



NEWS OF NORTHWEST CONTROL-LINE MODEL AVIATION

1073 Windemere Dr. NW, Salem, OR 97304

Editor: Mike Hazel

NOVEMBER 1998 / ISSUE #151

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Greetings, and welcome to our late fall (Turkey Day) issue! We will be squeezing in one more issue before the end of the year, to fulfill our annual nine issue obligation. Any news, articles, or whatever, please forward to FL headquarters by the second week of December or so.

Looks like we are all done with contests for the year, I should think so since the year is drawing to a close. One event that may be of interest to many of you is the Seattle Skyraiders swap meet, happening on December 12th. This is billed as the "Northwest's only control line swap meet", and takes place at John Hall's Summit Hobbies, located midway between Puyallup and Tacoma. For more information, give him a call at (235) 536-1338.

Speaking of swap meets, yer editor recently attended the A-J Historical Society swap meet in Portland. Always good to get out and see lots of other modelers, plus stay comfortable and dry doing so.

In this issue comes the long-awaited ballot regarding our Northwest Goodyear event. The ballot addresses the need to allow additional engines which meet the general intent of the event to be allowed in. There are many more sport-type .15 engines now available, than when the rules were originally drafted. This whole issue is addressed in John Thompson's Round & Round feature, please read. And then, please vote.

Here's just another reminder that Flying Lines features free classified ads for all of its subscribers. All you have to do is send in your ad for sale/swap/needs/etc., and we will get it into the next issue. Also give us an idea how long you want the ad to run. Ads can be changed at any time, no problemo!

At the Flying Lines Contest Calendar department, we have noted from various communications about the great Northwest, that plans for 1999 meets are already underway. We probably won't have the first edition of the contest calendar in print until January. Meanwhile you contest directors and club honchos start doing your planning soon if you already haven't. I have to believe that the more advance notice people have for contest plans, the better the overall attendance for all meets concerned will be. The Seattle Skyraiders already have tentative dates for their traditional meets, which they have to have cleared for using the Boeing site. The WOLF organization in Salem will be doing a two day meet again in the later part of August. The VGMC already have firmed up the Can-Am Speed champs for the last weekend of July. And the NW Fireballs will be putting on a two day meet sometime in April. Keep your FL subscription to stay up on this.

Recently a FL subscriber made reference to looking for a rules issue of the newsletter. This is something that has been somewhat a tradition, but we missed doing it this year. Look for a "rules issue" of Flying Lines early next year, which will include all the NW region events. Meanwhile, if you need copies of any NW rules, contact John Thompson.

First contest of the year will be held in Salem, Oregon. It's the WOLF New Years Racing contest & Fun Fly. It will be held on January 3rd (obviously not New years day). Come on down and do a little racing and / or just sport plane flying. Check out the flyer in this issue for more details.

Guess that's about it. A reminder that you can contact the editor via E-mail: ZZ CLspeed@aol.com, or by telephone: (503) 364-8593. Later!!!!!!!!!!!!!!!!!!!!

The Scoreboard

Northwest control-line competition standings.

Racers, stunt and combat fliers kept at it during the late fall, so standings continued to shake out in those events. In addition, alert reader Dan Rutherford detected a couple of scoring errors in the Old-Time Stunt and Precision Aerobatics standings.

The latest contests have been added to the standings, and the errors corrected. This may be the last set of numbers before the 1998 "Mr. Competition" final results come out in January.

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.; June 13-14, Kent, Wash.; July 11, Mission; July 25-26, Richmond; Aug. 22-23, Salem; Sept. 5, Richmond; Sept. 5-6, Tacoma, Wash.; Sept. 12, Surrey, B.C.; Sept. 19-20, Kent; Oct. 3, Richmond; Oct. 10-11, Salem; Oct. 24, Surrey.

Following are the standings for updated events:

1998 STANDINGS

CLASS I MOUSE RACE

1. Stephen Cox, Delta, B.C.	24
2. Joe Rice, Richland, Wash.	19
3. Nitroholics Racing Team, Oregon	17
4. Will Naemura, Portland, Ore.	13
5. Greg Nelson, Roseburg, Ore.	10

CLASS II MOUSE RACE

1. Will Naemura	10
2. Paul Gibeault, Richmond, B.C.	9
3. Travis Morgan, Madras, Ore.	2
4. Nitroholics Racing Team	1

SLOW RAT RACE

1. Nitroholics Racing Team	3
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RATRACE

1. Todd Ryan, Pasco, Wash.	5
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2. Nitroholics Racing Team	1
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CLOWN RACE

1. Todd Ryan, Pasco, Wash.	40
2. Mike Conner, Pitt Meadows, B.C.	32
3. James Cox, Delta, B.C.	26
4. Ron Howell, Hoquiam, Wash.	18
5. Stephen Cox	16

NORTHWEST SPORT RACE

1. Paul Gibeault	24
2. Todd Ryan	24
3. Mel Lyne, Garibaldi Highlands, B.C.	19
4. Ron Howell	16
5. Nitroholics Racing Team	15

NORTHWEST SUPER SPORT RACE

1. Nitroholics, Racing Team	15
2. Todd Ryan	10
3. S&S Racing Team, Seattle, Wash.	8
4. Ron Howell	5
5. Stephen Cox	4

OVERALL RACING

1. Todd Ryan	85
2. Nitroholics Racing Team	63
3. Stephen Cox	50
4. James Cox	49
5. Paul Gibeault	48
6. Ron Howell	43
7. Mike Conner	40
8. Joe Rice	36
9. Will Naemura	23
10. Mel Lyne	19

PRECISION AEROBATICS

1. Dan Rutherford, Bothell, Wash.	42
2. Jerry Eichten, Dundee, Ore.	35
3. Paul Walker, Kent, Wash.	28.5
4. Bob Parker, Renton, Wash.	23
5. Alice Cotton-Royer, Portland, Ore.	21

OLD-TIME STUNT

1. Dan Rutherford	32
2. Keith Varley, Vancouver, B.C.	22
3. Mike Conner	16
4. Emil Kovac, Issaquah, Wash.	13
5. Mel Lyne	12

OVERALL STUNT

1. Dan Rutherford	94
2. Don McClave, Portland, Ore.	42
3. Jerry Eichten	35

John Leidle	35
5. Keith Varley	33
6. Paul Walker, Kent, Wash.	28.5
7. Mike Conner	28
8. Chris Cox	23.5
9. Bob Parker, Renton, Wash.	23
10. Alice Cotton-Royer, Portland, Ore.	21

VINTAGE DIESEL COMBAT

1. Mel Lyne	58
2. Troy Lyne, Garibaldi Highlands, B.C.	54
3. Rick Meadows, B.C.	31
4. Ken Burdick, Seattle, Wash.	27
5. Paul Dranfield, Mission, B.C.	19

OVERALL COMBAT

1. Mel Lyne	71
2. Troy Lyne	54
3. Jeff Rein, Bothell, Wash.	53
4. Ken Burdick	40
5. Rick Meadows	31
6. Tom Strom, Seattle, Wash.	22
7. Buzz Wilson, Edmonds, Wash.	21
8. Paul Dranfield	19
9. Gary Harris, Forest Grove, Ore.	16
10. Travis Eshpeter, B.C.	14

TOP JUNIORS

1. Travis Eshpeter	14
2. Craig Woolford, B.C.	12
3. Greg Nelson, Roseburg, Ore.	11
Mike Nelson, Roseburg, Ore	11

5. Nathan St. John, Madras, Ore.	8
6. Jeff Kemp, B.C.	4
7. Nick Hagman, Madras, Ore.	3
Scott Dorsey, Roseburg, Ore.	3
9. Matt Sanders, B.C.	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 with 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, and note which contestants are juniors. 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.

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.



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COMBAT

by Ken Burdick

ENGINE REVIEW: CYCLON F2D 2.5 CC (.15 C.I.)

Weight is 119 grams with muffler. Construction: AAC, large bore - short stroke, transfer ports are cut into the liner and not cast into the case. Porting is achieved with two large ports and no boost port.

The fuel flow inside the case is high pressure compared to the typical engines in mass production. Attached to the backplate is a "stuffer" disk. This disk fills the case behind the crankshaft and is made of a Delrin type material. The disk is cut to allow the piston skirt to drop into a half-moon cut. The alignment of the disk is critical or the piston will hit and.....well, you know. The designer accomplishes this by a locating notch that the plastic follows as the backplate is screwed into position. Once this is done, lower the piston into its down position and tighten a small screw in the center of the backplate and it's locked into it's correct position. (it seems like a complicated way to accomplish the task, but given that the backplate screws into the engine and the short stroke, I have no suggestions)

The crankshaft is a well made piece with adequate volume (13 mm port) and good oiling properties. A nice feature is the crankpin is chromed. The engine is full of interesting ideas and the crankcase casting is a real showpiece.

I have purchased four engines and have run two of them to date. They both start and needle well with a broad power band. They do require break-in to get "fast". I have 15 runs on the #1 engine and it is now coming on. I have 6 runs on the #2 and it is sounding better each run.

This engine is pretty fast, it is not a "Zorro" but then it does not cost \$250 each either! If people really want it they can be purchased for \$90 each, but a total of 10 must be purchased, not including shipping and bank fees. Dealing with Russia is difficult as you must wire the funds to a holding bank (Bank of New York) and they wire the funds to the correct bank in Russia. If you only want one or two you must pay about \$150 each. I have included information from the Cyclon web-page to FL and hope the Desktop Publishing division can accommodate.

Overall I give it a thumbs up for high-performance light weight power. Remember it is designed for F2D combat and might not like high nitro as it comes to you, so realize what it is and use 10% nitro with a good oil (Klotz) at 18%, and add 2% AA Castor oil. If you have any questions on my engines and how they run, please contact me.

TOP DOG COMBAT CONTEST

Bow-Wow! He did it again.....Once again, Jeff Rein is the "Top Dog". We flew 40 matches, two each in 3 different events and when we got done, Jeff and Ken (me) were tied. I said you wanna split the steak? "Hell, no!" cried the rest of the contestants. "Okay, what's it gonna be? 80 mph and no ties! Let's go".

Jeff used one of his Russian things that he has been fooling with for 3 years and I used an old Allen-Plane. Go! We had another one of "those" matches he and I have a few times a year. It went on and on, wow what a time. He had a better airplane so I had to use "tricks".

We cut each other to shreds and it was time to get down to it. By now he knew everything the well used Allen-Plane would not do so I could only fly and boy did I. Jeff got the knot with one of those passes I made. Neither he or I saw it (I was watching his plane and he couldn't find mine).

The guys were yelling a lot so we thought the match was over (out of time), but no, I had been killed. We both yelled and cheered that one of us was able to win that match. Ya know, this is the second time I've lost this thing by one point to Jeff. All I can say, is GOOD FLYING, you earned it buddy.

So Buzz, Max, Mark, Gary, Jim and I sat down to "eat weenies" and listen to Jeff describe the steak.....and brag. Lots of good matches were flown, Max and Buzz had a real brawl in Fast with Buzz coming out on top. Jeff and Max had a pretty good match in 1/2 A but kept looking for his bellcrank for the rest of the day.

I put up another one of those exploding Russians I took to the Bladder Grabber, Gary hit it and it went off like a bomb. Tiny bits of red money-cote just kept coming down for a long time. Kind of looked like a Pinata or something. Most interesting crash was Buzz trying to get away from me in D-Bat, so he did a wingover right at the top the elevator hinges broke, Buzz didn't know until he tried to pull out. (face-plant)

So this brings to an end another season of Combat around here. Maybe next year we can do a better job of planning so more "Bowsers" can make it. One local of particular skill in all combat events was not able to make it, that was Mel Lyne from B.C. Mel flies it all and real well, too. Dog biscuits for everyone! Woof!

To contact me E-Mail: ps@zipcon.net,
or write me in care of Flying Lines.

STUNT STUFF

by Chris Cox

The season is very quickly coming to an end with the PAC Profile Stunt contest just over, and the Fall Follies due to take place next week (results elsewhere in this issue, I'm sure). The Raider Roundup was a lot of fun as usual, although I suspect the entry was down a little from previous years. Hope I'm wrong, but did notice a few of the regulars did not show up this time. Alice, Dave, Jack?

And now with the flying season quickly becoming but a distant memory, it is time once again to think about next years project. But wait, when was the last time you saw your workshop. No, no, you misunderstood. I mean, "when was the last time you saw your workshop?" I don't know about the rest of you, but my shop is a "Mess" - note the capital "M".

It's buried somewhere under 4 inches of balsa shavings, every known hand tool known to man, cans of half empty (half full?) paint, spilled globs of glue, and some new strain of bacteria I think I have produced. I would like to blame the above on the kids, as they share workspace with me, but the reality of it is, I'M A SLOB!

So what to do? First off, I had to make a serious decision on whether to shove everything into a corner and way to hell with it, let's get to work, or really make an effort to clean the place out. Considering both James and Stephen plan to build a couple of new ships this winter, as do I, space was at a premium, and just doing a clean up was not going to work. Seems I have collected more modeling goodies than places available to put them. What I needed was a bigger house or I would have to organize my shop with additional storage space. Option number one is not an option, so number two it would be.

After a considerable amount of pondering (and a lot of time wasted), I decided to build 16 drawers into a work bench that at present had only one shelf running the length with little resemblance to order in its current state. Next stop was Home Depot and the purchase of

the building material thought necessary for this miraculous event that was about to unfold. Now I may be able to slap a reasonably pretty stunt ship together, but believe me, I'm not the world's greatest carpenter. But with a sketch of what I thought I needed to do, and using the old philosophy of "measure twice, cut once" (*ed note: don't do one of the measures after cutting!*), when the sawdust settled (and I mean a lot of sawdust) 16 drawers are now located under my work bench, which open and shut as they should, and if I don't say so myself, looks pretty darn good. Whoops, my grammar check says that last sentence was too long! No suggestions though, so what does "it" know!?

Right, that done, what's next? Staples (a chain style stationary store) had some really nifty plastic storage containers, which fit nicely under one of the other work benches. All kinds of small goodies can be stored away here. Another five shelf rack was added, and "oh my God", I can see the floor! Now I begin to slop a bit of white paint around in order to brighten up the place. Yes, this is working. Things are looking so good I'm getting the urge to build something! Hmmm, what the heck do you do with all the little stuff that doesn't seem to have any real home? I know, I'll get a box, throw it in, and shove it under the bench. Yes, I am ready!

So, after all that, what about you? Is your shop fit for building in, or is it more like a biological experiment gone out of control? Do you find yourself walking into your shop to do a little building, only to find yourself doing a quick 180 degree turn and getting the hell out before something attacks you? It's hard to get really inspired to build the next world-beater when you loathe the mess in your shop. I suppose the real point behind this clean-up exercise was to motivate myself. It worked, I'm ready to build, how about you? Till next time, clean that shop out!

Cheers..... Chris

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The **FLYING LINES** staff: John Thompson, Orin Humphries, Jim Cameron, Paul Gibeault, Ken Burdick, Fred Cronenwett, Chris Cox, Todd Ryan; Mike Hazel, editor. Contributions for publication are welcomed. Any material submitted to the editor which is not for publication should be indicated as such. Duplication of contents is permissible, provided source is acknowledged.

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Really Racing / Fall Follies 1998 Results

Bill Riegel Field, Salem, Ore., Oct.
10-11, 1998

Sponsored by Eugene Prop Spinners and
Western Oregon Control-Line Flyers

The annual Western Oregon Really Racing/Fall Follies two-day/two-contest couplet was as usual a delightful end to an interesting competition season.

Weather was excellent for racing on Saturday, with some breeze in the morning giving way to an entirely pleasant afternoon.

There were a few good races and a few peculiar ones — including a new record for the slowest winning time in Northwest Sport Race history. Breaking a 19-year-old record of 22 minutes as the winning time in a NWSR race, Jesse St. John won his half of the split NWSR feature in 24 :02.5. Talk about a trouble-plagued race. That heat was witnessed by the mayor of Salem, no less, who had stopped by to visit city-owned Bill Riegel Field.

But all went much better in general and the races were enjoyed by all.

Sunday morning started out threatening, but after a half-hour or so of steady rain, the clouds parted and the contest started a bit late at 10:30 a.m. and proceeded uninterrupted, with very light winds.

The stunt portion of the contest featured some excellent flights and produced one new expert, with Dan Rutherford moving up from advanced with a 510.5 score

Here are the results of the two days of flying:

SATURDAY, Oct. 10

Mouse Race Class I — 6 entries

1. Travis Morgan, Madras, Ore. — 5:23.97

2. Nitroholics Racing Team, Salem/Eugene, Ore. — 6:42.45

3. Larry Hyder, Madras, Ore. — 24 laps

4. Mike Conner, Pitt Meadows, B.C. — 5:24.04 heat

Mouse Race Class II — 2 entries

1. Travis Morgan — 11:05.62

2. Nitroholics Racing Team — 176 laps

AMA Goodyear — 0 entries

Slow Rat Race — 1 entry

Nitroholics Racing Team — 5:52.52 heat

Rat Race — 1 entry

1. Nitroholics Racing Team — 7:25.03

Northwest Sport Race — 4 entries

1. Nitroholics Racing Team — 9:51.10

2. Mike Conner — 15:24.68

3. Jesse St. John, Madras, Ore. — 24:02.5

4. Ron Howell, Hoquiam, Wash. — 31:54.13

Northwest Super Sport Race — 3 entries

1. Nitroholics Racing Team — 7:35:95

2. Ron Howell — 13:05.35

3. Jesse St. John — 84 laps.

Flying Clown Race — 4 entries

1. Mike Conner — 257 laps

2. Mark Hansen, Portland, Ore. — 248 laps

3. Nitroholics Racing Team — 222 laps

4. Ron Howell — 167 laps

Racing officials: John Thompson, Mike Hazel, Mike Conner, Gary Harris, Mark Hansen, Larry Hyder, Dave Shrum

SUNDAY, OCT. 11

Beginner Precision Aerobatics — 2 entries

1. Bruce Hunt, Salem, Ore. — 221

Intermediate Precision Aerobatics — 1 entry

1. Nils Norling, Metolius, Ore. — 257.5

Advanced Precision Aerobatics — 7 entries

1. Dan Rutherford, Bothell, Wash. — 510.5

2. Alice Cotton-Royer, Portland, Ore. — 494/474.5

3. Jerry Eichten, Dundee, Ore. — 494/222.5

4. Scott Riese, Portland, Ore. — 461

Expert Precision Aerobatics — 3 entries

1. Paul Walker, Kent, Wash. — 580

2. John Leidle, Kirkland, Wash. — 528.5

3. Jack Pitcher, Gresham, Ore. — 534.5

Aerobatics officials:

Beginner judges: John Thompson, John Leidle

Intermediate judges: John Thompson, John Leidle

Advanced judges: John Thompson, John Leidle

Expert judges: John Thompson, Mike Conner

Tabulator: Mel Marcum

NOSTALGIA DIESEL COMBAT
OCTOBER 24, 1998, ANGELO'S FIELD, SURREY, B.C.
report by Mel Lyne

PAC's "BC Diesel Combat Flyers" hosted the 5th and final contest of the year at the new field near Truck Customs in near perfect weatehr. Overcast with no wind or sun all day, and 17 degree C. air temperature. Eleven flyers including 2 juniors, Dave Pelletier and Travis Eshpeter, and 2 new to BC flyers from Portland, Oregon, Mark Hansen and Gary Harris made up the field.

Buzz Wilson was up from Seattle, and the regulars Frank Boden, Bruce Matthews, Rick Meadows, Paul Dranfield, and Troy and Mel Lyne were there. CD Adrian Duncan and his crew of Angelo Chies and Lorna Duncan did a great job of keeping things moving to get in 5 rounds, 2 semis, and a final.

Starting right on 10 AM, the matches were run with the general standard of flying quite good. There were very few mid-air. Early on it became apparent that the flyers with well tested equipment were doing most of the winning. Starting and engine setting problems, as well as un-trimmed planes trouble kept several flyers from giving their best in some matches. Costly ground time was the deciding factor in most matches. The lesson being learned is "you have to keep it in the air for 5 minutes".

Paul Dranfield, winner of the last 2 contests, started well with a win over Buzz Wilson, with Buzz having some motor setting problems. But then Paul flew Troy, who he had beaten in the final a month ago. Troy was ready for him and won by 3 cuts and air time. Things then really started to come apart for Paul as first Rick trounced him, and then in his last match Gary Harris on a fine display of intelligent evasive flying to win cleanly over Paul. Gary now has some very competitive equipment, and is flying better every match!

Dave Pelletier flew well to make it to the finals. He made one model last 6 matches. Not bad for a first year novice. Travis Eshpeter had equipment problems in the early rounds, but in his last match managed to defeat Troy after a mid-air removed most of Troy-s right wing. A quick "packing tape job" got Troy up again, but ground time was to decide it.

Mark Hansen was flying large "Jaguars", and flew some good matches, using only one airplane.

Buzz Wilson was getting better every match as his motor setting improved, and he just missed the finals, finishing 5th. Bruce Matthews flew some good

matches, but some untested equipment held him back a bit. Gotta get out and practice.

Frank Boden flew his usual tough matches and gave several flyers a real workout. His Warlord was really moving with great motor runs. We think Frank must be setting a record for the number of years anyone has flown combat. He started when it was invented!

At the end of 5 rounds the 2 semis had Mel vs Dae, and Rick vs Troy. Dave flew Mel with a bit too much control, and the model coming in costing ground time. Mel emerged the victor. Rick and Troy had a great match going, but Troy took all the streamer in a costly early mistake. Rick then got back a small cut. It was one cut apiece. Then Troy got in behind Rick and followed him everywhere for the rest of the match, and it ended with Troy winning it by 10 seconds of air time.

So the final was Mel vs Troy. Their last meeting had Troy victorious after flying through Mel's "Razor Blade". Troy's motor run was slightly off, but they followed each other for the entire match. Troy "suckered" Mel into one dork, and Troy was down for engine re-tuning. When the final horn went it was very close. No cuts, but Mel had come out on top with 7 seconds more air time.

A real fun contest had ended, and everyone had a load of Fall Fun. Best Crash trophies went to Rick, who managed to re-kit his model, and to Troy who lost a wing in a mid-air, but still got back up.

The challenge is to get the equipment working at its best. Get out and practice, and next time you could make the finals. Thanks to Adrian and his crew for all the work. See you all next year for some diesel combat.

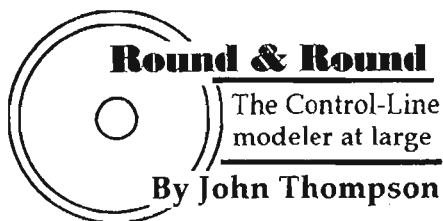
FINAL RESULTS:

1st)	Mel Lyne	13 pts
2nd)	Troy Lyne	10
3rd)	Rick Meadows	9
4th)	Dave Pelletier	6
5th)	Buzz Wilson	6
6th)	Paul Dranfield	5
7th)	Gary Harris	4
8th)	Mark Hansen	4
9th)	Bruce Matthews	3
10th)	Travis Eshpeter	2
11th)	Frank Boden	0

It's time for the following subscribers to renew: **LANNY ALLEN**

EARL HIGGINS

TIM PANSIC



Round & Round

The Control-Line
modeler at large

By John Thompson

Modeling thought for the month:

"Never open a can of worms unless you plan to go fishing."

— Kaiser's comment on Zymurgy

Speak now on NWG rules!

Everyone has a say in the Northwest rulesmaking process, via their votes and the exchange of ideas sponsored by *Flying Lines*.

We've been talking about revising the Northwest Goodyear rules for more than a year. This issue contains the ballot that will set the rules for 1999.

The rules for the event were last revised in 1993.

As most racers know, the rules for Northwest Goodyear are identical to AMA Scale Racing except that the power plant is limited to specific engines, and .015 stranded wires are allowed. The purpose of the rule is to keep the cost of the event within reason. When drawn up in 1993, the list included most engines available at that time, except for the high-dollar Rossi and Nelson engines.

Some of the engines on the list are relatively fast, but they're all reasonably inexpensive, the most costly being the Conquest.

During 1998, racers have been submitting various suggestions for additions to the list. All the suggestions have been within the spirit of providing a variety of possible viable racing engines while limiting the cost to \$100 or less per engine.

Below is a ballot. Each engine proposed for addition to the list can be voted on separately. Those receiving a majority of "yes" votes will be legal for NWG in 1999.

I recommend that all votes be cast carefully. Once an engine is on the list it is difficult to remove, because removal would obsolete airplanes built in good faith. So, be sure you know what you're approving if you vote "yes" to add an engine from this list.

I also urge everyone to vote, so that all voices

are heard. Now is the time to have your say, not after the rules are printed and in effect.

Engines currently permitted:

- Fox: Any version
- K&B: Any version
- Cox: Any version
- Conquest: Any version
- O.S.: Any version
- SuperTigre: Front intake versions
- Enya: Any version

NW GOODYEAR ENGINE LIST BALLOT

"Yes" means you want this engine added to the rules; "No" means you oppose the addition. Unless a specific version is listed, the rule would say "Any version."

ENGINE	YES	NO
AME/Norvel	----	----
Magnum XL-15A	----	----
MDS	----	----
Mecoa Wildcat EP15	----	----
Moki	----	----
MVVS 15 DFS/R (diesel)	----	----
MVVS 15 GFS/R	----	----
Picco	----	----
Thunder Tiger GP15	----	----

Name _____ AMA/MAAA number _____
Address _____

Voting is not restricted to *Flying Lines* subscribers. Feel free to copy and distribute the ballot to other racers. All ballots must be signed, and all voters must be AMA or MAAC members and live in AMA District XI or British Columbia.

Deadline for ballots is Jan. 1, 1999. Mail ballots to Northwest Rules Coordinator John Thompson at 2456 Quince St., Eugene, OR 97404.

The updated rules will be published early in 1999.

As always, copies of all Northwest rules can be obtained from John at the above address. Rules are available for Northwest Sport Race, Northwest Super Sport Race, Clown Race, 80mph combat, Northwest Jet Speed, and .15 Carrier

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

the Western Oregon Control Line Flyers
present.....

1999 NEW YEARS RACING & FUN FLY

**JANUARY 3, 1999
BILL RIEGEL MODEL AIR PARK
SALEM, OREGON**

A.M.A. 'A' SANCTIONED

RACING EVENTS:

**NW SPORT RACE
NW FLYING CLOWN RACE
MOUSE RACE CLASS I**

THE DETAILS:

We encourage all you CL fliers to drag out your sport planes, come on down and do some flying! Stunters, combat ships, jets, scale, etc. For fun flying there is an asphalt circle and a grass circle available. The racing events will start at about 10 AM, and will be flown on the asphalt circle. Current A.M.A. membership is required, and will be available on the field. All racing and fun fly participants are eligible for merchandise prizes given out from a "flying raffle". All participants get to put their name in the hat for each time they complete a race, or put up a complete fun fly flight. (fun fly means anything not entered in racing). There is an entry fee of five bucks per racing event, and there is no fee for fun flying. We will fly until we can't take anymore, and then draw for the prizes! There will be plenty of goodies, so nobody should go away empty-handed! Come and join us in the fun.

CONTEST DIRECTOR: Mike Hazel (503) 364-8593

DIRECTIONS TO FIELD: Bill Riegel Model Air Park is located at Salem Airport. From I-5, take exit #253, head West, turn left at 25th, go 3/4 mile, you are there!



**WESTERN
OREGON
CONTROL
LINE
FLYERS**

