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## NEWS OF NORTHWEST CONTROL-LINE MODEL AVIATION

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### NOVEMBER / DECEMBER 1994 ISSUE NUMBER 118

**IN THIS ISSUE:**    **ROUND AND ROUND, BY JOHN THOMPSON**  
                          **CARRIER NOTES, BY JOE JUST**  
                          **UPDATED NW COMPETITION RECORDS**  
                          **NORTHWEST COMPETITION POINTS STANDINGS**  
                          **(YEARS FINAL TOTALS)**  
                          **MORE AUTOGYRO CARRIER CONTROVERSY**  
                          **NATS NEWS**  
                          **AND LOTS MORE SUPER-DUPER STUFF!!!!!!**

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### COCKPIT CHATTER *notes by the editor*

Welcome to our last issue of the year. We hope that your year was a good one. If you travel the contest circuit I am sure you will agree that we had some great meets in 1994. Looking forward to more in '95!

Speaking of meets in '95, make your plans early to attend the CL portion of the Nats in Richland.....schedule and more details herein.

The Really Racing meet in Eugene was one of this writer's highlights of the year. Super mellow weather, and great competition. More details and results elsewhere in this issue.

It was great to see a new group of CL modelers show up at the Really Racing meet. Larry Hyder of Madras, Oregon brought a small contingent of kids aged from 9 to 13 yrs old to participate in the Mouse Race event. Larry sez that they have been doing lots of practice in anticipation of this contest, which was the kid's very first competition meet. The group included: Zack Glaspie, Travis Morgan, Jesse St. John, Nathan St. John, Josiah Zachary, Tony Zachary, and Josh Watson. Larry is self described as a "12 year old in an old wrapper". The kids also had several family members show up to root them on, coming from Eugene, Oakridge, Astoria, and Madras. It's always great to see new faces, especially kids.

The last issue of *MODEL AVIATION* was like a breath of fresh air. Great to see some more articles of basic how-tos and technical info. The emphasis on providing articles aimed at youth/beginners is also right on the mark.

A new feature starting with this issue, is a column titled "Zoot's Mixture". Yes, this title is a rip-off of the Duke's Mixture pieces that used to run many years ago, written by Duke Fox. Anyway, this column is authored by the Zoomer, himself, and will be a bits and pieces format of high performance ramblings.

Oboy! As you have heard, we have a postage rate increase effective Jan 1st. No plans at this time to increase subscription rate, we'll try to hold the line.

Speaking of subscriptions, please check to see if you are on the list in this issue. Lots of expirations coming up, please renew promptly!

More on the Carrier Autogyro controversy.....this piece is from the "Skywriter", Steve Scott, editor.

## NAVY CARRIER UPDATE

### Bill Darkow Continues Crusade to Legalize use of Autogyros in C/L Carrier Competition

The January, 1995 issue of *Model Builder* magazine (which should still be on the newsstands) features Bill Darkow and his C/L profile scale model of a Japanese Ka-1 Kayaba autogyro. Several Ka-1s were used effectively off the escort carrier *Akitsu Maru* from 1943 to 1944 to drop depth charges - at least until the carrier was sunk by a U.S. sub on November 15, 1944.

Current rules of the Control Line Navy Carrier events 319, 320 and 321 encourage models whose outlines follow some type of Navy aircraft and have made an arrested landing on a carrier. Bill's model was designed specifically to meet the current rules of the Navy Carrier event. Initially given a go-ahead to compete he subsequently found his Kayaba declared an "illegal" model. Bill submitted a rules proposal specifically allowing autogyro craft but had the proposal request denied for "incompleteness" and another proposal was substituted in its place which specifically bans all types of autogyros.

Bill's proposal was never brought up for a vote - just (as the gov't loves to do) killed in committee. Now the matter has been escalated to top AMA officials to at least get the proposal a fair shot at a vote. Why all the fuss? We really don't know. Bill offers some insight behind his efforts:

#### PSST! Wanna' Fly a Forbidden Model?

by Bill Darkow

The Kayaba Ka-1 is the first carrier autogyro model to make an official flight in Navy carrier. It placed second among five entrants in Profile Carrier at the 4th Annual Great Desert Carrier Bash in Richland, WA. It will be featured in the January, 1995 issue of *Model Builder* magazine. History, design data, building instructions, flying hints and full-size plans will be offered.

However, if the Navy Carrier Advisory Council has its way, all models of carrier autogyros will be eliminated from competition before they have a chance to become a "threat" to established, conventional carrier models.

In spite of the fact that autogyro models were approved for competition in Navy Carrier by the chairman of the AMA Control Line Contest Board, the NCAC has submitted rules change proposals designed to eliminate these models from competition. Navy Carrier rules do not prohibit autogyros from competing in the event. However, they don't permit them either - so the rules need to be clarified.

The Navy Carrier Advisory Council has chosen a negative "final solution" to "eliminate the problem". Their proposals first try to ban autogyros by limiting competition to fixed-wing models only. If that fails, they have a series of "fall-

back" proposals that would eliminate autogyros by imposing severe handicaps on their design and flight.

This author has chosen a positive approach and submitted a series of proposals intended to permit autogyros to compete equitably in the event.

The democratic process - as set up by the AMA - will determine the final outcome. You are part of that process and the ultimate decision will be up to you. How will you decide? It is my hope that you will base your decision on facts.

Since very few modelers have any experience with control line autogyros, separating fact from fiction is difficult. Here is a handy guide to help you:

**FICTION:** Autogyros are dangerous.

**FACT:** They are as safe as any model.

**FICTION:** Autogyros use complex gadgetry.

**FACT:** Only a throttle and hook are needed.

**FICTION:** Rotors are complicated and costly.

**FACT:** Fixed blades/hubs are easy to build.

**FICTION:** Autogyros can hover.

**FACT:** Hovering is illegal. They fly slow.

**FICTION:** Autogyros are guaranteed winners.

**FACT:** There are no guaranteed winners.

**FICTION:** Autogyros will lead to helicopters.

**FACT:** There are no complex C/L helicopters.

**FICTION:** Autogyros are "wrong" for carrier.

**FACT:** They were used on carriers (1931-44).

**FICTION:** They were "not intended" to compete.

**FACT:** They were simply overlooked originally.

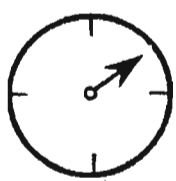
**FICTION:** Autogyros will be "bad" for carrier.

**FACT:** Autogyros will help the event by:

1. **STIMULATING** spectator interest;
2. **ENCOURAGING** various model types;
3. **PROMOTING CONTEST PARTICIPATION.**

Please consider your position on this issue carefully. If this attempt to eliminate a new and different model design from competition succeeds, the next ban could well include YOUR new design or technical innovation.

You can have the greatest influence on the rules change proposals by writing your regional representative on the AMA Control Line Contest Board and letting him know your thoughts on this subject. His name and address can be found in *Model Aviation*, "Focus on Competition" section.

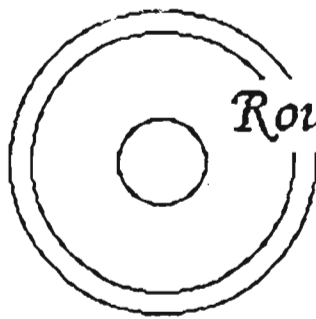


# Northwest Competition Records

Record performances established between Northwest CL modelers in sanctioned competition

Several new records to report on since the last installment of this feature. At the Raider Roundup in September, Jeff Cleaver upped his own 1/2 A Profile Proto mark by a few hundredths. Improvements in small increments seemed to be the modus operandi at the CBBB "Desert Carrier Bash" in October. Todd Ryan beat Mel Lyne's NW Sport Race mark by 2 seconds, and then Julie Rice bests brother Joe's Flying Clown Race record by just one lap. The record now stands at 272 laps, inching ever so slowly toward the third century mark. Over in the carrier circle Todd Ryan takes back the .15 class again by going 3 points over Terry Mitchell's old record. And lastly at the Really Racing meet in Eugene, the Nitroholics team (Hazel/Thompson) fill in the vacant 140 lap mark for Rat Race with a fairly slow time of 6:32. This is on the new .250 bore intake rule. Congrats to all of you.

1/2 A SPEED	99.78	BRUCE DUNCAN	5-29-94	EUGENE, OREGON
A SPEED	151.07	CHUCK SCHUETTE	5-24-92	EUGENE, OREGON
B SPEED	156.87	RON SALO	5-29-93	EUGENE, OREGON
D SPEED	172.34	LOREN HOWARD	5-24-92	EUGENE, OREGON
JET SPEED	196.64	JERRY THOMAS	8-8-93	RICHMOND, B.C.
FORMULA 40 SPEED	153.13	MARTY HIGGS	6-26-94	RICHMOND, B.C.
21 SPORT SPEED	147.97	CHUCK SCHUETTE	9-12-93	KENT, WASHINGTON
FAI SPEED	168.56	BOB SPAHR	5-29-94	EUGENE, OREGON
* 1/2 A PROFILE PROTO	84.79	JEFF CLEAVER	9-18-94	KENT, WASHINGTON
21 PROTO SPEED	119.63	CHRIS SACKETT	6-26-94	RICHMOND, B.C.
MOUSE RACE I -50 LAP	2:43	JOE RICE	10-3-92	RICHLAND, WASH.
MOUSE RACE I -100 LAP	5:23	CLEAVER/CLEAVER	10-16-93	EUGENE, OREGON
MOUSE RACE II -75 LAP	3:40	DAVE GREEN	5-24-86	EUGENE, OREGON
MOUSE RACE II -200 LAP	10:04	HAZEL/THOMPSON	9-19-87	KENT, WASHINGTON
AMA SCALE RACE -70 LAP	3:25	MARTY HIGGS	7-20-89	RICHLAND, WASH.
AMA SCALE RACE -140 LAP	8:48	JOE RICE	7-17-93	LAWRENCEVILLE, IL
NW GOODYEAR -70 LAP	4:12	JOE RICE	5-30-93	EUGENE, OREGON
NW GOODYEAR -140 LAP	8:26	CLEAVER/CLEAVER	5-7-94	RICHLAND, WASH.
SLOW RAT RACE -70 LAP	3:10	HAZEL/THOMPSON	5-30-93	EUGENE, OREGON
SLOW RAT RACE -140 LAP	6:38	HAZEL/THOMPSON	10-17-92	EUGENE, OREGON
AMA RAT RACE -70 LAP	----	-----	-----	-----
* AMA RAT RACE -140 LAP	6:32	HAZEL/THOMPSON	10-22-94	EUGENE, OREGON
FAI TEAM RACE -100 LAP	3:36	KNOPPI/McCOLLUM	6-84	SHANGHAI, CHINA
FAI TEAM RACE -200 LAP	7:40	KNOPPI/McCOLLUM	6-84	SHANGHAI, CHINA
NW SPORT RACE -70 LAP	4:00	BRUCE DUNCAN	5-12-87	RICHMOND, B.C.
* NW SPORT RACE -140 LAP	8:48	TODD RYAN	10-8-94	RICHLAND, WASH.
NW SUPER SPORT -70 LAP	3:14	DAVE GREEN	4-13-86	PORTLAND, OREGON
NW SUPER SPORT -140 LAP	7:03	DAVE GREEN	3-8-87	PORTLAND, OREGON
* FLYING CLOWN RACE, LAPS: 272		JULIE RICE	10-8-94	RICHLAND, WASH.
CLASS I CARRIER	318.30	ROY BEERS	9-13-86	KENT, WASHINGTON
CLASS II CARRIER	330.25	ORIN HUMPHRIES	9-19-87	KENT, WASHINGTON
PROFILE CARRIER	265.21	TODD RYAN	5-7-94	RICHLAND, WASH.
* .15 CARRIER	204.70	TODD RYAN	10-9-94	RICHLAND, WASH.
AMA ENDURANCE	18:37	WESLEY MULLENS	8-15-87	KENT, WASHINGTON



# Round and Round

The Control-Line  
modeler at large

By John Thompson

## A fantastic finish

There's no better way to end the contest season than with a gorgeous fall weekend of model airplane flying.

The competition year for 20 Northwest fliers ended on the weekend of Oct. 22-23 in Eugene, Ore., on sunshiny afternoons that broke through gloriously from foggy early mornings. The Really Racing/Fall Follies contest was conducted in nearly windless shirtsleeve weather.

The racing entry was small but well contested, with good races in nearly every event. There also were several new faces that portend involvement of some new teams in the near future. Ten fliers competed on Sunday in a laid-back atmosphere that resulted in some excellent flying.

Here are the results:

### Class I Mouse Race (6 entries)

- |                            |                |
|----------------------------|----------------|
| 1. Jeff Cleaver            | 6:27.72        |
| 2. Nitroholics Racing Team | 6:48.82        |
| 3. Larry Hyder             | 3:41.54 heat * |
| 4. Travis Morgan           | 4:01.56 heat * |

\* Due to an error not discovered until the day after the race, Travis Morgan was advanced to the feature in error (he did not fly in the feature due to an equipment problem). These results correct that error.

### Class II Mouse Race (2 entries)

- |                            |          |
|----------------------------|----------|
| 1. Cleaver Team            | 12:26.75 |
| 2. Nitroholics Racing Team | 13:29.00 |

### Northwest Goodyear (3 entries)

- |                            |              |
|----------------------------|--------------|
| 1. Nitroholics Racing Team | 9:25.09      |
| 2. Morris Gilbert          | 13:21.69     |
| 3. Jeff Cleaver            | DNF — Crash. |

### AMA Scale Race (1 entry)

- |                 |     |
|-----------------|-----|
| 1. Cleaver Team | DNS |
|-----------------|-----|

### Slow Rat Race (2 entries)

- |                            |                   |
|----------------------------|-------------------|
| 1. Nitroholics Racing Team | 7:05.13 (traffic) |
| 2. Cleaver Team            | Withdrew          |

### Rat Race 2 entries)

- |                            |         |
|----------------------------|---------|
| 1. Nitroholics Racing Team | 6:31.66 |
| 2. Cleaver Team            | 9:16.56 |

### Northwest Sport Race (4 entries)

- |                            |          |
|----------------------------|----------|
| 1. Nitroholics Racing Team | 9:56.22  |
| 2. David Shrum             | 12:12.31 |
| 3. Hiram Gilbert           | 14:20.81 |
| 4. Morris Gilbert          | 15:08.69 |

### Northwest Super Sport Race (2 entries)

- |                            |         |
|----------------------------|---------|
| 1. Nitroholics Racing Team | 8:12.34 |
| 2. Cleaver Team            | 8:22.59 |

### Beginner Precision Aerobatics (1 entry)

- |              |     |
|--------------|-----|
| 1. Ryan Dean | 102 |
|--------------|-----|

### Intermediate Precision Aerobatics (3 entries)

- |                |       |
|----------------|-------|
| 1. James Dean  | 420.5 |
| 2. Gary Harris | 291.5 |
| 3. Dave Shrum  | 217.5 |

### Advanced Precision Aerobatics (3 entries)

- |               |       |
|---------------|-------|
| 1. Dave Royer | 475   |
| 2. Terry Dean | 440.5 |
| 3. Anonymous  | 375   |

### Expert Precision Aerobatics (3 entries)

- |                  |       |
|------------------|-------|
| 1. Don McClave   | 573.5 |
| 2. Jack Pitcher  | 565   |
| 3. Gerald Schamp | 551   |

## Fox stuffer kits in Northwest Sport Race — an interpretation

Since the issue came up at the Northwest Regional Championships in May, the question of legality of the Fox .35 "stuffer kits" in Northwest Sport Race has been under study.

At issue is the parts package offered by the Fox Factory, which is intended to improve the performance of the Fox .35 stunt — the only engine allowed in Northwest Sport Race. The kit includes a new head and backplate. The purpose of the kit is to improve the engine's use in precision aerobatics.

*Flying Lines* has sought comment from competitors, we've been reading the rules, and we've been examining the reports that we've received about the effect of the kits on performance.

The use of the "stuffer" kits has not been subjected to a formal rules-change vote, but it has been examined in light of the original intent of the authors of the rules. The intent of the authors of the rules is well known, in that they include the Round & Round columnist and the publisher of *Flying Lines*.

The following conclusions have been reached:

1. The kit *does* improve the performance of the engine in ways that could affect Northwest Sport Race.

2. The kit is not part of the stock Fox Stunt .35, as construed by the authors at the time the rules were written. It is not part of the stock Fox Stunt .35 as sold in hobby shops.

3. Use of the kit constitutes an additional expense for Northwest Sport Race competitors, beyond the cost of the engine, and requires the competitor to have the skills to tear down and modify the engine.

4. The authors of the current rules intended that the Fox .35 engine *in stock configuration* be the only engine allowed in Northwest Sport Race.

As a result of the above conclusions, we've decided to make an interpretive decree for the 1995 season. In spite of the fact that the stuffer kit was allowed in one contest in 1995 due to an on-the-spot interpretation of the rules, the following situation will exist in 1995:

The "stuffer kit" will not be allowed in Northwest Sport Race.

If a number of competitors disagree with this interpretation, we can send it through the formal Northwest rules process, which involves a proposal published in *Flying Lines*, a vote of competitors, and a final publication of new rules, if they are changed.

Until that should happen, the current rules stand as written. Once again, for 1995, the Fox **hemi-head/backplate stuffer kit will not be allowed** in 1995.

That means that no races in which the stuffer kits are allowed by the contest management will count in Northwest Records or standings as published in *Flying Lines*.

As always, we're open to discussion of the issue, but that's the ruling as it stands.

*Discussion of Northwest competition issues, technical tips, questions, etc., are welcomed by the Round & Round column. Write John Thompson at 295 W. 38th Ave., Eugene, OR, or e-mail at 73473.1407@compuserve.com.*

"FAST IS COOL"

...Zoot Zoomer



## ZOOT'S MIXTURE

Welcome to my little cool corner, go-fast fans! Stick around and dig it.

Have you joined the NCLRA? If you are cool, you already know that's the National Control Line Racing Association. The organization is just 1 1/2 years old, and they need all you racers to join. The ten dollars annual dues get you a newsletter, plus you have helped do your part in furthering CL Racing in the national agenda. Send your bread to: NCLRA, 8 South Grace Street, N. Aurora, IL 60542

Do your finished mag speed pans a favor, and bring them in out of your cold, moist garage in the winter. Remember that corrosion? If you have a heated, dry place to store your planes over the winter, then you are OK.

It appears that the rubber fast fill plugs are becoming somewhat scarce. Joe Klause no longer sells those good strong black ones. I believe that even if no one is making these items, there are probably many years supply tucked away here and there. Get your stash!

Safety tip of the month: When you discover a prop has a flaw or fracture, take a couple of seconds and deliberately break off a blade of the prop. This will prevent you (or a moocher) from mistakenly in haste using the prop.

Winter's here (oh duh, man!) Since the flying is scarce, best you get into the shop and get ready for next year. You can be sure that the Zoomer will be doing that, so get busy or just be ready to have your doors blown off again in '95.

Do you mix your own fuel? I like using a 500 ML graduated cylinder to do my blending. Using a metric measurements sure beat doing all kinds of crazy conversions. 1000 ML equals one liter, which is about 33 1/2 ounces, just barely over one quart. When using a ML container to do your blending, you can easily just read the graduations as percentages: With a 500 ML measure, 200 ML would be 20%, 500 ML is 50%, etc. The ML measure is also easy to convert into 4 liter (big gallon), and "metric pints".

# CIRCULAR PROCEDURES FOR TAKE-OFFS AND LANDINGS

## FULL SCALE CONTROL LINE FLYING???? WHO SEZ CL IS UNREALISTIC??

The top line title is taken directly from the May 1966 issue of SPORT AVIATION, which is a magazine dealing with full scale ( 1 = 1 ) planes! Dennis Patera sent in a copy of this article, and we thought it would be interesting to share it with the FL readers. The article is too lengthy to repeat in its entirety, so the more interesting parts have been excerpted.....

.....About one-fourth of all lightplane accidents occur at take-off. Instead of taking off in a straight line, the plane could take off in a circle, while being held by a rope leading from near the end of the left wing to a firm anchor on the ground as shown in Fig. 1. With a rope 330 feet long and a take-off speed of 50 mph, the tension in the rope, when the plane leaves the ground, would be one-half of the weight of the plane. The plane could remain attached to the rope and climb to an elevation of 165 feet with an angle of 30 degrees between the rope and the ground. At this elevation, with the plane traveling about 70 mph, it could be cut loose from the rope with no jerk or jar and proceed in a straight line at an elevation well above surrounding obstacles. This procedure provides a runway of infinite length. If it is very hot or if the plane is overloaded so that it will not take off, no harm results. The plane simply continues to circle on the ground rather than run off the end of the runway.....

.....The space needed for this type of take-off is only 11 acres instead of 100 acres as for a normal airport. The circular procedure for take-off seems to be such a good solution of the problem of safe take-off from a small field that it is surprising that it has not been widely practiced. Investigation of this possibility in 1948 revealed that at least five patents for circular take-off apparatus had been granted in the United States, the first being in 1908. The devices were either impractical or too complicated.....

Robert Sanders, president of Sanders Aviation Corp, in Riverdale, Md., which was then producing the "Ercoupe", was interested in helping to carry out further demonstrations and Mr. Roche supplied the mechanical device for holding the plane to the rope and releasing it at the will of the pilot. The demonstrations were carried out at Riverdale in August 1950, using an "Ercoupe" and a steel cable 250 feet long.....

After the conclusion of the 1950 demonstrations, nothing further was done until the fall of 1954, at which time the author obtained an "Ercoupe" to continue the experiments.

The most convenient way to obtain a flying field for the experiments was to use the ice on a frozen lake in the winter. A metal barrel was frozen in the ice to serve as an anchor. An aircraft wheel hub was mounted on top of an iron pipe fastened to the barrel. Double guy wires led from near the top of the pipe to iron rods placed crosswise under the ice. The tension in the guy wires was adjusted by twisting the wires with an iron rod. For some experiments, the anchor consisted of a set of posts frozen in the ice in the form of a 25 foot diameter circle, with the posts slanting outward. The rope was wound around this next of posts a number of times and the plane was taken off either unwinding or winding up the rope.....

.....Circular take-offs had been demonstrated over 150 times and the procedure is a completely reliable method of operating an airplane. A 1/4 inch nylon rope of breaking strength over 2,500 lbs and 300 to 400 feet long has proven very satisfactory...

.....The circular take-off procedure appears to be so safe that even when things go wrong it still seems safer than a straight take-off. A considerable number of people have had their first take-off in a plane of any sort as a circular take-off at the end of a rope. With a 300 to 400 foot and an angle of 30 degrees, the plane is from 150 to 200 feet high at the time of release. This elevation, plus nearly full speed at the release time, provides from 200 to 250 feet of extra altitude for a plane which has taken off in a circle over one which has made a straight take-off for the same distance from the field.....

How about that? I guess there really isn't anything new! The original article had a bit more detail, and also chronicled some other concepts, the strangest one being two planes hooked together with a rope and taking off in tandem, counterbalancing each other!

The next time someone tells you that "real" planes don't fly in circles on a "string", tell about this!

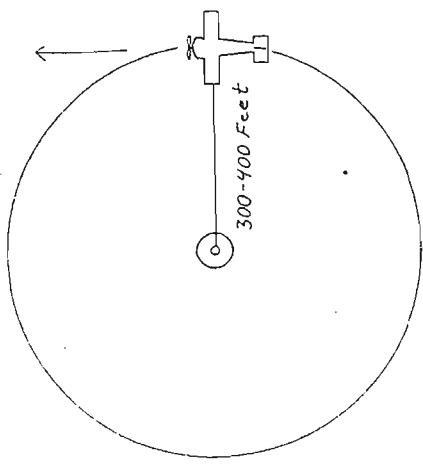


Fig. 1. This would be the arrangement for circular take-off using a capstan or other form of anchor for a center point.

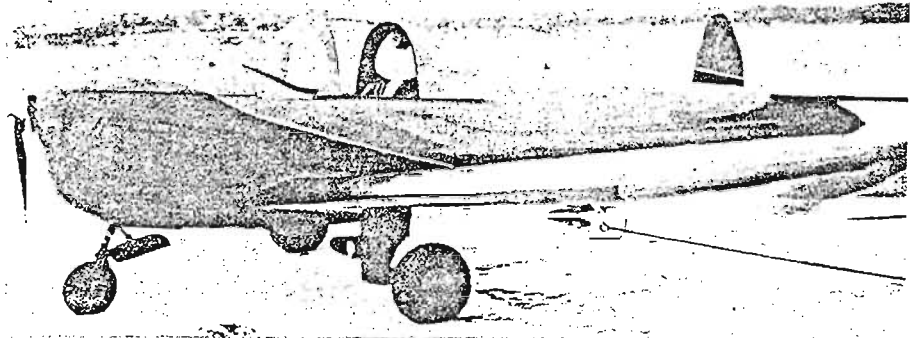


Fig. 3. The rope for the circular take-off and landing procedure is shown attached to a special bracket under the left wing of the "Ercoupe."

## CONTROL LINE NATS IN NORTHWEST!

As you know, the AMA national contest has been tentatively slated for the Tri-Cities in Washington for awhile now. Many details were ironed out in November, and looks like the Nationals as we know it, will certainly be on a different format for 1995. Due to the considerations that are necessary for each modeling discipline, there simply was not a single site or area of sites that was suitable and available for '95. In some previous years, events were geographically separated maybe some 10 to 30+ miles, and this was considered a "split" site. In 1995, the sites are literally thousands of miles apart! We controliners in the West will luck out, as all of the control line will be in Richland, Washington.

In general, here is what the venue looks like: Most of the events will be within the schedule of July 8th to 16th. Those will include all control line and RC scale at Richland. Indoor FF will be at the Kibbie Dome in Idaho during this time period. Also in this time frame will be RC pattern and RC pylon, but these will be in Lawrenceville, Illinois. RC helicopter will be held in Muncie, Indiana. Outdoor FF will be also be held in Muncie, but during June 26 - 30. RC soaring will also be in Muncie, held during the week of July 29th. (*we know that these other events are not relevant to our interests, but the schedule listed serves to illustrate the site situation*).

Now here is the schedule that most of us are most concerned with. (this information just received from Paul Rice, shortly before publication).

### RICHLAND SITE SCHEDULE:

- CL Precision Aerobatics....July 10 thru 14 at Richland Airport, July 15 at Marina Park.
- RC Scale..... July 11 & 12 at Richland Airport
- CL Scale..... July 11 & 12 at Horn Rapids Athletic Complex
- CL Speed..... July 10 thru 14 at Marina Park
- CL Racing..... July 10 thru 13 at Marina Park
- CL Carrier..... July 13 thru 15 at Marina Park
- CL Combat..... July 10 thru 14 at Horn Rapids Athletic Complex

(more news as we receive it, stay tuned)

# NW Competition Standings

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

Now that the 94 contest season is behind us, we can look to see how everybody fared in their aggregate placings. Following is a complete summary of all events held, and category totals. The top five for each individual event is listed, and the top ten for each event category. The exception here is for the speed events, where only the top ten is compiled.

Most all events were competed in fair numbers. The racing events had the highest total of entries with 131, closely followed by the stunt events with 114. Balloon bust and scale events were very lightly competed this year. That is not too unusual for scale, but the balloon bust event(s) normally have a lot higher year total than 13. For you statistic freaks, all the entries combined total 448. Let's watch that next year, and see if participation doesn't go up.

As previously announced, we now have a special award for the top competitor, in the form of a beautiful perpetual trophy. This trophy is being donated by Paul Rice of the Columbia Basin Balsa Bashers. And now, for the top Northwest control line competitor of 1994 (drum roll, maestro), we open the envelope. Mr. Competitor for 1994 is Todd Ryan of Pasco, Washington.

Todd is a senior age category member of the Columbia Basin Balsa Bashers, so that perpetual trophy won't have far to go this year! Todd flies in a lot of events, and does well in them all. This kind of contest performance put him way ahead of the pack. He placed in the top spots of the racing and carrier events, and also racked up points in combat, speed, and balloon bust.

Here's a quick look at the others in the top five spots: Number two was Chris Cox of the Vancouver, B.C. area. Chris was the top point man in the stunt events, and also picked up placings in racing. Close behind was the Nitroholics Team (John Thompson & Mike Hazel) of Oregon. Virtually all of their points were accumulated in racing events, where they placed high in nearly every class. In the fourth spot is Rich McConnell of Seattle. Rich flies lots of events, and came out on top in balloon bust competition, and also picked up points in racing, stunt, and carrier. In fifth place, is Joe Rice, who is no stranger to the Mr. Competitor title. Joe flew in carrier, racing, and combat events. Congratulations to everybody who is listed anywhere in the totals!!!!

## 1/2 A COMBAT

(3 CONTESTS, 14 ENTRIES)

- 1) JEFF REIN.....14
- 2) BUZZ WILSON..... 8
- 3) TIM STROM (JR) ..... 6
- 4) BOB NELSON..... 4
- 5) DICK SALTER.....2
- GARY HARRIS ..... 2

## 80 MPH COMBAT

(2 CONTESTS, 10 ENTRIES)

- 1) JEFF REIN .....8
- GARY HARRIS .....8
- 3) TIM STROM (JR) .....7
- 4) FRANK BODEN .....4
- 5) TOM STROM .....1

## GX COMBAT

(2 CONTESTS, 12 ENTRIES)

- 1) DAVE THOMPSON .....12
- 2) TODD RYAN (SR) ..... 7
- GARY HARRIS ..... 7
- 4) JEFF REIN ..... 6
- 5) JOE RICE ..... 3

## FAST COMBAT

(2 CONTESTS, 10 ENTRIES)

- 1) JEFF REIN .....10
- 2) TIM STROM (JR) ..... 8
- 3) BUZZ WILSON..... 4
- 4) JOHN THOMPSON ..... 3
- 5) DICK SALTER ..... 2

## OVERALL COMBAT

(10 CONTESTS, 48 ENTRIES)

- 1) JEFF REIN .....40
- 2) TIM STROM (JR) .....21
- 3) GARY HARRIS .....19
- 4) DAVE THOMPSON.....12
- BUZZ WILSON.....12
- 6) TODD RYAN (SR) ..... 8
- 7) DICK SALTER ..... 4
- BOB NELSON..... 4
- FRANK BODEN..... 4
- 10) JOE RICE..... 3
- JOHN THOMPSON..... 3



PRECISION AEROBATICS  
(18 CONTESTS, 74 ENTRIES)

- 1) CHRIS COX.....22
- 2) BOB PARKER.....19
- 3) GARY NELSON.....12
- 4) DARREL HARVIN.....10  
DAN RUTHERFORD.....10
- 6) KARL BROWN..... 8  
PAUL WALKER..... 8
- 8) TERRY DEAN..... 7
- 9) JIM HOLMACK..... 6  
LEE UBERBACKER..... 6  
JAMES DEAN..... 6

CLASSIC STUNT

(3 CONTESTS, 27 ENTRIES)

- 1) DON McCLAVE.....27
- 2) GARY NELSON.....19.5
- 3) DARRELL HARVIN..... 13
- 4) AL RESINGER..... 9
- 5) CHRIS COX..... 7

OLD TIME STUNT

(6 CONTESTS, 26 ENTRIES)

- 1) CHRIS COX.....19
- 2) DAVE THOMPSON.....13
- 3) DARRELL HARVIN..... 8
- 4) RICH McCONNELL..... 7
- 5) BILL FISHER ..... 5

OVERALL STUNT

(22 CONTESTS, 114 ENTRIES)

- 1) CHRIS COX.....48
- 2) GARY NELSON.....31.5
- 3) DARRELL HARVIN.....31
- 4) DON McCLAVE.....30
- 5) BOB PARKER.....19
- 6) DAVE THOMPSON.....13
- 7) DAN RUTHERFORD.....10
- 8) AL RESINGER..... 9
- 9) KARL BROWN..... 8  
PAUL WALKER..... 8

CLASS I MOUSE RACE

(8 CONTESTS, 38 ENTRIES)

- 1) TODD RYAN (SR).....18  
NITROHOLICS TEAM ....18
- 3) JEFF CLEAVER.....12
- 4) JOE RICE..... 9
- 5) KEVIN MAGNUSON..... 8

CLASS II MOUSE RACE

(2 CONTESTS, 6 ENTRIES)

- 1) RON SALO.....3
- 2) CLEAVER TEAM.....2
- 3) NITROHOLICS TEAM.....1

NW GOODYEAR

(5 CONTESTS, 17 ENTRIES)

- 1) NITROHOLICS TEAM .....8
- 2) JOE RICE.....7
- 3) CLEAVER TEAM.....6
- 4) RICH McCONNELL.....5  
JEFF CLEAVER.....5

AMA GOODYEAR

(2 CONTESTS, 4 ENTRIES)

- 1) CLEAVER TEAM.....1

NW SPORT RACE

(7 CONTESTS, 32 ENTRIES)

- 1) TODD RYAN (SR).....21
- 2) JOE RICE..... 9
- 3) PAUL RICE..... 7
- 4) BILL FISHER..... 6
- 5) HENRY HAJDIK..... 5

NW SUPER SPORT RACE

(5 CONTESTS, 20 ENTRIES)

- 1) NITROHOLICS TEAM.....12
- 2) TODD RYAN.....10
- 3) RICH McCONNELL.....8
- 4) CLEAVER TEAM.....4
- 5) TOM STROM.....3  
JEFF CLEAVER.....3

FLYING CLOWN RACE

(4 CONTESTS, 27 ENTRIES)

- 1) TODD RYAN (SR).....23
- 2) JULIE RICE (JR).....14
- 3) NITROHOLICS TEAM .... 9
- 4) JOE RICE ..... 8  
PAT JOHNSTON..... 8

SLOW RAT RACE

(2 CONTESTS, 4 ENTRIES)

- 1) NITROHOLICS TEAM.....1

RAT RACE

(2 CONTESTS, 6 ENTRIES)

- 1) NITROHOLICS TEAM.....2
- 2) CLEAVER TEAM.....1

OVERALL RACING

(28 CONTESTS, 131 ENTRIES)

- 1) TODD RYAN (SR) .....62
- 2) NITROHOLICS TEAM .....55
- 3) JOE RICE ..... 25
- 4) JEFF CLEAVER..... 22
- 5) JULIE RICE (JR)..... 21
- 6) RICH McCONNELL..... 19
- 7) CHRIS COX.....16
- 8) CLEAVER TEAM.....14
- 9) EUAN EDMONDS (JR) ....12  
RICK MEADOWS.....12  
HENRY HAJDIK.....12

.15 CARRIER

(5 CONTESTS, 22 ENTRIES)

- 1) JOE RICE.....11  
TODD RYAN (SR) ....11
- 3) RICH McCONNELL.....10
- 4) TERRY MITCHELL..... 7
- 5) LLOYD MAROHL.....5

PROFILE CARRIER

(5 CONTESTS, 19 ENTRIES)

- 1) TODD RYAN (SR).....15
- 2) JOHN HALL.....13
- 3) TOM STROM .....5
- 4) TERRY MILLER .....4
- 5) RICH McCONNELL.....3  
TERRY MITCHELL .....3

CLASS I & II CARRIER

(3 CONTESTS, 6 ENTRIES)

- 1) JOHN HALL.....3
- 2) TERRY MITCHELL.....2  
JOE JUST.....2
- 4) MIKE HAZEL.....1

OVERALL CARRIER

(17 CONTESTS, 54 ENTRIES)

- 1) TODD RYAN (SR) ....26
- 2) JOHN HALL.....23
- 3) TERRY MITCHELL.....14
- 4) RICH McCONNELL.....13
- 5) JOE RICE.....11
- 6) TERRY MILLER.....7
- 7) LLOYD MAROHL.....5  
TOM STROM.....5
- 9) DENNIS MATTHEWS.....4  
BILL DARKOW.....4

OVERALL SPEED  
(29 CONTESTS, 77 ENTRIES)

BALLOON BUST  
(4 CONTESTS, 13 ENTRIES)

- 1) RICH McCONNELL.....9
- 2) BOB NELSON .....6  
EUAN EDMONDS (JR) .....6
- 4) RICHARD SCHERER.....5
- 5) TODD RYAN (SR) .....3

- 1) JERRY THOMAS.....22
- 2) CHUCK SCHUETTE.....18
- 3) BRENT HAZEL (SR) ....11
- 4) BOB SPAHR.....10  
TODD RYAN (SR) .....10
- 6) MARTY HIGGS..... 8
- 7) MIKE HAZEL ..... 7
- 8) DICK SALTER ..... 6
- 9) CHRIS SACKETT..... 5
- 10) CHRIS HAZEL (JR) .... 4

OVERALL SCALE  
(5 CONTESTS, 11 ENTRIES)

- 1) KARL BROWN .....2  
NICK STRATIS.....2  
MEL MARCUM.....2
- 4) MORRIS GILBERT.....1

TOP TWENTY

- 1) TODD RYAN.....112
- 2) CHRIS COX..... 64
- 3) NITROHOLICS TEAM..... 55
- 4) RICH McCONNELL..... 50
- 5) JOE RICE..... 41
- 6) JEFF REIN..... 40
- 7) GARY NELSON.....31.5
- 8) DARRELL HARVIN..... 31
- 9) DON McCLAVE..... 30
- 10) JEFF CLEAVER..... 25
- 11) JOHN HALL..... 23
- 12) JULIE RICE (JR)..... 22  
DAVE THOMPSON..... 22  
JERRY THOMAS..... 22
- 15) TIM STROM (JR)..... 21  
GARY HARRIS..... 21
- 17) EUAN EDMONDS (JR)..... 20
- 18) BOB PARKER..... 19  
TERRY MITCHELL..... 19
- 20) CHUCK SCHUETTE..... 18



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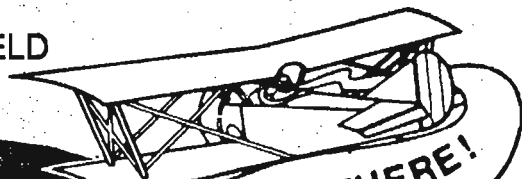
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# CARRIER NOTES

by JOE JUST

After two years in the trying, and hundreds of hours of meetings (most of them frustrating), it appears that the annual Nats will be coming to the Tri-Cities this July 8th through the 16th! The usual format of the Nats has been changed however, with the 1995 version being held at least four different sites. The thinking is yet unclear how the final decision was made, but the control line portion of the Nats will definitely be held in and around Richland, Washington.

One of the biggest changes this coming year will be mostly new sites for the control line events, with stunt once again where it was in 1989, at the Richland airport. Speed and racing will be held on the pavement on the Marina Park facility that has been set up by the local control line club, the Columbia Basin Balsa Bashers. The site has been very well accepted by speed enthusiasts, and at least three speed meets have been held there since the local club put in speed pylon that passes AMA requirements. Racing events will be run at the same site at the same time. The pavement on the entire site is excellent for all racing events. Navy Carrier will be held on grass again in Richland, it will be at the Marina park just feet away from the racing and speed circles. Combat will be held at the Horn Rapids park on two of the fenced in ball fields there. The Horn Rapids and Marina parks have on site facilities such as rest rooms and food services, plenty of parking, and in both cases, there are no noise problems because of lack of any residential or business activity located nearby.

One of the big changes along with the "split" venue this coming year will be the lack of AMA headquarters staff in attendance. All of the necessary staffing will be by inlarge handled by members of the various special interest groups. Also in a money saving move, quite a bit of the equipment normally shipped from AMA HQ will have to be made available locally, including such items as micrometers, scales, etc. The local groups are now working on this along with all of the control line events, there will be a few RC events as well. RC scale and free flight scale will be flown in Richland this year. Control line scale will be flown on the parking lot of the Horn Rapids park. In one slight move, the Walker cup will be flown off at the Marina Park rather than on the pavement at the airport due to a scheduling conflict on Saturday of Nats week.

At this time, (mid-November), it appears that Joe Just will be the event director for Navy Carrier and is looking for volunteers to help run the event. Also, on Saturday of Nats week the unofficial carrier events will be flown. Sportsman Carrier, which is Profile Carrier #321, will be open to any AMA member that did not fly an official carrier event on Thursday or Friday. The Sportsman event is also somewhat restricted so that a known national level competitor can not fly in this event. Also on Saturday, the .15 Carrier event will be flown using the Denver rules, and will allow mufflers if you so desire. Mufflers will not be allowed in Sportsman as all rules governing the event will be rule book only. The .15 Carrier event will be sponsored by the Columbia Basin Balsa Bashers, and the Sportsman event will be sponsored and directed by the Navy Carrier Society. You do not have to be a member of the Carrier Society to compete. At this time there is no decision to offer "Skyray" Carrier, which of course calls for the use of a Sig Skyray 35 with the option of using a .40 size engine. If over the next several months we discover enough interest in the Skyray event, it will have to be sponsored by someone other than the CBBB or the Carrier Society.

A quick clarification on the "no muffler" comment made earlier, actually, mufflers are legal in carrier. The problem is that the rule concerning exhaust extensions states that any engine extension cannot exceed three inches as measured from the center of the engine. This rules most stock-type mufflers. It does not rule out the smaller "tongue" type of muffler or any other muffler that does not exceed the three inch rule. So long as the muffler unit fits the rule book specs, you can use it in the Nats competition, and the Sportsman class. The muffler rule does not apply to the .15 event, as this is not an AMA event.



# CLUB NOTES



**COLUMBIA BASIN Balsa Bashers** held a control line flying demonstration at the Tri-Cities Airshow in September. Joe Campbell had the club trainer on hand, and several spectators got an opportunity to learn to fly.....the club is already busy with Nats preparations, members have been involved with AMA meetings and looking at various sites for events, more on that elsewhere.

**SEATTLE SKYRAIDERS** are having a club swap meet at Summit Hobbies on December 10th.....at recent meeting, members discussed establishing a new stunt circle to the South at the Kent site. Main purpose is to separate from the noisy speed/racing circles.

**NORTHWEST FIREBALLS** (old news, but good news) ....Several club members participated in the Pearson Airpark (Vancouver) July 4th Antique Fly-In. A full day was spent teaching kids to fly CL models. The club effort was well organized- duties were split with preflight lectures, demo flights, trainer pilots, and pit crews to keep the engines running. In all, 37 kids got a chance to fly.

**VANCOUVER GAS MODEL CLUB** At the Can-Am Speed Champs last September, the flying site was moved on short notice from the Rice Mill Road field to Coquitlam. The RCAF (local RC club) was very helpful in loaning equipment and even provided some labor for field preparation. They even changed their own club flying schedule to accomodate the contest. Great to see such cooperation between clubs.

**PACIFIC AEROMODELERS CLUB** are having their annual banquet on December 3rd at a local restaurant. The agenda? The flyer sez, "election of officers for 1995, then we party!"....The PAC continue to promote kids flying events, in August they another "1/2A junior sport race" fun fly contest. Only trainer type planes are allowed for the fledgling racers. A good turnout with 7 entrants.

**EUGENE PROPSPINNERS** are discussing plans to build a new carrier deck. The one in use now is nearly 30 years old! It has had a lot of repairs and repaints in that period of time.....Here's some "comforting" business, the club has purchased a set of porta-a-potties for the flying field. Now they will save the expensive rental fees for contests, and the every week Sunday fliers won't have to improvise.

**WESTERN OREGON CONTROL LINE FLYERS** are very close to having a genuine city blessed and approved flying field. The proposal is still going through channels, but things look very good at this point. The field will be located at the Salem Airport, which is just a short convenient distance from the freeway.

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