



**WESTERN
OREGON
CONTROL
LINE
FLYERS**

THE WOLF CALL

APRIL-MAY 2009

ACADEMY OF MODEL AERONAUTICS
CHARTER CLUB #3464

Ye Olde Editor: Mike Hazel

Upcoming Area Events:

Northwest Control Line Regionals
Eugene, Oregon May 22 - 24

WOLF Lucky Hand Fun Fly
June 20
(see flyer this issue)

The "WOLF CALL" is the newsletter for the Western Oregon Control Line Flyers. "WOLF" members fly at the Bill Riegel Model Airpark facility at the Salem Airport.

WOLF membership is not required to utilize the facility, but fliers should be A.M.A. members. If you are not a WOLF club member, please consider joining us to help support control line model aviation activity in our area!

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For the latest and most complete information regarding control line flying activities in the Northwest, go to this website: flyinglines.org

Miscellaneous Ramblings from Ye Olde Editor

Greetings everybody! We have a huge jam-packed issue for you this time around. First off, let's hear about what's been going on around these parts.

Things have been a bit quiet around our local field lately. The Salem installment of the Oregon Winter fun fly series unfortunately was a blowout. We had a few folks show up and wait for the winds to ease up, which they never did. Everyone adjourned to the Flight Deck restaurant and we had a great hangar session. Marc at Leisure Hobbies made us a great deal on some merchandise prizes for the fun fly, so we will just hang onto those and use in a future event.

Several WOLF members participated in the Jim Walker Memorial meet in Portland last month. Those included John Thompson, Jack Pitcher, Don McClave, Ron Bennett, Mike Hazel, and Bruce Hunt. Sorry if I missed anyone there.

Now soon upcoming of course is the NW Regionals down in Eugene. Most WOLF members will be attending and either competing, spectating, officiating, or maybe all of the above! Hope to see all of you there!

Now for something different, we are going to have our annual Lucky Hand Fun Fly in June this year, the 20th to be exact. Turnout was somewhat poor the last couple of years, and the proximity of the July 4th holiday was perhaps a factor. This is always a fun low-key event, and of course there's always a chance you will win some loot just for doing some handle time!

Elsewhere in this issue is a summary of NW CL events happening this year. This will be updated as we receive new information. If you see that something is missing, please let the editor know.

(continued....)



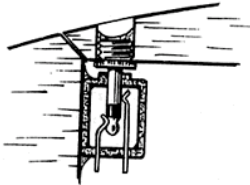
*Miscellaneous Ramblings from Ye Olde Editor-
continued.....*

Please give a hearty WOLF welcome to new member Bob Cooke, who recently joined our ranks after attending the McMinnville fun fly in April. I asked Bob if he could share a little info about himself, and the following is what he provided.....

My flying started in the 7th grade in Travis AFB. I bought a Squaw and Dad picked up an Enya 29 in Japan from this flying MATS for the USAF. I taught myself to fly and smashed the Squaw attempting a loop. We moved to Japan where I soon found a very guy to fly with. We enjoyed a nicely fenced circle which had bleachers and lights. Then there was a long lull while I went through college, kids - well, you know the rest. I am somewhat retired now.

In California I "flew" with Ted Fancher, Brett Buck, Phil Granderson and also with The San Jose Circle Jerks. Several years ago I came to Salem to watch SPEED. You may not remember that I helped time the planes - that was a very enjoyable weekend. I still want to try some aspect of speed. In Japan my rat racer was a Hot Cinders with Dooling 29 (\$17.00) and went about 90mph. Maybe I'll build another and stick the MVVS 40 GRRT into it.

One of the reasons I moved to Salem is WOLF and SSS (Salem Soaring Society). There are some of people in the Pacific NW that I know. And, I enjoy fly fishing - I get my fishing license May 1st.



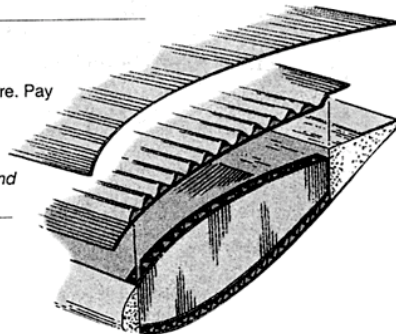
Use one or two small phone jacks as necessary to hold your hatch or canopy. Cut off the unwanted solder tabs, then use epoxy or cyanoacrylate to set the units in place. For big canopies, use larger jacks for more holding power.

Anil Narwani, Port-Of-Spain, Trinidad, West Indies

CORRUGATED WINGS

Here's how to make corrugated cardboard wings that do not have flats anywhere. Pay attention to the sketch, because the secret is in using cardboard with exposed corrugations. The plain outer skin is glued on only after the rest of the wing is assembled. Join the sections with wide fiberglass tape and resin as usual.

Fred Walker, Oldham, Lancashire, England



Also flew with SAM 8 at Harts Lake Prairie. I still have a Dakota/COX TD 020 which I might fly if they have a contest locally.

My current projects are a Flite Streak, with Tom Morris controls powered with an OS25FP and Stryder RC sailplane. Follow-up projects are the Hot Cinders and Sagitta RES Sailplane (RC). Oh, I also have a Northwing (RC) sailing yacht to try catching fish.

I don't fly contests anymore. I enjoy helping CD's if needed as a runner or whatever. Looking forward to meeting with new and old friends at the NW Regionals!

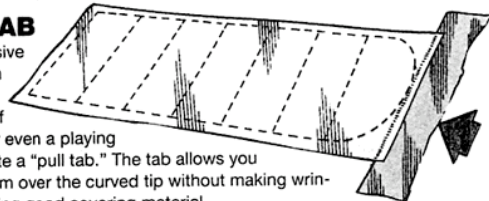
Sincerely, Bob

Now for a little bit of history and nostalgia. As some of you know, your editor once was a magazine columnist for the now defunct Model Builder publication. I have included a complete reprint from a column published back in 1984. No way, that was 25 years ago! Uh, yes....way! Anyway, I hope you enjoy this excursion into the past with this writer. As you will see I had somewhat of a anti-RC attitude back then. I have since mellowed on that point. The other information and my usual baloney (humor?) you might find interesting from the historical aspect. Also, check the pictures and names and see how many you recognize, and whether they are still active or not. And last but certainly not least, clipping stuff out of a magazine is a great easy way to fill up some newsletterpages!

PULL TAB

Save expensive covering film by ironing on a piece of scrap film or even a playing card to create a "pull tab." The tab allows you to pull the film over the curved tip without making wrinkles or wasting good covering material.

Terry Satchell, Orleans, Ontario, Canada





Control Line

By MIKE HAZEL
PHOTOS BY THE AUTHOR

• One of the most prestigious combat meets around is the annual Bladder Grabber. This year the ninth edition of this classic event carried on the tradition of bringing together a large contingent of top level combatants to battle for big bucks prizes.

A field of thirty-five entrants met at Kent, Washington, on July 7th and 8th to fly triple elimination Fast Combat.

Bob Carver provided \$5,000 worth of Carver Corporation hi-tech stereo equipment for the deserving top placers. As it turned out, these were: (1st) Bruce Coffey, Fremont, California; (2nd) Rich von Lopez, Los Angeles, California; (3rd) Kevin Krumman, Portland Oregon; (4th) Steve Kott, Wayne, Michigan.

Bruce had to fly a dozen matches in his quest for first place. He lost only one round. Here's the scoop on his equipment. His airplane design is an Aeolus, by John Salvin, which features a 47-inch span foam wing. Power was provided by a Fox Combat Special burning Sheldon's 40% nitro fuel. The prop was a Top Flite 8-6.5, and a K&B glow plug was used. The fuel system consisted of a bladder tank, fuel regulator, and Kustom Kraftsmanship needle valve assembly.

Howard Rush ably directed this tournament, in which over 100 matches were flown!

If you like to fly Fast Combat (and like stereos), keep tuned for next year's Bladder Grabber.

C/L AT THE NATS

Well, another Nationals has come and gone. I have a few reflections, but no formal coverage as such; I was not able to attend the entire week, so that would have been quite difficult to do.

This was the first west coast Nats since Riverside in '77, so it was well anticipated by the locals. There was a big question mark regarding what the participation level would be, because typically there is a lower than average turnout when the Nats are held in the West. No doubt some of the Reno "diversions" helped attract a larger than expected entry. Control Line was a very dominant event this year with way over 400 pre-entries.

Personally, it was quite novel to be at a national meet, and see so many familiar local faces. Another novelty was the lack of the "together" feeling one usually experiences at the Nats. It is nice to look in at the other modeling persuasions, but the flying sites were really split up. To take it all in would have required lots of driving here and there. (You got that right! WCN put over 400 miles on the odometer just in Reno going from event to event, wrrr!)

The main Control Line site was as previously reported, very nice. The



Dick Stubblefield (left) and Larry Dziah, Jr. lean into a couple of rat racers at the Reno Nats.

asphalt surface was very smooth. I have had paint jobs come out rougher! What a change, not having to contend with bumps and expansion joints.

The high altitude thing was probably not as extreme as some thought it would be. The aerobatic boys noticed some lack of crispness in their maneuvers. The horsepower events experienced lower performance levels. I had found that after testing at least a half dozen props, my racing plane was happiest on what I ran back home.

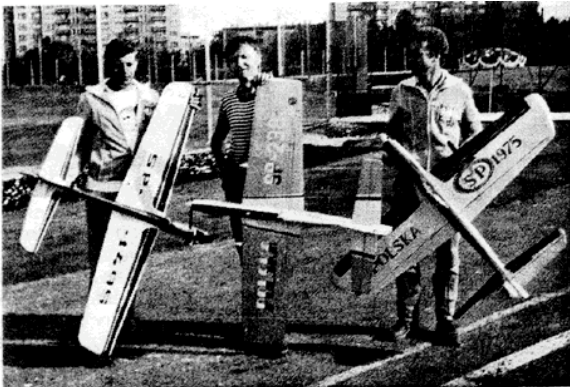
The term "density altitude" got to be kind of old. Imagine my surprise upon learning that this referred to atmospheric



Dennis Seymour and Teryl Benjamin pose among their sport flying fleet. Flying site is at Olympia, Washington Airport. Photo by Bob Benjamin.



A study of intensity. Former World FAI Combat champ Tom Flaker (in helmet) battles it out with Gary Byerly at Nats.



The Polish F2B team in Bulgaria, June '84 (l to r): Zawada (4th), Ostrowski (8th), and Dziuba (10th).



Russian team in Bulgaria finished 1st (left), 2nd (right) and 3rd (center). With Dziuba (ctr. left) and Piotr Zawada (ctr. right).

pressure related to temperature. All along I thought it was about the intelligence factor at higher altitudes, oh well.

Speaking about intelligence factors, the inside word has it that one C/L organization spokesman was talking boycott if any West Coast individuals officiated his event. What a pea-brained attitude! This sort of thinking does not belong in Control Line. We're out to have fun and not let politics and egos get in the way.

The fun next year will take place back in the East, at the '83 Nats site in Massachusetts.

PUTTING MORE CLASS INTO STUNT DEPARTMENT

Precision Aerobatics (hereafter referred to as either Stunt or PA), has reached an age of specialization. It was once a monotonous, look-a-like affair wherein if every plane were painted solid gray, you could not tell them apart. (That ought to get some response!)

Every now and then some "radical" trend would come along. There was the "jet" look, later came the semi-scale fad, and then an occasional big .60 job showed up.

In the last few years it seems that more originality is evident. Now if all the planes were painted solid gray, even I could tell them apart.

Getting back to the opening statement, it appears that with the Stunt event enjoying a very healthy and growing participation, it is inevitable that some fragmentation is going to take place. Besides having the proficiency classes, there are also the 1/2A and Old Timer events. Further, we can no longer refer to the PA enthusiast as a "Stunt grunt," that's all changed.

The truly proficient competitor within this circle is now involved in "Pro Stunt." As such, one must eat, breathe, and think Stunt at all times. Full efforts and attention are given towards the ultimate airframe, the show biz paint job, the perfect engine run, putting up a perfect pattern, not to mention developing skills and techniques to compensate for the subjective perversions of the judges. It should be quite obvious that we are referring to the very elite competitor here.

It is recognized that not all individuals will be able to fit the pattern of the Pro Stunter. With tongue in cheek, the C/L department presents a few new competition classes. See which one you or your buddies fit into best.

PUNK STUNT: Truly for the radically rebellious individual. Outrageous dress and grooming are the norm. Safety pins are used for line clips, instead of for ear

lobes. Airplane design names have anti-establishment themes. This individual is frequently heard to say "#\$&+!!", in response to most anything.

POP STAR STUNT: Very trendy here. Does the "moon walk" out to the center of the circle and with a deft motion of the foot, kicks the control handle tiddly-wink style into the white gloved flying hand. Sequins on his jump suit match the trim patterns on the plane. The massive array of tool boxes on the flight line are really pieces of sound equipment which will put out a "top of the charts" beat to do the maneuvers by.

EINSTEIN STUNT: This is only for the true genius. This individual will refer to the workshop as the "lab." Much energy goes into proving stunt "theories" by scientific experimentation. He is frequently heard expounding how a perfect square eight is not possible "in this dimension."

MATHEMATICAL STUNT: Somewhat similar to the previous class, only he sees his activity as being defined by a series of equations. He has recycled his old obsolete slide rules into variable sized control handles. All airframe design is done by computer only, with every known law

Continued on page 80



Beaver State team members John Thompson holding plane, Gene Pape flipping prop, and Bill Varna, the anxious pilot.



Come to Papa! Bill Lee readies to catch his K&B powered rat racer. Back-up pit man not identified.

Control Line . . . Continued from page 45

of physics taken into consideration. This person's idea of humor is to put his AMA number in the binary code.

NERD STUNT: This individual can be seen tripping over his own lines in the pits. He is attired in regulation white stunt pants . . . pulled up to his navel. He wears heavy, black framed glasses that always fall off during the overhead eights. He is frequently heard to say, "Golly, what a swell flight!"

MACHO STUNT: This guy is identified by the sporty athletic attire, with chest exposed. Flies only the biggest and heaviest planes, and believes that pumping iron is more important than practicing the pattern. Likes to intimidate the guys with .35 powered *Noblers*. He is frequently heard to say, "Them R/C BIG Bird guys have the right idea, except they are too sissy to hang on to 'em."

HOT ROD STUNT: This is the class for those obsessed with horsepower. This guy enjoys antagonizing the other Stunters in the pits by running his engine in the pits until finding the proper resonant frequency for the exhaust pipe. He believes that 20,000 rpm is a great advantage over pattern accuracy. He can be heard to say, "Listen how this engine turns on to 35%."

★ ★ ★

I received a nice letter from Bob Benjamin of Olympia, Washington. If the name is familiar, it is because Bob has done some of the beautiful cover art for *Model Builder*, besides other projects. He also does some F/F and R/C flying, and is currently rallying together some C/L activity in his area. He reports that the airport there has provided a very good flying site, and would like to get others in the area to use it. All interested individuals can contact Bob at 1222 26th Ave. NE, Olympia, WA 98506, or phone him at (206) 352-2602.

★ ★ ★

At the beginning of the column, we reported on what could be called the Tournament of Combat (TOC). The R/C aerobatic world has a meet in Las Vegas referred to as the TOC (Tournament of Champions). I would like to offer some ideas. First of all, are any manufacturers or other industry concerns reading this?

It seems interesting that the R/C Pattern thing can be dominated by an individual. Control Line Combat must surely be a much higher skill level event. I say this because you could assemble the world's best fliers, and you would never have anyone totally dominating. Combat is much too difficult to sit on top, meet after meet.

One factor is the high skill level necessary to accurately aim at an opponent's string (or streamer) at speeds of over 100 mph. All this while your opponent is trying to do the same thing to you. Another factor to consider is that Combat flying leaves little room for subjectivity. Think about that one for awhile. Come to think about it, C/L competition events are basically objective, while R/C is mainly subjective, for whatever that is worth.

It would seem that C/L Combat should be the ultimate model airplane spectator activity. Having participated in many flying demonstrations, I can attest to the fact that no other model type attracts and retains people's attention as this type does.

A direct and simultaneous competition between two individuals always looks more interesting. Want an example? How about tennis and golf. Sorry, golf fans.

The fact is that a meet like the Bladder Grabber has more excitement and action than an entire year of R/C Pattern flying. My opinion, yet . . . but shared by many others.

So what am I leading to? How about the hobby industry supporting a popular modeling activity that is always sure to have superior spectator appeal and interest? Please don't take this as me saying that Pattern has no spectator interest, but I personally doubt that it is much of a consideration in affairs like the TOC.

It is not unreasonable to assume that it is a commercialized event for the benefit and promotion of industry trends. This is no doubt good business, but it also lends credence to my interpretation of what the letters "R/C" really stand for.

I guess the thing that really galls me is that so much attention is given to a handful of R/C glamour events by the industry, while C/L is deliberately being ignored. In all fairness, it must be noted that there are a few progressive firms that cannot be accused of this "crime."

Anyway, back to the previous point. Simply, Combat competitions which would receive industry support and incentives would be excellent vehicles for increased participation and positive public exposure for aeromodeling.

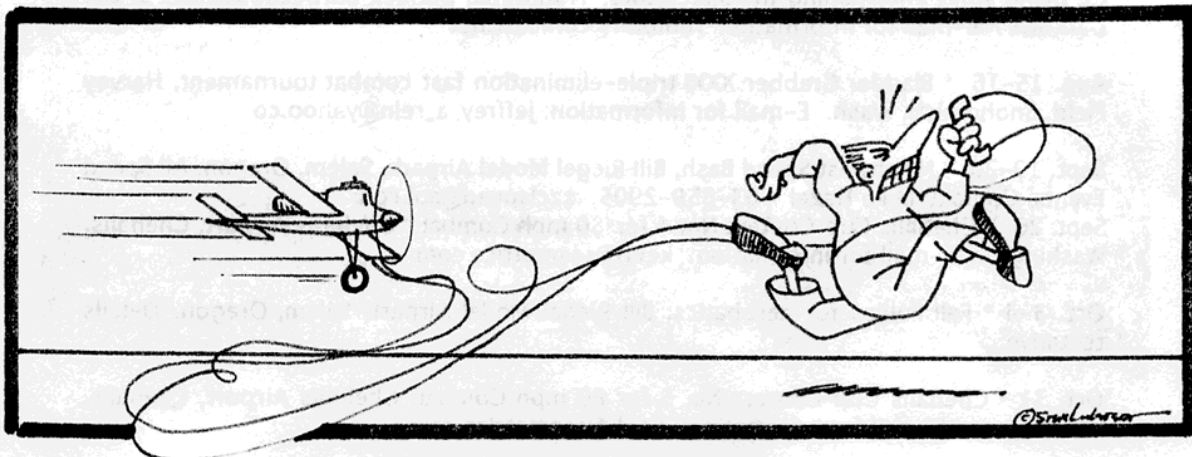
There is another aspect to be considered. Some people will not want to "prostitute" their hobby by creating a "pro" activity with all the attending stigmas. This is certainly a valid viewpoint, but we don't have to be talking *big bucks* . . . just some good promotion and incentives to make things interesting.

The readers views on this subject are solicited. It would also be nice to hear from some industry representatives. If we don't, I guess that would reinforce the statement made about three paragraphs back.

★ ★ ★

This month was somewhat heavy on competition. Next month let's have some fun sport flying. See you then.

Mike Hazel, 4073 Windemere Drive
NW, Salem, OR 97304.



NORTHWEST CONTROL LINE CALENDAR

May 22-23-24 * Northwest Control-Line Regionals, Eugene Airport, Eugene, Oregon, Aerobatics, Combat, Navy Carrier, Racing, Scale, Speed. Contact: John Thompson: johnt4051@aol.com

June 13-14 * Stunt-a-Thon 2009, Thun Field (Pierce County Airport), Puyallup, Washington. Sponsored by Northwest Skyraiders. Events: Old-Time Stunt, Classic Stunt, Profile Stunt, AMA Profile and Nostalgia Profile Navy Carrier, Precision Aerobatics. Contact: Dave Gardner: davegardner55@msn.com

June 20 * WOLF Lucky Hand Fun Fly, Bill Riegel Model Airpark, Salem, Oregon. Contact: Mike Hazel, 503-859-2905, zzclspeed@aol.com

June 20 * MECA & Lewis County Radio Controllers Model Airplane & Engine Swap Meet, Toledo High School, Toledo, Wash. Admission \$1, hours 10 a.m.-2 p.m. E-mail for information: swapmeet@lrcrcers.com

June 27 * Chehalis Cup Contest No. 3 for 80 mph Combat, Chehalis Airport, Chehalis, Washington. e-mail for information: kenb@seametrics.com

June 28 * Vintage Diesel Combat, Chehalis Airport, Chehalis, Washington. E-mail for information: kenb@seametrics.com

July 25-26 * Western Canada Stunt Championships, Rice Mill Road Park, Richmond, B.C. Details to come. E-mail for information: a.b.duncan@shaw.ca

Aug. 1-2 * West Coast All Proto Championships, for 1/2-A Proto, F2D Proto, .21 Proto and Formula 40 Speed events, Bill Riegel Field, Salem, Oregon. For information e-mail: kenb@seametrics.com

Aug. 1-2 * Northwest Model Expo, Yard Birds Event Center, Chehalis, Washington. E-mail for information: jonny@newyardbirdsmall.com

Aug. 2 * Chehalis Air Fair, Chehalis Airport, Chehalis, Washington. A control-line demonstration event in conjunction with an air show, 9 a.m.-3 p.m. Come and promote CL flying while entertaining the spectators. Traditional potluck barbecue follows at the Darkows'. E-mail for information: romodlr@comcast.net

Aug. 15-16 * Bladder Grabber XXXI triple-elimination fast combat tournament, Harvey Field, Snohomish, Wash. E-mail for information: jeffrey_a_rein@yahoo.co

Sept. 19-20 * Northwest Speed Bash, Bill Riegel Model Airpark, Salem, Oregon. All Speed Events. Contact: Mike Hazel 503-859-2905, zzclspeed@aol.com

Sept. 26 * Chehalis Cup Contest No. 4 for 80 mph Combat, Chehalis Airport, Chehalis, Washington. E-mail for information: kenb@seametrics.com

Oct. 3-4 * Fall Follies for aerobatics, Bill Riegel Model Airpark, Salem, Oregon. Details tentative.

Oct. 31 * Chehalis Cup Contest No. 5 for 80 mph Combat. Chehalis Airport, Chehalis, Washington. E-mail for information: kenb@seametrics.com

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Please notify the editor of any corrections that need to be made!

LUCKY HAND

SALEM,
OREGON

FUN FLY

**If you fly Control Line Model Planes, you already have a lucky hand!
Now try your hand at our fun fly with a flying poker draw!**

The Details:

The cost to participate is ten dollars. You are dealt one card for each flight, for a maximum of five cards. Cards will be displayed face up by your name at the dealer's table. Best hand at closing wins half of the pot. Second and third best hands will be awarded merchandise prizes.

There will be two circles to fly off off. One paved circle, plus a large grass circle.
Bring any kind of CL plane..... stunt, scale, trainer, combat, etc. etc.

Fun fly hours are 10 AM to 3 PM (you don't have to be present for your hand to win)

Note: A.M.A. membership is required to fly at this field.
For more information contact: Mike Hazel (503) 859-2905, ZZCLspeed@aol.com

COME FLY WITH THE WOLF!