



NEWS OF NORTHWEST CONTROL-LINE MODEL AVIATION

1073 Windemere Dr. NW, Salem, OR 97304

Editor: Mike Hazel

MARCH / APRIL 1999

ISSUE #154

- In this issue..... * **COMBAT**, by Ken Burdick
- * **RACING**, by Todd Ryan
- * **ROUND & ROUND**, by John Thompson

PLUS.....

Updated Contest Calendar, Vintage Diesel Combat Rules, & more

Spring Greetings to you all! When will this weather ever clear up? Ye Olde Editor has managed to squeeze in an occasional flying session, but the "pickins" have been mighty slim in regards to the weather. In Western Oregon we have had record rainfall this year, so far. Hope this isn't "payback" for some of the dry years we have had.

Be sure to check out the contest calendar as there have been some updates, changes, and corrections. As noted in the last issue, this was the best year ever for everybody getting in their dates and information early. That helps to make it easier for everyone concerned.....the clubs and officials, and certainly for the contestants who can plan well ahead.

Yer editor has been very busy manufacturing composite props for the speed and racing bunch. So busy it seems that I just had to take a break, so as to get out this issue. This is our occasional "slim" issue, which does help to expedite things. For our May installment we already have articles lined up for Scale, Stunt, and Combat, along with other things in the works.

The NORTHWEST CL REGIONALS are getting closer, day by day. But instead of just dreaming about that, make sure you hit some of the meets beforehand for practice. There are several Up in British Columbia there are several meets for Combat, Racing, Carrier and Stunt. And the first big meet is in Portland on the last weekend of April. The NW Fireballs have a nice slate of events there. And the WOLF club in Salem is hosting a Racing and Speed tune-up meet in May. Check the contest calendar for details, and go flying!

Missing Persons Department: Does anyone know the whereabouts of Bill Young. His previous FL issues have come back from his Clarkston, Washington address marked moved, with no forwarding address.

Many thanks to Dan Rutherford, who is the district rep for PAMPA in these here parts. Dan has been saying a kind word or two (which is probably close to his limit) about FLYING LINES in the STUNT NEWS newsletter, in an effort to help promote our regional rag.

This is the last issue for several subscribers..... Make sure you re-up real soon, so that you don't become a missing person yourself. USA renewal is \$13, and Canadian is \$15 (USA funds). OK, here is the list: DON CHANDLER, JEFF CLEAVER, RON SALO, TOM STROM, BUZZ WILSON, PAUL ZISK, JACK PITCHER, FRED MARGARIDO, RICHARD KULAAS.

Speaking of STUNT NEWS, yer editor recently rejoined PAMPA (Precision Aerobatics Model Pilots Association) after a lapse of a couple of years. Wow! It really is true..... that newsletter has turned into a magazine. Almost too much information to digest, but always better too much than not enough. Decadence over deficit, I always say. (actually, I just made that up).

CASH FOR SPEEDING? The Can-am speed champs sponsored by the VGMC will be featuring a \$200 first place prize. The meet will be in Coquiltam, B.C, more information in this issue elsewhere.

OK, read on. See you next month.



Round & Round

The Control-Line
modeler at large

By John Thompson

Modeling thought for the month:

"Complex problems have simple, easy-to-understand wrong answers."

Going to bat for Dbat

Vintage Diesel Combat has been a growing event in the past two or three years, and interest has spread out from its source in British Columbia to the rest of the region.

As interest has grown and contests have popped up everywhere, it became evident that the rules were somewhat informal and changed from contest to contest. When it got to the Regionals, and requests for rules began coming from competitors outside the region, it became evident that the time had come for some standardization.

Another reason for standardization of the rules is that the standings kept for the region and published periodically in *Flying Lines* normally are based on a single set of agreed-upon Northwest rules, accepted by a ballot of the region's competitors via the newsletter.

In pursuit of such standardization, last year we asked *FL* combat columnist and Dbat enthusiast Ken Burdick to take the lead in development of a set of rules that could be used to make sure that the playing field is level for contestants throughout the region and coming in from outside to fly with us.

Nothing is ever as simple as it seems, even in an event as simple as Dbat, and, sure enough, some disagreement developed. It had evolved over the course of the past couple of rules that the B.C. group flies its contests under a slightly more restrictive set of equipment rules than those normally used south of the border. It turned out to be difficult to get agreement on a standard set.

Ken persevered, however, and came up with what is hoped will be an acceptable set of rules. The rules are slightly less restrictive than the B.C. rules, mainly in that they allow more engines to be used. A few other minor changes were made to comply with standard U.S. and Northwest practice, such as restriction to a single set of lines

per match and application of a pull test. It's hoped that these rules maintain the spirit and intent of the rules and allow the largest possible number of fliers to participate.

The proposed Northwest Dbat rules are enclosed elsewhere in this issue. There'll be a month for discussion and consideration, and then a ballot will appear in the next issue.

If the rules are approved via the ballot, they'll be in effect as the official Northwest rules until further amendment by ballot. If they are rejected, the status quo of multiple and changeable rules will continue.

Everyone interested in participating in this event is urged to look over these rules and cast a ballot. As with all Northwest rules proposals, the time to express yourself is now, before they're in effect, not afterward!

We'll still face the issue of whether the rules will be used at all contests, and what to do about standings if the rule continue to vary.

In the past with Dbat, we at *FL* have simply overlooked the discrepancies in the rules and counted all contests in the standings — contrary to practice with other Northwest events. However, when different sets of rules are in effect, the standings are not quite a fair representation of head-to-head competition. The situation in Dbat is that pretty much all equipment being used can be entered in the U.S. contests, but only certain equipment can be used in B.C. contests, thus excluding some competitors from those contests unless they build separate equipment.

If the rules discrepancy continues, there are three standings options:

1) Count in the standings only those contests using the official rules (this is what is done in other events, such as Northwest Sport Race).

2) Count all the contests, and simply acknowledge that, as a measure of individual performances, the standings are somewhat approximate and may favor fliers whose equipment is legal at more contests.

3) Keep separate U.S. and B.C. standings. Your Northwest standings coordinator hereby summarily rejects option 3. The standings represent a significant amount of work (which is deducted directly from my own building and flying), and I am not going to expand that work by keeping two sets of standings for a single event!

I'll be interested in hearing fliers thoughts on how to resolve the standings issue. My preference in the past has been to make them as inclusive as possible, and my current intent is to do two things:

a) urge all contest directors to use a standard set of rules as approved by FL ballot and b) Go with option 2 above if they don't.

The rules proposal enclosed in this issue represents several months of discussion, writing and editing and it's hoped that we covered all the bases.

Take a good look at the rules and discuss them with your combat friends, and be ready to vote next month. If your vote should by chance be "no," be sure to be thinking about how you would propose changing the proposal so that it would be acceptable on a future ballot.

This looks as if it may be the greatest year ever for contest activity in the Northwest. Take a look at that contest calendar! Lots of action in British Columbia, Washington and Oregon. Several new small contests and all the traditional ones. All categories are well represented.

Does anyone remember an airplane called the Berkley Interceptor? Semi-retired combat guru Gene Pape recently found one partially assembled in his attic and would give it to anyone who would give it a good home. He suggests dismantling it, tracing parts, and building it from scratch for nostalgia purposes. Never knew old Gene to be nostalgic, but maybe it happens to all us old geezers eventually.

Computer geeks among us have been finding ways to burn up a lot of what should be shop time by surfing the World Wide Web. The number of CL sites has exploded! I've been adding links to a few of the best sites to my Northwest CL Web site (address in the italics below). And almost all of those sites have links to others. Among those of interest: PAMPA, MACA, NCLRA, NASS, NCS, Sig, Brodak, Robin's View Productions, AMA, Just Engines, Southern California CL Association, Goran Olsson's international site, Iskandar Taib's message board, and many more. Check 'em out if you're online.

Good news for the Eugene Prop Spinners. Some progress has been made in negotiations with the Eugene Airport to allow use of the overflow parking lot a larger portion of the year. In 1998 the modelers were excluded by the presence of only one or two cars. After talks between the club and the airport management, an agreement was reached to allow club use of the field when some cars are parked there, subject to case-by-case

approval of the airport. It will be a big help to the Eugene club, which suffered last year without a regular flying site. Club members also scouted some other sites around town where flying is allowed, but the lack of a predictable site hampered participation in weekend activities.

Regionals planning is going along well, and Dave Shrum reports that the newly paved surface at Roseburg Regional Airport should be a joy to all contestants. More improvements in the schedule and activities are planned. B Team race has been added to the schedule, and floatplane events take on official status. Reports from the south indicate a big turnout of Texas Quickie Rat airplanes to enter rat race, which should make for an interesting racing demonstration.

Also of interest this year will be the return to a Saturday night banquet format at the country club, with an excellent slide presentation of Oshkosh EAA and Reno Air Races events.

Product note: Dave McDonald of NCLRA has some mechanical fast fills for sale for use on slow rat, super sport or other racing events. Thanks to John Howell for tracking down the information. Write Dave at Box 384, Daleville, IN 47334. E-mail DMCD143@aol.com

I've started calling it "The Perpetual Thunderbird."

Yup, the T-Bird II that Don McClave built and flew so well passed into my hands a few years ago. I flew it for a year, then it went back to Don for a season, and then back to me. Then a crash.

After a period of mourning, I repaired it. The repair went well, and I completely stripped and refinished the plane. Then, as is traditional, the whole project went to heck, as the final finish — an experiment with a new epoxy paint — was a disaster.

Have you ever tried to sand off an entire stunt plane worth of rock-hard epoxy? Don't even think about it.

But the perpetual project is nearly done again ... just approaching the traditional finishing disaster stage. This time, no matter how ugly it turns out, the T-Bird will fly again. I can't refinish it again! Stay tuned.

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>

Northwest Vintage Diesel Combat Rules

Model

(A) A nostalgia combat model must be built in accordance with a design which was in common use prior to and up to Dec. 31, 1970 or was kitted prior to that date.

The model must have been designed for a .15cu in. (2.5cc) size engine

(B) Models must be an accurate plan view of the original. The following alterations are permitted:

(i) Addition to or omission of sheeted areas i.e. centre sheeting.

(ii) Changes to wing section or internal structure.

(iii) Additional booms or replacement of wire booms with wooden ones.

(iv) Recessing the engine into the leading edge.

(v) A balanced elevator may be changed to a conventional elevator and vice-versa. The elevator must retain the original outline.

(vi) Such changes must be carried out using constructional techniques that were commonly used at the time that the model was in use. The use of carbon, kevlar or boron fibre reinforcement is not permitted. Modern adhesives are permitted.

(vii) An upright engine mount may be changed to side mounting.

(viii) Fins may be omitted.

(C) The following alterations are not permitted:

(i) Any change to the original plan view except those outlined in b.1, b.4, and b.5 above, i.e. no smaller or larger elevators, no increase in wingspan, root chord or tip chord.

(ii) The use of metal motor mounts instead of wood.

(D) The model may be covered in any material including films and plastics.

Note: The event director may decide not to accept a model which, in his opinion, has been altered so as to change the appearance or performance of the model as originally designed. The onus of proof in any such case must always lie with the competitor.

Engine

(i) The engine shall be any diesel of .15 cu. in. (2.5 cc) maximum displacement with iron/steel piston liner. Schneuzle ported engines are not permitted.

(ii) Only suction fuel systems are permitted.

(iii) The propeller must be a Grish Tornado Nylon Flexi 8"x 6" prop, modifications are allowed.

Lines

(i) Control line length from the inboard grip of handle to the longitudinal center line of the model shall be 52'-3" (+/- 6 inches).

(ii) Control lines shall be multi-strand and of a minimum diameter of 0.015".

(iii) Line changes during combat period are prohibited.

Number of models

A contestant will be allowed to use one model per bout with a maximum of three models per contest.

Pit Crew

Two pit crew members are allowed per contestant. A contestant may start his own engine.

Officials

A contest shall be run by an event director, who shall be the overall time keeper, and one scorer per contestant.

The Bout

(i) A contestant's flight commences after a 60-second period for engine starting. The last 30 seconds of which shall be counted down by the event director prior to the start signal.

Once both planes have completed two level laps and are 180 degrees apart, a single horn blast will sound to start combat. Multiple horn blasts will sound to stop combat. After a restart, the two planes must get 180 degrees separation when a single horn blast will sound to start combat.

(ii) The flight shall last 5 minutes from the starting signal and its completion shall be signalled by the event director.

(iv) The engine must be started by hand.

Scoring

- (i) Scoring will commence at the starting signal and finish at the completion signal.
- (ii) One point will be deducted from a contestant's score for each second that their model is not airborne during the flight period.
- (iii) 50 points will be added to the contestant's score for each single cut of their opponent's streamer or string with knot.

Conduct

- (i) A pilot must remain inside the center circle while his model is flying except at the moment of release of his model.
- (ii) After a midair collision the match will stop if one or both models are un-flyable.
- (iii) When combat is not under way, the plane(s) will fly level with no maneuvering.

Offences

If during the servicing of a grounded model the pit crew breaks or cuts the streamer it must be replaced with a new full-length streamer prior to launch. If during servicing the streamer should become entangled and subsequently fail to unfurl the pilot must immediately land to have the streamer untangled or replaced. No additional penalties other than ground time will be incurred.

Contest Procedure

- (i) Each contestant shall compete in five rounds. 2 points for a win, 1 point for a tie, 0 for a loss.
- (ii) The total scores of each contestant shall be added to provide an overall winner.

Combat Site

The combat site shall be laid out using two concentric circles to provide a 5-foot radius pilot's circle and a 65-foot radius safety circle.

Full test

The pull test will be 10 pounds.

kb/edjmt/FL2-17-99

**The Vancouver Gas Model Club In Celebration
With MAAC'S 50 th Anniversary**

Presents The

1999 CANAM SPEED CHAMPIONSHIPS

July 31, August 1, 1999

Contest to be held at the Upper Coquitlam River Park, Coquitlam BC, Canada
First flight goes off at 10 pm, First Jet flight at 12 noon. Flying ends at 5 pm
Saturday and 4 pm Sunday

All classes of speed will be flown. This is a record ratio contest, and flights will
scored against the current Northwest records. Current AMA rules apply.

Cash awards will be presented to the top three scores in record ratio, and
award's will be presented to the first in class to individual class winners.
Cash award's for record ratio are as follow's.

\$200. First place
\$125. Second place
\$75. Third place

* Please note that these award's are in US. Funds.

The entry fee is \$15. And is also in US. Funds. Presentation of a current MAAC
or AMA membership card is required at time of entry.

Contest Director's are Paul Gibeault (604) 525-1020 and
Ron Salo (604) 599-8301
Ron's E-Mail: rsalo@direct.ca

* This contest is also sanctioned as a Canadian F2A Team Trials.
F2A Trials Contest Director Ron Salo



Kenny's Combat Corner

By Ken Burdick



Hide the Women and Stunt planes, it's time for another bone jarring review of ...

TOP GUN!

Top Gun was held in Tucson, Ariz., over the weekend of March 13 and 14. For those of you who don't know about this tournament, it is one of the most highly sought-after titles on the AMA Fast Combat circuit. First through fourth place gets CASH and great equipment. It may be the nice weather or just the time of year, but it starts the season off on a clear and strong note. No one holds back at this meet and the 1999 contest was no exception.

Competitors numbering 45 of the world's best Fast flyers, who began arriving on Thursday for the traditional high-speed practice and 1/2A duel on Friday. The usual West Coast crowd was there with Mark Rudner and his dad Dr. Chuck Rudner, Doss Porter, Terry, Rich Lopez, Sneaky Pete Athens, Bill Maywald, Max Boyd, Mike Petri, Cash jr. and Sr. And Ken Burdick ... hey, that's me.

Out of Texas came a formidable group that included Stubblefield, Mike Wilcox, Hess, Minor, (both of them) Mr. 1/2A Larry Driskill and many others from TX. The East was represented by Henry Nelson, Mitch Evans. Phil and Alan Cartier, who had airline problems, did not make it.

Midwest: Colombo, Burch, Deveuve. The list of names goes on to the point that I can't remember them all, but it was impressive. The name that stands above them all is Tom Thompson and is family who worked very hard to organize and run the event. Lunch was provided by Pat Thompson and her friends at the meager price of \$2.00. The cost of the food was covered and no profit was intended! (We could use more of that 'round here) Tom's daughter Jenna helped run the match posting.

The matches were well run without too many reflies, this was the first mandatory shutoff contest by AMA, however in previous years shutoffs have been required by this particular

contest.

The competition took the entire two days for triple elimination which ran in excess of 13 rounds.

Lots of high speed jockeys were at work, you could not be a player if you were under 115 mph and much higher speeds were typical. The engine of choice is Nelson, the wings were a mixture of home built designs, the Allen Plane kitted by Bill Maywald (\$30.00 ea. and worth it) and of course the ever popular Mejlzlik boomed Fast ships, (no boom) similar to F2D ships. Ron Colombo and ... yeah ... me. I'll quote Ron for the reason why, "it's the best ride in town" I like it for the S move it can do. Many Fast Flyers don't like this ship as it is a bit squirrely.

Early on the matches told the story of who would be in the finals, it was the guys who could practice over the winter. This was evident watching fliers who had dry weather and could get out to fly over the last several months. The West Coast guys were pretty rusty except Rich Lopez. Rich flew better than he has in years! Doss Porter snuck into 5th and the field eliminated many players who have won this tourney in previous years. Kill after kill, big names were dropping, such as Rudner Sr, Mark Rudner, Petri, Andy and Gary Minor, Mark Smith. I think the winter had taken its toll.

Top Gun is no place to take it easy and the end result showed us Richard Stubblefield and Allen Deveuve having a real hot match for first and second. The styles are contrasted between these two flyers, Allen younger and quicker reflexes flying a tighter-turning Allen Plane. Stub using a Czech boomed fast and demonstrated his excellent "eyes off" flying style. The fight was fast and hard: several cuts, equal speed (120 mph +) instant starts from both pit crews. Allen drew first blood with Stub getting the cut back in a few moves, the moves and counter moves were not the best, but both deliberate and timed very well. Allen had leaned on the down control too hard and a stall resulted. I have never seen this model do what it did next, it cut through the circle and shut off! A quick pit crew had him back up in a flash and they were at it again. By now they were both cut to the knot and the intensity of the match had turned up to that level we all really watch for — all out.

The fight was reaching a crescendo when Allen made his move. In what took a few tenths of

a second Allen took his final kill shot.

It looked good and the crowd shouted their approval but there was no recovery from it and he stabbed the ground ... Stub had not been killed! In the collision the string had not been cut and was still tied around the severed boom giving Richard Stubblefield the match and the title of "top Gun."

Third place went to Mitch Evans and fourth place was hard fought with a four-way tie. George Cleveland won this spot.

To the victor goes the spoils: \$1,400.00 cash. As well as other prizes and a plaque. That's just the icing on the cake for these people, the level of competition is the real draw and knowing on that day at that contest you were the best.

The spirit of Hemingway is alive and well in Fast Combat flyers.

When the "Bad Boys" get together things happen, the stories are great but not well suited for a family newsletter. Where did the Texans go after Lil Abner's, and who "honked" in Pete's Van?

How did Mitch Cleveland get blindfolded at

the Banana Schnapps and thinking it was Cuervo?? How old is Max Boyd anyway? These are the mysteries that uh ... ballet and why was Emo drinking happen in Tucson at Top Gun? At the end of it all, no one really wants to leave, it's just too much fun! Now there are 44 of us gunning for and old Texan who apparently can still kick our collective butts. Speaking of old Texans, Riley Wooten was there and was pitting. He can still do it — but be sure you land close to him as he sprints a little slower nowadays.

Me? I made it to the middle of the whole thing, I was either making quick kills or flying in front of people, the lack of practice really showed. I have some very fast equipment that requires lots of practice time to use it well. Like so many others, if I'm not on my game I make mistakes and there is no grace at Top Gun.

Send comments, questions or column ideas to Ken Burdick in care of Flying Lines or e-mail Ken at ps@zipcon.net

10 seconds ... 5 seconds ... Go!

Racing news by Todd Ryan

Hello Northwest! Todd Ryan here.

Well, I've been asked to write the Racing column for *Flying Lines*. I never imagined the idea of this when I started flying 10 years ago but I'll give it a shot.

I'm attending college down here at the Oregon Institute of Technology in Klamath Falls, Ore. Life is full of studying and chasing women. The area is pretty isolated so I'm talking to anyone I can over the Internet.

With the weather being the way it is, I don't think there is a lot of flying going on. There is no better time than now to work on your team.

I have a question for you. When was the last time you bought your teammate a cup of coffee? He'll appreciate it and the two of you can sit down and remember all the mayhem from last season. Things like this improve your team's ability. Have you ever noticed how well you do when your team gets along? Times improve, flights go smoother, and you have more fun.

The next time you're at a meet, check to see how the top teams interface with

each other. Usually, they get along great. My dad and I may be having problems but we get along. We may be upset but we know that it's just the competition. That's what I love about racing, good or bad, we're always having fun. I feel that this is the basic element that makes or breaks a team.

Another thing to look for at a contest is to see how the teams get along with each other. I know that we always try to tease the other teams just to keep them light-hearted. I try to encourage other people to mess with them too. This makes the meets run more smoothly and everyone gets along (more fun)! The teams we like to pick on are the Nitroholics, Gibeault, Salo, Duncan, Howells, and the Coxes. If you don't know these people, I would encourage you to meet them. These guys are what make the contests fun.

Well, that's all I have for now. I would appreciate any feedback from anyone. I would also like to field some questions or address any particular concerns that you have. Don't be afraid to ask. Have fun flying!

— Todd

Todd Ryan can be contacted by e-mail at ryant@oit.edu, or by mail at 3201 Campus Drive, P.O. Box 2456 Klamath Falls, OR 97601.

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 4-02-99. 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.

APRIL 10 SURREY, B.C.

EVENT: NOSTALGIA DIESEL COMBAT SITE: 176TH ST & 8TH AVE - SURREY CONTACT: ADRIAN DUNCAN (604) 941-9409

APRIL 17 RICHMOND, B.C.

EVENTS: NW SPORT RACE, .15 SPORT RACE, NW FLYING CLOWN RACE SITE: RICE MILL ROAD SPONSOR: PACIFIC AERMODELLERS CONTACT: PAUL DRANFIELD (604) 826-3326

APRIL 24 & 25 PORTLAND, OREGON

EVENTS: MOUSE RACE I, NW FLYING CLOWN RACE, NW SPORT RACE, NW SUPER SPORT RACE, .15 CARRIER, PROFILE CARRIER, CARRIER CLASS I & II COMBINED, PRECISION AEROBATICS (PAMPA CLASSES), NOSTALGIA DIESEL COMBAT, SITE: DELTA PARK SPONSOR: NORTHWEST FIREBALLS CONTACT: GARY HARRIS (503) 324-3450

MAY 8 SURREY, B.C.

EVENT: NOSTALGIA DIESEL COMBAT SITE: 176TH ST & 8TH AVE - SURREY CONTACT: ADRIAN DUNCAN (604) 941-9409

MAY 8 & 9 SALEM, OREGON

RACING & SPEED TUNE-UP

EVENTS: B TEAM RACE, MOUSE RACE I, NW SPORT RACE, NW FLYING CLOWN RACE, AMA GOODYEAR, AMA RAT RACE, SPEED: 1/2 A, 1/2 A PROFILE PROTO, FAI, A, .21 SPORT, .21 PROTO, B, FORMULA 40, D, JET, NW SPORT JET. SITE: BILL RIEGEL MODEL AIR PARK SPONSOR: WESTERN OREGON CONTROL LINE FLYERS CONTACT: MIKE HAZEL, 1073 WINDEMERE DRIVE NORTHWEST, SALEM, OREGON 97304; (503) 364-8593; ZZ CLSPEED@AOL.COM

MAY 15 RICHMOND, B.C.

EVENTS: CARRIER (ALL CLASSES), PROFILE STUNT SITE: RICE MILL ROAD. SPONSOR: PACIFIC AERMODELLERS CONTACT: MIKE CONNER (604) 465-7277

MAY 28 - 30 ROSEBURG, OREGON

NORTHWEST CONTROL LINE REGIONALS

EVENTS: PRECISION AEROBATICS (BEG, INT, ADV, EXP), OLD TIME STUNT, CLASSIC STUNT, AMA FAST COMBAT, SLOW COMBAT, 80 MPH COMBAT, 1/2 A COMBAT, VINTAGE DIESEL COMBAT, PROFILE CARRIER, CLASS I CARRIER, CLASS II CARRIER, .15 CARRIER, MOUSE RACE I, MOUSE RACE II, RAT RACE, SLOW RAT RACE, AMA GOODYEAR, NW GOODYEAR, NW SPORT RACE, NW SUPER SPORT RACE, NW FLYING CLOWN RACE, B TEAM RACE, AMA PRECISION SCALE, SPORT SCALE, PROFILE SCALE, SPEED: 1/2 A, 1/2 A PROFILE PROTO, FAI, A, .21 SPORT, .21 PROTO, B, FORMULA 40, D, JET, NW SPORT JET, SCHNEIDER CUP FLOATPLANE, OPEN SEAPLANE. SITE: ROSEBURG REGIONAL AIRPORT SPONSOR: N.W.R.M.C. CONTACT: CRAIG BARTLETT, 205 NE CEDAR LANE, CORVALLIS, OREGON 97330 (541) 745-2025

JUNE 12 & 13 KENT, WASHINGTON

STUNT-A-THON 99

EVENTS: PRECISION AEROBATICS, CLASSIC STUNT, OLD TIME STUNT, SITE: BOEING SPACE CENTER FIELD, SPONSOR: SEATTLE SKYRAIDERS

JUNE 19 & 20 TACOMA, WASHINGTON

NORTHWEST CL SPEED CHAMPIONSHIPS

EVENTS: SPEED: 1/2 A, 1/2 A PROFILE PROTO, FAI, A, .21 SPORT, .21 PROTO, B, FORMULA 40, D, JET, NW SPORT JET. SITE: CLOVER PARK TECHNICAL COLLEGE CONTACT: VIC LICHTENBERG, 5903 89TH ST CT E, PUYALLUP, WA 98371 (253) 841-7681

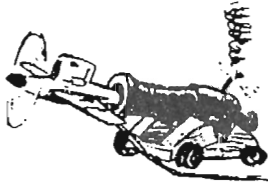
JUNE 26 & 27 SNOHOMISH, WASHINGTON

BLADDER GRABBER

EVENT: TRIPLE ELIMINATION AMA FAST COMBAT SITE: HARVEY FIELD. CONTEST DIRECTOR: JEFF REIN, CONTACT: HOWARD RUSH, HRUSH@GTE.NET

JULY 10 SURREY, B.C.

EVENT: NOSTALGIA DIESEL COMBAT SITE: 176TH ST & 8TH AVE - SURREY CONTACT: ADRIAN DUNCAN (604) 941-9409



JULY 11 - 16 MUNCIE, INDIANA
A.M.A. CONTROL LINE NATIONALS

JULY 11 SALEM, OREGON
FUN FLY / CONTEST

EVENTS: DETAILS TENTATIVE SITE: BILL RIEGEL
MODEL AIR PARK SPONSOR: WESTERN OREGON
CONTROL LINE FLYERS CONTACT: MIKE HAZEL (503)
364-8593

JULY 24 & 25 RICHMOND, B.C.

P.A.C. CLASSIC
EVENTS: CARRIER (ALL CLASSES), NW FLYING CLOWN
RACE, NW SPORT RACE, GOODYEAR, OLD TIME STUNT,
PRECISION AEROBATICS (BEG, INT, ADV, EXP), SCALE
SITE: RICE MILL ROAD SPONSOR: PACIFIC
AEROMODELLERS CONTACT: KEITH VARLEY (604)
327-4932

JULY 31 & AUG 1 COQUITLAM, B.C.

CAN-AM SPEED CHAMPS
EVENTS: SPEED: 1/2 A, 1/2 A PROFILE PROTO, FAI, A,
.21 SPORT, .21 PROTO, B, FORMULA 40, D, JET, NW
SPORT JET SITE: UPPER COQUITLAM RIVER PARK
SPONSOR: VANCOUVER GAS MODEL CLUB CONTACT:
RON SALO (604) 599-8301

AUGUST 14 TACOMA, WASHINGTON

TAILHOOK '99
EVENTS: PROFILE CARRIER, CLASS I & II CARRIER, .15
CARRIER. SITE: CLOVER PARK TECHNICAL COLLEGE
SPONSOR: SEATTLE SKYRAIDERS

AUGUST 21 & 22 SALEM, OREGON

WOLF 3RD ANNUAL SUMMER MEET
EVENTS: NW SUPER SPORT RACE, NW SPORT RACE,
MOUSE RACE I, AMA GOODYEAR, NW FLYING CLOWN
RACE, CLASSIC STUNT, PRECISION AEROBATICS (BEG,
INT, ADV, EXP), 80 MPH COMBAT, SPORT SCALE,
PROFILE SCALE SITE: BILL RIEGEL MODEL AIR PARK,
SPONSOR: WESTERN OREGON CONTROL LINE FLYERS
CONTACT: MIKE HAZEL (503) 364-8593

AUGUST 29 COQUITLAM, B.C.

VGMC RACING CLASSIC
EVENTS: MOUSE RACE CLASS I, NW SPORT RACE,
SITE: UPPER COQUITLAM RIVER PARK SPONSOR:
VANCOUVER GAS MODEL CLUB CONTACT: RON SALO
(604) 599-8301

SEPTEMBER 11 & 12 KENT, WASHINGTON

RAIDER ROUNDUP
EVENTS: STUNT, RACING, SCALE, COMBAT (DETAILS
TBA) SITE: BOEING SPACE CENTER SPONSOR:
SEATTLE SKYRAIDERS.

SEPTEMBER 18 SALEM, OREGON

EVENTS: ALL SPEED: 1/2 A, 1/2 A PROFILE PROTO, FAI,
A, .21 SPORT, .21 PROTO, B, FORMULA 40, D, JET,
NW SPORT JET. SITE: BILL RIEGEL MODEL AIR PARK
SPONSOR: WESTERN OREGON CONTROL LINE FLYERS
CONTACT: MIKE HAZEL (503) 364-8593

SEPTEMBER 26 RICHMOND, B.C.

P.A.C. PIONEER DAY
EVENTS: DIESEL STUNT, PIONEER STUNT, WHIP SPEED
SITE: RICE MILL ROAD CONTACT: MEL LYNE (604)
898-5581

OCTOBER 9 SURREY, B.C.

EVENT: NOSTALGIA DIESEL COMBAT SITE: 176TH ST &
8TH AVE - SURREY CONTACT: ADRIAN DUNCAN (604)
941-9409

OCTOBER ????? ?? OREGON

REALLY RACING & FALL FOLLIES
EVENTS: MOST RACING CLASSES, AND PRECISION
AEROBATICS. DETAILS TBA

**THIS IS OUR SECOND DRAFT OF THE YEAR.
SOME DATES AND SITE DETAILS HAVE BEEN
UPDATED. IF YOU SEE ANY ERRORS, OR HAVE
ANY ADDITIONS, PLEASE CONTACT FLYING
LINES A.S.A.P.**



The Flying Flea Market

Classified advertisements — FREE for FL subscribers

FOR SALE: 2 EA NELSON 15 ABC FIRE, EXC, JUST BACK FROM HENRY NELSON (NEW BEARINGS, ETC) USED FOR FF & COMBAT US 135 OR BOTH FOR 260; 1 EA NELSON 15 ABC FIRE LONGSTACK, C/W SPINNER, EXC, LOW TIME USED FOR GY US \$130; 1 EA NELSON 15 ABC FIRE, C/W SPINNER & MINI PIPE. WELL USED BUT STARTS & RUNS GREAT, USED FOR GY US \$100; 1 EA NIB IRVINE .15 MK 2 GY/FF VERSION, P/L CHROMED & FITTED BY DYE, FITTED NELSON HEAD, LARGE VENTURI & PRESSURE BACKPLATE US \$150; 1 EA NIB IRVINE .15 MK 2 FOR SPEED, C/W SPINNER, P/L CHROMED AND FITTED BY DYE, 4.9 MM PIPE STINGER US \$185; ALSO MANY EXCELLENT IRVINE .15 PARTS FOR SALE: HEADS, SHIMS, SPINNERS, P/L, VENTURIS, NVA, WRITE FOR DETAILS-PRICES; 1 EA ORIGINAL VERSION CYCLON .15S FAI PIPED SPEED ENGINE, MINT COND IN ORIG HANDMADE WOOD BOX W/ PLEXI-GLASS TOP, C/W FACTORY PAN, PROP, SPINNER, SHUT-OFF, TANK, & SPARE PARTS, ALSO C/W DOC PACKAGE FOR COLLECTORS US\$200; 1EA NIB RUSSIAN CYCLON .40 ABC PYLON (RIRE) C/W, GORGEOUS 2-1/4 INCH SPINNER, MINIPIPE, HEADWRENCH US \$275; 1 EA WELL USED, BUT RUNS, K&B 6.5 C/W EXTRA USED ABC P/L US \$25. PAUL GIBEALT, 54-5380 SMITH DR., RICHMOND, B.C. CANADA V6V 2K8 PHONE: (604) 525-1020 WEEKENDS

WANTED: DEBOLT STUNT WAGON KIT (BOTH SIZES) AND PLANS, MADMAN KIT (BOTH SIZES) AND PLANS. SCOTT CRICHTON, 10427 30 DR SE, EVERETT, WA 98208 (425) 379-0494 (EVES)

NEWSLETTERS: SUCH AS THE ONE YOU ARE READING-----ARE A VITAL TOOL IN MAXIMIZING PARTICIPATION IN CL FLYING. THE PAMPA "NEWSLETTER" HAS NOW BULKED UP TO 132 PAGES AND CONTAINS MANY ITEMS OF INTEREST NO MATTER YOUR CL SPECIALTY. DUES ARE A MERE \$20.00 PER YEAR, SEND TO: PAMPA, C/O SHAREEN FANCHER, 158 FLYING CLOUD ISLE, FOSTER CITY, CA 94404

HOBBY SHOP: VISIT OR CALL JOHN HALL'S SUMMIT HOBBIES FOR YOUR CONTROL LINE NEEDS. 10917 50TH AVENUE, TACOMA, WASHINGTON (253) 536-1338

WANTED: K&B 4.9 ENGINES AND PARTS, CONTACT: CRAIG BARTLETT AT (541) 745-2025

FLYING LINES SUBSCRIBERS: THIS SPACE IS FOR YOU! SEND IN YOUR AD FOR SELL/SWAP OR FOR NEEDS. PLEASE INDICATE HOW MANY ISSUES AD SHOULD RUN. CHANGE YOUR AD AT ANY TIME.

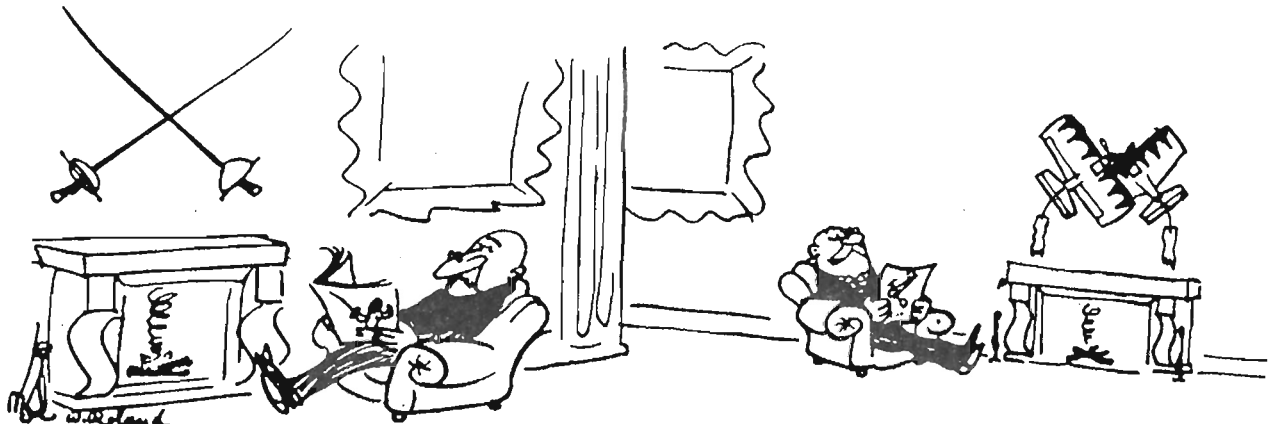
FOR SALE: FASCAL=CLEAR AIRPLANE COVERING MATERIAL FOR EITHER FOAM OR OPEN FRAMES. IT HAS STICKY ADHESIVE, SO IT'S GOOD FOR ON-FIELD REPAIRS. WORKS WITH HIGH OR LOW HEAT, AND CAN BE PAINTED. A MUST FOR COMBAT FLIERS. JOHN THOMPSON, 2456 QUINCE STREET, EUGENE, OREGON 97404 E-MAIL: John4051@aol.com

FOR SALE: NEW SUPER TIGRE G21/46 \$80.00; TWO SUPER TIGRE G21/46 CRANKCASES \$10.00; FOX 15 W/MUFFLER, USED \$20.00; McCOY 19 SPORTSMAN, USED \$15.00 JOHN GLEMANS, 2407 COAL CREEK RD, LONGVIEW, WA 98632 (360) 636-4289

FOR SALE: FOX "ROCKET" COMBAT SPECIAL, USED BUT IN GREAT SHAPE, WITH BOX \$60.00 O.B.O. CHRIS STRASBOURG, (425) 823-8644, OR E-MAIL: CATBOATR@AOL.COM

WANTED: OLD A.M.A. RULE BOOKS. LOOKING FOR COPIES IN THE 50'S, 60'S, AND MOST OF THE 70'S. LET ME KNOW WHAT YOU'VE GOT FOR ME. MIKE HAZEL, 1073 WINDEMERE DRIVE NW, SALEM, OREGON 97304

FOR SALE: N.I.B. K&B 5.8 ENGINE, \$100.00 POSTPAID. MIKE HAZEL (503) 364-8593



the WESTERN OREGON CONTROL LINE FLYERS
present.....

1999
Racing & Speed Tune-up!

May 8 & 9, 1999

Salem, Oregon

Bill Riegel Model Air Park

A.M.A. Class 'A' sanction #91047

SCHEDULE:

SATURDAY for racing events:

**Class 'B' Team Race, NW Sport Race, Rat Race,
AMA Goodyear, Mouse Race I, NW Flying Clown Race**

SUNDAY for speed events:

**1/2 A, A, B, D, JET, FAI, .21 Sport, .21 Proto,
NW Sport JET, 1/2 A Proto, Formula 40**

More Information:

- * A.M.A. or M.A.A.C. membership required.....available at registration.
- * Official flying will be from approximately 9:00 AM to 4:00 PM each day.
- * Racing event schedule will be determined by number of entries.
- * Contest management will provide fuel for all standard fuel formula events.
- * This contest features the debut of B Team Race in the Northwest.
- * For additional information, please contact the contest director.
- * Contest Director: Mike Hazel (503) 364-8593, or e-mail: ZZ CLspeed@aol.com
- * Bill Riegel Model Air Park is located in front of the Salem Airport Terminal
From I-5: Take exit #253, heading West, then turn left at 25th Street to Airport.