13 entries)**

1. Bob Danielson	Bothell, Wash.	12
2. Rick Wallace	Sequim, Wash.	10
3. Pat Johnston	Boise, Idaho	7
4. David Shrum	Blide, Ore.	5
5. Roy Beers	Vancouver, Wash.	1

**CLASS II NAVY CARRIER (3 contests, 10 entries)**

1. Roy Beers	Vancouver, Wash.	9
2. Bob Parker	Renton, Wash.	5
Wayne Spears	Portland, Ore.	5
4. Bob Danielson	Bothell, Wash.	3
5. Shawn Parker	Renton, Wash.	1

**OVERALL NAVY CARRIER (13 contests, 67 entries)**

1. Bob Parker	Renton, Wash.	22
2. Dave Green	Astoria, Ore.	21
3. Marty Phillips	Kirkland, Wash.	18
Bob Danielson	Bothell, Wash.	18
5. Patrick Johnston	Boise, Idaho	17

**PRECISION SCALE (1 contest, 4 entries)**

1. Bob Danielson	Bothell, Wash.	4
2. Patrick Johnston	Boise, Idaho	3
3. Dave Mullens	Seattle, Wash.	2
4. Dennis Waters	Seattle, Wash.	1

**SPORT-PROFILE SCALE (10 contests, 21 entries)**

1. Randy Schultz	Seattle, Wash.	12
2. Bob Danielson	Bothell, Wash.	9
3. Dick Salter	Seattle, Wash.	8
4. Orin Humphries	Spokane, Wash.	7
5. Art Lander	Richmond, B.C.	6

**OVERALL SCALE (11 contests, 25 entries)**

1. Bob Danielson	Bothell, Wash.	9
2. Randy Schultz	Seattle, Wash.	8
3. Orin Humphries	Spokane, Wash.	7
4. Art Lander	Richmond, B.C.	6
5. Patrick Johnson	Boise, Idaho	3

**BALLOON BUST (6 contests, 40 entries)**

1. Joe Just	Sunnyside, Wash.	12
2. Dick Salter	Seattle, Wash.	11
Dick McConnell	Seattle, Wash.	11
4. John Hall	Puyallup, Wash.	10
Dave Mullens	Seattle, Wash.	10

\* Results of Class I-II combined contests are included in Overall Carrier, not included in individual class standings. In the case of occasional odd events which are not flown often enough to warrant a separate standing (such as .15 combat at the VGHG meet), standings are included in the overall listing only.



FLYAWAYS

RANDOM TIPS AND RIBS FROM THE FL WORKSHOP FLOOR

====PAYING THE PIPER: Brace yourselves, readers. It appears that the new Flying Lines domestic subscription rate for 1985, to be announced next issue, will be \$12 a year. FL rates have been stable at \$9.50 for several years and we have held the line as long as possible. Unfortunately, expenses have generally run just a little higher than our subscription income. The new rate is expected to offset that trend as well as to prepare us for an expected postal rate increase. We hope FL readers, many of whom said in our FL subscription rate poll that they will support an increase will forgive us for this action. Bargain hunters take note. The new rate is not in effect at this writing, so you can still re-up your subscriptions at the old rate if you act fast. P.S.: Most of the fliers who responded to the subscription poll said \$15 sounded like a fair price to them. See? You've already saved \$3 a year.!

====INAUGURATION: Pete Bergstrom has been elected 1985 president of the Seattle Skyraiders. Dave Mullens vice president, and Dan Cronyn secretary-treasurer. They succeed Dave Gardner, Glenn Birch and Yvonne Thue. The Raiders, now the West Coast's largest CL club, continue to be in good hands.

====SAME AGAIN: Speaking of elections, the Eugene Prop Spinners will continue for another year to be headed by President Mel Marcum, Vice Presiden

John Thompson and Secretary-Treasurer Gerald Schamp. The Prop Spinners are planning the annual pot luck for Jan. 20, including a show of Reno Air Races slides. Anyone interested in joining the 'Spinners for the pot luck can contact the vice president in care of FL. Other Eugene news is that the club is already at work on the 1985 Northwest Regional Controline Championships, Memorial Day weekend.

====HELPING HANDS: Seattle's Webster's Hobbies has joined the Skyraiders. Webster's is a long-time Seattle shop with a good CL selection and a discount to club members. The shop has moved from the old Aurora location to the Gateway shopping center on 183rd.

====BRILLIANT IDEAS DEPT.: Dick Peterson of Motors & Memories, in cooperation with the Skyraiders, is offering at the Puyallup model show in February to provide a packaged beginner's combination that ought to go a long way to getting some new people flying. For \$60, the package includes a Sterling Ringmaster Jr. or Top Flite Jr. Flite Streak, a Fox .15 stunt engine, and all the wheels, glue, sandpaper, bellcranks, lines and all the other gewgaws needed to make the plane fly. Add the help of one experienced modeler, a battery, fuel and paint and you're flying.

====TO KIT OR NOT TO KIT: Some interesting but not encouraging (and conflicting) report in HI-LOW LANDINGS, the Navy Carrier Society Newsletter, about kits. HLL reports that speculators have bought out the entire stock of Midwest kits since they went out of production two or three years ago. Also, it is reported that Sterling will be discontinuing all CL kits except the Ringmaster and Wildcat. It seems that in recent years, the more our hobby rebounds from its doldrums, the harder the industry works to stamp us out. We must be one heck of a nuisance to the RC sales industry. Wonder what the effect would be on their business if we did go away, and stop buying their RC spray guns, RC elevator horns, RC fuel, RC glow plugs, RC props, and all the other general model aviation miscellanea that they insist on calling "RC" products.

====PROPPED UP: There is some good news, too. FL headquarters recently received a batch of the new Grish Bros. props. They're fine looking items. The new Grish props are available in a wide range of sizes in both glass-reinforced and non-reinforced polyester, with safety striping. Anyone who would like to try these props and give us a review is invited to contact us. What we have are 5.5x3 two-blade tractors and 6x4 and 7x6 three-bladers.

## CAROLINA-TAFFINDER

**TAFF'S**  
**CUSTOM**



**BLEND**



**MODEL FUEL**

A full line of model fuels blended to proven formulas, including four-cycle. Nitromethane, Castor Oil, Klotz and Methanol available for "home brewing". Available in 4-Paks of half-gallons, single gallons and 4-Paks of gallons. Suppliers of fuels to seven foreign UC teams and AMA at the WORLD CHAMPS in Chicopee.

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A ONE YEAR WARRANTY on fuel tanks bought in 1984 and after. Tanks bought between 1/1/84 and 10/1/84 are all covered through 10/1/85. Crash damage and tanks modified by the flyer are not covered. Replacement is free, upon return of the tank with a note about the defect, to CAROLINA-TAFFINDER. (Not the dealer)

For our detailed brochure, plus the '85 brochure when printed, send 50¢ (check / stamps)

# 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.

- 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 ... SPANAWAY, 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. 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 ?? ... KENT, Wash. — Bladder Grabber for AMA combat??? Details to follow, we hope.
- 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.



## AIR MAIL

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



DEAR FL:

Although I've moved to the Land of Oz, I'm still interested in keeping my Flying Lines subscription to keep tabs on everything going on in the Northwest.

I am in favor of the subscription increase for Flying Lines, because I feel the time and effort put into the paper is worth the valuable information received.

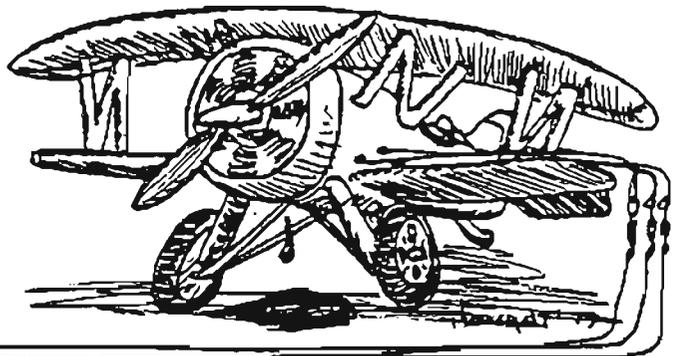
Although the competition here is very good and the fliers are very knowledgeable, I feel that there is a stronger interest in control-line events in the Northwest and I am hoping someday to return to the Northwest.

Thank you for providing an excellent newsletter. Here's my new address.  
--Paul Rogers, 9230 Bedell, Wichita, Kansas 67207.

# CONTROL LINE

## SCALE

by orin humphries



Don't you just love masking off your creation with masking tape when you go to put on the jazzy markings that'll really set it off? Boy, the anticipation of how good a job masking tape does really whets your appetite for another project, right? Right, guys? Guys? Oh, it doesn't, you say? Well, maybe you're ready to try...

### LIQUID MASKING FILM

This is a Prather product that comes in a plastic jar for around \$7 and it has a robin's egg blue color to it. It is for use on hard surface models only; not silkspan, Solarfilm, etc. It is available from March through October from the company (it won't be shipped when it could freeze in some unheated mail stop). You spray it on, let it dry overnight, and then you cutd away tdhe areas you want to spray your trim on.

Spraying won't be fun if you use a Binks, Paasche' or Badger detail gun. The stuff is too thick. The equipment that works like a real charm is a Miller airbrush, bottle, and coarse nozzle. First, strain it through your wife's panty hose (after carefully removing your wife). There are particles in it from the factory that must be strained out, but that's nothing. The miller system will spray it straight without thinning, and very quickly so.

To expose the area to be painted, use a new or re-sharpened X-Acto. Practice on something first, or you'll cut through the underlying paint film. Peel off the film where you want to paint and have at it. If another color is to go nearby, cover the new color with more masking film when the paint is dry.

It's nice to cover your whole model with the film to begin with as there will be no overspray gremlins to nail you. If you don't cover the whole thing, then as you spray an area, it is helpful to wipe the edge of the filmed area to remove the tiny spots of LMF that got beyond the edge of the solid film. The film lifts off easily, but those little dots of it at the ragged edge are a nuisance. I use a piece of old terrycloth towel wetted in water first and then with a little rubbing alcohol dropped onto the area you're going to rub with (on the towel) and that leaves a nice, crisp edge to the LMF area.

When spraying trim onto an area surrounded by LMF, resist the temptation to spray until it is finished. Do it right and spray two light coats with drying in between. A thick build-up of paint on the LMF and the thinner in the paint will affect the LMF and make it hard to remove later.

I did my T-34-C with its tigermouth, and the rest of the markings as well. After that experience, there is NO OTHER WAY to mask a model (again, with hard surface, as balsa vs. fabric) for me.

And, say, speaking of the Miller system, if I would have been able to try one of those before buying all my other equipment, I never would have bought most of it. You need an airbrush for camouflage jobs, but what a performer, that Miller equipment! This is not a commercial.

A local dealer told me that a masking film is available from auto paint stores in the form of a water-soluble powder which he claims does the same job. Don't use a water-based product in a Badger detail gun; the needle will rust.

Remember, people, don't sweat the documentation and working shock absorbers; build a nice model and go out and ENJOY it.

--Orin Humphries, N. 5208 Elgin, Spokane, WA 99205 (509) 325-9773.

### SERIOUS PROP ACCIDENT WARNS OF DANGERS

Here at FL, while we have been strong (sometimes fanatical) in our support of modeling safety, we have tried not to go overboard in nagging readers with safety items. We have no regular safety column and leave it more or less to the columnists and article writers to keep us up-to-date on safety matters. The exemplary safety record of Northwest control-line fliers supports our view that CL modelers, particularly those in competition, are among the most aware of safety hazards and accustomed to properly acting in their presence of all modelers.

However, a few of things have been building up that warrant comment. We'll start it off and remind readers that the FL pages are open to anything

SAFETY, continued

they might want to add.

This commentary is touched off by the news we received about a very serious accident involving one of the most experienced and safety-conscious Northwest modelers.

By now you may have heard of it through the grapevine: Howard Rush of Kirkland, Wash., a member of the U.S. world championship combat team, was running an FAI combat engine on a test stand when the glow plug clip came in contact with a black plastic prop (we all know the brand name). The prop shattered in many pieces, one of which ended up sticking out of Howard's neck, dead center. Howard was rushed to the hospital and was found to have escaped serious injury. It was bloody and painful but his life was not threatened. However, doctors said that an inch in either direction could have been fatal.

We will not extend our commentary to what could or should have been done in Howard's situation because we were not there to observe and do not know the details. However, we will use the accident as a springboard for discussion of several matters related to propellers and related safety issues:

\* We have in the past year seen a number of both new and experienced modelers forget a basic rule of handling all high-rpm model airplane engines: DO NOT STAND IN LINE WITH THE PROP BLADES, AND DO NOT REACH AROUND THE PROPELLOR TO ADJUST THE NEEDLE VALVE. In front of the engine is not too hot a place to be either, since prop parts, crankshafts and the like tend to move forward. The time spent passing the prop arc should be as short as possible. Remember that if a prop is to fail, it probably will do so early in the engine run, possibly even before the engine reaches top speed. The time when a burbling, backwards engine switches to full blast forward running is a dangerous transition. If you have never seen a prop throw a blade, watch out! Your turn is coming up. There is no foolproof prop. We have seen blades thrown by wooden, nylon and plastic props. Epoxy, carbon fiber and fiberglass props seem to be the least likely to throw blades but remember that most of these props are made by garage manufacturers with questionable quality control. Beware of all props.

\* Certain props are known to be dangerous. In particular, we refer to the current brand of black plastic props, and certain older nylon props. All thin-bladed wood competition props, though safer than plastic, should be treated with caution. We would advise never using plastic props or seriously aged or worn props of any kind on high-RPM engines.

\* Any case of excessive engine vibration should immediately be investigated. It could be loose engine bolts, loose motor mount, or an unbalanced prop. Any of these could result in serious damage to people if not immediately corrected.

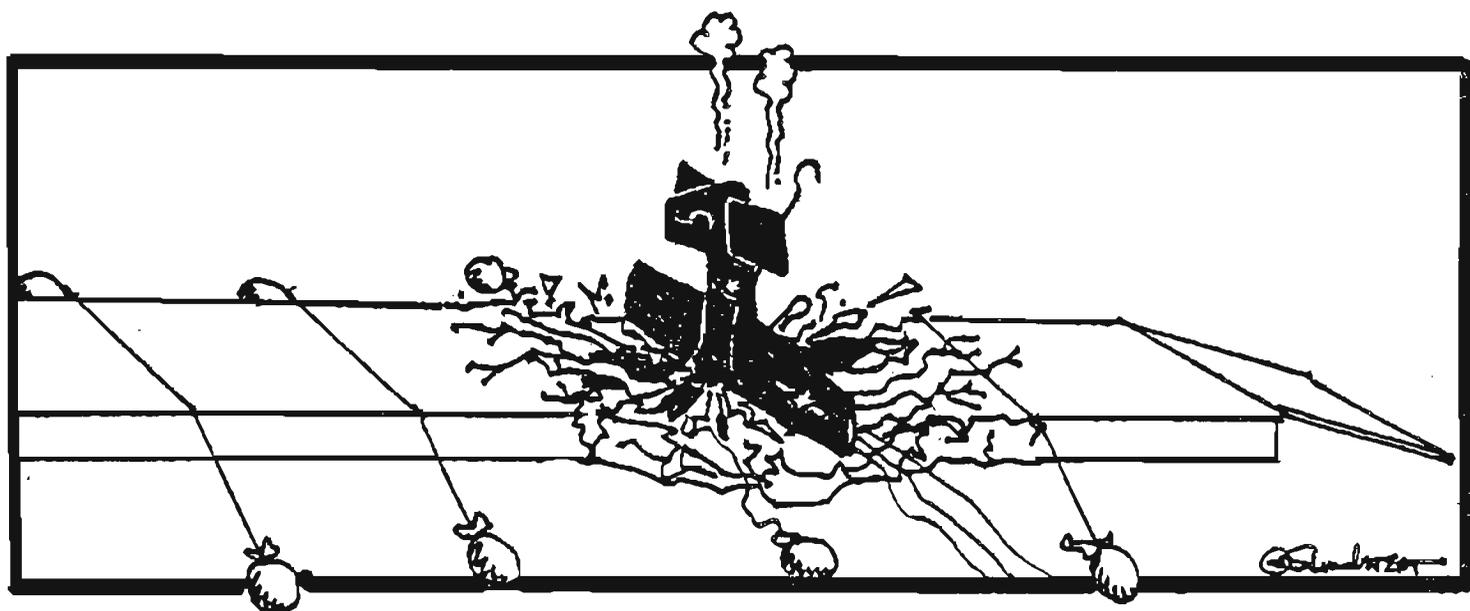
\* Any black or dark-colored prop should be painted at the tips to make it show up when running. All props with sharp flashings should be lightly sanded to dull the edges.

\* We recommend never hitting the prop with a chicken stick or any other thing harder than a glove or leather thong. Damage can be done that will not show up until too late.

\* It is wise not to fly alone, particularly with any high-powered equipment. If you should get hurt, there would be nobody there to help you.

\* Remember that nobody looks foolish wearing safety protection: helmets, safety glasses, ear protectors. We recommend all three, and in particular the use of helmets when pitting racing or combat.

Enough said for this issue. Your own safety tips will be gladly accepted for future publication.



# STUNT SCENE

by paul walker

## THE CONTROL SYSTEM

The control system of a control-line Precision Aerobatics aircraft offer problems not usually found in other forms of control-line airplanes. The main difference is in the length of time they are required to last (for most of us). Some people may have carrier, scale, racing or speed planes that are over 10 years old. But most of those don't even have 100 flights on them. Stunt planes are flown regularly and very rarely straight and level. This combination of constant movement and a long life require somewhat different construction.

Years ago, I did not believe, that this was true, until the 1978 Nats. My '78 Nats plane was constructed in the same manner I had always done for years. That was to wrap the flexible leadout cable through the hole in my 3" nylon bellcrank, wrap the ends with soft copper wire and glue them. That was OK in the past as my airplanes rarely lasted 200 flights. But this one lasted. During a pull test for my third official flight,

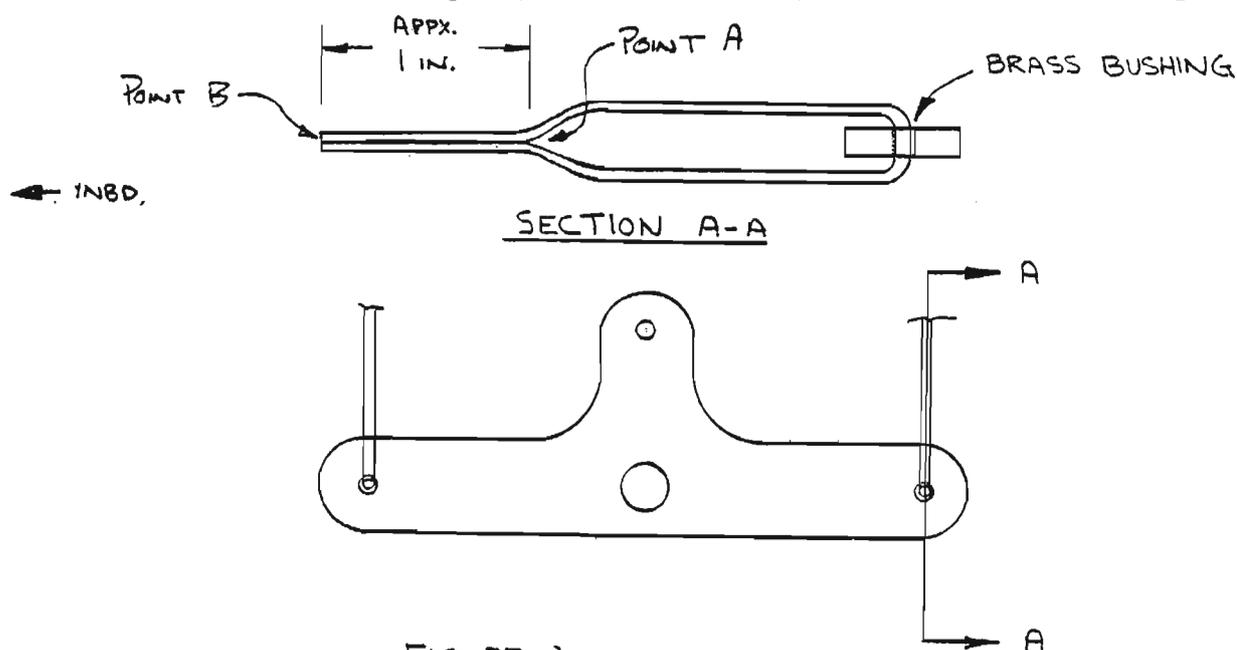


FIGURE 1

the cable broke where it wrapped around the bellcrank. Needless to say, I wasn't too pleased. From then on it has been different.

The flexible leadout wire around the bellcrank is replaced by a section of piano wire as shown. Where this piano wire passes through the bellcrank, it is bushed with a section of brass tubing with an i.d. the same as the o.d. of the piano wire. Where the two ends lay together, they are soldered together (section between point A and B). Now, the braided leadout cable is attached from the inboard side to Point A and then back to Point B. This is now wrapped with soft copper wire and soldered only in the area of Point A. Do not solder in the area of Point B so as not to change the temper of the cable as this area might flex. Just Hot Stuff the remaining joint.

I have used this system for years now without any failures. This includes my "Frustration's End" with 1,300 flights on it with all its line tension, which is more than a normal stunt plane (even more than Windy's USSR 1). It may take a few minutes more to make, and weigh a little bit more, but it is more than worth it in the long run if you plan on your plane lasting very long.

--Paul Walker, 12900 127th Ave. SE, Kent, WA 98031.

## A PROPELLOR STORY

By Doug Dahike

Americans are a strange breed of duck. They have this disconcerting tendency to rebel when things are rammed down their throats. Not everyone, mind you, but enough do to keep things interesting.

There is this certain model company which will remain nameless, out of respect to their long history of high-quality products, and is, in part, the cause of this story. Nevertheless, some witless non-modelers, bonzo, assumedly from the marketing department, evidently broke his leash and got into the propeller production department when he ordered all props larger than Half-A size to instantly become "RC propellers." It made little

difference what the pitch or diameter was. If the sucker was bigger than a Half-A prop, then it was defined as an "RC prop." It said so, right on the face! I'll bet many of you have such props in your flying boxes now.

At first, I was puzzled. Normal logic told me that Brand X prop in, say, 10x6 size was no different for CL than for RC. My pitch gauge confirmed this. A book on reversed Albanian logic offered only a few clues. Then, suddenly, the clouds parted, rolling back and allowing a strong beam of light to fall upon my forehead, giving me insight! Quickly throwing away all vestiges of nasty ol' reason, the understanding of it flowed over me like 5 ounces of fuel in a 4-ounce tank. Oh, Joy!

My shoes smoked as I rushed to the nearest hobby dealer and immediately purchased an "RC pliers," an "RC screwdriver" and an "RC adjustable wrench," which had a servo capable of doing 80 percent of the work of adjusting the wrench. While there, I also bought a can of "RC Drano" for our sink at home, which was plugged.

Upon arrival at home, I put on my "RC flying hat," which protects only eyes that are watching RC models, and my "RC jumpsuit," which only allows you to jump when around RC models. I opened my "RC gateway" (door) using my "RC gateway expediter" (knob) and hurried to my "RC flying auto" which obviously can carry only RC models. Upon arrival at the "RC field" where only RC wings are able to grip the air, I sprinted the last 27 inches over to my friends, my "RC friends" of course, and told them of my wonderful new discovery, a "RC 10x6 prop." "Thank God for the unceasing improvements of our high-tech hobby!" was all they could say, over and over and over...

There was one sad moment during our high-tech orgy. A stranger (without a transmitter box, can you imagine?) who happened to overhear our sincere, heartfelt expressions of joy, rushed behind an "RC bush" to upchuck. It must have been something he ate. Next time he will know enough to try one of our new, hi-tech, "RC hotdogs."

Control-line folks who have suffered under the indignity of having to fly with props stamped "RC" now have a simple prop modification. Just take a bit of sandpaper and remove the center and right side of the letter "R." Now with ball pen or dope, just change the offending "R" into a "U." Shazam! The prop now says "UC." Not only is the tackiness removed and honesty returned, but I have it on good authority that this prop modification is worth 500 RPM! Yes, I know, I can hear the skeptics now: "Good Grief! Why on earth would that cause an RPM increase?" The answer is quite simple, straightforward and normal: Since it was intended for RC, they used iron ink!

## 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 Page
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

## 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

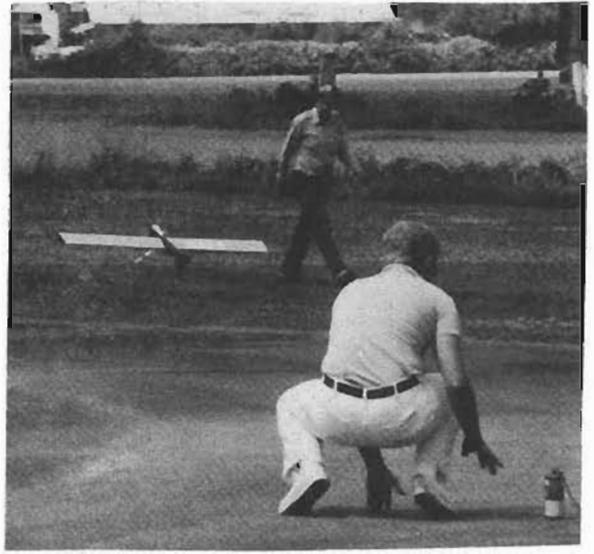
**HELP WANTED** — Flying Lines seeks a volunteer to write a monthly engine column. Payment is free subscription for as long as you continue the work. Contact the editor.

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**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.

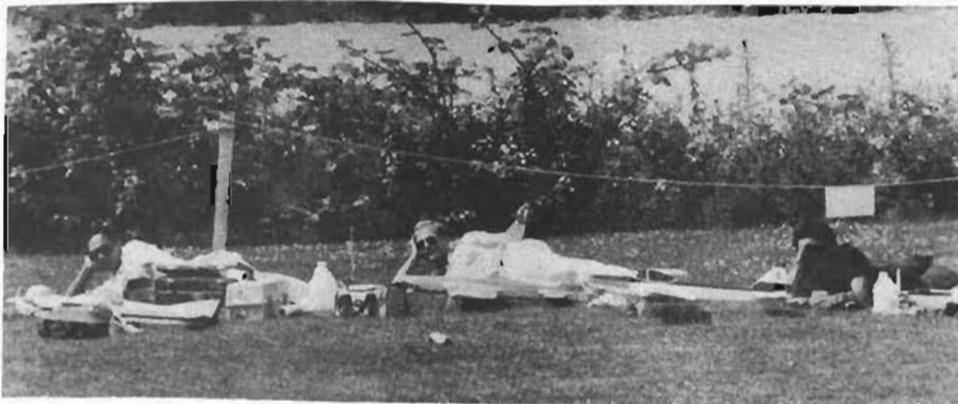


1984



# Stuntacular

Vancouver, B.C.



June 22, 1984



PHOTOS BY



Pete Bergstrom & Randy Schultz

1st Annual Stuntacular in Vancouver, B.C., June 22, 1984  
 Top Row; Left- Chris Sackett rechecking Mrs. Parson's addition on his last stunt flight of the day; Right- Pete Bergstrom launching John Hall's Tutor derivative in Intermediate. Center; Look at all the tension on these contestants faces. Don McClave, Pete Bergstrom and Bob Danielson's demeanor reflect the laid back atmosphere of the contest. Nice for a change! Bottom Row; Left- Don McClave and Dave Mullens lend a hand to a Junior in Beginner stunt. Right- Two of the local fliers that came out to the contest to show their support for CL in the Northwest, both seem to be wondering just what maneuver is being performed. Sorry, but I don't have their names.