

NEWS OF NORTHWEST CONTROL-LINE MODEL AVIATION

1073 Windemere Dr. NW, Salem, OR 97304

Editor: Mike Hazel

JUNE / JULY 1999

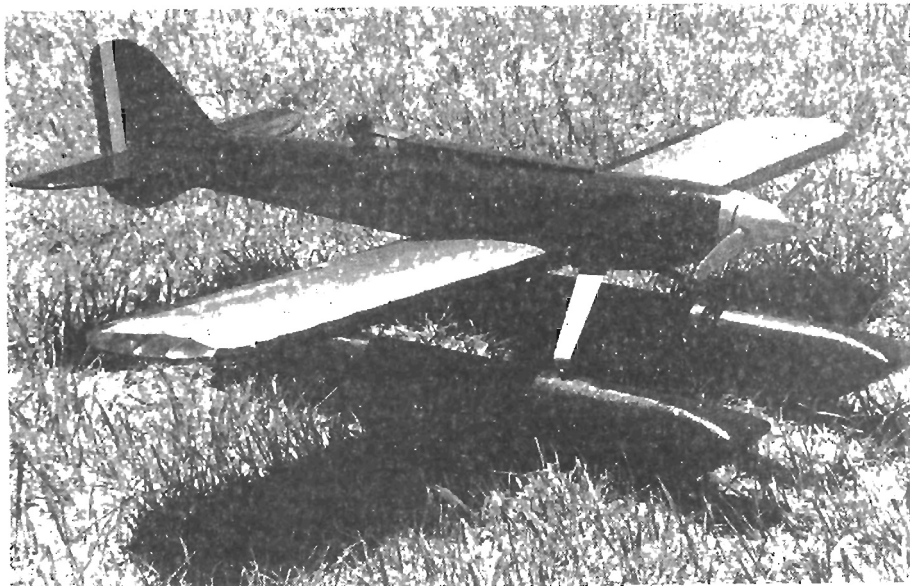
ISSUE #156

1999 NORTHWEST REGIONALS ISSUE

IN THIS ISSUE.....

- Complete official results of the NW Regionals
- Additional contest reports
- Photos Galore!
- Regionals racing report by Todd Ryan
- Combat by Ken Burdick
- Round & Round by John Thompson
- Stunt Stuff by Chris Cox
- Updated Competition Standings
- Contest Calendar
- And more really neat-o stuff!

Photo below: One of Grant Hiestand's Float Plane entries. Design is a Tharpe Venture 60, powered by a geared 40 electric motor with 18 cells.



COCKPIT CHATTER notes from the editor



Greetings, and welcome to this issue. This is an issue I didn't think I would ever get done. Just lots of delays. The emphasis on the contents in this go-round is of course, on the Northwest Regionals which was held over Memorial Day weekend in Roseburg, Oregon. The results have probably already been circulated elsewhere, but here they are again in this issue, along with plenty of news, commentary, and lots of photographs. Enjoy.....

John Thompson is making available more of the FLYING LINES stickers, that were a part of the last issue. Send him two bucks and a SASE, and you will get a whole sheet of stickers to plaster all over the place.

There have been some records set in the last couple of months, but please be patient as we ran out of room to run the NW Records feature. Look for that in the August issue.

Included in this issue is a flyer for the WOLF THIRD ANNUAL SUMMER MEET. This meet is starting to emerge as one of the Northwest's traditional must-attend events. Classic Stunt has been added to the lineup this year (*note: flown on Saturday, not on Sunday as may be reported in Stunt News!*) Also some Scale flying is being added to the venue. This has been a real nice homey type of contest so far, with a nice blend of events, casual schedule, nice flying field, and friendly competition. Give this meet a try if you haven't already made the trek to Salem.



TOP PHOTO: James Cox of the Pacific Aeromodellers club in B.C. has jumped into the Carrier event, and has done real well so far. Did not place at the Regionals, but has posted some good scores at other meets. Other Karrier Kibitzers seen in background at Roseburg site.

(frank boden photo)

BOTTOM PHOTO: Dave Shrum, one of the NW Regionals head movers and shakers, presides over one of the more serious moments at the Saturday nite banquet. Seated is Craig Bartlett, contest director.

(mike hazel photo)



NORTHWEST CL REGIONALS

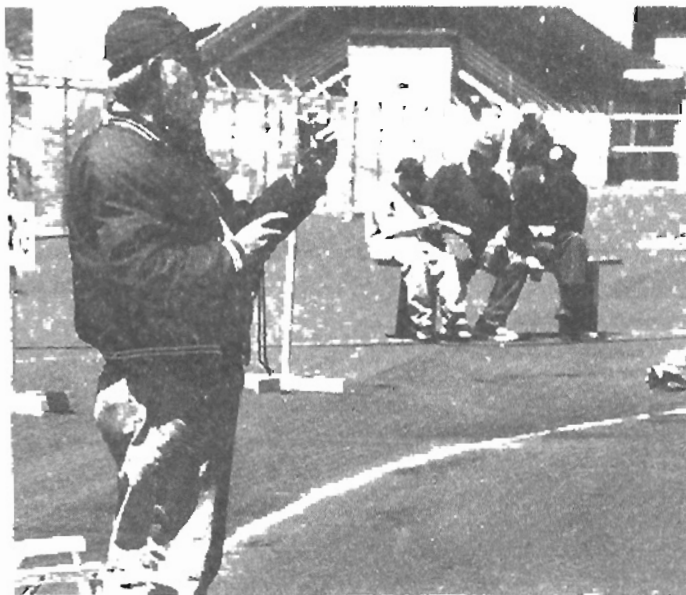
Here's part of the crowd at the Saturday nite banquet. Good food, good program, everyone seemed to enjoy themselves.

(mike hazel photo)



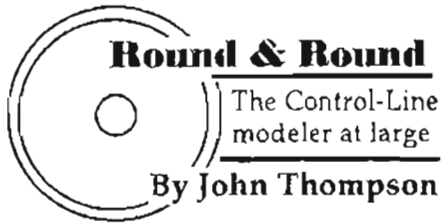
One happy Scott Riese with his new Classic Stunt ship. Scott did not place in Classic, but then neither did anyone else since the event was cancelled due to the high winds.

(chris cox photo)



The NW Regionals would not happen if it were not for the number of individuals who sacrifice at least part of their time to help officiate. Bill Darkow of Olympia, Washington spent a bit of his time on the racing circle sidelines doing stopwatch duties.

(mike hazel photo)



Modeling thought for the month:

"If you know something can go wrong, and take precautions against it, something else will go wrong."

— Patry's Law

Rousing Regionals reminds of unfinished business

It was one doggone fine Regionals. I don't want to get too windy about that topic — there was plenty of wind in Roseburg as everyone knows. But it was a great Regionals anyway.

Exactly 100 competitors had a 99% good time, as near as I could tell. Not a bad ratio!

Results are elsewhere in the newsletter, undoubtedly along with other commentary.

One statistical note that may not appear anywhere else: Mel Marcum, who orchestrates the compilation of all the statistics that go into selection of the grand champions, reports that a record was set this year. Todd Ryan's 31 points toward the Grand Championship simply smashed the previous totals for all grand championships. Todd competed in 11 events, scored six firsts, two seconds and one fourth. As Tina Turner says, "Simply the Best."

Anybody who wonders how Todd racks up all those points can find out without much effort. Just go to the circles where he is competing and watch: Todd and teammate/dad Mac leave nothing to chance. They come practiced and prepared, they know their equipment, they keep it properly maintained. They show up on time for their events, ready to fly. They follow the rules and take advantages of the rules where they can get them. In areas of judgment, they push until an official says they've hit the limit and then they back off to legal. They're good sports, by the way. In any dispute, they make their point and then shut up and go with the decision that is made. A couple of subtle things contribute considerably: They watch and listen to the other competitors. At every contest they learn something and make use of it.

They secret to the Ryan's success is simple, and anyone can do it: Prepare, practice, watch, listen, learn, have fun. It's a winning combination.

And when you think about it, you see the same characteristics in every great champion of our hobby: Dave Green when he dominated Northwest Racing, Paul Walker in aerobatics, Norm McFadden in combat. Role models for people who want to be winners.

Well, I did get windy, so now we'll breeze on to some unfinished business.

First, a quick reminder. We'll have a ballot in the next issue with the Diesel Combat rules. So, if you haven't sent in your comments, yet, do it now.

The ballot most likely will include a yes/no option on the rules written by Ken Burdick and published in Issue 154. There probably also will be a speed limit option as a separate issue: A speed limit, yes or no, and if so, 64 mph or 70 mph?

So, send your comments now and be ready to vote next month.

Now, on to a new issue: Flying Clown Race rules.

As sometimes happens, the Regionals was the forum for a low-level dispute about one of our Northwest events. It seems that the broad range of competitors from a wide area creates a critical mass that explodes into an interpretation question at this contest — it's happened in Northwest Sport Race in the past. It can be considered a good thing: We find and erase those gray areas.

Clown Race is an event full of gray areas in the rules, since it was designed as a club event and has evolved into one of our most popular racing events, with the competition sometimes running a little ahead of the rules.

Two issues came up at the Regionals. One would seem to need a ballot to settle it, and the second is a matter of interpretation that can be solved with some research work on the part of the rules coordinator (me).

1. **Cheek cowls.** Some competitors have been strengthening the front of their clowns with cheek cowls, a practice that is allowed in Northwest Sport Race. Some other competitors feel that cheek cowls deviate from the "faithful replica" required by the rules. I think we'll need a ballot on this.

2. **Outlines:** The problem here is that there historically are several Flying Clown versions. Even PDQ, the brand mentioned in the rules, made several versions. All of the PDQ versions are legal. But what's happened is that people have

brought planes that appeared to deviate from the commonly understood outlines and said, "This is from such and such kit, (or such and such version of such and such kit, etc.)." And some have simply thinned and shaved and tweaked until the plane looks like that clown definitely went on a diet.

After lengthy argument at the Regionals, I as racing director finally declared that all planes present would be allowed to race *for that one race only* and that we'd try to sort out the issue in the coming year. As a result, I allowed one plane to compete that most fliers felt was definitely illegal. I think they were correct and I hope that the research I'm now doing will lead to such a plane not being presented as an entry again.

What I'm doing is trying to collect plans from the four manufacturers currently making Clown kits. I intend to measure the parts and come up with templates that indicate minimum dimensions at critical points. Theoretically, the dimensions of any of those kits would be legal; any plane that does not meet those minimums would be illegal.

It won't require a ballot to come up with those templates; it will simply be a matter of quantifying existing rules.

The kit makers I am currently aware of are: J&J Sales, Brodak, Smith's Model Products and Mac Ryan. If anyone knows of others, let me know. Also, if anyone has a copy of the plans out of an old PDQ Clown kit, I'd like to see them.

It's my intent that by the time of the Really Racing contest in October, we'll have templates to look at to settle any dispute.

Your comments on this issue are welcome, as always. Look for a ballot on the cheek cowl issue two editions in the future.

Product notes:

RSM Distribution makes lots of CL stunt plane kits. The latest is Ted Snow's Humongous, a 54-inch span stunter. The RSM kit includes contest balsa, full-sized plans, silkspan and a full hardware package. Price is \$94.95. For a full catalog, contact RSM Distribution at (714) 547-5745.

J&J Sales is making an ARF CL kit called the U Key .35. Average box-to-flight time is three hours. It's advertised as an excellent plane for the novice but one that can be trimmed for the stunt pattern or super-slow combat. It features a foam wing and is intended for .35 engines. Contact J&J at (509) 337-6489 or e-mail at ukeyman@altavista.net.

Out flying:

One of the love/hate events of the summer for me is that critical test session a week or two before the Bladder Grabber. It's that do or die flying day when new and repaired planes are tested, engines are rung out, shutoffs are checked, etc. It's also, traditionally for me, the day when stuff breaks. A few years ago (in the Fox Mk III/IV days I blew up the crankshafts on my best two engines the week before the BG. Arg!

So I was braced for the worst last Sunday when I went out to test six airplanes, three new Mejlziks and three repaired Underdogs.

The way things started off, I figured things were running true to form.

The first Mejlzik was pretty close to OK, just needed a tiny de-warp. So I leveled out, flew another half-lap and then noticed the elevator/tailboom assembly flapping behind the plane. Just like in the old war movies: Eeeeeyyyyooooooooiiiiii — splat!

Yep, the center rib just plane parted, and the plane shucked the whole tailboom.

Gritting my teeth for more trouble, I went on to planes 2-6. I guess fortune shined on me for a change. The next five planes were just fine. Is this good news? Does it just mean the real trouble will start at the contest? Now I'm worried!

Gary Harris comments on Dbat

A few years ago a different form of CL combat was introduced to the Northwest by the dreaded Canadian contingent. It was promoted as an entry level type of event for young and old. And also fun for the experienced combateer.

Low cost, slow speeds, not too much noise and relative safety made the event ideal for the purposes intended. The rules used would keep the event low-tech, simple and fun.

Nostalgia Diesel Combat is fun. The rules are already established. To me there is no need to debate. There is no reason to get polarized over rules proposals.

The Canadians introduced the event and have continued to promote it with fervor. They have used D-bat as a means of introducing many new flyers to the joy of C/L. Current British Columbia Rules should be the rules standardized in the Northwest.

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 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 7-01-99. 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.

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 99

EVENTS: MOUSE RACE CLASS I, NW SPORT RACE, NW SUPER SPORT RACE, NW FLYING CLOWN RACE, 80 MPH COMBAT, VINTAGE DIESEL COMBAT, AMA FAST COMBAT, PROFILE CARRIER, CLASS I & II COMBINED CARRIER, .15 CARRIER, OLD TIME STUNT, CLASSIC STUNT, PRECISION AEROBATICS (3 PAMPA GROUPINGS), AMA SPORT SCALE, PROFILE SCALE SITE: KENT BOEING SPACE CENTER SPONSOR: SEATTLE SKYRAIDERS CONTACT: TOM KNOPPI (425) 228-9502, OR STEVE HELMICK (425) 255-1887

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 28 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 8 & 9 SALEM, OREGON

REALLY RACING & FALL FOLLIES

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, PRECISION AEROBATICS (IN FOUR PAMPA CLASSES). SITE: BILL RIEGEL MODEL AIR PARK, SPONSOR: WESTERN OREGON CONTROL LINE FLYERS, CONTACT: MIKE HAZEL (503) 364-8593

OCTOBER 9 SURREY, B.C.

EVENT: NOSTALGIA DIESEL COMBAT SITE: 178TH ST & 8TH AVE - SURREY CONTACT: ADRIAN DUNCAN (604) 941-9409

1999 Northwest Control Line Regionals Results

May 28-29-30, Roseburg, Ore.

Total entries: 100 individuals, 321 event entries *

First Grand Champion: Todd Ryan

Second Grand Champion: Don
Chandler

Third Grand Champion: Paul
Gibeault

Results

(Number of entries after event name)

(Northwest Standings points in parenthesis after score)

Mouse Race I Senior-Open (19)

1. Todd Ryan, watch error (19)
2. James Cox, 62 laps (18)
3. Paul Gibeault, 55 laps (17)
4. Stephen Cox, 2:30.84 heat (16)

Mouse Race I Jr. (1)

1. Scott Dorsey, 11:33.67 (1)

Mouse Race II (14)

1. Todd Ryan, 9:23.27 (14)
2. Paul Gibeault, 10:10.02 (13)
3. Stephen Cox, 20 laps (12)
4. Ron Salo, 0 laps (11)

FlyingClown Race (19)

1. Paul Gibeault, 287 laps (19)
2. Todd Ryan, 283 laps (18)
3. Joe Rice, 273 laps (17)
4. Bob Whitney, 141 laps heat

Northwest Sport Race Jr. (0)

Northwest Sport Race Sr.-Open (12)

1. Todd Ryan, 8:28.24 (12)
2. S&S Racing Team, 8:47.06 (11)
3. Vic Garner, 10:18.32
4. Doug Mayer, 12:14.27

Advanced Precision Aerobatics (10)

1. Bob Parker, 500 (10)
2. Jerry Eichten, 496 (9)
3. Scott Riese, 492 (8)
4. Lee Uberbacher, 489 (7)

Intermediate Precision Aerobatics (3)

1. Raul Alva, 383
2. Jim Welch, 292.5 (2)
3. Nils Norling, 278.5 (1)

Northwest Super Sport Race (11)

1. Todd Ryan, 7:06.7 (11)
2. Roger McIntyre, 7:49.41
3. Mike MacCarthy, 8:22.61
4. S&S Racing Team, 8:32.32 (8)

Northwest Goodyear (10)

1. Vic Garner, 8:49.3
2. Paul Gibeault, 10:44.6 (9)
3. Les Akre, 116 laps
4. Cleaver Bros. Racing Team, 4:34.41 heat (7)

Rat Race (5)

1. Todd Ryan, 5:59.02 (5)
2. Bill Cave, 103 laps
3. Nitroholics Racing Team, 3:13.53 heat (3)
4. Bob Whitney, 3:18.78 heat

Slow Rat Race (6)

1. Todd Ryan, 6:04.63 (6)
2. Bill Cave, 6:12.27
3. Vic Garner, 6:16.01
4. Bob Whitney, 30 laps

AMA Goodyear (8)

1. Les Akre, 5:47.01
2. Bill Cave, 6:55.01
3. Mike MacCarthy, 71 laps
4. Todd Ryan, 36 laps (5)

B-Team Race (2)

1. Bob Whitney, demo only

Expert Precision Aerobatics (12)

1. David Fitzgerald, 551
2. Paul Walker, 549.5 (16.5)
3. Ted Fancher, 534.5
4. Brett Buck, 527.5

Slow Combat (5)

1. Jeff Rein (5)
2. Buzz Wilson (4)
3. Bob Nelson (3)
4. Jim Green (2)

Vintage Diesel Combat (6)

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

Beginner Precision Aerobatics (5)

1. Bruce Hunt, 204.5 (5)
2. William Frye, 157.5
3. Richard Nugen, 118.5 (3)
4. Don Chandler, 117.5

Classic Stunt (11)

Event scratched due to wind

Old-Time Stunt (12)

1. Chris Cox, 315.5 (12)
2. David Fitzgerald, 287.5
3. Dan Rutherford, 286.5 (10)
4. Emil Kovac, 280.5 (9)

80-mph Combat (11)

1. Rich Salter (11)
2. Dick Salter (10)
3. Robert Smith (9)
4. Tom Strom (8)

AMA Combat (6)

1. Ken Burdick (6)
2. Frank Boden (5)
3. Mark Hansen (4)
4. Buzz Wilson (3)

1/2-A Combat (7)

Event scratched due to wind

B Speed (4)

1. Ron Salo, 132.3 mph (4)
2. Bob Whitney, att

D Speed (1)

1. Bob Whitney, 166.75 mph

Jet Speed (5)

1. Jerry Thomas, 177.97 mph (5)
4. Loren Howard, 145.57 (4)

1/2-A Proto Speed (13)

1. Jerry Rocha, 112.46 mph
2. Greg Settle, 110.72
3. Chuck Schuette, 106.35 (11)
4. Bob Whitney, 95.2

Formula 40 Speed (6)

1. Jim Rhoades, 157.7 mph
2. Glen Dye, 150.38
3. Paul Gibeault, 150.19 (4)
4. Bob Whitney, 145.92 mph

Class I Navy Carrier (5)

1. Don Chandler, 149
2. Jim Schneider, att

Class II Navy Carrier (4)

1. Don Chandler, 311.91
2. Mike Potter, 283.32 (3)
3. Jim Schneider, 227.86

Profile Navy Carrier (15)

1. Jim Schneider, 281.21
2. Todd Ryan, 278.41 (14)
3. Shawn Parker, 231.69 (13)
4. Mike Conner, 201.62 (12)

.15 Navy Carrier (10)

1. Alan Olsen, 187.8 (10)
2. Don Chandler, 117.6
3. Shawn Parker, 86.64 (8)
4. Mike Potter, 74.02 (7)

.21 Sport Speed (3)

1. Chuck Schuette, 149.19 mph (3)
2. Bob Whitney, 144.52

1/2-A Speed (2)

1. Jerry Rocha, 134.5 mph

A Speed (5)

1. M&M Team, 151.07 mph
2. Bob Whitney, 137.04
3. Les Akre, 123.49

Northwest Sport Jet Speed (6)

1. Mike Hazel, 126.71 mph (6)
2. Charlie Davis, att

Precision Scale (6)

1. Lynn Boss, 972.5 points
2. Grant Hiestand, 891.5
3. Bruce Tharpe, 539.5 (4)
4. Nick Stratis, 320 (3)

Sport Scale (8)

1. Lynn Boss, 188 points
2. Ken Burton, 159.5
3. Fred Cronenwett, 153.5
4. Don Chandler, 112

Profile Scale (7)

1. Steve Davis, 162.5 points
2. Fred Cronenwett, 144
3. Shawn Parker, 79.5 (5)
4. Don Chandler, 53.5

.21 Proto Speed (5)

- 1. Chris Sackett, 133.01 points (5)
- 2. Karl Caldwell, 128.87
- 3. Preston Husted, 123.25 (3)
- 4. Bob Whitney, 111.14

FAI Speed (4)

- 1. Chris Sackett, 177.54 mph (4)
- 2. Jim Rhoades, 167.19
- 3. R.J. Spahr, 153.17

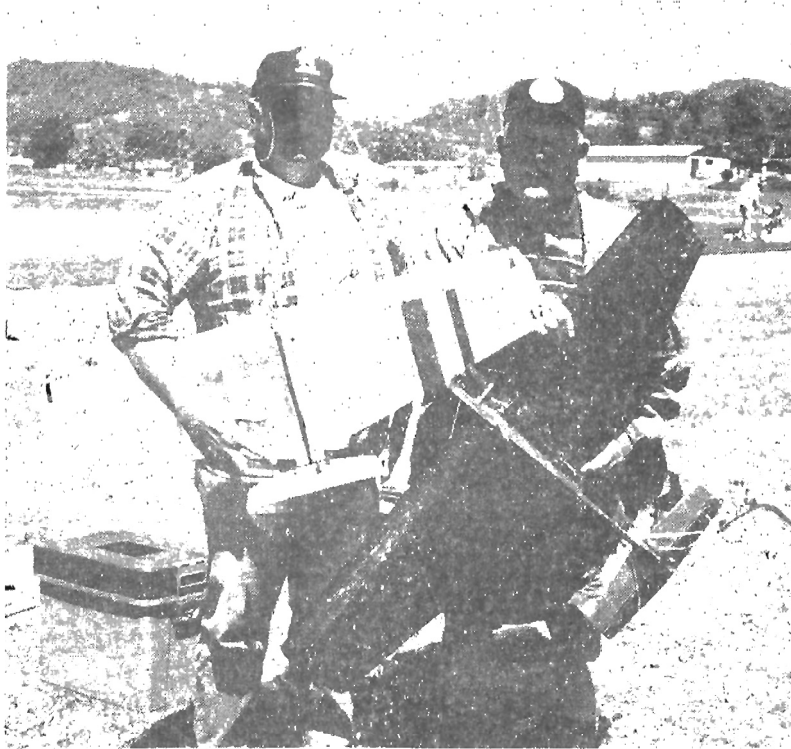
Open Seaplane(10)

- 1. Nils Norling, 149.5 points
- 2. Mike Conner, 139.5
- 3. Lynn Boss, 137.5
- 4. Fred Cronenwett, 136

Schneider Cup (2)

- 1. Bill Darkow, 101.74 points
- 2. Grant Hiestand, 100.11

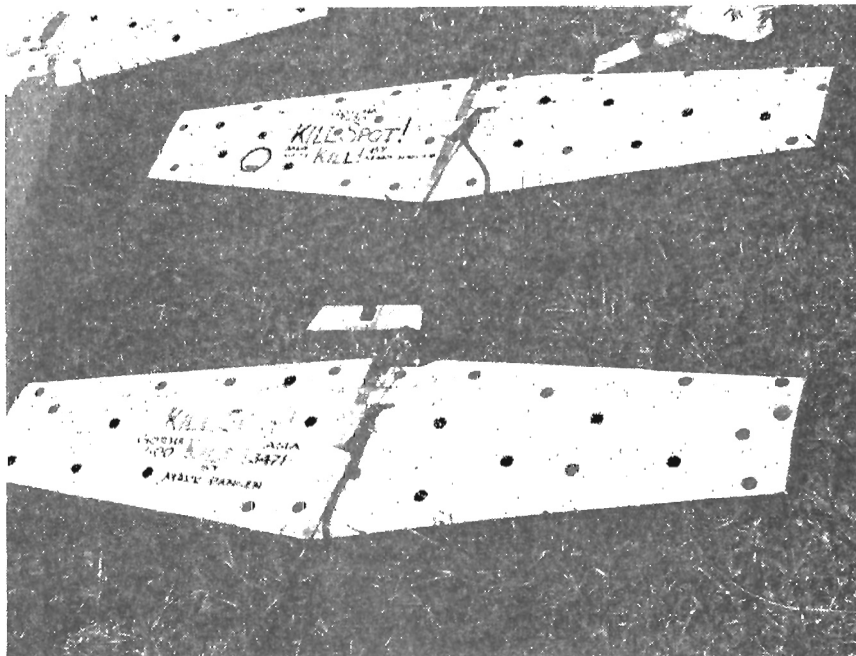
* Event entries: Racing , 107; Stunt, 53; Speed, 54; Combat, 40; Carrier, 34; Scale, 21; Seaplane 12



AT THE COMBAT CIRCLE

Some of the tough Combat competition: Dick Salter (on left) and Frank Boden. Dick took 2nd in 80 mph class, and Frank scored 2nd in the Fast class. These guys love their combat!

(Frank Boden photo)



Kill Spot! Kill! reads the message on Mark Hansen's combat ships. Design is a Gotcha 500. Planes look familiar? They look like "models" for the 1999 Regionals T-Shirt design.

(Mike Hazel photo)

1999 Jim Parsons Memorial StuntaThon
 June 12-13, 1998
 Boeing Space Center, Kent Washington
 Sunny, wind @6 MPH, 65-82°F
 Sanction Number: 91689

CD, Dave Gardner
 Pit Boss, Gary Letsinger
 Tabulator, Joan Cox

OTS: Judges: Bob Parker, Joe Dill

Emil Kovac	184	296.5	1
Roy DeCamara	264	281	2
Keith Varley	272.5	279.5	3
Rich McConnell	258	248.5	4
Dan Rutherford	258	229	5
Gary Letsinger	243.5	132.5	6
Jim Johnson	188.5	186	7

Classic Stunt: Judges: Bob Emmett, Chris Cox

Don McClave	Oriental	Fox .35 ABC	522	531	1
Dan Rutherford	Smoothie	Fox .35 ABC	485.5	492.5	2
John Leidle	Nakke	Silverfox .40	434.5	478	3
Roy DeCamara	Oriental	FP .40	441	452.5	4
Rich McConnell	Super Clown	Brat 28	410.5	450	5
Keith Varley	Oriental		438.5	449	6

Beginner Stunt: Judges: Bob Parker, Paul Walker

Bill Veselik			287	231	1
Bruce Hunt			247	239.5	2
Buzz Wilson			217.5	226.5	3
Jim Johnson			173	191	4

Advanced Stunt: Judges: Paul Walker, Chris Cox

Bob Parker	Impact	OS .40 Pipe	481	487	1
Jerry Eichten	Pirate	ST .51	476.5	486	2
Scott Riese	Nobler (O size)	FP .40	481.5	472.5	3
Roy DeCamara			438	474.5	4
Keith Varley	Oriental	OS .40	459.5	373.5	5
Mike Connor			431.5	437	6
Leo Mehl			415.5	425	7
Rich McConnell			372	320	8
Dave Finnie			312.5	335	9

Expert: Judges: Paul Walker, Bob Parker

Jack Pitcher			499	524	1
Chris Cox	Defiant	OS .40VF Pipe	513.5	513.5	2
Don McClave	Oriental	Fox .35 ABC	512	513.5	3
Howard Rush	Impact	PA	501	506	4
Dan Rutherford			455.5	487	5
John Leidle	Saturn	T&L .40 Pipe	157.5	202.5	6

"FAST IS COOL!"

..... Zoot Zoomer



ZOOT'S MIXTURE

Greetings, go-fast fans! Another NW Regionals has come and gone. What a "blow" this one was. Everything was great quality as usual, just wish the wind did not decide to show up.

Almost had to laugh! A lot of the speed flying activity was grounded by the breezes, meanwhile the big, bad .049 powered Mouse Racers blazed around in the racing circle next door. If they could fly, about anything should be able to. The Zoomer actually entered and flew Rat Race after about a decade-long hiatus. The plane flew just fine, thank you very much. Just had to pay a little more attention to the downwind leg, which was not hard to do.

Speaking of racing, it seems a controversy must always come up in the racing circle. It seems that one entrant in the Flying Clown event had a plane that looked a bit mean and particularly lean. So, it was a question of fidelity to the original design, which is a key part of the event. A couple of people voiced the opinion that maybe the officiation was a bit

too picky on the dimensional variations. My response to that is the following question: For events that call for faithful replicas of a design, why is it that aircraft in dispute always seem to be too small. Why aren't the planes accidentally built too large????

I had a great time Friday nite in one of the combater's rooms. Great mirth and merry was made in anticipation of this group's special "whale kill" event that would take place in the float pond area. Spirits really soared after the ceremonial whale and the harpoon launching device were float tested in the motel swimming pool. What will these guys think up next?

Here's a thought..... what would it be like for everyone to show up at a big contest (like the Regionals) some year, and just leave the planes home! Then we could get all our visiting and lie swapping accomplished for a change.

Hey speedsters..... You still have two more contests this year: The Can-Am champs in Canada, and the season wrap-up in Salem.

Will Naemura of Portland, spent a bit of the ground time at the Regionals doing some engine running and testing. Most likely one of his .15 sized FAI speed engines. Engine stand looks like a well-thought out design. (mike hazel photo)

Greg Settle tunes his C.S. 049 1/2 A Proto ship. He put a lot of effort into this ship which bettered 110 mph for second place. Greg hails from Colorado. (mike hazel photo)





The Flying Flea Market

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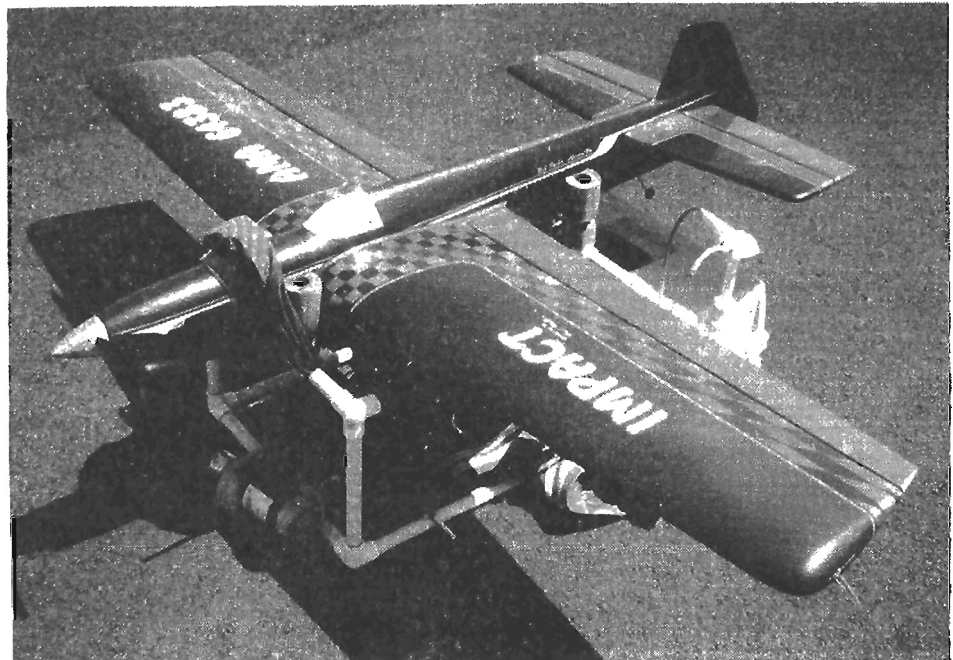
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Bob Parker won 1st in Advanced P.A. at the Roseburg Regionals with this "Impact" design.

A piped O.S. 40 spinning a carbon fiber prop provides the motivation.

Also note the "stunt underwear" securing the plane in holding unit. (see Chris Cox's article)

(Chris Cox photo)



CONTEST RESULTS

RICHMOND, BRITISH COLUMBIA
MAY 15, 1999

PROFILE CARRIER (7 ENTRIES)

- | | | |
|----|--------------|-----|
| 1) | Shawn Parker | 235 |
| 2) | James Cox | 224 |
| 3) | Mike Conner | 191 |

.15 CARRIER (4 ENTRIES)

- | | | |
|----|--------------|-----|
| 1) | Shawn Parker | 202 |
| 2) | Mike Potter | 184 |
| 3) | Mike Conner | 158 |

CLASS II CARRIER (1 ENTRY)

- | | | |
|----|-------------|-----------|
| 1) | Mike Potter | score n/a |
|----|-------------|-----------|

PROFILE STUNT (6 ENTRIES)

- | | | |
|----|----------------|-------|
| 1) | Dan Rutherford | 290.0 |
| 2) | Mike Conner | 264.5 |
| 3) | Keith Varley | 262.5 |
| 4) | Barry Shandel | 196.5 |

NORTHWEST SPEED CHAMPIONSHIPS
LAKEWOOD, WASHINGTON
JUNE 19 & 20, 1999

JET SPEED (3 ENTRIES)

- | | | |
|----|--------------|--------|
| 1) | Jerry Thomas | 180.25 |
| 2) | Dick Salter | 158.81 |

NW SPORT JET SPEED (2 ENTRIES)

- | | | |
|----|-------------|--------|
| 1) | Dick Salter | 152.09 |
| 2) | Mike Hazel | 143.00 |

FORMULA 40 SPEED (1 ENTRY)

- | | | |
|----|---------------|--------|
| 1) | Paul Gibeault | 151.33 |
|----|---------------|--------|

B SPEED (1 ENTRY)

- | | | |
|----|----------|--------|
| 1) | Ron Salo | 138.41 |
|----|----------|--------|

.21 SPORT SPEED (2 ENTRIES)

- | | | |
|----|--------------|--------|
| 1) | Loren Howard | 152.61 |
|----|--------------|--------|

1/2 A PROTO (1 ENTRY)

- | | | |
|----|----------------|--------|
| 1) | Chuck Schuette | 106.78 |
|----|----------------|--------|

Northwest Speed Championships grew a little this year. Saturday was mostly Jet. Good weather conditions for them. Times were respectable. Sunday the pistons showed up from Vancouver, Washington, and Vancouver, B.C. The C.D. got good help from timers and pit help. Everyone that came had a good time and liked the circle. I will continue to improve the surface to make it even better for next year. Thanks to the guys that came and to those that helped.

New records set at contest: Dick Salter's previous NW sport jet record was 151.97, now 152.09. Chuck Schuette's previous 1/2 A Proto was 101.60, now 106.78.

(report by Vic Lichtenberg)

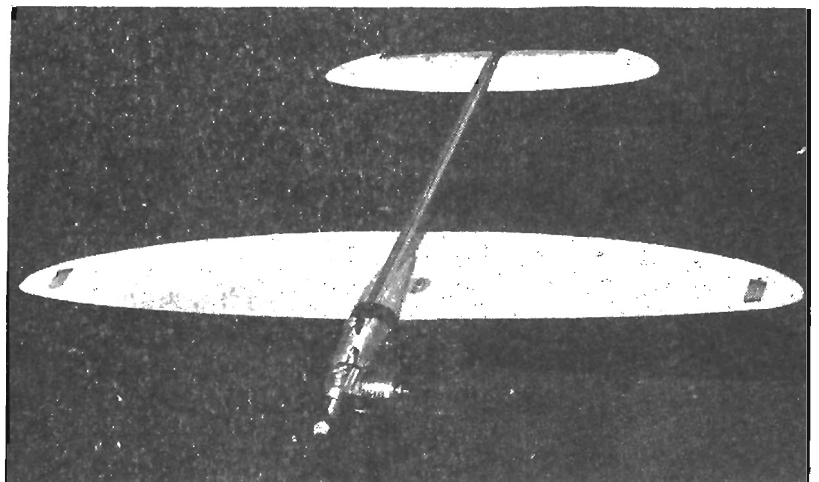
1999 BLADDER GRABBER
SNOHOMISH, WASHINGTON
JUNE 26 & 27, 1999

(note: the following is all the information we have at press time. We hope to have a report for next issue)

AMA FAST COMBAT

- | | |
|----|----------------|
| 1) | Mark Rudner |
| 2) | Howard Rush |
| 3) | Michael Wilcox |
| 4) | John Thompson |
| 5) | Bill Maywald |

Below: Class I Mouse Racer fielded at the Regionals by the Florida team of Whitney & Trivin. Nice looking airframe, and notably has an original engine on the front. (mike hazel photo)



Stunt Stuff

By Chris Cox

Wind, Sneakers and Underwear

There is little doubt in my mind that Stunt has developed into more a social event than an all out competitive sport. There is also no doubt to me that this is why I prefer stunt above all the other events offered. Let's review the recent happenings at the Northwest Regionals in Roseburg in order to explain why this is.

I have been told by many of the local Roseburgians that Roseburg, Ore., enjoys the least amount of wind over all other US cities, towns, burgs, etc. Since last week, I have concluded it is because it only blows in Roseburg for one week during the year and the rest of the time it is calm. If my synopsis is correct, then there was little doubt by the end of the Regionals what week it was. Not only did it blow, it did not stop blowing and it blew hard!

But, it really didn't matter. The stunt folk still managed to have a raging good time, despite Classic not even taking place (wind, remember) and all but a handful of really gutsy competitors, declining a second round flight in precision. To truly put this wind thing into perspective, Paul Walker, our local wind expert, although only one and a half points back of David Fitzgerald, chose not to fly!

Probably the non-flying highlight of the Regionals was the gag pulled on

Dirty Dan, somewhat of a wind expert himself, only of a different ilk. Dan had spent the previous three days telling all that he could corner how, now that he was now flying in the expert category, he was determined not to embarrass himself and had even gone out and bought himself a pair of "Stunt" sneakers (runners?)! At which point he would pull out the box with the "stunt label" attached to prove it. The potential for making Dan regret this finding was too much for several of us to ignore, and true to form, Mike Conner came up with a wicked plan.

During the precision pilot's meeting, Mike took a moment to present Dan a bona-fide box of "Stunt Underwear" complete with convincing label, bikini style, of course. It was quite hilarious, Dan was suitably embarrassed, and I even got a picture to prove it. Look for this picture to be widely distributed. Can you say "Stunt News"?

Several sightings of the underwear were made throughout the day. A particularly attractive purple pair was employed as a tie down to prevent Bob Parker's equally attractive purple Impact from flying away, while another pair was found left mysteriously hanging from Ted Fancher's rear-view mirror. Hope he remembers to remove it before arriving back home for Shareen to find!

Back to the flying. Incredibly, only one aircraft was lost during the week. Unfortunately it was Jim Welch's beautiful "Bearcat" which suffered a stall in a particularly tight corner and was unable to recover in time. Other than several propeller adjustments on take-off (I know I'm glad I had a \$30.00 cowling protector installed!) the carnage was unusually low for the conditions. Perhaps further proof of the increasing level of competence out there.

The Scoreboard

Northwest control-line competition standings.

The Regionals is a big contest and that means big points in the standings. Not to mention the other contests that come thick and fast as summer begins to shine.

Contests in April, May and early June juggled standings in virtually every competition event.

Contests added to the statistics this month occurred in British Columbia, Washington and Oregon.

Contests counted to date: Jan. 3, Salem, Ore.; March 28, Richmond, B.C.; April 10, Surrey, B.C.; April 17, Richmond; April 24-24, Portland, Ore., May 8-9, Salem; May 15, Richmond; May 28-30, Roseburg, Ore.; June 12-13, Kent, Wash.

Following are the standings for updated events:

1999 STANDINGS

CLASS I MOUSE RACE

1. Todd Ryan, Pasco, Wash.	22
2. James Cox, Delta, B.C.	18
3. Paul Gibeault, Richmond, B.C.	17
4. Stephen Cox, Delta, B.C.	16
5. Nitroholics Racing Team, Oregon	5

CLASS I MOUSE RACE

1. Todd Ryan	14
2. Paul Gibeault	13
3. Stephen Cox	12
4. Ron Salo, Surrey, B.C.	11

RAT RACE

1. Todd Ryan	6
2. Nitroholics Racing Team	4

SLOWRAT RACE

1. Todd Ryan	6
--------------	---

AMAGOODYEAR

1. Todd Ryan	6
--------------	---

CLOWN RACE

1. Todd Ryan	25
2. Paul Gibeault	21
3. Joe Rice, Richland, Wash.	17

4. Nitroholics Racing Team	12
5. Mark Hansen, Portland, Ore.	10

NORTHWEST SPORT RACE

1. Todd Ryan	15
2. S&S Racing Team, Seattle, Wash.	11
3. Nitroholics Racing Team	4
4. Ron Howell, Hoquiam, Wash.	3
Paul Gibeault	3

NORTHWEST SUPER SPORT RACE

1. Todd Ryan	13
2. S&S Racing Team	8
3. Nitroholics Racing Team	1

NORTHWEST GOODYEAR

1. Paul Gibeault	9
2. Cleaver Bros. Racing Team, Wash.	7

OVERALL RACING

1. Todd Ryan	89
2. Paul Gibeault	48
3. Stephen Cox	28
4. Nitroholics Racing Team	26
5. S&S Racing Team	19
6. James Cox	18
7. Mike Conner, Pitt Meadows, B.C.	11
Ron Salo	11
9. Mark Hansen	10
10. Ron Howell	8

PRECISION AEROBATICS

1. Bob Parker, Renton, Wash.	26
2. Jerry Eichten, Dundee, Ore.	23
Paul Walker, Kent, Wash.	22.5
4. Scott Riese, Portland, Ore.	20
5. Jack Pitcher, Gresham, Ore.	12

OLD-TIME STUNT

1. Emil Kovac, Issaquah, Wash.	16
2. Chris Cox, Delta, B.C.	12
3. Dan Rutherford, Bothell, Wash.	10
4. Roy DeCamara, Vancouver, Wash.	6
5. Keith Varley, Vancouver, B.C.	5

OLD-TIME STUNT

1. Don McClave, Portland, Ore.	6
2. Dan Rutherford	5
3. John Leidle, Kirkland, Wash.	4
4. Roy DeCamara, Vancouver, Wash.	3

OVERALLSTUNT

1. Bob Parker	26
2. Jerry Eichten	23
3. PaulWalker	22.5
DanRutherford	22.5
5. Scott Riese	20
6. Chris Cox	19.5
7. Roy DeCamara	18
8. Don McClave	16.5

9. Emil Kovac	16
10. Jack Pitcher	12

AMA COMBAT

1. Ken Burdick, Seattle, Wash.	6
2. Frank Boden, Burnaby, B.C.	5
3. Mark Hansen	4
4. Buzz Wilson, Edmonds, Wash.	3

SLOW COMBAT

1. Jeff Rein, Bothell, Wash.	5
2. Buzz Wilson	4
3. Bob Nelson, Redmond, Wash.	3
4. Jim Green, Bellevue, Wash.	2

80MPH COMBAT

1. Rich Salter, Seattle, Wash.	11
2. Dick Salter, Seattle, Wash.	10
3. Robert Smith, Roy, Wash.	9
4. Tom Strom, Seattle, Wash.	8

VINTAGE DIESEL COMBAT

1. David Pelletier, B.C.	10
Jeff Rein	10
3. Mel Lyne, Garibaldi Hglnds, B.C.	9
Ken Burdick	9
5. Troy Lyne, Garibaldi Hghlnds, B.C.	8

OVERALL COMBAT

1. Jeff Rein	15
Ken Burdick	15
3. Buzz Wilson	13
4. Rich Salter	11
5. Dave Pelletier	10
Dick Salter	10
7. Robert Smith	9
Mel Lyne	9
9. Troy Lyne	8
Tom Strom	8

PROFILE CARRIER

1. Shawn Parker, Seattle, Wash.	31
2. Mike Conner	24
3. Todd Ryan	14
4. James Cox, Delta, B.C.	10
5. Mike Potter, Auburn, Wash.	5

.15 CARRIER

1. Shawn Parker	20
2. Mike Potter	15
3. Alan Olsen, Hoquiam, Wash.	10
4. Craig Bartlett, Corvallis, Ore.	6
5. Mike Conner	5

CLASS II CARRIER

1. Mike Potter	4
----------------	---

OVERALL CARRIER

1. Shawn Parker	51
2. Mike Conner	29
3. Mike Potter	24

4. Todd Ryan	14
5. Alan Olsen	10
James Cox	10

7. Craig Bartlett	6
8. Mark Hansen	4
9. Darrell Rupnow, Orting, Wash.	3
10. Roy Beers, Ariel, Wash.	2

SPEED(All classes combined)

1. Chuck Schuette, Vancouver, Wash.	14
2. Chris Sackett, Burnaby, B.C.	9
3. Mike Hazel, Salem, Ore.	7
4. Jerry Thomas, Edgewood, Wash.	6
5. Loren Howard, Vancouver, Wash.	5
6. Ron Salo	4
Paul Gibeault	4
8. Preston Husted, Myrtle Point, Ore.	3
9. Dick Salter	2

SCALE(All classes combined)

1. Shawn Parker	5
2. Bruce Tharpe, Rogue River, Ore.	4
3. Nick Stratis, Auburn, Wash.	3

TOP JUNIORS

1. David Pelletier, B.C.	10
2. Scott Dorsey, Bend, Ore.	1

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 JohnT4051@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.

Here's a letter we received from FL subscriber Jack Pitcher, of Gresham, OR

Enclosed is my renewal for Flying Lines. Thanks for the reminder.

The history segments in the current issue brought several things to mind. Even though I have little interest in racing, it was without doubt the Drizzle Circuit that brought me back to Control Line.

I spent many a Sunday hanging around Delta Park watching you guys fly during that period in the early Eighties. My interest has always been in Stunt since I was young and it was the earliest form of really organized or successful CL flying that I saw. Anyway, hanging around the D.C. races got my interest going again. I originally came out with some of my friends from the NorWesters FF club; Ralph Cooney, Bob Waterman, Blake Jensen, and Wayne Drake who took up NW Sport Racing for a while there.

That bring sme to my second point and on a sadder note, I recently saw in the Oregonian an obituary for Wayne Drake. He passed away from cancer on April 25th. Don't know if you were award of this or not. I hadn't seen or heard from him in years, so was quite take aback to come across his obituary. It has caused me to look back on those days with mixed emotions.

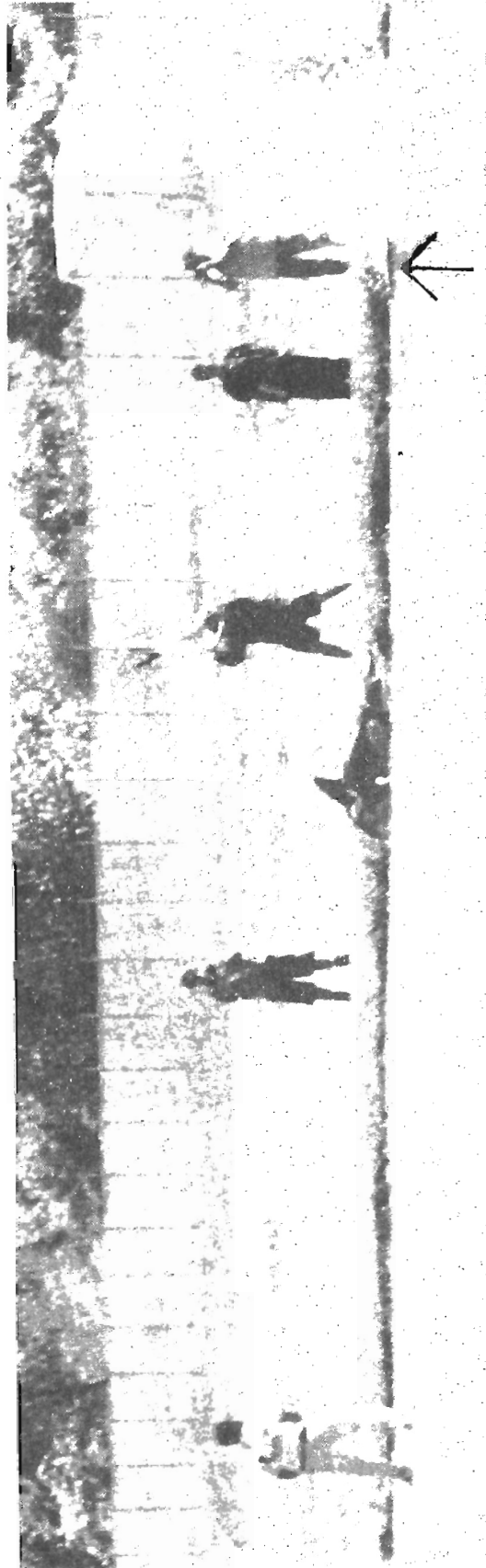
Thanks to you and John for your diligent efforts with FL for all these years. It keeps us in contact and focus.

See you at Roseburg,
Jack Pitcher.

Jack, thanks for the nice note and the kind words.

It was sad to hear about Wayne Drake. Likewise, I hadn't heard from him for many years. When he tried his hand at CL sport racing, he did so with a very together program. I had never seen anyone show up as a "newbie", and so quickly figure things out and innovatively engineer his own competitive equipment. That most certainly came from his competitive free flight experience.
.....editor

Hey Bunky! Help promote CL model aviation in the Northwest.
Help a friend sign up as a subscriber to FLYING LINES!



in reality was a combat plane. Photo taken just at the moment of water contact, note the spray! The harpoon operator, Ken Burdick, made another try at it and was successful. Not sure how they divvied up the blubber..... (mike hazel photo)

Now here's one of the more bizarre photos that we have presented, hope it turns out OK. The combat guys thought it would be fun to do a "whale hunt" in the Regionals float fly pond. The whale is clearly evident. The arrow points at the "harpoon", which

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

Racing news by Todd Ryan

The Regionals have come and gone. It was good to see all of the competitors doing what they do best, having a good time. The meet had a few problems but all in all was run extremely well.

The meet started on Friday with Northwest Goodyear. Even though the rules now allow quite a few new motors, the same engines from the original list were still in use. The flights went smoothly giving a very clean final to Vic Garner with myself piloting and Paul Gibeault. After a lengthy layoff, Vic took a first place with an ST X-15. Gibeault was using a good old' Fox .15 to take second.

Next was Clown, oh boy! Let the controversy begin! While walking through the pits, I noticed that a few planes appeared to be illegal so I brought this up at the pilots' meeting and a lengthy conversation was had. The problem was that some of the planes were running cheek pads. This has been an item of discussion since last year's Regionals when some planes were running these cowls. Another problem was that one plane had the body slimmed down considerably. A vote was held by the competitors on site and the planes were ruled as illegal. The event director John Thompson allowed all planes to fly regardless, stating that a vote through *Flying Lines* will be held after the meet.

The heats began and had some problems" line tangles, wrecked planes, and me lying on the ground trying to regain my breath, after having the air strangled out of me when a set of lines

wrapped around Bob Whitney and myself.

After the carnage, the finals berthed Paul Gibeault and Les Akre, Joe and Paul Rice, and Todd and Mac Ryan. At the one-minute countdown, I was blessed by finding dirt in the needle valve of my Moki .15 which I of course didn't have time to flush. This brought about a slow final and a plane that died on the launch of the fourth pit. The Rices ran very clean but didn't have the speed to stop Paul Gibeault with his screaming hand-built Fox .15. The Rices took third with their Moki and my dad and I took second with a respectable 284 laps. Gibeault went on to win with a nice 289.

I'll see you in Canada, Paul!

Saturday morning came very early and upon arriving at the site one could see the trees being blown over in the distance; the wind was definitely howling. Let mouse racing begin! The Streaker was once again the dominating design, a very good plane. Mouse was very interesting with good carnage and very fast times. My entry was pitted by Bill Cave in a deal worked out that if I flew for him that I got an entry to run in my name. After some good racing, the finals produced Todd Ryan, James Cox, and Paul Gibeault (both Cox and Gibeault were running motors built and tuned by Paul). Go! All planes were off on the whistle and Gibeault's engines were slightly faster than myself. However, the pits would decide the race. Coming into land, James accidentally hit Les Akre, who was pitting Gibeault at the time. This gave an open window to Bill and me, which produced my first ever Mouse 1 victory at the Regionals. Thanks Bill!

Mouse II was run next with quite a few of the Mouse 1 entries. This event was somewhat taxing with the winds as

high as they were. Times were good and flights were fair. I was again flying with Bill and together we broke the Northwest Record bringing it down into the 9-minute range. However the plane was definitely put through a war due to very rough landings on my part. Sorry, Bill.

Next came Fast Rat. Thank God! No worries about the wind. These planes could fly in a hurricane and not tell the difference. Airspeeds were in the 140+ mph range. The Back-At-It team of Mike McCarthy and Roger Macintyre were campaigning their Texas Quickie Rats along with Bob Whitney. Looked like a lot of fun. Three teams flew actual Rat racers.

The Nitroholics team of John Thompson and Mike Hazel finally got a chance to fly instead of officiate, Mike McCarthy was recruited to pit my entry due to a goofy (dangerous) hot-glove setup which will be changed before the next race, and Bill Cave recruited pilot Bob Kerr to fly. The heats went smoothly and the final saw Todd Ryan and Bob Kerr fly two-up.

Speeds were very close and the crowd was heard cheering when a pass was finally made. Todd and Mike posted a first place time followed by Bill and Bob with some pitting trouble, i.e. broken landing gear.

Silence fell on Roseburg and everyone retreated for the evening. Sunday arrived even earlier than Saturday and wind was still prevalent.

Goodyear kicked off with a bang. Lots of entrees and some good-looking planes. Flights went well except for a few incidents. The Rice team of Paul and Joe experienced a line break which resulted in a rather rough landing. Gibeault and myself had some interesting flights — Gibeault making machine gun noises

when he would pass my plane. Will Naemura tried his hand at combat flying for Les Akre. I was waiting for the confetti when Will made an extremely tight pass over me, I would guess maybe 3 inches was seen between the planes. After the exciting flights, the finals brought Bill Cave, Todd Ryan, Les Akre, and another pilot that I can't recall. I managed to break the body of my entry on a very high-speed landing. Bill Cave managed a second place while Les Akre took first using a GP Rossi.

After Goodyear, Doug Mayer arrived on the field with a smile on his face. He was entered in Goodyear but didn't show. When asked where he was, his reply was classic and something that I'll have to remember. His response was, "Look, I've got a slow plane and a warm girl, what do you think?"

On a different note, I need to take a moment and thank Doug. He was the guy that helped walk me back to the pits at last years Nationals when I was hit in the head by a running Sport racer. I haven't had a chance to thank him yet so, Thanks for the help Doug!

Slow rat was the usual drag-you-around-with-a-very-heavy-and-very-fast-plane type event. For anyone that hasn't flown one, let me tell you that these things pull in the 60-70 lb range. The engines of choice were the expensive (\$350) Nelson .36 and the hand built Super Tigre X-40 (rebuilt to a .36). Speeds are in the 130+ mph range and the planes look good. Vic Garner and Bob Kerr had tank problems that are now to my knowledge solved. I was teamed with Bill Cave using his equipment. The Back-At-It team of Mike McCarthy and Roger Macintyre were running their high-powered Nelson/Medfly combination along with a Norcal plane. The Medfly is a Vic Garner

designed Slow Rat racer that has been around for years. After all was said and done, the team of Bill Cave and Todd Ryan motored on to victory with Bill's plane that I took fourth at last years Nats with. Thanks again, Bill.

Next was Sport Race. The wind was high and three-up heats were attempted. After seeing that this was a bad idea, two-up heats were scheduled which helped greatly. The Back-At-It team dropped out due to high winds, saving their planes for the Nationals, I think this was a good idea because these planes were used by Bill, Doug, and I as a team to set the NCLRA's national record last year at the Nats. This equipment is very good and should do well at this years Nationals.

The heats began and went very smoothly except for one incident that I have to report on. I enjoy flying for other people and helping them as much as I can but I feel damn good when I have my actual teammate on the other end of the lines. My dad and I were back together and Team Ryan was running very well in the heat race. Seeing how well we were doing, Tom Strom took it upon himself to try to end our progress, i.e. run over my pitman on landing. No luck, my dad launched and was only hit in the hand by the wing of the S & S entry. Just kidding Tom, I could tell that you were pretty upset by what happened. The finals saw Doug Mayer, Todd and Mac Ryan, S & S racing, and someone else to the finals. Doug was on record pace when the wheel decided to come off on a landing. Strom and Salter had a very good race, and Team Ryan went on to win with a new NW Record of 8:26.

Super Sport was the last racing event of the Regionals and was a lot of fun. Entries were close, the Back-At-It team was running well along with Bill Cave who I was flying for. Strom and Salter

looked good with great pit work. And Team Ryan had their entry ready to run. The finals were run two-up and were very close. After all was said and done, Team Ryan was victorious with a good time of 7:06. Thanks, Doug for sticking your finger in the venturi on the pitstops. This seems to be the only way to get this motor to restart consistently.

This ended the 1999 NW Regionals. I would like to Thank John Thompson for officiating the racing portion of the Regionals. You did a good job and I appreciate your efforts. Also, I would like to say get well soon and heal up quick to Ron Howell who unfortunately hurt his back during the clown race.

The award assembly was held shortly afterwards and was run very well, nice trophies, plaques, and best of all prizes. My only problem was that I felt the Juniors should be allowed to pick first no matter where they place.

Thankfully, I received the 1st place Grand Champion award for the fourth year in a row. This could not have been done without a team effort. Thank you Bill Cave, Mike McCarthy, Doug Mayer. And last but in no way least my dad, Mac Ryan. Without your help dad, we never would have attained the success that we have accomplished. Thank you from the bottom of my heart.

Well, that's all I have for now. I'm gearing up to go to the 99 Nationals with Mike McCarthy. Should be another fun experience flying against all the Nats guys. Could be quite interesting as this will be the first time that I have flown a FAI Team Racer. I'm going to pilot for Bob Whitney and should have my hands full. Any advice from you guys would be appreciated.

Todd Ryan can be contacted by e-mail at teamryan@juno.com or by mail at 590 East Valley Drive, Pasco, WA 99301.

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

**the Third Annual
WOLF
Summer Control Line Contest**

"Oregon's biggest little control line contest"

AUGUST 21 & 22, 1999

SALEM, OREGON

A.M.A. Class "AA" Sanctioned competition for:

AEROBATICS

RACING

SCALE

COMBAT

SITE: BILL RIEGEL MODEL AIRPARK, AT THE SALEM AIRPORT



**WESTERN
OREGON
CONTROL
LINE
FLYERS**

***the Third Annual WOLF Summer Control Line Contest
August 21 & 22, 1999 Salem, Oregon***

SATURDAY

9:00 Registration Open
9:30 NORTHWEST SUPER SPORT RACE
10:00 MOUSE RACE I (JS) (O)
11:30 AMA GOODYEAR RACING
12:00 NORTHWEST FLYING CLOWN RACE
2:00 CLASSIC STUNT
3:00 NORTHWEST SPORT RACE

SUNDAY

8:00 Registration Open
8:30 PRECISION AEROBATICS (ROUND 1)
9:30 SCALE APPEARANCE JUDGING
10:00 80 MPH COMBAT
12:00 SPORT / PROFILE SCALE FLYING
1:30 PRECISION AEROBATICS (ROUND 2)
4:30 AWARDS

EVENT & SCHEDULE INFORMATION

- All events will be flown as per current A.M.A. and Northwest rules. Know the rules!
- Precision Aerobatics will be flown in PAMPA classes: Beginner, Intermediate, Advanced, Expert
- 80 Mph Combat will be flown double elimination.
- Racing events that specify standard fuel, will use only the contest provided fuel in competition.
- Scale: Two separate events flown: Sport, and Profile as per the A.M.A. rule book. Scale event is new to this contest, let's work to make it a success. Exact schedule of judging may vary slightly.
- All events are Junior-Senior-Open age groups combined, except as noted.
- Event schedule is subject to minor adjustment, based upon entry levels and other relevant factors.
- Combat and NW Sport Race will be flown on a grass circle. All other events will be flown on a very nice smooth asphalt circle.
- Racing entrants may be required to assist in timing duties.

OTHER IMPORTANT INFORMATION

- **PARKING:** There will be no parking allowed on the field, due to space limitations. There will be a loading zone set up for your convenience. After you unload, then move your vehicle into the appropriate airport parking area, which is immediately adjacent to the flying site. The airport has a one dollar per day charge.
- A.M.A. or M.A.A.C. membership is required for all participants, available at registration.
- No alcoholic beverages or other intoxicants are allowed on the field.
- Only participants are allowed in the flying areas. Spectators and others must remain behind barriers.
- Lodging information is available on request.
- Awards: A nice selection of merchandise awards will be given out thru third place in all events.
- Directions to site: From Interstate 5, take exit 253 and head West. Go about one mile and turn left on 25th Street (K-Mart and Dairy Queen on corner). Then proceed about 3/4 mile, and field is on your left.
- For more information contact: Mike Hazel (503) 364-8593, e-mail: ZZ CLspeed@aol.com
- Restrooms and other services are available in the airport terminal building.

**WESTERN OREGON CONTROL LINE FLYERS
1073 WINDEMERE DRIVE NORTHWEST, SALEM, OREGON 97304**

Kenny's Combat Corner

By Ken Burdick

Fuel Shutoffs

As of this year, any Combat events that have speeds in excess of 75 mph require a device to stop the engine in the event of a flyaway. In the Northwest we have been dealing with this device for several years after the N.W Regionals required them.

The majority of shutoff designs rely on centrifugal force to activate the fuel dump or pinch off of a fuel line. This is accomplished by a wand with a weight attached, countered by a spring. When there is an absence of centrifugal force, the spring swings the arm to pinch off the fuel line.

This system is typical and is available from Mejlzik Modellbau for less than \$20.00

The device is effective unless the airplane is moving in a direction that will fool the weighted arm; when this happens the device fails and a flyaway occurs. The conditions that allow this failure are not as uncommon as you might think, **Top Gun had no less than six flyaways** and some close calls.

One of the flyaways was from the Rudners, who designed this device. The combat wing climbed up over the contestants and was flying Knife edge causing the malfunction. The wing made it to the highway, where it could have caused an accident; fortunately it did not.

Another cutaway just missed the judges area and several hit at high speed around contestants as well as near spectators. The shutoffs that worked best at Top Gun were the line tension type.

The activation of the fuel dump or pinchoff is triggered by lack of line tension, allowing activation in those situations where the swing arm previously described will not.

The fastest action is the fuel dump that causes instant pressure differential at the needle valve. Known by pitmen as the "Super Soaker" it's not the most user friendly device and as such most people will not use it. Other line tension devices are Clay Parkers "Bullet" and Mark Smith's bellcrank pinchoff. These are effective but have limitations for being designed for on-the-top controls.

One style that is showing up more and more is a third-line device. This uses line tension that is transmitted to the device via a small length of Dacron fishing line clipped to a leadout where it attaches to the flying line. When line tension is gone a piano wire pinches off the fuel line similar to racing shutoffs. The device can be used for either in-wing or on the top controls, the only constraint is to use lineclips and not lines directly to the bellcrank as is common with on the top controls. To allow widespread use of effective shutoffs they must be...

1. readily available.
2. affordable
3. on the engine, (allows easy change to another model)
4. simple.

I am concerned that those of us using the swing arm style are putting our heads in the sand on this very important device.

I would encourage all to get back into the idea phase of this issue and consider the above criteria as important for widespread use.

For those who consider this too much trouble and will continue on as long as the rules let you, remember it's about safety, not rule compliance.

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



BY THE COMBAT CIRCLE.....

Some of the Northwest's top Combat fliers took a moment from the action for a pose.

left to right: Mark Hansen,

Gary Harris, Frank Boden,

Tom Strom

FLYING LINES

1073 WINDEMERE DRIVE NW
SALEM, OREGON 97304

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