

FLYING LINES

1505 ASH AVENUE
COTTAGE GROVE, OREGON 97424

EDITOR: JOHN THOMPSON
PUBLISHER: MIKE HAZEL

October, 1985 NEWS OF NORTHWEST CONTROL LINE MODEL AVIATION Number 66

RAIDER ROUNDUP -- ANOTHER CHAMPION CONTEST

Compiled from reports by FL and Dave Mullens

KENT, Wash. -- September 7 and 8 at the Boeing Space Center was the center of action for the control-line fliers in the Northwest. Again, the Seattle Skyraiders did a championship job of running the Washington State Control-Line championships, to the satisfaction of a happy group of participants.

Entries were down from last year, as they have been at most of the contests held this season. After a record 52 contestants last year, the entry level dropped to 39 this year. However, those 39 fliers made up 101 event entries.

Fewer specialists showed up in the speed and stunt circles this year. Sport flying is what the Roundup is all about and the chief sport flier in 1985 was Dick Salter. Dick won custody of the perpetual Sportsman's Award for 1985 by placing first in Northwest Sport Race and Balloon Bust, second in Super Sport Race and Half-A Combat and fifth in Slow Combat and Fast Combat. Dave Green and Glenn Salter were also in contention for the Sportsman's Award.

The Bill Skelton Season High Point Trophy for Navy Carrier was awarded to Bob Parker.

Dave Gardner was the contest director, with more-than-able assistance from Alice Gardner and daughter Sarah Shults. Weather was fairly decent both days, with the worst incident being on the Half-A combat and balloon bust circles on Saturday afternoon. Lightning became a factor to the point of knocking Dick McConnell to his knees during Balloon Bust.

Dave had a lot of good help in making this contest go. Unable to find an event director for speed, the speed fliers did their own timing and still finished their competition on time. Congratulations to all the speed fliers who helped out.

Gary Byerley ran the Slow Combat and Fast Combat show. Combat had all the extracurricular activity this year. Four parachutists thought the center circle of the combat field would make a nice landing zone. A softball tournament tried to run the Combat guys completely off the field. These softball types were not Boeing teams, just civilians like us. The Skyraiders had one quarter of the softball fields reserved for the express purpose of cutting crepe paper with toy airplanes.

Glenn Salter and Dick McConnell ran Half-A Combat. Randy Schultz ran Stunt with Jim Parsons, Bob Parker and Gery Leitsinger judging. Pete Bergstrom ran and judged Old-Time Stunt. Bob Parker officiated at the carrier circle. Dave Mullens and Dan Cronyn ran Balloon Bust. Dan Cronyn ran Northwest Sport Race and Super Sport Race, assisted by Dave Mullens. Mullens ran Class I and II mouse race, assisted by Cronyn. Pete Bergstrom and Alan Resinger judged Sport Scale and Profile Scale.

Many thanks to everyone that helped time, pull-test and help out. Special thanks to all the contestants who displayed good sportsmanship and made things go on time. And, thanks to all the companies that donated merchandise to award as contest prizes.

Here are the complete results:

NORTHWEST SPORT RACE (8 entries)

1. S&S Racing Team, Seattle, Wash. -- 8:57. Sterling Ringmaster, 42" span, balsa/plywood construction, Monokote finish. Fox .35 stunt, McCollum prop, Aldrich long plug, 10% nitro fuel, TKO uniflow tank, Dick Salter handle. Pilot Richie Salter, pit crew Dick Salter.
2. Greg Beers, Vancouver, Wash. -- 9:25.
3. John Hall, Puyallup, Wash. -- 10:03.
4. Nitroholics Racing Team, Cottage Grove/Salem, Ore. -- 11:28.

SUPER SPORT RACE (7 entries)

1. Dave Green, Astoria, Ore. -- 7:45. Minotaur, original design, 34" span, 26 oz., balsa/spruce/plywood, Solarfilm/epoxy. K&B .35, Green rework, Dark Ages Racing Equipment 8.5x7.5 epoxy glass prop,

K&B 1L plug, 10% nitro fuel, spray bar turned to .015", fastfill, shutoff, hot glove, DARE 2.75-oz. uniflow tank, Fox handle with 2" spacing. Pilot Bill Varner, pit crew Dave Green.

2. Dick Salter -- 8:06.
3. Nitroholics Racing Team -- 8:58.
4. Dick McConnell, Seattle, Wash. -- 4:48 heat.

MOUSE RACE CLASS I (3 entries)

1. Nitroholics Racing Team -- 5:34. Little White Mouse, Frank Scott design, 14" span, 5.75 oz., balsa/bass/ply, polyester resin/epoxy. Kustom Kraftsmanship .049, Tornado 5x4 nylon prop, Cox high-compression plug, Sheldon's 50% nitro fuel, spring starter, Dick Salter handle. Pilot Mike Hazel, pit crew John Thompson.
2. Paul Gibeault, Calgary, Alberta -- 7:15.
3. Dave Green -- 25 laps.

MOUSE RACE CLASS II (3 entries)

1. Dave Green -- 9:32. Midwest Super Mouse, 14" span, 7.5 oz., balsa, epoxy. TeeDee .049, Green rework, Tornado 5x4 nylon prop, Cox high-compression plug, Peterson 50% nitro fuel, crankcase pressure, fastfill, shutoff, hot glove, spring starter, DARE uniflow outboard tank, Dick Salter handle. Pilot Bill Varner, pit crew Dave Green.
2. Paul Gibeault -- 13:54.
3. Glenn Salter, Seattle, Wash. -- DNF.

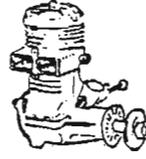
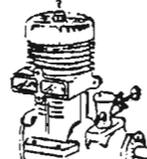
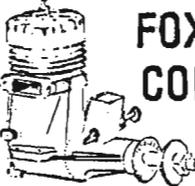
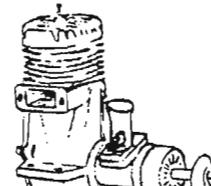
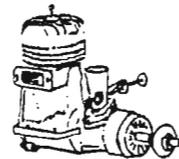
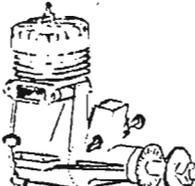
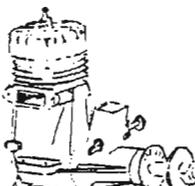
OLD-TIME STUNT (4 entries)

1. John Hall -- 263. Scratch-built Ringmaster, 42" span, 38 oz., balsa, Monokote/dope. Fox .35 stunt, Master Airscrew 10x6 fiber prop, Fox idle bar plug, Red Max 15% nitro fuel, Taffinder 4-oz. uniflow outboard suction tank, .015x60 braided lines, Fox handle.
2. Glenn Salter -- 227.
3. Joe Just, Sunnyside, Wash. -- 202.
4. Randy Schultz, Seattle, Wash. -- 166.5.

PROFILE NAVY CARRIER (7 entries)

1. Bob Parker, Renton, Wash. -- 232.5. Airplane data unavailable.
2. Dave Green -- 227.3.
3. John Hall -- 214.6.
4. Roy Beers, Vancouver, Wash. -- 193.9.

♥♥♥ FOX LOVES CONTROL LINE FLYERS TOO ♥♥♥

| | | | |
|--|--|--|---|
|  <p>FOX 15X</p> <p>The lightest weight lowest cost 15 you can buy. Ideal for Streak Trainer, Ringmaster Jr, etc. This little gem has been finding favor with control liners everywhere for 25 years now. Priced at only \$24.95</p> |  <p>FOX 35 STUNT</p> <p>In 1949 this motor started winning control line contests, and has been at it ever since. In 36 years nobody has been able to improve on its easy starting and reliable control line performance. Same quality that has made it a legend -- Still only \$37.95</p> |  <p>FOX 19BB</p> <p>This remarkable state of the art motor has to be one of the easiest starting, nicest running 19's ever produced. Super hot restarts too. Not advertised as C.L. but available from the factory on request. Specify pressure or Suction Intake \$49.95</p> |  <p>FOX 25</p> <p>Lighter weight than even our Stunt 35, but has about equal power. Smaller displacement makes use of smaller line size legal. You will like flying this one. Priced at only \$27.95</p> |
|  <p>FOX 40BB COMPACT</p> <p>A bored out version of our famous Combat Special. Really hauls. Our special iron piston gives exceptional hot restarts. Only \$44.95</p> |  <p>FOX 45BB</p> <p>Built like a Combat Special but a little larger. Suitable for large stunt and scale models. Not a listed product but available on special order. For only \$64.95</p> |  <p>FOX EAGLE III 60 Side Exhaust</p> <p>Has the power to fly heavy scale models. You had better have a strong arm however. On special order. Priced at \$84.95</p> |  <p>FOX 15BB</p> <p>1982 Worlds Champion Combat. By far the best Combat 15 you can get for under \$100.00. 2 ball bearings. mehanite piston. Priced at only \$39.95</p> |
|  <p>FOX 29BB</p> <p>A sleeved down version of our famous Combat motor. Hot restarts like no aluminum piston motor. Mehanite piston. Leaded steel cylinder. Alloy crankshaft. Only \$44.95</p> |  <p>FOX 36BB</p> <p>Successor to the famous Fox Combat Special. Interchangeable with MK III and MK IV except case and crankshaft. The most competitive combat motor you can buy today. Priced at \$44.95</p> | <p>Fox also produces fine quality Bell Cranks, Glow Plugs, Wrenches, Prop Reamers, Wheel Collars, Spinners, Prop Extensions, Pressure Fittings and many other fine products for Control Line Flying.</p> <p>ATTENTION DEALERS: Due to low sales volume, many of these items will have to be obtained directly from the factory. Call 501-646-1656</p>  | |

CLASS I NAVY CARRIER (2 entries)

1. Roy Beers -- 245.9. Wild Cat from Williams plans, 27" span, 26 oz., balsa, Aero Gloss. K&B .40, Zinger 9x7 wood prop, Fox plug, Cool Power 15% nitro fuel, Perry carburetor, .15x60 braided lines, J-Roberts handle.
2. Bob Parker -- No score.

CLASS II NAVY CARRIER (2 entries)

1. Roy Beers -- 315.7. Wild Cat from MODEL AIRPLANE NEWS plans, 36" span, 46 oz., balsa, Aero Gloss. Supertigre .61, Zinger 11x7 wood prop, Fox idle bar plug, Cool Power 15% nitro fuel, Perry carburetor, .019x60 lines, J-Roberts handle.
2. Bob Parker -- No score.

BALLOON BUST (J) (5 entries)

1. Wesley Mullens, Seattle, Wash. -- 439.9. Top Flite Streak Trainer, wood, Aero-Gloss. O.S. .15, Tornado 7x6 nylon prop, Fox idle bar long plug, Red Max 10% nitro fuel, suction system, .015x51 braided lines.
2. Shawn Mullens, Seattle, Wash. -- 200.5.
3. Richie Salter, Seattle, Wash. -- 52.
4. Travis Lyne, Garibaldi Highlands, B.C. -- 33.9.

BALLOON BUST (SO) (10 entries)

1. Dick Salter, Seattle, Wash. -- 447.12. Foam Streak, foam/balsa. Oliver-Major .21, Top Flite 10x6 nylon prop, diesel fuel, TKO uniflow suction tank.
2. Mel Lyne, Garibaldi Highlands, B.C. -- 400.
3. Glenn Salter -- 392.56.
4. Randy Schultz -- 298.2.

HALF-A COMBAT (8 entries)

1. Jason Howell, Tacoma, Wash. -- Original design, 32" span, balsa/plywood, FasCal. Cox TeeDee .049, Cox 5x3 plastic prop, Cox plug, Red Max 25% nitro fuel, Kirn Kraft needle valve assembly home-made handle. Pit crew Bruce Howell and Mel Lyne.
2. Dick Salter.
3. Mike Hazel, Salem, Ore.
4. Gary Byerley, Spanaway, Wash.

HALF-A COMBAT PYRAMID (Double-elimination)

- ROUND 1: Dick Salter d. Gary Byerley. John Thompson d. Travis Lyne.
 Mike Hazel d. Jason Howell. Mel Lyne d. Glenn Salter.
- ROUND 2: Hazel d. Thompson. D. Salter d. G. Salter. Howell d. M. Lyne.
 T. Lyne d. Byerley.
- ROUND 3: Howell d. Thompson. Hazel d. M. Lyne. D. Salter d. T. Lyne.
- ROUND 4: D. Salter d. Hazel.
- ROUND 5: Howell d. Hazel.
- ROUND 6: Howell d. D. Salter.
- FINAL: Howell d. D. Salter.

SLOW COMBAT (5 entries)

1. Glenn Salter -- Long Prong, original design, 44" span, foam, FasCal. Fox Combat Special .36, Torpedo 9x6 plastic prop, Fox plug, Sheldon's 20% nitro fuel, Aldrich handle.
2. Frank Boden, Burnaby, B.C.
3. Jason Howell.
4. Mel Lyne.

(Slow Combat pyramid unavailable.)

AMA COMBAT (10 entries)

1. John Thompson, Cottage Grove, Ore. -- Undertaker, 45" span, 22 oz, foam/balsa/fir/maple, FasCal/Econokote/epoxy. Fox Combat Special Mk III .36 (Mk IV piston/liner), Thompson rework, Top Flite 8.5x6.5 pylon racing wood prop cut to 8", Thunderbolt plug, Sheldon's 40% nitro fuel, McFadden pressure regulator, bladder tank, E-Z Just handle. Pit crew Bill Varner.
2. Norm McFadden, Lynnwood, Wash.
3. Gary Byerley.
4. Mel Lyne.

(AMA Combat pyramid unavailable.)

D-JET SPEED (2 entries)

1. Mike Hazel -- 179.97 mph. Super Burp, Langlois design, 24" span, 33 oz., basswood, Super Pox. Dyna-Jet, Hazel rework, home brew 60% nitro, 40% propylene oxide fuel, suction uniflow 6.75-oz tank built from custom-made Carolina-Taffinder kit, Stanzel Speedmaster handle. Pilot Mike Hazel, pit crew Jerry Thomas and Chuck Hough.
2. Jerry Thomas, Puyallup, Wash. -- 169.42 (jet).

RECORD-RATIO SPEED (5 entries)

1. Paul Gibeault -- 87.5% of FAI record (147.97 mph). John Newton kit upright assymmetric, epoxy glass/balsa, clear epoxy. Rossi .15, Dave Ker 3.02x5.6 carbon prop, Rossi #2 plug, AAC piston-liner,

ROUNDUP, Continued

- 12 mm crankshaft, K&B no-nitro fuel (80/20 castor), crankcase pressure with centrifugal fuel switch, Gibeault carb and tank, Gibeault handle. Pilot Paul Gibeault, pit crew Ron Salo.
2. Jerry Thomas -- 85.7% of jet record.
 3. Mike Hazel -- 76.9% of jet record.
- FORMULA 40 SPEED (5 entries)**
1. Dave Green -- 148.09 mph. Mike Hazel design, 23.5" span, 20 oz., balsa/spruce/bass, clear epoxy. K&B 6.5, Green rework, DARE 8x8.75 epoxy glass prop, K&B 1L plug, bladder tank, .490" venturi, Fox handle. Pilot Greg Beers, pit crew Dave Green and Roy Beers.
 2. Dan Burdick, Seattle, Wash. -- 147.72.
 3. Dick Peterson, Renton, Wash. -- 146.88.
 4. Greg Beers -- 127.52.
- BEGINNER PRECISION AEROBATICS (3 entries)**
1. Lance Cronyn, Seattle, Wash. -- 84.3. Sterling P-51 Mustang, 36" span, 41 oz., balsa, Monokote/dope. Fox .35 stunt, Zinger 10x6 wood prop, Fox idle bar plug, Red Max 10% nitro fuel, Fox suction tank, E-Z Just handle, .015x60 braided lines.
 2. Wesley Mullens -- 53.
 3. Shawn Mullens -- 49.6
- INTERMEDIATE PRECISION AEROBATICS (3 entries)**
1. George Mickey, Seattle, Wash. -- 440.3. Top Flite Gieseke Nobler, 48" span, 50 oz., balsa, silkspan/Pactra dope. Supertigre .40, Super Thrust 11x7 maple prop, Fox standard long plug, Red Max 10% nitro/23% castor fuel, Sullivan 6-oz suction tank, .015x60 braided lines, E-Z Just handle.
 2. John Hall -- 400.6.
 3. Glenn Salter -- 277.3.
- ADVANCED PRECISION AEROBATICS (2 entries)**
1. Dave Mullens, Seattle, Wash. -- 468. Doo-Dah, original, 54" span, 52 oz., balsa, tissue/Imron. O.S. .45FSR, Rev-Up 11x6EW wood prop, Fox idle bar long plug, Red Max 10% nitro/25% oil fuel, muffler pressure, Mullens 6-oz. tank, .018x63 braided lines.
 2. Dan Cronyn, Seattle, Wash.
- EXPERT PRECISION AEROBATICS (4 entries)**
1. Randy Schultz -- 540.6. Airplane data unavailable.
 2. Pete Bergstrom, Fort Lewis, Wash. -- 534.6.
 3. Mark Freeman, Vancouver, Wash. -- 533.3.

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.

TAFF'S

We make fuel tanks for all applications in controline

CAROLINA - TAFFINDER
8348 DELHI ROAD
CHARLESTON HTS., S.C. 29418
(803) 583-7169

There are several "custom blended" and even another "custom blend" fuel now on the market. Ours is the original, dating back to the '50's. To end confusion, our new label carries the "TAFF's" brand name. We have also consolidated all controline tank lines under the "TAFF's" brand, eliminating the "RANDY'S" logo. Our 1985 brochures will reflect these and several product changes and the new tank warranty.

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)

4. Alan Resinger, North Delta, B.C. -- 518.6.

SORTA SCALE (PROFILE) (3 entries)

1. Randy Schultz -- 164.5. Airplane data unavailable.

2. Dave Mullens -- 155.

3. Dave Green -- 139.

SPORT SCALE (3 entries)

1. Dave Mullens -- 116. Sig Ryan STA, 72" span, 6.5 lbs., balsa, Coverite/Imron. O.S. .61 FSR, Zinger 13x6 wood prop, Fox idle bar long plug, Red Max 10% nitro fuel, Mullens uniflow suction tank, .018x60 lines.

2. George Mickey -- 71.5.

3. Mike Melang -- no score.

VGMC 41st "INTERNATIONALS" MEET CL RESULTS

RICHMOND, B.C. -- Here are the results of the Labor Day Vancouver Gas Model Club Internationals, as supplied by the contest director:

PROFILE NAVY CARRIER (5 entries)

1. Orin Humphries, Spokane, Wash. -- 202.38 points.

2. Roy West, Port Moody, B.C. -- 196.4.

3. Stan Johnson, Spokane, Wash. -- 196.16.

4. Rick Humphries, Spokane, Wash. -- 190.8.

CLASS I/II CARRIER (1 entry)

1. Orin Humphries -- 320.78.

.15 COMBAT (9 entries)

1. Greg Davis, Port Coquitlam, B.C.

2. Travis Lyne, Squamish, B.C.

3. Mel Lyne, Squamish, B.C.

4. Lyn Murray, Maple Ridge, B.C.

NORTHWEST SPORT COMBAT (6 entries)

1. Paul Dranfield, Vancouver, B.C.

2. Lyn Murray.

3. Greg Davis.

4. Frank Boden, Burnaby, B.C.

RECORD RATIO SPEED (7 entries)

1. Chris Sackett, Burnaby, B.C. -- 150.03 mph, 88.59% of FAI record.

2. Paul Gibeault, Calgary, Alta. -- 147.94, 87.36% of FAI record.

3. Dan Burdick, Seattle, Wash. -- 141.56, 85.75% of Formula 40 record.

4. Mike Slessor, Maple Ridge, B.C. -- 77.82, 71.57% of Half-A record.

FORMULA 40 SPEED (1 entry)

1. Dan Burdick -- 142.56 mph.

NORTHWEST SPORT RACE (11 entries)

1. Henry Hajdik, New Westminster, B.C. -- 10:02.

2. Paul Dranfield -- 11:01.

3. Dan Burdick -- 11:03.

4. Roy West -- 13:52.

NORTHWEST SPORT RACE CONSOLATION HEAT

1. Lyn Murray -- 11:20.

2. George Mickey, Seattle, Wash. -- 14:10.

3. Art Lander, Richmond, B.C. -- 134 laps.

4. Mel Lyne -- 102 laps.

COMBINED SCALE (7 entries)

1. Orin Humphries -- 391 points. B-26.

2. Jim Low, Richmond, B.C. -- 257. Spitfire.

3. Roy West -- 210 -- 210. C-46.

4. Dave Mullens, Seattle, Wash. -- 165.

BEGINNER-INTERMEDIATE PRECISION AEROBATICS (7 entries)

1. George Mickey -- 336.

2. Vic Chometsky, Richmond, B.C. -- 97.

3. Shawn Mullens, Seattle, Wash. -- 64.

4. Wesley Mullens, Seattle, Wash. -- 54.

ADVANCED-EXPERT PRECISION AEROBATICS (2 entries)

1. Dave Mullens -- 442.

2. Ron Underhill, Richmond, B.C. -- 350.

BALLOON BURST (14 entries)

1. Mel Lyne -- 5 balloons.

2. Dave Mullens -- 3.

3. Lyn Murray -- 1.

4. George Mickey -- 1.

SPANAWAY SPECTACULAR RESULTS
From Dave Mullens and Dick McConnell

SPANAWAY, Wash. -- The Bill's Hobby Town Spanaway Spectacular took place in 88-degree weather under blue skies on Aug. 17. Dan Cronyn was contest director. Gary Byerley ran Combat, Bob Parker handled Carrier and Scale judging, and Pete Berstrom headed Precision Aerobatics and Old-Time Stunt.

Bergstrom was assisted by Randy Schultz in judging Old-Time Stunt. Dave Gardner, Ray Mathis and Dave Mullens judged Precision Aerobatics.

Here are the results:

AMA COMBAT (8 entries)

1. Norm McFadden, Lynnwood, Wash.
2. Gary Byerley, Spanaway, Wash.
3. Jason Howell, Tacoma, Wash.
4. Mel Lyne, Garibaldi Highlands, B.C.

AMA COMBAT PYRAMID: Bob Nelson d. Norm McFadden. Mel Lyne d. Jeff Rein. Dick McConnell d. Frank Boden. Gary Byerley d. Jason Howell. Howell d. Boden. Lyne d. Nelson. Byerley d. Rein. McFadden d. McConnell. Howell d. McConnell. McFadden d. Byerley. Howell d. Lyne. Byerley d. Howell. McFadden d. Byerley. Byerley d. Howell.

SLOW COMBAT (6 entries)

1. Jason Howell.
2. Dick McConnell, Seattle, Wash.
3. Gary Byerley.
4. Glenn Salter, Seattle, Wash.

SLOW COMBAT PYRAMID: Glenn Salter d. Jeff Rein. Dick McConnell d. Jason Howell. Gary Byerley d. Frank Boden. Byerley d. Rein. McConnell d. Boden. Howell d. Salter (forfeit). McConnell d. Byerley. Howell d. McConnell. Howell d. McConnell.

PROFILE NAVY CARRIER (3 entries)

1. John Hall, Puyallup, Wash. -- 210.5.
2. Shawn Parker, Renton, Wash. -- Two attempts.
3. Bob Parker, Renton, Wash. -- No score.

CLASS I NAVY CARRIER (1 entry)

1. Bob Parker -- 189.5.

CLASS II NAVY CARRIER (1 entry)

1. Shawn Parker -- 213.4.

EUGENE'S TOY & HOBBY

Your Northwest Regionals contest headquarters!

ET&H has provided one of the Northwest's most complete stocks of control-line hobby supplies since the sport was invented. The Agerter family has owned ET&H for half a century!

- | | | |
|-------------|-------------|-------------|
| * FUEL | * PROPS | * MAGAZINES |
| * HARDWARE | * PLUGS | * ENGINES |
| * TOOLS | * KITS | * WOOD |
| * COVERINGS | * ADHESIVES | * PAINTS |

If we don't have it, we'll order it!
We ship daily, UPS or mail. Call us!

WE HAVE TOP FLITE
8 1/2 x 6 1/2 PYLON PROPS
FOR AMA COMBAT!



Eugene's
Toy and
Hobby

32 East 11th Avenue, Eugene, Oregon 97401

(503) 344-2117

OLD-TIME STUNT (5 entries)

1. Bob Emmett, Renton, Wash. -- 279.5.
2. John Hall -- 252.75.
3. Ray Mathis, Gorst, Wash. -- 250.25.
4. Dave Gardner, Renton, Wash. -- 246.5.

BEGINNER PRECISION AEROBATICS (J) (2 entries)

1. Shawn Mullens, Seattle, Wash. -- 89.5.
2. Wesley Mullens, Seattle, Wash. -- 52.5.

INTERMEDIATE PRECISION AEROBATICS (2 entries)

1. John Hall -- 330.5.
2. Glenn Salter -- 310.5.

ADVANCED PRECISION AEROBATICS (4 entries)

1. Dave Mullens, Seattle, Wash. -- 441.5.
2. Dave Gardner -- 427.
3. Ray Mathis -- 425.
4. Dan Cronyn, Seattle, Wash. -- 382.5.

EXPERT PRECISION AEROBATICS (3 entries)

1. Pete Bergstrom, Fort Lewis, Wash. -- 521.67.
2. Randy Schultz, Seattle, Wash. -- 512.67.
3. Bob Emmett -- 490.33.

NW COMPETITION RECORDS

RECORD PERFORMANCES ESTABLISHED BETWEEN NORTHWEST MODELERS IN SANCTIONED COMPETITION

The combination of rules changes sweeping away racing records with some just plain good performances resulted in the establishment of five new records in Northwest control-line competition over the past month.

In the racing circle, Henry Hajdik, the Salter father-son team and Dave Green continued their trailblazing ways with a batch of outstanding Northwest Sport Race and Northwest Super Sport Race performances.

Henry Hajdik of New Westminster, B.C., started the derby off on Labor Day weekend at the Vancouver Gas Model Club Internationals with the first official Northwest Sport Race heat and feature race records since 10% nitro fuel became required. (An apparent June record, also by Hajdik and listed in last month's FL, was disqualified because it was not set with 10% nitro). Hajdik turned a 4:22 heat and a 10:02 feature.

Not to be outdone, Dick and Rich Salter of Seattle a week later turned an 8:57 feature at the Washington State Control-line Championships in Kent, Wash. (The heat times were not available at press time, so we are not able to check on whether the heat record was threatened that day).

Dave Green of Astoria, Ore., claimed the first Northwest Super Sport feature race record under the 10% nitro rule with a 7:45 time in Kent. (The heat times were not available at press time; one of the Kent heats will qualify for a record).

Bob Parker of Renton, Wash., boosted the Profile Carrier record, registering a score of 232.5. That wiped out Orin Humphries' 225.88. The record was destined to fall at the Raider Roundup one way or another, because second-place Dave Green's score was 227.3.

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 Sept. 29:

| | |
|---|---|
| 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: 8:03 (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: 4:22 (Henry Hajdik) | 140-lap: 8:57 (S&S Team) |
| NW SUPER SPORT 70-lap: --- | 140-lap: 7:45 (Dave Green) |
| HALF-A SPEED: 88.2 mph (Paul Wallace) | FAI SPEED: 158.98 mph (Scott Newkirk) |
| HALF-A PROTO: 83.63 (Paul Wallace) | FORMULA 21: 79.54 (Rich Salter) |
| A SPEED: 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: 232.5 (Bob Parker) |
| | 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.

NW COMPETITION STANDINGS

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

This month begins a new feature in the FL compilation of Northwest competition standings. For the first time, we list an overall competition standings for junior fliers. Congratulations to those talented young folks in the top five listed below.

As a special incentive to junior fliers, FL also announces that one of the juniors in the Junior Overall Competition Standings will receive a Sterling New Ringmaster kit from FL as 1985 Junior of the Year. Just to make sure our young fliers don't get the idea that winning is all there is to CL competition, the prize will be awarded on the basis of a random drawing from among all the juniors scoring FL standings points in 1985. The kit was donated by Don McClave of Portland, Ore.

A busy flying month resulted in plenty of juggling in the FL Northwest competition standings.

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 the complete standings are available from FL.

Top fliers in events in which standings have changed since publication of Issue No. 65, computed as of Sept. 26, are:

NORTHWEST SPORT RACE (11 contests, 106 entries)

| | | |
|---------------------|-----------------------|----|
| 1. S&S Racing Team | Seattle, Wash. | 60 |
| 2. Henry Hadjik | New Westminster, B.C. | 39 |
| 3. Beers-Cole Team | Vancouver/Portland | 38 |
| 4. Dave Green | Astoria, Ore. | 30 |
| 5. Nitroholics Team | Salem/Cottage Grove | 28 |

NORTHWEST SUPER SPORT RACE (8 contests, 49 entries)

| | | |
|---------------------|---------------------|----|
| 1. Dave Green | Astoria, Ore. | 39 |
| 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 | 17 |

CLASS I MOUSE RACE (3 contests, 12 entries)

| | | |
|-------------------------|---------------------|---|
| 1. McCollum/Knoppi Team | El Toro/Seattle | 6 |
| 2. Nitroholics Team | Salem/Cottage Grove | 3 |
| 3. Rich Salter | Seattle, Wash. | 2 |
| 4. Jason Howell | Tacoma, Wash. | 1 |
| Dave Green | Astoria, Ore. | 1 |

OVERALL RACING (29 contests, 191 entries)

| | | |
|---------------------|---------------------|----|
| 1. Dave Green | Astoria, Ore. | 82 |
| 2. S&S Racing Team | Seattle, Wash. | 60 |
| 3. Beers-Cole Team | Vancouver/Portland | 56 |
| 4. Nitroholics Team | Salem/Cottage Grove | 50 |
| 5. John Hall | Puyallup, Wash. | 44 |

CLASS II MOUSE RACE (2 contests, 9 entries)

| | | |
|-------------------------|-----------------|---|
| 1. McCollum/Knoppi Team | El Toro/Seattle | 4 |
| 2. Dave Green | Astoria, Ore. | 3 |
| 3. Glenn Salter | Seattle, Wash. | 1 |

HALF-A COMBAT (5 contests, 30 entries)

| | | |
|------------------|---------------------|----|
| 1. Gary Byerley | Spanaway, Wash. | 15 |
| 2. Dick Salter | Seattle, Wash. | 13 |
| Jason Howell | Tacoma, Wash. | 13 |
| 4. John Thompson | Cottage Grove, Ore. | 11 |
| 5. Glenn Salter | Seattle, Wash. | 8 |

NORTHWEST SPORT COMBAT (2 contests, 13 entries)

| | | |
|------------------|---------------------|---|
| 1. Gary Swisher | Milwaukie, Ore. | 7 |
| 2. John Thompson | Cottage Grove, Ore. | 6 |
| Paul Dranfield | Vancouver, B.C. | 6 |
| 4. Glenn Salter | Seattle, Wash. | 5 |
| Lyn Murray | Maple Ridge, B.C. | 5 |

SLOW COMBAT (4 contests, 23 entries)

| | | |
|-------------------|-----------------|----|
| 1. Glenn Salter | Seattle, Wash. | 15 |
| 2. Gary Byerley | Spanaway, Wash. | 13 |
| 3. Jason Howell | Tacoma, Wash. | 12 |
| 4. Dick Salter | Seattle, Wash. | 11 |
| 5. Dick McConnell | Seattle, Wash. | 5 |

AMA COMBAT (6 contests, 86 entries)

| | | |
|------------------|-------------------------|----|
| 1. Norm McFadden | Lynnwood, Wash. | 74 |
| 2. Gary Byerley | Spanaway, Wash. | 45 |
| 3. Howard Rush | Kirkland, Wash. | 37 |
| 4. John Thompson | Cottage Grove, Ore. | 21 |
| 5. Mel Lyne | Garibaldi Hghlnds, B.C. | 12 |

OVERALL COMBAT (20 contests, 170 entries) *

| | | |
|------------------|-------------------------|----|
| 1. Gary Byerley | Spanaway, Wash. | 78 |
| 2. Norm McFadden | Lynnwood, Wash. | 74 |
| 3. John Thompson | Cottage Grove, Ore. | 38 |
| 4. Howard Rush | Kirkland, Wash. | 37 |
| 5. Mel Lyne | Garibaldi Hghlnds, B.C. | 33 |

PRECISION AEROBATICS (26 contests, 97 entries)

| | | |
|-----------------|------------------|------|
| 1. Dave Mullens | Seattle, Wash. | 42 |
| 2. Paul Walker | Kent, Wash. | 25.5 |
| 3. Don McClave | Portland, Ore. | 22.5 |
| Ray Mathis | Bremerton, Wash. | 22.5 |
| Randy Schultz | Seattle, Wash. | 22.5 |

OLD-TIME STUNT (5 contests, 21 entries)

| | | |
|-------------------|-----------------|----|
| 1. Ray Mathis | Gorst, Wash. | 14 |
| 2. John Hall | Puyallup, Wash. | 11 |
| 3. Randy Schultz | Seattle, Wash. | 9 |
| 4. Bob Emmett | Renton, Wash. | 5 |
| 5. Pete Bergstrom | Spanaway, Wash. | 4 |

SPORT/PROFILE SCALE (4 contests, 12 entries)

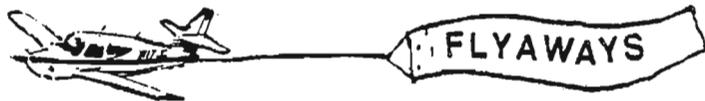
| | | |
|------------------|------------------|---|
| 1. Dave Mullens | Seattle, Wash. | 6 |
| 2. Randy Schultz | Seattle, Wash. | 4 |
| Orin Humphries | Spokane, Wash. | 4 |
| 4. Ray Mathis | Bremerton, Wash. | 3 |
| 5. Dick Peterson | Renton, Wash. | 2 |

OVERALL SCALE (7 contests, 26 entries) *

| | | |
|-------------------|------------------|----|
| 1. Dave Mullens | Seattle, Wash. | 16 |
| 2. Orin Humphries | Spokane, Wash. | 15 |
| 3. Randy Schultz | Seattle, Wash. | 7 |
| 4. Jim Low | Richmond, B.C. | 6 |
| 5. Roy West | Port Moody, B.C. | 5 |

SPEED (All classes combined) (17 contests, 70 entries)

| | | | |
|------------------|----------------|----|-------------|
| 1. Chris Sackett | Burnaby, B.C. | 28 | Jet, FAI, A |
| 2. Dan Burdick | Seattle, Wash. | 13 | F-40 |
| 3. Mike Hazel | Salem, Ore. | 12 | Jet, F-40 |
| 4. Dave Green | Astoria, Ore. | 11 | F-40 |
| 5. Dick Peterson | Renton, Wash. | 8 | F-40 |



RANDOM TIPS AND RIBS FROM THE FL WORKSHOP FLOOR

[====BOMBERS AWAY: FL's Mike Hazel often is kidded about his five-engine bomber, that beehive-sounding mass of Black Widow .049s on a maroon P-38-style twin-boom airplane which makes rare but always entertaining visits to the flying field. But, we find evidence of somebody who's gone Mike one -- or four -- better. The newsletter of the Circlemasters Flying Club of Milwaukee, Wisc., reprints an old magazine article about plane much like Mike's, except for its nine engines! Says the lead paragraph of the article by Terry D. Aldrich: "All I did was ask how many Half-A engines we had in the Edgewood Modeler...Club. The total count was 10. Thus was born the XB-9 -- one motor for a spare." According to the article, it took a crew of seven to start, fuel and hold the 82"-span aircraft, which rolled down the runway on four 3" wheels. Well, Mike, your move...

[====DEMO DEMONS: The Seattle Skyraiders performed another successful demonstration program Aug. 11. They showed up at the Renton Village Shopping Center in Renton, Wash., and were a big hit with spectators, displaying more than 30 aircraft. Fliers did Slow Combat, Racing, Precision Aerobatics, Profile and Sport Scale and Balloon Bust. Beginners were given some handle time, R.F. Stevenson displayed several old-time airplanes, and CL modeling got a real shot in the arm. Participants included Gary Byerley, Glenn Salter, Dick McConnell, Paul Walker, Randy Schultz, Dave Mullens, Dan Cronyn, Dave Gardner, Dave Mullens, Wesley Mullens and Joe Dill. Skyraiders, we're proud o' ya!

[====FORWARD THINKING: The Skyraiders' SKYWRITER says "Something has got to go" and recommends a restructuring of the contest schedule in 1986 to cut down and combine the number contests, to let all fliers attend a more complete schedule. Ideas discussed are moving the Raider Roundup onto the July Stuntathon date and move the UGMC Internats into the August Spanaway slot. That, or some similar shifting, could result in a well-spaced schedule of four major contests -- the Regionals, CLAMBash, Raider Roundup and Internats, notwithstanding the occasional small specialty meet along the way. We at FL agree, the more meets that can be combined, the better for all of us to make all of those remaining meets bigger and better.

[====NATS CHATS: More talking has gone into a possible 1987 Northwest Nats, with Fort Lewis as a possible site. Commitments are needed from workers and planners. Dave Mullens of the Skyraiders is trying to sign up interested people. Contact him at 15559 Palatine Ave. N., Seattle, WA 98133.

[====PHOTO-GENEROUS: FL's photography supply has dwindled this year. It's a good chance to get published pictures of your club activity, favorite plane, etc. Send them to FL and see your work in print. Meanwhile, we are working to bolster the picture page for future issues.

[====SPORT SPOTTING: Here's an idea for a new kind of award that could reward a type of flier who often goes unrecognized. How about a "Sportsmanship Award" bestowed upon the flier during a contest who best exemplifies the good will and positive attitude that is admired participants in friendly competition? This would be awarded on the basis of observations by a roving and entirely anonymous judge or team of judges. We've forgotten who gave us the idea, but, whoever it was, thanks!

[====TUXEDO JUNCTION: From HI-LOW LANDINGS, we see a letter from an anonymous reader who proposes a dress code for model airplane pilots. "Everywhere else you go there are dress codes, why not at the flying field?" he asks. That leads to some interesting notions. We already have the white shoes for Stunt fliers. How about spiked helmets for Combat fliers, fireproof suits for Racing pilots, swimming trunks for Carrier fliers, pajamas for Speed fliers, and leather helmets and goggles for the scale crew. For the CD, we suggest a bulletproof vest.

[====BLACK, WHITE AND READ ALL OVER: FL's English correspondent Charles Windows frequently sends us clippings of the hometown daily newspapers' coverage of CL model fliers exploits in major European contests. The latest shows combat ace Neil Gill's smiling face and his airplane holding loot from a third-place finish in the European Champs. You may not know it, but your local hometown daily also would be happy to run a story about your winning ways in major contests, if you only made it known to them. Give it a try; CL flying could use the publicity -- and you might enjoy signing autographs.

[====RISING STARS: Gary Byerley stands at No. 3 in the Miniature Aircraft Combat Association Top-20 standings for 1985. Dick Salter checks in at No. 18.

[====LIGHT FLIGHT: Two hunters flew deep into Canada for elk hunting. Their pilot, seeing they had bagged six elk, told them the plane could carry only four out. "But the plane that carried us out last year was exactly like this one," the hunters protested. "The horsepower was the same, the weather was similar, and we had six elk then." Hearing this, the pilot reluctantly agreed to try. They loaded up and took off, but sure enough, there was insufficient power to climb out of the valley with all that weight, and they crashed. As they they stumbled from the wreckage, one hunter asked the other if they knew where they were. "Not sure," said the second, "but I think we are about two miles from where we crashed last year." --From the MACA NEWSLETTER.

[====RUMOR MILL: We hear unconfirmed rumors that Carl Goldberg Models have discontinued their CL kits. Along those lines, we couldn't get a Double VooDoo kit when we tried recently (singles were available). It might be worth a letter from concerned CL fliers to Goldberg to urge continuation of the company's support of the fliers who have supported Goldberg for many years.

[====BEST WISHES: Congratulations to CL Combat flier Linda Birch of the barnstorming Birch bunch of Everett, Wash., married Sept. 6 to David Edwards. Good luck Linda. Maybe you can get Dave interested in flying...it's about time some of the husbands got involved in this hobby.

[====APPEARANCE POINT: Rich Porter suggests a different emphasis on the appearance points in Precision Aerobatics. Instead of automatically awarding the points, R says, why not just use appearance to break ties? Could this be a ground for compromise between those in favor of and opposing the beauty judging?

[====IDA-HOPES: Randy Powell of Boise, Idaho, reports that the local CL boys are starting a club with about 20 members. "The local RC club treats us like bastard children," he writes in PRO-STUNT NEWS. "As it happens, they treat RC pylon racers the same way. So, we're getting together to start our own club." Welcome aboard, Idaho fliers!

[====FAI POWER: A new, reputedly excellent FAI Combat engine is the Cipolla Master Combat AAC 2.5 engine, available for \$97 plus \$12 postage from Ellegi Offica Meccanica di Voghera Gino, via Teodosio 23, 20131 Milano, Italy.

[====TRY THIS ANGLE: Triangle Hobbies has come out with a new, very complete CL competition specialty product list. Triangle Hobbies, 1211 Brookgreen Dr., Cary, N.C. 27511. Tell them FL sent you.

[====FOXDOO: A VooDoo/Fox Combat contest like the one to occur in Eugene, Ore., Oct. 13 was held in the Midwest (location unclear in MACA newsletter) on June 23 with five brand new fliers included among the entry. From this meet comes a tip: Fox .35 stunt motors are difficult to adjust under pressure with the stock needle valve assembly. Changing the needle valve and spray bar will be allowed Nov. 13...we recommend Kustom Kraftsmanship fine-thread needle valve assemblies.

NWSR RULES POLL CLARIFIES INTENT

Voting of competitors through the Flying Lines poll clarified and confirmed the original intent of the Northwest Sport Race event. The result will be a 1986 version of the popular regional racing class should be virtually unchanged on the flying field but which clarifies several grey areas and allows some additional variety in airplane styles.

Though voting was close on a couple of issues, there was a clear majority on all the key aspects. The rules changes that result are the first modifications of the NWSR rules since 1981.

Here are the highlights:

* DESIGN OPTIONS: Fliers opted to allow any kitted airplane, as long as it meets minimum dimensions similar to those used in Northwest Super Sport Race. This means that the airplane choices remain wide open as long as they comply with the spirit of the NWSR event.

* CONSTRUCTION OPTIONS: Voting favored allowing fliers to build airplanes from scratch as long as they exactly reproduce kitted aircraft. This is within the spirit of the original rules, which were intended to allow novice fliers to buy kits off the shelf that would result in competitive airplanes without special skills. This intent remains intact, though experienced modelers are now able to use hard-to-find favorite planes.

* MANUFACTURER OPTIONS: Fliers agreed to open the kit market to any manufacturer, as long as kits meet NWSR dimensional standards. This allows some of the garage manufacturers' kit airplanes to compete. Examples are the several mail-order Slow Combat airplanes, the Glas-Tech Circle Jerk and similar efforts. Though no minimum production number has been established, contest directors will retain the right to rule on whether an airplane is indeed a bona-fide kit model. Some documentation (such as kit plans) may be required for proof of kit status in the case of obscure aircraft.

RULES POLL, continued

* AVAILABILITY OPTIONS: Fliers opted to allow use of any bona-fide kit airplane, whether or not it is generally available. As with the design and construction option votes, this ruling guarantees that novices can use off-the-shelf kit airplanes and be competitive, while giving some additional freedom of choice in design selection.

* FEATURE RACE PIT STOPS: By a narrow margin, fliers decided to retain the two-pit stop feature race format.

* NUMBER OF PLANES PER RACE: The four-up racing format was retained.

As per traditional practice, Flying Lines has revised NWSR rules with the poll results in mind. Additional copies can be obtained by writing Flying Lines. Send SASE, please.

Here are the revised NWSR rules:

1986 RULES FOR NORTHWEST SPORT RACE

1. PURPOSE: It is the intent that this event will provide the novice competitor a beginning racing event, racing with other competitors using similar equipment which is readily obtainable and operates in a basic fashion.
2. All pertinent rules from AMA unified racing rules shall apply, in regard to safety and conduct of races, except as follows.
3. ENGINE: The only allowed engine shall be the Fox stunt .35, which shall be a stock, unmodified engine operated on suction feed. ("Stock" is defined as absolutely unmodified except for needle valves and spray bars.) No exhaust extensions are allowed except bona fide mufflers which do not increase engine performance.
- 4.1. AIRCRAFT: The model shall be built from, or an exact duplication of, a commercially manufactured kit. In the case of obscure or rare kits, some documentation, such as a set of plans, may be required by the contest director for confirmation of the airplane's kit status. Kits need not be in current production or distribution to qualify.
- 4.2. Models must be of profile fuselage type, and must conform to the general profile definition. The model must have a minimum fuselage length of 24" when measured from the propellor thrust washer face to the leading edge of the movable elevator surface.
- 4.3. The minimum wing area shall be 300 square inches. The wing must have a minimum thickness of one inch when measured at any point along the span, with the exception of the last two inches before each wing tip.
- 4.4. All models must have a canopy, horizontal stabilizer, elevator and vertical fin. Models must have a fixed landing gear with a minimum of one wheel, two inches in diameter or larger.
- 4.5. Modifications: Major changes to the kit design such as clipped wings, shortened fuselage, partial omission of the tail assembly, etc., are not allowed. Reinforcement of the nose and engine mount areas is permissible. Landing gear location and construction is entirely optional from what may be included in the kit, except as specified in section 4.4.
5. FUEL TANK: The fuel tank shall be fully external and forward of the wing leading edge, and located on the outboard side of the fuselage. The tank may not be designed so as to cowl the engine. All tank vents are limited to a maximum size of 1/8" outside diameter. The tank may not be pressurized, but the vents may be directed forward into the airstream.
6. PROHIBITED EQUIPMENT: Equipment and devices standard to full-race aircraft are prohibited. These include fuel shutoff, pressure re-fuelers, fast-fill systems, "hot glove" electric contact systems, centrifugal carburetor switches.
7. PULL TEST: The plane and entire control system shall undergo a pull test of 35 points.
8. LINES: The minimum diameter of lines shall be .018", and shall be of the stranded type, with a length of 60 feet measured from the handle grip to the fuselage, plus or minus 6 inches.
9. RACES: Preliminary heats shall be of 70 laps duration, with one pit stop minimum required. Feature races shall be of 140 laps with two pit stops minimum. All races shall be flown with at least two entrants, and not more than four entrants. At contests where entrants fly preliminary heats to determine finalists, at least three entries shall proceed to the final races. The decision on the number of finals entries shall be made by the event director and made in advance before the start of any preliminary heats.
10. It is assumed that the usual sportsmanship of Northwest modelers will prevail in this event. The event director may disqualify any entrant that is not keeping with the spirit or intent of this racing event.

DRIZZLE CIRCUIT -- TIME TO ACT FAST

That seven-year Northwest winter racing tradition, the Drizzle Circuit, is nearly upon us again. As is often the case, there are several unanswered questions.

What with the press of summer competition, DC matters have been put off until it's now time for us to act fast if the 1985-86 season is to be put together. Below are several questions which must be answered during the month of October. ALL of these details must be settled by about Oct. 20 in order to be published in the November issue of Flying Lines. Remember, the DC is scheduled to open Dec. 8!

If you are interested in the 1985-86 Drizzle Circuit and want to see it happen, please read and consider the following questions. Do your part and pitch in, or spend the winter bench-flying.

WHO is going to coordinate the 1985-86 circuit? If you are willing to either coordinate or help coordinate the circuit, put this newsletter down NOW and call FL headquarters at (503) 942-7324. Steve Lindstedt put the circuit together last year; we have not heard from Steve and we are hoping he will respond soon. Whether he does or not, some other coordinating manpower will be needed. This is a serious matter, upon which the success of the series hinges.

WHO are going to be the contest directors? Would all the past CDs contact FL, or have another representative of your sponsoring organization who would replace you, please contact FL. We will put you in touch with the coordinator so that secondary events, entry fees, etc., can be worked out.

WHERE will the circuit take place? Is Delta Park still available? If not, what other site(s) will we use?

The above questions assume that the normal format will continue -- with Northwest Sport Race and Super Sport Race as main events in the round robin format and other events as secondary at each of five contests on the second Sunday of each month December through April in Portland or some other central location.

FLIERS who plan to enter and would like to register their racing plane names and numbers can contact FL. The numbering system works as follows. Each flier writes FL and asks for its number and registers its airplane name, if any. Numbers are issued based on previous-year placing, or first-come, first-served in the case of ties. New entrants are awarded higher numbers in order of application. Airplane names are optional; numbers are assigned by the circuit via FL. Remember, you have a separate number for each main event. Include a self-addressed, stamped postcard with each team's application.

The registration system is an optional method of encouraging some colorful decoration for the racing planes, but it also is a valuable tool for getting an early head count of participants. We urge everyone to respond.

Remember, we have only a matter of two or three weeks to settle all these questions. Please respond now!

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



Control Line Model Supplies

FULL LINE PARTS
for K&B, FOX,
MOST O.S. MAX
& SOME OTHERS

★ *Custom*
FUEL BLENDS



ENGINES NEW & USED
SALE OR TRADE!
IGNITION, DIESEL & GLOW

Motors & Memories

(206) 772 7091

12750 Renton Av. S.
Seattle, Wa. 98178

Send mail orders to.....

P.O. BOX 78388
SEATTLE, WA. 98178

Hours by appointment

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. TWO MONTHS ADVANCE NOTICE IS ABSOLUTE MINIMUM for guarantee of publication. All events listed here are sanctioned by AMA or MAAC (Canada unless otherwise noted). There is no charge for listing here, and FL will distribute contest flyers free as well. All AMA-sanctioned events are open to all AMA members unless otherwise noted. Age class code: (J)=junior, (S)=senior, (O)=open. All events JSO unless otherwise noted.

- Oct. 13 ... EUGENE, Ore. -- Eugene Prop Spinners Fall Follies. Precision Aerobatics (8eg.)(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.
- Nov. 17 ... EVERYWHERE - Flying Lines Annual Benefit Postal Turkey Tournament. Four events with one airplane, \$10 entry fee to benefit Flying Lines. Contest will be flown on home fields around the Northwest with results compiled by FL. 20-pound turkeys to the top three places. All interested clubs contact FL by Oct. 20. Details to be published in November issue of FL.
- Dec. 8 ... PORTLAND, Ore. -- Northwest Sport Race Drizzle Circuit Contest No. 1. Tentative. Details to follow.
- Jan. 12 ... PORTLAND, Ore. -- Northwest Sport Race Drizzle Circuit Contest No. 2. Tentative. Details to follow.
- Feb. 9 ... PORTLAND, Ore. -- Northwest Sport Race Drizzle Circuit Contest No. 3. Tentative. Details to follow.
- March 9 ... PORTLAND, Ore. -- Northwest Sport Race Drizzle Circuit Contest No. 4. Tentative. Details to follow.
- April 13 ... PORTLAND, Ore. -- Northwest Sport Race Drizzle Circuit Contest No. 5. Tentative. Details to follow.

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.

- Oct. 13 ... LINCOLN PARK, N.J. -- Profile, I and II Carrier, Profile Sport Scale, Precision Aerobatics. G. Kalinowski, (201) 791-2150.
- Oct. 13 ... SUGAR GROVE, Ill. -- Profile, Sportsman, I and II Carrier. W. Calkins, (312) 897-5581.
- Oct. 13 ... ST. LOUIS, Mo. -- Rat, Slow Rat, Goodyear and Midwest Sport Racing, Midwest Novice Precision Aerobatics, Precision Aerobatics, Old-Time Stunt, Balloon Bust. J. Thomerson, (618) 345-4447.
- Oct. 19-20 ... MARIETTA, Ga. -- I and II Carrier, Novice and Precision Aerobatics, Old-Time Stunt, Sport Scale. A. Farmer, (404) 393-0789.

- Oct. 19-20 ... BATON ROUGE, La. -- Mouse I, Quickie Rat, Super Slow Rat and Fox Goldberg Racing, Profile Carrier, Precision Aerobatics, AMA, Slow and Half-A Combat, Sport Scale. K. Carlson, 275-8354.
- Oct. 20 ... JASONVILLE, Ind. -- FAI Combat. D. Passen, (812) 665-3723.
- Oct. 20 ... PHOENIX, Ariz. -- Mouse II and Half-A Scale Race I, Formula Unlimited Racing, Profile, I and II Carrier. K. McClenahan, (602) 998-3262.
- Oct. 20 ... CLOVIS, Calif. -- Precision Aerobatics. R. Ellis, 255-3870.
- Oct. 28 ... CLOVIS, Calif. -- Precision Aerobatics. A. Preszler, (209) 369-5701.
- Dec. 28-29 ... JACKSONVILLE, Fla. -- Rat, Slow Rat, Mouse I, Goodyear and Florida Slow Rat Racing, Profile, I and II Carrier, Novice Precision Aerobatics, Precision Aerobatics, Old-Time Stunt, AMA, Slow, Fox .35 and Half-A Combat, Record Ratio Speed. J. Mead, (904) 388-7454.
- Jan. 18-19 ... BUCKEYE, Ariz. -- Rat, Slow Rat, Mouse II Goodyear, Formula Unlimited and ACLA Slow Rat Racing, Profile Carrier, AMA, Slow and Half-A Combat, Sport Scale, Precision Aerobatics. A. Lidberg, (602) 838-4743.

THE FLYING FLEA MARKET

- WANTED -- Would like to buy several small-size VECO elevator-flap horns for use on Half-A sized control-line model airplanes. Paul Gittel, 21 Normandy, Baie-D'urfe', Quebec, Canada H9X 3E5.
- FOR SALE -- Flite Streak kit, new, \$15. Fox .35 stunt, new in box, \$22. Two Supertigre ST .35s, new in box, \$50 each. Supertigre G21 .35, bench run, \$55. Five assorted J&J epoxy glass Half-A props, \$10. Includes shipping costs. Money orders, please. Tom Koopriva, 5240 Miramar, Eugene, OR 97405.
- SERVICE -- C.O.D. Radiator Co. Repair, re-core, new. Highway 1 North, Mansura, LA, 71350. Phone (318) 253-5505.
- FOR SALE -- Fox .36 plain bearing engine, has seen limited use in Northwest Super Sport Race. \$15. Contact John Thompson, c/o FL.
- HELP WANTED -- Flying Lines seeks volunteers to handle several regular jobs. A 1986 standings compiler, a photo editor, and periodic engine and beginners' column writers are needed. Payment is a free subscription for as long as you continue the work. Contact the editor.

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:

Wanted to give you a brief report on our 1985 Fun Day contest held on April 14 in San Jose, Calif.

We had 92 entries, not bad for the first meet of the season, with such notables in attendance as Ted Fancher, who placed second in Stunt at 495, being beaten out by Bill Howe at 528.

Bob Boling had top time in Mouse Race I with a 5:45, followed by Lynn Price at 6:54.

Luke Roy made a rare (but becoming more frequent) appearance with Jerry Rocha in A Speed but managed only a third at 159.95 mph behind Frank Hunt at 174.69 and the M&M Team at 165.38.

Ray Popovich, an East Coast transplant, took Profile Carrier, Don Chandler and Gary Buffon each took first in ABC Carrier.

Gary Buffon had a nice score of 160 in Balloon Bust, followed by Merle Machen at 125.

THE EUGENE PROPSPINNERS
present...

The 1985

Fall Follies

FEATURING

PRECISION AEROBATICS

AND

MACA COMBAT

DETAILS:

PRECISION AEROBATICS:

- * Classes: Beginner, Intermediate/Advanced, Expert.
- * Asphalt circle.

MACA COMBAT:

- * Stock Goldberg VooDoo from kit or exact reproduction.
- * Stock Fox .35 stunt engine.
- * Needle valve/spray bar modifications OK.
- * Any fuel system.
- * .018x60 lines.
- * Maximum 2 airplanes per contestant.
- * AMA Fast Combat rules.

ENTRY FEES:

- * \$4 for first event, \$2 for second event.

PRIZES:

- * Trophies through third place.

DATE:

- * Sunday, Oct. 13, 1985.

PLACE:

- * Mahlon Sweet Airport, Eugene, Ore.

FOR INFORMATION:

- * John Thompson, Contest Director
(503) 942-7324.

Interestingly, there were 4 entries in Half-A Speed. Joyce Margarido took a first with 96.35, and the battle for second was between two juniors, who both beat out Bob Boling!

Joe Armstead had high time in Slow Rat with 7:17, and the "Just Plain Crazy" team had a high time in Rat of 6:29.

We had three grass circles and five paved circles. Good contest.

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

DEAR FL:

Here is my choice of the choices to the Northwest Sport Race rules. I feel a competitive racer could be built from any of the options. Engine run, prop, pit stops seem to be the real key to doing well in NWSR.

My preference would be to have the NWSR and NWSS rules the same except for these changes:

3. Engine: Stock Fox .35 as we run them now.

4. Aircraft: Minimum wing thickness of 1 1/4" (help keep them slow). Allow .35 size kits with over 300 square inches to run stock kit airfoil and thickness. Keep wheel diameter to 2".

5. Fuel tank: Same as we run now -- old rules. Note -- add rule No. 6 from the old rules at this time.

Make the following change to old rule No. 6. Allow hot gloves. These seem much safer than the clip and wire and they are not hard or costly to use.

Don't allow any type of claimer rule. Foxes break in too slow and it would be unfair to the careful racer.

Any way the rules end up, I will be there ready to have fun this fall. Keep up the good work and thanks for the extra effort it took to get me to answer the poll.

--John Hall, 10922 128th St. E, Puyallup, WA 98373.

HOT STUFF VICTIMS

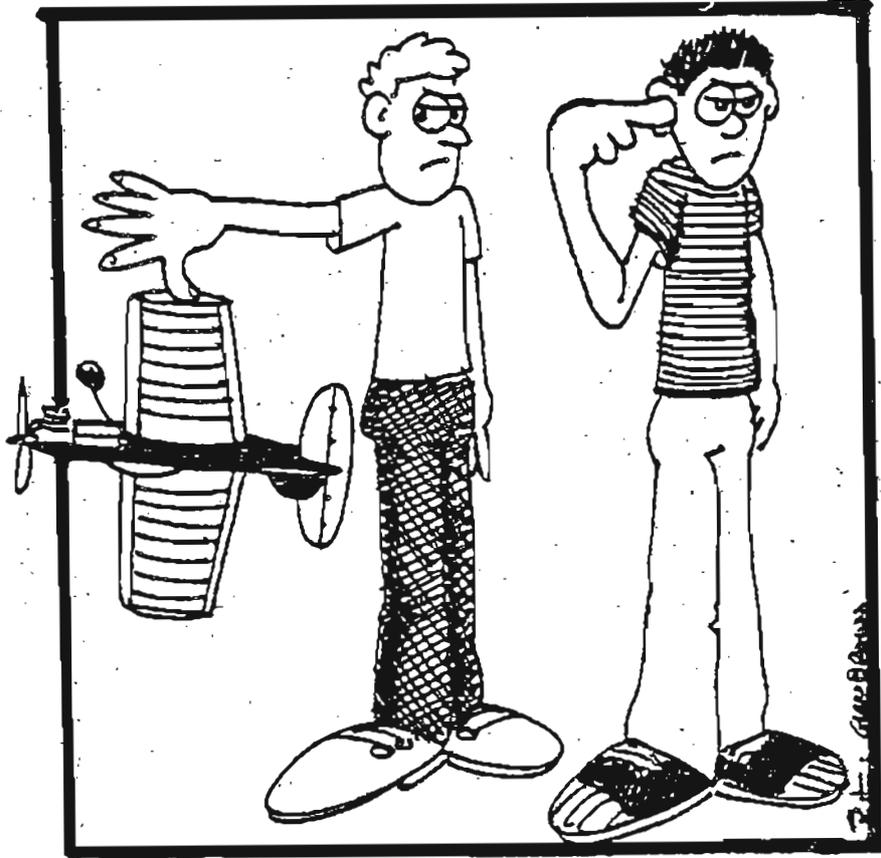
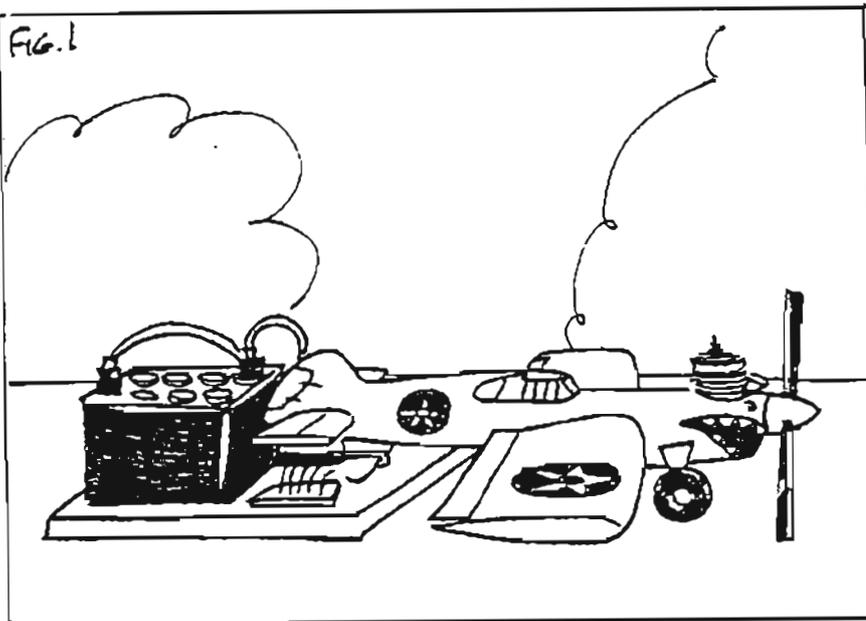


Fig. 1

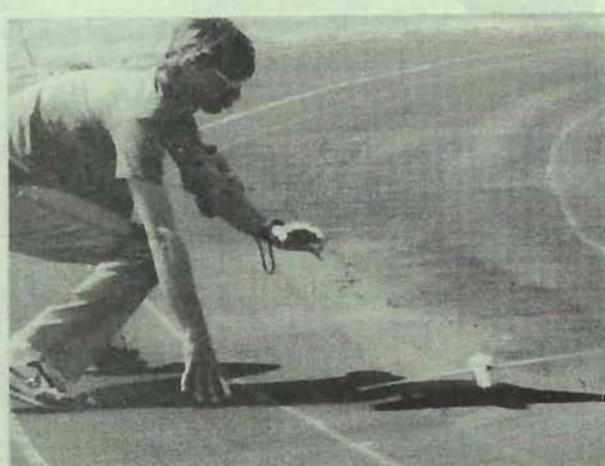
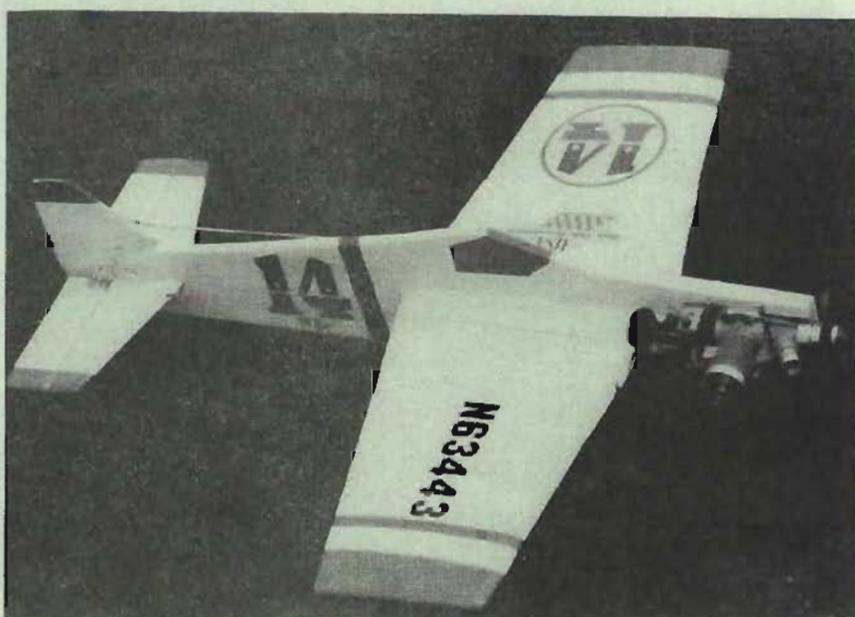


AUTOMATIC STOUGE

Fig. 2



MANUAL STOUGE



SUMMER FUN:

Some faces and planes from the 1985 Regionals, typical of 1985 summer frolics:

Top: Happy competitors and workers at trophy presentation time.

Center left: Gary Byerley, left, and Jim Booker in Combat.

Center right: John Boles Goodyear plane, Nelson .15 up front.

Bottom left: Busy Carrier pits.

Bottom right: Tom Knoppi releases FAI Team Racer.