

NEWS OF NORTHWEST CONTROL-LINE MODEL AVIATION

1073 Windemere Dr. NW, Salem, OR 97304

Editor: Mike Hazel

AUGUST 1995 ISSUE # 124

In this most bodacious issue: NW competition points standings, contest results, reader mail, updated contest calendar, Navy carrier notes by Joe Just, On Lines with Jim Cameron, updated NW records, Nationals stunt results by Dave Gardner, Regionals photos, and mucho more!

COCKPIT CHATTER

The 1995 Nats for CL are now history, and already there are mixed reviews regarding same. Entry and participation was a bit of a disappointment in some of the disciplines. This writer's opinion is that Stunt and Speed carried the ball, in as far as decent participation. Despite the less than sterling attendance, it still feels like a Nats: watching some of the nation's best competitors practice, renewing acquaintances from previous Nats, getting together with others in the evening for dinner and rehashing the days activities, and of course, motel-hopping to see where everyone else is at! Do all this for at least five days, and yes, it still feels like a Nats.

With the necessary evil of splitting the different CL events up, it was not that easy to look in on other flying when it would have been fun. I swung by the Aerobatics field a couple of times before the competition and saw some practicing going on, but nobody that I knew. Did not make it back, due to other schedule constraints. In talking with Dave Gardner later about the situation of everybody separated, he thought maybe we should attend everyone else's banquets. Probably the best way to visit with maximum numbers, eh? Following are a few brief observations from this attendee.

The Sunday afternoon storm kind of surprised everybody, but it went away and the weather was nice the rest of the week. Monday features Mouse Race, which is of course one of control line's best venues for comedy. In one of the more unusual races, we witnessed Todd Ryan's entry launched with the engine running backwards. Todd chases after the retreating mouse, until somehow the engine quickly changes from pusher back to tractor mode. Todd then quickly runs back into the center of the circle and actually gets it airborne! In one of the more disappointing moments, Junior entry Stephen Cox turns an excellent time, and finds out that it is just 2 seconds off of the NW record. That was with pop Chris, having to run for the plane on one pit.

On Tuesday was Scale Race (Goodyear). The fastest entries are powered by Gillott modified Rossi .15s, with in-traffic airspeeds of 122 to 125 mph. Yousa! Later watched the Slow Rat fliers practice, the Nelson .36 engine is good for 130 mph, with the new MkVII Fox only marginally slower. The most bizarre finish happened in FAI speed, where when the competition is good, placings can be mighty close. By the mid-afternoon, there was a three way tie for first place, this in an event where only one-hundredth will make a split. Later, Chris Sackett puts up a great flight and squeaks by the bunch by only .02 seconds! Bob Spahr blasts past the AMA 'A' record with a 184+ plus flight using a FAI style ship, but isn't able to back it up.

Later in the week, I visit the Combat site. A great area, but where are the fliers? The consensus is that the big time, big prize combat meets are where it's it. The AMA Nationals no longer holds much prestige among this group. At the end of the week comes my personal favorite, Jet day! NW Jet icon Jerry Thomas takes 2nd with 184 mph, and ye olde editor puts up a 172 flight, out of the money.

A handful of the nation's top Carrier fliers showed up, and entry level here was almost embarrassing (see Joe Just's column) The carrier flying area was near the speed circle, and during a lull in speed activity I happened to look over to the carrier area and see that everyone, including the officials, had packed up early and left!

I did not make over to see the Scale flying. I am told that the entry level was low here as well. Scale was another event that was geographically separated from the other flying. That's about it from this observer. Anyone wishing to contribute their anecdotes and war stories, please feel free to send them in for publication.

continued on page three

NW Competition Standings

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

The competition points standings return again to FL! As a review, here is how this all works: Northwest region modelers are scored on their contest placings in Northwest region contests. Places thru fourth are given points inversely proportionate to the number of entries; (first place in an event with ten entries, earns ten points, second place earns nine points, etc.) In the points listings, you will see that individual events have noted "number of contests, and number of entries". The number of contests refers to the actual amount of times that the event has been flown, including any age categories. Thus, say if NW Sport Race is flown at two different meets and each meet has the event split into two age groups, our points listings would show it as four contests. Please note also that there is an overall summary for each event type. If an individual event is not listed, then any points that have been earned will be included in the overall points. Example: If Carrier class I & II is combined at a meet, points earned here are only included in the Overall Carrier totals. Also, any odd duck racing event, for example, that does not have an individual listing, will be included in the Overall Racing totals. Speed is listed only in a overall summary, due to the number of individual events. And one more note, stunt fliers competing in expert category earn x1.5 points for their placings, due to the low number of entrants in contrast to the other categories. Whew! I think that's it. If we missed anything here, or if you have a question on how anything is figured, please drop us a line. In this first installment of the points standings, all meets through the Stuntathon are included, the Nats and other summer meets will be totalled next time. Just one last thing.....At the end of the year, all of the points are totalled, and the highest point earner will be the recipient of the perpetual trophy for being the Northwest Competitor of the Year!

MEETS SCORED:

MARCH 18, RICHLAND, WASH.
 APRIL 15, KENT, WASH.
 MAY 6 & 7, RICHLAND, WASH.
 MAY 26-28, EUGENE, OREGON
 JUNE 17, RICHLAND, WASH.
 JUNE 24 & 25, KENT, WASH.

.15 CARRIER

(3 CONTESTS, 12 ENTRIES)

- 1) TODD RYAN 10
- 2) EUAN EDMONDS..... 6
- 3) JOHN HALL..... 5
- ALAN OLSEN..... 5
- 5) BILL DARKOW..... 3

PROFILE CARRIER

(3 CONTESTS, 22 ENTRIES)

- 1) TODD RYAN 18
- 2) JOHN HALL.....14
- 3) TERRY MILLER.....10
- 4) ALAN OLSEN..... 9
- 5) BILL DARKOW..... 4
- MIKE HAZEL..... 4

CLASS I CARRIER

(2 CONTESTS, 7 ENTRIES)

- 1) ROY BEERS..... 6
- 2) TODD RYAN..... 5
- 3) LOREN HOWARD..... 4

CLASS II CARRIER

(1 CONTEST, 4 ENTRIES)

- 1) LOREN HOWARD..... 4
- 2) ROY BEERS..... 3
- 3) JOHN HALL..... 2
- 4) JAMES DRURY..... 1

OVERALL CARRIER

(11 CONTESTS, 48 ENTRIES)

- 1) TODD RYAN 33
- 2) JOHN HALL..... 23
- 3) ALAN OLSEN 15
- 4) TERRY MILLER 10
- 5) ROY BEERS..... 9
- 6) LOREN HOWARD..... 8
- 7) BILL DARKOW..... 7
- 8) EUAN EDMONDS..... 6
- 9) MIKE HAZEL..... 5
- 10) JAMES DRURY.....1

CLASS I MOUSE RACE

(3 CONTESTS, 20 ENTRIES)

- 1) RON SALO.....11
- 2) NATHAN ST. JOHN 8
- 3) JULIE RICE 7
- 4) JESSIE ST. JOHN..... 6
- CLEAVER TEAM..... 6

CLASS II MOUSE RACE

(1 CONTEST, 6 ENTRIES)

- 1) RON SALO.....6
- 2) JEFF CLEAVER..... 4

NORTHWEST GOODYEAR

(3 CONTESTS, 12 ENTRIES)

- 1) JOE RICE..... 6
- 2) JULIE RICE..... 5
- 3) EUAN EDMONDS..... 3
- 4) NITROHOLICS TEAM 1

AMA GOODYEAR

(1 CONTEST, 4 ENTRIES)

- 1) JOE RICE..... 2

AMA RAT RACE

(1 CONTEST, 3 ENTRIES)

- 1) JEFF CLEAVER 1

AMA SLOW RAT RACE

(1 CONTEST, 3 ENTRIES)

- 1) JEFF CLEAVER 1

NORTHWEST SPORT RACE

(2 CONTESTS, 13 ENTRIES)

- 1) RON SALO.....10
- 2) TODD RYAN..... 9
- 3) JULIE RICE..... 2
- 4) EUAN EDMONDS..... 1

NORTHWEST SUPER SPORT

RACE

(2 CONTESTS, 8 ENTRIES)

- 1) TODD RYAN.....5
- 2) NITROHOLICS TEAM4
- 3) TODD FISHER.....3
- 4) JEFF CLEAVER.....2
- 5) CLEAVER TEAM.....1

NORTHWEST FLYING CLOWN

RACE

(2 CONTESTS, 16 ENTRIES)

- 1) TODD RYAN.....13
- 2) BILL DARKOW.....12
- 3) JOE RICE..... 8
- 4) JULIE RICE..... 7
- 5) TODD FISHER.....5

OLD TIME STUNT
(3 CONTESTS, 20 ENTRIES)

OVERALL RACING
(16 CONTESTS, 85 ENTRIES)

1) TODD RYAN.....	31
2) RON SALO.....	27
3) JULIE RICE.....	21
4) BILL DARKOW.....	12
5) CLEAVER TEAM.....	11
6) NITROHOLICS TEAM.....	10
7) JEFF CLEAVER.....	9
8) TODD FISHER.....	8
9) NATHAN ST. JOHN.....	8
10) JESSIE ST. JOHN.....	6

1) DON MCCLAVE.....	12
2) RICH MCCONNELL.....	5
BOB EMMETT.....	5
4) PAUL WALKER.....	4
5) TODD RYAN.....	3

CLASSIC STUNT
(2 CONTESTS, 14 ENTRIES)

1) DON MCCLAVE.....	14
2) GARY NELSON.....	5
3) JOHN LIEDLE.....	4
4) JOE DILL.....	3

OVERALL SPEED
(13 CONTESTS, 65 ENTRIES)

1) CHUCK SCHUETTE.....	12
2) BOB SPAHR.....	11
3) TODD RYAN.....	10
4) ROY FLETCHER.....	6
JOE RICE.....	6
6) CHRIS SACKETT.....	5
7) JEFF CLEAVER.....	4
8) JULIE RICE.....	3
JERRY THOMAS.....	3
10) CHRIS HAZEL.....	1

PRECISION AEROBATICS
(8 CONTESTS, 46 ENTRIES)

1) BOB PARKER.....	19
CHRIS COX.....	19
3) GARY NELSON.....	15
PAUL WALKER.....	15
5) MIKE CONNER.....	7
RANDY POWELL.....	7

OVERALL STUNT
(13 CONTESTS, 80 ENTRIES)

1) DON MCCLAVE.....	26
2) GARY NELSON.....	20
3) BOB PARKER.....	19
PAUL WALKER.....	19
CHRIS COX.....	19
6) MIKE CONNER.....	9
7) KARL BROWN.....	7
RANDY POWELL.....	7
9) LEE UBERBACHER.....	6
10) JOHN BRAMA.....	5
ALICE COTTON-ROYER.....	5
RICH MCCONNELL.....	5
BOB EMMETT.....	5

OVERALL SCALE
(3 CONTESTS, 7 ENTRIES)

1) PAT JOHNSTON.....	3
2) MORRIS GILBERT.....	2

1/2 A COMBAT
(1 CONTEST, 9 ENTRIES)

1) JEFF REIN.....	9
2) DICK SALTER.....	8
3) TIM STROM.....	7

80 MPH COMBAT
(1 CONTEST, 11 ENTRIES)

1) HOWARD RUSH.....	11
2) JEFF REIN.....	10
3) KEN BURDICK.....	9

AMA SLOW COMBAT
(1 CONTEST, 4 ENTRIES)

1) JEFF REIN.....	4
2) ROBERT SMITH.....	3
3) DONALD STEWART.....	2

AMA FAST COMBAT
(1 CONTEST, 10 ENTRIES)

1) GARY HARRIS.....	10
2) TWEED MANLEY.....	9
3) NORM MCFADDEN.....	8

OVERALL COMBAT
(5 CONTESTS, 44 ENTRIES)

1) JEFF REIN.....	23
2) GARY HARRIS.....	20
3) HOWARD RUSH.....	11
4) TODD RYAN.....	9
TWEED MANLEY.....	9
KEN BURDICK.....	9
7) JOE JUST.....	8
JOE RICE.....	8
NORM MCFADDEN.....	8
DICK SALTER.....	8

COCKPIT CHATTER...continued

It would have been nice to able to have a complete listing of Nats results, at least how the NW folks did. Do you remember from a few years ago, the daily Nats Newsletter, which included official scores from the previous days activities. This is just another one of the Nats features that is no more. In this issue, we do have comprehensive Stunt results, via Dave Gardner. Speed results have already been published in Speed Times. So watch the mags and special interest newsletter for the other full results for your favorite event(s).

With the Nats behind us, we still have plenty of great contest flying ahead of us. On Labor Day weekend, the VGMC host the Can-Am speed champs in Coquitlam. They have a nice site for this. Later in the month is the traditional Raider Roundup, which is the last large meet of the season. Be sure and come support this. The Skyraiders have worked hard to improve the administration of this contest. Also comes late word from Alan Olsen that they are having a sanctioned Carrier competition in conjunction with a fun fly in Hoquiam. Alan sez that they recently sent in a sanction for the Carrier flying, so they should be official for that when the time comes. This is a new group in a new area, so it would be nice for some of us to show some support by attending this affair. Check the contest calendar and enclosed flyers for more details.

Here is a correction to a Regionals result: Les Akre of Alberta now hold the Regionals record for AMA Scale race (goodyear). His time of 6:00.34 has been confirmed.

What you are reading right here is the last thing being written for this issue. The editor is crossing his fingers, and hoping all goes well with a glitch that was discovered in the subscriber file for printing out the mailing labels. No information has been lost, but if you see your name/address in handwriting,.....oh well!

Next issue will come out sometime in September. See you then!

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 8-17-95. 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.

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. L, VANCOUVER, BC V6P 6C5
(604)855-7295 FAX (604) 855-7285
SPONSOR: VANCOUVER GAS MODEL CLUB

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 SUPER SPORT RACE, NW GOODYEAR, BALLOON BUST, .15 CARRIER, PROFILE CARRIER, CLASS I & II CARRIER (COMBINED), PROFILE SCALE, SPORT SCALE, OLD TIME STUNT, CLASSIC STUNT, PRECISION AEROBATICS (BEG) (ADV) (EXP), 80 MPH COMBAT, 1/2 A COMBAT. SITE: BOEING SPACE CENTER FIELD CONTACT: DAVE GARDNER, 17210 109TH PLACE SE, RENTON, WASH 98055 (206) 226-9667
SPONSOR: SEATTLE SKYRAIDERS

SEPT 23, HOQUIAM, WASHINGTON

EVENTS: .15 CARRIER, PROFILE CARRIER, CLASS I & II CARRIER (COMBINED), PLUS FUN FLY. SITE: BOWERMAN FIELD AIRPORT. CONTACT: ALAN OLSEN (360) 532-8544

OCT 7 & 8, RICHLAND, WASH.

DESERT CARRIER BASH

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

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.

SUBSCRIPTION EXPIRATION DEPARTMENT

This is the last issue for the following: Jeff Cleaver, Frank Boden

And the next to the last issue for the following: Chris Cox, Charles Lindsay, Don McClave, Dave Royer, John Hall, Fred Margarido, John Clemans, Steve Scott, Dennis Patera, Mike McCarthy

Please renew promptly to make sure you get all your issues as soon as they hit the mailbox! Renewal is still just \$13, or \$15 for Canadian subscriptions.

AIRMAIL
CORRESPONDENCE FROM THE FLYING LINES READER

Dear FL, Please move your finger away from the delete key. I am enclosing a check to renew my Flying Lines subscription for another year. I really enjoy each issue, and being able to live on the cutting edge of CL flying. See you at the Nats.....Richard Scherer, Scappoose, Oregon.

Thanks Richard! Hope this issue is as sharp as ever! Sorry I missed you at the Nats. (ed)

Dear FL, Enclosed please find my check for \$13 for a subscription to Flying Lines. I read about your newsletter in the July 1995 issue of "Prop Spinner Chatter". Jim Allison, Carson City, Nevada

Welcome aboard! Now if only we could get some of the other Prop Spinner Chatter readers aboard! (ed)

Gentlemen, Please sign me up for a subscription to your newsletter. Though I am not in your district, I would enjoy reading it.Allan Beers, Reno, Nevada

Thanks Allan. You are only ten hours away from Eugene, maybe we will see you at the Regionals next year? (ed)

Hey, FL editor guy, When are you ever going to publish the photos I sent you? The airplane subject is one that I am sure that the Northwest competitors (ha!) would be interested in. How many other planes have you ever seen with multi-task capabilities that are eligible to compete in advanced stunt, .15 carrier, formula doofus combat, and nostalgia class B team race? All with one plane and a couple of engine changes. hmmm? hmmm? I thought you guys were cutting edge sort of people. I bet my friend a case of propwash that you wouldn't print this letter. Ratso Magoo, East Central Podunkville, California.

When I looked at the photo, It looked like some before / after promo piece for a ugly model airplane treatment program (mostly before). I didn't know you had a friend, but I hope he (it) enjoys the propwash! (ed)

Dear FL, (letter dated June 5, 1995) The last two weeks finds the HHS Aerospace Class boring holes in the sky as good weather accommodates the last 16 weeks of in-class modeling hours. Beginners and advanced students have all soloed their models and additional flights are now improving their skills and testing their advanced maneuvers. This instructor has had many moments of great joy and pride in his flock of young modelers. A loud cry of "Yes!" often turns my head as I see the student ending his/her solo flight with both hands raised in the air as a sign of victory and accomplishment. Ten Akromasters and one Shoestring Stunter have all successfully been built and flown. One advanced student is now building a .15 Carrier model which he plans to compete with, and another group of students have pooled their resources to purchase power panels, starters, engines and fuel so that they can continue LC modeling this summer. Models and engines donated by Bill Darkow and John Hall of Summitt Hobbies have found their way into the hands of the students who are a lot like you and me, i.e. "hooked on LC modeling". Locally, Ted Dineen and Kevin White continue to donate time and parts to keep the .049's up to speed. All in all it has been a great learning year for all of us. A total of fifty-eight students soloed and a myriad of spin off exercises in modeling and flying techniques. "And the beat goes on!" I am enclosing several recent pictures of advanced students and their models.Alan Olsen, Hoquiam, Washington. *Alan, hats off to you for this excellent exposure of modeling to youth. We will try to run some of the pix in a future issue. Hope to see you and much of this group at the Bowerman Field Fun Fly in September. (ed)*

CONTEST RESULTS
RICHLAND, WASHINGTON.....JUNE 17

<u>GX COMBAT</u> (10 ENTRIES)		<u>OLD TIME STUNT</u> (3 ENTRIES)	
1)	Gary Harris	1)	Todd Ryan 268
2)	Todd Ryan	2)	Richard McConnell 266
3)	TIE: Joe Just and Joe Rice	3)	Phil Smith 41
4)	Dave Thompson		

1st Annual
BOWERMAN FIELD
 Control Line Event



September 23, 1995
 Bowerman Field Airport
 Hoquiam, Washington

plus
Community Aviation Day Celebration
 Saturday, September 23, 1995

<u>Beginners Circle</u>	<u>Demonstration Circle</u>	<u>Carrier Competition</u>
9:00 A.M. - 5 P.M.	9:00 A.M. - 5 P.M.	9:00 A.M. - 5 P.M.
PROMOTION OF CL MODELING	AMA SHOW TEAM DEMONSTRATIONS	AMA .15 Profile Carrier AMA Profile Carrier Class I & II Carrier
-1/2A demonstration flying and opportunity for beginners & the viewing public to fly 1/2A CL MODELS.	-All AMA CL Modelers welcome and encouraged to fun fly, demonstrate & help promote CL Flying to the viewing public. -Grass Fields!	-Registration 8-9 A.M. -Trophies through 3rd place -Relaxed/fun competition -\$5.00 per entry -Trophies given after the deck is on the trailer.

IN-DOOR MODELING

WAR BIRDS

SCENIC RIDES

NOON OPENING
CEREMONIES

EAA Flying
Demonstrations


OVER NIGHT CAMPING - YES
 NO FIRES OR BBQ'S DUE TO
 AIRPORT REGULATIONS

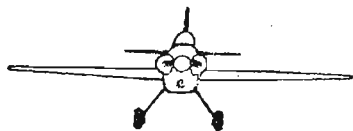


HANGER DANCE WITH
 LIVE ROCK AND ROLL BAND
 9 P.M. - 1:00 A.M.

Food Vendors, Sodas &
 Lana's Restaurant on site-
 "Great Burgers"

STATIC DISPLAYS

747 FLY BY


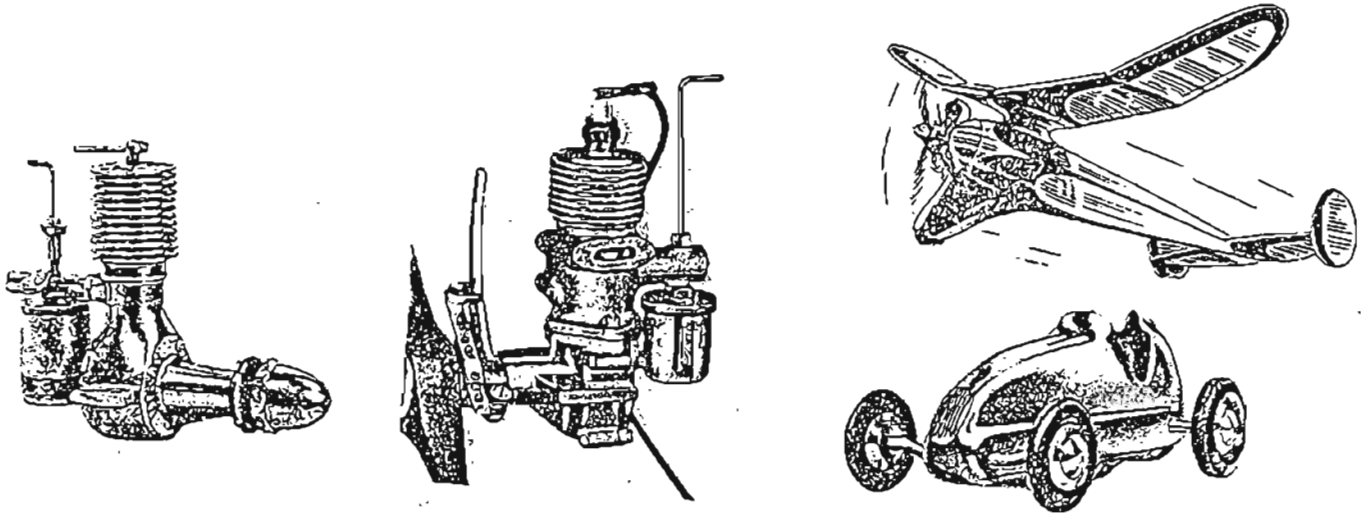


Sponsored by: Aviation Day Planning Committee
 Alan Olsen Co-Chairman 360-532-8544

the WILLAMETTE MODELERS CLUB present
the 24th ANNUAL MODEL ENGINE COLLECTORS ASSOCIATION

COLLECTO 1995

SEPTEMBER 9, 6 TO 10 PM
ALBANY, OREGON



EVERYBODY WELCOME! ADMISSION IS \$1, TABLE SPACE IS \$1

TROPHIES WILL BE GIVEN FOR THE THREE BEST ENGINE DISPLAYS!
COMPLIMENTARY COFFEE AND COOKIES PROVIDED, PLUS DOOR PRIZES!

GATHER UP ALL YOUR FOR SALE & TRADE MODELING ITEMS
YOU CAN AUCTION OFF REMAINING ITEMS AT THE SPECIAL AUCTION TIME-
9 PM, BOB STALICK, AUCTIONEER.

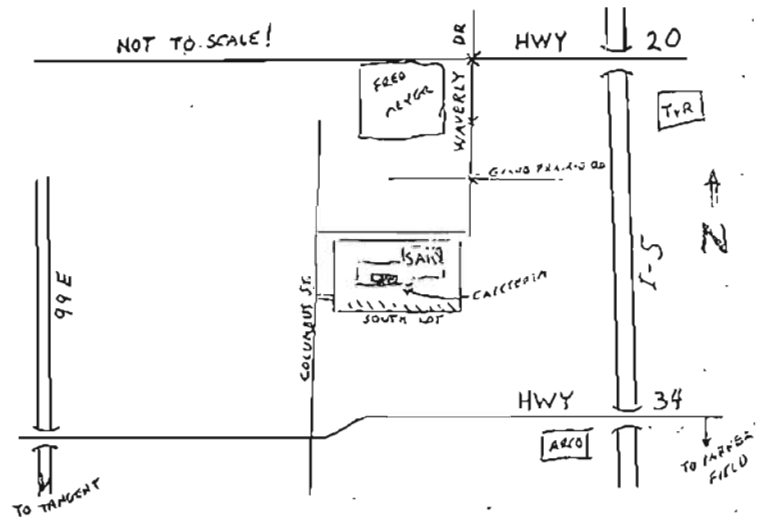
FOR MORE INFORMATION CONTACT: ROD RUSSELL (503) 390-1022
BOB STALICK (503) 928-8101

DIRECTIONS:

Collecto location is the South Albany High School cafeteria, at 3705 South Columbus Street in Albany.

FROM THE NORTH: Take Hwy 20W from I-5, turn left at Waverly Drive traffic light. Follow Waverly until it ends, turn right on 37th to Columbus Street. Turn left past front of school to South parking lot. Enter cafeteria from parking area.

FROM THE SOUTH: Take Hwy 34W from I-5, drive about 1 mile to Columbus Street. Turn right and drive about 5 miles. Turn right into South parking lot of South Albany High School



RAIDER ROUNDUP '95

Washington State Controline Championships

September 16 and 17th , 1995

Boeing Space Center, Kent, Washington

Sponsored by the Seattle Skyriders-- AMA Sanction No. 50143

Flying site is at the Boeing Space Center, off S. 212th St in Kent
Take Orillia Rd / S 188th exit East from I-5, down the hill, approx 2 miles.
Entrance is opposite KOA campground on S. 212th

SCHEDULE:

SATURDAY, September 16:			SUNDAY, September 17:	
9:00 am	MOUSE RACE I - JSO		9 am-4 pm	RECORD RATIO SPEED - NAT'L
9 am - 4 pm	CARRIER:	PROFILE,	9 am-4 pm	RECORD RATIO SPEED - NW
		CLASS I / II, 15 CARRIER		
9 am-4 pm	COMBAT:	80 MPH	9:30 am	PRECISION AEROBATICS: BEGINNER: (up to 300 points) ADVANCED: (301 to 450 points) EXPERT: (451 point & up)
		1/2A		
10:00 am	NW SPORT GOODYEAR			
10:00 am-	OLD TIME STUNT		10:00 am	ALL SCALE STATIC JUDGING
12:00 noon	NW SUPER SPORT RACE		11:00 am	SCALE: AMA SPORT PROFILE SCALE
1:00 pm	CLASSIC STUNT			
1:00 pm	NW PDQ FLYING CLOWN RACE		1:00 pm	BALLOON BUST:

ALL EVENTS ARE JUNIOR - SENIOR - OPEN CLASS COMBINED

THERE WILL BE 1ST, 2ND & 3RD PLACE AWARDS FOR BEST JUNIOR IN ANY EVENT

SATURDAY NIGHT PIZZA PARTY - TIME & PLACE TO BE ANNOUNCED AT THE FLYING SITE

1. Registration is from 8:00 am until start of event, or Noon, whichever is earlier.
2. Entry fees: Sr / Open: \$10.00 first event, \$5.00 for each additional, \$20.00 max.
(US Funds) Junior: \$5.00 total for all events
3. AMA or MAAC Membership is required of all participants and mechanics
4. AMA membership is available at registration.
5. AMA events are per 1994-95 Rule Book.....KNOW THE RULES !!!!
6. Northwest Events to be per current NW rules. (Sport Race, Super Sport, Clown)
7. SPEED: Separate entry fees apply to NW and National Record Ratio Events.
8. CARRIER: Multiple Entries allowed in each event, but separate entry fees apply to each entry.
9. ALL EVENTS TO BE FINISHED BY 4 PM ON SUNDAY
10. AWARDS PRESENTATION WILL BEGIN AT 4:30 PM ON SUNDAY.

For Information, contact: Dave Gardner, C.D., (206) 226-9667

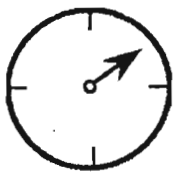
The 1995 Nats are now history, and in reviewing the events, particularly Carrier, I came away with the realization that the control line modelers in the NW that came had a great time. As well as taking home some of the hardware. The sites this time around were much better than those we had in 1989, and my personal thanks to everyone that helped put on the extravaganza. My particular thanks go to Mac Ryan and the rest of the Columbia Basin Balsa Bashers who built the new carrier deck. The Carrier team was made up this year from volunteers from the NW, with one exception. My thanks to Bill Tucker and Alan Olsen who worked as times (the best seat in the house, by the way), to Rick Magnusen who was the official scorekeeper.

I am somewhat perplexed as to why so many of the carrier flyers in the Northwest were absent. I can name at least seven or eight carrier pilots that were obvious with their absence. Why didn't you take advantage of the situation and show up? Was it fear of not doing well? One rookie from California showed up and took third place in Profile because he had the right plane for the right day. His score of 190+ was enough to take third, and well within the range of most of the NW carrier flyers. He, by the way, won the rookie of the year award. Does fear of not winning a prize warrant not flying and learning? As was published many times, there was an event called sportsman carrier that is held every year that is specifically designed for those of us, myself included, that don't score well against the "pros". Alan Olsen took advantage of the event and did well, as did Charles Edmonds. Where were the rest of you? Also, the turnout for the .15 event was low, with just three NW entries. The awards were absolutely outstanding, and many of the NW competitors in .15 would have had a good chance to win a trophy of a lifetime.

Both the Sportsman and .15 events were held on Saturday of Nats week, which seemingly could have been attended. While Carrier was not alone in the no shows, Combat and Racing also had fewer than expected entries from the Northwest. The low turnout from area flyers did not escape the attention of the other competitors and those that actually ran the events, as well as some A.M.A. types. I was asked on several occasions about where the NW entries might have been during Nats week. The Northwest has gained a reputation for being one of the hot beds of control line activity in the nation. The Regionals at Eugene are well known by modelers in other areas, but it appears that we may be in effect rather parochial in our approach. Also, it appears to me that there is a growing distrust of certain special interest groups and the attitude that "they" are somehow so fully entrenched in providing only the type of competition that "they" want that "they" don't want anyone but "themselves" to actively pursue competing in "thier" event.

This years record of 98 entrants at the NW Regionals has caught the attention of many others around the nation. I was asked by competitors from three different areas of the country about the Regionals, and at least two people from Kansas are planning on coming to that event next May. Also, two more from the New Jersey area may also be showing up. I doubt like hell that if they don't show up it won't be because they didn't think they could win. It is very unlikely that with the present political leanings in Muncie and elsewhere that the Nats will ever be brought back to the Northwest again, and it saddens me to think that many of you missed out on the opportunity of coming to the Nats in the Tri-Cities this year.

----- Joe -----



Northwest Competition Records

Record performances established between Northwest CL modelers in sanctioned competition

There were four new speed records established at the US Nationals in Richland, Washington in July. The most outstanding one was that of Bob Spahr's performance in Class 'A', turning a 184 mph time. This blasted the NW record by almost 20 mph, which Bob already had. It also exceeded the AMA record by about 5 mph, but no back up flight was posted, necessary to make it official. Bob also bumped up his 'D' record "one full click" to 184 mph (a .15 and a .65 going the same speed!) Spahr also turned 88+ in 1/2 A proto, taking the record away from Jeff Cleaver. Bob did lose one record however, in FAI, Chris Sackett put up a 179 flight, bettering the previous mark by over 10 mph. *Flying Lines is still waiting for full results from the Nats, the speed results were all that were available at press time.*

1/2 A SPEED	99.78	BRUCE DUNCAN	5-29-94	EUGENE, OREGON
A SPEED	184.16	BOB SPAHR	7-11-95	RICHLAND, WASH.
B SPEED	156.87	RON SALO	5-29-93	EUGENE, OREGON
D SPEED	183.41	BOB SPAHR	7-14-95	RICHLAND, WASH.
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	179.31	CHRIS SACKETT	7-11-95	RICHLAND, WASH.
1/2 A PROFILE PROTO	88.77	BOB SPAHR	7-10-95	RICHLAND, WASH.
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	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: 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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ON LINES===== with Jim Cameron

Long time readers of FL will remember that I had an idea for a series of articles describing step by step how to be a good contest official. John Thompson has done two such articles. The first was on how to be a CD (contest director). The next was on how to be a racing ED (event director). I thought I might touch on this subject from a little different angle.

In preparing, I heard one question that needed answering. A friend asked, "I have only been to a couple of contests. How can I be of any help?" I want to say here and now that everyone and anyone who would like to help can be of great assistance. Many of the jobs are very repetitive, but do not require any special skill or knowledge that cannot be taught in a few minutes.

So, how do you get started? First, I would suggest you think about what event you enjoy the most or the one you would like to compete in. Next, you will want to find the ED (event director) for the event that interests you. If you do not know him/her, then introduce yourself. I don't think the ED will bite you, unless they are about ready to start a race or something. Have your time budgeted, so that you can tell him how much time you can give. If you can't find the appropriate official, then go to the registration area. Introduce yourself and tell them what you are trying to do.

You may ask yourself, why should I want to help. Well, first look at how many new people you have met. You have also placed yourself smack dab in the middle of the action. Another big reason is your education. You will see first hand what has to be done to make the event work. You should be watching what it takes to participate in it.

Now you are asking, what will I be doing? First, let me remind everyone that at a contest a plane does not fly until it has been pull tested. A race with four competitors needs five officials (one ED and one counter/timer for every entry). Some events need tabulators (can you count and add?) Other events may just require someone to move score sheets from a judge to the tabulator (you might have to walk from one side of the circle to the other and back). Many events need timers, so you would want to be able to use a stopwatch.

I hope everyone has gotten the message! A contest does not run itself. It takes hard work by many, many people. One last thought (this in the form of a challenge to contest officials).....If an unknown person comes up to you with an offer of help, try to get a job for them. I know how hectic a contest can be, but if you teach a little today you might find a new ED for next year. When we have been at this for a long time, we sometimes forget that newcomers are even around.

CONTEST RESULTS

P.A.C. INVITATIONAL.....RICHMOND, B.C.JULY 29 & 30

FLYING CLOWN RACE (JR.) (4 entries)

1) Derrick Meadows	182 laps
2) Shaun Tilma	176
3) James Cox	103 (heat)
4) Corrinne Brama	93 "

FLYING CLOWN RACE (OP.) (5 entries)

1) Mike Conner	223 laps
2) Larry Bell	166
3) Rick Meadows	164
4) Paul Dranfield	117 (heat)

15 SPORT RACE (5 entries)

1) Henry Hajdik	8:53.3
2) Mike Conner	9:06.5
3) Larry Bell	11:06.1
4) Paul Dranfield	(heat)

NW SPORT RACE (5 entries)

1) Chris Cox	9:01.9
2) Ron Salo	9:12.7
3) Henry Hajdik	9:41.2
4) Rick Meadows	10:22.8

OLD TIME STUNT (3 entries)

1) Rick Meadows	192.6
2) Mike Conner	172.0
3) Frank Boden	116.3

BEG / INT. STUNT (5 entries)

1) Don Richardson	462
2) Karl Brown	376.5
3) Rick Meadows	350
4) Mike Conner	347

To: MIKE HAZEL
 From: Dave Gardner

Subject: '95 Nats report - short and sweet

Weather and General Report:

Sunday of Nats week was field prep time. While Windy, Mike Rogers, John Leidle, Alice and Dave Gardner were marking circles and filling cracks, a nasty storm front blackened the sky overhead. With the first drops of rain, we all headed for the hotel. By the time we got to the Shilo, the rain was pouring down at 45°, with the wipers on full high. As the natives said, "this is very unusual weather for here".

Monday dawned fairly clear and cool, with moderate wind. Old Time Stunt and Classic were flown without a hitch.....close competition (see results) and no crashes. Rusty Brown did double duty by judging Classic and flying in (and winning) OTS. He apparently knew about the OTS trophy and left the day before it could be presented to him. He couldn't escape it, however, since it was sent UPS to him, after the contest! Fortunately, Windy had made a very nice shipping box for this ungainly trophy.

Tuesday was clear and warm for the 1/2 A, Cox and Beginner events. Fortunately, the wind was light to moderate. Katsuo Nakabayashi of Japan brought a gorgeous 1/2A Cobra, to win the event (see results).

By Wednesday, the first day of qualifying, summer was arriving, with temps in the high 80's and moderate wind. The first rounds for Open and Advanced were uneventful, with all other flying stopped when Paul Walker flew the B-17 stunter.

Second rounds; Thursday. Temps were up and the wind was rising, along with the pilots' nerve endings! The 15 knot windsock at the field was permanently filled, with the 25 knot sock showing fairly full most of the day. All paperweights were called into action at the tabulators' table and aircraft were being tied down. By the second round, a lot of "passes" were being called, but the B-17 was not among them. Paul flew into the teeth of the gale, with divine intervention only slightly moderating the wind. Mr. Walker improved over his first flight, holding on with both hands, with a 38 point landing and standing applause!

Friday: Top 20 (Open) and top 14 (Advanced) got perfect contest weather. The temps broke into the low 90's, with about 20% relative humidity, clear skies, with light and variable winds. (ok, so the shifting wind wasn't perfect)

Walker Cup Saturday was a good as Friday, but at a different location. Preliminary fears of turbulence off a freeway berm were unfounded. The flying field had a great surface, except for the fact that the slope of the parking lot was about 3 feet over the diameter of the circle. The top fliers compensated for that minor difficulty, with extremely close competition. (see results)

'95 NATS OPEN CONTROL LINE PRECISION AEROBATICS

PLACE	NAME	SCORE
1	Ted Fancher	1138.3
2	Bill Rich	1131.7
3	Dave Fitzgeraid	1128.7
4	Bob Hunt	1127.0
5	Windy Urnowski	1125.3
6	Mitsuru Yokoyama (Japan)	1123.3
7	Kaz Minato (Japan)	1120.7
8	Bill Werwage	1117.7
9	Bob Whiteley	1113.3
10	Paul Walker (B-17)	1113.0
11	Frank McMillan	1111.0
12	Bob Gleske	1104.0
13	Mike Rogers	1099.3
14	Randy Smith	1089.3
15	Masaru Hiki (Japan) (Rookie of the Year)	1088.7
16	Joe Pansi (Australia)	1076.7
17	Shoichiro Nogome (Japan)	1065.7
18	Allen Brickhaus	1060.7
19	Jim Lee	1054.0
20	Brett Buck	1028.7
21	Bob McDonald	
22	Mike Pratt	
23	Bill Byles	
24	Chris Cox	
25	Jack Pitcher	
26	John Wright	
27	Kirk Mullinix	
28	Steve Harris	
29	Kasuo Nakabayashi (Japan)	
30	Bruce Perry	
31	Dave Tribble	
32	Ken Bird	
33	Gordan Delaney (twin)	
34	Bob English (twin)	

'95 NATS WALKER CUP RESULTS

PLACE	NAME	CLASS	SCORE
1	TED FANCHER	OPEN	1100.3
2	ROBBIE HUNT	SENIOR	1032.0
3	DONDI GARRISON	JUNIOR	1012.3

AMA / PAMPA 1995 NATIONAL CL PRECISION AEROBATICS EVENT COMMITTEE
 Dave Gardner, Event Director
 Gary McClellan, Head Judge

'95 NATS ADVANCED CONTROL LINE PRECISION AEROBATICS

PLACE	NAME	SCORE
1	Jim Damerrell	1022
2	Dondi Garrison (Highest Jr./Advanced)	978.7
3	Dale Barry	978.3
4	John Leidle	973.0
5	Gary Nelson	972.3
6	Walt Pyron	951.0
7	Ron Woodman	940.7
8	Alice Cotton-Royer	936.0
9	John Miller	921.0
10	Bob Parker	920.7
11	Jim Rhoades	915.03
12	Nick Lemak	908.0
13	Geralt Flaugher	907.7
14	Brian Keiffer (Junior)	859.0
15	Monty Simmel	
16	Mark Sullivan	
17	James Dean	
18	Pete Peterson	
19	Doug Moisuk	
20	Jim Levell	
21	Bob Hazle	
22	Gerry Gilavish	
23	G.L. Swanson	
24	Bob Howard	
25	Dan Harris	
26	Don Richardson	
27	Terry Dean	

TOP 14
 FLYOFF SCORES
 ONLY

'95 NATS SENIOR CONTROL LINE PRECISION AEROBATICS

PLACE	NAME	SCORE
1	Robbie Hunt	548.5
2	Derek Barry	537.0

'95 NATS JUNIOR CONTROL LINE PRECISION AEROBATICS

PLACE	NAME	SCORE
1	Dondi Garrison	498.8
2	Brian Keiffer	475.8
3	Ryan Dean	106.8
4	Robert Howard	(DNF)

'95 NATS OLD TIME STUNT

PLACE	NAME	SCORE
1	Rusty Brown	318.7
2	Walt Pyron	302.0
3	Bob Emmett	284.3
4	Jim Rhoades	279.3
5	Jim Lee	276.7
6	David Thompson	255.0
7	Mike Pratt	246.7
8	Bob Hazle	242.7
9	Cecil Mead	215.7
10	Carl Rehberg	146.0

Judges: Jim Damerrell, Dale Barry, Ken Stout

'95 NATS CLASSIC CONTROL LINE AEROBATICS

PLACE	NAME	SCORE
1	Bob Whitey	530.7
2	Frank McMillan	528.3
3	Don McClave	518.7
4	Gordan Delaney	510.7
5	Bill Byles	508.0
6	Gary Nelson	484.0
7	John Leidle	469.3
8	John Wright	458.3
9	John Miller	452.7
10	Mike Pratt	439.7
11	Pete Peterson	435.7
12	Joe Dill	435.0
13	Dave Royer	432.3
14	Jim Rhoades	431.0
15	Bob Hazle	427.3
16	Cecil Mead	414.3

Judges: Rusty Brown, Bob Parker, Doug Taffinder

'95 NATS 1/2 A CONTROL LINE AEROBATICS *

PLACE	NAME	SCORE
1	Katsuo Nakabayashi (1/2 A Cobra, 32" span, 10.5 oz, TD 049 w/ 5.5x4 prop)	451
2	Derek Barry	98
3	Mark Rudner	92
4	Don Repp	91
5	Brian Keiffer	90

* Includes Cox ME-109 event: 25 entrants in Cox, 1 in serious 1/2 A stunt

** 1st Place judged by Emmett, Taffinder, Parker. Cox Event judged by John Miller, overall impression, 1-100

SPECIAL AWARDS:

CONCOURS D'ELEGANCE:	BILL WERWAGE	P-47
TECHNICAL ACHIEVEMENT AWARD:	PAUL WALKER	B-17 SCALE STUNTER
ROOKIE OF THE YEAR:	MASARU HIKI (JAPAN)	
PACHYDERM AWARD	MARK SULLIVAN	(DON'T ASK!)



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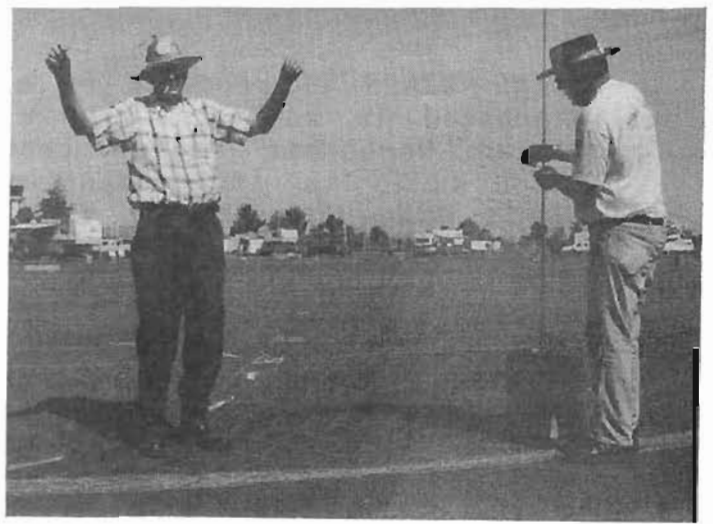
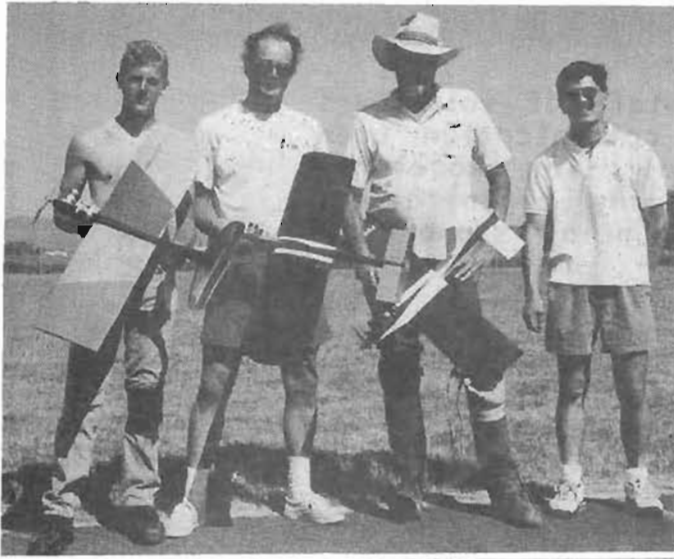
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NW REGIONALS PIX
photos by John Thompson

(starting above, and going counter-clockwise)

Going fishing? No, it's Morrie Gilbert (left) and Bob Staley hanging up the safety netting around the speed and racing circles prior to the contest.

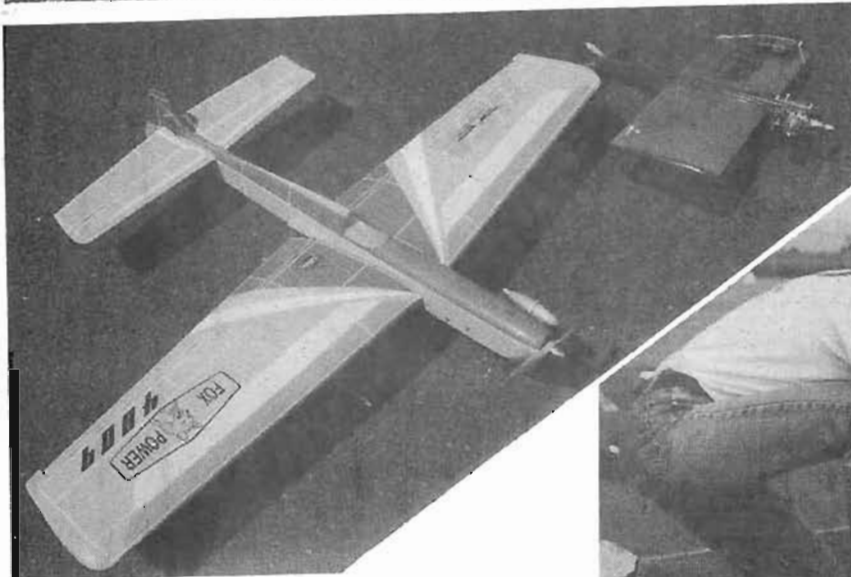
Finalists in NW Super Sport Race. from left, Todd Ryan, Dave Cleaver, Mike McCarthy, and event director Will Naemura.

Pat Johnstons's semi-scale Bearcat. flew in Stunt event.

Big plane, tiny engine. Jeff Rein's high aspect foam wing 1/2A Combat ship features VA power.

John Lowry of Fox Manufacturing Co brought these two planes to fly: a Sig Magnum, and a Slow Rat ship. Fox power, of course!

Gary Nelson brings his twin-engined stunter to life. Jack Pitcher holds. Multi engine stunt planes are not the rarity they once were.



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