

FLYING LINES

1411 BRYANT AVENUE
COTTAGE GROVE, OREGON 97424

EDITOR: JOHN THOMPSON
PUBLISHER: MIKE HAZEL

Dec. '79 NEWS OF NORTHWEST CONTROL LINE MODEL AVIATION Number 8

SIMPSONS SWEEP TURKEY TOURNAMENT

There were 10 frozen turkeys in attendance at the Nov. 18 FLYING LINES benefit Turkey Tournament. One was in an ice chest awaiting possession by the first-place winner and the other nine were entrants trying to be the winner. Some sunshine came through for a few minutes about noon, but otherwise it was somewhat cold, with a few light rain sprinkles late in the afternoon in Eugene, Ore.

The Turkey Tournament was designed as a test of versatility and a way to spend an entire day flying. True to the intent, the tournament started at 10 a.m. and ended with a combat match flown in near darkness, with all entrants getting lots of flying. In the versatility department, the undisputed champion was Richard Simpson of Silverton, Ore., who quietly and methodically motored to the top of the point standings to take home the turkey.

As you can tell from the title, this event was to raise some money for FLYING LINES' bank account, which is only too often in the five-figure range (all zeros). A big thanks from FL to all who came.

For those who couldn't make it, here is a quick rundown of what happened. The contest was a one-plane "quadrathon." Each entrant was allowed a single aircraft that would meet either slow combat or Northwest Sport Race specifications. The same plane was used to fly speed (ala Formula 40), racing, stunt and combat, in that order. Points were given for each event based on placing, and points from all events were combined to determine the contest winners.

Richard's dad and pit man, Roger Simpson, tied for second place overall, taking a Sterling Yak-9 kit to complete the family one-two punch. The other second-place finisher was Keith Iwanski of Tacoma, Wash., who took home a roll of Monokote and a handmade leather starter thong.

Gene Pape of Eugene, Ore., established an early lead, blasting to first place in the speed event with his Fox Combat Special-powered Ringmaster. Most everyone took all their three attempts available to up their scores. Planes were timed 14 laps from a standing start. Many scores were close.

Racing was next. Rules were basically Northwest Sport Race, except, just to make things different, the races were 100-lap preliminary heats with 200-lap final. A three-ounce maximum tank restriction applied, but there were no mandatory pit stops. Nobody made it through with no pits. The closest was Bill Vail of Olympia, Wash., who had almost 90 laps in his prelim when the juice ran out. Worst economy was Pape's entry, which came down three times in the prelim for refueling. The three fastest planes went to the feature race, with Richard Simpson winning a close one over Pape in a real tortoise and hare match. Simpson was fast for a sport racer, but Pape's gas-guzzling Combat Special was passing frequently in the air. In the end, it was economy winning over speed by 10 seconds.

Precision aerobatics did not exist at this contest, so we just flew stunt. The novice pattern from the AMA rulebook was used. The judge, Contest Director Mike Hazel, used his own 1-10 scoring system, producing the low score range in the statistics below. True stunt grunts would either have laughed or been ill if they saw these planes blasting or mushing through their vague maneuvers. Some of the entrants invented new ways to fly figure eights. John Thompson, first flier up, turned in a score that held up for first place.

Combat finished off the day, and some of the planes. The last two matches were at dusk. Slow rules were used, with single-elimination matching. The best match was for first and second place, with Iwanski picking up two cuts to Thompson's one before a mid-air collision ended it. Of the nine who entered, seven still were around to enter the combat, indicating the full day of flying all had. The only dropouts were Pape, whose bellcrank pulled out as he practiced stunt maneuvers, and David Ireland, who crashed during stunt competition.

In spite of the ugly weather and the newness of the event, organizers were pleased with the turnout and the positive comments offered by all participants. All in attendance seemed to enjoy the low-key atmosphere, and it was interesting to fly all day without knowing in advance who would be the "favorite," since everybody had to do at least one event they weren't used to. Maybe we'll try it again.

Complete results are on Page 2.

TURKEY TOURNAMENT RESULTS

Nov. 18, 1979, Eugene, Ore., 9 entries

SPEED

- 1. Gene Pape 88.41 mph
- 2. Keith Iwanski 84.08
- 3. David Ireland 80.87
- 4. Richard Simpson 79.97
- 5. Bill Varner 78.09
- 6. Roger Simpson 77.39
- 7. Bill Vail 76.73
- 8. John Thompson 76.57
- 9. Tracy Brazzle 75.28

RACING

- 1. Richard Simpson 13:12 final
- 2. Gene Pape 13:22
- 3. David Ireland 109 laps
- 4. John Thompson 7:18 heat
- 5. Roger Simpson 7:54
- 6. Tracy Brazzle 8:14
- 7. Keith Iwanski 8:59
- 8. Bill Vail 10:49
- 9. Bill Varner 50 laps

STUNT

- 1. John Thompson 60 points
- 2. Richard Simpson 59
- 3. Keith Iwanski 57
- 4. Roger Simpson 55
- 5. Tracy Brazzle 43
- 6. Bill Varner 42
- 7. Bill Vail 36
- 8. David Ireland 25

COMBAT

- 1. Keith Iwanski
- 2. John Thompson
- 3. Bill Varner
- 4. Roger Simpson
- 5. Tracy Brazzle
- 6. Bill Vail
- 7. Richard Simpson

FINAL STANDINGS

- 1. Richard Simpson 33*
- 2. Keith Iwanski 30
- 2. Roger Simpson 30*
- 4. John Thompson 29
- 5. Bill Varner 21
- 6. Tracy Brazzle 19
- 6. Tracy Brazzle 19
- 6. Gene Pape 19
- 9. Bill Vail 16

*Awarded 3-point bonus for using sport-race engine.

THE LIST KEEPS GROWING

FLYING LINES, the Northwest control-line newsletter, is nearing the end of its first year of publication with a growing list of subscribers. The newsletter now goes to Oregon, Washington, Washington, D.C., Illinois, New Jersey, Texas, Pennsylvania, California, Florida, Montana, Virginia and Alberta, Canada.

The purpose of FLYING LINES is to keep control-line modelers communicating and flying together. Help us keep spreading the word about CL by urging your flying friends to subscribe. The cost is \$6 for 12 issues, payable to FL at the address listed on the masthead.

After you're on the mailing list, share your thoughts by sending letters, articles, opinions, or photographs.

AD RATES

Advertisements in FLYING LINES cost \$5 per issue for a half page, \$3 per issue for a quarter page, \$10 per year for Hobby Shop Directory listing, and \$1 for five lines for classified ads.

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SHUTOFFS FOR SPORT RACE -- WHAT DO YOU THINK?



Proposals to legalize shutoff devices in Northwest Sport Race continue to come in. With all the talk about this change in what has been to date a relatively stable rulebook, FL has decided to poll public opinion on the question.

Before asking your opinion, here is a summary of the main arguments for and against:

AGAINST

Opponents of shutoffs in NWSR argue that shutoffs give the event an aura of high-technology racing, which NWSR was designed to avoid. Beginners would not be as willing to enter when facing competition with such trick devices, which require more than simply taking a plane down off the wall and flying.

FOR

Proponents of shutoffs argue that there actually is little or no high-technology skill involved in installation of a shutoff. At least two different shutoff devices are available commercially, to be simply bolted on. Shutoffs would provide a safety margin, allowing planes to be shut down in the case of tangles or other mishaps, protecting both planes and persons around the circle. Shutoffs would shorten the pre-race practice time by allowing competitors to get needle settings in only a few laps.

Now it is time to hear from you, NWSR flier (or potential beginner):

_____ YES, I would favor allowing shutoffs as an option in NWSR.

_____ NO, I would not welcome shutoffs in NWSR.

Note: Since rules have been published for the 1980 Drizzle Circuit, no rules changes would be made before next year, probably in time for a 1981 DC, or perhaps sooner if the response is overwhelming*

Clip out this questionnaire, or fill out the answer on a separate sheet, and mail to FLYING LINES, 1411 Bryant Ave., Cottage Grove, OR 97424.

* Copies of NWSR rules are available from Flying Lines or from Mike Hazel, 1319 Aspen St., Eugene, OR, 97401.

DEADLINE DILEMMA -- FL's deadline was moved up this month to get this edition out before the start of the 1980 Drizzle Circuit, Dec. 9. As a result, photos being mailed from the processor in Astoria did not arrive in time. Watch next month for action photos of the '79 Bladder Grabber. Instead of photos this month, see Page 9 for an aircraft plan.

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RACING ROUNDUP

By Mike Hazel

It's rule-change time, folks. I assume you know that 1980 is the start of a new period regarding competition rules. The December '79 issue of Model Aviation lists the rule changes for the next two-year period, on Pages 89-91. Make sure you look them over. You can also see how our area Control Line Contest Board member (Dan Rutherford) voted. As the rule book does not usually come out until March or so, we may have to refer to this section of the magazine for a while.

Anyhow, I'll give a quick rundown on some of the rules that will require some sort of change in equipment in the racing events:

SLOW RAT: Single-strand line is now required. (.018" x 60')

MOUSE: Exposed control system in Class I. If you have bothered to bury yours, rip 'er out. Also, required pits in the final are reduced from three to two.

GOODYEAR: Exhaust extensions prohibited. Those who have been running mini-pipes and wondering if they do any good can now take them off and stop wondering. And now for the good one: Lines are now to be .014" x 60'. This is a large change and will go far in making the event much safer. Rotational speeds will be cut down by a large margin, making three-up racing no problem even with fast planes. However, if your plane is a bit squirrely on takeoff, you may want to add some body English, and maybe a little more tip weight. (There was some concern that the CLCB had forgotten to revise the laps from the 80-lap prelims and 160-lap finals used with the 52-foot lines. However, FL received late word through Vic Garner that the laps have been changed to 70 and 140, the standard for 60-foot lines. Those of you who had been scrambling to find bigger fuel tanks can relax.)

For those of you who are reading this that aren't into racing, keep reading while I have your attention. Have you ever thought of getting into racing? Here comes a commercial.

Racing offers competitive elements put together like no other event. Besides the direct competition of flying with others (like combat), you also have certain goals against the stopwatch (like speed), plus you have the cold start and pit stops thrown in. All of this put together makes for a challenging and fun event. Also, you can't beat racing for just lots of time in the air (endurance event excepted).

You have your pick of classes to choose from, to suit your interests. Some of us fly all of them! And, best of all, you have your choice of being a mechanic or pilot.

The next time you are at a meet where racing is included, give it a look-see. With lots of racing planned for this coming year, now is the time to get started.

There's some song about the "year of the cat," but perhaps for our area it is the year of the mouse. I say this in regard to the increased activity this last year. And 1980 promises just as much action. There will be plenty of meets with mouse race on the schedule. There is even a possibility that mouse may be flown at the NW Regionals (Editor's note: Are you reading this, Bob Kampmann?)

Why this surge in interest? Perhaps high fuel costs have something to do with it. An .049 can be run all day long on less than a quart. Or maybe it is because the competition seems more low-key, something like Northwest Sport Race. And of course the investment is much smaller.

You also have the choice of zooming with a Cox TD, or easing back slightly with a reed-valve engine. If you opt to fly the reed valve class (Class I) you can also have your plane pull double duty and fly in the unlimited class (Class II), giving you two events for the price of one.

For those of you not already flying mouse, you can get into this event very easily for competing on a casual basis. A Cox Black Widow engine is ideal and inexpensive (under \$15). Customized engines and special parts are available for those wishing to go faster. (See end of column).

The rules are wide open for aircraft design, other than you must have a landing gear and Class I planes must have external controls. There are many successful designs that have been used. (Editor's note: several good kits are available, notably the "Li'l Rodent" from Kustom Kraftsmanship). Just remember that no matter what you use, racing planes, big or small, must be strong and functional.

Lines that are specified for mouse are .008" x 42' single-strand. I would suggest in the future that all meets conform to that standard. Flying on the .008s is no problem with the 42-foot length, and the rotational speed is much more comfortable than the 35-foot lines. (Editor's note: .008 lines are available from Kustom Kraftsmanship. The 42-foot length also is a must for recognition of record times in the FL records section.)

Hey, put together a mouse and let's race!

RACING ROUNDUP, continued

QUICK PIT STOPS:

**Goodyear fliers, order your .014 lines now. The first Goodyear race of next year will be at the Drizzle Circuit #2 (see contest calendar). New NW records will be established, as the new rule wipes the slate clean for this event.

**Bring a broom to Portland and sweep up their circle for them.

**Price of rat pans has gone up to \$14. If you see any at the old price, scoop them up.

**Northwest Sport Race at the Northwest Regional Championships may be split into standard and expert classes. Any thoughts on this?

**Rumor has it that the Cro-Magnon Rat Team is experimenting with granite fiber props.

**Jim Cameron of Seaside, Ore., is rated 19th nationally in the CL-RPM sport race standings. Hey, Jim, modesty forbids me from saying who is number two.

MOUSE RACE EQUIPMENT:

Chop's Products, Inc., P.O. Box 316, Yardley, PA, 19067. Stock and custom engines, stock and special engine parts, glow plugs, props and other accessories.

Kustom Kraftsmanship, P.O. Box 2699, Laguna Hills, CA 92653. Stock and custom engines, stock and special engine parts, lines, bellcranks, glow plugs and other accessories, Lil' Rodent kit.

More racing suppliers next time.

WHERE THE ACTION IS

The schedule of control-line activity is already starting to grow for 1980. Following is a listing of all events we at FL are aware of. If you know of a contest or informal event not listed here, remind the contest director to send details to FL for inclusion in the next edition of the contest calendar. No need to wait until the flyer is ready -- give us the outline now so people can start planning. FL also will publish flyers (free of charge) and report results. Fun-fly events can be listed, too.

- Dec. 9.....PORTLAND, Ore. -- Northwest Sport Race Drizzle Circuit No. 1. Northwest Sport Race (three preliminary heats for each entry, four-plane final, points accumulate for circuit trophies). $\frac{1}{2}$ A mouse race on .012" x 35' lines, Class I only. Entry fee \$3. Sport race is for championship points only; trophies and merchandise for mouse race. Contest Director Dave Gardner, 17870 Shasta Trail, Tualatin, Ore., 97062. (503) 638-4224. Event director, Rich Schaper. Site: Delta Park. Mouse starts at 10 a.m., NWSR at noon sharp. Sponsored by Portland Aeroliners.
- Jan. 13.....KENT, Wash. -- Northwest Sport Race Drizzle Circuit No. 2. NWSR (above details) and Scale Race (Goodyear). Site: Boeing Space Center. Contact John Thompson c/o FLYING LINES for details. Contest Director Ron Scoones. Sponsored by Red-Max.
- Feb. 10.....ASTORIA, Ore. -- Northwest Sport Race Drizzle Circuit No. 3. NWSR (above details) and $\frac{1}{2}$ A combat (two classes--reed valve and anything goes). Site: Camp Rilea, south of Astoria on Highway 101. Entry fee, \$3 for one event, \$2 for each additional event. Combat on .012" x 35' lines. Combat starts at 9 a.m., NWSR at noon sharp. Contest Director Dave Green, 200 W. Franklin, Astoria, OR, 97103 (503) 325-7005. Sponsored by North Coast Control Line Aeromodelers' Society (CLAMS). Trophies.
- Feb. 24.....EUGENE, Ore. -- $\frac{1}{2}$ A FUN DAY, sponsored by Eugene Propspinners. $\frac{1}{2}$ A speed, $\frac{1}{2}$ A combat, $\frac{1}{2}$ A mouse race classes I & II, $\frac{1}{2}$ A stunt. All events JSO combined. $\frac{1}{2}$ A specialty merchandise awarded through third place in all events. Entry fee is \$3 per event, \$10 maximum, juniors half-price. Site: Mahlon Sweet Airport. Contest Director: Mike Hazel, 1319 Aspen St., Eugene, OR 97401 (503) 726-1185.
- March 9.....SEATTLE, Wash. -- Northwest Sport Race Drizzle Circuit No. 4. NWSR (above details) and slow combat. Entry fee \$3. Trophies. Site: Carkeek Park. Contact John Thompson c/o Flying Lines or Al Johnson, c/o Hobby House, 10011 Holman road NW, Seattle, WA, 98177. Sponsored by Seattle Skyraiders. Combat starts at 10 a.m., NWSR at noon sharp.
- April 13.....EUGENE, Ore. -- Northwest Sport Race Drizzle Circuit No. 5. NWSR (above details), Scale Race (Goodyear) and FAI team race. Merchandise awards. Circuit trophy presentation. Entry fee \$3 for first event, \$2 for each additional. Site: Mahlon Sweet Airport. Contest Director: Mike Hazel, 1319 Aspen St., Eugene, OR 97401. (503) 726-1185. FAI team race starts at 9 a.m., Goodyear at 10 a.m., NWSR at noon sharp. Sponsored by Eugene Propspinners.

- May 24-25....(tentative) EUGENE, Ore. -- Northwest Regional Control-Line Championships (AAA). Navy Carrier (all classes), precision aerobatics (PAMPA classes), scale, speed (all classes), Northwest Sport Race (standard and expert), AMA rat race, AMA slow rat race, Scale Race (Goodyear), mouse race, AMA combat, slow combat, FAI combat. Contact Gene Pape, 4528 Souza St., Eugene, OR 97402 (503) 689-1623.
- Aug. 30-31...EUGENE, Ore. -- Northwest Control-Line Racing Championships, sponsored by Nitroholics Racing Team. AMA rat race (JSO), AMA slow rat race (JSO) AMA mouse race Classes I and II (JS)(O), Scale Race (Goodyear) (JSO), FAI team race (JSO), Northwest Sport Race (standard and expert classes), Formula 40 speed (SO) Formula 21 speed (J). Contest Director: Mike Hazel, 1319 Aspen St., Eugene, OR 97401 (503) 726-1185. Site: Mahlon Sweet Airport.
- NOTE: All events are AMA sanctioned unless otherwise listed. Age grouping key: J = junior (under 15). S = senior (15-18). O = open (19 and older).

THE 1980 NORTHWEST REGIONAL CONTROL-LINE CHAMPIONSHIPS

Has a nice ring to it, doesn't it? The 1980 Regionals. This is the second decade for the Eugene version of the Northwest's largest CL extravaganza. This year, as usual, it is scheduled for the Memorial Day weekend, May 24-25.

Before we get too smug about our long-running tradition, heed this warning: As in the past couple of years, the Regionals must be a region-wide production in order to be a success, since it is just too big for one small club to put on. The Regionals is presently listed as a "tentative" contest. The "tentative" label will be taken away as soon as we have lined up sufficient volunteer help for the pre-contest planning and the actual running of the two-day event.

Now is the time for all Northwest clubs and individuals to begin volunteering whatever resources they have to help out. By the time of the AMA district meeting this winter, we hope to know whether the Regionals will actually happen.

Help is needed in: Soliciting prize donations, event direction, registration, pull-testing, trophy-making and many other little duties.

In the past, many individuals and clubs have helped out. Last year's regionals owed their existence to the help of the Red-Max, Portland Aeroliners and Astoria CLAMS, along with many individuals. As usual, the host club Eugene Propspinners is coordinating the planning and will handle all field preparations at Mahlon Sweet Airport in Eugene.

All clubs and individuals able and willing to volunteer labor, money or expertise, both before and during the contest, should NOW contact Gene Pape, 4528 Souza St., Eugene, OR 97402. (503) 689-1623. If we don't have a list of names we can COUNT ON down well in advance of the contest, there won't be a Regionals.

FLYAWAYS

(Random news tidbits)

**The newsletter of the Seattle Skyraiders indicates they continue to be an enthusiastic and active club. A Nov. 4 sport race was their most recent fun-fly activity. Max Thue won 1/2A sport race, with Dave Mullens taking second. Dick Salter grabbed 19-.36 sport race, with Mullens again second. Jim Fuller won slow combat after a hairy final with Gene Thompson. Cecil

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Good Flying

Bob Hunt

Photo by Bob Hoeckele - Flying Models Magazine



BOB HUNT
Control Line Stunt
WORLD CHAMPION

FLYAWAYS, continued

Swanson won novice stunt, with Jim Fuller second. The Skyraiders are in the process of becoming an AMA chartered club.

**Skyraiders have worked out a deal with Seattle hobby shops (four of them, anyway) which allows them 10-to 15-percent discounts on purchases by showing their club membership cards.

**Speaking of busy clubs, the Astoria, Ore., North Coast Control-Line Aeromodelers Society (CLAMS) continue with regular meetings, gift certificate doorprizes, AMA films, etc., according to the newsletter CLAMgram. Their Nov. 11 fun-fly was a "junk fly" that already is the stuff of tall stories. According to the rules (?) Planes were judged on appearance (worst looking junk got most points) and on number of flights completed. The day ended with what is euphemistically described as a "spot-landing" contest, but it really was a trash-can combat event a la Bladder Grabber. A bonfire disposed of the wreckage. Jim Cameron won the overall title with an .09-powered biplane, while Dave Green won the trash can event with a 1/2A-powered trainer.

**Roger Simpson of Silverton, Ore., a modeler who dabbles in RC as well as CL, has acquired a 14-foot wingspan target drone, for three-channel RC, that is the work of the late Jim Walker, the famous CL promoter. He is refurbishing the canvas-covered monster, which has a two-cylinder, 25-pound engine with contra-rotating props on a single shaft.

HOBBY SHOP DIRECTORY

SEATTLE

INTERLAKE HOBBIES -- Control-line and RC supplies, specializing in parts. 1406 N. 80th St., Seattle, WA 98103. (206) 525-6757. Owned by the Reifel family. "If we don't have it, we will get it."

HOBBY HOUSE -- Control-line, free-flight and RC supplies. 10011 Holman Road NW, Seattle, WA. Owned by Allyn Johnson. (206) 782-1609.

PORTLAND

HOBBYLAND -- 20 years serving all model aviation enthusiasts. 4503 N. Interstate Ave., Portland, OR 97217. (503) 287-4090. Owned by Ken Thorstad.

(Hobby Shop Directory listings are presented as a service to area model aviators who want to know where to go for their CL supplies. If your favorite shop isn't listed here, show them your copy of FLYING LINES and suggest they sign up. Ad rates listed elsewhere in the newsletter. Support FL advertisers -- they support us.)

THE FLYING FLEA MARKET
(Classified ads)

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CUTS & KILLS
Commentary on combat
By Buzz Wilson

In the last column you got your new Fox Combat Special broken in and since you bought a .35 you are obviously not going to fly FAI combat. So now a decision -- what to fly, fast or slow?

Well, go out and watch a contest and then decide where you might be comfortable. Now that you have decided to fly slow combat, what plane to buy?

Well, since FLYING LINES has a limited circulation and I don't get free goodies from the manufacturers, I will recommend something that works well, rather than a commercial plug. Get yourself a Flite Streak and a sheet of 1/8" plywood. You will want to do a few modifications to make it last a little longer.

The first thing you want to do is to take the 1/8" plywood and make new doublers extending them back about three inches behind the spar. The second thing you want to do is beef up the glue joint at the stabilizer. You can do this by making a strong fillet using micro-balloons and either epoxy or resin. I prefer resin since it sands out a lot better than epoxy. A final note -- make sure you use a push-rod guide to keep the elevator rod from flexing.

BUILDING TIP: Looking for nicads? Write Edmund Scientific Co., 101 E. Gloucester Pice, Barrington, N.S. 08007. Looking for spruce? Write Aircraft Spruce and Specialty Co., Box 424, Fullerton, Calif., 92537.

AIR MAIL

(Editor's note: The following letter from Paul Gibeault is in response to a letter from FL editor John Thompson, inquiring about Canadian modelers in our region. Since some of Paul's information would be of general interest, we reprint excerpts of his letter here.)

Hi John!

...Do these names ring a bell? Russ Popel. Chris Cox. They are the only two guys (Plus, I think, 2-4 friends of theirs who also fly) who regularly fly any amount of combat. Their address is: The Flying Fireman Ltd., c/o Russ Popel, Victoria International Airport, Box 2280, Sidney, B.C.

It is unfortunate that they work mostly in the summer months fighting fires by air in Alberta and British Columbia areas. They therefore have almost no chance to enter our summer contests, nationals, etc. Even so, Chris won second place in the 1977 Bladder Grabber in Seattle. So, you or your buddies might even know of him.

With such low numbers, combat in B.C. is at a minimum, from what I can tell. We met some neat guys from Coquitlam, B.C. named Gerry Fastbender and Rick Meadows at the '76 Canadian nationals in Calgary, Alberta. However, that was the last we ever heard of them. Too bad, though, because those two were a riot and flew some reasonable combat, rat and Goodyear, too.

I would be interested to know in what areas this Pacific Northwest contest circuit you refer to includes. (Editor's note: Paul got himself a FL subscription, so the contest calendar will answer that question.)

Remy Dawson and I, now roommates, would have loved to have come to this year's Bladder Grabber but he was heavy into the University of Alberta and I was out of airplane stock so we forfeited the meet. I had a bad scene or two transporting models for the first time by air to Toronto, Ont. (Canadian nats) and hence until a model box is built won't do that again. We could drive in about two days or a long one day but we'd be pretty burned out by then, also our vehicles aren't at top reliability these days.

Speaking of contests, you are the first American flier to know that the Canadian Nats '80 are in Edmonton, Alberta. Dates tentatively are set at July 14 to 21. Site or events are not confirmed but if we pull out now there will be no Canadian Nats, so it's probably going to be here somewhere. I can't guarantee anything except excellent hospitality. 'Nuff said...

In the pen-pal department, I am currently acting president of the Edmonton Birds of a Tether who will be hosting this year's Nats.

I like to fly everything and enjoy slow combat mostly and blowing people away flying Goodyear, rat and speed for Peter Tilley.

This year's nats, although I won combined speed and Remy won slow, profile carrier, rat, second in Goodyear, etc., I was very disappointed and am not sure what to fly anymore. Combat was a fiasco, especially the FAI trials, with arguments every match. Speed was good but now Pete is leaving for Australia so nobody in Alberta except me flies any serious speed. And my favorite, slow combat, is going the way of fast. And FAI is getting too expensive and is a hassle to run properly due to lack of enough judges and good judges at that. In stunt this year you had to have a name to be ahead. Carrier was good but no Canadians fly Class I and II to speak of.

AIR MAIL, continued

Not to worry, I'll figure out something yet and end all this rambling...

(Paul also mentions that he makes aluminum Goodyear undercarriages, aluminum rat and speed wings, combat motor mount U-plates and shutoffs, His address is below.)

--Paul Gibeault, 47 Fairway Drive, Edmonton, Alberta, Canada.

FAI, ANYONE?

Since the Northwest has a representative -- Phil Granderson -- on the 1980 world championship combat team from the U.S., some combat fliers are making plans to start flying FAI and give Phil some practice. Below is a plane designed for FAI by Gene Pape, based on an idea by Granderson.



