

NEWS OF NORTHWEST CONTROL-LINE MODEL AVIATION

1073 Windemere Dr. NW, Salem, OR 97304

Editor: Mike Hazel

JUNE / JULY 1995 ISSUE # 123

IN THIS PRE-NATS ISSUE: SCHAMP ON STUNT; UPDATED CONTEST CALENDAR; ROUND & ROUND BY JOHN THOMPSON; 1995 NW REGIONALS RESULTS; NW COMPETITION RECORDS; AND MORE JUST-CAN'T LIVE-WITHOUT-IT-STUFF!

And welcome to this ever-exciting issue! We had hoped to get this issue out a bit sooner.....it seems most other NW club newsletters have already reported on the Regionals. Oh, well! Herein is contained however, the definitive and complete event results. In our next issue, we are planning on some photo spreads of the people and planes seen at the big meet. Stay tuned for that.

What a meet it was! Here are some highlights and miscellaneous observations: probably most notable was the superb weather, three days of nice temperatures, mostly clear skies, and light wind.....Our special guest this year was Fox Manufacturing rep John Lowry. John gave a very interesting and informative presentation at the Saturday nite banquet. He seemed impressed by the meet. Hope to see you again, John!.....A record number of entries for 1995: 98! Maybe next year we will hit the magic century mark.....Included in that large number of contestants were a sizeable number of youth competitors: 11 juniors and 2 seniors.....Stunt competition was quite heavy, there are a lot of fliers in the Advanced class-- See Gerald Schamp's article for his detailed observations.....Speed competition was at it's average but good levels, a half dozen .21 Proto ships were entered in this new event.....Combat entry level was up this year, Paul Gibeault's combat plane was really up- read about that in John Thompson's article.....Lots of Mouse racing this year, how about that group of kids from Madras, Oregon!.....Everyone seemed to really like and appreciate the very special trophies that were presented this year- beautifully crafted hardwood units with a space for a photo of the entrant- design was conceived and a lot of the work done by Propspinner Dave Shrum.....the hobby supply truck from Eugene Toy & Hobby was a very popular place as usual, with lots of supplies and great deals available.....the Propspinners and several members of other NW clubs put a lot of effort into making the 24th installment another great Regionals--- Kudos to all the officials, workers, contestants, and sponsors.....Plan on attending the 25th annual!

As many of you know, I am the Speed director at the Regionals. During the meet while I was on the sidelines, a spectator asked about a certain flight he just witnessed in relation to "the meet record". I briefly explained to him how we have national and regional records, but no meet records. Later I thought to myself, "why not"? We have a lot of non-NW competitors who are excluded from our NW region records. So after a bit of research, herein is contained the official NW Regional Meet records. Some of them go back aways. These will be repeated at Regionals time each year. If you think you see an error, please bring it to my attention.

This issue will be hitting the mailboxes a couple of days before most people leave for the CL Nationals in Richland, Washington. Your editor is looking forward to a week of heaven in control line activity. Sure hope entry is good. In this year's "diluted" format, it will be interesting to see how the CL and other segments of Nats activity fare. Look for coverage and commentary in the next issue.

Is your name **Richard Scherer, Chuck Schuette, Mark Wahlster, or Richard Lee**? If it is, then you need to send in your renewal, as this is your last issue.

Absent so far this year from FL, is the ongoing competition points standings. We should have this feature return in the next issue. The delay is related to some organization and format changes. Remember that the concept of the competition points, is to recognize the Northwest's top competitors in event categories, and overall, in event placings at contests. We have a nice perpetual trophy which is awarded a years end to the top overall competitor.

Well, that's about all the news that fits the print! Hope to see everybody in Richland.

the VANCOUVER GAS MODEL CLUB presents the

CAN-AM SPEED CHAMPIONSHIPS

ALL CLASSES OF M.A.A.C. & A.M.A. CONTROL LINE SPEED AIRCRAFT
FLOWN IN RECORD RATIO COMPETITION FORMAT, AGAINST NW
RECORDS AS COMPILED BY FLYING LINES NEWSLETTER.

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Sunday, September 3rd, 1995 10 am to 4 pm

(Note! No Jet flying allowed before noon)

Site: Upper Coquitlam River Park, Coquitlam, B.C.

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Pacific Aeromodellers Club Open Invitational Controline Sport Race & Stunt Contest

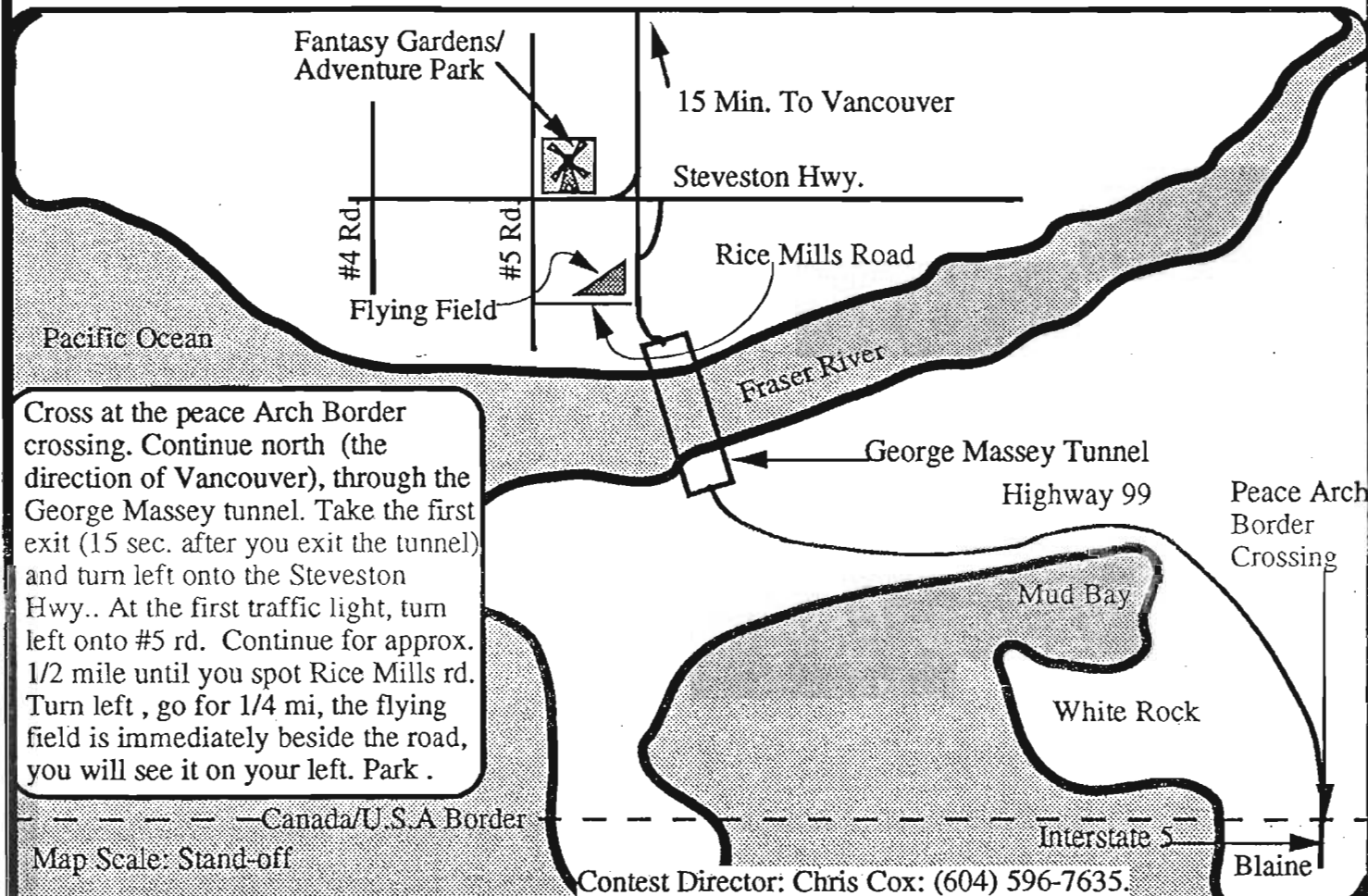
The PAC invites you to their mid-summer Controline event. All controline flyers are invited to attend for two days of racing and stunting at the lower mainland's best Controline flying field. One grass and two paved circles for 70 foot lines, as well as two grass .049 circles. Great scenery, and a small muddy creek for kids to muck about in. Park right at the field, Two of the largest shopping centers in BC and any number of hotels are only a few minutes away.

Sat. July 29/95 RACE!
Clown / .15 / NW Sport.

Sun. July 30/95 STUNT!
Old Time & Precision.

Details

Proof Of M A A C Or A M A Insurance Required. Trophies Will Be Awarded Through Third Place
No Fox .35 Hemi Heads or Stuffer Plates , Etc., are allowed in N.W. Sport race.
Contest Fee: \$10 Registration & first event, \$5 each additional event, \$20 Maximum.
Juniors (18 & under) get 50% discount.



Its Western Canada's Biggest Controline Event Of The Year! Don't Miss It!

SCHAMP ON STUNT

Northwest Regionals has once again come and gone. For those of you didn't make it to this fine event, you truly missed a good one. The weather always plays a big part to success of this contest, and this year it was about as perfect as one could want. Lite winds of 5 to 10 mph, warm sunny days high 70's to mid 80's. It was truly a gift. We don't get many like this one.

To Start with I'd like thank the people who did some hard work at this Regionals to make the Stunt portion be a success. To start the Prop Spinners did a great job of prepping the field. The Eugene Airport made a tremendous effort in helping us also, for the very first time the entire parking lot was power swept prior to contest. If you can imagine two full sweepers full of dirt, rubber and anything else that has accumulated over the past eight years. They also helped keep the grass mowed around the lot much better than in the past. Mike Kuntz and his crew at the airport deserve a big thank you.

We had good support from people outside our immediate area in seeing that we had top quality judges for this contest. Paul Walker, Bob Emmett, Don McClave, Bill Fitzgerald, Mel Marcum, Dave Shrum and Bob Parker did the judging. They did a super job. It may look easy just standing there and watching airplanes fly all day, but its hard work and tiring. Its hot, and there is a lot of attention that has to be paid to the wind direction, where the pilot wants to put maneuvers and so on. All in all, it ain't easy. So thanks guys your' work is much appreciated.

This year I tried to have a pit boss, and it worked out better. We kept things moving in a more timely manner, with the addition of more fliers in all classes things have to move along at a good pace or we run out of time. A couple of notes here that are important to me. #1, we had a couple of incidents where contestants planes were injured due to excessive traffic through the pit area. Fortunately the injuries were minor, but the point is when too many big feet get to walking around accidents can happen. Next year expect much tighter policing of this and some restrictions on **who** can be **where**. My thanks to Steve Kendall for helping me with the pitting duties.

Another person who was new to this contest, to stunt, to model airplanes, contests and whatever has to do with all of this, got initiated this year as score tabulator. Tammy Waddle, a friend of mine who accepted this challenge with much enthusiasm did a fantastic job. Every score was added twice, and even though there were some comments made by people standing around that maybe the addition wasn't right, I can assure you, they were right. After the contest was over, I had a chance to go back and add up all the score sheets that were left and found no mistakes. I thank Tammy for her effort and hard work.

Two more people who deserve some big thanks are Paul Walker's daughter Kristine, and Mike _____ from Grants Pass, Oregon whom I can't remember his last name. My apologies. Both these people were score sheet runners for the judges. My thanks to them also, there efforts are deeply appreciated too.

As you can see, it takes many people, much time, effort, knowledge, experience, patience and understanding to make one of these contests happen. And this was only the stunt portion of the contest. Much the same effort goes into the many other events also. A lot of co-ordinating has to happen to make things flow together as well. **Craig Bartlet** deserves a big thank you also for being the **Contest Director**.

So what happened??? For two and a half days, a bunch of people flew stunt. Many new airplanes showed up this year. Alice Cotton-Royer had her new plane, a version of Randy Smith's SV-11, powered by a T&L ST .51. You guys are going to have to accept the fact that this lady is on her way up. I am envious of her talent to say the least. Bruce Perry from Edmonton, Alberta showed up with his very pretty IMPACT, with PA .40 and tuned pipe for power. Bruce builds a very nice airplane and his flying is improving right along also. I really got a good feeling about the tuned pipe set up from watching Bruce. He experienced problems that we don't normally see from Paul or Ted or David. Even with the problems at hand, the pipe set up worked amazingly well. There is definitely potential here, as with any new power set up there is a learning curve, the 46's and 60's had em' too. I'll bet the early FOX .35's just didn't fly right out the box. Some of them still don't. Chris Cox from Vancouver, B.C. had a new plane. Its a take apart Super Kestrel, with a very smooth running ST .60. This is a Steve Buso design, and is a down sized version of the Greenaway Patternmaster. Chris flew very well, in fact he flew himself right out of Advanced Class into Expert. Good flying Chris. Chris also garnered the coveted Concours de' Elegance trophy. This trophy is voted on by the pilots only, and is a great achievement.

The Expert Class was pretty much dominated by the **World Team** pilots. This is not a complaint. This is to compare the rest of us to what's the best. These guys worked very hard to get where they are. The best part of having them here is not only to see them perform, but to pick their brains in problem solving, get them to share what they have learned so the rest of us don't have frustrate ourselves with problems that these guys have already solved or figured a way to handle.

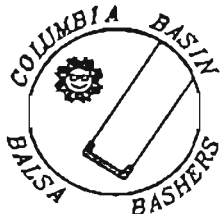
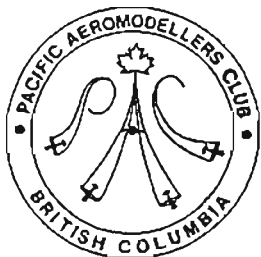
The Advanced Class was the largest entry in Stunt this year. Its always tougher in this class, each pilot definitely has to start getting their act together. Building skills seem to honed to a fine touch, equipment is working right. Coaching is starting to have an effect on the pattern, real consistency is seen, the Judges even get up out of their chairs when the Advanced guys fly. Competition is pretty tough, so you better be on your' toes. Bottom line is that every one had fun. That's what this is all about.

The Beginner and Intermediate classes were lower turn out. Big thanks to Mel Marcum and Dave Shrum for judging these events. A little more patience is necessary with these folks and some coaching too. Mel and Dave do a fine job of seeing it through.

Old Time and Classic had good turn outs too. Old Time was a fun event this year with Ted Fancher's Ringmaster being responsible for over half of the entrants plane they flew. This little bomb got a lot attention for awhile. Then when Ted showed, paid his entry he was the last to fly in first round. Even Bill Fitzgerald flew this little rocket ship. Bill did alright and had fun too. Don McClave continues to push Palmer planes. His on-going love for this style of airplane has proven to be a success thirty years after the planes birth. Don is to be commended for his dedication to using only equipment that would have been used during the time of origin, even to the use of silk and dope and the venerable FOX .35. Of course Don's flying skills don't go un-noticed either. Don takes a back seat to no one when it comes to flying the stunt pattern. There are a bunch of guys in PA that should be thankful that Don is pursuing the Classic event, he would definitely be a force to be reckoned with. A good turn out this year brought some unusual planes to "OLD" circles. Galloping Comedian, Ignition Warrior, Twin Flite-Streak; Veco Cheif, Novi IV, Skylark just to name a few. Oh, and don't forget Ted's Ringmaster. Very light and with a VECO .19, the trailing edge of technology almost stole the show.

Don't miss next year, its NUMBER 25. We want to invite all of you and your' friends to this one. The Stunt God's will do their thing again and provide us with great winds, torrential rains, below freezing weather and so on. Bring your good humor, and join us in Eugene, Oregon for another Northwest Regional Model Airplane Contest. Next year I may have to practice a little more to stay in last place in Expert, nobody wanted the challenge this year but my experience tells me this won't last.

Keep Your' Lines Tight,
Gerald Schamp



CLUB NOTES



It was great to see representation of all eight NW control line clubs at the Regionals. At the Saturday nite banquet, all the club prexys were asked to stand, and all clubs were represented. When given the floor, some people make the most of it, and there were some great impromptu testimonials given.

The **SEATTLE SKYRAIDERS** are continuing their search for a new flying site. Lots of their flying goes on at the Boeing Space Center parking lot in Kent, where other sports groups compete for the space on the field and on the calendar. It seems that recently, there was a fracas involving some auto racers, leaving the site management in question regarding outside groups using the lot. The field has been guaranteed for the Raider Roundup in September, however.

The **PACIFIC AEROMODELLERS** newsletter "Airwaves", always is voluminous (is this a word?) with news of PAC member exploits. A small group of members affiliated with British Columbia Institute of Technology participated in a special project involving a competition of designing, building, flying, and "mock marketing" a model plane capable of carrying a very heavy payload. The actual competition took place in Los Angeles. It was an interesting read. By the way, Frank Boden edits the Vancouver, B.C. based club's newsletter. Their last issue also featured volumes of commentary from club members regarding their experiences at the NW Regionals. Great to see such contributions.

The **COLUMBIA BASIN BALSAs BASHERS** have been keeping very busy all year, what with AMA nationals planning along with their usual full schedule of club meets.....CBBB made their presence known at the NW Regionals, by taking home a lot of awards. The names Rice, Edmonds, and Ryan came up very often at the awards ceremony.

Anniversary time: This year marks 60 (sixty!) years for the **VANCOUVER GAS MODEL CLUB** in B.C. They have a special banquet scheduled on November 4th to commemorate this milestone.

The **NORTHWEST FIREBALLS** are still searching for a new flying field. The future of the Delta Park flying area remains in doubt NWF members will be participating at the Pearson Airpark Fourth of July Celebration in Vancouver, Washington. They will be doing a "teach kids to fly" activity.

The **EUGENE PROPSPINNERS** continue their monthly fun fly meet series. The July meet will feature Old Time Stunt. Everyone is welcome to participate. Contact John Thompson for more information.....Oh, yes....the club has probably recovered by now from the very successful Regionals meet on Memorial day weekend.

Flying site news: Earlier this year it was reported that the **WESTERN OREGON CONTROL LINE FLYERS** had acquired a site from the city of Salem. Now the great news is that the city has given WOLF a grant, and now the club will proceed with plans for a manicured grass circle, and a paved circle! The Salem based club is planning on having a special grand opening of the field sometime later this year.

NORTHWEST CL CONTEST CALENDAR

THE FOLLOWING LISTING IS A SUMMARY OF ALL KNOWN A.M.A. AND M.A.A.C. SANTIONED EVENTS AS OF 6-28-95. FOR FURTHER INFORMATION, PLEASE CONTACT THE INDIVIDUAL LISTED. CONTEST DIRECTORS AND CLUB LEADERS ARE ENCOURAGED TO CONTACT FLYING LINES AS SOON AS POSSIBLE WITH THEIR PLANS, INCLUDING ANY REVISIONS.

JULY 8-16, RICHLAND, WASHINGTON

A.M.A. NATIONALS FOR CL

JULY 29 & 30, RICHMOND, B.C.

P.A.C. INVITATIONAL

EVENTS: FLYING CLOWN RACE, .15 SPORT RACE, NW SPORT RACE, OLD TIME STUNT, PRECISION AEROBATICS. SITE: RICE MILL ROAD. CONTACT CHRIS COX (604) 596-7635 SPONSOR: PACIFIC AEROMODELLERS CLUB

GOODYEAR, BALLOON BUST, .15 CARRIER, PROFILE CARRIER, CLASS I & II CARRIER (COMB.), PROFILE SCALE, SPORT SCALE, OLD TIME STUNT, CLASSIC STUNT, PRECISION AEROBATICS (BEG/INT)(ADV) (EXP) SITE: BOEING SPACE CENTER FIELD CONTACT: DAVE GARDNER, 17210 109TH PLACE SE, RENTON, WASH 98055 (206) 226-9667 SPONSOR: SEATTLE SKYRAIDERS

AUGUST 19, RICHLAND, WASH.

EVENTS: 1/2 A COMBAT, GX COMBAT SITE: BURBANK SCHOOL CONTACT: DAVID THOMPSON (509) 662-5401 SPONSOR: COLUMBIA BASIN BALSABASHERS

OCT 7 & 8, RICHLAND, WASH.

DESERT CARRIER BASH

EVENTS: PROFILE CARRIER, .15 CARRIER, CLASS I & II (COMB) CARRIER, OLD TIME STUNT, & TENTATIVE RACING EVENTS. SITE: HORN RAPIDS ATHLETIC COMPLEX. CONTACT: JOE JUST (509) 837-5983 SPONSOR: COLUMBIA BASIN BALSABASHERS.

SEPT 2 & 3, COQUITLAM, BC

VGMC CAN-AM SPEED CHAMPIONSHIPS

EVENTS: ALL CLASSES OF SPEED, FLOWN RECORD RATIO AGAINST NW RECORDS.

SITE: UPPER COQUITLAM RIVER PARK CONTACT: BRUCE DUNCAN, PO BOX 58037, STN. 1, VANCOUVER, BC V6P 6C5 (604)855-7295 FAX (604) 855-7285 SPONSOR: VANCOUVER GAS MODEL CLUB

OCT 14 &15, EUGENE, OREGON

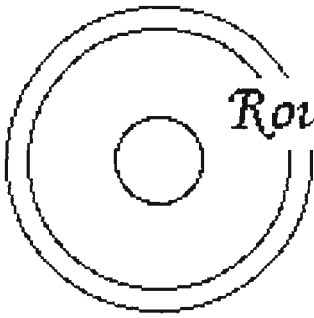
REALLY RACING & FALL FOLLIES

EVENTS: MOUSE RACE I (J)(SO), MOUSE RACE II, AMA GOODYEAR, SLOW RAT RACE, RAT RACE, NW SPORT RACE, NW SUPER SPORT RACE, FLYING CLOWN RACE, PRECISION AEROBATICS IN FOUR PAMPA CLASSES. SITE: EUGENE AIRPORT. CONTACT: JOHN THOMPSON, 295 W. 38TH AVE., EUGENE, OR 97405 SPONSOR: EUGENE PROP SPINNERS.

SEPT 16 & 17, KENT, WASHINGTON

1995 RAIDER ROUNDUP

EVENTS: AMA RECORD RATIO SPEED, NW RECORD RATIO SPEED, CLASS I MOUSE RACE, FLYING CLOWN RACE, NW SPORT RACE, NW SUPER SPORT RACE, NW



Round and Round

The Control-Line
modeler at large

By John Thompson

The one that got away

An imaginary conversation in the combat circle:

Pilot A: "I have good news and bad news for you."

Pilot B: "What's the good news?"

Pilot A: "We flew out of that tangle fine. Saved both airplanes."

Pilot B: "What's the bad news?"

Pilot A: "Your streamer's in my leading edge."

All of us who fly combat have lived through such an event, even if we didn't have the above conversation. Well, at the 1995 Northwest Regionals, we collectively lived through just such an event. But it turns out that the "kill" was just an early-round loss. We're still in the contest.

What the heck is he talking about?

OK, I'll back up.

It was a Glorious Regionals. All-time high overall entry. A strong field of combat entries. Good weather, lots of flying and lots of fun.

I've got to say this up front: Northwest fliers are the greatest. Everybody comes out prepared, ready to fly, cooperative with the officials and the local conditions, willing to help out with administration when needed. We've got good equipment, good fliers, good sportsmanship. Most of all, our safety record is tops in the nation. We've led the way in development of better contest administration and in use of shutoffs, both of which have reduced the number of flyaways drastically. At the '95 Regionals, it was a delight to see that some fliers were a step ahead of the crowd in experimenting with shutoffs on 80mph and slow planes.

You all may remember that several years ago there was one unusual year in which there were several flyaways. After 18 or 19 years without problems, that

contest caught the attention of the site owner, a municipality which doesn't know a control-line combat plane from a 10¢ kite. It scared them. They envisioned our little planes shooting airliners down, dozens of ambulances hauling away passengers and corpses. Worse than that, they envisioned lawsuits. No matter that in all the previous 18 years, we had not put a scratch on a person or piece of equipment.

Fast combat was cancelled for a year, and then it returned with a new rule: Shutoffs would be required. All somebody had to do was invent one!

As they always do, Northwest fliers responded. We invented shutoffs, and we proved that they work. An unscientific observation is that about 95 percent of cutaways and slack line situations result in harmless shutdowns when planes are equipped with shutoffs. Now they're being used all over the country — voluntarily. And some other contests are now requiring them.

So, several years went by with combat slowly rebuilding at the Regionals, until 1995. Nary a single flyaway of any kind from the fast combat circle. In the next-to-last match of the day, a plane was cut loose, and the shutoff failed to work. It hasn't been recovered at this writing, so we don't know why it didn't work.

But the result of that stray was another round of nervous talks with the site owners. What do do about the "flyaway problem?" (Once again, it was immaterial that the flyaway didn't come within a half-mile of any human being or solid object.)

Through the efforts of Eugene Prop Spinners Mel Marcum and Steve Kendall, the airport management was reassured that this was a fluke, an unusual occurrence, and not a reason to cancel combat. That was great news.

So, what's the bad news?

Well, victory doesn't come without a price. The symbolic equivalent of the streamer in the leading edge is this: We'll have to put up with further restrictions on our combat activities in two forms:

1. Shutoffs will be required henceforth in 80mph and slow combat (You can blame me for this...I suggested that as a bargaining chip. It seems to me that, since we now know how to make shutoffs, it's reasonable to take aim at the real potential for trouble — a flyaway in the events where shutoffs are not required. We know that they're much less likely, but no less troublesome when they occur. Go ahead, send the

slings and arrows my way!)

2. We're required to follow a stricter procedure for testing of shutoffs. The club officials promised the airport that each pit crew would be required to start the engine and demonstrate the shutoff prior to each match. This is the real headache for the combat officials, and it's guaranteed to slow down the contest. This method was used as the L.A. Money Nats and apparently was workable. (I feel that this is mainly a cosmetic change; the spot checks we've done in the past have been adequate to determine that the shutoffs were in place and were being properly handled; however, it makes the site owners feel better. The consequence for the fliers is that you'll have to have the thing properly adjusted and working for damn sure when you enter the circle.)

So there's the good news and the bad news: We can still fly combat at the Regionals, but it's with shutoffs in all events, and a prematch ground check. We can do it, and still have fun flying combat. It's the price we pay for fun in this litigious, nervous society in which we live.

One thing I'll pledge to do in the coming year to make this a little easier to swallow: I'm going to try to arrange for the manufacture and distribution of a good quality shutoff, so that there'll be a reliable source for them. Stay tuned for information.

In order to deal with the likely slowdown in the events as a result of the shutoff requirement, I'm going to propose that we move one combat event to Friday. The schedule would be something like this: Slow combat on Friday, 80 and 1/2-A on Saturday, and Fast starting early on Sunday.

Racing feedback: We've received a couple of responses to our suggestions for some adjustment in Northwest racing rules in the last edition of *Round & Round*.

Bill Darkow suggests that the diesel isn't really likely to have much advantage in Clown Race, and suggests that we leave things as is as far as the engine and fuel rule. However, he says he plans to shorten heat races to 7-1/2 minutes at the Raider Roundup as an experiment.

Joe Just says Northwest Goodyear has not shown the strength that he and others intended when they created the event several years ago. Maybe it should be allowed to die, with the planes being diverted into AMA Goodyear, Joe says, though he worries that the event might fade if too many Northwest fliers take the serious

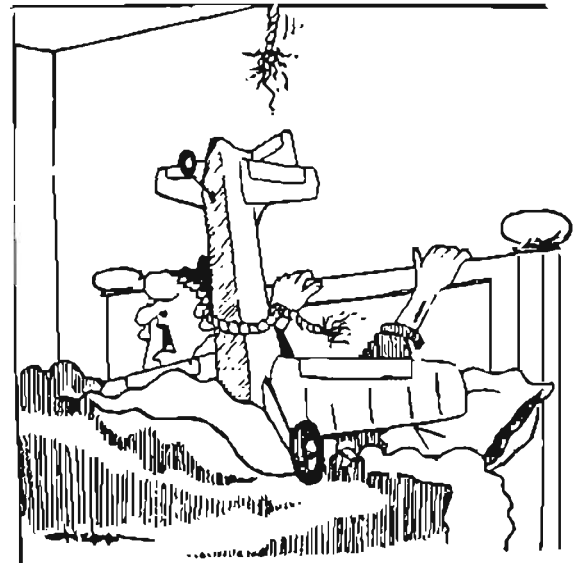
road in the AMA class. Well, retrofitting AMA engines is always an option.

Wayne Esauk in Eugene is concerned that fliers with NW planes won't have any place to fly them. An outcry of concern from active contestants could revive the event; let's hear from you NWG enthusiasts.

Joe suggests a 7-minute heat in Clown. He sees the potential of world-beater diesels if the rules are left alone, but such a threat hasn't yet materialized.

This is a very brief excerpt of Joe and Bill's remarks. Keep your input coming; maybe we'll compile the responses in a more detailed future column.

Comments or contributions to the Round & Round column can be sent to John Thompson at 295 W. 38th Ave., Eugene, OR 97304. E-mail at JohnT4051@aol.com. Make sure to mention that your contribution is for Round & Round.



"NOW MAYBE YOU'LL PUT THAT THING IN THE BASEMENT, WHERE IT BELONGS!"

*When once you have
Tasted flight
You will always walk
The earth with your
Eyes turned skyward;
For there you have been
And there you will
Always be.*

Leonard da Vinci

CONTEST RESULTS:

**1995 PAUL AGERTER NORTHWEST REGIONAL
CONTROL LINE CHAMPIONSHIPS**

MAY 26,27, 28, 1995-----EUGENE, OREGON

**PRECISION AEROBATICS / BEGINNER
(4 ENTRIES)**

1)	JOHN BRAMA	349.5
2)	MICHAEL CONNER	201.5
3)	BILL CHATFIELD	194.5

**PRECISION AEROBATICS / INTERMED.
(3 ENTRIES)**

1)	KARL BROWN	364.0
2)	RAUL ALVA	336.5
3)	DAVID FINNEY	283.5

**PRECISION AEROBATICS / ADVANCED
(13 ENTRIES)**

1)	CHRIS COX	502.0
2)	GARY NELSON	499.0
3)	BOB PARKER	480.33

**PRECISION AEROBATICS / EXPERT
(6 ENTRIES)**

1)	TED FANCHER	559.33
2)	PAUL WALKER	556.33
3)	DAVID FITZGERALD	554.33

.15 CARRIER (5 ENTRIES)

1)	TODD RYAN	208.5
2)	EUAN EDMONDS	204.7
3)	JOHN HALL	204.5

PROFILE CARRIER (12 ENTRIES)

1)	TODD RYAN	251.7
2)	JOHN HALL	214.7
3)	TERRY MILLER	205.6

CLASS I CARRIER (6 ENTRIES)

1)	ROY BEERS	306.8
2)	TODD RYAN	242.5
3)	LOREN HOWARD	210.7

CLASS II CARRIER (4 ENTRIES)

1)	LOREN HOWARD	323.4
2)	ROY BEERS	222.5
3)	JOHN HALL	173.8

1/2 A SPEED (2 ENTRIES)

NO FLIGHTS

A SPEED (7 ENTRIES)

1)	FRED MARGARIDO	164.47
2)	JERRY ROCHA	164.02
3)	LARRY STOCKSTAD	136.02

B SPEED (5 ENTRIES)

1)	BILL NUSZ	148.82
2)	LARRY STOCKSTAD	135.29
3)	JIM RHOADES	ATTEMPT

D SPEED (7 ENTRIES)

1)	BOB SPAHR	182.30
2)	GLEN DYE	179.03
3)	LARRY STOCKSTAD	177.97

JET SPEED (5 ENTRIES)

1)	BILL NUSZ	187.62
2)	LUKE ROY	181.38
3)	JERRY THOMAS	176.92

FORMULA 40 SPEED (8 ENTRIES)

1)	BILL NUSZ	151.20
2)	PAUL GIBEAULT	150.50
3)	GLEN DYE	142.06

.21 SPORT SPEED (8 ENTRIES)

1)	CHUCK SCHUETTE	143.94
2)	TODD RYAN	126.00
3)	JOE RICE	122.23

.21 PROTO SPEED (6 ENTRIES)

1)	ROY FLETCHER	122.49
2)	CHRIS SACKETT	119.49
3)	KARL CALDWELL	110.61

FAI SPEED (3 ENTRIES)

1)	JOHN NEWTON	171.68
2)	PAUL GIBEAULT	ATTEMPT

1/2 A PRO. PROTO (S-O) (5 ENTRIES)

1)	JERRY ROCHA	99.85
2)	KARL CALDWELL	83.69
3)	JEFF CLEAVER	72.85

1/2 A PRO. PROTO (JR) (3 ENTRIES)

1)	JULIE RICE	74.11
2)	JEFFREY MACAPINLAC	72.79
3)	CHRIS HAZEL	67.26

MOUSE RACE I (JR) (8 ENTRIES)

1)	NATHAN ST. JOHN	7:35.2
2)	JULIE RICE	78 LAP
3)	JESSIE ST. JOHN	DNF

MOUSE RACE II (6 ENTRIES)

1)	RON SALO	160 LAPS
2)	ROBERT BOLING	134 LAPS
3)	JEFF CLEAVER	DNS

NW GOODYEAR (S-O) (7 ENTRIES)

1)	ROBERT BOLING	8:33.3
2)	JOE RICE	8:36.9
3)	MIKE MCCARTHY	34 LAP

NW GOODYEAR (JR) (2 ENTRIES)

1)	JULIE RICE	8:01.6
2)	EUAN EDMONDS	11:50.8

AMA GOODYEAR (4 ENTRIES)

SCORES NOT AVAILABLE

1)	LES AKRE
2)	PAUL GIBEAULT
3)	JOE RICE

NW SPORT RACE (S-O) (11 ENTRIES)

1)	MIKE MCCARTHY	9:11.34
2)	RON SALO	9:57.42
3)	TODD RYAN	10:37.70

NW SPORT RACE (JR) (2 ENTRIES)

1)	JULIE RICE	10:10.0
2)	EUAN EDMONDS	102 LAPS

NW SUPER SPORT RACE (4 ENTRIES)

1)	MIKE MCCARTHY	8:22.6
2)	TODD RYAN	8:41.2
3)	JEFF CLEAVER	8:49.8

RAT RACE (3 ENTRIES)

1)	ROGER MCINTYRE	7:04
2)	MIKE MCCARTHY	8:28
3)	JEFF CLEAVER	DNF

SLOW RAT RACE (3 ENTRIES)

1)	MIKE MCCARTHY	6:45.3
2)	JEFF CLEAVER	90 LAPS
3)	ROGER MCINTYRE	DNF

OLD TIME STUNT (12 ENTRIES)

1)	DON MCCLAVE	304.5
2)	DAVE FITZGERALD	286.5
3)	TED FANCHER	286.0

MOUSE RACE I (S-O) (12 ENTRIES)

1)	ROBERT BOLING	5:39.6
2)	RON SALO	8:18.4
3)	MIKE MCCARTHY	DNF

CLASSIC STUNT (8 ENTRIES)

1)	DON MCCLAVE	516.6
2)	GARY NELSON	500.0
3)	DAVID FITZGERALD	495.0

80 MPH COMBAT (11 ENTRIES)

1)	HOWARD RUSH
2)	JEFF REIN
3)	KEN BURDICK

1/2 A COMBAT (9 ENTRIES)

1)	JEFF REIN
2)	DICK SALTER
3)	TIM STROM

AMA FAST COMBAT (10 ENTRIES)

1)	GARY HARRIS
2)	TWEED MANLEY
3)	NORM MCFADDEN

SLOW COMBAT (4 ENTRIES)

1)	JEFF REIN
2)	ROBERT SMITH
3)	DONALD STEWART

PROFILE SCALE (4 ENTRIES)

1)	FRED CRONENWETT	183.60
2)	GRANT HEISTAND	180.35
3)	PAT JOHNSTON	150.35

SPORT SCALE (2 ENTRIES)

1)	MORRIS GILBERT	137.45
2)	PAT JOHNSTON	115.35

PRECISION SCALE (1 ENTRY)

1)	GRANT HEISTAND	595.85
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GRAND CHAMPIONS

1)	MIKE MCCARTHY	20 PTS
2)	TODD RYAN	19 PTS
3)	JULIE RICE	15 PTS

TOTAL CONTESTANTS: 98**TOTAL ENTRIES: 231**

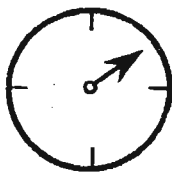
NW REGIONALS COMPETITION RECORDS

*BEST RECORDED PERFORMANCES AT THE EUGENE, OREGON
NORTHWEST REGIONAL CL CHAMPS BY ALL ENTRANTS.*

1/2 A SPEED	132.39	BILL NUSZ	1992
A SPEED	166.60	JERRY ROCHA	1994
B SPEED	179.75	FRANK HUNT	1994
D SPEED	183.98	BILL NUSZ	1993
JET SPEED	187.62	BILL NUSZ	1995
FORMULA 40	151.26	BILL NUSZ	1993
21 SPORT SPEED	147.00	CHUCK SCHUETTE	1994
FAI SPEED	173.81	PAUL GIBEAULT	1994
1/2 A PROF. PROTO	100.74	BILL NUSZ	1992
21 PROTO SPEED	120.24	ROY FLETCHER	1995

(RACING RECORDS REFLECT ONLY FINALS)

MOUSE RACE I	4:34.59	PAUL GIBEAULT	1992
MOUSE RACE II	10:39.59	PAUL GIBEAULT	1991
AMA GOODYEAR	6:26.59	VIC GARNER	1987
NW GOODYEAR	8:01	JULIE RICE	1995
SLOW RAT RACE	6:14.9	VIC GARNER	1987
RAT RACE	6:04	BILL CAVE	1994
NW SPORT RACE	8:33	VIC GARNER	1987
NW SUPER SPORT	8:05	SALTER / SALTER	1986
CLASS I CARRIER	306.8	ROY BEERS	1995
CLASS II CARRIER	329.96	ORIN HUMPHRIES	1987
PROFILE CARRIER	251.7	TODD RYAN	1995
.15 CARRIER	208.5	TODD RYAN	1995



Northwest Competition Records

Record performances established between Northwest CL modelers in sanctioned competition

Three new records were established at the NW Regionals. In the Speed circle, Bob Spahr went 182 mph in 'D'. This blew away Loren Howard's 1992 record by 10 mph. In the new .21 Proto event, Roy Fletcher just edged past Chris "partner" Sackett's record which was set last year. In the Racing circle, Julie Rice took away the Cleaver Brothers NW Goodyear record for the 140 lap feature, bettering it by 25 seconds. Congratulations all! Still plenty of meets left this year, so watch for more changes.

1/2 A SPEED	99.78	BRUCE DUNCAN	5-29-94	EUGENE, OREGON
A SPEED	166.29	BOB SPAHR	5-07-95	RICHLAND, WASH.
B SPEED	156.87	RON SALO	5-29-93	EUGENE, OREGON
*D SPEED	182.30	BOB SPAHR	5-27-95	EUGENE, OREGON
JET SPEED	196.64	JERRY THOMAS	8-8-93	RICHLAND, B.C.
FORMULA 40 SPEED	153.13	MARTY HIGGS	6-26-94	RICHLAND, 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	120.24	ROY FLETCHER	5-27-95	EUGENE, OREGON

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	8:01	JULIE RICE	5-27-95	EUGENE, OREGON
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	RICHLAND, 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: 280		TODD RYAN	5-06-95	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	211.32	TODD RYAN	5-07-95	RICHLAND, WASH.

AMA ENDURANCE	18:37	WESLEY MULLENS	8-15-87	KENT, WASHINGTON
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records as of 6-1-95

FLYING LINES

1073 WINDEMERE DRIVE NW
SALEM, OREGON 97304

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RUSH TO:

JOHN THOMPSON O/O
295 WEST 38TH AVENUE
EUGENE OR 97405



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