

FLYING LINES



NEWS OF NORTHWEST CONTROL LINE MODEL AVIATION

P.O. BOX 177, KILA MONTANA 59920

EDITOR: PAT LEONARD



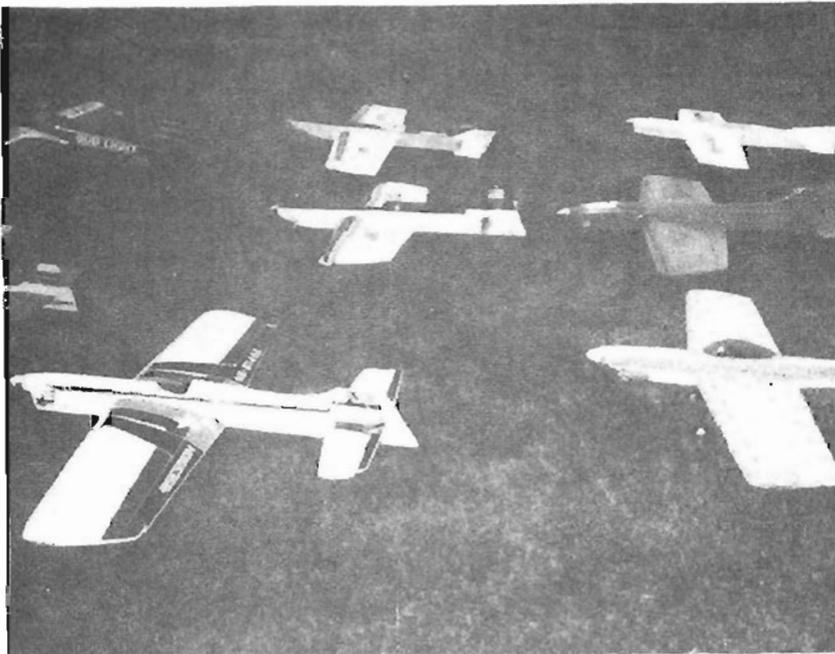
EDITOR WITH HIS HANDS FULL OF TROUBLE.
PHOTO: RORY TENNISON

ISSUE

88

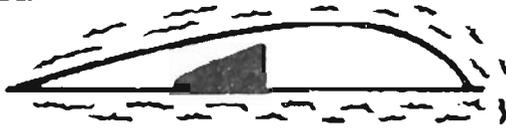
CONTENTS

COCKPIT CHATTER	1
HOOK NOOK	
BY DRIN HUMPHRIES	2
DRIZZLE CIRCUIT	4
READER'S ENGINE	
CORNER	7
SUNDAY FLIER	
BY LARRY MILES	8
1988 CONTEST	
SCHEDULE	9
AIRMAIL	10
FLYING FLEA MARKET	11



APPEARANCE JUDGING N. W. REGIONALS 1987
PHOTO: WALTER HICKS

COCKPIT CHATTER



NOTES FROM THE EDITORS' DESK

WELL, THIS IS IT! I HAVE TO SAY I'M REALLY EXCITED TO BE HERE! I DID NOT KNOW HOW MUCH SUPPORT I WOULD GET SINCE NOBODY KNOWS ME. IT WAS OVERWHELMING! THE COFFEE STAINS WERE NOT EVEN DRY ON MY ISSUE #87 BEFORE THERE WERE ENOUGH SUBSCRIPTIONS AND DONATIONS TO PRINT #88. AND RACING STATISTICS TOO. (AND I THOUGHT I LIKED F.L..)

YOU MAY HAVE NOTICED THAT THIS PUPPY IS A LITTLE LATE. I WAS ACTUALLY NAIVE ENOUGH TO THINK THIS WOULD NOT HAPPEN! I DID MY BEST, BUT THE PHYSICAL FACTS OF TRANSITION, AND HAVING TO PREPARE COPY FOR THE CURRENT ISSUE (RATHER THAN THE NEXT) MADE IT IMPOSSIBLE TO GET IT OUT ANY SOONER.

ONE NICE THING ABOUT F.L. IS IT'S NOT SO BIG YOU WILL GET "LOST IN THE SHUFFLE". IF YOU SEND ME LETTERS, COMMENTS, OR ARTICLES; I WILL PRINT THEM. THAT IS WHAT F.L. IS FOR! I THINK THAT IS WHAT REALLY BRINGS A NEWSLETTER ALIVE-DISCUSSION BETWEEN THE READERS!

ALSO, PICTURES ARE WELCOME. (WE NEED PICTURES!) COLOR PICTURES PRINT FINE IF THEY AREN'T TOO DARK. IF YOU WONDER, JUST XEROX THEM- IF THEY ARE AT ALL LEGIBLE, SEND THEM IN!

LASTLY- PRAISE IS GREAT (I COULD PROBABLY LIVE OFF IT), BUT I AM NEW AT PUBLISHING AND MAY MAKE MISTAKES, SO I NEED CRITICISM EVEN MORE. IF YOU HAVE A NEGATIVE OPINION, PLEASE SHARE IT WITH ME.

HAVE FUN WITH PLANES!
PAT

TAFF'S
CUSTOM

BLEND

MODEL FUEL

We blend our fuels with only the purest grades of nitro-methane and other ingredients. Fuels may be ordered in 4-PAKS of half-gallons or gallons, plus single gallons. Mix or match fuels and/or ingredients in 4-PAKS.

Lubrication Content:

Standard Blends: 20% blend of Castor & Synthetic Oils.

"PA" Blends: 23% " " " " " " " " " "

"C" & "PAC" Blends are ALL Castor versions of the above.

4-Cycle Blends: 16% Castor Oil

Custom Blending available. Call or write for quotation.

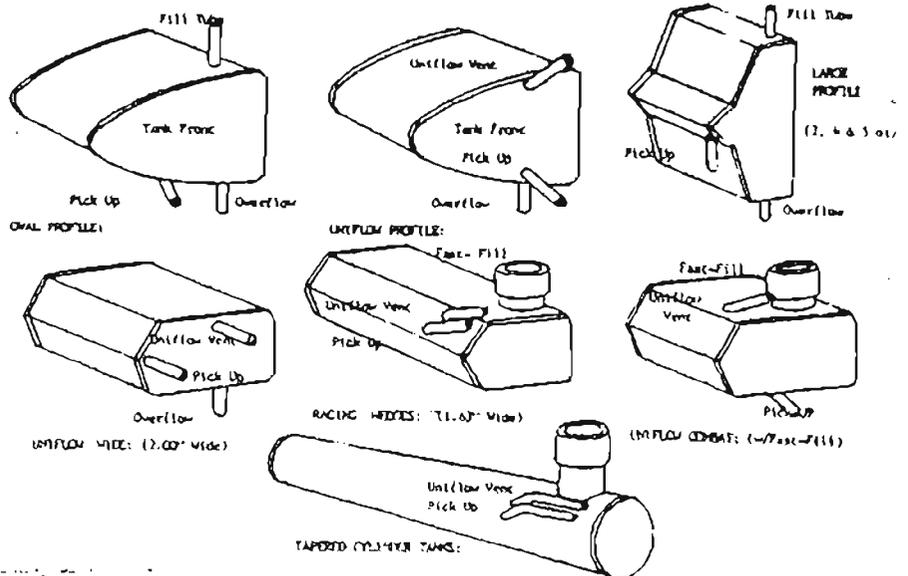
TAFF'S

CONTROLINE TANKS

PROFILE® COMBAT® RAT
WIDE & NARROW WEDGE
1/2 oz. - 8 oz. Capacities

UNIFLOW & STAND'D

CAROLINA - TAFFINDER
8345 DELHI ROAD
NO. CHARLESTON, S.C. 29418
(803) 553-7169



HOOK NOOK

CARRIER NOTES

By: ORIN HUMPHRIES

"You have an obligation to share knowledge if you learn something."

You might say things went poorly for me in Carrier at the 87 Nats. Leroy Cordes put it best:

"Well, that's the Nats..."

The day before the first event, Profile, we started to gather near the circle with the deck. I saw two gents standing there so I walked up and said hi.

There was one fellow who likes to call around the country and pick peoples' brains looking for solutions to the problems facing Carrier pilots. He had gotten ahold of Joe Just a year and a half ago and Joe had told him of my solution to a major controllability problem. Joe was unable to communicate it over the phone, you need to see it, so this fellow was really hunting me. He'd heard, I suppose, that I was coming. Through my jacket's open zipper he could see enough of the word, Spokane, to be suspicious. He warily asked me what planes I was bringing tomorrow.

I thought, "Here we go again." My Seagulls are a very obscure aircraft. That's generally what I build. Another explanation coming up. "I'm bringing my Seagulls..."

He reacted like he'd been shot! "So you're 'The Infamous Orin Humphries!'", cried he. "Hey, (buddy's name omitted), here's the guy whose airplanes we have to look at tomorrow!"

I thought there might be a reaction to my first appearance there, but this was a bit much. You see, I guess I've stirred things up on rare occasion with my opinion in this column and my unfortunate habit of calling things as I see them. I need to mellow out some. Also my exhaust duct had just come out in MA, so I had recent exposure.

That afternoon I showed the two guys my 'jump buster' that they wanted to see very badly.

I then went to the dorm I was staying in to repair two equipment failures in my Seagulls that had gotten out of my workshop undetected. A foreboding sign this was.

Next day I was called to the deck to fly. I'd put in for an early flight to beat some of the worsening wind. Things had gone wrong in the pit and I was harried already. I launched and found that extra quarter ounce of lead I'd added to the tail made the bird unstable in pitch. Then, on the third lap my line slider suddenly deployed because of a too strong rubber band I'd hurriedly put on it. I aborted the flight looking awful and feeling worse.

I landed the plane in the water off the bow. We were on concrete with tar lines. As my pitman walked over to get the plane it very slowly taxied. Just when his hand was a foot away from it, the high speed line caught right in the middle on a tar line and the plane went to high power.

I wrapped my left hand up in the low speed lines and pulled but couldn't get control. The plane elbowed in at me gaining speed. I prepared to leap over it or get hit in the knees at its discretion. When the plane was about 30 deg. away, yet, the line pulled loose and the bird made an immediate right turn.

It headed for the officials, pilots' wives, at the stern. They ran for the safety cages! As it got to the end of its lines it was doing a good 20 mph and jerked them tight. (The lines, not the wives) Suddenly my left hand was a mass of pain! The plane jerked again and I let go of the handle knowing the safety thong would retain it to me.

It thereupon flipped upside down and threw both blades, starting a shaft run. No one was going to come out of the cages and stop the engine so my pitman and I started running toward it. It stopped suddenly just when we were close.

When it flipped it landed with the venturi on top of a tar line with sand in it. The Municipal Airport Authority later issued me a certificate of appreciation for cleaning up all that unsightly sand.

There was so much sand in it...

(How much was there, eh?)

Ah, now Paul, don't you start on me! I had it rough.

There were the worlds' smallest camels wandering around inside my engine.

[Dromedarianous Microhumpum]

Doggonit, Roy, just 'cause Paul let's me have it you don't have ta, too! Were any of those Canadians ever breast fed?

(Last weekend...)

Paul, I DON'T WANT TO HEAR THIS! Why on earth did I ever network my computer with these characters??? Now, leave me alone, you guys!

So, back at the Carrier circle: they sat me down, I was shockish, gave my hand some care, and the other guys cleaned the "wreckage". My plane had a foddred engine and a broken motor mount. And that was to be, for various reasons, the only launch I got at the Nats in Carrier. Well, that's the Nats. So much for showing them what the mouth in the column can do.

But that afternoon while doing something in the Carrier pit a couple of men walked up. They had on Guest badges, so, Leon Ryktarsyk, standing with me, talked to them, doing some good PR for us. I joined in shortly. One of them told us of his having flown carrier in the fifties and asked about rules changes, told us of his times, etc. They could tie a line to the tail and pull it toward them on low speed. Thus he got over four minutes. I need his name tag and about messed my pants! It was none other than Burt Rutan himself!!!! You know, VOYAGER aircraft! The next night he was the guest speaker at the convention and I at random had gotten a table right in front of him. He recognized me when he asked if anyone knew this aeronautical equation and I raised my hand. He came back again the last day to talk some more. Did I get his autograph? Is the Pope Polish?

The evening of Profile day I dropped in at the motel to see John Thompson and Mike Hazel. (Hey, Mike, the guy says the dynajet isn't for sale.) Spending time with friends is a big part of a contest.

That same day, in the afternoon, the guy to whom I'd given my jump buster was looking kind of glum. I asked what the problem was. "My buddy's plane has a sticky throttle. It won't respond near low end." His friend's plane was out of the contest.

"May I look at it?", I asked. I carefully troubleshot the system and finally isolated the problem. It was his bellcrank installation. Let me now jump ahead to the next morning and then I'll come back right here.

The next morning those two fellows were all smiles. "We fixed the problem last night." So the plane was back in the contest. That was great! But lets hop back, now, to that afternoon when I helped them.

We are standing there fiddling with the plane. I had given the fellow holding his friend's plane my jump buster, remember? During my troubleshooting of the model I'd noticed it had one of those regulators I'd come to the Nats specifically to learn about. When I was finished I asked. "Would you please explain this regulator to me?" There was silence. I knew he'd heard me, but I repeated the question, not understanding the lack of a response. "Would you tell me about this regulator?"

"No. It's a secret," he said and smiled.

I was a gentleman and walked away without saying what I was thinking. Orin 'The Infamous' Humphries, 19721 48th Av. W.#E-1, Lynnwood, WA 98036

THE DRIZZLE CIRCUIT

ROUND and ROUND In the RAIN?



DRIZZLE CIRCUIT RACE #3 FEBRUARY 14, 1988

NORTHWEST SPORT RACE (10 ENTRIES)			
ROUND 1			
GREEN 4:14	S&S 4:34	SHT 4:36	
DRAKE 4:50	HUNTRESS 5:27	CAMERON 4:40	
DANIELSON 4:56		MICKEY 4:46	
McCONNELL 8:04		NRT 5:00	
ROUND 2			
DRAKE 4:28	SHT 4:36	GREEN 4:13	
S&S 4:37	NRT 4:44	CAMERON 4:49	
HUNTRESS 5:52	DANIELSON 4:56	McCONNELL 5:45	
MICKEY 6:24			
ROUND 3			
GREEN 4:17	DRAKE 4:17	NRT 4:42	
S&S 4:31	CAMERON 4:31	DANIELSON 4:45	
HUNTRESS 5:33	SHT 4:46	McCONNELL 5:30	
MICKEY 5:45			
<u>FINAL</u>			
1) DRAKE 8:55 2) GREEN 8:58 3) S&S 9:39 4) SHT 10:04			

NORTHWEST SUPER SPORT RACE (9 ENTRIES)			
ROUND 1			
GREEN 4:17	DANIELSON 4:41	NRT 3:42	
MICKEY 4:20	SHT 5:02	DRAKE 3:52	
McCONNEL 4:46	HUNTRESS 5:50	S&S 5:51	
ROUND 2			
NRT 3:44	SHT 3:48	MICKEY 4:04	
S&S 3:59	GREEN 4:27	McCONNEL 4:33	
DRAKE 4:27	DANIELSON 4:44	HUNTRESS 7:20	
ROUND 3			
MICKEY 4:15	GREEN 3:57	DRAKE 3:46	
DANIELSON 8:11	McCONNELL 4:51	S&S 4:05	
HUNTRESS 27 LAPS	SHT 5:02	NRT 4:14	
<u>FINAL</u>			
1) NRT 7:46 2) GREEN 9:07 3) MICKEY 117 LAPS 4) DRAKE 3:46 HEAT			

DRIZZLE CIRCUIT #4 MARCH 13 . 1988

NORTHWEST SPORT RACE (10 ENTRIES)					
<u>ROUND 1</u>					
McCONNELL	4:54	S&S	4:29	DRAKE	NT
SHT	4:55	GREEN	5:20	NRT	4:33
DANIELSON	5:32	MICKEY	6:21	CAMERON	5:24
NAKANO	5:45				
<u>ROUND 2</u>					
DRAKE	4:17	S&S	4:34	GREEN	4:13
CAMERON	4:28	NAKANO	4:35	MICKEY	4:56
SHT	4:49	NRT	4:41	McCONNELL	6:03
DANIELSON	5:12				
<u>ROUND 3</u>					
NAKANO	4:35	NRT	4:41	GREEN	4:09
DANIELSON	4:40	MICKEY	4:58	S&S	4:34
SHT	4:45	McCONNELL	5:06	CAMERON	4:39
DRAKE	4:50				
<u>FINAL</u>					
1) GREEN	8:31	POINTS	10	3) DRAKE	9:46
2) NRT	9:18		9	4) S&S	92 LAPS
					POINTS
					8
					7

NORTHWEST SUPER SPORT RACE (10 ENTRIES)					
<u>ROUND 1</u>					
DRAKE	4:17	MICKEY	7:11	SHT	4:31
CAMERON	4:37	DANIELSON	7:19	GREEN	6:33
McCONNELL	5:42	NAKANO	52 LAPS	S&S	3:30
				NRT	3:32
<u>ROUND 2</u>					
NRT	3:39	S&S	3:33	CAMERON	4:08
SHT	4:25	GREEN	3:55	DRAKE	5:32
DANIELSON	6:53	MICKEY	4:53	McCONNELL	6:19
<u>ROUND 3</u>					
MICKEY	4:06	S&S	3:35	CAMERON	3:50
DANIELSON	4:51	DRAKE	4:01	GREEN	3:55
SHT	7:23	NRT	4:07	McCONNELL	6:10
<u>FINAL</u>					
1) S&S	7:24	POINTS	10	3) CAMERON	9:27
2) DRAKE	7:52		9	4) MICKEY	4:06 HEAT
					POINTS
					8

COMPETITION POINTS

NORTHWEST SPORT RACE 3 CONTESTS 31 ENTRIES

1) GREEN	30
2) DRAKE	26
3) NRT	18
4) S&S	15
5) CAMERON	10
6) SHT	7

NORTHWEST SUPER SPORT RACE 3 CONTESTS 28 ENTRIES

1) DRAKE	23
2) GREEN	17
3) NRT	16
4) CAMERON	14
MICKEY	14
6) S&S	10

OVERALL RACING 6 CONTESTS 59 ENTRIES

1) DRAKE	49
2) GREEN	47
3) NRT	34
4) S&S	25
5) CAMERON	24
6) MICKEY	14
7) SHT	7

DRIZZLE CIRCUIT POINTS (AS OF MARCH 13, 1988)

NORTHWEST SPORT RACE

1) GREEN	43
2) DRAKE	38
3) CAMERON	27
4) S&S	26
5) NRT	24
6) SHT	16
7) DANIELSON	12
McCONNEL	12
9) MICKEY	11
10) HUNTRESS	6
NAKANO	6
12) STROM	3
13) HUBER	1
BOOKER	1

NORTHWEST SUPER SPORT RACE

1) DRAKE	29
2) GREEN	28
3) S&S	24
4) NRT	21
5) MICKEY	15
6) SHT	11
CAMERON	11
8) DANIELSON	10
9) McCONNELL	8
10) STROM	5
11) HUNTRESS	4

READER'S ENGINE CORNER

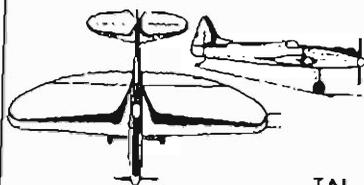
ANY READER IS INVITED TO SEND IN A NOTE (AND MAYBE A DRAWING OR PHOTO) ABOUT AN ENGINE HE LIKES OR FINDS INTERESTING.

MY PERSONAL CHOICE IS THE UNLIKELY FOX 15X (BAFFLE BUSHING). IT'S CUTE; KIND OF LOOKS LIKE A LITTLE STUNT .35. YOU MAY BE WONDERING WHY OF ALL THE GREAT ENGINES IN THE WORLD I LIKE THIS ONE. WELL, IT'S A GREAT ENGINE TOO, AND CHEAP. \$34.95 IS, I BELIEVE, THE LOWEST LIST PRICE OF ANY ROTARY VALVE MODEL ENGINE ANYWHERE. THE ENGINE IS QUITE POWERFUL FOR A .15 (REALLY BRINGS 250 SQ. IN. STUNTERS TO LIFE). WITH A UNI-FLOW TANK, IT IS SMOOTH RUNNING AND DEPENDABLE. THEN CONSIDER THAT THIS ENGINE WEIGHS ONLY 4 OZ., AND YOU KNOW YOU'RE LOOKING AT A GREAT ENGINE! IT IS NOT A REAL EASY STARTING ENGINE THOUGH. I LOVE THIS LITTLE ENGINE, BUT MY FIRST "BIG" ENGINE WAS A .15X, SO MAYBE I'M BIASED.PAT LEONARD

Virginia Craftsman, Inc.

348 ARGYLL CIRCLE
HIGHLAND SPRINGS, VA. 23075
PHONE: 737-7557

CUSTOM MADE ENGINE &
AIRPLANE ACCESSORIES
for
COMBAT SPEED RACING



Tom Dixon
Suite 401
1938 Peachtree Road
Atlanta, Georgia 30309

IN STOCK NOW:

MERCO .49 STUNT - \$85.00
MERCO .35 STUNT - \$50.00
CATALOG - \$2.00

CLASSIC REPLICA CL PLANS
BOLLY COMPOSITE PROPS
MERCO, FOX, K&B, ROYAL, ENGINES
STUNT ENGINE REWORK

HOW NOT TO LEARN THE IMPORTANCE OF THE VERTICAL LOCATION OF THE CENTER OF GRAVITY

IN 1953-54 AS A HIGH SCHOOL FRESHMAN 2 OF MY FAVORITE MODELS WERE CATAPULT LAUNCHED (A 1/4" DOWEL & RUBBER BAND WAS THE CATAPULT) VERSIONS OF THE THEN WELL KNOWN KOREAN WAR AIRCRAFT, F-86 AND MIG-15. DURING THAT SAME PERIOD I ALSO LEARNED "U-CONTROL", AS THE BOX ADVERTISEMENT CALLED. IT, WITH AN EXCELLENT BEGINNERS PLANE, THE JIM WALKER FIREBABY, AND SOON LEFT BEHIND MY LITTLE CATAPULT LAUNCHED CRAFT; BUT NOT THE MEMORY OF THEM AND HOW WELL THEY FLEW, IN PARTICULAR THE MIG. (THE MIG-15 MODEL WAS NOT NECESSARILY INHERENTLY BETTER THAN THE F-86 MODEL. IT'S SUPERIOR FLIGHT PERFORMANCE COULD WELL HAVE BEEN THE RESULT OF THIS WRITERS LACK OF BUILDING SKILLS). YEARS LATER IN THE '70s WHEN I STARTED DESIGNING MY OWN AIRCRAFT MY RECALL OF THOSE EARLIER YEARS PROMPTED A DESIGN TAKEOFF ON THAT MIG-15 (ROUGHLY LIKE FIG. 1) THE DIAMOND SHAPED WINGS WERE PROMPTED BY MY DESIRE TO HAVE SUFFICIENT WING AREA FOR FAVORABLE WING LOADING, YET KEEP THE WINGS SHORT TO MINIMIZE CRASH DAMAGE. I ALSO WANTED TO KEEP THE WING LOW, AS SHOWN, SO THE FUEL TANK COULD BE MOUNTED

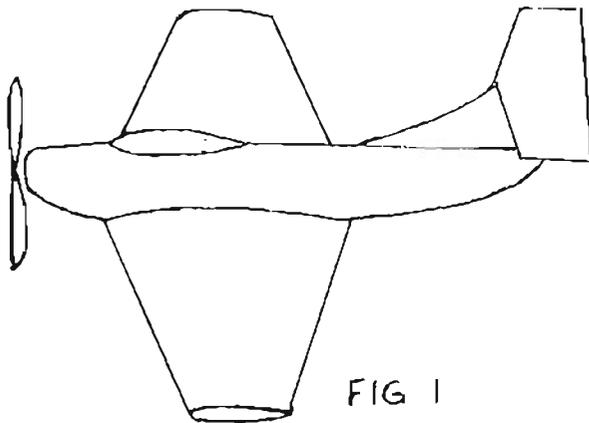


FIG 1

DIRECTLY BEHIND THE ENGINE ABOVE THE WING. THIS WAS TO FACILITATE THE SHORT NOSE IN WHICH THERE WASN'T ROOM TO MOUNT THE TANK BETWEEN THE ENGINE AND THE WING. SO HOW DID IT FLY??! GOOD, EXCEPT FOR ONE IMPORTANT OVERSIGHT! THE VERTICAL CENTER OF GRAVITY WAS LOCATED SOMEWHERE ABOVE THE WING, CAUSING THE OUTBOARD WING TO BE LOWER THAN THE INBOARD WING ON UPRIGHT FLIGHT AND, UH OH, HIGHER THAN THE INBOARD WING DURING INVERTED FLIGHT. UNFORTUNATELY, THOUGH IT NOW SEEMS ELEMENTARY, WHAT MY PROBLEM WAS, IT WASN'T ALL THAT CLEAR BACK THEN. THE SHORT WINGS

WITH SUBSTANTIAL TAPER MEANS THAT THE WING TIPS ARE MUCH THINNER THAN THE ROOT, AND THUS THE OUTBOARD WING TIP IS WELL HIDDEN EVEN WHEN THE OUTBOARD IS LOWER THAN IT SHOULD BE IN NORMAL FLIGHT. ADDITIONALLY THE FACT THAT MY PAINT SCHEME WAS ONE SOLID COLOR FOR THE WINGS MADE IT MORE DIFFICULT TO DISTINGUISH THE LOW WING TIP IN UPRIGHT FLIGHT.

AFTER A COUPLE OF UNHAPPY INCIDENTS OF THE PLANE COMING IN ON YOURS TRULY DURING INVERTED FLIGHT, AND MY SEARCHING IN VAIN FOR WARPS, I FINNALLY REALIZED MY TROUBLE. BOY, DID I FEEL DUMB! COME TO THINK OF IT I DON'T FEEL TOO SMART YET. ANYWAY DON'T BE A DUMMY - BE AWARE OF THE CENTER OF GRAVITY AS FAR AS IT'S VERTICAL LOCATION IS CONCERNED. AS WELL AS THE MORE FAMILIAR FORE AND AFT LOCATION. THIS IS PARTICULARLY TRUE OF EITHER HIGH OR LOW WING AIRCRAFT WHERE THE PREPONDERANCE OF THE AIRCRAFT WEIGHT MAY PLACE THE CG'S VERTICAL LOCATION OUTSIDE THE AIRCRAFT'S WINGS! IN GENERAL IF YOU INTEND TO HAVE THE LEADOUTS INTERNAL TO THE WING THE LEADOUTS IN A LOW WING AIRCRAFT SHOULD EXIT THE WING TOWARDS THE TOP OF THE WING, AND ON A HIGH WING CRAFT SHOULD EXIT ON THE BOTTOM OF THE WING. IDEALLY AN IMAGINARY STRAIGHT LINE GOING FROM

THE LEADOUT LOCATION THROUGH THE PLANES FUSELAGE AND TO THE CORRESPONDING LOCATION ON THE OPPOSITE WING TIP SHOULD PASS THROUGH THE VERTICAL LOCATION OF THE CENTER OF GRAVITY. IF IT DOESN'T, COUNT ON NOT HAVING LEVEL WINGS IN FLIGHT. TRIM TABS ARE NOT THE ANSWER. AS THE EFFECTS OF TRIM TABS VARIES WITH AIR SPEED. THE EFFECT OF ENGINE TORQUE TENDS TO NEGATE THE FORMER ARGUMENTS IN LOW WING AIRCRAFT SUCH AS STUNTSHIPS, BUT NOT ENOUGH IN VERY LOW WINGED CRAFT, SUCH AS THE ONE I DEPICTED. IN HIGH WINGED CRAFT ENGINE TORQUE TENDS TO ADD TO THE EFFECTS DISCUSSED HERE. LARRY MILES - 2112 SCOTT AVE. - INDEPENDANCE MO. 64052

1988 CONTROLINE CONTEST SCHEDULE

APRIL 10, 1988

Drizzle Circuit Race #5
Portland, OR, Delta Park
NI-ISR, NI-SS

APRIL 23-24, 1988

Modelaires Spring Tune Up
Spanaway, WA.
Combat, Stunt, exact events to be
announced.
CD: Pete Bergstrom 847-2055

MAY 15, 1988

UGMC Spring Opener
Vancouver, BC, Richmond Field
33 1/3 - Racing, 15 Combat, Carrier.

MAY 28-29, 1988

NORTHWEST CONTROLINE REGIONALS
Eugene, OR, Mahlon Sweet Airport
Most A-1A events to be flown on
a brand new flying site. Details to
be announced.

JUNE 12, 1988

CLAMBASH 1988
Astoria, OR.
Tentative: Site to be announced.
CD: Dave Green: (503) 325-7005

JUNE 12, 1988

UGMC Sport Race #3
Vancouver, BC, Richmond Field

JUNE 25-26, 1988

Bladder Grabber
Fast Combat at its best.
Details when available.

JUNE 25-26, 1988

UGMC C/L speed Championships.
Vancouver, BC, Richmond Field

JULY 9, 1988

Stuntathon 1988
Kent, WA, Boeing Space Center
Precision Aerobatics, Old Time
Stunt, Jr. Novice stunt.
CD: Bob Emmett, 432-5808

JULY 23-31, 1988

A-1A Nationals

August 20-21

Modelaires Summer Contest
Stunt, Combat, events to be
announced.
CD: Pete Bergstrom: 847-2055

SEPTEMBER 3-4, 1988

Vancouver Internats
Most controline events
Vancouver BC., Richmond Field

SEPTEMBER 17-18, 1988

RAIDER ROUND UP "88"
Kent, WA, Boeing Space Center
Fast combat, Slow combat, 1/2 A combat,
FoxDoo combat, NI-ISR, NI-SS, Sport
Goodyear, Mouse I, Mouse II, Balloon Bust,
Carrier-Profile, Class I, Class II, Old Time Stunt,
Precision Aerobatics, Speed, Profile Scale,
Sport Scale.

OCTOBER 2, 1988

UGMC Sport Race Finale
Vancouver, BC, Richmond Field

As contest sites, events, and CD's
made known, we'll include the
information in the schedule. If
you have any clues as to what
is happening out there, don't be
bashful, share it with the rest of us.

AIRMAIL



COMMENTS, NEWS , and VIEWS from FL READERS

Pat-Good luck and keep Flvix Lines flyinx. Best.
.....Dick Peterson. 7017 So. 131st. Seattle. WA 98178

Pat.

Glad to hear you're takinx over the newsletter. Enclosed is my check to subscribe and help you get goinx. Sincerely.
.....Don McClave

Pat.

Enclosed is \$6.00. I don't know the status of my subscription but I sure hope you can keep it goinx. Explain my subscription status. I could send the odd article if you wish. (Odd articles are always welcome. pml) This paper keeps the whole coast together.
.....Frank Boden. 4791 Shepherd St.. Burnaby. B.C. V5H 1L6

Hello Pat.

I see that you are goinx to pick up the reins of FL. Congratula-tions and good luck in this endeavor.

Here's \$6 to help along the way.

I drive truck in the summer so my time is pretty well taken up. but I'd like to get together and fly sometime. Best Wishes.

.....Roxer Freeman. 703 Colorado St. Apt. B. Belgrade. MT 59714

Pat Leonard:

Recently retired-6-1-86-from the Boeinx Co.-Plt.#2-after 45 years-5 mo. ---of BONDAGE! Am a charter member "Skyraider" and this is my 32nd year with (A.M.A. 5529).

Have 1034 model engines-& tryinx to quit? - My house is an aero museum - all walls are full of artifacts and all ceilings. full of large photos. -20 clocks- 55 belt buckles- 30 boots- 400 props- 3½" thru 28"- & (1) 6 footer- kits. maxs- plans and all the regular JUNK!

The Eugene Prop Spinners will have 7+ circles for the Annual Memorial Day Meet-May 28. 29. 30. 1988; \$10.00 enclosed for your Flyinx Lines Newspaper subscription. Over and Out-

.....(Steve) R.F. Stevenson. 8326 17th Ave. N.W.. Seattle. 98117

Dear Pat,

Here is my \$12.00 for a great newsletter. Thank you for the effort to keep it alive.

We have a small club in Gilroy. CA. This summer we will be attendinx contest in the San Francisco bay area and Fresno, CA. areas. I will send you some photos and info on the results. In the near future I will send somethinx (tips. pictures. etc) on anythinx I can get. I will try to help with some west coast info. Thank you again.

.....Michael Hawk. 1455 Mantelli Dr.. Gilroy. CA 95020

P.S. More subscriptions cominx from Gilroy.

THE FLYING FLEA MARKET

BUY, SELL, TRADE

FOR SALE: 2 ea OS Max 25P-ABC, new in box \$65 ea. 1 OS Max 40FSR-ABC new in box \$75. 1 OS Max 40 VR-P new in box, with OS mini pipe \$120. 1 OS Max 40 VR-P, special head, mod exhaust adapter with K&B mini-pipe, bench run, strong \$125
1 ST X-15, excess weight machined off, special head insert, bench run only, good runner \$50
3- ST 36, new in box \$50 each.
2- K&B 40RC #4011 new in box \$45 ea.
1- Tower digital LED tach, VGC \$15
Dick Tyndall, 348 Argyll Circle,
Highland Springs, VA 23075

ENGINE WANTED: Como .40, non-sch., new, and/or new parts. SUPER TIGRE PARTS WANTED: For G-21.40: full circle crankshaft (AA40-1N); wrist pin (AA40-5). For G-15 engine: gasket set. ENGINES FOR SALE OR TRADE: OS Max 30S Stunt, NIB, two at \$45 ea. Testors/McCoy Series 21 (black hd.), .35 Stunt, NIB, \$35; .40, NIB, \$35. Veco 19 BB Stunt, NIB, \$40. McCoy .60 red hd., rear intake, exc. cond., hd. fins shaved, ex. butterfly added for carrier, \$75. Rossi R60, rear intake, set up for carrier by Bill Johnson w/ fuel meter and ex. slide, exc., \$85. \$2.00 postage per engine, M.O. please. Gabe Manfredi, 601 N.W. Selvitz Rd., Port St. Lucie, FL 34983. Ph. 305-878-9220.

FOR SALE: ~~ONE~~ each Fox 35 Stunt, all new in box. @ \$29.00.
~~1 each Fox 36 plain bearing new, no box @ \$22, and one more of the same, missing NVA @ 16.00~~
~~1 each Fox 36 plain bearing used, very good condition @ \$10.00~~
Prices include shipping.
Mike Hazel, 1073 Windemere Drive NW,
Salem, Oregon 97304

WANTED: Pen Pals. I am in an area with no CL fliers. Would like to correspond with Stunt fliers. Walter Hicks, 2252 Brigadoon, Bishop, CA 93514

WANTED: Old Controline kits (preferably combat) and build, new and old UC planes, any size
Chip Giordano, Day 201-286-1200
Eves 201-250-4451

DAWG SALE-- Help me clean out the nooks and crannies of my workshop. The following items are flyable airplanes and running engines, all used, ranging in quality from beater to better. I will make delivery or bring them for viewing to Drizzle Circuit contests.

4- Sam-Too combat planes, much used, usable for FAI practice, drilled for Fox 15BB engines. \$5 each or \$15 for lot. Not competition quality

1- much used Goodyear racer, Midget Mustang, drilled for Cox. Needs minor repair \$20

1- Ringmaster, used in old NWSR and early NWSS, drilled for K&B 35 or Fox 36. \$15

1- Akromaster, complete with Fox 15, excellent flier does full pattern \$25

1- Sig Mustang Stunter, beautiful but flies like a brick, excellent adult trainer. With Fox 35, \$50

3- Wings cannibalized from old profiles, \$10 for the lot

1- Batch of 1/2 A planes, suitable for kids to play with, make offer.

1- Giesecke Nollner, has tank problems, ugly as sin, flies OK, Fox 35 stunt engine, \$50

1- Ringmaster, used in NWSR and NWSS Good shape, good flier, \$20 or with new style McCoy 35 \$35

2- SuperTigre G21 engines, reworked for fast combat, with pressure regulators. \$20 each

~~2 stock SuperTigre G21 .35 engines used in slow combat, \$30 for pair~~

1- McCoy 35 (new style) \$15

1- Fox 36 plain bearing \$25

John Thompson, 1505 Ash Avenue,
Cottage Grove, OR 97424
(503) 942-7324