

# FLYING LINES

Number 68 December, 1985



1505 ASH AVENUE COTTAGE GROVE, OREGON 97424

**NEWS OF NORTHWEST CONTROL LINE MODEL AVIATION**

**PUBLISHER: MIKE HAZEL**

**EDITOR: JOHN THOMPSON**

## MOTHER NATURE IS A TURKEY, DAMPENS POSTAL BENEFIT

Rain, snow and howling winds made sitting by the warm fireplace more enticing than flying model airplanes Nov. 17, and as a result the Flying Lines Benefit Postal Turkey Tournament drew out only a total of seven fliers in two of the four sites set aside for the contest.

Four of the contestants braved rain, snow and wind at Carkeek Park in Seattle, Wash. Three fliers had what apparently was the best weather in the region at Mahlon Sweet Airport in Eugene, Ore., where it sprinkled a couple of times but was not too windy or cold. Contest officials Alan Resinger and Roy Beers were all alone in Richmond, B.C., and Portland, Ore., where no contestants showed up.

As a result, the cost of turkeys and sanction fees approximately equaled the the income from the contest.

Gift certificates good for 20-pound turkeys were awarded to the top four places, with one of those contestants donating the certificate back to FL.

Results reflected the weather conditions, as three of the top four places came out of the Eugene group. In Seattle, wind played havoc with spot landing and high-low attempts. All fliers used sport airplane-engine combinations of the Ringmaster/Fox stunt .35 genre.

Flying Lines expresses thanks to all those who came out and pitched in their entry fees to the Northwest's communications network and the. We hope the flying was enjoyable in spite of the conditions. Thanks also to the support officials, Dave Mullens in Seattle, Resinger and Beers. Here are the complete results:

OVERALL SCORES	SPEED	HI/LO	TIME	LANDING	TOTAL
1. Gene Pape	7	10	10	8	35
2. John Thompson	6	9	9	10	34
3. John Hall	9	7	8	7	31
4. Mike Hazel	4	8	7	9	28
5. George Mickey	8	5	6	6	25
6. Dave Mullens	10	4	4	4	22
7. Jason Huntress	5	6	5	5	21

SPEED	MPH	POINTS
1. Dave Mullens	76.89	10
2. John Hall	75.92	9
3. George Mickey	74.35	8
4. Gene Pape	71.86	7
5. John Thompson	69.15	6
6. Jason Huntress	65.19	5
7. Mike Hazel	63.67	4

HIGH-LOW	HIGH	LOW	MPH DIFFERENCE	POINTS
1. Gene Pape	76.93	24.32	= 52.61	10
2. John Thompson	71.15	26.86	= 44.29	9
3. Mike Hazel	63.18	24.41	= 38.77	8
4. John Hall	74.35	40.71	= 33.64	7
5. Jason Huntress	67.64	36.35	= 31.29	6
6. George Mickey	63.13	38.04	= 25.09	5
7. Dave Mullens	No score			4

TIME TARGET	TIME	SCORE	POINTS
1. Gene Pape	1:58	(118 points)	10
2. John Thompson	2:03	(117)	9
3. John Hall	2:05	(115)	8
4. Mike Hazel	2:06	(114)	7
5. George Mickey	1:42	(101)	6
6. Jason Huntress	1:34	(94)	5
7. Dave Mullens	No score		4

TURKEY, continued

SPOT LANDING	DISTANCE FROM SPOT	POINTS
1. John Thompson	20"	10
2. Mike Hazel	6'	9
3. Gene Pape	11' 6"	8
4. John Hall	15' 10"	7
5. George Mickey	35' 4"	6
6. Jason Huntress	48' 6"	5
7. Dave Mullens	No score	4

BC SEASON ENDS WITH NOV. 10 SPEED-RACE DAY  
By Chris Sackett

Our long seven race Sport racing came to a close on a beautiful cool clear day at Richmond. We were extremely lucky to have good weather as all local modelers know its been raining for about three weeks straight and windy.

Seven entries showed up and enjoyed some of the best racing seen this year. We had some real hair raising moments as fliers planes cut out while passing causing line tangles and near disasters in not one heat but two! Fortunately they were able to land, untangle and continue on thanks to some fast thinking. GLEN and DICK SALTER and DICK PETERSON came up from Seattle to join in on the winter like race action and had a real good time as usual at the Richmond model flying facility.

Things started off at around 10:30 am with the first ever NW proto speed event. This was timed for 14 laps from takeoff using all standard sport race equipment and fuel, IT'S A RIOT!...the guys like it. Lots of prop changing and needle setting to optimize that first 14 laps. It can be real close, I think if we do it again. Format, like regular speed 4 attempts for three officials.

1/	HENRY HAJDIK	M&P BONANZA	79.90 MPH
2/	MEL LYNE	M&P MONGOOSE	77.28 MPH
3/	DICK PETERSON	STERLING YAK-9	75.89 MPH
4/	ART LANDER	STERLING RINGMASTER	72.35 MPH
5/	GLEN SALTER	STERLING RINGMASTER	68.52 MPH
6/	FRANK BODEN	TOP FLITE-FLITE STREAK	63.76 MPH

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Racing action kicked off at 12:30 with heat 1A. This was a four up heat with MEL LYNE, DICK PETERSON, ART LANDER and FRANK BODEN. At the start FRANK decided to get out of the race early by doing a slack line wingover from takeoff wiping out the model. He did a total of 1/2 a lap.....time for a new ship now FRANK? The remaining three fliers flew steadily with PETERSON turning 4:49 as low man. Heat 1B saw HENRY HAJDIK, GLEN SALTER and PAUL DRANFIELD go at it in a bizarre heat that could have seen all three ships totaled due to DRANFIELD'S ship cutting out while passing apparently, causing a line tangle twisting up HENRY like an Egyptian Mummy. Fortunately DRANFIELD'S motor cut and came to Earth and HANK'S ship also cut three laps later. After 20 seconds of untanglement both got up in the air again. HAJDIK managed 4:39 as low man of the heat.

Heat 1B saw real fine racing which was incident free with PETERSON, DRANFIELD and HAJDIK all turning good four minute times. HANK took this heat with the days low time of 4:07. Heat 2B had LANDER, SALTER and LYNE do battle with only LYNE advancing to the feature with a 4:52 time.

The feature had all the makings of a 8 minute affair but as it seems is always the case having a fast ship does not always guarantee you will be a winner. Only absolute perfection on the part of all members of the team and VERY GOOD LUCK will enable someone to win a race at record times. The two fastest qualifiers, HAJDIK and PETERSON, had the misfortune of breaking a prop and busting off the rudder adding over two minutes to their time blowing them out of it. MEL LYNE went on to win with a steady 9:08 HAJDIK, DRANFIELD and PETERSON followed with close times among themselves of 10:11, 10:19 and 10:31. Racing events like these with four up requires a lot of practise on the part of the teams. You have got to be ready for any contingencies and have done your homework.

1/	MEL LYNE, Squamish, B.C.	5:18	4:52	9:08
2/	HENRY HAJDIK, New West. B.C.	4:39	4:07	10:11
3/	PAUL DRANFIELD, Van. B.C.	6:21	4:44	10:19
4/	DICK PETERSON, Seattle, Wash.	4:49	4:42	10:31
5/	GLEN SALTER, Seattle, Wash.	5:32	5:06	
6/	ART LANDER, Richmond, B.C.	5:20	7:19	
7/	FRANK BODEN, Burnaby, B.C.	DNF		

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FINAL STANDINGS -N.W. SPORT RACE POINTS CHAMPIONSHIP

After a long and grueling seven race season the final points have been tabulated for the beautiful CREATIVE HOBBYCRAFT perpetual award. HANK HADJIK took the award by placing at or near the top in most races. Out of the seven events he won twice was second three times, third once and had one fourth place finish. A real good year for HENRY who has been a control line flier since 1953! HANKS' only real dissapointment was that he did not set the NW Sport race record for the FEATURE, something he has been trying for all year. Always next year HANK!

1/	HENRY HAJDIK	New Westminster, BC	(7)	M&P BONANZA	544	points
2/	MEL LYNE	Squamish, BC	(7)	M&P MONGOOSE	* 421	"
3/	PAUL DRANFIELD	Vancouver, BC	(7)	T/F FLITE STREAK	421	"
4/	LYN MURRAY	Maple Ridge, BC	(4)	WHIPSAW	290	"
5/	ART LANDER	Richmond, BC	(5)	MONGOOSE/RINGMTR.	216	"
6/	FRANK BODEN	Burnaby, BC	(7)	FLITE STREAK	202	"
7/	ROY WEST	Port Moody, BC	(4)	BONANZA	119	"
8/	RON UNDERHILL	Richmond, BC	(3)	ERCOUPE	82	"
9/	GLEN SALTER	Seattle, Wash.	(2)	RINGMASTER	74	"
10/	DAN BURDICK	Seattle, Wash.	(1)	YAK-9	65	"
11/	DICK PETERSON	Seattle, Wash.	(2)	YAK-9	60	"
12/	DICK McCONNELL	Seattle, Wash.	(2)	BUSTER	59	"
13/	STEVE HELMICK	Seattle, Wash.	(1)	BUSTER	50	"
14/	DICK SALTER	Seattle, Wash.	(1)	RINGMASTER	35	"
15/	GEORGE MICKEY	Seattle, Wash.	(1)	TWISTER	35	"
16/	DENNIS MATTHEWS	Surrey, BC	(2)	RINGMASTER	20	"

\* Mel Lyne takes second overall on the strength of his two wins to Dranfields one.

VGMC Sport Racing 1985 Detailed breakdown

	Jan 1	Feb 3	Mar 31	June 2	Sept 1	Sept 29	Nov 10	TOTAL
HENRY HAJDIK	55	77	84	100	100	53	75	544
MEL LYNE	100	51	58	75	15	22	100	421
PAUL DRANFIELD	65	28	32	58	80	100	58	421
LYN MURRAY	--	100	100	45	45	-	-	290
ART LANDER	80	-	23	-	25	70	18	216
FRANK BODEN	25	62	67	18	10	10	10	202
ROY WEST	-	17	10	-	55	37	-	119
RON UNDERHILL	10	40	-	32	-	-	-	82
GLEN SALTER	-	-	41	-	-	-	33	74
DAN BURDICK	-	-	-	-	65	-	-	65
DICK PETERSON	15	-	-	-	-	-	45	60
DICK McCONNELL	45	-	14	-	-	-	-	59
STEVE HELMICK	-	-	50	-	-	-	-	50
DICK SALTER	35	-	-	-	-	-	-	35
GEORGE MICKEY	-	-	-	-	35	-	-	35
DENNIS MATTHEWS	-	10	-	10	-	-	-	20

**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 about 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. 66, computed as of Nov. 23, are:

NORTHWEST SPORT RACE (13 contests, 120 entries)			OVERALL RACING (31 contests, 205 entries)		
1. S&S Racing Team	Seattle, Wash.	60	1. Dave Green	Astoria, Ore.	82
2. Henry Hadjik	New Westminster, B.C.	50	2. S&S Racing Team	Seattle, Wash.	60
3. Beers-Cole Team	Vancouver/Portland	38	3. Beers-Cole Team	Vancouver/Portland	56
4. Mel Lyne	Garibaldi Hghinds, B.C.	34	4. Nitroholics Team	Salem/Cottage Grove	50
5. Paul Dranfield	Vancouver, B.C.	33	Henry Hadjik	New Westminster, B.C.	50
SPEED (All classes combined) (18 contests, 76 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		
Dick Peterson	Renton, Wash.	12	F-40, NW Proto		
5. Dave Green	Astoria, Ore.	11	F-40		

COCKPIT CHATTER  
Notes from the editor

This edition, No. 68, of Flying Lines, is an end and a beginning.

It is the end of the term of the first editor. It is the beginning of a new era and a new staff arrangement. And, we sincerely hope, it will be a continuation of the fine traditions of Flying Lines.

The continuation of those traditions, however, depends entirely on the commitment of all Northwest modelers to the communications network that has been so vital in the past six and a half years. Now, more than ever, your -- yes YOUR -- involvement is vital.

By way of explanation, a little history:

The idea for Flying Lines was hatched in the spring of 1979, at the absolute rock bottom low point of control-line model aviation in Northwest history. The 1978 and early 1979 competition circuit had dropped to nearly a dormant stage. Some of this was attributed to burnout from an extremely busy 1977 year. However, the major factor appeared to be that Northwest modeling activity was confined to local pockets of fliers who had little or no knowledge of what the rest of the region was doing. If a single key leader dropped out, the whole area might disappear off the modeling map.

The founders of Flying Lines reasoned that a newsletter that circulated to all modelers in the region would keep people aware of what was going on in the area. The level of activity in our hobby was such that isolation was simply an untenable situation. If we were to have a competitive hobby at all, it would be together as a region. The 1978-79 inaugural Drizzle Circuit, founded by the same people, was the first manifestation of this philosophy.

Flying Lines was first published in May of 1979, with perhaps a dozen paid subscribers. It was eight pages of news, views and technical information. There had been many such publications, but FL differed in several key ways.

For one thing, FL was not the product of a single editor. It was a team effort, with an editor, a publisher, and a dedicated staff of columnists and contributors. For another, it was a publication that published NEWS, not just editors' opinions and undated how-to items. People could read FL like a newspaper, find out what was happening in their region, and see their own names in print.

As the publication grew (to a regular size of 18 pages, sometimes into the 20s), so did the staff and, most importantly, the subscriber list. It was not long before it became common for every contestant at a meet to be a FL subscriber. At the same time, FL's technical aspects drew an international readership that gave the Northwest region national clout -- and helped pay the bills.

And, as validation of the philosophy stated above, CL activity began to grow. Now, in the mid-1980s, CL activity is again a healthy and vibrant hobby, populated to a large degree with people who were not around in that low point of 1978 and 1979. We restate this history in part as a way of letting those people know how vital such a communications network is to the health of the hobby. The Northwest is not now nationally known as a hotbed of CL activity by accident.

None of this is recounted in an attempt to glorify our work. It's been fun and there has been plenty of thanks and recognition along the way. There is a much more important message.

As it now stands, the newsletter will carry on under new leadership. However, the new leadership has not entirely been installed. A new organizational structure has been developed, and now must be manned.

Under the new organization, FL will be led by a single editor-publisher, but the jobs traditionally done by the old editor will be broken up among several new staff members. This is an effort to reduce the editor's time from 10 hours a month to a couple hours each from several workers.

Hear this: If these support staff members do not come forth, the newsletter's future will be in jeopardy. There is a place for YOU, whoever you are, in the Flying Lines staff.

Here is a rundown of the new organizational concept:

EDITOR/PUBLISHER -- Mike Hazel, who in the past has been publisher (in charge of treasury and circulation) will become the single project coordinator. He will add to his duties pasteup, writing of certain overall perspective items, and continue the treasury and circulation duties. His work will take him approximately 10 hours a month. He will need help from the following NEW positions:

CONTEST REPORTER -- This person will gather results from all region contests, either write or arrange for general reports on the contests, and distribute and collect the FL information forms. He will submit these results to the editor/publisher on a monthly basis. Aside from attending contests as normal, this job will involve from perhaps an hour a month

in the slow months to three or four hours a month in the busy periods

STATISTICIAN -- This person will either be or work closely with the contest reporter. His job will be to monitor contest results and compile the regional competition standings for submission to the editor/publisher on a monthly basis. This position also could be the keeper of the competition records. This job would entail from 15 minutes to two hours a month.

MARKETING DIRECTOR -- This person would look after advertising and promotional matters. Involvement would range from perhaps an hour a month to as much as the person would care to devote to it.

PHOTO EDITOR -- This person would take, gather or arrange for enough pictures to fill a monthly photo page. He would lay out the page and submit it monthly to the editor. Our guess is one hour a month outside actual contest photography.

CIRCULATION MANAGER -- Though at present Mike Hazel is prepared to continue this duty for the time being, his job would be made much more viable as editor if a volunteer would step forward to take on the circulation job. This person would arrange for printing and distribution of FL issues. This would take about six hours a month.

COLUMNISTS -- The same arrangement as at present. It is asked that columnists and other contributors submit typed copy as much as possible.

Under this arrangement, no single worker would end up spending the massive amounts of time that have been required of the current editor. With substitutions when necessary, it is an arrangement that could continue indefinitely.

We have listed the amount of time involved in each duty above in order to show that a small contribution of effort can result in a great service to your fellow modelers. We hope Northwest modelers will respond and become a part of this effort.

JUST BETWEEN US -- The current editor will now slip into first-person for a few final words:

My retirement, which was announced in preliminary fashion more than a year ago, comes for several reasons.

First of all, I am trying to consolidate some of my activities to make room for others. For the past six and a half years, through 68 issues, I have devoted 10 to 15 hours a month to Flying Lines. By my rough calculations, this adds up to about 1,000 hours.

Personal circumstances now require me to reduce the amount of time spend on modeling, though I desire to remain in the hobby as much as I can. I simply can no longer spend the hours required to produce the newsletter as I have in the past. I considered trying to set up the above arrangement under my own editorship, but I know from long experience that, as long as I was willing to keep doing all of the above jobs in the absence of other volunteers, they would be left to me. For the time being, at least, it seems that a clean break is best.

I will remain on the FL staff as a columnist (combat and a new, general commentary feature). I also will continue to participate on the contest field, and I will be an advisor to the editor/publisher. In addition, I will continue my service on the AMA Control Line Contest Board. Finally, it appears that I will be the contest director for the 1986 Regionals.

I will be available to all of the new staff members who need help or advice on any matter regarding how to do the jobs.

In closing, a few words must be said about the experience of being the FL editor.

This has been one of the most rewarding experiences of my life. Often it is said that being the head of some activity is a thankless job. This is certainly not true of the FL experience. Never has a week gone by when the mailbox did not contain notes of appreciation from modelers far and wide. Feedback on the contest field has been universally positive. Modelers in general, I believe, are by nature a gracious and perceptive group. This attitude has made my FL activities worth while, and I'm sure it will continue to bolster my successors.

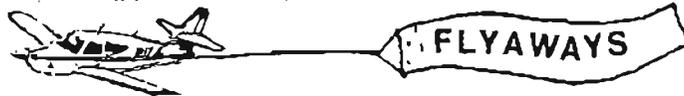
Perhaps the most pleasant experience has been reading the mail. The mailbox is filled virtually every day with subscriptions, letters, columns, and communications of all kinds. I can't wait to greet the mail carrier. I'll miss that.

Secondly, I'll miss working directly with the many fine modelers who made up the FL staff.

As I contemplated my retirement, I got to looking over the subscription roster, and I picked out several names for special recognition. These are the people who have been with FL since Issue No. 1 in May, 1979. These people have never missed an issue, either as subscriber or staff member. One is Eugene's Toy & Hobby, which has advertized, at \$6 per issue, in all 68 issues. Others are Orin Humphries, a double-columnist, Gene Pape, a subscriber and columnist, Dave Green, a subscriber and columnist, and subscribers Bill Varner and R.F. Stevenson. There are many other

who have given time, money and support along the way, but those listed above are the pioneers. Naturally, all of the same and more applies to Mike Hazel, the original and continuous publisher and treasurer.

I now urge everyone to give Mike Hazel and his new staff the same support that has been given to me over the past 68 issues. Thanks to all of you.



RANDOM TIPS AND RIBS FROM THE FL WORKSHOP FLOOR

[====GREAT COMPLAINTS: A correction to the editor's diatribe in Issue No. 67 against Great Planes Manufacturing Co. regarding the company's refusal to supply OS and Supertigre engines to Controline Sales, which forced Tom Dixon's company out of business. Great Planes informs us that their company split in two recently, with the distribution end being sold to Tower Hobbies. Complaints about the shoddy practices in regard to dealing with CL companies should be directed to Great Planes Model Distributing, Box 4021, Champaign, IL 61820 -- NOT to Great Planes Model Manufacturing Co.

[====STUNT PIT STOPS: Down in Atlanta, Ga., contests sometimes feature a Profile Stunt class with some interesting rules. Their profile stunt has no appearance points, no builder rule, and allows multiple pilots to use the same plane. Most interesting, the event allows refueling for Combat models without loss of pattern points, provided they do the whole pattern within the 8-minute limit. Only the second landing is scored.

[====LOGO-MOTIVE: With this issue FL readers will begin seeing some fine new logos provided by new FL staffer Jim LaBarge. Jim is a graphic artist, among other things, and has taken over our beginner's column, also in this issue for the first time. Send Jim a note of thanks about the new Page 1 masthead and other artwork soon to appear.

[====BAD NEWS: Chances are good that this is the last Eugene running of the Northwest Regional Controline Championships. Plans are to dig up the Mahlon Sweet Airport model field about June 1, just after the '85 Regionals. It's subject to change, of course, but appears sure this time. We're hoping to make 1986, the 15th running of the Regionals, a grand finale. I've you've been waiting for the right time to come, this is it!

[====NIFTY FIFTY: The Vancouver (B.C.) Gas Model Club will celebrate its 50th anniversary with a gala banquet Dec. 28 at the Delta Town & Country Inn. A model display and visits from club old-timers will be featured. What a record!

# THANKS!

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[====SKY POLITICS: Candidates for Seattle Skyraiders 1986 officers are, for president, Bob Parker and Gary Byerley; for vice-president, John Hall and Randy Schultz; for secretary-treasurer, Alice vs. Dave Gardner. Should make for interesting conversation around the Gardner household.

[====SAFE CRACKER: The Skyraiders have elected Bob Emmett as their safety officer, with the power to disqualify contestants at sanctioned events for flying with unsafe or illegal equipment. If you hear, "Cheese it -- the cops!" on the field, you'll know who's coming.

[====A WINNER: "Skywriter" Dave Mullens has been named to the AMA's Aero Honor Society for Newsletter Editors. Congratulations for being recognized for your outstanding work, Dave. Other Northwest publications so honored in the past are the free-flight Bat Sheet and, -- who else? -- Flying Lines.

[====ADOPTED: The Skyraiders have adopted Sunset Intermediate School in Seattle as part of the AMA's Adopt-A-School Program. They'll be helping the kids build Delta Darts and will give a powered flying demonstration.

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## FLIGHT SCHOOL

by: Jim Labarge



Welcome, to Flight School, hopefully this column will answer beginners' questions (young or old) and help the beginner get a good start. The sport of Control Line model aviation needs new blood and I hope that this column will help you, the fledgling get started. If you have specific questions, send them to the editor and he can pass them to me. I will try to answer the questions, but please enclose a self addressed, stamped envelope.

First time, or what model should I start with???????

Good question, a lot depends on your finances and what is available in your area hobby shop. To digress a minute to things can be very helpful in learning and being successful in this hobby. One, is a good hometown hobby shop, they know the modeling business and most of the time can help you decide what is best. Two, if there is a club in your area not an R/C club but a Controlline club, join it. Most clubs have junior memberships and if you are not a junior the money spent in dues will more than be worth it in friends and assistance.

Back to the subject of first time models.....Each of us has our own opinions, but since this is my column I will tell you my thoughts. One of the oldest, easiest to find, and most crash resistant models available is the Cox Hobbies PT-19 flight trainer. Because the parts are held together with rubber bands when you crash, and yes you will crash..... the rubber bands let go and most of the time prevent damage to the model. Many times you can find this model in a variety of stores so look about. To start with also get the Cox gas engine starting kit which has a glow plug clip, fuel, and a battery. With the model and the starting kit you have everything you need to try your hand at Controlline.

If a plastic model is not to your taste, then consider one of the Goldberg or Sterling profile models for .049. Some of these models are no longer in production, unfortunately but I am sure there are still some kits available if you check around. If you have read this far I am sure you have noticed that all of the beginners models I have suggested are of the Cox .049 powered variety. Why?? Low cost models/engines, crash resistance, and easy engine starting, that's why. With all the other things a beginner has to think about, these models remove some of the problems. These models are fun, easy to build and fly, and will stand up well to the dings and boings a beginner will surely have. All that counts is make your choice, get ready and have fun.....that's what we fly for, right???

Next time : Building that first model.....

The author has been involved with model aviation since Christmas of 1958 when he got his first PT-19. Currently working as a design draftsman and college instructor in Augsburg, West Germany, this temporarily transplanted Arizona Desert Rat has built and flown all types of model aircraft, but Controlline is and always has been his favorite. His wife, Jan doesn't always understand why, but always is there to assist. The author has two children, Sean, age 7, and Diana, age 2. Upon return to the desert next May the author hopes to get back into the contest business in earnest. Carrier, Speed, Scale, and Stunt are his favorites.

# 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.

- Dec. 8 ... PORTLAND, Ore. -- Northwest Sport Race Drizzle Circuit Contest No. 1. Northwest Sport Race, Northwest Super Sport Race, Class I Mouse Race. NWSR and NWSS points scored for season trophies. Site: Delta Park. Contest Director Dave Green, 200 W. Franklin Ave., Astoria, Ore. 97103, (503) 325-7005.
- Jan. 12 ... PORTLAND, Ore. -- Northwest Sport Race Drizzle Circuit Contest No. 2. Northwest Sport Race, Northwest Super Sport Race and a secondary event to be announced. NWSR and NWSS points scored for season trophies. Site: Delta Park. For information, contact FL.
- Feb. 2-3 ... PUYALLUP, Wash. -- Northwest Model Exposition, hosted by Mount Rainier RC Society. Static show, club booths, flying demonstrations. Site: Western Washington State Fairgrounds.
- Feb. 9 ... PORTLAND, Ore. -- Northwest Sport Race Drizzle Circuit Contest No. 3. Northwest Sport Race, Northwest Super Sport Race and a secondary event to be announced. NWSR and NWSS points scored for season trophies. Site: Delta Park. For information, contact FL.
- Feb. 23 ... SEATTLE, Wash. -- Seattle Skyraiders. Beginners Day. All beginners welcome to fly the club trainers, receive help on trimming, engine starting, etc. Site: Carkeek Park. Contact Dave Mullens, 15559 Palatine Ave. N., Seattle, Wash., 98133.
- March 9 ... PORTLAND, Ore. -- Northwest Sport Race Drizzle Circuit Contest No. 4. Northwest Sport Race, Northwest Super Sport Race and a secondary event to be announced. NWSR and NWSS points scored for season trophies. Site: Delta Park. For information, contact FL.
- March 16 ... SEATTLE, Wash. -- Seattle Skyraiders 3x1. One plane and engine used to fly Northwest Super Sport Race, Stunt and Balloon Bust. Trophies for first place in each category and through third place for best overall. Site: Carkeek Park. Fee \$5. Flying begins at 10 a.m. Contact Dave Mullens, 15559 Palatine Ave. N., Seattle, Wash. 98133.
- April 13 ... PORTLAND, Ore. -- Northwest Sport Race Drizzle Circuit Contest No. 5. Northwest Sport Race, Northwest Super Sport Race and a secondary event to be announced. NWSR and NWSS points scored for season trophies. Site: Delta Park.

For information, contact FL.

- April 26-27 ... SPANWAY, Wash. -- Bill's Hobby Town Spring Tune-Up. Half-A, AMA and Slow Combat, Precision Aerobatics (four classes), Old-Time Stunt, Combined Scale, Carrier, possibly other events to be announced. Contact Dave Mullens, 15559 Palatine Ave. N., Seattle, Wash. 98133.
- May 23-25 ... EUGENE, Ore. -- Northwest Regional Control Line Championships. RACING: Rat, Slow Rat, Goodyear, Mouse I, Mouse II, Northwest Sport, Northwest Super Sport. COMBAT: AMA, FAI, Slow, Half-A. PRECISION AEROBATICS: 4 PAMPA classes. OLD-TIME STUNT. SCALE: Precision, Profile. SPEED: Half-A, A, B, D, FAI, Formula 40, Jet. NAVY CARRIER: I, II, Profile. BALLOON BUST. JUNIOR EVENTS: NWSR, Balloon Bust, Mouse I. Displays. On-field hobby shop. Food concession. Within walking distance: Airline connections, rental cars, restaurant, rest rooms, gift shop. Largest CL contest on the West Coast. Trophies and merchandise through third place in all events. Site: Mahlon Sweet Airport. SPEED FLIERS NOTE: Speed circle opens for official flights at noon Friday. For information, contact Flying Lines.
- June ?? ... ASTORIA, Ore. -- CLAMBash '86. Details to be announced. Contact Dave Green, 200 W. Franklin Ave., Astoria, OR. 97103.
- June 28-29 ... REDMOND, Wash. -- Bladder Grabber XI. Details to be announced. Contact Howard Rush, 8817 NE 137th, Kirkland, WA 98033.
- July 13 ... KENT, Wash. -- Seattle Skyraiders' Boeing Air Fair Stuntathon (??). Details to be announced.
- July 20-26 ... VANCOUVER, B.C. -- Canadian National Model Airplane Championships. Details to follow.
- Aug. 30-31 ... VANCOUVER, B.C. -- Vancouver Gas Model Club Internationals. Details to be announced.
- Sept. 6-7 ... KENT, Wash. -- Raider Roundup/Washington State Controline Championships. Details to be announced. Contact Dave Mullens, 15559 Palatine Ave. N., Seattle, WA 98133.

### 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.

- 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. 5 ... ELK GROVE VILLAGE, ILL. -- Slow Combat, Novice Slow Combat. B. Bodzioch, (312) 358-3841.
- 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.



# HOOK NOOK

navy carrier notes by orin humphries

You are flying in a contest. It's kind of a windy, grey day, a little drizzle sifts down. But you aren't in the center of the circle, you are the plane itself, somehow... And now the lines are tugging, telling you to head for the deck. Time to land. It gets closer, bigger... Ker-whap! But wait... it wasn't the plane that landed, it was your actual, physical body. Pain, agony, as you slide across the deck on your nose, your feet still in the air. How can this be? Ooh! Ow! Maybe it can't be, but at the moment your nose is a lot flatter and wider. Argh! you slide across the raised edge of a deck panel! There go the eyebrows... You come to rest on your nose and hands. "Let me die, Lord!"

"Wake up, Dumbo!" It comes through the fog. Your wife(?) is tugging at your heel which is hanging up on the edge of the bed. How did you get here, *on the floor*, podner? The party at Thompsons', remember? Got a little blotto, right?

Slowly you drag yourself up, nose throbbing. But that strange dream: what was it trying to tell you? You trek off to your hobby room and pick up your profile carrier ship.

As you examine it, you slowly focus in on the nose. What about the nose? It has little wood there, to save weight and drag. Hmm...What is it? Then you see it. The carburetor on your Tigre 35 sticks out like a sore thumb(nose) because there isn't much wood there to protect it. You need something to...  
PROTECT YOUR CARBURETOR

In a bad landing, a profile ship's carb gets knocked crooked. My friend's idle needle got broken at Eugene this way last year. Each time the carb gets twisted, you must readjust the idle setting. How long did it take you to do that last time? Hint: once the carb is straight again, adjust the idle stop screw, not the needle (most likely).

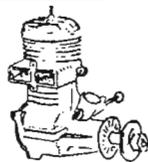
Get a piece of aluminum 1/8" thick and fashion it like the sketch. Bolt it to the engine mount bolts. Now set your model on its nose and wheels on the workbench. Does the "shoe" reach out far enough to hold the carb off the

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



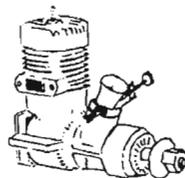
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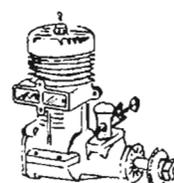
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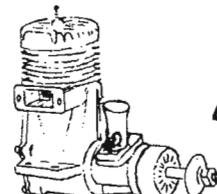
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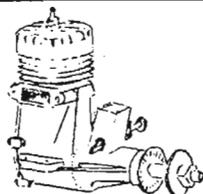
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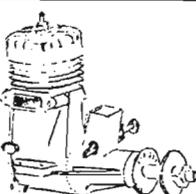
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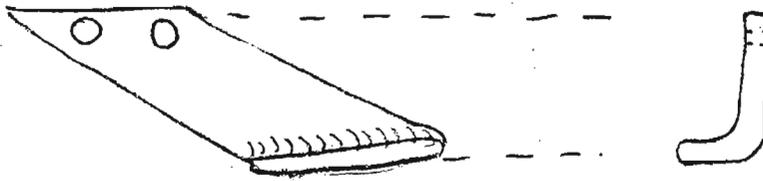
**ATTENTION DEALERS:** Due to low sales volume, many of these items will have to be obtained directly from the factory.

Call 501-646-1656



deck, even assuming a little bending of the shoe? I guess you should make one from posterboard first to fit it.

You gotta do it fellows... save yourself a lot of teeth gnashing at the contest.



Well, I hope my attack of "Hemingway-itis" up above didn't get your attention off the point of all this. Which was....? Now go put a bandaide on your nose; it looks awful.

--Orin Humphries, 5208 N. Elgin, Spokane, WA 99208.

#### STUNT TECHNOLOGY AND PHILOSOPHY FROM DON McCLAVE

Precision Aerobatics being an esoteric and mystifying pursuit, it is given to great lengths of published debate. Below, we look in on Northwest Stunt great Don McClave's side of an exchange with CLPA Guru Bhagwan Ted Fancher. As we enter, Don says...

Dear Ted:

It's okay to knock Rabe, Large James, and even Bob Hunt's handle - but now you've gone too far! Admonishing the stunt community not to use quick-links, perhaps the greatest invention since Monokote, just can't be tolerated by those of us who swear by the things.

While I have heard of failures involving quick-links, I've never heard of anyone having problems using the Paul Walker method of rigging these handy gadgets in a control system. The procedure, which Paul and I have used for a number of years on numerous aircraft is as follows:

- (1) Use only 4-40 heavy duty links (the black tempered variety). Do not use untempered (silver) links or the nylon variety.
- (2) Silver solder the pin in place to be sure it can't come loose.
- (3) Face off the threaded end of the link with a file so that it is square, and use a lock nut to secure the link.
- (4) Silver solder a case-hardened 4-40 bolt to the push-rod end for the quick-link to attach to.
- (5) Last but not least, be sure to use the coil spring keeper that comes with the link. If you don't have a keeper, use a piece of large sized fuel tubing and check it regularly.

Meanwhile, the list of flyers who have crashed and burned using those (ugh!) ball links continues to rise - first Fancher, then Gifford, and now Baron.

Now, on to the other points raised in your most recent column. At the risk of sounding recalcitrant, I think we should keep the builder-of-the-model rule, appearance points and the NATS system as it exists now. Here's why.

- (1) Elimination of the builder-of-the-model rule would favor those who can afford to buy finished planes from an "expert," and those who live in proximity to an active stunt contingent where "hand-me-downs" are available. I recognize that the definition of what constitutes "building" an airplane has changed over the years with the advent of foam wings and the like, but I still think it's an important part of the sport and shouldn't be changed.

There's also the issue of skill required to build a competitive airplane. That's part of the process and people who had access to, say, Jim Casale's back-up plane would have an advantage. I'm sure I would have placed higher than 13th at the last NATS with any one of several ships which basically were better fliers than my Esprit. C'est la guerre!

- (2) Appearance points play an important part in maintaining stunt as a "quality" event. I agree that at one time the points awarded were too great, but that has long since been changed and the current system is just fine.

It's true that the first two rows at any NATS are populated by gorgeous, hand-rubbed airplanes. This is as it should be - a reward for an outstanding effort. However, just behind them are several rows of airplanes which look very presentable, but have finishes which are within the reach of most flyers. These rows have included, at the past two NATS, numerous Monokote/Enamel planes which have scored 15-17 points - more than enough to remain fully competitive.

- (3) The present NATS format for qualifying contestants is very workable for a number of reasons: First, it works well from an administration standpoint; second, it is sufficiently difficult to qualify for the "top 20" to be challenging, but not so hard as to prevent those of us who don't necessarily aspire to the National Championship from realizing the satisfaction of achievement at this level. I believe that most of the so-called "sportsman" level flyers can realistically aspire to the "top 20," which is a pretty decent level of recognition - let's leave it at that. Let's also leave the Jrs. and Srs. to compete with each other and work harder at helping more kids become proficient at the sport.

Now, short of changing everything, what can be done to encourage new entrants to our hobby? A number of things, in my opinion, should be done informally and on a local basis where conditions warrant. Some suggestions:

- (1) Recognize that one role of local contests is to nurture the hobby. It's kind of hard to compete if you don't have a plane, and learning does tend to destroy aircraft. In the Northwest, many contest directors allow pilots who have stuffed the plane they spent all winter building to compete with someone else's cast-off, but they get no appearance points. This usually prevents the borrower from winning, but does enable him to compete and have a good time. The flyers who compete with borrowed airplanes are known as "wimp stunt" contestants, a term which is sufficiently disparaging to encourage them to build new planes as soon as possible!
- (2) Stunt clinics in connection with contests are great. Absent that, just being sure that the more experienced fliers are available to help the beginners is very important. Paul Walker, Bob Emmett and Alan Resinger, along with Randy Schultz and Pete Bergstrom (beginners themselves just a few seasons ago) are always available to help out at our local contests.
- (3) Don't make the guy whose plane doesn't qualify for 20 appearance points feel like an idiot. Help him do the best he can with what he has and welcome him as an eagerly sought participant in a gentlemen's event.

The proof of the pudding is in the results, as they say, and the Northwest is a pretty good example of what can be done when a few "experts" share their knowledge with others. I started flying stunt in 1980, after a layoff of more than 20 years from a previous life as a speed and free-flight enthusiast. The first two contests I went to had fewer than half a dozen entries and the level of competition was pretty mediocre. About that time, budding superstar Paul Walker moved to the Northwest and, along with old pro Bob Emmett, began helping a bunch of us along. Soon we had an active group and contest entries grew to the point where most contests offered four hotly-contested PAMPA classes. By 1985, there were nine stunt contests in the Northwest, six of us had qualified at one or more nationals, Paul had won the national championship and made the U.S. team, and Alan Resinger made the Canadian team. Not bad for a little club in the Northwest that just got started a few years ago!

The best part of all this is that our contests are still fun to go to. Everyone has a good time and there seems to be far less backbiting than apparently exists in certain parts of the country. And the results in national competition surely suggest that it is entirely possible for new entrants to the magnificent hobby/sport of stunt flying to achieve good results without resorting to gimmicks to make everything easier and guarantee a prize for everyone.

Thanks for addressing these three issues in your column. They need a lot of discussion before we go off half-cocked and ruin one of modeling's most successful, popular and prestigious events.

## 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!



## THE FLYING FLEA MARKET

**FOR SALE** — Flite Streak kit, new, \$14. Two Supertigre ST .35s, new in box, \$45 each. Five assorted J&J epoxy-glass Half-A props, \$9. Original Nobler kit, complete, \$35. Includes shipping costs. Money orders, please. Tom Kopriva, 5240 Miramar, Eugene, OR 97405. 66-68

**FOR SALE** — I have a large number of old beater beater airplanes that would make good trainers or practice combat planes, and I also have numerous surplus engines and kits. Call me for specifics. John Thompson, (503) 942-7324.

## 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:

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Editor.....John Thompson	Engines....Help Wanted
Advertising...Help Wanted	Racing.....Dave Green
Photo editor..Help Wanted	Scale.....Orin Humphries
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## AIR MAIL

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



DEAR FL:

Find enclosed a money order to extend my subscription to a very fine newsletter. I enjoy reading what other fellows are doing in different parts of this great country of ours. Keep up the good work.

Some time ago Mike Hazel requested that I write a few words about the junior problem. So, here is my opinion.

The only junior problem is finding youngsters whose parents are behind them. Or, some adult that is willing to devote the time and money in some cases. I have a son who will be a senior next year. Started him out at five years of age. Until he started getting the hang of flying, it was hard to keep his interest. Also had a few years in which I was on the road a lot.

But, when he turned eight I changed crews so I could stay in town to be with him. The two of us had several youngsters that flew with us for a while. After some time, they would lose interest, mainly because their parents would not come out and watch them fly. I also took them to contests with us so they could compete. But, as the boys improved, they wanted better equipment. I tried to keep them in airplanes, but it does get expensive.

So the gist of this is that it takes parents or an adult to support and encourage a youngster to fly.

Hope the preceding is clear enough. So, I will roll up the lines for now and thank all the people involved for a very fine publication. Too bad we can't have a magazine strictly for control-line on a national level.

P.S.: J.J. took top junior and second place open in the Foxberg event at the '85 Nats and also received several uncontested junior trophies.

--John Holliday, 10421 West 56th Terrace, Shawnee, Kansas, 66203.

DEAR FL:

Just a real short note to let you know about the '86 Canadian Nats. Date has been set (Editor's note: latest word, updating this latter, is July 20-26 in Vancouver, B.C.). Flying site and number of events has still not been firmed up.

Chris Sackett will most likely have much of the first-hand info on control-line. That's all for now. Enclosed is a local cartoon reflecting my view of the exchange rate!

P.S.: Really enjoyed the Northwest Regionals and Washington State Champs. My annual "Mecca" of modeling has yet to let me down. Keep up the excellent work.

--Paul Gibeault, 33 Bermuda Way NW, Calgary, Alta., Canada, T3K 1H1.

DEAR FL:

The enclosed photo and comments show some of my efforts to develop a very wholesome mutually beneficial relationship using the most practical form of engine-powered aircraft to excite, motivate and inspire science education in schools as an inseparable part of the unequalable quality lubrication technology and service I am working on with Amsoil.

I hope to work with as many modelers as possible not only to help promote modeling to its rightful place in American culture (China is very justifiably proud of its modelers -- isn't it about time to wake up superficial, faddist oriented, big oil vested interest consuming America?) but also to help free many of them as well as myself from overly time-consuming occupations so we may have more of that increasing precious commodity of time to enjoy modeling the way it was surely meant to be enjoyed!

The "teaching aid" in my hand (see July '85 MODEL BUILDER for a close-up shot) provides, among other interesting things, around a 33% increase in fuel mileage with no power loss in cold weather operations and around 15-20% fuel mileage increase in warm weather running. I just haven't had time to see if water injection will help provide improved power and/or fuel mileage in hot weather.

My ultra-simple application of fuel vaporization principles on my new car is now providing a solid 12-20% fuel mileage increase with super as well as regular unleaded fuel for my short trips to work and back and some city driving. Yes, I know this is not as spectacular as the "good systems," but my system does not violate my new car warranty or Amsoil's warranty. I am only running a 170-degree oil sump temperature. Why,

even with sorry petroleum engine oil a 200-degree sump temperature is recommended for better fuel mileage. None of this foolishness will even be necessary when engines are designed to burn rather than consume fuel!

Anyway, the "vaporizer systems" on my Max .10 and my car are only crude, easily duplicable "teaching aids" that we (yes, too many of us to buy off, etc.) are using to expose the very close relationships that really exist between vaporization, lubrication and piston engine technology -- yea, even in defiance of the sacred will of the multinational big-oil cartel magnate gods from whom all blessings flow.

P.S.: One favor -- please make up a couple of spare Reno Undertaker wings for me...I really like what is being said about the O.S. .25. With my blip adjustable throttle system I should be able to tolerate the long periods of inverted flying that a terrified would-be foe would inevitably force upon me while he vainly tries to start his engine and/or attempts to stay airborne.

Surely you would be among the very first to enthusiastically agree that if anybody would be needing the services of a good Undertaker, I would be an unequivocally qualified candidate!

Thanks for the "appearance point" and congratulations on winning that Combat contest after your article in MODEL AVIATION appeared. Who said impression points don't count in Combat -- good argument for appearance points for Combat.

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

DEAR FL:

As of Oct. 1, 1985, J&J Sales incorporated under "Pop's Props, Inc." and is a full-time venture with me.

Here is an ad for the next FL issue to announce the change and to say "thanks" to those FL leaders who have made it possible.

Also enclosed is a new item with us. Dick Tyndall has given us permission to reproduce his "hot thumb" but we changed it a little, so one item can be used on any size engine, .049-.60 by simply moving the brass bar 180 degrees and adjusting to suit the engine.

We also are planning on building a "Fireplug" aluminum mounting device which should eliminate the old ace bandage wrapping system.

We are now stocking 12 sizes of Rev-Up props (an ad on this will follow) and we now have in stock all parts for the following engines: Fox .15, .35 stunt, and .3688, and K&B/Cox .15, with plans to increase this to cover othe K&B engines (5.8, .40 pylon, etc.).

A summer of searching has been rewarded by our finding a new fantastic mold-making material and props from new molds using this material are as good as any, bar none.

We have masters of Goodyear and Rat Nats-winning props and expect to list close to 40 sizes of glass props in 1986. If I can get some carbon fiber I've got a whole new design in props that is proving to be almost 20% faster than any prop we've tested so far.

I've also come up with a new system that eliminates blind nut mounting systems, and leaves the clean side of a profile plane absolutely clean with no holes showing, no protruding bolts, etc.

Our 1986 catalog should contain twice the '86 listings and I'm hoping we can again fit in a FL page.

Our supply of .010 wire is on order and should be here soon.

Well, as you can see, we've been busy and have big plans. So, sometimes fat old lousy plane builders can succeed.

--Joe Just, 709 Crescent, Sunnyside, Wash. 98944.

DEAR FL:

I notice, in the Oct. '85 Flying Lines, an observation that the Fox Stunt .35 is difficult to adjust under pressure and that, therefore, a change in needle valves will be allowed after .13 November. May I be so bold as to suggest that this is "Uno Mistako Grosso"? Don't change anything on that engine! "What the hell," one might say, "a high-tech needle valve makes things easier, so why not?"

I'll tell you why not. It's a well-known fact of natural history that if you let that first camel get his nose into the tent, you'll be up to your fanny in camels before you know what happened.

If you allow the KK needle valve (a fine product, by the way), can the beryllium connecting rod laser-machined from a single crystal grown aboard the space shuttle be far behind? For that matter, why use pressure fuel feeds? Myself, I think that the pressure tanks and/or bladders are great, but, to the uninitiated, they are just one more mystery. Use a stock Fox and let it suck it's own gas. KISS forever!

--Nagio Forges, Box 2003 Glenview, Ill. 60025.

(Editor's note: Nagio may not be aware that the needle valve/spray bar arrangement has traditionally been considered an external part of

engines in Northwest regional events, such as Northwest Sport Race, Super Sport Race, Sport Combat and now MACA combat. In actual practice, most fliers use the stock setups but other systems are not considered to materially affect performance.)

DEAR FL:

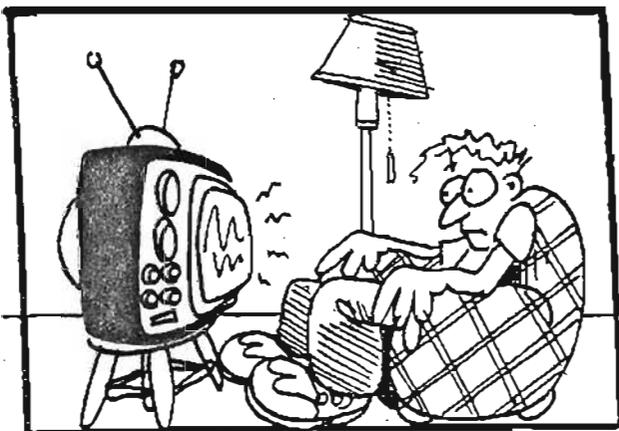
As you probably know, there is a drive on to have a Northwest model aviation Nationals. Ed McCullough attended a Seattle Skyraiders meeting and explained the possibilities. Fort Lewis, Wash., is a viable site and efforts are being organized to persuade the Army to allow the use of their facility for a model aviation contest.

We need firm commitments from Northwest modelers, friends, families and associates to provide manpower to run a Nats in the Northwest. Our friends back east seem to think that we still hike the trails in the mountains and paddle the rivers for transportation. I've even been notified that there are only 23 active AMA members in District XI that fly control-line. At a Nationals, the AMA takes care of the major logistics and most event directors. Help is needed to take care of the multitude of little jobs to be done; erecting barriers, scoring, running scores, pull-testing, crowd control, cleanup, etc. Volunteers don't have to bury an entire week in working. A day or two on days that they might not be flying their own event would certainly be a help.

I have already begun a list of volunteers. Would you please include in a future issue of Flying Lines this call for help. You can make up a list and send it along, or have people give me a shout and I'll gladly get them on the list.

1987 is a possibility for a Northwest Nats, but there is a lot of work and convincing to do before it will happen. If not for 1987, we can at least show the flatlanders we have active AMA membership on the right side of the Rockies, also.

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



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This fantastic prize is the Paasche Model #62 spraygun, with Paasche #D500 compressor and pressure regulator, a \$160 retail value. This fine tool was donated by Don McClave of Portland, Ore., a long-time FL supporter.

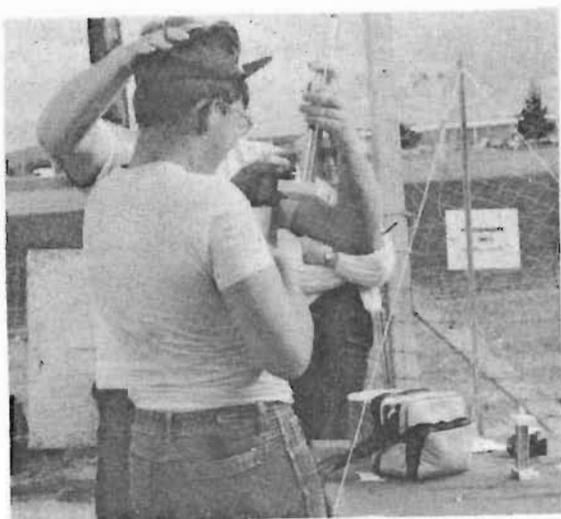
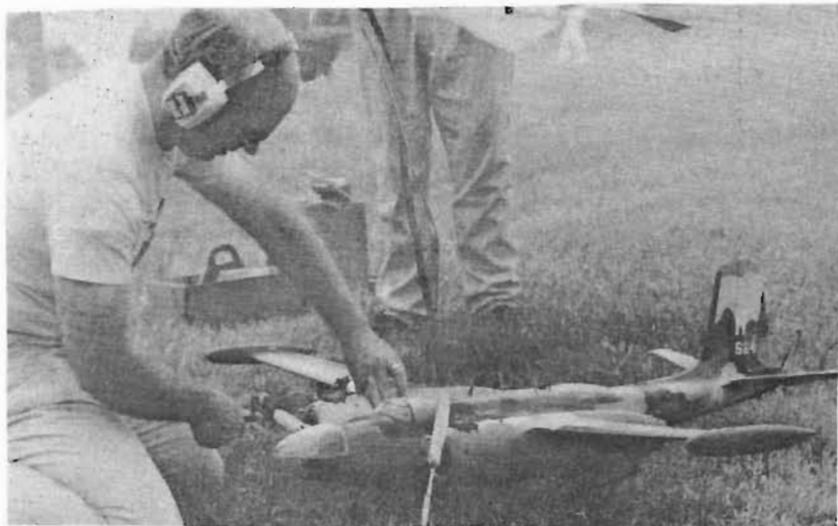
FL raffle tickets remain the same bargain rates, and proceeds go to help keep Flying Lines publishing. To enter, fill out the form below and mail it to FL along with your donation.

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I enclose \$ \_\_\_\_\_ for \_\_\_\_\_ tickets in the fall/winter 1985 FL raffle.



RAIDERS'-EYE VIEW:

Seattle Skyraiders captured these scenes of 1985 model aviation activity:

TOP: (Left) Gary Byerley gives flying lesson at Northwest Model Expo. (Randy Schultz photo). (Right) Orin Humphries fires up A-26 at Regionals. (Dave Mullens).

CENTER: (Left) Rich Salter gets third-place grand champion award at Regionals (Mullens). (Right) Dad Dick Salter gets Sportsman award at Raider Roundup. (Dan Cronyn).

BOTTOM: (Left) Pete Bergstrom, behind plane, Gary Byerly, in front of plane, and Glenn Salter, standing, center, work on trainer at Expo. (Schultz). (Right) Dave Mullens prepares to launch Dreamscape for Ray Mathis at Regionals. (Schultz).

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Greetings Readers! Here is the address for FLYING LINES' new base of operations: 1073 Windemere Drive NW Salem, OR 97304 phone: (503) 364-8593

Stay tuned for our next issue, as we'll be reporting on the premier session of the 1986 DRIZZLE CIRCUIT. And as usual, lots more. see you then.....

*Mike*