

# FLYING LINES

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## BLADDER GRABBER X -- A HISTORIC MOMENT IN COMBAT

REDMOND, Wash. -- The 10th Bladder Grabber AMA Combat Triple-Elimination Combat Tournament was truly a historic contest, with a list of superlatives unmatched in Northwest Combat annals.

A decade of the best in fast Combat was completed with arguably the best of the Bladders Grabber, attended by 38 of the region and nation's top Combat fliers, vying for a record \$7,000 in high-technology Carver Corp. stereo equipment.

Weather was ideal, the field magnificent, the officiating outstanding and the Combat, well, Zowie!

The annual pilgrimage this year was to a new corner of Marymoor Park in Redmond, Wash., on a soccer field prepared for the contest by Howard Rush and a dedicated crew of helpers clad in the scarlet Bladder Grabber X T-shirts that soon were also on the backs of most of the competitors, too. The momentous dates were June 29 and 30. Competitors came from Washington, Oregon, California, Idaho, British Columbia, Utah and Michigan.

It is axiomatic that all fliers, even those normally classified as hackers, fly well at the Bladder Grabber. Yet, it is also typical that in every contest there is one flier whose performance for that one moment in history appears to approach the supernatural. On any given day, any one particular flier could just happen to be ON.

In the waning days of June, 1985, the aura surrounded one Hulan Matthies of Lomita, Calif., making his first appearance at the Bladder Grabber. As match followed match and win followed win, it appeared that Matthies would be the flier to beat. And no one did.

The last Christian to go to this hungry lion was Northwest superstar Howard Rush, he of the world championship team, past national championships, Bladder Grabber victories, and the stuff of legend. This day, Howard was to take second place. Steve Kott of Wayne, Mich., placed third for his third straight placement in a contest to which some fliers have given a decade without a single trophy. Stormin' Norman McFadden filled the fourth rung of the ladder, and Ron Colombo of Michigan was fifth. Everyone else had a good time flying Combat.

Col. Rush, the driving force behind the Bladder Grabber's organization (in conjunction with sponsor Bob Carver, the prize donor), offers these observations:

"Most Entertaining Group" recognition goes to 1) the Vancouver, B.C. contingent and 2) the Detroit Combat Team. Hands down, the B.C. Air Force had the most fun of anyone at the contest -- and demonstrated vast improvement since their 1984 appearance at the BG.

"Most Technology" award goes to the ABC Fox Combat Specials prepared by Myles Lawrence.

"Good Humor in Bad Times" honors go to Gary Arnold of Michigan, whose trevails included: 1) replacing the engine of his truck on the drive to Seattle. 2) having two major flyaways. 3) Switching to .021 lines and then being beaten by a .15-powered FAI Combat plane slipped into the competition by Howard Rush.

"Rookie of the Year" award goes to Jason Howell of Tacoma, Wash., a 13-year-old junior who brought down a number of old pros before being eliminated.

"Comeback Trail" awards are shared by old-timers Bob Nelson (after a 15-year layoff), Jeff Rein (10 years), Ron Scoones (5 years) and Buzz Wilson (4 years).

Extra special recognition must be bestowed upon the officials and workers who supported the competition in an extraordinary manner. At the top of the list are Jim and Dave McFadden, two young men who officiated the approximately 120 fast combat matches. Their administration was firm, fair, fast and virtually unchallenged by 38 high-strung competitors. With a two-minute countdown between matches, BG-X was one of the smoothest

BLADDER GRABBER, continued

contests ever conducted. Supporting roles were played by Norm and Karleen McFadden, Heather Hawley and at least one other whose name escaped being noted.

Bladder Grabber XI is tentatively scheduled for the Seattle area the last weekend in June of 1986, probably under the directorship of John Salvin of Orinda, Calif., another top-notch flier and official. Get ready! Here are the complete results of Bladder Grabber X:

AMA COMBAT (38 entries)

1. Hulan Matties, Lomita, Calif. -- Sly Sir, Steve Hillis design.  
Fox Combat Special .36 ABC, Myles Lawrence engine work, Sheldon's 40% nitro fuel.
2. Howard Rush, Kirkland, Wash.
3. Steve Kott, Wayne, Mich.
4. Norm McFadden, Lynnwood, Wash.

FLIERS DIG 1985 CLAMBASH

By Dave Green

ASTORIA, ORE. -- CLAMBash '85 got off to a rousing start as usual with a party at CD Dave Green's house, the unofficial headquarters of the North Coast Control-Line Aeromodelers' Society for nearly a decade. It was not destined for legendary status as a pre-function function, but a good modeling get-together anyway.

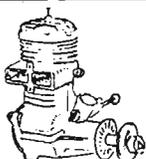
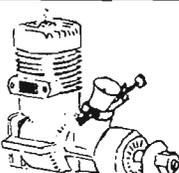
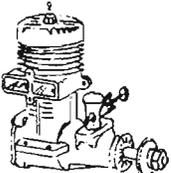
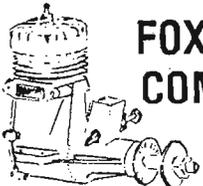
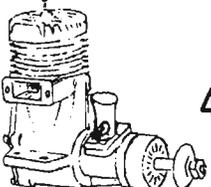
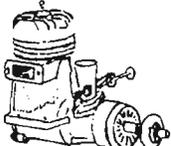
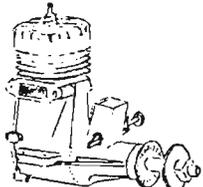
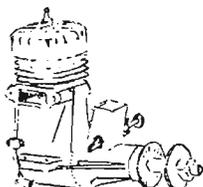
The June 9 contest drew 27 individual fliers, entering 48 events.

Weather was better than the 1984 contest. It was cloudy in the mornings and clear by afternoons, with a brisk wind coming up in late afternoon. It was the usual coastal weather.

The CLAMBash's traditional Outstanding Crowd Pleaser Award, for the best crash of the day, went to Dick Peterson for his pilot's attempt to do an outside loop in the Northwest Sport Race feature race. Congratulations, Dick.

A new award, a red ribbon with the inscription "Dumb ----," went to the person judged to have made the dumbest mistake of the contest. Judges were planning to give it to Dick Peterson's racing pilot, Gene Pape, but

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CLAMBASH, continued

they determined that he had enough troubles already. Therefore, the award was given to Dave Mullens, for flipping the prop on his CLAM Scale entry for a full two minutes before realizing that he had forgotten to put fuel in the tank. What tipped you off, Dave?

Dave has been invited to bring the ribbon back next year and pass it on to another deserving competitor.

There are always a lot of people to thank at a contest and this one is no exception. Thanks go to Pete Bergstrom and the Seattle Skyraiders for running Stunt and CLAM Scale. Thanks to Bob Parker for running Carrier. Thanks to Dick Peterson for donating some of the prizes. Thanks to Marty Warren of Marty's Hobbies in Astoria for helping us with the rest for the prizes. And a big thanks to all who attended.

Here are the complete results:

BEGINNER PRECISION AEROBATICS (2 entries)

1. Gerald Schamp, Albany, Ore. -- 321. Modified Top Flite Gieseke Nobler, 50" span, 46 oz., balsa/plywood construction, silkspan/Aero Gloss/Red Baron Epoxy finish, removable tank, enlarged cowl. O.S. Max .35, Zinger 11x5 wood prop, K&S RC long plug, K&S 100 castor 5% nitro fuel, Fox 4-oz. uniflow tank, muffler pressure, .015x60 braided lines, E-Z Just Hot Rock handle.
2. Mel Marcum, Eugene, Ore. -- 268.

SPORTSMAN (Int-Adv) PRECISION AEROBATICS (5 entries)

1. Ray Mathis, Bremerton, Wash. -- 447.5. Dreamscape, original design, 53" span, 44 oz., balsa, Monokote, built-up profile body and I-beam wing. Fox .35, Top Flite 10x5 wood prop, Tower Hobbies idle bar plug, Sound 10% nitro fuel.
2. Dave Mullens, Seattle, Wash. -- 438.
3. Steve Cole, Portland, Ore. -- 434.
4. John Hall, Puyallup, Wash. -- 341.5

EXPERT PRECISION AEROBATICS (4 entries)

1. Don McClave, Portland, Ore. -- 515. Esprit, original design, 59" span, 50 oz., balsa/plywood/carbon fiber, Formula U/Monokote, 650 sq." wing, ADJ controls, Baron venturi. O.S. .45FSR, Rev-Up 11x6ew wood prop, Thunderbolt RC long plug, FHS Custom Blend 10% nitro fuel, Robbert 6-oz. uniflow suction tank, .018x64 braided lines, McClave handle.
2. Pete Bergstrom, Spanaway, Wash. -- 492.
3. Mark Freeman, Vancouver, Wash. -- 484.5.
4. Rich Porter, Salem, Ore. -- Score unavailable.

PROFILE NAVY CARRIER (7 entries)

1. Bob Parker, Renton, Wash. -- 222.2. G-8 Bearcat, 24 oz., balsa, K&S Super Poxyl/Monokote. K&S 5.8, DW 9x7 maple prop, Fox idle bar plug, 40% nitro fuel, OS 4BK carb, Parker brass 3.5-oz outboard suction tank, .015x60 braided lines, G-8 handle.
2. Grin Humphries, Spokane, Wash. -- 210.
3. John Hall -- 205.5.
4. Greg Beers, Vancouver, Wash. -- 182.1.

CLASS I NAVY CARRIER (4 entries)

No official flights.

CLASS II NAVY CARRIER (4 entries)

1. Grin Humphries -- 321.2. Modified Sterling Corsair, 35" span, 51 oz., balsa, K&S epoxy. Supertigre G61 PP Pump .61, Top Flite Super M 11x7 3/4 wood prop cut to 10", Fox LRC plug, Sheldon's castor 26% nitro fuel, Perry carb, Humphries 5.5-oz. tank, .018x60 braided lines, G-8 handle.
2. Roy Beers, Vancouver, Wash. -- 305.3.
3. Wayne Spears, Portland, Ore. -- 199.1.
4. Rick Wallace, Sequim, Wash. -- 182.2.

NORTHWEST SPORT RACE (6 entries)

1. Beers-Cole Racing Team (Greg Beers/Steve Cole) -- 9:13 (disputed time). Airplane data unavailable.
2. S&S Racing Team (Dick/Rich Salter), Seattle, Wash. -- 9:44.
3. John Hall -- 11:08.
4. Dick Peterson, Renton, Wash. -- crash.

NW SUPER SPORT RACE (1 entry)

1. Beers-Cole Racing Team -- 122 laps.

HALF-A COMBAT (3 entries)

1. Gary Byerley, Spanaway, Wash. -- Fantail MkIII, Chet Hales design, 29.75" span, 5.5 oz., wood, Monokote. Cox .049, Byerley rework, Top Flite 5.75x3 nylon prop, Cox high-compression head, Sheldon's 25% nitro fuel, bladder tank, Aldrich handle.
2. John Thompson, Cottage Grove, Ore.
3. Dick Salter, Seattle, Wash.

AMA COMBAT (7 entries)

1. Gary Byerley -- Granderdog, Phil Granderson design, 47" span, 12 oz.,

## CLAMBASH, continued

foam/wood, Solarfilm, Aluminum engine mounts. Fox Combat Special .36 ABC, Top Flite 8x6.5 wood prop, Fox long plug, home brew 40% nitro fuel, bladder tank, Aldrich handle.

2. Dick Salter.
3. Will Naemura, Portland, Ore.
4. Norm McFadden, Lynnwood, Wash.

### CLAM SCALE (4 entries)

1. Orin Humphries -- 131.5. Beech Staggerwing from Clarence Haught plans, 51" span, 68 oz., balsa, Super Coverite. OS .40, Top Flite 10x6 plastic prop, Fox LRC plug, Sheldon's 5% nitro fuel, OS carb and throttle, muffler pressure, Randy's 3-oz. uniflow tank, .015x60 braided lines, G-S handle.
2. Ray Mathis -- 97.
3. Dick Peterson -- 77.5.
4. Dave Mullens -- 2 attempts.

### STUNTATHON "85"

By Dave Mullens

KENT, Wash. -- The first Stuntathon held at the Boeing Kent site proved to be an ideal location on an ideal day (July 6-7), with ideal contestants (except one), with an ideal contest director and ideal judges, which all resulted in one of the nicest stunt contests in a long calendar.

Old-Time was to be flown on Saturday but was postponed until Sunday with the expectation of more entries.

Three juniors flew on Saturday. Richie Salter won with an all-time score of 84, with Shawn Mullens second with 63 and six-year-old Wesley Mullens with a score of 54. Wesley wowed everybody with a 32-point landing on his first flight.

Two old-timers played tag on Sunday anyway with Ray Mathis outscoring John Hall for first place. Ray's top score for the day was 277, and that included a 30-point square loop.

Only one entered in beginner and one in intermediate so the classes were combined into intermediate. John Hall flew ahead of Glenn Salter for first place, but if Glenn had been able to complete the pattern the story might have been different.

Advanced saw only three entries with Dave Mullens winning with his personal best score of 475, with Ray Mathis second at 433.5 and Dan Cronyn

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## STUNTATHON, continued

third with his personal best at 382.

Expert had six entries and proved to be the class it is. Only one expert flier was below 500 and Joe Dill would have been awfully close except for over-runs in both rounds. Paul Walker won with a 559, Pete Bergstrom was second with two good flights, the second being a 541. Don McClave was third at 516, which is a score I believe might be Don's all-time high. Alan Resinger scored his all-time high at 512.5, as did Mark Freeman with a 514. Pete Bergstrom's 541 was definitely his personal best. Jim Parsons and Bob Emmett judged and as Bob explained, the scores were not given away; the fliers are just getting better. Dead air in the morning held the scores down, but an ideal afternoon breeze made for the best flying conditions you could ask for.

The only controversy of the entire weekend was a fallen star of yesterday who forgot the pattern, took exception to the judging, hurled verbal abuse around at random, picked up his gear and drove off into the sunset. The juniors and beginners show more poise than this type of individual. Maybe if they would take time to watch the other contestants, they could learn from them. No, maybe not.

Here are the results:

### OLD-TIME STUNT (2 entries)

1. Ray Mathis, Bremerton, Wash. -- 272.5, 277.
2. John Hall, Puyallup, Wash. -- 263.5, 251.5.

### JUNIOR NOVICE PRECISION AEROBATICS (3 entries)

1. Richie Salter, Seattle, Wash. -- 84.
2. Shawn Mullens, Seattle, Wash. -- 54, 62.5.
3. Wesley Mullens, Seattle, Wash. -- 58, 42.

### BEGINNER-INTERMEDIATE PRECISION AEROBATICS (2 entries)

1. John Hall -- 310.5, 278.5.
2. Glenn Salter, Seattle, Wash. -- 232, 278.5.

### ADVANCED PRECISION AEROBATICS (3 entries)

1. Dave Mullens, Seattle, Wash. -- 439, 475.
2. Ray Mathis -- 390.5, 433.5
3. Dan Cronyn, Seattle, Wash. -- 382.

### EXPERT PRECISION AEROBATICS (6 entries)

1. Paul Walker, Kent, Wash. -- 557.5, 559.
2. Pete Bergstrom, Tacoma, Wash. -- 517.5, 541.
3. Don McClave, Portland, Ore. -- 516, 508.
4. Mark Freeman, Vancouver, Wash. -- 486, 514.

## NORTHWEST CL SPEED CHAMPIONSHIPS CONTEST REPORT

By Chris Sackett

RICHMOND, S.C. -- The first Northwest CL Speed Championships were held June 29-30. A second running already is scheduled for the about the same time in 1986, around Canada's long weekend date, which is usually a week ahead of the U.S. July 4 holiday weekend.

The contest was a success in spite of a light entry, with eight speed fliers flying 16 event entries with many test flights in between the official flights.

Weather was fantastic at 76 degrees, clear, and with wind between calm and 5 mph.

Chris Sackett turned a 181.56 mph speed in Class A Speed but was unable to back it up for a Canadian record. He settled for a 171.36 national record speed, with a 168 mph backup flight. The 181.56 official flight, however, is a Northwest record.

Other flights were about average, but two new speed fliers were welcomed. Ron Salo flew A Speed and Mike Slessor Half-A Speed. It was the first time in the pylon for both of those fliers.

All fliers who entered took home some of the "cash bash" prizes.

Here are the complete results:

### HALF-A SPEED (1 entry)

1. Mike Slessor, Maple Ridge, B.C. -- 72.52 mph. Lil' Pronto, Dale Kirn design, 20" span, 6 oz., balsa/spruce/glass cloth construction, Hobby Poxy/auto laquer finish. TeeDee .049, Case rework, J&J Sales 5x4 epoxy-glass prop, Cox 1702 plug, Sheldon's 40% nitro fuel, Slessor 5cc uniflow suction tank, Sullivan SS-2 handle. Pilot Mike Slessor, pit crew Ron Salo and Chris Sackett.

### A/B SPEED (3 entries)

1. Chris Sackett, North Burnaby, B.C. -- 181.56 mph. Pink Lady, Sackett kit from Bill Wisniewski design, 22" span, 17 oz., basswood/balsa/aluminum/magnesium, K&B Super Poxy. Supertigre X-15 .1506, Sackett rework, Rev-Up 6x8 wood prop, GloBee 4-L plug, Sackett fuel (75% nitro, 5% methanol, 19% Klotz oil, 1% Lubricin), 20cc uniflow suction tank, Stanzel-McGraw monoline handle. Pilot Chris Sackett, pit crew Ron Salo and Mike Slessor.
2. Ron Salo, Prince Albert, Sask. -- 101.25 mph.

SPEED CHAMPIONSHIPS, continued

D/JET SPEED (3 entries)

1. Chris Sackett -- 189 mph (jet). Ironsides Too, Jerry Thomas design, 26" span, 30 oz., aluminum/magnesium/titanium, polished. Dyna-Jet, Thomas rework, Sackett fuel (50% nitro, 50% propylene oxide), Stanzel-McGraw monoline handle. Pilot Chris Sackett, pit crew Jerry Thomas, Chuck Schuette, Scott Newkirk.
2. Jerry Thomas, Puyallup, Wash. -- 183.41 mph (jet).
3. Mike Hazel, Salem, Ore. -- 182.67 mph (jet).

FORMULA 40 (3 entries)

1. Dan Burdick, Seattle, Wash. -- 136.72 mph. Glas-Tech Circle Jerk I, 24 oz., pine/balsa/glass, K&B clear finish. K&B 6.5 rear rotor, Kelly prop, Magnum plug, 40% contest-supplied fuel, bladder tank, Fox handle. Pilot Mike Hazel, pit crew Dan Burdick and Chris Sackett.
2. Mike Hazel -- Attempt.

RECORD RATIO SPEED (5 entries)

1. Chris Sackett -- 189 mph (jet). See airplane data above.
2. Mike Hazel -- 188 mph (jet).
3. Dan Burdick -- 141.1 mph (jet).

FAI SPEED (2 entries)

1. Chuck Schuette, Vancouver, Wash. -- 157.3 mph. Airplane data unavailable.

VANCOUVER SPORT RACERS KEEP IT QUICK

From the HOT HEAD

RICHMOND, B.C. -- The June 2 Northwest Sport Race contest was the first flown by the strong new B.C. contingent in hot summer conditions and restarts became a problem in the feature race. Fliers concluded after this race that they were still tuned to cooler dense air, giving them good power and restarts with high nitro and producing good times over the winter. However, less load on the props and a tad less nitro appeared to be advisable in hot weather.

(Editor's note: The point about nitro became moot June 1 with the new 10%-nitro fuel rule going into effect. NWSR is covered by general AMA rules, and the 10% rule applied to all except Half-A racing classes.)

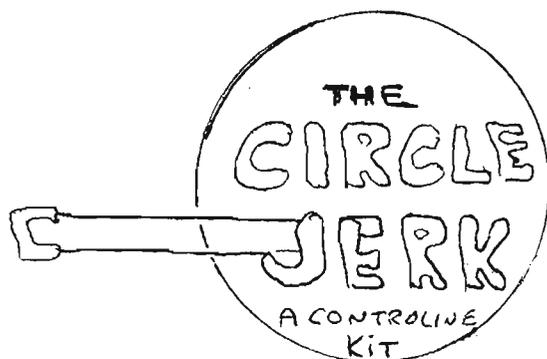
Henry Hajdik turned a nice 4:19 in the preliminaries and Lyn Murray and Mel Lyne turned decent 4:35 times and Paul Dranfield qualified No. 4 with a 4:42.

The first heat consisted of Frank Boden with a Flite Streak, Ron Underhill

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## VANCOUVER RACE, continued

with an M&P Ercoupe, Dennis Matthews with a Ringmaster and Paul Dranfield with his 20-02, Flite Streak. It was a good basic race until new pilot errors caused yet another mid-air collision and line tangle. The mess disintegrated the ships of Boden, Underhill and Matthews.

Heat 2A featured Hajdik with his quickly rebuilt Bonanza, Lyn Murray with his slick Super Whipsaw and Mel Lyne with his patched-up Mongoose. This was a real solid race with a good start and close racing. All three entrants made the final.

For some reason, all the guys flying the feature had tank or engine problems, probably caused by running too much nitro or too much prop. Hajdik finally won a race with his record-holding Bonanza. He has placed high but never won before. Poor pitting caused only a 9:21 winning time. Mel had nothing but trouble in the pits with his ship and took second with 11:57. Murry and Dranfield had all kinds of assorted problems.

The B.C. contingent has decided to limit all airplanes to 300 square inches, in order to keep within the intent of the Northwest Sport Race rules. Any .35-size modern commercially available kit should be acceptable.

Here are the results of the June 2 meet:

### NORTHWEST SPORT RACE (7 entries)

1. Henry Hajdik, New Westminster, B.C. -- 9:21. M&P Bonanza, Fox .35.
2. Mel Lyne, Squamish, B.C. -- 11:57.
3. Paul Dranfield, Vancouver, B.C. -- 12:02.
4. Lyn Murray, Maple Ridge, B.C. -- 12:32.

Here are the standings in the race for the Creative Hobbycraft Perpetual Trophy, after four meets:

1. Henry Hajdik, 308 points.
2. Mel Lyne, 305.
3. Lyn Murray, 220.
4. Frank Boden, 146.
5. Paul Dranfield, 132.
6. Art Lander, 92.
7. Ron Underhill, 52.
8. Dick McConnell, 32.
9. Steve Helmick, 30.
10. Roy West, 20.
11. Dennis Matthews, 20.
12. Glenn Salter, 16.
13. Dick Salter, 10.

## NW COMPETITION RECORDS

### RECORD PERFORMANCES ESTABLISHED BETWEEN NORTHWEST MODELERS IN SANCTIONED COMPETITION

Chris Sackett of North Burnaby, B.C., turned in a 181.56 mph performance in A Speed at the Northwest SL Speed Championships June 29-30, to set a new Northwest record in that event. The record eclipsed Sackett's old 164.77 mph time.

Henry Hajdik may have been the first to establish new Northwest Sport Race record times. However, the report of the contest we received did not make it clear whether the race was run under the 10-percent nitro limitation that went into effect June 1 under the AMA safety rule change. Flying Lines records are based on AMA rules, which cover NWSR and NWSS except as specifically exempted by the Northwest rules. FL is checking now to determine the circumstances under which the race was run. Hajdik's times are listed below for information purposes only until verified.

Flying Lines keeps track of the best performances of Northwest control-line fliers in AMA-sanctioned contests (or MAAC-sanctioned contests using AMA rules), and in Northwest regional events. Here are the complete records as of June 1:

MOUSE RACE I 50-lap: 2:35 (Knoppi-McCollum)	100-lap: 5:08 (Knoppi-McCollum)
MOUSE RACE II 75-lap: 3:54 (John Thompson)	200-lap: 9:21 (Bill Varner)
GOODYEAR 70-lap: ---	140-lap: ---
SLOW RAT 70-lap: 3:56 (Dave Green)	140-lap: 8:08 (Dave Green)
RAT RACE 70-lap: ---	140-lap: ---
TEAM RACE 100-lap: 3:51 (Knoppi-McCollum)	200-lap: 7:49 (Knoppi-McCollum)
NW SPORT RACE 70-lap: 4:19 (Henry Hajdik)**	140-lap: 9:21 (Henry Hajdik)**
NW SUPER SPORT 70-lap: ---	140-lap: ---
HALF-A SPEED: 88.2 mph (Paul Wallace)	FAI SPEED: 158.98 mph (Scott Newkirk)
HALF-A PROTD: 83.63 (Paul Wallace)	FORMULA 21: 79.54 (Rick Salter)
A SPEED: 181.56 (Chris Sackett)	FORMULA 40: 152.28 (Scott Newkirk)
B SPEED: 184.57 (Chris Sackett)	JET SPEED: 194.73 (Chris Sackett)
D SPEED: 170.71* (Mike Hazel)	PROFILE NAVY CARRIER: 225.88 (Orin Humphries)
	CLASS I NAVY CARRIER: 311.1 (Rick Wallace)
	CLASS II NAVY CARRIER: 323.7 (Loren Howard)

\* Speed of 170.55 has been recorded by Loren Howard.

\*\* Pending approval -- clarification is being sought regarding whether the flight was made with contest-supplied 10%-nitro fuel.



RANDOM TIPS AND RIBS FROM THE FL WORKSHOP FLOOR

[====NIX PIX: It's been a good year for flying. But everyone's been so busy at the handle that our usual flow of good CL model aviation action photos has been down a bit. Anyone out there who has good shots of either contest or local club activity is invited to send prints to FL for publication on the photo page. Make sure to include on a separate sheet information about who's who and what's what in the pictures (do not use felt pen on the backs of the pictures -- the ink will transfer to the next picture in the envelope).

[====FOXDOO: The Northwest's first MACA Combat contest is scheduled for Oct. 13 in Eugene, Ore., along with a precision aerobatics meet. MACA Combat is a developing trend across the country, with rules that are not all exactly the same. For this contest, all fliers will use stock Goldberg VooDoo airplanes (from kits or exact scratch copies) and stock Fox .35 stunt engines. Two airplanes maximum for each competitor for the contest, and flying by AMA fast rules. Any fuel system OK. Build a couple of FoxDooos and come on down and help us experiment with an event designed to emphasize the flying and the fun of Combat.

[====NWSRC?: Vancouver Gas Model Club's Frank Boden has proposed a new event called Sportrace Combat. It would use airplanes following the Northwest Sport Race guidelines in a combat event. Frank may not be aware (until reading this) of the Northwest Sport Combat event that has been flown for several years on a sporadic basis. Rules of NWSRC are available from FL. NWSRC uses Fox .35 stunt engines on decorated NWSRC-type airplanes of open design (no kit requirement) and has procedures designed to encourage flying, not bashing. This may eventually be replaced by MACA Combat if it catches on. (See above item).

[====ACK-BASSWARDS: George Lieb's innocent letter to HI-LOW LANDINGS inquiring about whether backing up to the deck would be legal has generated a storm of comment in the Carrier newsletter. Suffice it to say the sentiment is running against "parallell parking." If it becomes a controversy, there probably will be some rules proposals to clarify the intent next time around...chances are, however, that contest directors will make their own pre-contest rulings.

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## FLYAWAYS, continued

[====TOP DROPS: By the way, HLL lists the current records for Carrier as 338.8 for Profile (Herb Patrick), 401.3 for Class I (Tom Schaeffer) and 406.1 for Class II (Pete Mazur).

[====NONE SUCH: Mailers of Regionals flyers recently brought back "no such number," "moved," etc., responses for some Northwest hobby shops on our mailing list. Anybody know what ever happened to the following? Roy's Hobby Center, Milwaukie, Ore. Kent Hobby Craft, Kent, Wash. Burien Hobby Center, Seattle, Wash. Hobby Town, Tacoma, Wash. Hob-See World, Seattle, Wash. Williams Model & Hobby, Moses Lake, Wash. By the way, we'd like to update the list. If everybody would mail us a list of their favorite CL shops, we'd appreciate it.

[====WHO'S WHO: The thank-you note sent by Regionals CO Mike Hazel to prize donors included a photograph of the smiling faces of the Regionals competitors, gathered at the trophy ceremony. It helped to let the sponsors know that there are real people out on the end of those lines!

[====OUTER LIMITS: Vancouver, B.C. fliers have settled on a 300-square-inch wing minimum for Northwest Sport Races in that area. This is an attempt to clarify for the new fliers the long-standing general intent of the NWSR event. The rules may further clarify that intent, pending the outcome of the current poll. By the way, Henry Hajdik of New Westminster, B.C. leads in the race for the Creative Hobbycraft perpetual trophy for B.C. sport races.

[====SNOOPY'S GNUS: That's the title of a new column for, by and about junior fliers, written by Richie Salter for the SKYWRITER, newsletter of the Seattle Skyraiders. Once again, congratulations to the Raiders for innovative approaches to attracting and helping new fliers!

# NW COMPETITION STANDINGS

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

Flying Lines keeps track of the performances of Northwest control-line model aviators in sanctioned AMA/MAAC Northwest competitive events. Information on the scoring system and printouts of complete standings are available from FL.

Top fliers in events in which standings have changed since publication of Issue No. 64, computed as of July 25, are:

### NORTHWEST SPORT RACE (9 contests, 87 entries)

1. S&S Racing Team	Seattle, Wash.	52
2. Beers-Cole Team	Vancouver/Portland	38
3. Dave Green	Astoria, Ore.	30
4. Henry Hajdik	New Westminster, B.C.	29
5. Mel Lyne	Garibaldi Hghlnds, B.C.	27

### NORTHWEST SUPER SPORT RACE (7 contests, 42 entries)

1. Dave Green	Astoria, Ore.	32
2. Dick Peterson	Renton, Wash.	27
3. Glenn Salter	Seattle, Wash.	20
4. Beers-Cole Team	Vancouver/Portland	18
5. Nitroholics Team	Salem/Cottage Grove	12

### OVERALL RACING (26 contests, 174 entries)

1. Dave Green	Astoria, Ore.	71
2. Beers-Cole Team	Vancouver/Portland	56
3. S&S Racing Team	Seattle, Wash.	52
4. Dick Peterson	Renton, Wash.	41
5. Glenn Salter	Seattle, Wash.	38
John Hall	Puyallup, Wash.	38

### HALF-A COMBAT (4 contests, 22 entries)

1. John Thompson	Cottage Grove, Ore.	11
2. Gary Byerley	Spanaway, Wash.	10
3. Glenn Salter	Seattle, Wash.	8
4. Dick Salter	Seattle, Wash.	6
Mei Lyne	Garibaldi Hghlnds, B.C.	6

### AMA COMBAT (4 contests, 68 entries)

1. Norm McFadden	Lynnwood, Wash.	57
2. Howard Rush	Kirkland, Wash.	37
3. Gary Byerley	Spanaway, Wash.	30
4. John Thompson	Cottage Grove, Ore.	11
5. Jim Booker	Boise, Idaho	8

### OVERALL COMBAT (13 contests, 118 entries)

1. Norm McFadden	Lynnwood, Wash.	57
2. Gary Byerley	Spanaway, Wash.	54
3. Howard Rush	Kirkland, Wash.	37
4. John Thompson	Cottage Grove, Ore.	28
5. Dick Salter	Seattle, Wash.	26

### PRECISION AEROBATICS (16 contests, 65 entries)

1. Dave Mullens	Seattle, Wash.	30
2. Paul Walker	Kent, Wash.	25.5
3. Don McClave	Portland, Ore.	22.5
4. Ray Mathis	Bremerton, Wash.	19.5
5. Mark Freeman	Vancouver, Wash.	16.5

### OLD-TIME STUNT (3 contests, 12 entries)

1. Ray Mathis	Bremerton, Wash.	11
2. Randy Schultz	Seattle, Wash.	8
3. Pete Bergstrom	Spanaway, Wash.	4
4. Don McClave	Portland, Ore.	3
John Hall	Puyallup, Wash.	3

### SPORT/PROFILE SCALE (2 contests, 6 entries)

1. Orin Humphries	Spokane, Wash.	4
2. Ray Mathis	Bremerton, Wash.	3
3. Dick Peterson	Renton, Wash.	2
4. Randy Schultz	Seattle, Wash.	1
Dave Mullens	Seattle, Wash.	1

### SPEED (All classes combined) (13 contests, 52 entries)

1. Chris Sackett	Burnaby, B.C.	21	Jet, FAI, A
2. Chuck Schuette	Vancouver, Wa.	7	FAI
Mike Hazel	Salem, Ore.	7	Jet, F-40
4. Dave Green	Astoria, Ore.	6	F-40
5. Dick Peterson	Renton, Wash.	5	F-40

### OVERALL SCALE (4 contests, 13 entries) \*

1. Orin Humphries	Spokane, Wash.	8
2. Dave Mullens	Seattle, Wash.	7

## STANDINGS, continued

### PROFILE NAVY CARRIER (2 contests, 14 entries)

1. Bob Parker	Renton, Wash.	12
2. John Hall	Puyallup, Wash.	9
3. Dave Green	Astoria, Ore.	7
4. Stanley Johnson	Spokane, Wash.	6
Orin Humphries	Spokane, Wash.	6

### OVERALL NAVY CARRIER (7 contest, 39 entries) \*

1. Orin Humphries	Spokane, Wash.	13
2. Bob Parker	Renton, Wash.	12
3. John Hall	Puyallup, Wash.	11
4. Dave Green	Astoria, Ore.	7
Dave Shrum	Roseburg, Ore.	7

### CLASS I NAVY CARRIER (2 contest, 11 entries)

1. Dave Shrum	Roseburg, Ore.	7
2. Terry Miller	Roseburg, Ore.	6

### CLASS II NAVY CARRIER (2 contests, 7 entries)

1. Orin Humphries	Spokane, Wash.	7
2. Roy Beers	Vancouver, Wash.	5
3. Wayne Spears	Portland, Ore.	2
4. Rick Wallace	Sequim, Wash.	1

\* When two or more class of competition are combined for a contest (i.e. Class I/II Carrier, Precision/Sport Scale), points scored are shown in the 'overall' category only.

## RACERS -- SPEAK NOW!

Response has been slow on the Northwest Sport Race rules poll published in FL Issue 63.

Remember, racers, that the majority vote in the poll may result in NWSR rules revisions. Now is the time to express your opinions on this matter. After the new rules go into effect will be too late!

See issue No. 63 for a complete discussion of the issues. For the convenience of those who have not responded, here is a reprint of the poll:

## NORTHWEST SPORT RACE RULES POLL

### KIT DESIGN REGULATIONS

CURRENT WORDING: "Aircraft: The model shall be built from commercially manufactured kit. It must be similar to one of the following examples: SIG: Banshee, Fokker D-7...CARL GOLDBERG: Shoestring, Buster, Cosmic Wind... M&P: Mongoose, Cherokee, Cardinal, Bonanza...MIDWEST: Magician...TOP FLITE: Flite Streak, Tutor...STERLING: Ringmaster, Yak-9. the kits listed are .35 size and of the profile fuselage type with full built-up wing."

#### DESIGN OPTIONS (vote for one)

- No change.
- List all kits by name...no others would be eligible.
- Set minimum kit dimensions, such as Slow Rat/NWSS. These dimensions would be designed to limit kits to the general Ringmaster-Mongoose-Flite Streak type plane.

#### CONSTRUCTION OPTIONS (vote for one)

- No change (all planes must be built from kits).
- Allow reproduction of kits from scratch.

#### MANUFACTURER OPTIONS (vote for one)

- No change (this would leave rules open to interpretation).
- Limit to mass-produced kits (Sterling, Top Flite, etc.)
- Allow any manufacturer (allowing garage businesses to provide kits which match the regulations).

#### AVAILABILITY OPTIONS (vote for one)

- No change (leaves rules open to interpretation).
- Must be generally available in hobby shops.
- Must be generally available in hobby shops or by mail.
- Need not be generally available if are from bona fide kit. (This would allow use of old, out-of-print kits and reproductions of same from plans (if above enabling legislation passes).

#### FEATURE RACE PIT STOPS (vote for one)

- No change (140 laps/2 pits)
- Add one pit stop (140 laps/3 pits)

#### NUMBER OF PLANES PER RACE (vote for one)

- No change (four-up racing)
- Limit to three-up racing.

## SEARCH FOR NEW FL EDITOR SHOULD BE GEARING UP

The editor of Flying Lines has expressed a desire to be replaced in that prestigious and lucrative position at the end of 1985.

Northwest modelers interested in seeing the Flying Lines communications network continue in its present form should be working now to arrange for transfer of the FL editorship to new hands.

Either a single dedicated individual, or a team of editors to cooperate on the publication, should be selected and trained for the editorship before the end of the year.

Flying Lines is now in its seventh year of vital service to the Northwest CL modeling community. It is this editor's desire to see the nation's most successful CL newsletter continue. But, it is also time for somebody

else to take the helm. Changes in the editor's personal life have made it impossible for him to continue devoting the time to FL; the job must be passed on if the current editor is to remain in modeling at all.

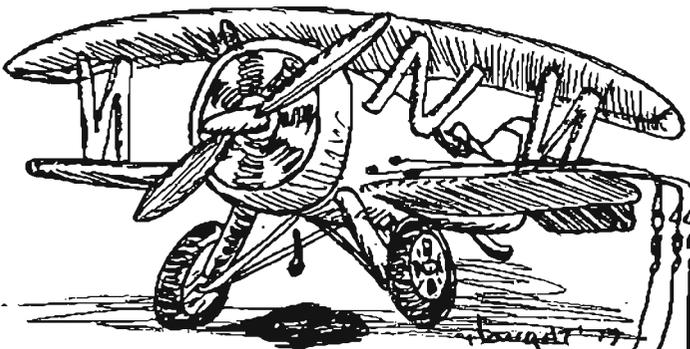
And, holy props, Batman, we want to remain in modeling!

Our recommendation is that interested modelers form a committee to plan for the future of FL, and contact the current editor to work together on the transition.

## CONTROL LINE

### SCALE

by orin humphries.



You know, when MODEL AVIATION carries pictures of the FAI Scale winners at the American Nats, they are something to behold. Craftsmanship like that is a national treasure and a source of pride. We want to make our models showpieces within the time and will constraints that we work with. One way to have a durable appearance over the years is to use epoxy paints instead of dope, which is our present subject.

#### EPOXY PAINTS

My A-26 is finished with Aero-Gloss, and being a warbird, I want to weather and look worn over the years. The blushes from fuel spray from the tank vents doesn't detract from such a subject. My T-34C, however, is a model of a modern bird whose real-life counterpart is painted with the new urethane paints that don't weather the same as the old kinds, if washed with detergent every 56 days like they are supposed to be. I painted it with K&B epoxy paint to preserve the shine, and this was my first use of such covering material. There are far more civil aircraft subjects than warbirds, and shiny paint is the norm there.

I found the epoxy paint to be truly fuel proof and free of blush from fuel spills. They are very durable surfaces, and should be considered, but there are some other factors to keep in mind.

First, the epoxy paints are very toxic. All of us dope painters have ignored the warnings to have adequate ventilation over the years, but this is one product you don't mess with, sports fans! I know a modeler who went to the hospital with heart attack-like symptoms and another with a little liver damage. Their mistake was to not have adequate ventilation. You must use a paint vapor respirator mask and have a window fan. With these precautions you will have no problems with the product.

You can buy a flat hardener for the paint instead of gloss if you like. The final, protective coat on my T-34 was clear with one part flat and three parts gloss, with triple the thinner. This mix knocked off the "edge" of the gloss, while leaving enough of it to look right to the eye -- a pleasant patina.

One thing bothered me for a time. I kept getting a condition called fish-eye. This is where tiny craters appear in the paint. The most common cause is contamination of the surface from silicones or oils. But, in my case, it was the fact that I was using half the recommended amount of thinner and the humidity in my workshop is 68% to 75%. Water in the air BETWEEN THE GUN AND THE MODEL, not in the compressed air, was being trapped under the drying paint film. The film was drying too fast to let the moisture escape. After a series of experiments I proved that this was the case, and after going to the correct amount of thinner the problem disappeared forever.

Something I discovered you will find of use. When you spray the wing and then do the fuselage, you get orange peel on the wing because the paint on the wing is drying already. This is with any kind of paint. I found that you can use Sig's RETARDER in place of thinner with the epoxy paint, and the paint film dries just right so that you don't get orange peel. The retarder had no ill effects on the paint's curing or other properties and the drying time was reasonable.

K&B's fillercoat is a dream to work with, also. You'll love it. But, you must wear a dust mask, wash your hands and clean your shop. The filler is lead oxide, so the dust is bad news.

So, epoxy paints are superior finishes for many things, but YOU MUST FOLLOW PRECAUTIONARY INSTRUCTIONS.

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

# SUNDAY Flier

BY LARRY MILES

## VARIABLE CARBURETORS AND RELATED ITEMS

Frequently the apparatus that regulates the air flow in a variable carb disturbs any semblance of smooth, laminar flow of air within the carb to the extent that the resultant air flow consists largely of eddies and dead air zones.

The typically round spray bar that usually dissects the venturi throat in the fixed carb is none too swift as far as getting maximum air into the engine and making sure a good steady flow of fuel is always available. Compared to the paraphernalia in the typical variable carb, however, the spray bar is elegant.

To compensate for the normally very turbulent air flow in the variable carb and still maintain acceptable fuel flow without having to use pressurized fuel systems, manufacturers often resort to restricting the size of the air flow cross-sectional area at full open throttle. The resultant increased velocity of air flow reduces the effects of vortices and still-air zones and insures fuel flow without need of pressurized fuel systems.

Unfortunately, that solution aggravates the already existing problem of less-than-ideal air flow volume from a power standpoint.

So, what do you do if you're a carrier pilot looking for at least 100 mph differential in high and low speeds or a scale enthusiast who is perhaps more likely than any other category of modeler to end up with a too-heavy plane and most in need of extra engine performance?

Three possibilities occur.

One: After-market carbs with larger throat openings when used with a pressurized fuel system is the solution most often employed by the RC community and in some cases may be the only practicable solution available.

Two: A far cheaper, simpler and more satisfying solution is also sometimes possible. By way of explanation, a personal example ought suffice that used a baffle piston Fox .19 with the old-style variable carb.

After break-in using a fixed carb the output was compared with that achievable using the supplied variable carb. As expected, compared to the performance level with the fixed carb the same engine when using the variable carb sounded anemic but still well up to snuff when compared to other similarly equipped engines of the same genre.

Later, after judicious removal of excess material from the port that serves as one of its functions the same purpose as the choke plate on an auto carb, that same engine with the modified variable carb sounded like a rearranged, improved song.

My modifications using nothing but a 1/4" circular file both enlarged the cross-sectional flow area of the carb when fully open and streamlined the flow path to reduce vortices and stagnant air thereby ensuring good fuel flow. Consequently, not only did the RPM, power, and torque picture improve but the changes were such that the added complexity, time and expense of a pressurized fuel system were not needed.

Not all variable carbs are so amenable to alteration. Nonetheless, improvements -- sometimes very substantial improvements -- can often be made.

Three: The third solution to the posed problem is also inexpensive but not necessarily simple. That solution is to use a fixed carb with an in-flight controllable variable metering device located between the fuel tank and carb and coupled to an in-flight controllable variable exhaust valve. I know of no commercially produced remotely controllable variable fuel metering device. Ditto the exhaust valves except for the small Cox engines (which incidentally work very well when coupled with a pilot-controllable variable fuel metering valve to control engine speed).

The fuel metering device is relatively easy to produce. The variable exhaust valve is usually a little more challenging. Here a suggestion may be of help. If you are not inclined to permanently modify your exhaust stack, take a peek at the DuBro Muffl-Aire II or their exhaust extension. You may be able to build a removable variable exhaust valve without too much trouble using these or similar materials.

For those wishing further illumination on the subject of in-flight controllable fuel metering devices and exhaust valves, the September, 1979 and February, 1981 issues of MODEL AIRPLANE NEWS contain apropos articles by Harry Higley.

--Larry Miles, 2112 Scott Ave., Independence, MO 64052.

# WHERE THE ACTION IS

## UPCOMING ORGANIZED EVENTS

### NORTHWEST EVENTS

Listed below are the Northwest control-line model aviation events 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 J50 unless otherwise noted.

- Aug. 17 ... SPANAWAY, Wash. -- Spanaway Spectacular, Hosted by Seattle Skyraiders, sponsored by Bill's Hobby Town. Four classes of Precision Aerobatics, Old-Time Stunt, AMA combat, Half-A Combat, Combined Scale (% of possible score). Profile, Class I and Class II Navy Carrier. Site: Bethel Junior High School. Contest Director Pete Bergstrom, 110 192nd St. Ct. E., Spanaway, WA 98387. NOTE NEW DATE, NEW SITE. FAI AND SLOW COMBAT EVENTS CANCELED.
- Aug. 18 ... DEER PARK, Wash. -- Intermountain Scale Builders 12th Annual All-Scale Gathering. Sport Scale, Half-A Profile Scale (J), Profile Scale. Special theme event is homebuilts, in all categories. Contest Director G. Horstman, Rte. 1, Box 59, Deer Park, WA 99006. (509) 276-5296.
- Aug. 31-Sept. 1 ... VANCOUVER, B.C. -- Vancouver Gas Model Club Internationals. Formula 40, D, Jet and Record Ratio Speed, Precision Aerobatics (Beg-Int)(Adv-Exp), Profile Navy Carrier, Class I-II Carrier, Scale, Northwest Sport Race, Balloon Burst, .15 Combat. Contest Director: Bob Newman, 19880 28th Ave. RR -2, Langley, B.C., Canada V3A 4P5. (604)792-5927.
- Sept. 7-8 ... KENT, Wash. -- Raider Roundup, the Washington State Control-line Championships. Details to follow. Contest Director Dave Gardner, 17210 109th Pl. SE, Renton, WA 98055.
- Sept. 28-29 ... First Annual Masters Precision Aerobatics contest. All contestants will judge except for the flier up and the next flier in order on deck. Best score of each day combined to determine winners. Contest Director Pete Bergstrom, 110 192nd St. Ct. E., Spanaway, WA 98387. (Editor's note: We have no site info.)
- Oct. 13 ... EUGENE, Ore. -- Eugene Prop Spinners Fall Follies. Precision Aerobatics (Beg.)(Int-Adv), (Exp). MACA Combat (Stock VooDoo, Fox .35 stunt engine, two planes per contestant, any fuel system, .018 lines, AMA procedures). Site: Mahlon Sweet Airport. Fees: \$4 for first event, \$2 for second event. Trophies through third place. Contest Director John Thompson, 1505 Ash Ave., Cottage Grove, OR 97424 (503) 942-7324.

### OUTSIDE THE NORTHWEST

The following activities are listed as a service to FL readers living outside the Northwest. Contact person or contest directors are listed for details. This space is available for listing of any CL contest. Listings must include all scheduled CL events, and be accompanied by a contact person's phone number.

- Aug. 11 ... MILLVILLE, NJ -- Mouse I, II and 1-oz. Goodyear Racing. D. Myers, 609-428-2933.
- Aug. 11 ... Flint, MI -- Half-A, AMA, Slow, FAI and Entry-Level Combat. D. Miles, 681-3407.
- Aug. 11 ... TORONTO, Ont. -- Precision Aerobatics, Old-Time Stunt, Profile Stunt, Jimmy Walker. Don Hamby, 416-679-6446.

- Aug. 18 ... WHITTIER, CA -- FAI Team Race and FAI Speed World Championship Team Trials. B. Wisniewski, 213-866-2703.
- Aug. 18 ... RIVERDALE, IL -- Profile, Class I, II and Sportsman Carrier, Precision Aerobatics, Old-Time and Half-A Stunt, Balloon Bust, Slow Combat. M. Booker, 312-758-1393.
- Aug. 18 ... MECHANICSBURG, PA -- Slow Combat. P. Cartier, 717-566-3810.
- Aug. 18 ... WICHITA, KS -- Mouse I, Goldberg Race, Goodyear II, Class I/II and Profile Carrier. G. Ureland, 316-265-7552.
- Aug. 23-25 ... LOUISVILLE, KY -- U.S. RC and CL Scale Team Selection. J. Guenther, 367-2814.
- Aug. 24-25 ... AUSTIN, MN -- Class I and II Carrier, Precision Aerobatics, AMA, Slow, Half-A and FAI Combat, Balloon Bust. P. Plunkett, 507-433-8404.
- Aug. 25 ... PEORIA, IL -- Midwest Sport Race, Midwest Swap Race. R. Miller. 309-745-8447.
- Aug. 25 ... WARMINGSTER, PA -- Mouse I and 1-oz. Goodyear Racing, Class I, II and Profile Carrier, Sport Scale, Precision Aerobatics. J. VanSant, 215-945-4590.
- Aug. 25 ... SANFORD, ME -- Precision Aerobatics, Old-Time Stunt. G. MacArthur, 209-767-2549.
- Aug. 31-Sept. 1 ... PAWNEE ROCK, KS -- Class I, II, .15 Profile and Profile Carrier, Sport Scale, Precision Aerobatics, Balloon Bust, Big Goodyear Racing. B. Simmons, 316-653-2055.
- Aug. 30-Sept. 2 ... LOCKPORT, IL -- FAI Combat World Championship Team Selection Trials. R. Bearden, 312-532-7349.

### THE FLYING FLEA MARKET

- WAD-2 MODEL DESIGN -- 415 Hazelwood Ln., Glenview, Illinois, 60025. William A. Dahlgren. (312) 729-0486.
- WANTED -- Old control-line kits or plans, combat wings and stunters, etc. Send list with prices to Mark St. George, 43 Summit Ave., Westwood, NJ, or call (201) 664-4602.
- FOR SALE -- The most control-line and Combat goodies available from one source. Bear Model Products, 2789 Turtle Creek Dr., Hazelcrest, Ill., 60429. (312) 798-4381.

For Sale..Rat Race equipment combo. includes one "Yippee" design rat, ready to fly with lines and glass prop. Four K&B 40S engines..... which need some work and/or assembly. call for particulars. combo also includes one dozen Glo-Bee racing plugs for these engines. Asking \$200. contact: Mike Hazel...phone (503) 364-8593, or write: 1073 Windemere Drive NW, Salem, OR 97304

### HOBBY SHOP DIRECTORY

- 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.
- TRIANGLE HOBBIES -- Everything you need to fly combat. Mail orders to 1211 Brookgreen Dr., Cary, N.C. 27511. (919) 467-6270. Owned by Bob Nicks.
- 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!



## AIR MAIL

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



DEAR FL:

This is a wandering letter: I have several items to share with various individuals and groups. It's going to jump around a bit.

### CLAMBASH '85

It was rare treat for me when my squadron changed its drill date for this month, enabling me to attend a contest on the Coast (other than the Regionals) for the first time. I went to the Clambash '85 and was very impressed by the size of it and the amount of work the sponsors put into it. "Thanx, People"!

### THROTTLE USERS

I drove 450 miles to a contest recently and was shot down on one of my events to a large extent by a brand new G-S Products Corp. Int'l handle. My throttle would go only from idle to 50%, and the press of the contest schedule, etc., didn't permit time for full diagnostics. The trouble wasn't identified, there, and the symptoms were thus only partially relieved. This cost me two of my three attempts and a less-than-best-performance on my final flight. Back home, with more time, I found the cause to be an improperly manufactured handle. The leadouts on it were made with only a three-inch difference between center and outer lines, whereas 3 and 13/16ths inches is correct (with trigger forward). This is my sixth such handle, (4 old, 2 new): must I check every G-S product for proper manufacture before I purchase it from now on? And while we are on the subject, the company put out false information about how long to tie your plane's leadouts: with the center line pulled tight, it should be 3 and 13/16th in. longer than the outer ones. Thanks, G-S...

### CARRIER PILOTS

At the CLAMBASH we flew off of a grass deck and discovered the reason for some unexplained upside-down landings. On a plywood deck, the wheels roll over the lines in front of the plane after arrestment...no problem. But, on a grass deck, the wheels go underneath the ropes in front of them which trips the plane on occasion. At the pilots meeting before each future event on grass decks, make an agreement to examine a tripped airplane and ropes (before anyone disturbs anything). If it appears the tripping was the grass deck's fault, no landing penalty should be affixed.

### HELP!!!

I am badly in need of a scale kit that is now out of manufacture. It is the Martin-Baker MB-5, manufacturer unknown. It looks like a British MUSTANG, and came in two brown cardboard boxes, fuselage in one and wing in the other. Anyone knowing of where one is available PLEASE CALL ME COLLECT. 509-325-9773

### PAT JOHNSTON

Pat, I have important information for you but I don't have your address. Please contact my ASAP. In case he might not get FL, anyone with his address PLEASE send it to me.

### SITE POSSIBILITY

On the Oregon side of the river at RAINIER there is an enormous blacktop pad in good condition and UNUSED. You could put EIGHT circles on it and still have room. Well, gotta run, guys. Proud to know you all!

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

DEAR FL:

In the February, '85 issue of FL, in an article titled "Uniflow Tanks," I wrote, "This last fact probably explains why no maker of uniflow tanks has met with the commercial success to the extent others, such as Veco and Perfect, have."

In the May, '85 issue, Doug Taffinder claims that my article is open to controversy and that he considers his uniflow a "commercial success."

Are Doug Taffinder and Doug Dahlke related? A controversial question, huh?

If "commercial success" is defined as volume of goods, I'd be willing to make a substantial wager the Taffinder line of tanks is not as commercially successful as the Veco or Perfect line.

If "commercial success" is defined as a commercially available product that does the job it was intended to do in a consistent and repeatable

fashion, the Taffinder line may very well be even more commercially successful than either the Veco or Perfect line, as based on personal experience, I was not that impressed with either of the latter two lines of tanks. Unfortunately, I cannot relate any personal experience with the Taffinder line of tanks, uniflow or otherwise, since by the time I even learned of the Taffinder line of tanks I was already building my own tanks and I had no reason to switch and give Doug's tanks a try.

If by "commercial success" we mean a product that is widely available in a large number of retail outlets, I'd again say the Veco and Perfect lines have been the most available in the many hobby shops I've been in and the most "commercially successful."

In any case, if any reader of FL interpreted my article as meaning that there are no commercially available uniflow tanks that are either fully or substantially effective at doing their intended function, my apologies for not being more lucid. I can neither confirm nor deny the efficiency of Doug Taffinder's or anyone's line of uniflow tanks, except my own which are not commercially available.

If permitted, I would like to have the "controversial" sentence changed to: "This last fact perhaps explains why no known (to me) maker of commercially available uniflow tanks has had the volume of sales that Veco, Fox, and Perfect have had with their non-uniflow (standard) tank line.

I note Terry Miller also in the May '85 issue gave an unsolicited endorsement of Doug Taffinder and his products. A close reading of Terry's letter reveals his endorsement is evidently based on product appearance only, as he says, "Here's hopin'!" and not upon experience through his own use.

Personally, I would like to hear from readers who do have personal experience with Doug's uniflow tanks and who are technically competent to give an objective evaluation of the tanks' effectiveness in a variety of intended uses, i.e. combat, sport, stunt, carrier, etc., and when used with engines that are fuel misers and fuel hogs.

Doug Taffinder seems to believe he has a commercially successful line of uniflow tanks. By commercially successful I think he means effective at performing their intended functions at a fair and reasonable price. I hope he does and if so I'd like to have confirmation of such to pass that info on. If he does not have an effective line of tanks as he apparently thinks he has, I'd like to know that to also pass along.

In other words, I may not always be successful either commercially (my pay working for FL is darn little) or otherwise but I want to try and tell it like it is, good, bad or indifferent.

--Larry Miles, 2112 Scott Ave., Independence, MO 64052.

(Editor's note: We don't know how "commercially successful" is defined either, but all indications we receive are that Carolina-Taffinder tanks are widely sold and used in the Northwest, largely by mail, and are considered by CL fliers in general to be excellent tanks. Comments?)

DEAR FL:

Before printing my letter (if you intend to) to settle the controversy pointed out by Doug Taffinder regards my article on uniflow tanks, it might be well to modify it lest more controversy emerge.

In that letter I wrote words to the effect I was not overly impressed with the Perfect or VECO-Fox line of tanks. Several people might wish to take issue with that. In fact I would, myself, because both of those lines of tanks are well-constructed, durable and function as non-uniflow tanks ought, VECO better than Perfect on average.

What I meant (but never wrote) was that when compared with a properly functioning well-designed uniflow type tank, neither VECO nor the Perfect line of non-uniflow tanks functioned in an overly impressive manner -- indeed they cannot -- no fault of VECO or Perfect, but rather of type.

--Larry Miles, 2112 Scott Ave., Independence, MO 64052.

DEAR FL:

Very pleased with your thoughtful NWSR rules poll.

I have heard much sniveling about others' racers' engines. Would you consider a NWSR engine purchase rule, perhaps \$35 to include NVA but exclusive of glow plug and non-standard prop out (cash only)? Anything to stop the whiners.

Thank you for including 3x1 contest results in NW competition standings.

Amazing how well you captured the flavor of the April Spanaway contest. Anyone reading it would think you had been there. Quite a tribute to your journalistic skills (to which all your readers are indebted).

Pleased with out-of-NW-area contest notices. Interesting to see what others fly and there are many readers outside the Northwest, too.

On behalf of Glenn Salter and myself, thank you for the pat-on-the-back

regarding Spensway combat events.

I enjoyed Mike Hazel's article on the state of Northwest racing events. Hope to see more like it. I also disagree strongly with it.

Yes, we need more serious racing entries, but we also need just plain more entries. I fly Slow Rat with the worst SS plane in the Northwest, primarily because I would like to see more than two Slow Rat entries.

Might start entering my fast (cough, cough) rat -- Goldberg Skat Rat, crankcase and ringed engine.

If we could achieve substantial numbers of entries perhaps quality will improve. Competition pressure usually does that.

In regard to mouse race piloting techniques, could the E.O. bear down heavily on those pilots?

Nope NMSR piloting skill levels improve, also. Lots of planes destroyed this season.

Understand your distress with "ugly racers." Since I am not a serious racer, please forgive my airplanes.

Smooth landings and quick pits!

--Dick McConnell, 14828 Military Road S. #208, Seattle, WA 98168.

DEAR FL:

Re: "MACA Combat" with VooDoo's using Fox stunt .35 -- YES.

--William Dahlgren, 415 Hazelwood Lane, Glenview, Illinois, 60025.

DEAR FL:

I found out about your publication in PAMPA's PRO-STUNT NEWS. If the article they reprinted is any guide, your publication should be very interesting, more practical, with less silly business.

--Alfred D. Stebbins, 9 Cedar St., Selden, NY 11784.

“This is an era of specialists, each of whom sees his own problem and is unaware of or intolerant of the larger frame into which it fits.”

Rachel Carson  
(1907-1964)  
*Silent Spring*

## 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.

Prices for subscriptions: \$6 for 5 issues and \$12 for 10 issues. Canada and Mexico: \$6.50 for 5 issues and \$13 for 10 issues. Overseas by surface mail: \$7 for 5 issues and \$14 for 10 issues. Overseas by airmail: \$12 for 5 issues and \$24 for 10 issues. U.S. funds, please.

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	John Thompson
Advertising...Steve Lindstedt	Racing.....Dave Green
Photo editor...Pete Bergstrom	Scale.....Orin Humphries
Aerobatics...Paul Walker	Speed.....Mike Hazel
Beginners.....Help Wanted	Sport.....Larry Miles
Carrier.....Orin Humphries	Artwork...S. Lindstedt



I THINK IT'S RUNNING A LITTLE LEAN.

# Raider Roundup '85

## Washington State Controline Championships September 7th & 8th, 1985

AMA AAA SANCTION NO. 1007

- TROPHIES THROUGH 2nd FOR STUNT AND CARRIER; THROUGH 3rd FOR ALL OTHERS

- MERCHANDISE AWARDS THROUGH THIRD PLACE

- EVERY JUNIOR ENTRY WILL RECEIVE A MERCHANDISE AWARD!!!!!!!

The perpetual SKYRAIDER SPORTSMAN AWARD TROPHY will be presented to the contestant with the highest overall cumulative score of all events entered.

### SCHEDULE OF EVENTS:

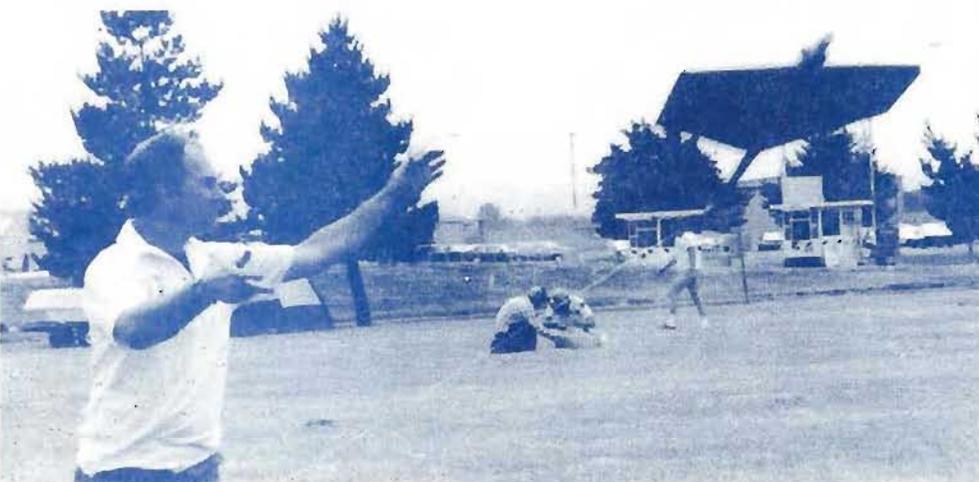
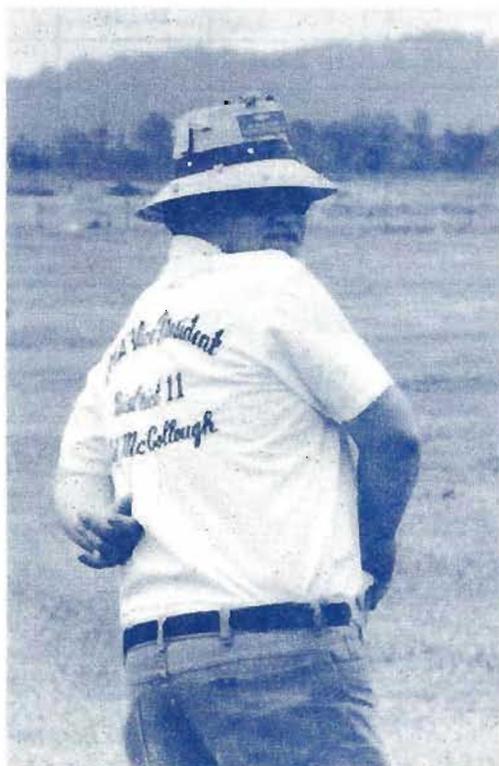
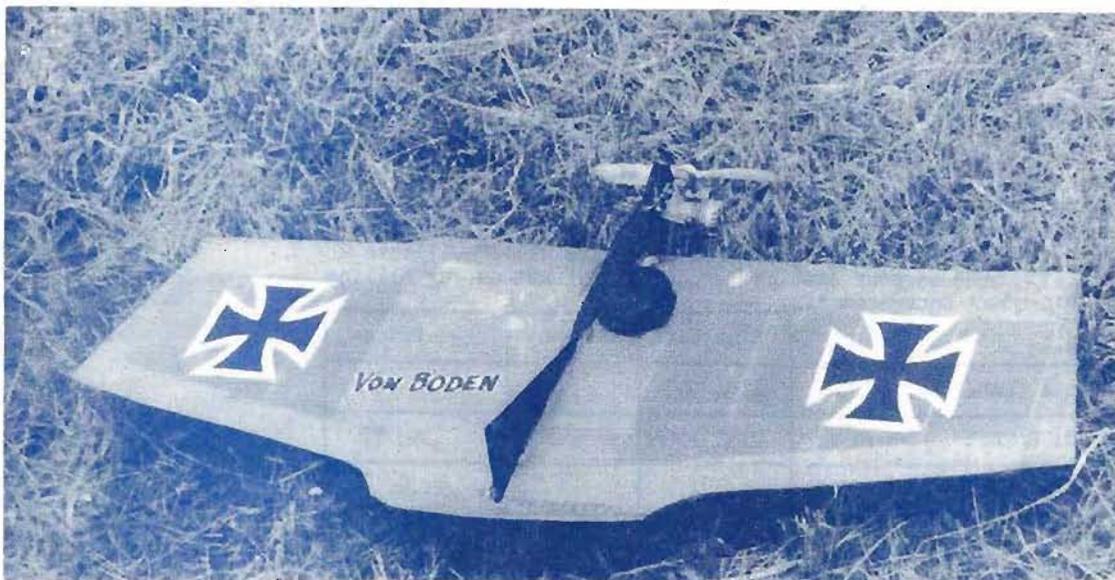
SATURDAY, SEPTEMBER 7th			SUNDAY, SEPTEMBER 8th		
9:00	NW SPORT RACE	JSO	9:30	SLOW COMBAT	JSO
10:00	OLD TIME STUNT	JSO	9:30	PRECISION AEROBATICS	JSO
10:00 to 4:00				(BEG/INT/ADV/EXP)	
	CARRIER: (PROFILE,	JSO	10:00	D SPEED/JET SPEED	} SPEED SO OVER JSO AT 4PM SO
	CLASS I, CLASS II)		10:00	RECORD RATIO SPEED	
11:00	NW SUPER SPORT RACE	JSO	10:00	FORMULA 40	
12:30	MOUSE RACE I	JR	12:00	AMA (FAST) COMBAT	JSO
1:00	MOUSE RACE I	SO	12:00	STATIC JUDGING FOR SCALE	JSO
2:00	MOUSE RACE II	JSO		SORTA SCALE (PROFILE) &	
3:00	1/2-A COMBAT	JSO		AMA SPORT SCALE	
4:00	BALLOON BUST	JR	2:00	ALL SCALE FLYING	
4:00	BALLOON BUST	SO			

1. REGISTRATION FROM 9:00 AM EACH DAY, UNTIL START OF EVENT.
2. ENTRY FEES:  
SR/OPEN: \$10.00 1st event, \$5.00 each add'l, \$25.00 maximum.  
JUNIORS: \$5.00 1st event, \$2.00 each add'l event, \$10.00 maximum.
3. AMA OR MAAC MEMBERSHIP IS REQUIRED OF ALL PARTICIPANTS AND MECHANICS. AMA MEMBERSHIP IS AVAILABLE AT REGISTRATION.
4. AMA EVENTS ARE PER CURRENT 84-85 RULE BOOK. KNOW THE RULES!!!!!!!!!!!!
5. AMA (FAST) COMBAT WILL BE FLOWN DOUBLE ELIMINATION.
6. AWARDS PRESENTATION WILL BEGIN ON SUNDAY FOLLOWING FINISH OF EVENTS.

THE FLYING SITE IS IN THE WEST PARKING LOT OF THE BOEING SPACE CENTER IN KENT. FROM I-5, TAKE EXIT 152 (Orillia Rd.), AND FOLLOW IT EAST, DOWN THE HILL. WHERE IT STRAIGHTENS OUT, ORILLIA BECOMES 212th S. ENTER THE PARKING LOT FROM 212th S. AT THE SIGNAL LIGHT, ACROSS THE STREET FROM THE KOA.

CONTEST DIRECTOR: DAVE GARDNER  
17210-109th Pl. SE  
RENTON, WASHINGTON  
98055

HOME: (206) 226-9667  
WORK: (206) 367-2500



1985 REGIONALS! Here is a brief pictorial peek at the big one held in Eugene last May.  
 top, L to R) FAI combat ship belongs to Canadian combateer, Frank "von" Boden.  
 Tom Knoppi completes a pass over John Hall in NW Sport Race  
 center, L to R) Dave Green displays his Formula 40 speedster, placed 2nd. K&B 6.5 FI.  
 AMA district XI V.P. Ed McCollough gives a backside howdy.  
 John McCollum of the McCollum/Knoppi team, warms up their FAI team racer.  
 bottom, L to R) John Salvin III launches fast combat ship for Gary Byerly  
 John Boles just about to catch "Ole Tiger" Goodyear entry.  
 photos by mike hazel

L & R Products is very pleased to announce the AVENGER series of combat airplanes. The AVENGERS are flying wing type aircraft constructed of balsa and plywood with foam leading edge. The Fast Combat model can be built in 2-2½ hours with no requirement for a jig. All you need is a flat building surface. As with the INSTANT REPLAY series, all controls are included in the kit. All you add is covering and dope. The INSTANT REPLAY series with easily replaceable foam wings are still available at 1984 prices. Send us your name and address to be put on our mailing list for new product announcements.

	Price Each	How Many	Total Price
AVENGER Fast Combat	\$15.50		
AVENGER FAI Combat	14.50		
AVENGER 1/2A Combat	12.50		
INSTANT REPLAY Slow Combat	17.00		
Extra Slow Combat Wings	6.00		
INSTANT REPLAY .35 Stunter	17.00		
Extra .35 Stunter Wings	6.00		
INSTANT REPLAY .15 Stunter	16.00		
Extra .15 Stunter Wings	6.00		
Name _____	Sub-Total		
Address _____	Shipping & Handling		\$ 3.00
_____	Illinois - 6% Tax		
City _____ State _____	Total Amount Sent		

Zip Code \_\_\_\_\_ \*\*Please give street address for UPS delivery\*\*

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