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**NEWS OF NORTHWEST CONTROL-LINE MODEL AVIATION**

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**JUNE-JULY 1998**

**ISSUE #148**

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AND MORE OF SOME PRETTY GOOD STUFF!**

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Pictured below: Frank Macy holds his pride and joy, an original 1950 Super Fireball on factory floats. This was the featured plane on the 1998 NW Regionals T-shirts.  
(Fred Cronenwett photo)



# COCKPIT CHATTER

## Notes from the Editor

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And a mid-summer greeting to you all! A big issue for you this time, in fact as big as it can get without going over into the three-ounce postal rates. Since you Canadian guys have to have yours wrapped in an envelope you are already over. Oh well. As you know, this ain't no money-making operation.

Make sure you check out the updated contest calendar in this issue. There have been a few changes. As most of you have probably heard, The Can-Am speed meet was cancelled, due to personal schedule problems with the sponsors. However, in its place the Northwest Speed Championships has been resurrected. Full details contained herein.

Some of the Seattle area guys are now flying at a site in the Tacoma area. It's at the Clover Park Technical College. This is where the Speed Champs will be held. Oh, and there will also be a Carrier Meet there in August (details again contained herein). Evidently the site has a pretty good paved surface. It is available only on the weekends. That's the good news. The bad news is that this site will only be available for a couple of more years, due to changes planned at the facility. Let's enjoy it while we can.

And more on flying sites..... John reports on the current status of the Eugene Propspinner flying site woes in his Round & Round column. Meanwhile it seems the most available site in Oregon is the one in Salem. Speaking of which, don't forget to attend the meet scheduled there in August. If you haven't yet been to this field, you gotta make it there and give it a look. (contest flyer in this issue).

The word is now out that CAROLINA-TAFFINDER (CL specialty supplier of fuels and fuel tanks) is "going out of business". Actually, this is only partly true. Yer editor got in touch with Doug Taffinder recently and learned the following..... The Brodak company will be picking up the Taffinder line of fuel tanks. Doug reports that Brodak is now in possession of much of the tank making equipment, and the remainder of the equipment will be transferred a little later in the year. In regards to the fuel brewing biz, Doug had problems with the local EPA in North Carolina. However he will again be taking orders after August 15th at his regular address, but the fuel orders will be filled and shipped out of a facility in New Jersey. He expects that facility will be up and running on September 1st. The name brand and all the formulas will remain the same, but he will just have some people on the other end actually handling the fuel. Doug also says although he will no longer be directly involved with the fuel tank business, he will remain in a capacity of technical advisor for Brodak once they start full production.

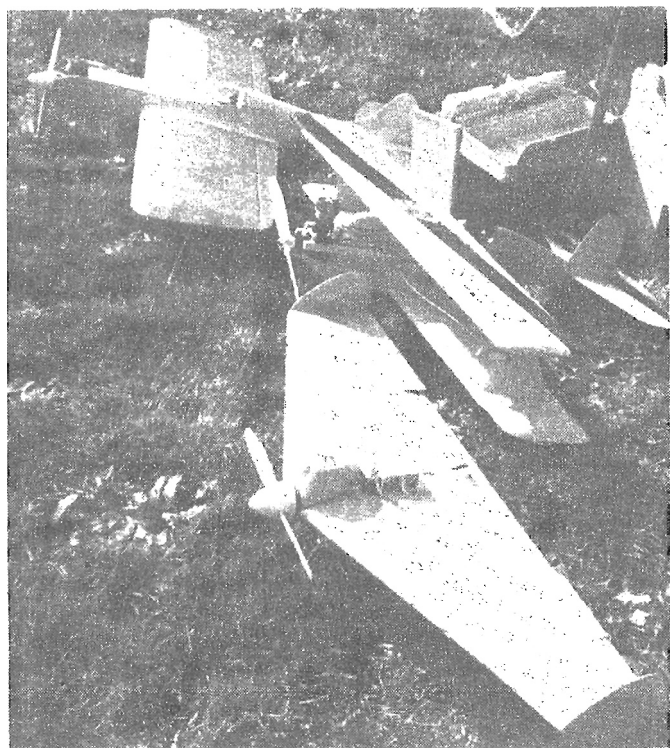
Just a reminder on contacting the editor: I have strange work hours, but feel free to call anytime. If I can't/don't want to answer the phone, the voice mail will pick up a message. My phone is (503)364-8593. E-Mail is ZZ CLspeed@aol.com

It's interesting to read some of the message threads on the modeling chat rooms on the internet. It seems that subjects regarding the A.M.A. and its operation receive some rather opinionated and emotional responses. Dave Brown, the A.M.A. president, has recently brought up the idea of a two-tiered membership dues structure in the magazine. That brought a lot of negative response. I am also against such a concept, particularly when it is based on on poorly thought out guidelines, as where mentioned in his column. However, methinx his bringing up the concept was more of a trial balloon than a serious proposal, so don't look for this to come about anytime soon.

The A.M.A. has recently purchased the International Modelers Show from owners and founders Bill and Anita Northrop. The IMS has been held annually in Pasadena, California for the past 21 years. It is announced that this new endeavor is part of an ongoing AMA effort to generate revenues to enhance the programs offered AMA to its members, while reducing the burden of increased membership costs. The programs expected to benefit most from the proceeds generated from this business opportunity are the acquisition and maintenance of flying sites, and the AMA education program

That's about it, lots of reports and statistics in this issue for you to pore over..... enjoy!

*Below: some of Bill Darkow's fleet seen at Portland get-together earlier this year. Plane on bottom is described in the endurance plane writeup elsewhere in this issue. Middle plane is a "Overeasy" with Drone diesel power. Plane on top not identified (Gary Harris photo)*



# **NORTHWEST CONTROL LINE CONTEST CALENDAR**

**THE FOLLOWING LISTING IS A SUMMARY OF ALL KNOWN A.M.A. AND M.A.A.C. SANCTIONED EVENTS AS OF 7-10-98. 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 REVISIONS AND TENTATIVE DETAILS. CONTEST FLYERS CAN ALSO BE INCLUDED AT NO CHARGE, ON A SPACE AVAILABLE BASIS.**

**JULY 13 - 18 MUNCIE, INDIANA**  
A.M.A. NATIONALS FOR CONTROL LINE EVENTS

**JULY 25-26 RICHMOND, BRITISH COLUMBIA**  
"P.A.C. INVITATIONAL"  
EVENTS: CARRIER (ALL CLASSES), NW FLYING CLOWN RACE, NW SPORT RACE, GOODYEAR, OLD TIME STUNT, PRECISION AEROBATICS IN FOUR CLASSES, SCALE. SITE: RICE MILL ROAD SPONSOR: PACIFIC AEROMODELERS CLUB CONTACT: MIKE CONNER (604) 465-7277

**AUGUST 15 TACOMA, WASHINGTON**  
"1ST ANNUAL NW NAVY CARRIER CHALLENGE"  
EVENTS: .15 CARRIER, PROFILE CARRIER, CLASS I CARRIER, CLASS II CARRIER. SITE: CLOVER PARK TECHNICAL COLLEGE. CONTACT: MIKE POTTER (253) 941-1753

**AUGUST 22-23 SALEM, OREGON**  
WOLF 2ND ANNUAL SUMMER MEET  
EVENTS: NW SUPER SPORT RACE, NW SPORT RACE, NW FLYING CLOWN RACE, MOUSE RACE CLASS I, 80 MPH COMBAT, PRECISION AEROBATICS, 1/2 A SPEED, 1/2 A PROFILE PROTO SPEED, A SPEED, B SPEED, D SPEED, JET SPEED, FORMULA 40 SPEED, FAI SPEED, .21 SPORT SPEED, .21 PROTO, NW SPORT JET SPEED, & FUN FLY EVENT. SITE: BILL RIEGEL MODEL AIRPARK SPONSOR: WESTERN OREGON CONTROL LINE FLYERS CONTACT: MIKE HAZEL (503) 364-8593

**SEPT 5 COQUITLAM, BRITISH COLUMBIA**  
EVENTS: MOUSE RACE CLASS I, NW SPORT RACE, NW FLYING CLOWN RACE, .15 SPORT RACE. SITE: UPPER COQUITLAM PARK. SPONSOR: PACIFIC AEROMODELERS CONTACT: MIKE CONNER (604) 465-7277

**SEPT 5-6 TACOMA, WASHINGTON**  
NORTHWEST SPEED CHAMPIONSHIPS  
EVENTS: ALL SPEED CLASSES. SITE: CLOVER PARK TECHNICAL COLLEGE. CONTACT: VIC LICHTENBERG (253) 841-7681

**SEPT 12-13 KENT, WASHINGTON**  
RAIDER ROUNDUP  
EVENTS: OLD TIME STUNT, CLASSIC STUNT, PRECISION AEROBATICS (BEG-INT / ADV / EXP), MOUSE RACE CLASS I, NW FLYING CLOWN RACE, NW SPORT RACE, NW SUPER SPORT RACE, .15 CARRIER, PROFILE CARRIER, CLASS I & II CARRIER COMBINED, 1/2 A COMBAT, VINTAGE DIESEL COMBAT, 80 MPH COMBAT, SPORT SCALE, SPORT SCALE SITE: BOEING SPACE CENTER IN KENT. SPONSOR: SEATTLE SKYRAIDERS CONTACT: DAVE GARDNER, (425) 226-9667

**SEPT 26 COQUITLAM, BRITISH COLUMBIA**  
EVENTS: MOUSE RACE CLASS I, NW SPORT RACE  
SITE: UPPER COQUITLAM PARK SPONSOR: VANCOUVER GAS MODEL CLUB CONTACT: RON SALO (604) 279-0530, OR PAUL GIBEALT (604) 525-1020

**OCTOBER 3 RICHMOND, BRITISH COLUMBIA**  
EVENTS: CARRIER (ALL CLASSES), STUNT- TENTATIVE  
SITE: RICE MILL ROAD SPONSOR: PACIFIC AEROMODELERS CONTACT: MIKE CONNER (604) 465-7277

**OCTOBER 10 SALEM, OREGON**  
"REALLY RACING 1998"  
EVENTS: MOUSE RACE I, MOUSE RACE II, AMA GOODYEAR, SLOW RAT RACE, RAT RACE, NW SPORT RACE, NW SUPER SPORT RACE, NW FLYING CLOWN RACE  
SITE: BILL RIEGEL MODEL AIRPARK SPONSOR: EUGENE PROPSPINNERS & WESTERN OREGON CONTROL LINE FLYERS. CONTACT: JOHN THOMPSON, 2456 QUINCE STREET, EUGENE, OREGON 97404

**OCTOBER 11 SALEM, OREGON**  
FALL FOLLIES  
EVENT: PRECISION AEROBATICS (4 PAMPA CLASSES)  
SITE: BILL RIEGEL MODEL AIRPARK SPONSOR: EUGENE PROPSPINNERS & WESTERN OREGON CONTROL LINE FLYERS. CONTACT: JOHN THOMPSON, 2456 QUINCE STREET, EUGENE, OREGON 97404

# 1998 Northwest Control Line Regionals Results

May 22-23-24, Roseburg, Ore.

Total entries: 90 individuals, 254 event entries \*

**First Grand Champion:** Todd Ryan  
**Second Grand Champion:** Bill Cave  
**Third Grand Champion:** Don

Chandler

## Results

(Number of entries after event name)

(Northwest Standings points in parenthesis after score)

### Mouse Race I Senior-Open (15)

1. Stephen Cox, 4:41.12 (15)
2. Joe Rice, 5:13.76 (14)
3. Will Naemura, 67 laps (13)
4. Bill Cave, 2:33.82 heat

### Mouse Race I Jr. (6)

1. Michael Nelson, 7:53.75 (6)
2. Greg Nelson, 50 laps (5)
3. Nathan St. John, 35 laps (4)
4. Scott Dorsey, 4:02.91 heat (3)

### Mouse Race II (12)

1. Bill Cave, 8:55.72
2. Mike MacCarthy, 10:29.2
3. Will Naemura, 10:49.84 (10)
4. Paul Gibeault, 3:43.78 heat (9)

### Clown Racing (14)

1. Todd Ryan, 299 laps (14)
2. Michael Conner, 260 (13)
3. James Cox, 243 (12)
4. Tasha Howell, 231 (11)

### Northwest Sport Race Jr. (3)

1. Nick Hagman, 9:35.11 (3)
2. Michael Nelson, 11:06.31 (2)
3. Greg Nelson, 14:04.99 (1)

### Northwest Sport Race Sr.-Open (12)

1. Melvito Elito Team, 8:33.28 (12)
2. Todd Ryan, 8:42.94 (11)

### Beginner Precision Aerobatics (2)

1. Nils Norling, 167 (2)
2. Don Chandler, 131

### Classic Stunt (10)

1. Don McClave, 577.7 (10)
2. David Fitzgerald, 551.7
3. John Leidle, 529 (8)
4. Dan Rutherford, 503 (7)

3. Paul Gibeault, 8:49.12 (10)

4. Roger McIntyre, 9:47.75

### Northwest Super Sport Race (8)

1. Bill Cave, 8:02.84
2. Todd Ryan, 8:28.47 (7)
3. Nitroholics Racing Team, 8:55.42 (6)
4. S&S Racing Team, 9:35.69 (5)

### Northwest Goodyear (7)

1. Les Akre, 8:17.09
2. Joe Rice, 8:34.34 (6)
3. S&S Racing Team, 56 laps (5)
4. James Cox, 4:26 heat (4)

### Rat Race (5)

1. Todd Ryan, 5:37.88 (5)
2. Bill Cave, 7:47.27

### Slow Rat Race (5) (heats; final scratched)

1. Richard McIntyre, 2:51.30
2. Bill Cave, 2:56.49
3. Roger McIntyre, 3:19.55
4. Nitroholics Racing Team, 3:22.28 (2)

### AMA Goodyear (6)

1. Les Akre, 6:03.11
2. James Cox, 7:54.76 (5)
3. Mike MacCarthy, 3:05.09 heat
4. Stephen Cox, 3:50.71 (3)

### Expert Precision Aerobatics (11)

1. Paul Walker, 566 (16.5)
2. David Fitzgerald, 564  
Ted Fancher, 564
4. Brett Buck, 548

### Advanced Precision Aerobatics (11)

1. Bob Parker, 484 (11)
2. Dan Rutherford, 476.5 (10)
3. Jerry Eichten, 461 (9)
4. Alice Cotton-Royer, 457.5 (8)

### Intermediate Precision Aerobatics (2)

1. Dave Finnie, 316.5 (2)
2. Raul Alva, 344

### Class I Navy Carrier (4)

1. Mike Potter, 303 (4)
2. Roy Beers, 298 (3)
3. Todd Ryan, 296.9 (2)
4. Don Chandler, 269.7

### Class II Navy Carrier (3)

1. Loren Howard, 323 (3)
2. Don Chandler, 263.8
3. Roy Beers, 205.4 (1)

### Old-Time Stunt (10)

1. Ted Fancher, 305.7
2. David Fitzgerald, 302.7
3. Brett Buck, 301.7
4. Walt Pyron, 288.7

### 80-mph Combat (10)

1. Tom Strom (10)
2. Jeff Rein (9)
3. Mel Lyne (8)
4. Dick Salter (7)

### AMA Combat (6)

1. Ken Burdick (6)
2. Jeff Rein (5)
3. Buzz Wilson (4)
4. Mark Hansen (3)

### 1/2-A Combat (6)

1. Jeff Rein (6)
2. Mel Lyne (5)
3. Dick Salter (4)
4. Gary Harris (3)

### Slow Combat (5)

1. Gary Harris (5)
2. Buzz Wilson (4)
3. Jim Green (3)
4. Mark Hansen (2)

### Vintage Diesel Combat (10)

1. Ken Burdick (10)
2. Mel Lyne (9)
3. Buzz Wilson (8)
4. Gary Harris (7)

### Jet Speed (6)

1. Len Waltemath, 185.68 mph
2. Dick Salter, 166.29 (5)
3. Jerry Thomas, 165.99 (4)
4. Jim Rhoades, attempt

### 1/2-A Proto Speed (6)

1. Jerry Rocha, 107.48 mph
2. R.J. Spahr, 101.08 (5)
3. Chuck Schuette, 99.24 (4)
4. Karl Caldwell, 94.3

### Formula 40 Speed (7)

1. Jim Rhoades, 159.22 mph
2. Paul Gibeault, 152.36 (6)
3. N.Morris/Joey Mathison, 148.4
4. R.J. Spahr, 140.9 (4)

### .21 Proto Speed (4)

1. Chris Sackett, 134.24 points (4)
2. Karl Caldwell, 119.68
3. Mike Hazel, 82.97 (2)

### Profile Navy Carrier (8)

1. Todd Ryan, 299 (8)
2. Shawn Parker, 234.7 (7)
3. Earl Richter, 227.3
4. Mike Potter, 222.3 (5)

### .15 Navy Carrier (6)

1. Todd Ryan, 229.5 (6)
2. Mike Potter, 181.2 (5)
3. Shawn Parker, 92.1 (4)

### .21 Sport Speed (5)

1. Chuck Schuette, 147.48 mph (5)
2. Arlyn Valentine, 137.04
3. Mike Hazel, 92.22 (3)

### 1/2-A Speed (2)

1. Jerry Rocha, 136.48 mph
2. Mike Hazel, 105.23 (1)

### A Speed (4)

1. Jerry Rocha, 146.76 mph
2. M&M Team, 142.91
3. Les Akre, 127.61

### B Speed (5)

1. N.Morris/Joey Mathison, 172.34 mph
2. John Newton, 156.83
3. Ron Salo, 148.82 (3)
4. Mike Hazel, 106.72 (2)

### D Speed (4)

1. N.Morris/Joey Mathison, 191.01 mph
2. Loren Howard, 167.37 (3)
3. Ron Salo, attempt (2)

### FAI Speed (2)

1. Jim Rhoades, 159.45 mph

### Northwest Sport Jet Speed (3)

1. Dick Salter, 151.97 mph (3)
2. Mike Hazel, attempt (2)

### Junior-Senior Reed Speed (0)

### Precision Scale (3)

1. Grant Heistand, 386.5 points
2. Bruce Tharpe, 172 (2)

### Sport Scale (3)

1. Ken Burton, 176.5 points
2. Don Chandler, 143.5

### Profile Scale (3)

1. Stephen Davis, 180.5 points
2. Don Chandler, 164

# Control Line Fun - ROW style

By: Fred Cronenwett

For those who have been flying CL for awhile may remember flying from an CL ROW pond. The F.A.S.T. team and others flew from these ponds, but it hasn't been since the early 70's that a pond has been set up. However, this year at the Paul Agerter Northwest Control Line Regionals held in the town of Roseburg, Oregon an *large* Control Line ROW pond has constructed. This year a new pond was created by digging a moat into the ground that was 17 feet wide and 220 feet long. Gorden Deedon, Dave Shrum and Mike Forrester (Gorden's son) spent many hours with a back hoe to create the pond. Drop in a plastic liner and then fill the pond and you are ready to go. This year mother nature filled the pond with the rain water, however if not filled with rain water, there is a fire hydrant nearby that can be used to fill the pond.

The NW Regionals has been going on for 27 years now and continues to be largest CL contest on the west coast (see article in Nov 1996 issue of *MODEL AVIATION*). Craig Bartlett once again stepped up to the plate to be CD and run this contest. It takes at least 37 people and two clubs to provide the manpower, equipment and other support to make it happen. This contest attracts 100+ people every year. The Umpqua Valley Modelers from Roseburg provide all of the setup and tear down, while the Eugene Prop Spinners from Eugene, Oregon provide all of the manpower to run the events.

This year a total of 12 aircraft and 7 pilots showed up with floats attached to CL models. We arrived Thursday morning at the Roseburg Airport and saw the pond for the first time. Many of the pilots that showed up had built models with floats without ever flying off of the water before. Many of the models were untested at the beginning of the contest but survived many flights by the end of the weekend. Flying Control Line models from water presents some unique challenges that must be understood to make it work properly.

Since this pond is new, this event was treated as a demo event to prove out the concept to see how the event would mature into a more organized event. Three demo events were held at the Regionals; Schneider Cup Air Racing, General Sea Plane and Open Seaplane. The Schneider Cup Air Racing event is intended to be a scale event with with timed laps. The aircraft flown in this event would be scale models of aircraft flown during the Schneider cup air races between 1913 and 1931. Pilots also had the choice of flying their Profile, Sport and Precision scale models from water instead of land (General Sea Plane category). Profile scale models would have to have floats of course that have a full cross section to support the model. Open seaplane is intended for other models with floats, these could be semi-scale, non-scale or others, as long as it has floats.

This year at the contest we had a very special guest, Frank Macy who brought a large collection of AJ Fireball's for all to see. One of them was an original 1950 Super Fireball on factory floats. This model was picked by Frank in 1980 from the original owner who had lost interest in the project. After finding a set of used factory floats Frank decided to assemble the plane for static display. The model was originally assembled with an O&R .33 Redhead Ignition engine. Later the model was damaged and remained in disrepair until Dave Shrum contacted Frank and informed him about the pond.

When the decision was made to feature a Fireball on floats on the Contest T-shirt Frank was easily convinced to rebuild the Fireball for the Regionals. The Original automotive acrylic paint had to be removed from the floats and fuselage. With help from other club members they removed the old paint and started to rebuild the airplane. A new wing and elevator was built with the wing housing a 3-line bellcrank for throttle control. The wing on this model is thicker than stock. For power the model has a Johnson .36 ball bearing engine with an Dynamic (Johnson) Carburetor.

Covered with silk the plane is finished with automotive acrylic enamel. The bottom of the floats are fibreglassed with black epoxy paint on the bottom surface and silver chrome enamel elsewhere. This model can also be switched backed to wheels for flying from harder surfaces. The other models that Frank brought along included an original 1939 Fireball. Seeing this many Antique Fireballs in one place was amazing.

The vast majority of the models flown from the water were scale models with throttle control. Mike and Bill were the only pilots with Precision aerobatic type models. The largest model flown was a 87" span twin engine Grumman Albatross and smallest was a 36" span diesel powered Macchi MC-72 Schneider Cup Racer. Five of the models were electric powered, while the other 7 were gas powered.

Mike Conner from British Columbia came to the contest with his profile precision aerobatic model but left the wheels at home. Mike flew his Precision aerobatic stunt model with floats and had a great time. Powered with an OS 40FP the model had sufficient power to fly the entire classic aerobatic pattern. Mike was able to fly inverted, loops and others but noted that the floats softened the corners. The added weight of the floats had some effect, but the aerodynamic affect of the floats was evident. Is anybody up for a new challenge to try ROW stunt?

Bill Darkow showed up with a 42" span, OS-35FP powered Supermarine S-4. The wing was based upon a wing for a Yak and Bill installed a 3-line bellcrank for throttle control. The S-4 easily cleared the pond and was flown numerous times. The floats on this model are rated for models weighing up to 3 lbs, since Bill's model came in at 2.5 lbs he was in good shape. This model was one of three that showed up for the Schneider Cup event. Bill was also observed doing some wing overs and other mild aerobatic maneuvers.

The Grumman Albatross flew great, but getting the plane airborne proved to be bigger challenge than we expected. Grant installed a pair of 11-9 props which proved to be the winning combination on the Astro 25 geared electric motors. The vast majority of the models flown this year had two floats, the typical set up, and this proved to be very stable. However the hull of the Albatross supports the entire weight of the model while the wingtip floats keep the airplane level. A water rudder on this model was mandatory to keep it tracking straight during takeoff run. Additionally the water spray from the hull interfered with the propellers making takeoff difficult.

The electric powered Piper Cub was based upon the Hanger Nine ARF kit with Great Planes 60 size floats (41" long). I choose an Astro Flight Geared 40 electric motor for power with the new Super Gearbox. With the floats, batteries and other equipment the plane weighed in at 11 1/2 lbs. This power combination was able to swing a 18-10 propeller due to the Super Gearbox and this proved to be very important. The additional thrust from the 18-10 allowed the Cub to takeoff in only 100 feet.

Steve Davis also brought along his Hanger Nine Piper Cub, this time powered with an OS-52 four stroke engine swinging a 11" propeller. This is an identical copy of the electric powered version except gas powered. Steve's plane flew the same as the electric version but needed a longer run to get off the water.

The Grumman Tigercat on floats flew better than I expected. The full size Grumman Tigercat was never flown with floats (*they should have!*). This little screaming demon was a blast and perhaps it was the first twin to ever fly from a CL ROW pond. Powered with a pair of OS-15FP's, 41" span, and weighing in at 4.5 lbs the little model flew very well considering it only has 310 square inches of wing area. Again takeoff with this model was critical, throttle up slowly allowing the floats to come up on step. The elevator had to be held at neutral, if any down was applied at the start of the run the model would skip and ultimately become unstable. Towards the end of the run full up elevator would be applied and the Tigercat would lift off very easily.

Ken Burton took an Radio Control Trainer and installed a set of floats for the Open Seaplane category. The original floats that were installed were replaced at the contest with larger floats to support the .40 powered model. This model was flown with single channel electronic controls for throttle and performed as expected. Conversion of an RC ARF or other model is a perfect candidate for the Open Seaplane category and allows the new ROW pilot to try the event with very little time invested. You will walk away from the pond knowing exactly what to do for your scale or Schneider cup air racer.

Touch and go's were also possible with this pond. But you had to touch down on the start of the pond keep your speed up and then power off the water again. I was able to do this easily, but if I touched down in the middle of the pond then that did not give up much room to get airborne again. This is why I say landing is a spot landing contest because you have to touch down in one very specific location. Next time you go flying try some touch and go's and make it a point to have the wheels touch at one spot. Mark the spot with your flight box or some other object. If you have flown carrier then are have already been practicing for this event.

Great Planes rates their floats by length and how heavy of model they will support. The 20 size floats that I installed on the Tigercat are 28" long and are rated to support an 3 to 6 lb model. The Tigercat weighed in at 4 1/2 lbs and these floats were a perfect match. The 40 size floats are 35" long and support a 5 to 9.5 lb model. The 60 size floats that I used on the Electric powered Hanger Nine Piper Cub are 41" long and supports a model 8 to 15 lbs. The Cub weighed in at 11 1/2 lbs and these floats proved to be ideal. These floats are very easy to build since they jig together. Remember to fiberglass the floats for durability and water proofing.

Since the pond is only 220 feet long it is very important that you setup your model for maximum performance during the takeoff run. At your local flying field perform some takeoff tests to determine which propeller provides the best takeoff performance. For example I can fly the electric powered Cub with an 13-8, 16-8 or 18-10 propeller. When I ran my performance tests with wheels and ballast to simulate the floats I was able to get airborne in an 1/4 lap with the 16-8. As a general rule of thumb the takeoff run from water will be 50% longer than the takeoff run from land. When I got to the pond, I was able to get airborne from the water in approximately a 1/3 of a lap with the 16-8. When I installed the 18-10, the takeoff distance was cut down to a 1/4 lap. Pick your propeller carefully to obtain the maximum amount of thrust for takeoff.

Float flying from an CL ROW pond requires flying skills that carrier and scale pilots are familiar with. Takeoff is the most difficult part with landing becoming a spot landing contest. Takeoff is difficult because you have to transition from being a boat to an airplane very quickly. A successful takeoff with my electric powered Piper Cub required that the model be released with the motor at idle. Then the power was slowly ramped up to full power. While the power was being increased the floats started to come up on step and skim on the water. The elevator position was also critical, during the first part of the takeoff run the elevator must be held at neutral. After the plane starts to skim along the water you can apply some down elevator to keep it stuck to the water, but I did not find this necessary. Towards the end of the run apply alot of up elevator to get airborne.

The water rudder proved to be VERY important. With very few exceptions we not able to get airborne without an adjustable water rudder. On Thursday when we first arrived we ran some taxi tests so see how the planes handled in the water. If the nose points outboard too much, the starboard float will dig into the water and you will not track properly. The plane has to track straight ahead and the water rudder controls this, not your leadout guide or other features.

The pond is half water and the other half is grass which is very rough on the floats. The floats have to be water proof and VERY durable. Water landings can be just as hard as the ground if not done properly. Now matter how hard we tried, my Piper Cub ended up on the grass at least once. The first takeoff with the Cub required the full length of the pond and ended up grinding the bottom of the floats along the rocks that were part of the exit ramp. Since I had fiberglassed the floats I was not worried. In a few rare cases you may be able to cover wood floats with monokote or other covering, but if it gets punctured you will have your wood floats soaking up the water for the rest of the weekend. We strongly recommend that you fiberglass the floats for durability and water proofing. I used 3/4 ounce fiberglass and it survived without any problems. By Friday afternoon I was able to get the Electric Piper Cub airborne in 100 feet using the correct takeoff procedures.

What ever brand or type of float you use, remember to make sure the floats are large enough to support the model. Test float your model in a swimming pool or lake to check for leaks. **Ernst** makes a nice water rudder that can be easily installed. I flew with only one water rudder, while Grant had two on his Beaver. Make sure you can adjust your water rudder when you get to the pond so that you can make changes based upon the taxi test thru the water.

This year the NW Regionals was host to 90 contestants in a total of 41 events. Dave Shrum has already made plans for next year with the ROW pond. If you have a scale model (Profile, Sport or Precision) it can be flown from the water in lieu of flying from concrete. Grant flew his Supermarine S-6B from the pond for it's official flights and took first place in Precision scale. Dave Shrum and Craig Bartlett (CD) would like to thank the following pilots who took a took the time to build models specially for this event: Bill Darkow, Grant Hiestand, Ken Burton, Mike Conner, Joe Rice, Steve Davis and Fred Cronenwett. Contact Dave Shrum directly at 68 Danita Lane, Roseburg, Oregon, 97470 for a set of detailed rules for all three of the ROW events.



Interested in participating next year in the ROW event? The pond has a radius of 56 feet so cut your lines as such. Even if you don't have a scale or Schneider cup air racer with floats consider putting a stunt, non-scale or other CL model with floats and enter it in the Open Seaplane category. Throttle control is not required for flying from the pond but it does make it easier. Both Dave Shrum's MC-72 and Mike Conner's stunt model did not have throttle control and flew without any problems. Take those wheels off and get your feet wet during the Memorial day holiday weekend at the NW Control Line Regionals. The contest starts on Friday and runs thru Sunday during the holiday weekend. Hope to see you there next year!

## ***1999 Northwest Control Regionals***

*Memorial Day weekend ~ ROW Control Line Pond ~ Roseburg, Oregon*

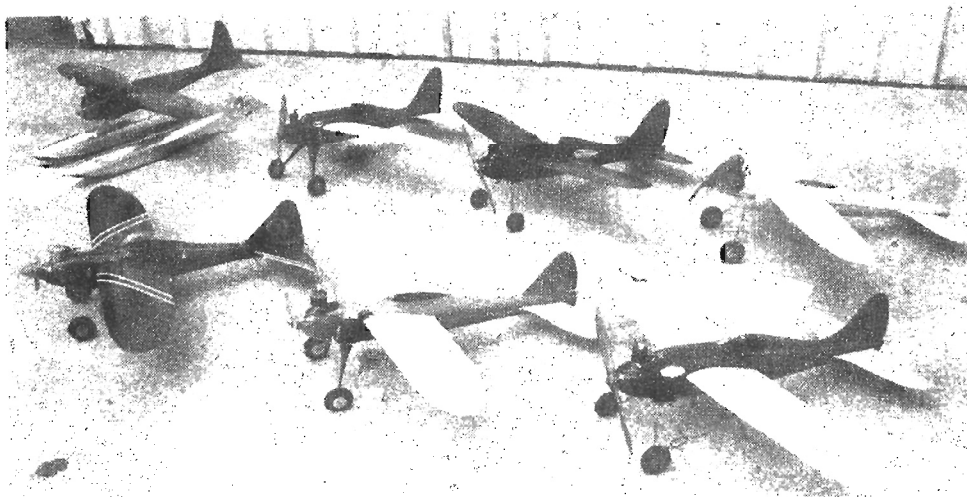
<u>Contacts</u>	Craig Bartlett (General Contest Info)	Dave Shrum (ROW Pond)
	205 N.E. Cedar Lane	68 Danita Lane
	Corvallis, Oregon 97330	Roseburg, Oregon 97470
		(write for event rules)

## **ROW Events planned for 1999 Regionals**

***Schneider Cup Air Racing*** ~ Timed laps. Scale static judged & other options

***ROW Scale*** ~ AMA Scale events flown from water instead of Land

***Open Seaplane*** ~ Any CL model with floats, flight options judged



A great collection of Fireballs as displayed by Frank Macy at the Northwest Regionals in Roseburg.

All these planes are beautiful, and represent various versions and modifications to the Fireball design

(Fred Cronenwett photo)



Hey, remember this place? The entry gate to the Eugene airport overflow parking lot, otherwise known as the flying field for the Eugene Propspinners.

NW Regionals held here from 1988 to 1995. Site used previous to this was a few hundred feet up the road on the opposite side, now reconfigured into a rental car parking area.

**1998 JIM PARSONS MEMORIAL  
SUMMERFLY  
JUNE 13-14, KENT, WASHINGTON**

Report from the SKYWRITER, Dave Gardner, editor

The annual Jim Parsons Memorial Stuntathon / Summerly was ignored by a great deal of flyers. As usual, the Stunt turnout was not bad, but Racing and Carrier had folks staying away in droves! So much so that all Carrier classes were scratched due to insufficient turnout.

Your CD of record was not able to be in attendance due to other commitments, but the overall duties were ably managed by:

John Leidle, for setup and registration.  
Dick McConnell, for being stand-in CD.  
Tom Knoppi and Bill Darkow for Racing ED's.  
Mike Potter and Shawn Parker for Carrier.

Bob Emmett, Bob Parker, Paul Walker and many others for efforts in the Stunt events.

Gary Letsinger for a masterful creation and interpretation of a dead-weight pull scale.

Many others who know who you are, even though we may not have your names on report.

The weather was better than the Regionals but not our best June consistency; the conditions earlier in the week may have turned people off, or maybe the date change was not good.

..... As usual, we had a good turnout for OTS and Classic Stunt, as well as Advance, PA and Expert. As in over the last couple of years, we had a shortfall in beginner / Intermediate.

The purpose of this report is not to agonize or philosophize about the reasons for low turnout in our basic entry-level Stunt event, other than it does seem to be cyclical. All we can do is press on, attempting to encourage all interested potential stunt flyers to come out and play with us. From the educational community, there seems to be an effort to discourage competition, except for stick-and-ball sports. Something about deflating egos and self-esteem when one is not allowed to win at everything. Enough curmudgeon talk-on with the news!

Financial note: Even our low (Cheap) entry fees were not an incentive. We will discuss the fiscal outcome of the contest at the meeting.

MOUSE RACE I (1 ENTRY)

- 1) RON HOWELL 33 LAPS

NW SPORT RACE (2 ENTRIES)

- 1) S & S RACING TEAM 9:49.49
- 2) RON HOWELL 11:31.59

CARRIER (CANCELLED)

NW SUPER SPORT RACE (3 ENTRIES)

- 1) S & S RACING TEAM 10:29.79
- 2) RICH McCONNELL 43 LAPS
- 3) RON HOWELL DNF

NW FLYING CLOWN RACE (2 ENTRIES)

- 1) S & S RACING TEAM 250 LAPS
- 2) RON HOWELL 225

OLD TIME STUNT (7 ENTRIES)

- 1) EMIL KOVAC 257
- 2) DAN RUTHERFORD 246.5
- 3) RICH McCONNELL 234.5
- 4) KEITH VARLEY 221

CLASSIC STUNT (8 ENTRIES)

- 1) DON McCLAVE 507.5
- 2) JOHN LEIDLE 493.5
- 3) DAN RUTHERFORD 448
- 4) ROY DeCAMARA 436

INTERMEDIATE STUNT (1 ENTRY)

- 1) BUZZ WILSON 195

ADVANCED STUNT (9 ENTRIES)

- 1) BOB PARKER 494.5
- 2) JERRY EICHTEN 477
- 3) ALICE COTTON-ROYER 473.5
- 4) DAN RUTHERFORD 448

EXPERT STUNT (5 ENTRIES)

- 1) PAUL WALKER 569
- 2) DON McCLAVE 559
- 3) CHRIS COX 552
- 4) JOHN LEIDLE 494

\*\*\*\*\*  
**BLADDER GRABBER XXI**  
**JUNE 27- 28; SNOHOMISH, WASHINGTON**  
Report by Howard Rush

We had 39 contestants. I thought there would be many more, because from the out of town guys was so great. Just about all the name-brand combat flyers in the country attended. The level of competition was very high.

There were many outstanding matches and few collisions. I strutted and fretted my six matches on the stage with no airplane damage and nary a curly line. George Cleveland flew all but one of his 14 matches with one plane. Roy Heppenstall was probably the most amazing flyer there. He dominated almost all his matches and won them with quick kills.

Jeff Rein and Max Boyd did an outstanding job of running the contest along with an experienced and numerous judging corps. We gave Bob Carver a special award for his decades of sponsorship

AMA FAST COMBAT (39 ENTRIES)

- 1) GEORGE CLEVELAND
- 2) ROY HEPPENSTALL
- 3) JOHN SALVIN
- 4) MITCH CLEVELAND
- 5) RICH LOPEZ

# NORTHWEST RECORD REVIEW

**It's been awhile since we had this feature, but we plan on doing it again on a regular basis. So stay tuned and find out all about the details regarding the planes and performances of the Northwest's top fliers. The piece in this issue was authored by Gary Harris, who also provided the photo.**

## **EVENT: AMA CL ENDURANCE**

## **RECORD HELD BY: MARK HANSEN**

On Sunday March 29th, 1998, beautiful sunny weather and calm breezes invited two stalwart Northwest CL fliers to E. Delta Park in Portland, Oregon to compete in the A.M.A. event of Endurance (332).

CL endurance flying in the Pacific NW has seemed to enjoy renewed interest with some of the model airplane engineering types of late. My self witnessing this event for the very first time, I would have to say that as far as spectator (or timer) excitement goes, I would rate it on a par with watching wet clothes tumble dry.

The pilots themselves do find it quite challenging to keep a light weight model airplane airborne and flying level for a prolonged period of time. Flying demands absolute attention at all times and the pilot must be prepared at any moment to correct the ship's attitude with proper control input to compensate for wind/turbulence effect.

A.M.A. rules state the objective of control line endurance is "to fly a control line model airplane powered by internal combustion reciprocating engine(s) so that it remains in the air for the greatest period of time". Engine size is .09 to .36, with fuel tank capacity of 4 ounces. Type of model? Just about anything.

Bill Darkow put up an official flight of 15:09 with his Skyleada, a 1949 British design. The stats: powered by E.D. Mk II diesel 2cc (12.2 c.i.d.); 10 x 7 Zinger wood prop; 3 ounce fuel tank; 30 inch wingspan; weight 22 ounces; overall length 15 inches (flying wing); lines 54' x .014 2 lines solids.

The other pilot, Mark Hansen, set a new NW competition record with an official flight of 33 minutes and 56 seconds. The record had been held by Wesley Mullens since 1987 with a flight of 18:37.

*(editor's note: If any Northwest fliers really get serious about this event, watch for the record to go well over one hour!)*

Mark Hansen and his original design.....

"Hot Dog On a Stick"

Powered by .09 P.A.W. diesel, with 7 x 5 Master Airscrew scimitar propellor.

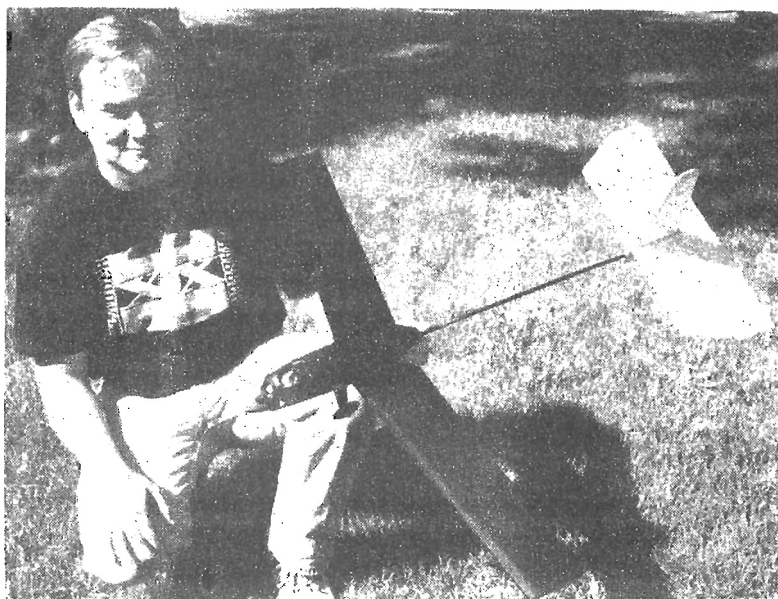
Wingspan: 36 inches

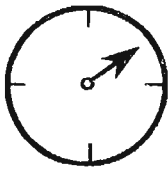
Tail Moment: 18 inches

Overall Length: 30 inches

Weight: 24 ounces

Lines: 53' x .014 solids





# Northwest Competition Records

Record performances established between Northwest CL modelers in sanctioned competition

WOW! Lots of records to report from the first half of the year! We'll just take it from the top of the listing and work down.....

At the Regionals, Mike Hazel pushed the 1/2 A record into triple digits, retiring Bruce Duncan's old mark. A new speed category, "sport jet" had its first mark set at the Salem spring tune-up meet. Dick Salter had best time of 151.97, which he equaled at the Regionals.

Plenty of racing at the Regionals: Stephen Cox shaved 1 second off Remy Dawson's mark. Will Naemura beat Dave Green's Mouse II heat record which has stood 12 years! Joe Rice lowers his own mark in NW Goodyear

by 12 seconds. Todd Ryan turned a good time in Flat, retiring the Nitroholics mediocre score by almost a minute.

Elsewhere in racing, Mel Lyne turned 8:32 at an April B.C. meet for a new mark in NW Sport race, beating Todd Ryan's 8:48 from last year.

Todd retired Alan Olsen's .15 carrier record at the Regionals by a margin of 5 points.

And last, but certainly not least, Mark Hansen put in an endurance flight back in March, retiring the very old record set by Wesley Mullens over ten years ago. (See Record Review this issue). Note that we still have two record categories vacant.

1/2 A SPEED	105.23	MIKE HAZEL	5-23-98	ROSEBURG, OREGON
A SPEED				
B SPEED	168.47	RON SALO	6-14-97	KENT, WASH.
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	152.87	CHUCK SCHUETTE	7-20-97	COQUITLAM, B.C.
FAI SPEED	179.54	CHRIS SACKETT	8-17-97	COQUITLAM, B.C.
1/2 A PROFILE PROTO	101.60	CHUCK SCHUETTE	5-26-96	ROSEBURG, OREGON
21 PROTO SPEED	133.03	CHRIS SACKETT	5-25-97	ROSEBURG, OREGON
NW SPORT JET SPEED	151.97	DICK SALTER	5-03-98	SALEM, OREGON
MOUSE RACE I -50 LAP	2:17	STEPHEN COX	8-23-97	SALEM, OREGON
MOUSE RACE I -100 LAP	4:41	STEPHEN COX	5-23-98	ROSEBURG, OREGON
MOUSE RACE II -75 LAP	3:32	WILL NAEMURA	5-23-98	ROSEBURG, OREGON
MOUSE RACE II -200 LAP	10:00	JAMES COX	5-24-97	ROSEBURG, OREGON
AMA SCALE RACE -70 LAP	3:25	MARTY HIGGS	7-20-89	RICHLAND, WASH.
AMA SCALE RACE -140 LAP	7:47	JOE RICE	5-25-96	ROSEBURG, OREGON
NW GOODYEAR -70 LAP	4:00	JOE RICE	5-22-98	ROSEBURG, 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	5:38	TODD RYAN	5-24-98	ROSEBURG, 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	8:33	MELVITO ELITO TEAM	5-24-98	ROSEBURG, OREGON
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:	308	TODD RYAN	6-14-97	KENT, 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	314.00	TODD RYAN	5-23-97	ROSEBURG, OREGON
.15 CARRIER	229.5	TODD RYAN	5-23-98	ROSEBURG, OREGON
AMA ENDURANCE	33:56	MARK HANSEN	3-29-98	PORTLAND, OREGON

records as of 6-01-98

**NW REGIONALS COMPETITION RECORDS**  
**BEST RECORDED PERFORMANCES AT THE EUGENE AND ROSEBURG,  
 OREGON NORTHWEST REGIONAL CL CHAMPS BY ALL ENTRANTS.**

1/2 A SPEED	136.48	JERRY ROCHA	1998
A SPEED	151.77	JERRY ROCHA	1997
B SPEED	179.75	FRANK HUNT	1994
D SPEED	191.01	MORRIS/MATHISON	1998
JET SPEED	187.62	BILL NUSZ	1995
FORMULA 40	159.22	JIM RHOADES	1998
21 SPORT SPEED	147.48	CHUCK SCHUETTE	1998
FAI SPEED	175.45	CHRIS SACKETT	1997
1/2 A PROF. PROTO	107.48	JERRY ROCHA	1998
21 PROTO SPEED	133.03	CHRIS SACKETT	1997
SPORT JET SPEED	151.97	DICK SALTER	1998

*(RACING RECORDS REFLECT ONLY FINALS)*

MOUSE RACE I	4:34.59	PAUL GIBEAULT	1992
MOUSE RACE II	8:55.72	BILL CAVE	1998
AMA GOODYEAR	6:00.34	LES AKRE	1995
NW GOODYEAR	8:01	JULIE RICE	1995
SLOW RAT RACE	5:59	RICHARD McINTYRE	1997
RAT RACE	5:37.88	TODD RYAN	1998
NW SPORT RACE	8:32	ROGER McINTYRE	1996
NW SUPER SPORT	7:57	RICHARD McINTYRE	1996
	7:57	MIKE MacCARTHY	1997
NW FLYING CLOWN	299	TODD RYAN	1998
CLASS I CARRIER	405.9	ERIC CONLEY	1997
CLASS II CARRIER	418.1	ERIC CONLEY	1997
PROFILE CARRIER	314.0	TODD RYAN	1997
.15 CARRIER	229.5	TODD RYAN	1998

*The following information is from Mel Lyne, announcing a special event honoring Frank Boden of Vancouver, B.C. Frank has been a life-long aeromodeler, an early member of the Vancouver Gas Model Club, and also of the Pacific Aeromodelers club. Frank has also devoted plenty of effort and time pulling club newsletter editor duties (which always gets recognition from us!) Plus, he's an all-around good guy. Now here's the scoop from Mel*

#### FIRST ANNUAL FRANK BODEN PIONEER MEET

AUGUST 9, 1998, RICHMOND MODEL AIR PARK  
RICE MILL ROAD, RICHMOND, B.C.

\*\*\*\*\*

In recognition of the outstanding and long-time contribution of PAC member Frank Boden to the cause of control line aeromodeling in the Pacific Northwest, the PAC Diesel Combat gang (aka the Castor Blasters) hereby invites all comers to partake of a day's fun flying at our field in sunny Richmond. The emphasis will be on fun rather than serious competition, but the event champion will become the first recipient of the Frank Boden Pioneer Trophy.

This inaugural competition will feature a relatively limited range of individual events, but we intend to expand the contest scope in future years to emphasize the models flown by the pioneers of our hobby, of whom Frank is definitely one.

This year, we plan to run two main events: as follows:

#### 1) NOVELTY STUNT FOR NOSTALGIA DIESEL COMBAT MODELS.

This will be a judged precision aerobatics event for nostalgia diesel combat-legal models. Frank has been a keen competitor in nostalgia combat since its re-introduction into our area, and has done much by his example to encourage both newcomers and old re-enters to enter or re-enter the sport. The idea is to improve the aerobatic skills of our newer pilots by giving them a set schedule to practise. But experienced stunt and combat pilots will also enjoy the new challenge of high speed (comparatively!) diesel-powered stunting! Just ask Keith Varley! The rules will be very simple, as follows:

- The model must be a design accepted for the PAC Nostalgia Diesel Combat (D/Bat) event, ie, it must be an aerobatic design published prior to December 31, 1970 which is specifically intended for a .15 cu in. motor.
- The motor must be a non-schnuerle ferrous piston/cylinder diesel engine of no more than .15, as per PAC D/Bat rules.
- Line length is to be as per PAC D/Bat rules, ie, 52'6" +/- 6" from the front of the handle to the longitudinal c/l of the model. Minimum line diameter to be .015 multistrand.
- The event will be flown over grass, and hand launching will be mandatory.
- The schedule will basically be the Old Time Stunt schedule. Basic height for level flight to be 3 meters (10 ft). The square loop will be omitted and hand launch will be judged instead of take-off. Accordingly, the following maneuvers will be required to complete the schedule: HAND LAUNCH, LEVEL FLIGHT, A period of "warm-up" maneuvers if the pilot desires (these are optional and will not be scored), A clear hand signal from the pilot while in level flight to inform the judges that he is about to commence the balance of the

schedule: CLIMB AND DIVE, WINGOVER, 5 INSIDE LOOPS, 5 OUTSIDE LOOPS, INVERTED FLIGHT, 3 HORIZONTAL FIGURE 8, 3 VERTICAL FIGURE 8, 3 OVERHEAD FIGURE 8, LANDING WITH DEAD MOTOR.

-The contestant may space the above maneuvers out as he pleases, with the proviso that he must fly level for at least three laps between each scheduled maneuver to allow time for the judges to record the score. Also the entire schedule must be completed with a single flight. No refueling allowed!

- Each contestant will be allowed two attempts to complete the schedule. The higher of the two scores obtained shall be taken as the contestant's score for the results.

- The top Junior, intermediate and expert fliers will each receive awards regardless of their position in the overall standings.

- We will have suitable models available at the contest for the use of any flier not having a D/Bat legal model who wishes to enter.

#### 2) WHIP SPEED CONTEST FOR THE PACMAN IRONMAN TROPHY

This will be a straightforward speed contest, but with some very significant differences!

- Any 2 line CL model specifically designed for, and fitted with a diesel or glow motor of .15 cu in may be used. A propeller of at least 8 inches diameter must also be fitted. Maximum total weight to be 19 ounces.

- The event will be flown over grass. Hand launching will be mandatory.

- The centre of the circle will be marked out with an 8 foot diameter pilots circle.

- Line length will be 32' 6" measured from the front of the handle grip to center line of the model. All contestants must use the same lines and handle as supplied by the contest director. A U-Reely handle will be used, and line length will be checked and set before each attempt.

- The motor may not be running at any time during an attempt, including at launch!

- An attempt will consist of 3 whip-up laps immediately following launch to get up to speed, followed by 2 timed laps.

-During the 3 lap whip-up period, the pilot may run outside the pilot's circle. However, both of the pilot's feet must remain inside the 8 foot circle at all times during the 2 lap timed portion of the flight.

- An attempt will be considered official once the model has completed one continuous airborne lap. One immediate restart will be granted if the model fails to complete one continuous lap on the first attempt. Each contestant will be allowed 3 official attempts. Best time of three is score.

- In addition to the IRONMAN TROPHY for the top scorer, there will be a separate award for the top junior.

These lunacy actually works-we've tried it! You do need a pretty good launcher who can really heave a model to get going. The best model for the event seems to be an old often repaired D/Bat or smaller sport/stunt model weighing around 18 ounces or so (heavy, hence the weight limit).

But the model has to be a good flyer to get you past the hand launch, the "brick on a string" theory does not work at this line length! Speed fliers and racers take note! Your models will never get around the first lap! But your race-tuned whipping skills will stand you in a very good stead in this event! We can loan some suitable models to anyone lacking a suitable steed who wishes to have to go! Good healthy exercise and model flying combined!

This event is a HOOT! We nearly died laughing during our testing! Mel "Whip-meister" Lyne got his Dominator up close to 40 mph over 2 laps one one test, so speed potential is quite surprising!

The entrant achieving the best aggregate score for the two events will become the first recipient of the Frank

Boden Pioneer Trophy. To win, you will have to enter both events! The winner will be responsible for the care of the trophy during the coming year and will be responsible for returning next year to defend or returning the trophy to the club next year.

Although there will be no actual competition this year for the true pioneer models, anyone having an early CL model in flying trim is encouraged to bring it out to show statically or to fun-fly. The earlier the better! We hope to run actual flying events for early models starting in 1999 if the interest is there. Hope to see you all there! Let's go do it for Frank and have some fun together!

Cheers! The D/Bat Gang



HERE ARE SOME OF THE HAPPY D/BAT GUYS, SHOWING A VARIETY OF THE DESIGNS FLOWN

left to right:

PAUL DRANFIELD

MEL LYNE

JEFF REIN



## The Flying Flea Market

Classified advertisements — FREE for FL subscribers

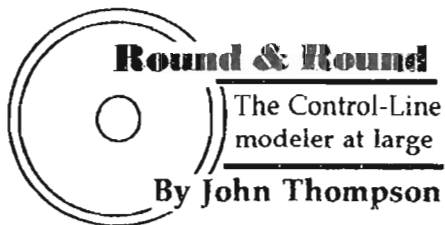
**FOR SALE:** FOX .15 SCHNURLE PISTON/LINER ASSEMBLYS, RUSSIAN MADE, GLEN DYE FITTED; BETTER HOT STARTING, LESS VIBRATION AND MORE POWER 1) ABC ASSEMBLY W/ROSSI WRIST PIN US\$40 2) ABC ASSEMBLY WITH ROSSI WRIST PIN FITTED TO A NEW FOX ROD US\$50; 3) FULLY MODIFIED FOX .15 CLOWN RACING SPECIAL (YOU SUPPLY NEW ENGINE) US\$100. FOR MORE INFO AND DETAILS, CALL PAUL GIBEAULT (604) 525-1020 BEFORE NOON, OR WRITE: 54-5380 SMITH DRIVE, RICHMOND, BC CANADA V6V 2K8

**FOR SALE:** MECOA WILDCAT EP .15 RC ENGINE. NEW IN BOX. \$44.00 ; K&B 40 RR SERIES 69, EXCELLENT CONDITION \$50. SHIPPING INCLUDED IN PRICE. MIKE HAZEL, 1073 WINDEMERE DRIVE NW, SALEM, OREGON 97304

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**WANTED:** ENGINE HEAD FOR HB .40 PDP (MADE IN GERMANY) 6 BOLT PATTERN-BAFFLE PISTON TYPE HEAD. CONTACT: MIKE MacCARTHY, PO BOX 788, GLEN ELLEN, CA 95442 PHONE: (707) 996-9528 FAX: (707) 996-0612



## Round & Round

The Control-Line  
modeler at large

By John Thompson

Modeling thought for the month:

*"Wild beasts won't harm you if you carry a blazing torch — provided you carry it fast enough."*

## Out of site!

There are all sorts of oddball events that can scuttle a flying session — rain, conflict with other site users, silly holidays and other nuisances. But it's not too often that we can say we couldn't go flying because of the president of the United States.

But that's what happened recently in Eugene, Ore., where the Prop Spinners had to cancel a youth flying session — Bill Clinton was coming to town to visit Thurston High School, where the tragic shootings had occurred a few days earlier. Security concerns kept the fliers off the overflow parking lot at Eugene Airport where the club flies.

It's not the first time that politics interfered with flying in Eugene. Way back in the '70s, Mike Hazel's jet speed plane disrupted a press conference being held by then-Gov. Reagan at the Eugene airport terminal. Mike had to keep the Dyna quiet for a few minutes while the future president finished his remarks. But local CL fliers knew why there was no audio to go with the TV pictures of Reagan's opening statement!

Site problems have been a theme of Prop Spinners business for the past few years. The parking lot is one of the all-time great flying sites when it's available, but the airport unfortunately uses the site for parking more and more frequently. If there's a single car left on the lot, the airport won't allow any flying. Evidently there's some concern that the noise from an airplane 100 yards away up on the other end of the lot will cause the paint to blister on the customer's car.

On the bright side, the airport has indicated that another flying area of at least one circle will eventually be made available to the Prop Spinners in a part of the airport property where there should be no conflicts. Club members are working with the airport in planning for the site.

It's a busy summer for contest activity. The

SummerFly and Bladder Grabber are already past. The second annual Salem summer contest will be held in August. Lots of other stuff is going on, too. See the contest calendar elsewhere in this issue for information, and check the Web site listed at the end of the column for periodic updates of the calendar.

The Bladder Grabber was another classic, drawing an incredible field of the country's best fliers. Among the notable aspects was that the quality of flying seems to be even better than usual. Maybe all that diesel and 80mph combat the Northwest guys have been flying has been keeping everybody in practice. There were very few midairs, even fewer crashes, and no flyaways that I saw. The winner, George Cleveland of Texas, flew all of his 14 matches with one airplane. If you've never seen a Bladder Grabber, you're missing the best spectator sport available in model aviation — and the best example of that sport you'll find anywhere.

See elsewhere in the newsletter for the results.

The National Control Line Racing Association newsletter has a new editor and a new look. Larry Dziak is making it quite a snazzy publication, well worth the NCLRA's \$10 dues. Send dues to Jerry Meyer, 8 South Grace St., North Aurora, IL 60542.

If you like go-fast engines and other cool stuff, check out the latest Norvel catalog. They distribute the Norvel (AME) engines of various sizes along with numerous other products, and they're nice guys to chat with on the phone. Write for a catalog: Norvel Ltd., 2244 East Enterprise Parkway, Twinsburg, OH 44087. Or check them out online at [www.norvel.com](http://www.norvel.com).

**Bad News Dept.:** Problems with the federal Environmental Protection Agency reportedly have driven Doug Taffinder out of the fuel business. We've enjoyed using Carolina-Taffinder go juice for many years; it will be a real loss to the hobby.

Northwest Goodyear rules are due for revision this year, and a ballot probably will be in the next edition of *Flying Lines*. The only issue under consideration is the engine list. Engines proposed for addition to the list are Moki, AME, MDS, HGK and the ABC Fox. All of these are touted as cheap and quick. If approved by a vote of *Flying Lines* readers, these engines would be added to the list. Most available .15 engines are on the list, with the exception of the high-dollar Rossi and Nelson engines. The ballot probably will be broke up engine by engine, so we'll have the



chance to consider each one individually. If you have a candidate to add to the list, or would like to see a copy of the current NWG rules, contact John Thompson at the address below.

**Too bad,** but the Can-Am Speed Championships in Richmond, B.C., have been canceled for this year, due to unavoidable circumstances. Paul Gibeault reports that the contest will be back next year with bigger and better prizes.

On the other hand, the Vancouver area fliers have plans for a new contest with a new concept. The contest honors one of the nice guys of the event, and one of the all-time hardest-working contributors to the success of CL model aviation.

It's called the Frank Boden Pioneer Meet, and it's scheduled for Aug. 9 at Richmond Air Park on

Rice Mill Road in Richmond. Events include novelty stunt for Nostalgia Diesel Combat models and an ironman event, Whip Speed.

Contact Mel Lyne in B.C., who can be e-mailed at [LYNEM@BCRAIL.COM](mailto:LYNEM@BCRAIL.COM), for rules and other info. His address is Box 608, Garibaldi Highlands, B.C. Canada V0N 1T0.

**Regulars** at the October Oregon contest, the Really Racing/Fall Follies, will want to take note that it will be held at Bill Riegel Field in Salem this year. Don't show up at Delta Park in Portland looking for it!

Send comments, questions, and topics for discussion to John Thompson, 2456 Quince St., Eugene, OR 97404. E-mail [John4051@aol.com](mailto:John4051@aol.com). World Wide Web: <http://members.aol.com/JohnT4051/NorthwestCL.html>



### **NORTHWEST FACES AND PLACES**

top left: FL Combat columnist Ken Burdick, seen at Mission BC site with diesel combat plane; top right: Scott Newkirk pitting his Cyclon powered Clown racer at Seattle Skyraiders meet last year; bottom left: Jerry Eichten pulls timer duty at Portland meet; bottom right: Julie and dad Paul Rice at Portland meet a couple years ago

# The Scoreboard

## Northwest control-line competition standings.

The Northwest Control-Line Regionals, as always, turned the standings in nearly all competitive events topsy-turvy. We say "nearly," because in a few events there were no Northwest placers to score points (come-on, you Old-Time Stunters, get with it!) but in general, the Regionals mixed the brew considerably. Take a look below to see where *you* ended up after the shuffle.

Contests counted to date: March 14, Richmond, B.C.; March 28, Portland, Ore.; April 4, Mission, B.C.; April 18, Richmond; May 2, Mission; May 3, Salem, Ore.; May 9, Richmond; May 22-23-24, Roseburg, Ore.

Following are the standings for updated events:

### 1998 STANDINGS

#### CLASS I MOUSE RACE

1. Stephen Cox	15
2. Joe Rice	14
3. Will Naemura	13
4. Greg Nelson	10
5. Nathan St. John	8

#### CLASS II MOUSE RACE

1. Will Naemura	10
2. Paul Gibeault	9

#### CLOWN RACE

1. Todd Ryan	19
Mike Conner	19
3. Tasha Howell	13
4. James Cox	12
5. Ron Howell	7

#### NORTHWEST SPORT RACE

1. Todd Ryan	15
2. Paul Gibeault	14
3. Melvito Elito Team	12
4. Mel Lyne	6
5. Ron Salo	5

#### NORTHWEST SUPER SPORT RACE

1. Todd Ryan	7
2. Nitroholics Racing Team	6

3. S&S Racing Team	5
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#### NORTHWEST GOODYEAR

1. Joe Rice	6
2. S&S Racing Team	5
3. James Cox	4

#### AMA GOODYEAR

1. James Cox	6
2. Stephen Cox	3

#### RAT RACE

1. Todd Ryan	5
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#### SLOW RAT RACE

1. Nitroholics Racing Team	2
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#### OVERALL RACING

1. Todd Ryan	52
2. Will Naemura	23
Paul Gibeault	23
4. Nitroholics Racing Team	22
5. James Cox	21
6. Joe Rice	20
7. Mike Conner	19
8. Stephen Cox	18
9. Tasha Howell	13
10. Melvito Elito Team	12

#### PRECISION AEROBATICS

1. Paul Walker	16.5
2. Bob Parker	11
3. Dan Rutherford	10
4. Jerry Eichten	9
5. Alice Cotton-Royer	8

#### CLASSIC STUNT

1. Don McClave	10
2. John Leidle	8
3. Dan Rutherford	7

#### OVERALL STUNT

1. Paul Walker	16.5
2. Dan Rutherford	11
Bob Parker	11
4. Don McClave	10
5. Jerry Eichten	9
6. Alice Cotton-Royer	8
7. Chris Cox	7
8. Mel Lyne	6
9. Mike Conner	5
10. Nils Norling	2
Dave Finnie	2

#### AMA COMBAT

1. Ken Burdick	6
2. Jeff Rein	5
3. Buzz Wilson	4
4. Mark Hansen	3

#### SLOW COMBAT

1. Gary Harris	5
2. Buzz Wilson	4
3. Jim Green	3

4. Mark Hansen	2
<u>1/2-A COMBAT</u>	
1. Jeff Rein	6
2. Mel Lyne	5
3. Dick Salter	4
4. Gary Harris	3
<u>80-MPH COMBAT</u>	
1. Tom Strom	10
2. Jeff Rein	9
3. Mel Lyne	8
4. Dick Salter	7
<u>VINTAGE DIESEL COMBAT</u>	
1. Ken Burdick	22
2. Troy Lyne	18
3. Mel Lyne	17
4. Craig Woolford	12
5. Jeff Rein	10
<u>OVERALL COMBAT</u>	
1. Jeff Rein	30
Mel Lyne	30
3. Ken Burdick	28
4. Troy Lyne	18
5. Buzz Wilson	17
6. Gary Harris	15
7. Craig Woolford	12
8. Dick Salter	11
9. Tom Strom	10
10. Rick Meadows	6
<u>CLASS I NAVY CARRIER</u>	
1. Mike Potter	4
2. Roy Beers	3
3. Todd Ryan	2
<u>CLASS II NAVY CARRIER</u>	
1. Loren Howard	3
2. Roy Beers	1
<u>PROFILE NAVY CARRIER</u>	
1. Shawn Parker	10
2. Mike Potter	9
3. Todd Ryan	8
4. Mike Conner	4
5. Dennis Matthews	3
<u>.15 NAVY CARRIER</u>	
1. Mike Potter	11
2. Shawn Parker	7
3. Todd Ryan	6
4. Frank Boden	2
<u>OVERALL NAVY CARRIER</u>	
1. Mike Potter	24
2. Todd Ryan	16
3. Shawn Parker	15
4. Roy Beers	4
Mike Conner	4
6. Dennis Matthews	3
Loren Howard	3

8. Frank Boden	2
9. Barrie Shandel	1
<u>SPEED (all classes combined)</u>	
1. Mike Hazel	11
Dick Salter	11
3. Bob Spahr	10
4. Chuck Schuette	9
5. Jerry Thomas	6
Paul Gibeault	6
7. Ron Salo	5
8. Chris Sackett	4
9. Loren Howard	3
10. Craig Bartlett	1
Chris Hazel	1
<u>SCALE (all classes combined)</u>	
1. Bruce Tharpe	2
<u>JUNIOR STANDINGS</u>	
1. Craig Woolford	12
2. Greg Nelson	11
Mike Nelson	11
4. Nathan St. John	8
5. Travis Eshpeter	5
6. Jeff Kemp	4
7. Scott Dorsey	3
Nick Hagman	3
9. Matt Sanders	2

*Flying Lines* keeps track of standings in all AMA rulebook and Northwest official events, in all Northwest sanctioned contests.

Your *FL* editors do their best to keep up on the results, but contest directors can help keep the standings up to date by making sure to send the results to *FL* immediately after the contest. When you send your report to AMA, remember to send the results to *FL*, too. If you spot any errors, please let us know.

Results must include the placing in each event through fourth place and the report also must list the number of contestants in the event, in order for the point standings to be counted accurately.

Also, please include in your report the hometown of the contestants. Only Northwest residents are counted in the standings (AMA Dist. XI and British Columbia). The score of each contestant also should be listed for general reporting purposes and for checking against the Northwest records, another popular *FL* feature.

Send results to statistician John Thompson at the address listed below.

Remember, only results that we receive can be counted, so send them in. If you flew in a contest that doesn't appear to be counted, contact the contest director or *FL* and let us know.

Send contest results, corrections and other correspondence regarding Northwest Competition Standings to John Thompson, 2456 Quince St., Eugene, OR 97404, e-mail John4051@aol.com. For a printed copy of complete standings for any event, or for a copy of the rules for any Northwest event, send a self-addressed, stamped envelope.

# RAIDER ROUNDUP '98

## Washington State Controline Championships

September 12th and 13th , 1998

Boeing Space Center, Kent, Washington

Sponsored by the Seattle Skyriders--- AMA Sanctioned

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 12th:			SUNDAY, September 13th:	
9:00 am	MOUSE RACE I - JSO		9am - 4 pm	80 MPH COMBAT - CUTS ONLY
9 am - 4 pm	COMBAT:	1/2A	9am - 4 pm	PRECISION AEROBATICS:
		VINTAGE DIESEL		
9 am - 4 pm	CARRIER:	PROFILE		BEGINNER / INTERMEDIATE
		CLASS I / II,		ADVANCED
		15 CARRIER		EXPERT
10:00 am	OLD TIME STUNT			
1:00 pm	CLASSIC STUNT		10:00 am	ALL SCALE STATIC JUDGING
12:00 noon	NW SPORT RACE		11:00 am	SCALE:
1:00 pm	NW SUPER SPORT RACE			AMA SPORT SCALE
2:00 pm	NW PDQ FLYING CLOWN RACE			PROFILE SCALE
				(with handicap for sport scale)

ALL EVENTS ARE JUNIOR - SENIOR - OPEN CLASS COMBINED

THERE WILL BE 1ST PLACE AWARD FOR BEST JUNIOR IN ANY EVENT

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 1996-97 (Latest) Rule Book.....KNOW THE RULES !!!!
6. Northwest Events to be per current NW rules. (Super Sport Race, Clown Racing)
7. CARRIER: Multiple Entries allowed in each event, but separate entry fees apply to each entry.
8. ALL SATURDAY EVENT AWARDS WILL BE PRESENTED BY 5 PM SATURDAY.
9. ALL EVENTS TO BE FINISHED BY 4 PM ON SUNDAY
10. AWARDS PRESENTATION WILL BEGIN AT 4:30 PM ON SUNDAY.

For details, contact: Dave Gardner, C.D. (425) 226-9667 (eve), (425) 235-5190 (day) or fax (206) 226-2759

# THE FIRST ANNUAL NORTHWEST NAVY CARRIER CHALLENGE



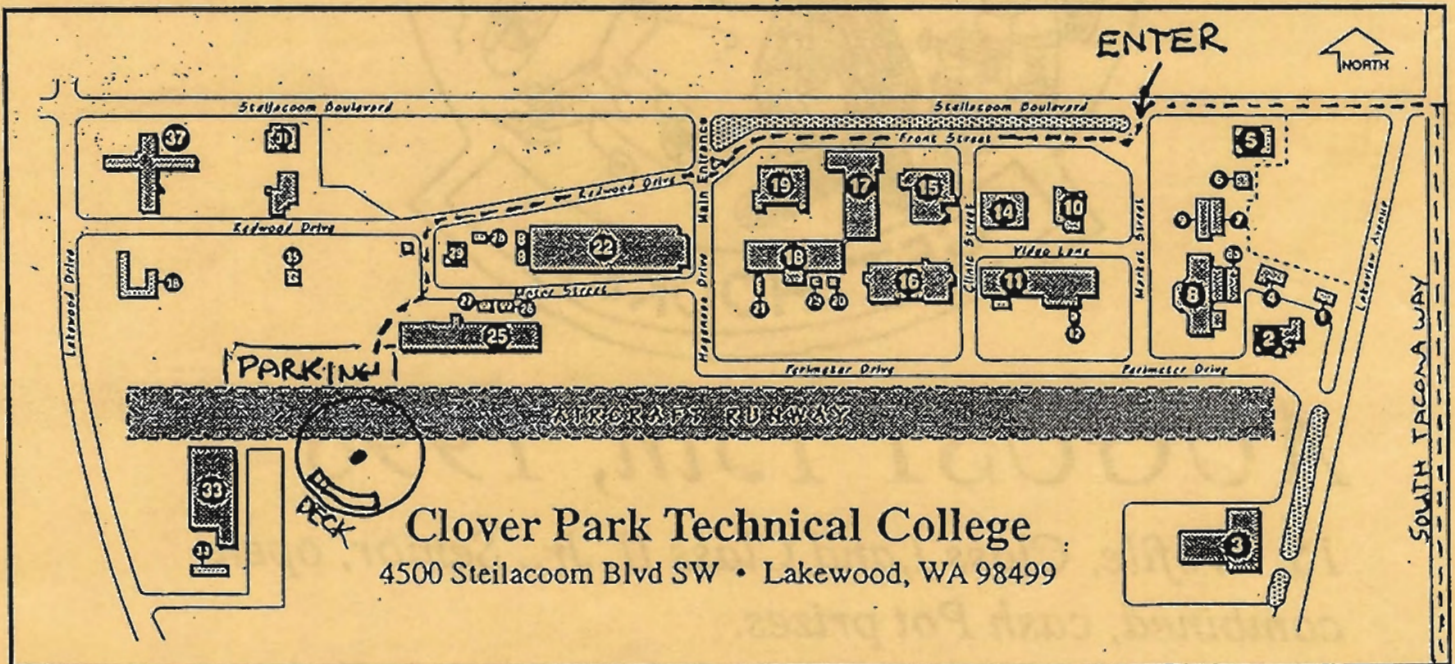
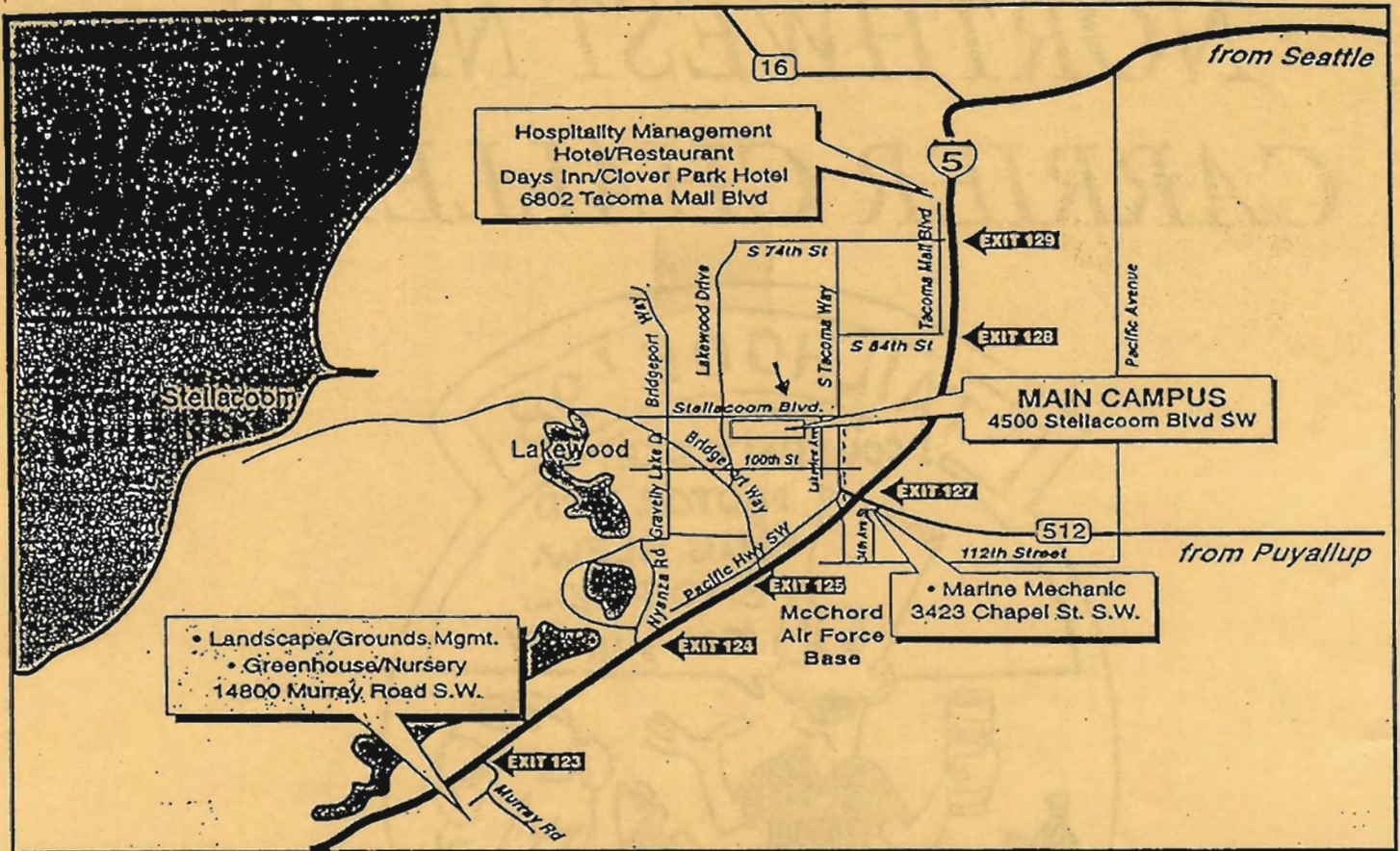
## AUGUST 15th, 1998

*15, Profile, Class I, and Class II, Jr., Senior, open combined, cash Pot prizes.*

*10am to 5pm at Clover Park Technical College,  
Tacoma, WA*

*See Map on reverse side.*

# CARRIER CHALLENGE



For more information contact Mike Potter at (253) 941 1753

The WESTERN OREGON CONTROL LINE FLYERS present  
***the 2nd ANNUAL WOLF SUMMER CL CONTEST***

AUGUST 22 & 23, 1998  
SALEM, OREGON

\*\*\*\*\*

Schedule of Events

SATURDAY

SUNDAY

9:00 NW SUPER SPORT RACE

8:30 PRECISION  
AEROBATICS

9:30 MOUSE RACE I (J-S)(O)

9:00 NW SPORT RACE

11:00 - 6:00 SPEED  
(ALL CLASSES)

10:00 80 MPH COMBAT

NOON FUN FLY EVENT

3:00 NW CLOWN RACE

\*\*\*\*\*

EVENT AND SCHEDULE INFORMATION

- \* Precision Aerobatics will be flown in all four PAMPA classes.
- \* Speed Classes: 1/2 A, A, B, D, Jet, NW Sport Jet, Formula 40, FAI, .21 Sport Speed, .21 Proto, 1/2 A Profile Proto (all flown separate)
- \* All events flown per current A.M.A., Northwest, or N.A.S.S. rules.
- \* NW 80 MPH Combat will be flown double elimination.
- \* FUN FLY event will be tailored toward standard .35 size profile type planes. Bring a plane, rules to be announced at contest!
- \* Event schedule is subject to minor variations, based on entry levels.

OTHER IMPORTANT INFORMATION

- \* A.M.A. OR M.A.A.C. membership is required. A.M.A. membership is available at registration.
- \* No alcoholic beverages or intoxicants are allowed on the field.
- \* Only entrants and officials are allowed in flying areas- others must stay behind barriers.
- \* Awards: Merchandise awards will be given for each event. First place only in speed events, and thru third place in all others.
- \* Directions: From Interstate 5, take exit number 253 heading West, go about one mile and turn left on 25th, go about 3/4 mile, field is on left.
- \* Contest Director: Mike Hazel (503) 364-8593

WESTERN OREGON CONTROL LINE FLYERS, 1073 WINDEMERE DR NW, SALEM, OR 97304

CDs: Vic Lichtenberg and Tom Knoppi

# NORTHWEST C/L SPEED CHAMPIONSHIP 1998

\*Eleven Classes  
of Control Line Speed!

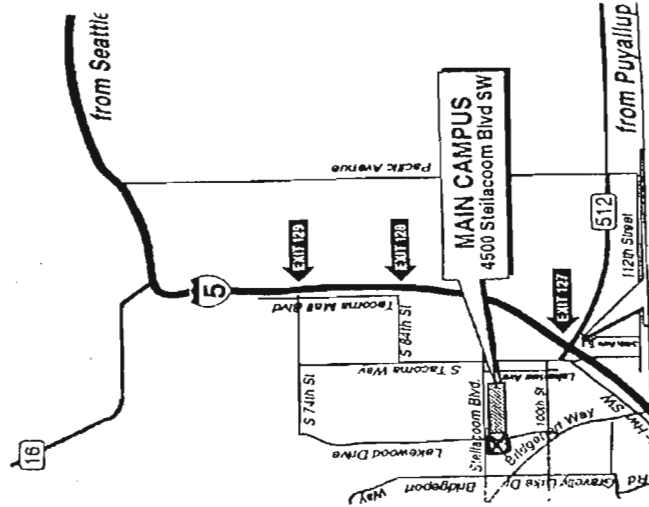
\*Cold Hard Cash Paid  
for Top Five

\*Grand Champion  
Award



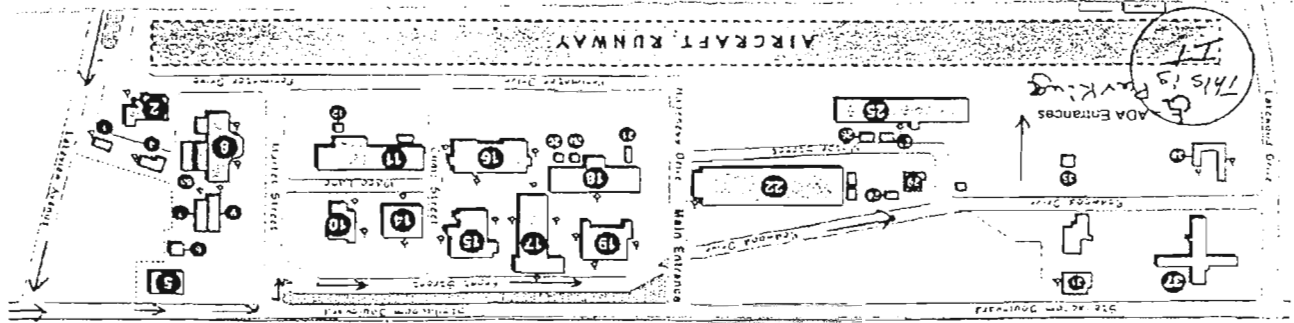
21 PROTO TOO

## September 5-6, 1998 Tacoma, WA



**From the North**  
South on I-5- Exit 127, So. Tacoma Way;  
Right onto So. Tacoma Way, left on 100th,  
right on Lakeview Ave.; left on Steilacoom  
Blvd. left into Clover Park Tech. College;  
Follow Signs!

**From South**  
Exit 127, Parkland. Go under overpass, head  
west to So. Tacoma Way; left on 100th; right  
on Lakeview Ave.; left on Steilacoom Blvd.;  
left into Clover Park Tech. College;  
Follow Signs!





1998 NORTHWEST CONTROL LINE SPEED CHAMPIONSHIPS

- 1/2 A SPEED  FORMULA 40 SPEED
- A SPEED  FAI SPEED
- B SPEED  21 SPORT SPEED
- D SPEED  1/2 A PROFILE PROTO
- JET SPEED  21 PROTO SPEED
- SPORT JET

21 PROTO SPEED EVENT WILL BE A FEATURE AT THE NW CHAMPIONSHIP, MAKE SURE TO BRING ALONG A 21 PROTO MODEL.

# ENTRY FORM 1998

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

PHONE \_\_\_\_\_ AMA/MAAC NO \_\_\_\_\_

CLUB \_\_\_\_\_

ENTRY FEE \$10 PER EVENT;  
NO. OF EVENTS= TOTAL ENTRY FEE ENCLOSED (\$ \_\_\_\_\_)

1998 NORTHWEST CONTROL LINE SPEED CHAMPIONSHIP

TIME & DATE: SATURDAY SEPT. 5TH 9:00 a.m - 5:00 p.m.  
SUNDAY SEPT. 6TH 9:00 a.m - 4:30 p.m.

LOCATION: CLOVER PARK TECH. COLLEGE  
SEE AREA MAP ON BACK

REGISTRATION: ENTRY FEES ARE \$10.00 PER EVENT WITH NO LIMIT ON THE NUMBER OF EVENTS YOU WISH TO FLY FOR RECORD RATIO CASH. THE MORE ENTRIES, THE BIGGER THE POT AND MORE FLIGHTS FOR CHANCES AT THE GOLD. ENTRY MAY BE DONE IN ADVANCE OR AT THE FIELD.

PURSE & AWARDS: ALL SPEED CLASS WINNERS RECEIVE TROPHIES. ALL SPEED CLASSES THEN COMBINE INTO A RECORD RATIO FORMAT FOR THE CASH. 80% OF THE ENTRY FEE IS RETURNED TO THE TOP FIVE OVERALL R/R FLIERS. ON A 20-ENTRY FIELD, FOR EXAMPLE, THE WINNER RECEIVES \$75, 2ND \$50, 3RD \$25, 4TH \$20, 5TH \$15.

RULES/ POLICY: ALL RULES ARE CURRENT AMA. AGE GROUPING IS ALSO AMA. THE LATEST AMA RECORDS AT THE TIME OF THE CONTEST ARE USED TO DETERMINE THE RECORD RATIO WINNERS.

INFORMATION: CONTEST DIRECTORS ARE TOM KNOPPI AND VIC LICHTENBERG. PHONE VIC ANYTIME AT (253) 841-7681  
SEND ADVANCE ENTRIES TO:  
VIC LICHTENBERG  
5903 89TH ST CT E.  
PUYALLUP WA. 98371.

# FLYING LINES

1073 WINDERMERE DRIVE NW  
SALEM, OREGON 97304

FLYING LINES is produced by a staff of volunteers interested in keeping lines of communication open between Northwest region control line modelers. FLYING LINES is independent of any organization, and is made possible by the financial support of its base of subscribers.

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576  
18  
998