



NEWS OF NORTHWEST CONTROL-LINE MODEL AVIATION

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Editor: Mike Hazel

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In this issue

- * Updated Contest Calendar
- * Round & Round, by John Thompson
- * Contest Reports:
 - Bladder Grabber XIV
 - Stunt-A-Thon 91
 - NW Speed Championships
- * Scale, by Orin Humphries
- * Carrier, by Joe Just
- * Stunt-A-Thon photos
- * Competition Standings
- * More Good Stuff



Greetings,

Welcome to the mid-summer issue. The majority of the summer contest activity is now behind us, look for reports in this issue. Things in August always tend to slow down a bit, activity-wise, why is that? Please check out the contest calendar as there have been some revisions. Next big meet is the Raider-Roundup in Kent, Washington in September. Everybody try to make that one. Again, I will offer a plea to the club shakers and movers to let FL know what is going on with their calendar in as far as advance as possible. If you do not want maximum publicity, then we can only assume you want minimum attendance. Have heard from about everybody except the Pacific Aeromodelers Club, please let us know what you folks are up to.

Speaking of the contest schedule, is anybody out there interested in bringing back the Drizzle Circuit? This was a long running contest series which started back in 1979, featuring sport racing events, but was not held last year. If you have any thoughts regarding this, please let us know.

And speaking of letting us know, the readers mailbox has been very quiet. Perhaps with nothing at the controversial level, most readers tend to sit back. Please remember that FLYING LINES is more than just a newsletter, it is a communications vehicle for those that care about the state of the activity in the region.

Most of those subscribing now, have been subscribers in the past. However, if you are not a long time subscriber, consider ordering some old back issues of FLYING LINES. These are just the thing to sit and browse through, particularly when there's nothing good on TV (which is most of the time), or when waiting for the glue to dry. These old issues may have a lot of irrelevant material for today, but there is also a wealth of technical information, and just plain interesting reading. In the back of this issue is an order form, and you will note the price is a bargain. No need to rip the form out, just list on a piece of paper the issues you want, as per the form.

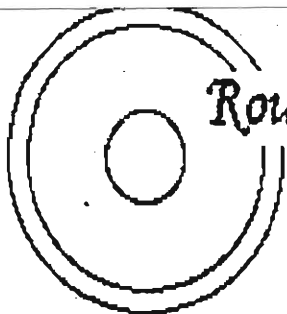
From the EUGENE PROPSPINNERS newsletter we learn that another Northwest Nats could be in the future. Corvallis, Oregon is one of the sites vying for the event. More news to be announced on that, obviously.

Forgot to note it in the appropriate page, but Jim Cameron took the photos of the planes seen at the Stuntathon. Jim is our photo editor.

Know of someone who is not subscribing to FLYING LINES? Get a subscription form into their hands, and tell them that they are missing out. Subscription forms are available upon request from the editor. Spread the word!

Guess that's just about it. The next issue is planned to come out about the first week in September. If you have news, views, or any kind of input, let's hear from you soon.

See ya, mwh



Round and Round

The Control-Line
modeler at large

By John Thompson

SUMMERTIME and we're flying high.

The Regionals, Stuntathon and Bladder Grabber are finished but the calendar is still full.

Some will be going to the Nats in Illinois July 13-20. No modeler's life is complete until they've been to at least one Nats. If you can't make it to Lawrenceville this year, set aside some vacation time for some future year.

There's the Northwest Speed Championships in Richmond, B.C. on Aug. 3-4, and Clown Race, Old-Time Stunt and Balloon Bust in Richland, Wash. on Aug. 11. The growing Richmond group could use some support; how about making the trip over there?

The Vancouver Internats is on (U.S.) Labor Day weekend. Or, if you want a little more raw excitement, join the caravan to Vacaville, Calif., for the Cuts & Kills fast combat contest with \$1,000 first prize.

Richland goes racing again on Sept. 8, with Mouse and Clown Race.

Regular competition circuit riders wouldn't miss the Raider Roundup in Kent on Sept. 14-15. Then it's back to Eugene, Ore., on Oct. 12-13 for Really Racing on Saturday and Fall Follies (stunt and Fox .35 combat) on Sunday.

Then, if there's some interest (speak up now or sit home this winter!) there may be a 12th Northwest Sport Race Drizzle Circuit.

Did somebody say there isn't much control-line activity?

The people who read this newsletter are mostly the type who can be counted on to attend these delightful opportunities to enjoy our hobby, so I won't say what I might say in another, more general publication: Don't miss it, great opportunity to learn about the hobby, etc.

How about this instead: I suggest that each of us set a goal of bringing one *new* person to at least one of these remaining contests. Bring somebody who has never seen a contest, or at least never flown competitively. If each of us brought in one new competitor in 1991, there would be *twice as many* of us flying next year at this time. (And my mother thought I couldn't do math!)

Here's a way to help get these new people interested: Tell them about *Flying Lines*. Knowledge is power. *Flying Lines* is the route to knowledge about Northwest activities. And now, back to our program.

Now, ON TO some serious control-line hangar talk:

John Hall can fly backwards.

I know this because in the middle of the Stuntathon I looked off to the side and saw a plane with the tail first, going through what looked like a pretty good stunt pattern (Don McClave now knows why my maneuvers looked a bit lopsided...got to keep my attention in the stunt circle...but the other circle was downwind!). Yep, there was John Hall flying what he called a "canard."

Now we all know a plane can't fly with the tail in front, so John had to be flying backwards. Course, he had a tail in back, too, so who knows what to think? Anyway, he threatens to fly stunt with it pretty soon. Look out Rich Porter and Alan Resinger...here's a guy who flies the wrong way counter-clockwise!

Then he hands me the handle of a thing called an autogyro. Otto the Gyro. Now, look out carrier guys.

John (and even me, with about a half-flight's practice) can land this thing on the end of the deck and taxi it up to the arresting wires. And he has documentation for some kind of Japanese gyro that flew off a carrier. Sounds like one happy hooker to me.

To make an autogyro go faster: Give it down control. No kidding. As the rotor levels out, it speeds up. Want to land on the spot? Throttle down a little, give up control, wait till she settles to about one foot altitude, then hit the gas a little. Stops dead in mid-air. Back off gently, and "plop," right on the dime - with nine cents change.

John took the original Otto the Gyro plans, enlarged the rotor and added throttled .40 power. It takes off in two feet. He wouldn't let me try to fly it inverted.

COULD THERE BE a revolution taking place in fast combat fliers' thinking? Could it be that an automatic flyaway shutoff is *not* the end of combat as we know it?

Three fliers were using shutoffs at the Bladder Grabber - the same three as at the Regionals - and the other 46 competitors were taking note. All weekend long, the shutoff fliers were demonstrating their devices to the others. A composite of the most common remarks would go like this: "It's so simple. I'm going to make some for my planes!"

Perhaps the best advertisement for the concept was provided by the world renowned Charlie Johnson when his plane flew off over Snohomish. It was last seen going up, up, and away. If safety is no concern, how about \$200 for an engine. Money, after all, does talk.

Look for shutoffs to become as accepted as safety thongs in the future (I didn't say *everyone* would like them!) Look for somebody - not me - to put in a rules proposal. Look for it to pass.

Oh, and look for a commercially manufactured shutoff in the near future.

Contests, canards, autogyros, combat, shutoffs...that about covers the bases for one month. Let's go flying.

Correspondence: John Thompson, 1145 Birch Ave., Cottage Grove, OR 97424. Make sure to specify whether you're writing in regard to *Flying Lines* or *Model Builder*.

NW Competition Standings

Flying Lines' compilation of event placings by Northwest modelers competing in Northwest region contests

OVERALL RACING (12 Contests, 68 entries)

1)	Joe Rice (sr)	40 pts
2)	Ron Hale	27
3)	Mike Rule	20
4)	Richard McConnell	18
5)	Don Stewart	14
6)	Salter/Hall Team	11
7)	Bill Fisher	10
8)	Joe Campbell	9
9)	Henry Hajdik	8
10)	Todd Ryan (jr)	6
	Ron Salo	6
12)	Dave Schultz	5
13)	Kevin Magneson	4

OVERALL SPEED (11 Contests, 41 entries)

1)	Joe Rice (sr)	11 pts
2)	Jeff Cleaver	6
	Chris Sackett	6
4)	Joe Campbell	4
5)	Dave Cleaver	3
	Chuck Schuette	3
	Loren Howard	3
8)	Ron Salo	2
	Greg Beers	2
	Roy Beers	2
11)	Joe Just	1
	Bruce Duncan	1
	Mike Rule	1
	Jerry Thomas	1

OVERALL SCALE (3 contests, 14 entries)

1)	Bill Darkow	7 pts
2)	Fred Cronenweit	4

OVERALL COMBAT (7 contests, 81 entries)

1)	Tom Strom	55 pts
2)	Paul Vallins	46
3)	Don Stewart	11
4)	Roy Nakano	10
5)	Dick Salter	9
	Joe Campbell	9
7)	Ron Hale	8
8)	Joe Rice (sr)	5
9)	Mike Rule	4
	Todd Ryan (jr)	4
11)	Norm McFadden	3
	Frank Boden	3
13)	John Thompson	2
	Dave Rule	2
15)	Richard McConnell	1

OVERALL CARRIER (4 contests, 16 entries)

1)	John Hall	13 pts
2)	Terry Miller	10
3)	Tom Strom	6
4)	Orin Humphries	3
5)	Bob Parker	2
6)	Dave Schultz (sr)	1
	Roy Beers	1

The competition points standings return! We ran out of room in the last issue, so here they are now. The stats include all the meets thru the end of June. For those of you not familiar with how this works, here is the nutshell explanation: Points are calculated based on the number of entrants in an event, and are given in reverse order to the top placers. (ten entries means first place is ten points, second is nine points, etc.)

Another word of explanation: You Stunt fliers are not being snubbed, but rather the editor somehow misplaced the figures. Please watch for the update in the next issue. By the way, Richard McConnell is to be thanked for his role as the FLYING LINES number cruncher, otherwise known as the competition points statistician.

NORTHWEST C/L SPEED CHAMPIONSHIP

RICHMOND, BC JULY 6/7, 1991

CD : Partner 2184-L

We had undoubtedly our best attended and flown N/W speed championship to date the weekend of July 6/7. Virtually all available N/W circle burners attended this one with a solid 21 entries. We really went overboard this year with high quality trophies for all individual class winners plus the cash and the N/W perpetual trophy. Weather was just superb with two days of bright sunshine with the temperature in the mid eighties and low humidity, in other words a typical Richmond BC summer day. Close to 105 flights were made official or otherwise at the comfortable Richmond C/L field. It seems the way to fly speed these days and make some bread is by flying in Junior or Senior 21 Sport and ½A profile as the top three places went to these events. MIKE HAZEL now has his two boys flying and BRENT HAZEL copped top spot and the \$ by achieving 114.62% of the junior 21 Sport record. Then JOE RICE from Richland, WA took second overall spot with a 104.77% showing with another 21 Sport. We had to go all the way down to fourth spot overall to find an Open class N/W flier for the championship Trophy which was taken by JERRY THOMAS with a 200 MPH jet flight. There were quite a few personal bests at this meet. CHUCK SCHUETTE managed to up the N/W 21 sport record to 137 MPH and JOE RICE went over his Senior 21 record at 115 MPH. MARTY HIGGS had a brand new lightweight F-40 out and flew a number of reasonable flights. On the annoying side of things are those people who wait until 3:00 pm Sunday to try and enter only when they feel they have a chance to win something. It is best to enter early and save the contest management a lot hassle in the paperwork department. Full results below.

★ 1991 NORTHWEST SPEED CHAMPION : JERRY THOMAS, Puyallup WA (JET SPEED 199.26 MPH)

1)	BRENT HAZEL	Salem, OR	Junior 21 SPORT	85.80 MPH	114.62%	\$50.00
2)	JOE RICE	Richland, WA	Senior 21 SPORT	115.71 MPH	104.17%	\$40.00
3)	JOE RICE	Richland, WA	Senior ½A PROFILE	76.14 MPH	97.72%	
4)	PAUL GIBEAULT	Calgary, ALTA.	Open F-40 SPEED	158.95 MPH	94.34%	\$30.00
5)	JERRY THOMAS	Puyallup, WA	Open JET SPEED	199.26 MPH	93.58%	\$20.00
6)	PAUL GIBEAULT	Calgary, ALTA.	Open FAI SPEED	169.72 MPH	92.07%	
7)	LOREN HOWAED	Vancouver, WA	Open D SPEED	193.26 MPH	90.48%	\$10.00
8)	MARTY HIGGS	Vancouver, BC	Open F-40 SPEED	152.09 MPH	90.27%	
9)	DICK PETERSON	Seattle, WA.	Open F-40 SPEED	149.07 MPH	88.48%	
10)	CHUCK SCHUETTE	Vancouver, WA.	Open 21 SPORT	136.83 MPH	87.12%	
11)	RON SALO	Richmond, BC	Open A SPEED	159.09 MPH	85.09%	
12)	ROY BEERS	Vancouver, WA.	Open D SPEED	177.27 MPH	83.45%	
13)	ROY BEERS	Vancouver, WA	Open F-40 SPEED	136.10 MPH	80.78%	
14)	BRUCE DUNCAN	Vancouver, BC	Open ½A SPEED	112.17 MPH	77.80%	
15)	RON SALO	Richmond, BC	Open B SPEED	164.56 MPH	75.40%	
16)	ROY BEERS	Vancouver, WA	Open A SPEED	104.00 MPH	55.62%	
17)	SCOTT NEWKIRK	Edmonds WA.	Open FAI SPEED	Att.	-	
18)	MIKE SLESSOR	Vancouver, BC	Open ½A SPEED	Att.	-	
19)	BRENT HAZEL	Salem, OR	Junior ½A PROFILE	N/T		
20)	CHRIS HAZEL	Salem, OR.	Junior 21 SPORT	N/T		
21)	CHRIS HAZEL	Salem, OR	Junior ½A PROFILE	N/T		

Stunt-A-Thon '91 happened on June 22 and 23 at the Boeing Space Center parking lot. The turn-out was disappointing although a good time was had by all. (Even the CD got to fly). It seems that many of the regulars are on some sort of sabbatical. Suprisingly, the nostalgia event attracted the largest entry.

Old Time Stunt and Nostalgia Stunt were flown on Saturday. Old Time was quickly dispatched in the morning. Don McClave flew a nicely executed original Smoothie to a win and followed with a win in the Nostalgia event. The scores and airplanes are listed below.

Old Time Stunt		
Don McClave	Smoothie	247.5
Dick McConnell	Starfire	207

Judges: Paul Walker and Al Resinger

Nostalgia followed with several returnees to the Stunt scene. Greg Davis and Chris Cox came down from Vancouver, B.C. and Joe Dill from Kent decided to cut a few holes in the sky. It was good to see some real stunters instead of the "three event ringmasters." The Nostalgia event finished as follows:

Don McClave	Smoothie	490.5
Greg Davis	Sterling Spitfire	381
Dick McConnell	Sterling Starfire	352.5
Joe Dill	Ambroid Stuka	350
Chris Cox	Top-Flite Nobler	
Barrie Shandel	Sterling Skylark	
Roy Nakano	Geiseke Nobler	

Judges: Paul Walker and Al Resinger

Saturday evening was spent reminiscing and rehashing the days events at a sort-a-picnic/cookout at Bob & Ginny Emmetts. Food, fun, and fellowship! That's why we play with little toy airplanes, isn't it? Gary Letsinger was on the scene for this years festivities, maybe another returnee will be heard from.

The AMA events were flown on Sunday. One new flyer entered intermediate who had not flown the pattern prior to this weekend. Rich Brannan earned a score of 313 with a Sig Skyray. A new flyer with a lot of potential. Results from the P.A. classes are listed below. Paul Walker is getting everything together with his bright new airplane, and should be in great shape to defend his National Championship. Scores for the three classes flown follow:

Expert Skill Class		
1.	Paul Walker	551
2.	Alan Resinger	521
3.	Bob Emmett	477

Advanced Skill Class		
1.	Dick McConnell	421.5
2.	Barrie Shandel	389
3.	John Thompson	384
4.	Jim Cameron	319.5
5.	John Clemens	120.5 (crash)

Intermediate Skill Class		
1.	Dave Royer	365
2.	Rich Brannan	313

Judges: Bob Parker and Don McClave

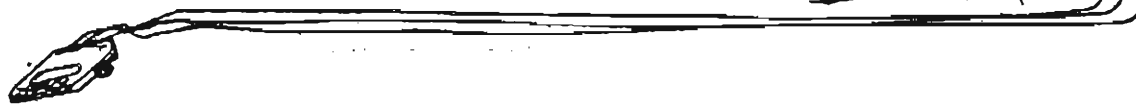
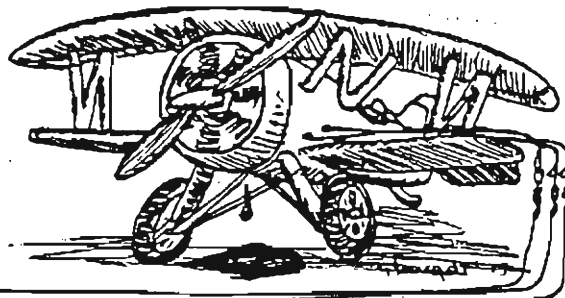
There was some uncertainty about a flying site and publicity was really late. Hopefully, next year we can get out act together and have a real Stunt-A-Thon '92.

Bob Emmett, C.D.

CONTROL LINE

SCALE

by orin humphries



Before I can launch into the material I want to cover for this series, we must be speaking the same language. John Doe out there uses some key words in much broader meanings and we must sort this out. Words like volume, mass, force, inertia, work, energy, torque, etc., have very narrow meanings in technical areas, so lets be specific.

"Mass" in my writings will not mean size, bulk, volume and so forth. It means the amount of atomic "stuff" in an object. How much mass a plane has determines how fast it will accelerate when you gun the engine. Twice the mass gets you half the acceleration with the same engine.

"Volume" is not how loud your motor is or how much work you did for gainful employment last week. In this column it is how much space an object takes up, 3-D wise.

"Force" has many meanings in general, but here it is that which causes an object to tend to accelerate. The object might not be free to move or to change the way in which it is moving. Applying a force to it actually will always make something move, but it may not be enough to see with the eye alone. Push on a building/mountain you will bend it, but you wont notice that. Thrust, Drag, Weight, Lift; these are forces we deal with.

"Inertia" is a property of mass. Anything with mass, like a rock, has inertia. Having inertia means an object can and will resist your attempts to change something about its motion. Try to push a stalled car that is on a level street covered with glare ice. Part of the resistance is friction, but most of it is inertia. A snowball hitting you imparts a thump because it has mass and therefore inertia; it tried to keep moving

"Work" and "Energy" need some tight constraints, here. Energy gives something the ability to do work. That's all we can say about it. It can be in many forms and can easily change between forms, as from thermal energy in combustion gases to mechanical energy in the crankshaft. Work is not done unless something moves appreciably under the action of an applied force. Further, the force and the motion must be along the same line. You can push against a wall until you drop, but you shall have done no work. The wall didn't move that you could see. Carrying a heavy suitcase along a level sidewalk will certainly tire you out, but you do no work. You see, the force you apply to the handle to carry it is in the upward direction, but the motion is horizontal. You have not changed the energy of the suitcase by carrying it very far on level ground. It wont hit harder when you drop it, therefore you have not changed its energy or done work on it. If, however, you raise it overhead, you HAVE done work on it. The force and the motion were IN THE SAME DIRECTION. It will hit harder when released from the height. Drag does work against the airplane. The force and the motion are in opposite directions but along the same line. Thrust does work for the plane as the force/motion are in the same direction. Lift and weight do no work during level flight as the force/motion are at right angles to each other. During takeoff or landing these forces do work, of course.

"Torque" is like a force, except that it tends to cause things to rotate instead of move along a straight line as a force does. We all know of torque wrenches for cars. Pull with 50 pounds on a one foot long handle and you have 50 ft. lbs. of torque on the bolt. You could do the same with 25 pounds on a two foot handle. If your plane yaws due to a gust, the tension in the lines and the bend in them at the line guide will torque the plane back into the proper direction of flight. A torque, then, is a force applied kind of to the side rather than directly through the center of a body, so it makes the body want to rotate.

Thanks for your patience. Next time we can talk models. Please write with your comments and questions.

Orin Humphries, 19805 48th Av. W., #A101, Lynnwood, WA 98036, (206)776-5517

The Columbia Basin Balsa Bashers was formed in Eastern Washington about two years ago, and while formed as a multi interest club, the emphasis has definitely been on flying control line. We have had two informal indoor contests, and while they were very enjoyable as well as a great vehicle for learning, we have spent most of our collective time in pursuing the teaching and learning of flying U-control.

We started right off as an AMA sanctioned club with about a dozen members, and now list about twenty-two or three on our roster. There are no real experts in our club, and while several of our members remember flying in the forties, the club is made up of all stages of involvement, from the rank novice to the stumbling members like myself.

We decided at the outset that the youth part of our club was our future, and over the last two years our push has been to help all particularly the young, until they are now surpassing the rest of us in expertise in many events. The Columbia Basin Balsa Bashers has a very unique partnership with the city of Richland department of recreation. That takes a big chunk of our dues, but in turn provides us with several places to fly and compete, and recently the city of Richland has given us a portion of monies from their motel tax to further our efforts. We hold monthly AMA sanctioned CL contests through the spring and into the fall. Monthly meetings are held in Kennewick on the second thursday of each month and these meetings are open to anyone interested in our hobby. Currently we have members in Spokane, Moses Lake, and in the Seattle area, as well as central Washington.

Our main claim to fame is our "Flying Clown" race event. Basically, using a PDQ Flying Clown replica, using up to a .19 engine, one ounce tak, we run this race three up for fifteen minutes, with the three flyers with the most laps in this period going to a final. While several more sophisticated Northwest competitors have expressed some skepticism as to this event being rather bush league, we unsophisticates out here in the desert find it to be not only challenging, but beneficial in learning within limited parameters, and in spite of its not being big time, it sure is a hell of a lot of fun!

NORTHWEST FLYING CLOWN RACE 1991

1. This event is intended for all flyers and pit men interested in a racing event which uses a common aircraft, emphasizes both speed and economy, and encourages the use of a wide variety of engines.
2. All pertinent AMA rules from the AMA CL Racing Unified Rules apply, except as follows.
 - 2.1 Engine: Any design or make of piston engine is allowed, except that maximum engine displacement is limited to .19 cubic inches. Modifications are not restricted within the limits of the Unified Racing Rules.
 - 2.2 Fuel Tank: Any design of fuel tank is allowed, including pressure systems, except that fuel capacity is restricted to one ounce. The fuel tank shall be fully external of the plane, and all in front of the leading edge.
 - 2.3 Fuel: Fuel used shall contain a maximum of 10% nitromethane with 20% lubricant and the rest methanol. Fuel may be obtained from contest management. Diesel engines may use diesel fuel.
 - 2.4 Aircraft: The only aircraft allowed is the PDQ Flying Clown or faithful replica. Changes may not be made to the planform, profile, or wing thickness. Wheels shall be at least one inch in diameter and shall be laterally spaced approximately seven inches.
 - 2.5 No hot gloves, fast fill, or "trick" pitting equipment allowed.
 - 2.6 Pull test is 25 pounds. Lines shall be .015 inches in diameter braided steel. Length is 52 feet plus or minus 6 inches, measured from center of handle to fuselage.
 - 2.7 Races: All preliminary heats and the final race will be timed for 15 minutes from start to finish. The contestant with the most laps wins.

NAVY CARRIER NOTES

By Joe Just

MIKE HAZEL HAS taken the risk of letting me have a few words every now and then on flying the Navy Carrier events, so I guess that I should introduce myself to those of you who don't know me.

I'm Joe Just, I live in Sunnyside, Wash., having moved here from New York in the early '70s. For the past six years I have been working for KREW radio in Sunnyside as an on-air personality.

Before that I owned a small control-line mail order business that I ran while recovering from an assault. I have flown most of the events in control-line and have competed at the Regionals, the Roundup and other contests in the Northwest. Recent years have been such that I don't get to as many contests as I would like but not from lack of desire.

I am currently the president of the Navy Carrier Society, and have run the carrier events at the Richland Nats and locally, and helped out at the 1990 Nats as well as the coming Nats in July.

In an overview of my favorite event, I'd like to address the flier that has never thought of taking up carrier. Forget all you might have heard about how difficult carrier is supposed to be. Forget all the complex items you thought you might need to get started. Leave all that behind you and consider carrier as an additional event to try based on how easy it really can be.

For example, what other event can you fly that you can stretch out for the whole day? Carrier simply is an event that requires you to put in three attempts for your two official flights. No time limit, no bossy event directory hollering at you to get ready for the next heat or match. If you're nervous, heck, just walk away and get a coffee or watch some other event until you're ready.

If you can fly steady you can fly carrier. There's no need to learn how to fly inverted, there are no fancy difficult maneuvers to learn and your whole competition is against the clock (with the exception of the landing). And you're not at the mercy of some judge that doesn't like the appearance of your plane, or your mismatched shirt, for that matter.

To be successful at carrier, all you need to do is fly seven fast laps off the deck area, slow down and fly seven more at the slowest speed you can, and then make an arrested landing ... that's it!

I can hear the experts now! Sure, that's a very simple overview of carrier, and of course it can get much more complicated as you wend your way along into the "expert" classification, but that's not where any of us start, so why get all tied up with overkill?

Carrier, like most events, can get as difficult and as sophisticated as you are willing to attempt. However, it is a satisfying event that can be

entered into at a very elemental level, and you can still get your share of awards and more than your share of fun if you approach it in the simple vein.

In the months to come with this series of articles I hope I can show you how to get started in the simplest way. I'll talk about the control system (only marginally different from the simple bellcrank you're now using). I'll cover the basic carrier starter plane and others. I hope to dispel a lot of myths about motors, trick equipment and other puzzling and mystifying thoughts about carrier. Next time it will be your first carrier kit.

Until then I hope you will begin to think about carrier, and if you want more information I suggest you contact Bill Bischoff, 7550 Christie Lane, Dallas, TX 75249. Send him a paltry \$6 for a year's membership in the Navy Carrier Society.

You'll receive periodic bulletins about carrier flying and the news of carrier flying from all over the United States.

Any questions that can't wait until next time? Give me a call at (509) 837-5983 before 1 p.m. or all day, Wednesday and Thursday, or at (509) 837-2299 evenings until 10 p.m.

Frank Macy was admitted into a hospital on June 26th, and had a quadruple bypass surgery the following day. At last report, Frank is doing well.

Because of this operation, Frank will be unable to return to work for several months. The social security benefits he will receive are meager. For this reason, along with the cost of medication and non-covered medical expenses, John and Carol Macy have opened an account for donations to be used by Frank in his time of need. If you would like to make a donation, it can be sent to: U.S. Bank Customer Service, PO Box 14050, Salem, Oregon 97309 (Frank Macy account number 0176063931).

FLYING LINES CLASSIFIEDS

High quality FIBERGLASS PROPS for speed, racing, combat, carrier, etc. Send for price list. Mike Hazel, 1073 Windemere Drive NW, Salem, Oregon 97304

WANTED: CL speed kits for collection. Mike Hazel, 1073 Windemere Drive NW, Salem, Oregon 97304

This space is for you, the FLYING LINES subscriber. At no charge, you can let the rest of the subscribers know what you have to sell, swap, or what you are looking for.

Unless requested otherwise, your listing will run for two consecutive issues.

Bladder Grabber XIV – Wet and Wild!

Bladder Grabber XIV – Wet and Wild!

THIS WOULD HAVE been a good year to have the Bladder Grabber combat shootout in the Kingdome, but apparently it's reserved for some fishermen or sailors or something who like to play games with sticks and balls – anyway, they said only mariners could play there. So it was outdoors at Harvey Field in Snohomish, Wash., again, which usually is a fabulous site for control-line airplanes. Actually, it's still a fabulous site and the Bladder Grabber again was an electrifying contest – and in the Northwest, a day of flying in the rain is no shock!

So Saturday was wet but Sunday was pleasant – overcast but dry, and the triple-elimination fast combat was, as usual, the best in the world. The 1991 Bladder Grabber drew 49 contestants from all over the United States and Canada, as well as from as far away as Leningrad in the Soviet Union.

The contest takes place in an ideal aviation atmosphere, alongside an active full-scale hobby airfield, with lots of skydivers, ultralights, private planes and balloons based there.

Following tradition, the large official crew led by Contest Director/Inner Circle Marshal Howard Rush, Outer Circle Marshals Jim McFadden and Ken Burdick, and Matching Coordinator Mary Lou Rush ran a very professional contest, and the array of Carver Corp. stereo equipment prizes was simply astounding.

It took 11 rounds and about 150 matches to select a winner, and it was Allen Deveuve of San Diego, Calif., who survived with only a single loss to become the 1991 Bladder Grabber champion.

Chuck Rudner, a past B6 winner from Santa Ana, Calif., was second. Mike Petri, another past B6 winner, was third. Paul Vallins of Lynnwood, Wash., was fourth, and Tom Strom of Seattle flew well to take fifth place.

Contest Director Howard Rush's nomination for the best match of the contest was a spectacular bout between Bob Carver and Greg Hill, which Carver won. Rookie of the year honors were shared by Tweed Manley of Renton, Wash., who advanced seven rounds, and young Troy Lyne of Vancouver, B.C., who knocked down Petri, Strom and Money Nats winner Paul Baluch, as well as handing Deveuve his only loss.

Notable early exits were those of defending champion Phil Granderson (three rounds) and Ed Koslovsky of Leningrad (four rounds).

The 1991 Bladder Grabber was significant for a reason beyond the simply outstanding competition.

As has been reported in various places for the past couple of months, combat filers have been working on development of automatic shutoff devices designed to render harmless the occasional cutaway combat plane.

Working shutoffs were first demonstrated at the Northwest Regionals in May, and the news about shutoffs had been published in couple of prominent places by the time of the Bladder Grabber, so there was considerable interest going into the contest.

As at the Regionals, three different working shutoff designs were not only on display but actually in use. At the precontest meeting, contest sponsor Bob Carver and Contest Director Howard Rush made strong pleas for filers to examine the shutoffs and consider using them in the future, in order to increase safety and decrease liability for potential accidents.

By the time the contest was under way, it appeared that a large number of influential combat filers were interested in the shutoff concept.

For the two days of the contest, John Thompson and Norm McFadden were frequently called upon to demonstrate and explain the shutoffs that they were using throughout the contest. Filer after filer remarked that the device was a simple, cheap and viable solution to a long-term concern.

Both safety and economic advantages were acknowledged. As if to advertise the economic benefits of shutoffs, one airplane at the contest disappeared out of sight, carrying with it a \$200 engine.

Immediately after the contest, efforts were redoubled toward development of a shutoff for mass manufacture. Norm McFadden is working on a prototype design, Will Naemura is in charge of arranging for production, and John Thompson is working on distribution and on negotiating with AMA for backing of the project.

AUGUST 4 -----RICHMOND, BRITISH COLUMBIA-----

MAAC RECORD TRIALS

Site: Rice Mill Road, Contact: Marty Higgs (604) 873-8849, or Bruce Duncan (604) 261-8776. Sponsor: Vancouver Gas Model Club

AUGUST 10 -----RICHLAND, WASHINGTON-----

Events: Old Time Stunt, Clown Race. Site: Hanford School. Contact: Joe Just, 709 Crescent, Sunnyside, WA 98944 (509) 837-5983 Sponsor: Columbia Basin Balsa Bashers.

SEPTEMBER 1 -----RICHMOND, BRITISH COLUMBIA--

MAAC RECORD TRIALS

Site: Rice Mill Road, Contact: Marty Higgs (604) 873-8849, or Bruce Duncan (604) 261-8776. Sponsor: Vancouver Gas Model Club.

SEPTEMBER 7 -----RICHLAND, WASHINGTON-----

Events: Mouse Race Class I, NW Sport Race, NW Super Sport Race. Site: Horn Rapids Athletic Complex. Contact: Joe Just, 709 Crescent, Sunnyside, WA 98944 (509) 837-5983 Sponsor: Columbia Basin Balsa Bashers

SEPTEMBER 14/15 -----KENT, WASHINGTON-----

RAIDER ROUNDUP

Events: Class I Carrier, Class II Carrier, Profile Carrier, Balloon Bust, Precision Aerobatics- four PAMPA classes, Northwest Sport Race (j-s)(0), Northwest Super Sport Race, Clown Race, Profile Scale, Sport Scale, Fox 35 Combat, 1/2A Combat, Record Ratio Speed. Contact: Joe Dill, 22533 152nd Ave SE, Kent, WA 98042 Site: Boeing Space Center in Kent. Sponsor: Seattle Skyraiders

OCTOBER 5/6 -----RICHLAND, WASHINGTON-----

Events: Old Time Stunt, Profile Carrier, Carrier Class I, Carrier Class II, 15 Carrier, NW Sport Race, Mouse Race CL I, Clown Race. Contact: Joe Just, 709 Crescent, Sunnyside, WA 98944 (509) 837-5983 Sponsor: Columbia Basin Balsa Bashers.

OCTOBER 12 -----EUGENE, OREGON-----

REALLY RACING 1991

Events: Mouse Race I, Mouse Race II, NW Goodyear, AMA Goodyear, AMA Slow Rat, Rat Race, NW Sport Race, NW Super Sport Race, plus Pit Stop event. Site: Eugene Airport. Contact: John Thompson, 1145 Birch Ave., Cottage Grove, OR 97424 (503) 942-7324 Sponsor: Eugene Prop-spinners

OCTOBER 13 -----EUGENE, OREGON-----

FIFTH ANNUAL FALL FOLLIES

Events: Precision Aerobatics, Fox 35 Combat. Site and contact same as above.

CONTEST DIRECTORS AND CLUB LEADERS:

Your sanctioned event should be listed here! Send all pertinent information to FLYING LINES in as far advance as possible to realize best publicity!!!

FLYING LINES can also distribute your contest flyer, contact editor for details.



Vacaville Ca.

TRIPLE EXAMINATION
AMA WEST COAST

AUG-31 SEPT-1, 1991

1ST: 1000.00

- CONTEST SCHEDULE -

SATURDAY
8:30- PILOTS MEETING
9:00- STARTING TIME

2ND: CARVER STEREO
APC PROPS

SUNDAY
9:00- STARTING TIME

C.D. - KEV MANCHESTER
(707-448-4308)
FUEL ARRANGEMENTS:
PAUL KARR (707-422-5374)

3RD: EYE'S PISTON & LINDA
DAVERICK CO.

NORTHWEST COMPETITION RECORDS

Record performances established between Northwest CL
modelers in sanctioned competition

* NEW RECORDS

* 1/2A SPEED	112.17	Bruce Duncan	7-7-91	Richmond, B.C.
A SPEED	181.56	Chris Sackett	6-29-85	Richmond, BC
B SPEED	187.66	Chris Sackett	6-22-86	Richmond, BC
D SPEED	203.71	Loren Howard	5-27-90	Eugene, OR
JET SPEED	202.39	Jerry Thomas	7-19-89	Richland, WA
FORMULA 40	154.84	Dick Peterson	9-13-86	Kent, WA
* 21 SPORT SPEED	136.83	Chuck Schuette	7-7-91	Richmond, BC
FAI SPEED	174.56	Chris Sackett	9-30-90	Coquiltlam, BC
1/2A PROFILE PROTO	83.63	Paul Wallace	3-29-81	Eugene, OR
MOUSE RACE I -50 Lap	2:52	Mike Hazel	9-13-86	Kent, WA
MOUSE RACE I -100 Lap	6:33	Salter/Salter	9-13-86	Kent, WA
MOUSE RACE II -75 Lap	3:40	Dave Green	5-24-86	Eugene, OR
MOUSE RACE II -200 Lap	10:04	Hazel/Thompson	9-19-87	Kent, WA
AMA SCALE RACE -70 Lap	4:22	Clarence Bull	5-24-86	Eugene, OR
AMA SCALE RACE -140 Lap	9:02	Clarence Bull	5-24-86	Eugene, OR
SLOW RAT RACE -70 Lap	3:56	Dave Green	4-14-85	Portland, OR
SLOW RAT RACE -140 Lap	7:14	Dave Green	4-13-86	Portland, OR
RAT RACE -70 Lap	2:40	Dick Salter	7-22-86	Richmond, BC
RAT RACE -140 Lap	5:46	Dick Salter	7-22-86	Richmond, BC
FAI TEAM RACE -100 Lap	3:48	Knoppi/McCollum	1986	Pecs, Hungary
FAI TEAM RACE -200 Lap	7:49	Knoppi/McCollum	?	?
NW SPORT RACE -70 Lap	4:00	Bruce Duncan	5-12-87	Richmond, BC
NW SPORT RACE -140 Lap	7:47	Henry Hajdik	6-8-86	Richmond, BC
NW SUPER SPORT -70 Lap	3:14	Dave Green	4-13-86	Portland, OR
NW SUPER SPORT -140 Lap	7:03	Dave Green	3-8-87	Portland, OR
CLASS I CARRIER	318.3	Roy Beers	9-13-86	Kent, WA
CLASS II CARRIER	330.25	Orin Humphries	9-19-87	Kent, WA
PROFILE CARRIER	238.44	Bob Parker	9-19-87	Kent, WA
.15 CARRIER	188.20	John Hall	5-25-91	Eugene, OR
AMA ENDURANCE	18:37	Wesley Mullens	8-15-87	Kent, WA

----- FLYING LINES BACK ISSUE ORDER FORM -----

Listed below are the FLYING LINES past issues that are still available. The issue number is followed by the cover date. The cover date normally reflects the month that the issue was sent out. If you are looking for information regarding a contest you would normally find it in the following month's issue. Most all issues include a wealth of technical information, and for many NW modelers, a nostalgic look back at past events and affairs.

The price is a measly \$2 for three issues, or \$5 for eight issues.
 (same rates for our Canadian subscribers, wotta deal!)

Please circle the issue numbers desired. The issues marked with an asterisk (*) are in short supply, and you might want to indicate alternate issues desired.

(4)* Aug 79	(11)* Mar 80	(13)* May 80	(16)* Aug 80
(17)* Sept 80	(23)* Jan 81	(29)* Oct 81	(32)* Jan 82
(33)* Feb 82	(35)* May 82	(36) June 82	(37)* Aug 82
(38)* Sept 82	(39)* Oct 82	(40) Nov 82	(43) Mar 83
(44) Apr 83	(45) May 83	(46)* Jun 83	(47)* Aug 83
(49) Nov 83	(50) Dec 83	(51)* Jan 84	(52) Feb 84
(54) May 84	(57)* Oct 84	(59)* Dec 84	(60)* Jan 85
(61) Feb 85	(62) Mar 85	(64)* Jun 85	(65)* Aug 85
(66) Oct 85	(68)* Dec 85	(69)* Jan 86	(70) Feb 86
(71)* Mar 86	(72)* Apr 86	(73)* May 86	(74) Jun/Jul 86
(75) Aug 86	(76)* Sep/Oct 86	(77) Nov 86	(78) Dec 86
(79) Jan 87	(80) Feb 87	(81) Mar/Apr 87	
(82-83)* May/June 87	(84) Jul/Aug 87	(85)* Sep/Oct 87	(86) Nov/Dec 87
(87) Jan 88			

The article to follow is in memory of Steve Macy. The flying session for the blind students was inspired by Steve Macy, Frank Macy's son. It was his dream to teach blind children how to fly, as he had lost his sight to diabetes which also took his life. Also in thank to Frank for making the contacts and backing us with his enthusiasm to help in making his son's dream come true.

On July 24th we arrived at the Vancouver School for the Blind at 1:00. Frank, his brother John, and wife Carol were already there along with Scott from Orin Video who would tape the days events.

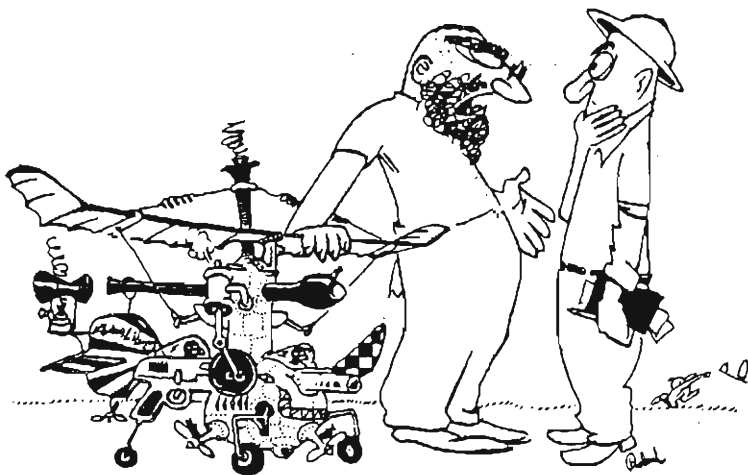
We were not able to train in the field designated as there was not enough room between poles and trees, so we moved to the same field where hot air balloon rides were taking place. Having to wait until balloon rides were done, we didn't get started until about 2:00.

Greg Beers and Jim Cameron then proceeded to explain about control line airplanes, how they are made, how they work and fly, their parts and such, and as they talked we passed out airplanes and handles to be felt as we talked about each thing and we also strung out a set of lines to be felt as well.

All the talking done, we began the session, taking one child at a time and leading them to the airplane, and walking with them to the handle. One of us would then show them how to control the airplane and how to hold their arm out, then they were launched and every one of them made at least a couple of laps before crashing, some soloing right off, flying out almost full tanks.

There were many different stages of the childrens' sight problems, from one third of them being totally blind, and others having such things as tunnel vision. We even had one boy who was also in a wheel chair, which just took a little extra help from a teacher to turn the chair in the grass. With everybody working together it worked out fine, and everyone got to fly.

The day was over at 4:00, with somewhere around twenty kids in all getting their hands on a u-control airplane for the first time. It was then time to pack up, leaving the kids with their A.J.'s pilots licenses in hand- some were made out in braille, thanks to one of the teachers. We then headed home with a great feeling of satisfaction, knowing we helped those kids experience something they may never have been introduced to otherwise.



THE TRAILS MODEL ANNUAL '89

**"Well, there SHOULD BE a category
AND a national event for it!"**

You Know You're A Model Flier's Wife ... When ...

- Your entire cooking repertoire consists of things that keep well in the oven.
- You can never find your scissors, bowls, waxed paper, pins, or cookie sheets.
- You only doll up when hubby is taking pictures to send to a magazine.
- You find you have stopped worrying about other women.
- You pray for rain regularly on Tuesday and Sunday evenings.
- Anything is apt to happen when the glue is drying.
- You quit looking at furniture and drapery ads.
- You find yourself on the roof repairing the TV antenna by yourself.
- You have the groceries delivered just so you can talk to a man...any man!
- You can quit wondering what to get hubby for Christmas, he's already got it!!
- So many men enter your back door in the evening that the neighbors are looking at you funny!
- Your house smells funny and you've quit making excuses for it.
- You absolutely DO NOT unplug anything.
- It doesn't bother you anymore when your minister just shakes his head sadly when you leave church on Sunday.
- You finally dare to throw out that stinking old fishing hat and shirt.
- You make a determined effort to beat him to the club newsletter when the mail comes.

Ah, fall. The cool breezes. The turning
of the leaves into a myriad of bright hues,
the sweet aroma of nitromethane in the air...

Nitromethane?

Yes, it's time for the second annual...

REALLY RACING!

1991

A complete day of control-line
model aviation racing, featuring:

Mouse Race Class I
Mouse Race Class II
Northwest Goodyear
AMA Goodyear
Slow Rat Race
Rat Race
Northwest Sport Race
Northwest Super Sport Race
And...a Pit Stop Championship!

The details...

Date: Saturday, Oct. 12, 1991

Place: Eugene Airport, Eugene, Ore.

Prizes: Trophies through third place

Entry fees: \$5 per event

Contest Director:

John Thompson, 1145 Birch Ave.

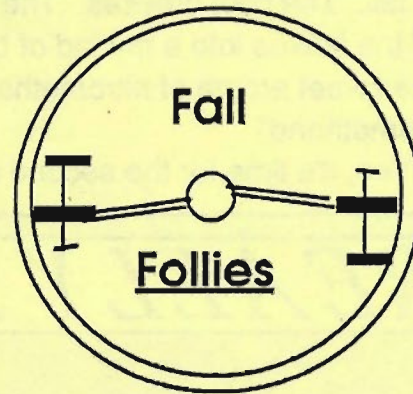
Cottage Grove, OR 97424

Contest sponsored by the Eugene Prop Spinners

Academy of Model Aeronautics membership required

The Eugene Prop Spinners
invite you to the fifth
occasional Prop Spinners ...

A pleasant autumn afternoon of
control-line competition flying



The events...

to be flown in this order, starting at 9 a.m.:

Precision aerobatics

In four skill classes:

BEGINNER — Using AMA beginner pattern
INTERMEDIATE ADVANCED
EXPERT

Fox .35 combat

Fox .35 stunt engine required, stock except for needle valve/spray bar
Any airplane, any fuel system OK — two airplanes per contestant for the day
.018x60' lines. 30-second pre-match starting period.
All other rules per AMA fast combat.

The details...

Date: Sunday, Oct. 13, 1991

Place: Eugene Airport, Eugene, Ore.

Prizes: Trophies through third place

Entry fees: \$5 per event

Contest Director:

John Thompson, 1145 Birch Ave.

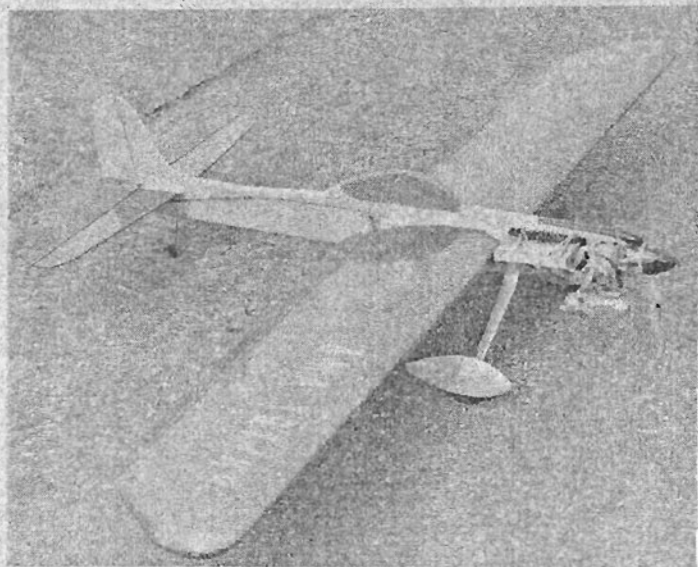
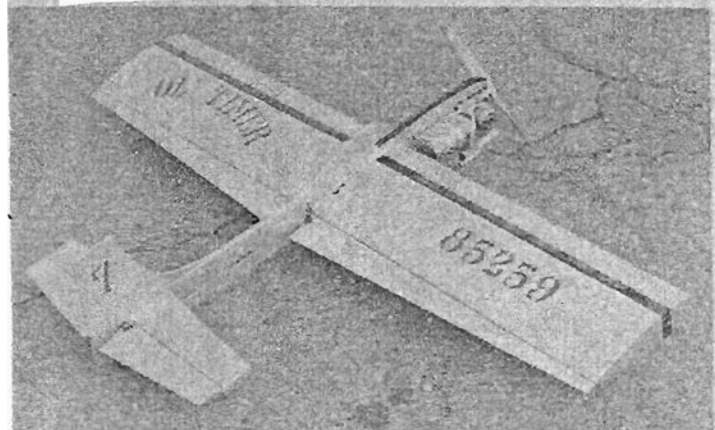
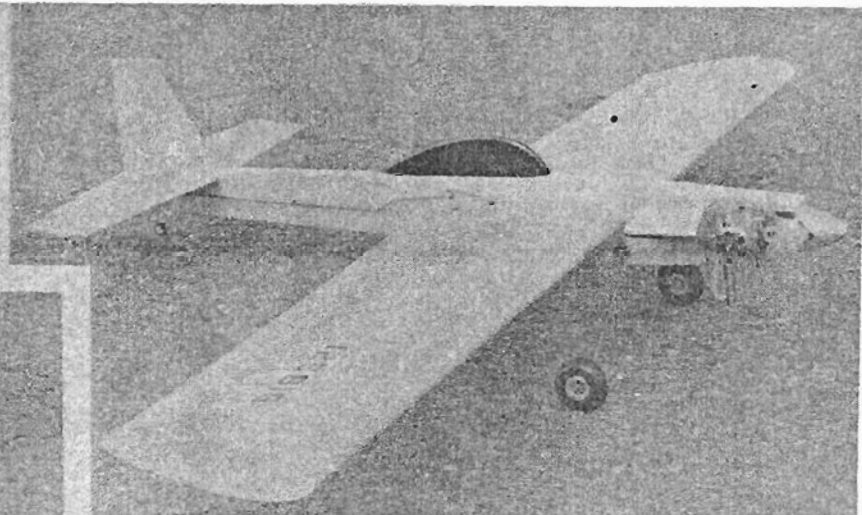
Cottage Grove, OR 97424

Contest sponsored by the Eugene Prop Spinners

Academy of Model Aeronautics membership required

STUNTATHON PIX !

Two Twisters seen at the meet.
John Cleman's ship below, and
Dave Royer's to the right.

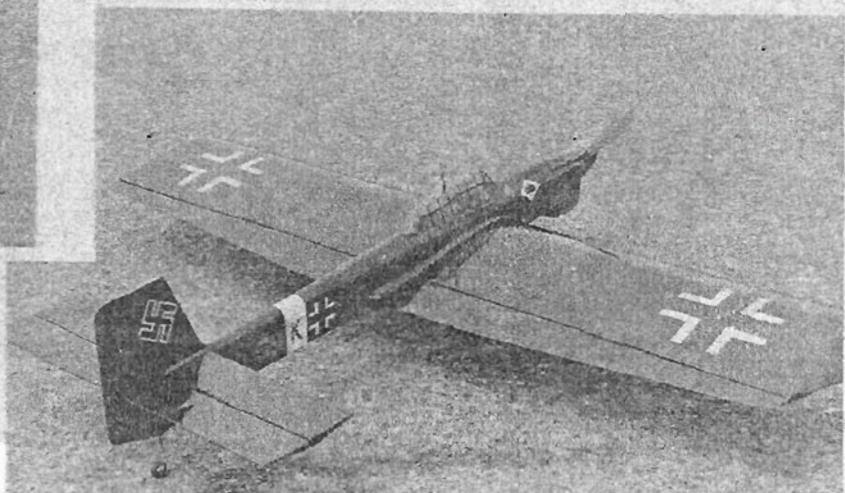


above) Don McClave flew this Smoothie
in Nostalgia.

Jim Cameron's modified Twister

below) John Thompson's Cierra,
designed by Gerald Schamp

Joe Dill's great looking Stuka
flew in Nostalgia class.

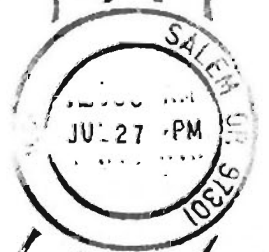


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JOHN THOMPSON

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COTTAGE GROVE, OR

97424