

FLYING LINES



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NEWS OF NORTHWEST CONTROL LINE MODEL AVIATION

1073 WINDEMERE DRIVE NW
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MEET "MR. COMPETITION" 1985 -- GLENN SALTER

Glenn Salter of Seattle, Wash., rose to the title of "Mr. Competition" in the Northwest in 1985, scoring a record 185 points in the Northwest competition standings compiled by Flying Lines.

Salter traded places with Dave Green, the champ in the previous two years, while rising star John Hall moved up to third place from his 1985 sixth-place finish. Mel Lyne jumped to fourth place from his previous 26th-place finish. Dick Peterson moved up from 30th to fifth place in this year's final standings.

Glenn Salter took the top spot by placing in contests for Northwest Sport Race, Northwest Super Sport Race, Slow Rat Race, Class II Mouse Race, Half-A Combat, Northwest Sport Combat, Slow Combat, Precision Aerobatics, Old-Time Stunt, and Balloon Bust.

Final totals again testified to the strength of Northwest control-line competition, with 82 individuals or teams placing in the top four of 1985 Northwest contests. This does not count those who competed and did not place, nor does it count residents from out of the region who placed.

Those competitors accounted for 748 individual event entries, compared with 706 in 1984. The number of entries increased in most competition classes.

Racing jumped to 227 entries from the previous year's 206 entries, with Dave Green of Astoria, Ore., repeating as overall racing champ with 93 points. Racing competition was more evenly divided in 1985, with solid high scores distributed through the entire top 10.

Combat was up to 174 entries from the previous year's 168, and Gary Byerley of Spanaway, Wash., again topped the list with 78 points. He was closely challenged by Norm McFadden, who scored all of his 74 points in a single class, AMA Combat, almost doubling last year's AMA top score.

Advanced flier Dave Mullens grabbed an early lead in Precision Aerobatics and kept it to the end, finishing with 46.5 points and his first top-5 finish. Stunt entries were on a par with the previous year with 116 entries, compared to 114 in 1984.

Old-Time stunt bucked the trend with a slight dip in entries (21, compared with 27 a year earlier). Ray Mathis was the top old-time flier.

Dave Mullens also jumped from well down in the pack to the overall Scale championship, making it a double championship year for him. At 26, scale entries were up one from 1984.

Chris Sackett repeated as Speed champion in a year that saw entries jump from 76 entries from the previous 59. A new class, Northwest Proto Speed was invented.

Bob Parker of Renton, Wash., repeated as Navy Carrier champion in a year that saw a decrease in entries with 56, compared with the 67 of 1984.

Balloon bust entries increased to 52 from the previous 40, with Mel Lyne of Garibaldi Highlands, B.C. taking the championship and his first Northwest category win.

Jason Howell of Tacoma, Wash., repeated as top junior. FL kept separate junior standings for the first time this year. The process will be repeated in 1986 in hopes of generating some additional junior interest.

As promised, all junior scorers' names were tossed into a hat, with one name drawn out to receive a Ringmaster kit donated to FL by Don McClave. As luck would have it, Jason Howell won the kit as well as the championship.

It should be noted that a number of individuals competed as parts of team entries and thus scored points in some categories under their team names. Addition of the team and individual scores would give an indication of the individuals' overall placement. Among those in this category are Greg Beers and Steve Cole (Beers-Cole Racing Team), Rich and Dick Salter (S&S Racing Team), and John Thompson and Mike Hazel (Nitroholics Racing Team).

Here are the Mr. Competition standings and the complete 1985 final top-five scores.

OVERALL COMPETITION (137 contests, 748 entries.)

1. Glenn Salter	Seattle, Wash.	185
2. Dave Green	Astoria, Ore.	118
3. John Hall	Puyallup, Wash.	100
4. Mel Lyne	Garibaldi Hghlnds, B.C.	95
5. Dick Peterson	Renton, Wash.	82
6. Dave Mullens	Seattle, Wash.	81.5
7. Gary Byerley	Spanaway, Wash.	78
8. Norm McFadden	Lynnwood, Wash.	74
S&S Racing Team	Seattle, Wash.	74
10. Beers-Cole Racing	Vancouver/Portland	68
11. Randy Schultz	Seattle, Wash.	58
12. Henry Hajdik	New Westminster, B.C.	56
13. Ray Mathis	Bremerton, Wash.	52.5
14. Nitroholics Racing	Salem/Cottage Grove	50
15. George Mickey	Seattle, Wash.	48.5
16. John Thompson	Cottage Grove, Ore.	46
17. Lyn Murray	Maple Ridge, B.C.	45
18. Dick Salter	Seattle, Wash.	42
19. Paul Dranfield	Vancouver, B.C.	39
20. Howard Rush	Kirkland, Wash.	37
21. Jason Howell	Tacoma, Wash.	34
Orin Humphries	Spokane, Wash.	34
23. Paul Walker	Renton, Wash.	33
24. Pete Bergstrom	Ft. Lewis, Wash.	31
25. Don McClave	Portland, Ore.	28.5
26. Chris Sackett	Burnaby, B.C.	28
27. Dick McConnell	Seattle, Wash.	24
28. Bob Parker	Renton, Wash.	23
29. Dan Burdick	Seattle, Wash.	22
30. Gene Pape	Eugene, Ore.	21
Mark Freeman	Vancouver, Wash.	21
32. Roy West	Port Moody, B.C.	20
33. Mike Hazel	Salem, Ore.	18
34. Frank Boden	Burnaby, B.C.	17
Art Lander	Richmond, B.C.	17
36. Greg Beers	Vancouver, Wash.	15
37. Shawn Mullens	Seattle, Wash.	14
Wesley Mullens	Seattle, Wash.	14
39. Waterman/Cooney	Troutdale, Ore.	13
McCollum/Knoppi	El Toro/Seattle	13
Rich Salter	Seattle, Wash.	13
Greg Davis	Port Coquitlam, B.C.	13
Roy Beers	Vancouver, Wash.	13
44. Wayne Drake	Troutdale, Ore.	12
45. Gary Swisher	Milwaukie, Ore.	11
Patrick Johnston	Boise, Idaho	11
47. Travis Lyne	Garibaldi Hghlnds, B.C.	10
David Shrum	Roseburg, Ore.	10
49. Bob Emmett	Renton, Wash.	9.5
50. Marty Phillips	Kirkland, Wash.	9
Alan Resinger	North Delta, B.C.	9
Terry Miller	Roseburg, Ore.	9
Jerry Thomas	Puyallup, Wash.	9
Stanley Johnson	Spokane, Wash.	9
55. Jim Booker	Boise, Idaho	8
56. Dan Cronyn	Seattle, Wash.	7.5
57. Chuck Schuette	Vancouver, Wash.	7
58. Dave Gardner	Renton, Wash.	6.5
59. Randy Powell	Caldwell, Idaho	6
Vic Chometsky	Richmond, B.C.	6
Shawn Parker	Renton?, Wash.	6
Jim Low	Richmond, B.C.	6
63. Hill Naemura	Portland, Ore.	5
Mike Slessor	Maple Ridge, B.C.	5
65. Steve Cole	Portland, Ore.	4.5
66. Mel Marcum	Eugene, Ore.	4
Alan Stewart	Vancouver, Wash.	4
Richard Birch	Everett, Wash.	4
69. Gerald Schamp	Albany, Ore.	3.5
70. Lance Cronyn	Seattle, Wash.	3
Jason Huntress	Seattle, Wash.	3

72. Bill Varner	Astoria, Ore.	2
Joe Just	Sunnyside, Wash.	2
Loren Howard	Vancouver, Wash.	2
Ron Salo	Vancouver?, B.C.	2
Wayne Spears	Portland, Ore.	2
Rick Humphries	Spokane, Wash.	2
78. Rich Porter	Salem, Ore.	1.5
79. Ron Underhill	Richmond, B.C.	1.5
80. Dave Royer	Portland, Ore.	1
81. Mike Melang	Seattle?, Wash.	1
82. Rick Wallace	Sequim, Wash.	1

1985 NORTHWEST CONTROL-LINE COMPETITION STANDINGS
FINAL STANDINGS

NORTHWEST SPORT RACE (14 contests, 132 entries)

1. S&S Racing Team	Seattle, Wash.	60
2. Henry Hajdik	New Westminster, B.C.	50
Beers-Cole Team	Vancouver/Portland	50
4. Dave Green	Astoria, Ore.	41
5. Mel Lyne	Garibaldi Hghlnds, B.C.	34
6. Paul Dranfield	Vancouver, B.C.	33
7. Nitroholics Team	Salem/Cottage Grove	28
8. John Hall	Puyallup, Wash.	27
9. Dick Peterson	Renton, Wash.	23
10. Lyn Murray	Maple Ridge, B.C.	22
11. Glenn Salter	Seattle, Wash.	15
12. Frank Boden	Burnaby, B.C.	14
Art Lander	Richmond, B.C.	14
14. Waterman/Cooney	Troutdale, Ore.	13
15. Wayne Drake	Troutdale, Ore.	12
16. Roy West	Port Moody, B.C.	11
17. Gene Pape	Eugene, Ore.	10
18. Dan Burdick	Seattle, Wash.	8
19. Greg Beers	Vancouver, Wash.	7
20. Rich Salter	Seattle, Wash.	2
21. Jason Howell	Tacoma, Wash.	1

NORTHWEST SUPER SPORT RACE (9 contests, 57 entries)

1. Dave Green	Astoria, Ore.	39
2. Dick Peterson	Renton, Wash.	35
3. Glenn Salter	Seattle, Wash.	20
4. Beers-Cole Team	Vancouver/Portland	18
5. Nitroholics Team	Salem/Cottage Grove	17
6. John Hall	Puyallup, Wash.	13
S&S Racing Team	Seattle, Wash.	13
8. Dick McConnell	Seattle, Wash.	12
9. Dave Mullens	Seattle, Wash.	6

SLOW RAT RACE (2 contests, 7 entries)

1. Dave Green	Astoria, Ore.	7
2. Dick Peterson	Renton, Wash.	4
3. Glenn Salter	Seattle, Wash.	3
4. Dick McConnell	Seattle, Wash.	2

RAT RACE (2 contests, 4 entries)

1. Nitroholics Team	Salem/Cottage Grove	2
Dave Green	Astoria, Ore.	2

GOODYEAR (1 contest, 4 entries)

No Northwest entries.

CLASS I MOUSE RACE (4 contests, 14 entries)

1. McCollum/Knoppi Team	El Toro/Seattle	6
2. Nitroholics Team	Salem/Cottage Grove	3
3. Rich Salter	Seattle, Wash.	2
John Thompson	Cottage Grove, Ore.	2
5. Jason Howell	Tacoma, Wash.	1
Dave Green	Astoria, Ore.	1
S&S Racing Team	Seattle, Wash.	1

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

OVERALL RACING (34 contests, 227 entries)

1. Dave Green	Astoria, Ore.	93
2. S&S Racing Team	Seattle, Wash.	74
3. Beers-Cole Team	Vancouver/Portland	68
4. Dick Peterson	Renton, Wash.	62
5. Nitroholics Team	Salem/Cottage Grove	50
Henry Hadjik	New Westminster, B.C.	50
John Hall	Puyallup, Wash.	50
8. Glenn Salter	Seattle, Wash.	39
9. Mel Lyne	Garibaldi Hghlnds, B.C.	34
10. Paul Dranfield	Vancouver, B.C.	33
11. Lyn Murray	Maple Ridge, B.C.	22
12. Frank Boden	Burnaby, B.C.	14
Art Lander	Richmond, B.C.	14
Dick McConnell	Seattle, Wash.	14
15. Waterman/Cooney	Troutdale, Ore.	13
16. Wayne Drake	Troutdale, Ore.	12
17. Roy West	Port Moody, B.C.	11
18. McCollum/Knoppi	El Toro/Seattle	10
Gene Pape	Eugene, Ore.	10
20. Dan Burdick	Seattle, Wash.	9
21. Greg Beers	Vancouver, Wash.	7
22. Dave Mullens	Seattle, Wash.	6
23. Rich Salter	Seattle, Wash.	4
24. Jason Howell	Tacoma, Wash.	2
John Thompson	Cottage Grove, Ore.	2

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
6. Mel Lyne	Garibaldi Hghlnds, B.C.	6
Mike Hazel	Salem, Ore.	6
8. Gary Swisher	Milwaukie, Ore.	4
Richard Birch	Everett, Wash.	4
10. Dick Salter	Seattle, Wash.	2

NW SPORT/MACA COMBAT (3 contests, 17 entries)

1. John Thompson	Cottage Grove, Ore.	9
2. Gary Swisher	Milwaukie, Ore.	7
3. Paul Dranfield	Vancouver, B.C.	6
4. Glenn Salter	Seattle, Wash.	5
Lyn Murray	Maple Ridge, B.C.	5
6. Alan Stewart	Vancouver, Wash.	4
Greg Davis	Port Coquitlam, B.C.	4
Gene Pape	Eugene, Ore.	4
9. Frank Boden	Burnaby, B.C.	3
10. Bill Varner	Astoria, Ore.	2
11. Ray Mathis	Bremerton, Wash.	1

FAI COMBAT (2 contests, 9 entries)

1. Mel Lyne	Garibaldi Hghlnds, B.C.	8
2. Gary Byerley	Spanaway, Wash.	5
Dick McConnell	Seattle, Wash.	5
4. Dick Salter	Seattle, Wash.	1

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
6. Frank Boden	Burnaby, B.C.	4
7. Mel Lyne	Garibaldi Hghlnds, B.C.	2

AMA COMBAT (6 contests, 26 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
6. Jim Booker	Boise, Idaho	8
7. Gene Pape	Eugene, Ore.	7
8. Dick Salter	Seattle, Wash.	6
Jason Howell	Tacoma, Wash.	6
10. Will Naemura	Portland, Ore.	5

OVERALL COMBAT (21 contests, 174 entries) @

1. Gary Byerley	Spanaway, Wash.	78
2. Norm McFadden	Lynnwood, Wash.	74
3. John Thompson	Cottage Grove, Ore.	41
4. Howard Rush	Kirkland, Wash.	37
5. Mel Lyne	Garibaldi Hghlnds, B.C.	33
6. Dick Salter	Seattle, Wash.	32
7. Jason Howell	Tacoma, Wash.	28
8. Glenn Salter	Seattle, Wash.	23
9. Greg Davis	Port Coquitlam, B.C.	13
10. Gary Swisher	Milwaukie, Ore.	11
Gene Pape	Eugene, Ore.	11
12. Dick McConnell	Seattle, Wash.	10
13. Jim Booker	Boise, Idaho	8
Travis Lyne	Squamish, B.C.	8
15. Lyn Murray	Maple Ridge, B.C.	6
Paul Dranfield	Vancouver, B.C.	6
Mike Hazel	Salem, Ore.	6
18. Will Naemura	Portland, Ore.	5
Lyn Murray	Maple Ridge, B.C.	5
20. Alan Stewart	Vancouver, Wash.	4
Richard Birch	Everett, Wash.	4
22. Frank Boden	Burnaby, B.C.	3
23. Bill Varner	Astoria, Ore.	2
24. Ray Mathis	Bremerton, Wash.	1

PRECISION AEROBATICS (32 contests, 116 entries)

1. Dave Mullens	Seattle, Wash.	46.5
2. Ray Mathis	Bremerton, Wash.	34.5
3. Paul Walker	Kent, Wash.	33
4. Randy Schultz	Seattle, Wash.	27
Pete Bergstrom	Ft. Lewis, Wash.	27
6. George Mickey	Seattle, Wash.	26.5
7. Don McClave	Portland, Ore.	25.5
8. Mark Freeman	Vancouver, Wash.	21
9. John Hall	Puyallup, Wash.	20
10. Shawn Mullens	Seattle, Wash.	10
11. Patrick Johnston	Boise, Idaho	9
Alan Resinger	North Delta, B.C.	9
13. Wesley Mullens	Seattle, Wash.	8
14. Dan Cronyn	Seattle, Wash.	7.5
15. Marty Phillips	Kirkland, Wash.	6
Randy Powell	Caldwell, Idaho	6
Vic Chometsky	Richmond, B.C.	6
18. Glenn Salter	Seattle, Wash.	5
19. Steve Cole	Portland, Ore.	4.5
Dave Gardner	Renton, Wash.	4.5
Bob Emmett	Renton, Wash.	4.5
22. Mel Marcum	Eugene, Ore.	4
23. Gerald Schamp	Albany, Ore.	3.5
24. David Shrum	Roseburg, Ore.	3
Rich Salter	Seattle, Wash.	3
Lance Cronyn	Seattle, Wash.	3
John Thompson	Cottage Grove, Ore.	3
Jason Huntress	Seattle, Wash.	3
29. Jason Howell	Tacoma, Wash.	2
30. Rich Porter	Salem, Ore.	1.5
Ron Underhill	Richmond, B.C.	1.5
32. Shawn Parker	Renton?, Wash.	1
Terry Miller	Roseburg, Ore.	1
Dave Royer	Portland, Ore.	1

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
6. Don McClave	Portland, Ore.	3
Glenn Salter	Seattle, Wash.	3
8. Terry Miller	Roseburg, Ore.	2
Dave Gardner	Renton, Wash.	2
Joe Just	Sunnyside, Wash.	2

PRECISION SCALE (1 contest, 4 entries)

1. Orin Humphries	Spokane, Wash.	4
2. Dave Mullens	Seattle, Wash.	3
3. Patrick Johnston	Boise, Idaho	2

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
George Mickey	Seattle, Wash.	2
7. Dave Green	Astoria, Ore.	1
Mike Melang	Seattle??, Wash.	1

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
6. Ray Mathis	Bremerton, Wash.	3
7. Patrick Johnston	Boise, Idaho	2
Dick Peterson	Renton, Wash.	2
George Mickey	Seattle, Wash.	2
10. Dave Green	Astoria, Ore.	1
Mike Melang	Seattle??, Wash.	1

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
6. Jerry Thomas	Puyallup, Wash.	9	Jet
7. Chuck Schuette	Vancouver, Wa.	7	FAI
8. Henry Hajdik	New West., B.C.	6	NW Proto
9. Mel Lyne	Squamish, B.C.	5	NW Proto
Mike Slessor	Mple Rdge, B.C.	5	Half-A
11. Greg Beers	Vancouver, Wa.	4	B, F-40
12. McCollum/Knoppi	El Toro/Seattle	3	Half-A
Art Lander	Richmond, B.C.	3	NW Proto
14. Loren Howard	Vancouver, Wa.	2	D
Ron Salo	Prc Albrrt, Ssk.	2	A

BALLOON BUST (6 contests, 52 entries)

1. Mel Lyne	Garibaldi Hghlnds, B.C.	23
2. George Mickey	Seattle, Wash.	20
3. Randy Schultz	Seattle, Wash.	15
Glenn Salter	Seattle, Wash.	15
5. Dave Mullens	Seattle, Wash.	13
6. Lyn Murray	Maple Ridge, B.C.	12
7. Dick Salter	Seattle, Wash.	10
8. Dick Peterson	Renton, Wash.	6
Rich Salter	Seattle, Wash.	6
Wesley Mullens	Seattle, Wash.	6
11. Shawn Mullens	Seattle, Wash.	4
12. Jason Howell	Tacoma, Wash.	2
Travis Lyne	Squamish, B.C.	2

JUNIOR OVERALL COMPETITION STANDINGS

1. Jason Howell	Tacoma, Wash.	34
2. Wesley Mullens	Seattle, Wash.	14
Shawn Mullens	Seattle, Wash.	14
4. Rich Salter	Seattle, Wash.	13
5. Travis Lyne	Squamish, B.C.	10
6. Lance Cronyn	Seattle, Wash.	3

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

@ When a type of competition occurs which fits the general nature of the event but does not fall in a specific category (i.e. .15 non-FAI Combat), points are listed in the overall category only.

PROFILE NAVY CARRIER (5 contests, 29 entries)

1. Bob Parker	Renton, Wash.	20
2. John Hall	Puyallup, Wash.	17
3. Dave Green	Astoria, Ore.	13
4. Orin Humphries	Spokane, Wash.	11
5. Stanley Johnson	Spokane, Wash.	9
6. Greg Beers	Vancouver, Wash.	4
Roy Beers	Vancouver, Wash.	4
Roy West	Port Moody, B.C.	4
9. Shawn Parker	Renton, Wash.	2
Rick Humphries	Spokane, Wash.	2

CLASS I NAVY CARRIER (4 contests, 14 entries)

1. Dave Shrum	Roseburg, Ore.	7
2. Terry Miller	Roseburg, Ore.	6
3. Roy Beers	Vancouver, Wash.	2
Bob Parker	Renton, Wash.	2

CLASS II NAVY CARRIER (4 contests, 10 entries)

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

OVERALL NAVY CARRIER (14 contests, 56 entries) *

1. Bob Parker	Renton, Wash.	23
2. Orin Humphries	Spokane, Wash.	19
John Hall	Puyallup, Wash.	19
4. Dave Green	Astoria, Ore.	13
Roy Beers	Vancouver, Wash.	13
6. Stanley Johnson	Spokane, Wash.	9
7. Dave Shrum	Roseburg, Ore.	7
8. Terry Miller	Roseburg, Ore.	6
9. Shawn Parker	Renton?, Wash.	5
10. Greg Beers	Vancouver, Wash.	4
Roy West	Port Moody, B.C.	4
12. Marty Phillips	Kirkland, Wash.	3
13. Wayne Spears	Portland, Ore.	2
Rick Humphries	Spokane, Wash.	2
15. Rick Wallace	Sequim, Wash.	1

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THE DRIZZLE CIRCUIT

ROUND and ROUND In the RAIN?



DRIZZLERS OFF TO FLYING START

PORTLAND, Ore. -- The eighth annual Northwest Sport Race Drizzle Circuit got off to a fine start Dec. 10 with a strong field of entries and excellent racing from the first "Go!".

Times were generally good but not spectacular; many contestants obviously were in the shakedown stages in Contest No. 1. One Northwest record was improved as the Beers-Cole Racing Team of Vancouver, Wash. and Portland, Ore., turned an 8:55 feature race time. The old record of 8:57 was held by S&S Racing Team of Seattle, Wash.

One of the best feature races in Northwest Sport Race history was the highlight of the day as three planes ran the 140 laps virtually neck and neck, swapping passes repeatedly as pilots' positions in the center circle adjusted. There were 19 seconds between first and third places, making the race not the closest in history but definitely one of the most exciting.

In the end it was Beers-Cole in first at 8:55, Dave Green second at 9:06 and Gene Pape third at 9:14.

Dick Peterson ran away with the Northwest Super Sport Race feature over S&S Racing Team and John Hall. However, a strong field of Super Sports, including some new airplanes, portended a donnybrook for championship points in that class as the season progresses.

Weather was excellent for a Northwest winter contest -- cool, calm and dry.

Contest directors and secondary events were set for the rest of the circuit. See the contest calendar for details.

Here are the complete results, as provided by Drizzle Circuit Coordinator Steve Cole:

NORTHWEST SPORT RACE (12 entries)

1. Beers-Cole Racing Team, Vancouver, Wash./Portland, Ore. -- 8:55. Airplane data unavailable. Pilot Greg Beers, Pit Crew Steve Cole.
2. Dave Green, Astoria, Ore. -- 9:06.
3. Gene Pape, Eugene, Ore. -- 9:14.
4. Dick Peterson, Renton, Wash. -- DNF.

NORTHWEST SUPER SPORT RACE (8 entries)

1. Dick Peterson -- 8:57. Airplane data following. Pilot Gene Pape, pit crew Dick Peterson.
2. S&S Racing Team, Seattle, Wash. -- 9:40.
3. John Hall, Puyallup, Wash. -- DNF.

CLASS I MOUSE RACE (2 entries)

1. John Thompson, Cottage Grove, Ore. -- 7:12. Little White Mouse, Frank Scott design, 14" span, 5.5 oz., balsa/bass/plywood, fiberglass cloth/polyester resin/epoxy paint finish. Cox Black Widow .049 with Kustom Kraftsmanship backplate, Tornado 5x4 nylon prop, Cox high-compression plug, Sheldon's 40% nitro fuel, hot thumb. Pilot Gene Pape, Pit Crew John Thompson.
2. S&S Racing Team -- DNF.

DRIZZLE CIRCUIT STATISTICS AFTER ONE CONTEST

CHAMPIONSHIP POINT STANDINGS

NORTHWEST SPORT RACE
1. Beers-Cole . . 12
2. Dave Green . . 11
3. Gene Pape . . 10
4. Dick Peterson. 9
5. S&S Racing . . 2
Glen Salter. . 2
Dick McConnell 2
John Hall. . . 2
9. John Thompson. 1
D. Phillips. . 1
11. Hinrichs. . . 0
Wayne Drake . 0

NW SUPER SPORT RACE
1. Dick Peterson. 8
2. S&S Racing . . 7
3. John Hall. . . 6
4. Dick McConnell 2
5. Dave Green . . 1
John Thompson. 1
Beers-Cole . . 1
Glen Salter. . 1

FAST TIMES

HEAT

NWSR: 4:25 (Dave Green)
NWSS: 3:59 (John Hall)

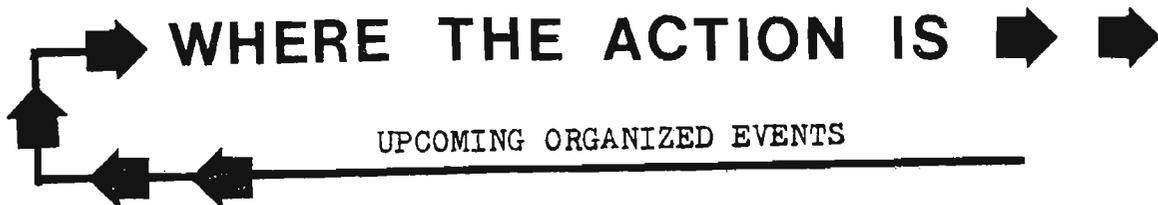
FEATURE

NWSR: 8:55 (Beers-Cole)
NWSS: 8:57 (Dick Peterson)

DRIZZLE CIRCUIT EVENT UPDATE:

Jan. 12: NWSR, NWSS, Rat Race. Dick Salter, CD.
Feb. 9: NWSR, NWSS, Half-A Combat. Gene Pape, CD.
March 9: NWSR, NWSS, NW Sport Combat. John Thompson, CD.
April 13: NWSR, NWSS, Slow Rat. Wayne Spears, CD.

Dick Peterson's winning NW Super Sport Race Data: The Artesian, own design, 38½ inch span, 30 ounces, balsa-ply construction, dope and monocote, K&B 35, reworked by self, 8½ x 7½ glass prop by Dave Green, Fox 2 volt standard glow plug, contest supplied 10% nitro fuel, 3½ ounce tank, uniflow venting. pilot: Gene Pape, pitman: Dick Peterson. Note: kit of this design will be made available soon.



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.

- 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.

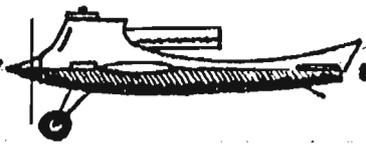
For information, contact FL.

- April 26-27 ... SPANAWAY, 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.

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.

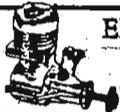
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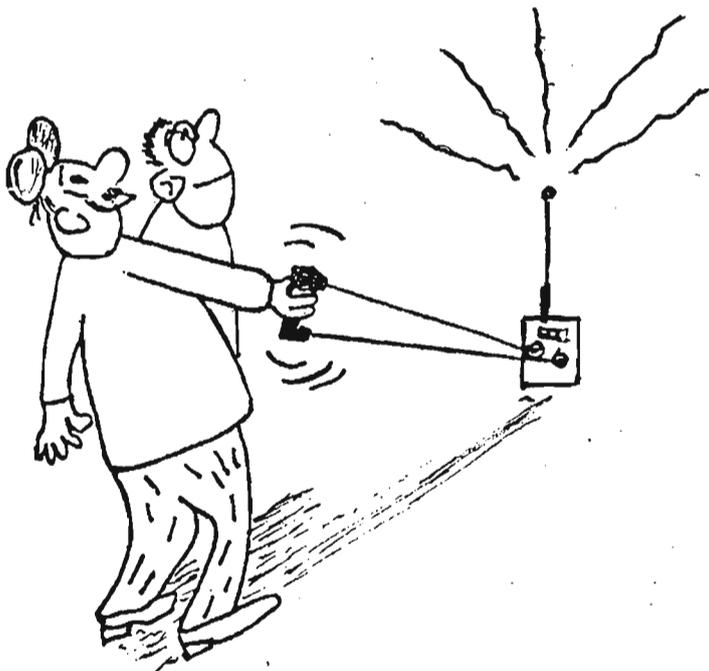
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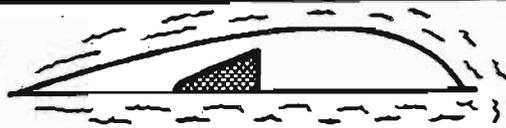
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HELP WANTED: Flying Lines seeks
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engine columnist, speed columnist,
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COCKPIT CHATTER



NOTES FROM THE EDITORS' DESK

Happy New Year to all in Flying Lines Reader Land! As you know, this is the first issue in which the baton is being carried by the new editor. Please hold on, if it appears there are some bumps and jerks for the next couple of issues. It does take some time to get fully organized and running smoothly, and I hope that it will appear to be just that in a month or two.

One immediate change that you will note is the increased amount of varied type throughout the text. I do not have a word processor as John did, so whatever "computer print" you see in the future, is most likely off of John's equipment. Of course some columns and other features are ready to print, and we just paste them in. Other than that, This type you are now reading is off of my good ol' Smith-Corona Galaxie Twelve. (going on 15 years of age, hopefully good for another 15!) I could also probably use my manual typewriter at work for one more variation, just if anyone gets bored with adjusting their eyes.

Also, don't be alarmed if you see some minor variations of the FL format, or layout. Rest assured the concept and purpose of this publication will always be the same, communication between CL modelers to the end of keeping this sport alive and thriving. That means your input is always appreciated and solicited.

Regarding change of layout, any such changes coming forth would only be in the interest of streamlining the operation. Now that I am wearing two hats, (and my head certainly isn't any larger) any reduction of physical labor should save me from any undue strain on the schedule. Speaking of layout, how about those pro looking column headings, done up by Jim LaBarge. Be looking for more as we hit the various columns over the next couple of months.

Now that I have mentioned columns, it would be appropriate to solicit for a couple of volunteers for vacancies. We still have an opening for a column on engines. This is a fairly wide open subject. If interested, please contact me. I am currently doing the Speed column, but wouldn't mind a reprieve from it, at least for awhile.

We have a new column this month: Round & Round by John Thompson. When John passed the FL handle to me, I asked him if he wouldn't mind writing a general interest "modeler at large" sort of column. He graciously agreed to do so, and I'm sure everyone will enjoy his reflection and insight on the hobby as a whole.

We have picked up quite a few new readers over the last three or so months, so we should probably give a reminder regarding the renewal procedure. As you know, your subscription is not tied to a given year, but is good for a number of issues (5 or 10, depending on what ya bought) You can note on your address label two numbers separated with a slash. These are your first and last issue numbers. When you receive your last issue, we request that you automatically send in your renewal money. Because of the size of readership, we do not send out renewal notices. Your attention to that is appreciated. When you send your check or money order, remember to make it out to "Flying Lines". Thanks!

ROUND & ROUND By John Thompson

Most of us control-line model fliers who are starting to get that sprinkling of gray in the hair, and who can remember when a McCoy .35 Redhead cost \$5.95, started in this hobby when a national magazine ran a column called "Round & Round."

The column is long gone, now, and for control-line fliers, so is the magazine. But such a grand old name should be continued. Even though our planes don't just go round and round, the whirl of competition travel, making the hobby shop circuit to find our supplies, and swapping tips and war stories around our circle of flying friends makes it fit as well now as it ever did.

Thus is it selected for the name of a new Flying Lines monthly feature. Though I turned over the editorship of FL to Mike Hazel after Issue No. 68, I promised to initiate a "modeler-at-large" column of general interest. This is it.

Round & Round- continued

The column will be a mixture of technical tips, news items, rules information, opinion and general comment on the control-line scene.

At the outset, I'd like to encourage all FL readers to write me with questions they would like answered in the column. If I don't know the answers, I'll try to find an expert who can help us out. Write me and we'll write this column together.

However, your general letters to the editor should continue now to go Mike Hazel at the new FL address, on the cover of this issue.

And now, on to the news:

FIRST, THE BAD NEWS

Probably the biggest CL news story of 1986 will be what happens to the flying field at Mahlon Sweet Airport in Eugene, Ore.

The airport construction project, long expected, now appears close to reality. Airport officials have told the Eugene Prop Spinners that the field they have used for 20 years will be gone shortly after the 1986 Regionals.

Airport people have been friendly and cooperative, but they have as yet been unable to guarantee that any flying field will replace the current one. The Prop Spinners and AMA's Geoff Styles have begun working with the City of Eugene to solve this problem. Any letters of support from other Northwesterners for the Prop Spinners could be sent to me, and I will see that they reach airport management.

In the meantime, it appears that the 1986 Regionals may be the last at the Mahlon Sweet site. If you have never been to a Regionals, now is the year to make it...it may be your last chance to visit the largest Western control-line contest. By the way, it's the 15th annual!

NOW, SOME GOOD NEWS

FL has finally received an answer from Carl Goldberg Models to our inquiry about the discontinuance of Goldberg CL kits. This form letter says that the Shoestring Stunter kit will be, as they put it, "resurrected" for the Foxberg race that is popular in other areas (it's like our Northwest Sport Race).

We hear also from Joe Just of J&J Sales that Goldberg still has the VooDoo in production.

By implication, we conclude that the other Goldberg CL kits are no longer in production. Might be worth your while to pick up one of those Shoestring kits just as a demonstration to Carl Goldberg's heirs that the CL hobby he helped build is still alive.

JUGS GUN

If you're a baseball fan, you know that's the gizmo that the guy behind home plate uses to measure a fastball. In generic terms, it's a radar gun.

Guess who shows up with just such a weapon (we don't know if it was a JUGS) but it was a radar gun) at the December Drizzle Circuit contest? Yep; ol' Dick "Artesian Airlines" Peterson had the gun on the sport racers and super sport planes.

We don't recall the speeds he charted, but suffice it to say most of the sport racers have some work to do to catch up with Nolan Ryan's heater.

RULE BOOKS

AMA members should be receiving their 1986-87 rule books about now. AMA has made a concerted effort to get the books out in time for the competition season, a welcome change.

In other AMA business, note commentary in the January Model Aviation that your insurance coverage has dropped from \$2 million to \$1 million because of problems with the insurance carrier. It seems courts like to make big awards for accidents caused by modelers.

Remember, your questions to "Round & Round" are welcomed.

--John Thompson, 1505 Ash Ave., Cottage Grove, OR 97424

MYERS PLANES SOON TO BE PRETTIEST IN CALIFORNIA

Gerald Myers of Redway, Calif., was the lucky winner in the fall/winter 1985 raffle.

As a result, Gerald has been shipped the Paasche Model #62 spray gun, compressor and pressure regulator that was the prize. This means that Gerald now has no excuse for producing anything but beautiful planes.

Congratulations are in order for Gerald, and thanks go out from Flying Lines to Don McClave of Portland, Ore., who donated this \$160 item.

Stay tuned for the next FL raffle, to be announced later.

FLYAWAYS



ASH & TRASH, TIPS & RIBS from the FL WORKSHOP FLOOR

A CLASS REUNION..... Henry Hajdik reports that plans for the Vancouver Gas Model Club 50th year anniversary celebration are shaping up good. The gala dance and dinner affair will include celebrity "roasts" and other such ceremonies, pomp and circumstance. The grand event is scheduled to take place on December 28th, so will already have taken place by the time you read this. One last minute report that we received, was that tickets for the event numbered almost 200! This number includes many former members from the old days, and spouses, etc. We'll expect a full report.

FIRST STRING..... Carl Goldberg Models is making another production run of their profile 35 size "Shoestring" racer, due to the demand. Let's keep making noise and demand to keep this, and other kits available.

IT'S SHOW TIME..... The NW model exposition will again take place at the Puyallup fairgrounds on February 2nd and 3rd. Last year the Seattle Skyraiders did a super job of running a club booth, and putting on crowd pleasing flying demonstrations..... all amid a world of RC. It sounds as if they are planning for another good CL showing this year.

PUBLICATION PLUG..... If you haven't checked out the British magazine, "Aeromodeler", well then you should. It's orientation is almost all FF and CL. In the last couple of issues there has been a good variety of subject matter: Engine review of OS 40 FPS, Old time CL, Stunt clinic article, reports on European Champs, and British Nats, plus scale, speed, and racing. There are even full size plans in the centerfold- models you can fly!

CL IS FUN, TOO..... as some people have indicated to Bill Winter, one of Model Aviation's general columnists. Check out the January issue, if you haven't already, read the input, and check out the photos. My favorite is the twin jet job.

GIVE THE BOOK A LOOK..... The AMA rule books have just hit the mail boxes. Make sure to double check the regulations for your favorite event, so that there aren't any surprises at the first meet of the season. It seemed very novel receiving the rule book actually before 1986! Remember how they used to always come out in March, and everybody blamed the RC'ers?

FASTER, LONGER?..... At last years Regionals, the speed event schedule was expanded with the addition of a part day on Friday, starting at noon. This worked out very well. If you speed types are interested in going at it for a full day, on Friday, please speak up.



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editor's introduction: Dave Green has agreed to take on some writing duties in the subject area of racing. For those of you who are new 'round here, Dave is the Northwest's "Mr. Pitman", and has numerous racing victories and NW racing records under his belt.

RACING ROUNDUP

FAI

MOUSE

RAT

SLOW RAT

GOODYEAR

NORTHWEST

by: DAVE GREEN

So much has been written lately about why you should fly different events, that I thought I would discuss something I know a little about; the Racing Pitman.

Why be a pitman? Why subject yourself to constant danger of being hit by a plane, or of cutting your fingers on a prop? Why tie your stomach in knots every time the starter says go? Are we all masochists? Maybe! Are we crazy? Definitely not!

I think the answer can be summed up in one word: Satisfaction! The satisfaction of hearing your engine start on the first flip. The satisfaction of getting just the right needle setting. The satisfaction of seeing your plane go just a little bit better than anyone else's and of coming in first. The satisfaction of having the other competitors come up and shake your hand and say "good race."

This is what a pitman feels after a good race. But what does it take to get there? I know it has been discussed before; but I think it deserves repeating for those pitmen (or pitpersons) who may be just starting out.

First of all, there are no shortcuts! You have to know your equipment like the back of your hand. You can't beat on that new Fox 35 and go racing without breaking it in and getting to know it. Every engine has a different personality. Does it like a cold start or a hot start? Does it need a prime on hot restarts? Does it need a little more prop or a little less? There is only one way to get the answers to these questions: Practice! There is no substitute for burning up gallons of fuel at the practice field. You can spend all the money you want on expensive equipment, but unless you know how to use it, you will get beat every time.

This next suggestion is not mandatory, but it is a good idea. Find yourself a partner to team up with. You can compete with anyone as a pilot but you can't achieve that little edge over the others without a team mate you can rely on. A good team can almost read each others minds. Watch one in a race and see what I mean.

Next you have to have good equipment to be able to compete successfully. This doesn't mean you have to spend a lot of money. Some of the best competitors didn't spend a lot of dough to compete. They learned to build good equipment. You can't have stuff breaking down in a race and expect to win. If that shutoff doesn't work everytime, fix it so it does. If your engine isn't bolted on solid, put a piece of aluminum under it and bolt it on tight.

You need a solid control system. Having your bellcrank pulled out in a pull test is embarrassing. Building everything to last is a lot easier and safer than trying to rebuild it later.

Lastly, if you don't know what the right way to do something is, ask the guy who's winning. If he laughs, don't feel stupid. He probably had to ask the same questions at some time in his life. If he won't tell you, he has no class and isn't really interested in perpetuating the sport of Control Line Racing.

Next time, I will try to have some constructive ideas to pass on.

Happy Flipping, Dave Green

From the SKYWRITER

DEAR SANTA

WOULD YOU PLEASE BRING ME ANOTHER YEAR JUST LIKE LAST YEAR. A HOBBY THAT IS A LOT OF FUN, GOOD FRIENDS TO ENJOY MY HOBBY WITH, AND ALL THE CHALLENGES, AND SATISFACTION TO BE GAINED FROM BUILDING AND FLYING MODEL AIRPLANES. WOULD YOU PLEASE GIVE ME JUST A LITTLE MORE PATIENCE AND UNDERSTANDING WHILE I'M COMPETING. I COULD ALSO USE MORE TOLERANCE, ESPECIALLY WHEN UNDER PRESSURE AT A CONTEST. I COULD USE MORE TIME TO HELP OUT WITH CLUB ACTIVITIES AND CONTESTS. OH!, I COULD USE ANOTHER JUNIOR OR TWO TO SHARE MY HOBBY WITH AND HELP GET STARTED THEMSELVES. AND COULD YOU REALLY GIVE SOMETHING SPECIAL TO ALL THOSE PEOPLE WHO HELP US OUT BY RUNNING CONTESTS, JUDGING, PROVIDING US WITH CONTEST MERCHANDISE AND CLUB DISCOUNTS.

THANKS SANTA,
-A SEATTLE SKYRAIDER

AIRMAIL



COMMENTS, NEWS, and VIEWS from FL READERS

Dear FL,

Just a short blurb on the NW sport race rules on behalf of the racers up here. Ya done real good on the new rules bacially and I think it clears up most of the 'grey areas'. There are a couple of areas that I presume were an oversight that sure as hell someone will jump on. One is uner 4.4 AIRCRAFT. Which states all models must have a canopy, horizontal stabilizer, elevator and vertical fin. What happens to models with 'V' tails (M&P BONANZA) and a couple of other ukies that had V tails over the years? The second and probably more important thing is under aircraft 4.2 Which says models must have a minimum length of 24" when measured from the propellor thrust washer face to the leading edge of the moveable elevator surface. I think this rule would wipe out half of the sport race models now flown, certainly all of the M&P designs (22½") and many other nice old short coupled but large wing area ships. I can see that the rules were a direct copy from AMA slow rat and does help clarify things but I certainly hope you can modify the Sport Race rules to allow all profile ships of over 300 sq. in. wings to compete.

Possibly rule 4.4 could read " All models must have a canopy, horizontal stablizer, elevator and vertical fin OR Vee tail whichever is stock from kit"

To clear up rule 4.2 to allow all the models we all currently fly maybe we could reduce the length dimension to say 22". As far as I can tell this would let in all the popular kits now being used.

Let me know how you feel about this.

--Chris Sackett, Box 82294, Burnaby, B.C., Canada V5C 5P7

(Editor's note: For answer to this question, see Issue No. 67. Rules were not intended to outlaw any bona-fide sport plane kit. If the planes cannot be made to fit the 24-inch rule by moving the engine forward, the rule may have to be revised in next year's cycle. In the meantime, contest directors have the ability to rule on the general applicability of the rule's intent to a specific airplane.)

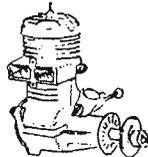
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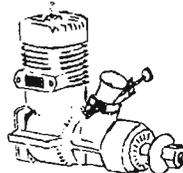
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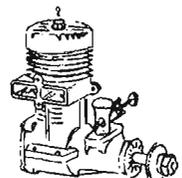
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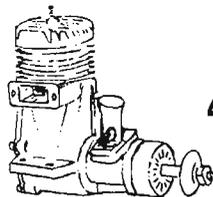
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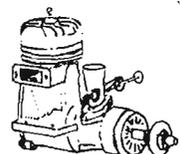
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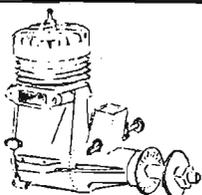
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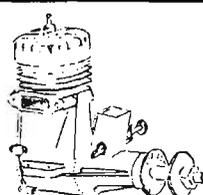
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ATTENTION DEALERS: Due to low sales volume, many of these items will have to be obtained directly from the factory.

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from Orin Humphries:



THORS-HAFFEN
North 5208 Elgin Street
Spokane, Washington 99205 USA



December 10, 1985

Dear John,

So, an era has come to an end at FL. I want you to know how very much we all have appreciated your efforts and sacrifice in bringing us this invaluable newsletter all these years. I am sure that the newsletters will continue to be the pivotal instrument in control line modeling in the Northwest like it has been in the years ahead while under the new helm. There is no question in my mind or in a reasonable thereof that this uniting work is the biggest reason for the resurgence of our hobby. The paper is read and respected around the world.

While we are on the subject of cudors, it might be time to once again say, "Thank you!" to the Prop Spinners for the Regionals they provide each year. There is no price one can put on the memories these things have given us.

It has been my pleasure to have been just a small part of your efforts.

Get caught up on your own things, John. Relax a bit and be very, very proud of your contributions to all of us. Thanx, buddy! High Regards,

Dear FL,

Thanks for the kind words about the graphics work. Since I work for a living doing this, plus I am a college professor in Drafting Technology I hope that what I do is up to standard.

Enclosed you will find a bunch of column header lines for the ones listed in your letter, plus one for the Drizzle circuit, and one for the photo page. The ones I sent you previously were just idea starters and not meant to replace the old time column headers. Use what you want, make changes, etc.

Will be sending some additional Beginner's column as soon as things quiet down a bit. This time of year is pretty busy.....

I do have a favor to ask...Since I plan to be back stateside next May and want to return to full time teaching, Could you send me the names of the local school district and their address, and if you have a Community college in the area that info would also be valuable.

Although I have been an AZ resident for a long time previous to my overseas tour, I am interested in moving to the Northwest, especially Washington/Oregon. I teach for Big Bend Community College of Moses Lake Washington over here, so...What you can do would be appreciated. I am certified for Industrial Education and Vocational Education.

Glad to assist with Flying Lines and enjoy doing my part to keep controlline alive. I also intend to send a flamegram to Great Planes as per your Cockpit Chatter. I really think that the R/C bunch wants us out of the hobby.

..... Jim LaBarge, USAFSA CMR 2293, APO NY 09458

Dear FL,

Here is a reply from Great Planes to my letter I sent them. Thought you might be interested. Wonder, if GP will still supply Indy RC, Tower, and other discount, mail order suppliers with OS and ST engines? If they do- then they are discriminating against Controlline Sales, and Ed Robbert. Right?

I'll agree that local hobbyshop is backbone to the industry. THE RC INDUSTRY! Don't give a *%\$# about CL. It's all big bucks, that is what counts. Money, not the hobby. They want to sell to those that fly over people, highways, golf courses, soccer fields, etc. One of these days! Pow- an RC idiot is going to ruin the hobby for everyone. It's coming. Every year I see more and more close calls in a possible serious accident with RC airplanes. It's not that it will happen, it is when. That is the people that storefront shops and Great Planes want. Idiots with lots of money to spend.

Gee, I don't have anything against RC airplanes,. Just some of the uncaring idiots that fly them and those companies that support them, for one reason-- money.

Enjoy and Fly CL (stunt) Bill Zimmer, AVP Dist VI ,
Box 72, Varna, IL 61375



November 22, 1985

Bill Zimmer
Box 72
Varna, IL 61375

Dear Mr. Zimmer:

Thank you for your letter dated November 1, 1985 concerning control line sales and Ed Roberts. We appreciate your comments and concerns in regards to these two shops but regret to inform you that at this time we cannot sell to them.

Great Planes supports the hobby industry by selling primarily to full-time storefront hobby shops. We feel that the local hobby shop is the backbone of this industry and try to give as much support as possible to the men and women who have made the commitment to invest their time and money into full-time shops. These people do have a much higher overhead than a shop that is located in the home and therefore cannot compete with the home based shops on pricing.

I am very sorry that the two shops you have dealt with in the past do not fall within Great Planes dealer policy. We do make all of the products we carry, including O.S. Max and control line products, available to all of our dealers. Please let me know if we can recommend another shop in your area.

Best Regards,

Marie Sebens

Marie Sebens
Sales Supervisor

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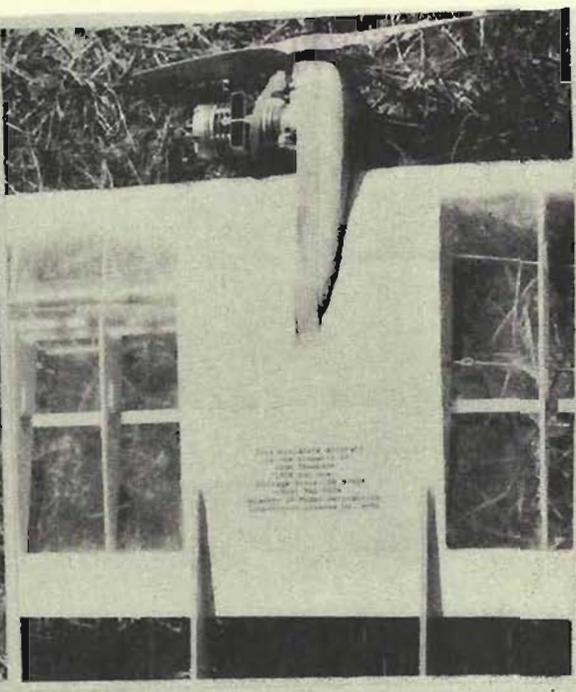
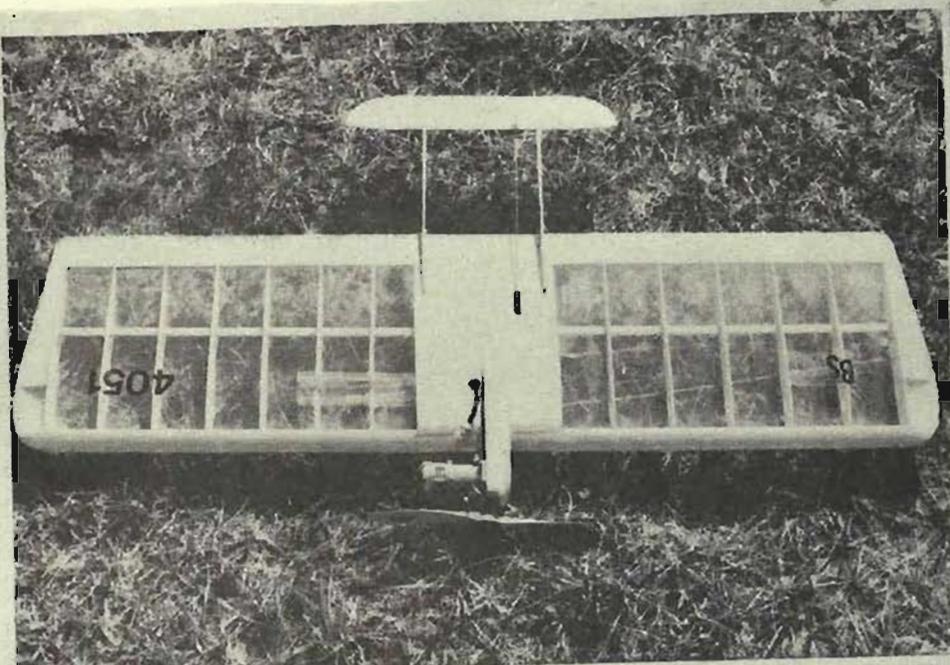


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Top Left: John Thompson's "FoxDoo" combat entry. Top Right: "flyaway ID sticker". Center Left: Don McClave surveys the Regionals stunt entry. Center Right: Alicia Gardner doling out the awards at the Raider Roundup. Bottom Left: Mel Marcum appears surprised to receive only 10 points for his flight box. Bottom Right: Regionals CD goes mental, "oh, yea, I am the power!".

Photos by Dave Mullens, Dan Cronyn, Mike Hazel.