

Flying Lines

2456 Quince St., Eugene, OR 97404 JohnT4051@aol.com Editor: John Thompson/Publisher: Mike Hazel

A new look for a new century

Flying Lines took off in 1979, and it's still going round and round. How's that for an endurance flight?

Little did we know when we got the idea of an independent communications network for Northwest Control-Line fliers back in the days of bell-bottoms and paisley ties that we'd still be at in in the next century. Heck, we weren't even sure there'd be CL flying in the next decade — which was why *FL* got started in the first place.

The idea was to help keep CL healthy by keeping fliers in touch with one another. Well, here we are 160 issues later, and CL activity is strong throughout the region. We'd like to think *FL* had something to do with that — and that's what keeps us going.

Putting out a newsletter consumes a lot of time from model building and flying. So, every now and then, a person needs a rest.

Mike Hazel, *FL's* editor these past several years, has stepped down to enjoy a little more modeling time. That doesn't mean he's quitting — he's just being kicked upstairs to get the lofty title of "Publisher," which means he still has to handle the printing, mailing, finances, etc.

The role of editor is being taken over by John Thompson, *FL's* editor for its first several years.

Flying Lines will continue to provide the same features readers have come to expect, but the look will be changing a little bit and some new features are planned.

FL has always been billed as a joint effort of dedicated volunteers throughout the region. We're redoubling our efforts to bring more people into the *FL* staff and expand the coverage.

One of the new features we're excited about it

a club news section. We're invited editors of all the region's club newsletters to condense their publications to a page for publication in *Flying Lines*.

In areas where there's no club, any flier is invited to contribute periodic updates on CL activity in those areas.

So, any newsletter editor or local flier who hasn't yet gotten the word, here's your invitation: Send in your local club news for publication in *FL*.

As always, *FL* readers are encouraged to send in comments, articles, news items, and any other contribution you'd like to make to the good of CL flying.

Now, here's an assignment for every *Flying Lines* reader. If each one of us brings in one new subscriber in the coming year, *FL's* service and value to the Northwest CL community will double. You'll get more news, and you'll enjoy the camaraderie of more CL fliers as the newsletter helps the sport grow. As a reward, we'll extend your personal subscription by an issue for every subscription you bring in. Just make sure the new subscriber mentions your name.

So, spread the word about *FL*, and be sure to give us feedback on our new look!

In this issue ...

- | | |
|-----------------------------|----|
| • Competitor of the Year | 2 |
| • Round & Round | 4 |
| • Diesel Combat proposal | 5 |
| • Quickie Rat rules | 6 |
| • Contest Calendar | 8 |
| • Why Stunt? By Dirty Dan | 9 |
| • Seattle Skyraiders News | 11 |
| • Eugene Prop Spinners News | 12 |
| • Central Oregon News | 13 |
| • Flying Flea Market | 14 |
| • Contest flyers | 15 |
| • And more | |

The Scoreboard

Northwest control-line competition standings.

Todd Ryan Keeps NW CL Dynasty in Power

Yes, Todd Ryan kept his streak of competition championships alive by topping all fliers in Northwest standings points in 1999 to retain the title of Competitor of the Year.

Once again, Todd was the top racing competitor, with 121 points, and also scored 32 points in Navy Carrier to amass a total of 153 points. His margin of victory over the nearest competitor was even greater than last year.

Coming in second in the Competitor of the Year standings was Shawn Parker, who amassed 71 points in Carrier and 5 in Scale.

Overall, the number of people scoring points in competition was exactly the same as in 1998. A total of 90 individuals scored points (which means they placed in the top four at an AMA-sanctioned competition in AMA District XI or a MAAC-sponsored event in British Columbia). As always, many more fliers participated who did not score points. As usual, the list includes some team entries and some new faces.

It's always interesting to analyze the year-end standings in terms of participation in the various events. In looking at the numbers, it's helpful to remember that only Northwest residents are counted in the standings — quite a few fliers from out of the region also placed in Northwest contests.

In 1999, stunt had the greatest distribution of people scoring points, with 32 individuals on the scoreboard, up from 29 in 1998. There were eight separate contests for stunt, including the PAMPA classes, Old-Time and Classic Stunt.

Racing came next with 29 individuals or teams scoring points, down from 32 in 1998. There were 10 racing contests during the year.

It's important to note that such slight variations mean very little since the totals count those *placing* in contests, not overall

participation. In general, it appears that participation was nearly the same or slightly up across the competitive board in 1999 compared with 1998.

One disturbing note was that only two juniors scored points in 1999, led by Dave Pelletier of British Columbia, with 10 points in combat.

Anyone who would like a printout of the complete 1999 Competitor of the Year standings can get one by sending a stamped, self-addressed envelope to the standings coordinator. The address is at the bottom of the column.

It's 2000 now and time to remind contest organizers to keep track of standings through fourth place in all of your sanctioned contests, and send those results to *Flying Lines* for calculation in the standings.

Final standings in each 1999 event have not changed since the last publication of each category in *Flying Lines*, so the last printed version stands as final for 1999. You can look up the standings in your FL collection, or send a S.A.S.E. to the address below for a complete printout.

Following are the Final 1999 Competitor of the Year rankings. Initials after the names indicate the events in which points were scored.

C=Combat.

NC=Navy Carrier.

R=Racing.

Sp=Speed.

Sc=Scale.

St= Precision, OTS or Classic Stunt

1999 OVERALL STANDINGS

1. Todd Ryan — NC, R	53
2. Shawn Parker — NC, Sc	76
3. Mike Conner * — C, NC, R	75
4. Nitroholics Racing Team — R	71
5. Dan Rutherford — St	64.5
6. Mel Lyne * — C	56
7. Paul Gibeault — R, Sp	54
8. Scott Riese — St	48
9. Jeff Rein — C	46
10. Mike Potter — NC	37
11. Jerry Eichten — St	35
12. John Thompson * — C, St	34.5
13. Howard Rush — C, St	34
14. James Cox — NC, R	33
15. Ron Howell — R	32
16. Paul Walker — St	30
Chris Cox — St	30
18. Emil Kovak — St	29

19. Keith Varley — St	28	73. Bob Nelson — C	3
Stephen Cox — R	28	Jasha Wondratschek — St	3
21. Rick Meadows * — C, R, Sc, St	27	Nick Stratis — Sc	3
22. Bob Parker — St	26	Richard Nugen — St	3
23. Ken Burdick — C	25	Darrel Rupnow — NC	3
Dick Salter — C, Sp	25	Melvito/Paulito Team — R	3
Mark Hansen * — C, NC, R	25	Preston Husted — Sp	3
26. Jack Pitcher — St	22.5	80. Jim Green — C	2
27. Don McClave — St	22	Dennis Matthews — NC, R	2
28. S&S Racing Team — R	19	Jesse St. John — R	2
29. John Leidle — St	18	Roy Beers — NC	2
Roy DeCamara — St	18	Jim Welch — St	2
Troy Lyne — C	18	85. Bruce Duncan — Sp	1
32. Bruce Hunt — St	17	Harold Youds — Sc	1
Mike Chies — C	17	John Howell — R	1
34. Gary Nelson — St	16	Scott Dorsey — R	1
Rich McConnell — C, St	16	Palco Wondratschek — St	1
36. Paul Dranfield * — C	15	Bartlett/Wahlster Team — R	1
Buzz Wilson — C, St	15	Mark Wahlster — R	1
38. Chuck Schuette, Sp	15		
Ron Salo — R, Sp	15		
40. Tom Strom * — C	14		
Mike Hazel * — NC, Sp, St	14		
42. Rich Salter — C	11		
Frank Boden — C, NC, R	11		
Joe Rice — R	11		
45. Dave Pelletier — C	10		
Howard Rush — C	10		
Alan Olsen — C	10		
48. Bill Veselik — St	9		
Robert Smith — C	9		
Chris Sackett — Sp	9		
Loren Howard — Sp	9		
52. Mac Ryan — R	8		
53. Adrian Duncan — C	7		
Angelo Chies — C	7		
Lee Uberbacher — St	7		
Preston Briggs — C	7		
Cleaver Team — R	7		
Jerry Thomas — S	7		
Travis Morgan — R	7		
Paul Rice — R	7		
MeadCon Team — R	7		
62. Craig Bartlett * — NC	6		
Dave Shrum — R	6		
Larry Hyder — R	6		
65. Nils Norling — St	5		
Nathan St. John — R	5		
67. Dave Royer — St	4		
Gary Harris — C	4		
Barrie Shandel — NC, St	4		
Bruce Tharpe — Sc	4		
Hube Start — St	4		
Melvito/Markito Team — R	4		

* Also scored points with a team entry.

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

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

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

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

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

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

Send contest results, corrections and other correspondence regarding Northwest Competition Standings to John Thompson, 2456 Quince St., Eugene, OR 97404, e-mail JohnT4051@aol.com. For a printed copy of complete standings for any event, send a self-addressed, stamped envelope.

Round & Round

The Control-Line modeler at large
By John Thompson

Modeling thought for the month:

"To learn from your mistakes, you must first realize that you are making mistakes."

— Philo's Law

Another dBat proposal offered

■ Mark Hansen suggests a new set of rules for consideration

The failure of the Vintage Diesel Combat rules to pass on the 1999 ballot left us without unified rules for a popular event.

Mark Hansen, an active dBat flier from Portland, Ore., has brought fourth another set of rules for consideration by Northwest fliers as an alternative to the ones that failed in a tie vote.

Mark's proposal is a bit simpler than the previous one and is based on a speed limit and attempts to make the event accessible to a large number of fliers.

The proposed rules are published elsewhere in this issue. We'll let a month go by for discussion — get your comments in to *Flying Lines* by March 1 — and then a ballot will be published in a subsequent issue.

Let's hear from you on this — and let's get this settled once and for all so we can all have fun fly this event.

Quickie Rat added to Regionals menu

At the request of numerous fliers, mostly from California, Quickie Rat has been added to the 2000 Northwest Regionals schedule.

Some Quickies had begun showing up last year and competing in regular Rat Race, so the

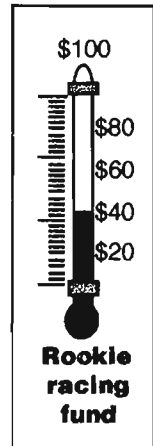
main thing that's being done here is that official trophies will be provided for the Quickie competitors.

Quickie Rat uses simple profile-rat type planes, with engines pretty much the same as the Northwest Super Sport event.

The rules to be used at the Regionals will be the National Control-Line Racing Association rules, which are published elsewhere in this issue.

Racing rookie fund: Don't forget to send in your contribution to the 2000 Racing Rookie Fund. The intent is to guarantee a prize of at least \$100 for the top racing rookie of the coming year. The winner will be determined based on Northwest standings as compiled by *Flying Lines*.

We suggest a donation of \$10 per established racing team member. Send it to me at the address below and I'll put it in the pot for the top rookie of next year.



It's always great to get the first contest flyer of the year! This year's first in my mailbox was the flyer for the Northwest Fireballs Spring Racing Tune-Up, Northwest Carrier Challenge, Northwest Precision Aerobatics Primer and Triple-Elimination NW. 80mph Combat contest. That must be the longest name for a contest on the schedule for some time!

The FL contest calendar is used by fliers across the region for their schedule planning purposes. If you are planning a contest for this year, get it on the calendar by sending it to the address below. And, if you are planning a contest, *be sure to check the FL calendar to see if anybody else has something planned for the same date!* An abbreviated version of the calendar is always updated on the Northwest CL web page (address below).

One exciting calendar note is that there will be the first contest in Eastern Oregon in modern history. Nils Norling is making plans for an aerobatics event in Redmond, Ore. We'll be there!

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.htm>

Proposed rules for Vintage Diesel Combat

Mark Hansen proposal for 2000 consideration

AIRCRAFT:

Any design published, kitted, or commonly in use prior to 1971, designed for engines of .19 cubic inches or smaller.

ENGINE AND PROPELLER:

Any suction-fed .15 cubic inch diesel, or smaller. The engine may have any cylinder, piston, construction, ABC, AAC, Iron-Steel, Schnerle, PDP, and 360 degree ported engines are all allowed. The engine may be fitted with any propeller.

LINES AND PULL TEST:

The lines shall be .015 inches by 52 feet in length, stranded, minimum, plus or minus 6 inches in length. The pull test shall be 25 pounds and will be administered before each match. Only one set of lines may be used per match. Lines may not be repaired during a match.

SPEED LIMIT:

The aircraft may not exceed 70 mph at any time during the match. The event director may ask any airplane which he/she feel is in violation, to submit to being timed for three level laps (9.54 sec minimum), at any point before, or during the match. Offending aircraft will have to land and under go modification to decrease speed, before re-launching and retiming.

MATCH:

The match shall be 5 minutes in length. Engine starting will commence at the sound of the horn to start the match.

SCORING:

Each cut of the streamer shall be worth 50 points. Each second of airtime will count as one point. No kill will be allowed, and midair collision does not end the match. A cut of the string will count only 50 points. In the event both planes have only a knot, both planes will fly level until the match ends or both planes are out of fuel; air time will be counted during this time.

Cuts made on an opponent while his engine is not running will not count.

STREAMER:

The streamer shall be 8 feet in length, plus or minus 6 inches, between 1 inch and 1.5 inches in width, and be attached with 10 pound maximum line 72 inches in length marked 6 inches from the free end. No portion of the mark may be ahead of the back most part of the elevator. Only one Streamer is permitted per match, and will be supplied by the contest management.

SPIRIT OF THE EVENT:

The spirit of this event is to provide a simple, safe, fun combat event which is challenging for both beginner and expert alike. Any conduct which the contest, or event director considers unsportsmanlike could result in the offending pilots' disqualification.

mh/ed:jmt/1-25-00

QUICKIE RAT (NCLRA 1998 RULES)

1. OBJECTIVE: To provide a racing event that may easily be flown "three up" and which employs relatively inexpensive and easily constructed control line racing models. To encourage and promote the success" of the "average" control line flyer in control line racing competition.

2. GENERAL:

2.1 Applicability: All rules from the Unified Control Line Racing Rules apply to this event except as modified, appended or specified here.

2.2 Maintenance: It is imperative that the performance level of this event be maintained such that it is always possible to safely race "three up" on stranded lines. If at any time it is felt that the event must be changed from the three up format for safety concerns or that solid lines are required, then the event rules should be immediately modified so as to reduce the aircraft performance level. It is recommended that this event be reviewed by the National Control Line Racing Association on a yearly basis. As a guideline, if nominal speeds surpass 105 MPH (17.14sec/7 laps), then the allowable venturi (part 4.7.1) should be reduced by 0.010". The sport of three up control line racing should be preserved at all costs even if individual equipment is temporarily obsolete.

3. MODEL SPECIFICATIONS:

3.1 Models will be of profile construction only. Refer to profile definition in Control Line General section. The use of cast pan or metal engine crutch is not allowed.

3.2 The control system, consisting of leadouts, bellcrank, pushrod and control horn will be totally exposed and external to normal airplane contours. The leadout wires will not be recessed into the wing, the pushrod will not be mounted inside the fuselage, nor will the bellcrank be allowed to be mounted inside the fuselage. The leadout tip guides may be inset into the wing but should not be more than 1/2 inch in length.

3.3 The line connections to the model will be external to the aircraft wing tip.

3.4 The fuel tank shall be totally outboard of the centerline of the crankshaft of the engine.

3.5 Pressure fuel systems are not allowed, with the exception that the fuel tank vent tubes may be directed into the airstream.

4. ENGINE SPECIFICATIONS:

4.1 Maximum total displacement shall be 0.4028 cubic inches (6.6cc). Engines must be production units assembled from factory available production parts. Engines and parts must have been produced in quantities greater than 500 and all must be or have been available through normal retail outlets in the USA. Parts substitution shall be limited to catalog listed parts produced in quantities greater than 500 units for the engine being altered and available commercially to anyone from the manufacturer of the engine. Engines may only be modified by removing parts or material from parts except as noted in the following paragraphs. No material or part may be added except as noted in the following paragraphs under this section.

4.2 The "engine" is defined as the complete unit, ready to run, needing only prop, fuel and starting voltage except that the glow plug, venturi and/or restrictor, spraybar and needle valve, gaskets, bolts, drive washer, front washer, prop nut, shims, piston ring(s) (if used) and ball bearings (if used) need not be considered part of the production unit. These parts are not subject to the rules regarding quantity or source. In addition, chrome plating of a production cylinder is allowed.

4.3 The glow plug must have a thread dimension of 1/4-32.

4.4 The engine must be of the front intake configuration. All air for the combustion process must come through the crankshaft. Altering nominal sub-port induction, timed holes in the case and sleeve or other techniques to circumvent the requirement that all air come through the specified venturi opening are not allowed.

4.5 Only single by-pass port engines are allowed The engine as purchased and as used shall be of the

single by-pass configuration. No schneurle or PDP porting is allowed.

4.6 No ABC or AAC piston/sleeve configurations are allowed.

4.7 No variable area carburetors shall be allowed. Each engine shall be equipped with a venturi and spraybar meeting the following restrictions.

4.7.1 The venturi shall have an inside circular bore of not more than .315". The venturi will maintain this diameter for at least 0.25" at the throat of the venturi where the spraybar will be located at the midpoint of the area.

4.7.2 The spraybar assembly will be located precisely through the centerline of the venturi bore and shall have a constant circular cross section of diameter not less than 0.155" for the portion in the throat of the venturi.

4.8 No tuned pipes, mufflers or exhaust extensions are allowed.

4.9 The complete engine/venturi/spraybar system shall weigh less than 10.5 ounces.

5. FUEL SPECIFICATION:

5.1 The fuel for this event shall be supplied by the contest organizers and shall contain not more than 10% Nitromethane not less than 20% lubricant and the rest shall be methanol.

6. RACES:

6.1 Each contestant shall be allowed at least two qualifying heat races.

6.2 Qualifying heat races shall be 70 lap races with one required pit stop. It is suggested that only the best time of the two qualifying attempts be used as the basis for advancement to the finals.

6.3 Finals race shall be 140 lap races with three mandatory pit refueling stops.

6.4 All races shall be run with no less two or more than three flyers, races should be flown three up.

7. LINES:

7.1 Shall be minimum of two .018 diameter multi-strand only, and length shall be 60 feet plus or minus 6" as measured from center line of handle to center line of fuselage.

7.2 Pull test 35 Lbs.

8. FLYING REGULATIONS:

8.1 All flying shall be done between 6 and 20 feet altitude.

9. SPECIALTY ITEMS:

9.1 Shutoffs: allowed; fuel shutoffs are recommended for safety.

9.2 Hot gloves: allowed

9.3 Prop: open

NCLRA 12/99 ed/jmt

Help wanted!

Become a part of the *Flying Lines* news staff! Here are some of the ways you can help out with your Northwest CL newsletter:

- Navy Carrier columnist
- Scale columnist
- Artist (Design us a new digital masthead, column logos, etc.
- Local news reporter: Send in highlights from your geographical area
- Photographer
- Contest reporter: Help gather results
- And more: You make a suggestion!

To join up, contact the *Flying Lines* editor!

Where the action is!

Coming events in Northwest Control-Line model aviation

March 18

Navy Carrier Contest, Richmond, B.C. All classes. Site: Rice Mill Road. Contact: Mike Conner (604) 465-7277

April 8

Nostalgia Diesel Combat, Surrey, B.C. Site: 176th St. & 8th Ave. Contact: Paul Dranfield (604) 826-3326

April 15

Spring Racing Tune-Up and Northwest Carrier Challenge, Portland, Ore. Events: Mouse I, Clown, Northwest Super Sport and Northwest Sport Race; .15, Profile and Class I/II Navy Carrier. Site: Delta Park. Sponsor: Northwest Fireballs. Contact: Mark Hansen, (503) 234-1971.

April 16

Northwest Precision Aerobatics Primer and Triple-Elimination 80mph Combat, Portland, Ore. Site: Delta Park. Sponsor: Northwest Fireballs. Contact: Mark Hansen, (503) 234-1971 or Gary Harris (combat), (503) 324-3450.

April 29-30

WOLF Spring Tune-Up, Salem, Ore. Site: Salem Airport. Saturday racing and Sunday Old-Time and Classic Stunt. Sponsor: Western Oregon CL Flyers. Contact: Mike Hazel, (503) 364-8593, ZZCLSpeed@aol.com.

April 22

.15 and .35 Sport Race plus Clown Race, Richmond, B.C. Site: Rice Mill Road. Contact: Keith Varley

May 6

Navy Carrier, Profile Stunt, Richmond, B.C. Site: Rice Mill Road. All Carrier classes; stunt will use Old-Time pattern. Contacts: For Carrier, Mike Conner (604) 465-7277; for stunt: Chris Cox (604) 596-7635

May 13

Nostalgia Diesel Combat, Surrey, B.C. Site: 176th St. & 8th Ave. Contact: Adrian Duncan (604) 941-9409

May 26-27-28

Northwest Control-Line Regionals, Roseburg, Ore. All AMA and Northwest CL events. Sites: Roseburg Regional Airport and Douglas County Fairgrounds. Sponsors: Eugene Prop Spinners and Umpqua Valley Modelers. Contact: Craig Bartlett, (541) 745-2025, or e-mail JohnT4051@aol.com

June 10-11 ??

Stuntathon, Kent, Wash. Details pending. Sponsor: Seattle Skyraiders. Contact: Dave Gardner at (425) 226-9667

June 17-18

Northwest Speed Championships, Clover Park, Wash. Details pending. Contact: Vic Lichtenberg.

July 8

Pre Nats Racing Tune Up, Coquiltam, B.C. Sponsor: Vancouver Gas Model Club. Contact: Paul Gibeault, (604) 525-1020

June 24-25?

Bladder Grabber, Snohomish, Wash., triple-elimination AMA fast combat. Details pending

July 22-23

Central Oregon Lawn Dart Stunt Contest, Redmond, Ore. All PAMPA classes. Site: See flyer for details. Contact: Nils Norling, e-mail hogrider@madras.net

July 29-Aug. 6

Canadian Nationals, British Columbia

• **July 29:** Nostalgia Diesel Combat; Surrey, Contact: Paul Dranfield (604) 826-3326

• **Aug. 4:** Flying Clown, Mouse I and NW Sport Race; Coquiltam. Contact: Paul Gibeault, (604) 525-1020

• **Aug. 5:** Old Time, Classic and Stand-Off Scale; Richmond. Contact: Chris Cox (604) 596-7635

• **Aug. 6:** MAAC Stunt (4 Classes), Carrier; Richmond. Contact: Chris Cox (604) 596-7635 and Mike Conner (604) 465-7277 Speed; Coquiltam, Bruce Duncan (604) 513-9450

Aug. 12

Tailhook, Navy Carrier, Clover Park, Wash. Details pending. Contact: Vic Lichtenberg.

Aug. 26-27

WOLF Summer Meet, Salem, Ore. Details pending. Contact: Mike Hazel, (503) 364-8593, ZZCLSpeed@aol.com.

Sept 16, 17 ??

Raider Round-Up, Kent, Wash. Details pending. Contact: Dave Gardner at (425) 226-9667

Sept. 24

P.A.C. Pioneer Day, Richmond, B.C. Events to be announced. Contact: Paul Dranfield (604) 826-3326

Oct. 1

NW Speed Wrapup, Salem, Ore. Site: Salem Airport. Contact: Mike Hazel, (503) 364-8593, ZZCLSpeed@aol.com.

Oct. 7-8 ??

Really Racing/Fall Follies, Salem, Ore. Site: Salem Airport. Details pending. Contact John Thompson, (541) 689-5553 or e-mail JohnT4051@aol.com.

Nov. 18

Turkey Tournament, Salem, Ore. Fun-fly. Site: Salem Airport. Details pending. Contact John Thompson, (541) 689-5553 or e-mail JohnT4051@aol.com.

NOTE TO CONTEST DIRECTORS

Submit information on your contest to *Flying Lines*. Make sure to include the events list, site information, and contact person. Check listings above and let us know about any errors!

Last-minute updates on the schedule can be found at <http://members.aol.com/JohnT4051/NorthwestCL.html>

Why stunt?

By Dan Rutherford

Not a bad question, one I have been asked numerous times. Yes, I have flown a fair amount of Combat. At one time I raced Rat, Slow Rat, and Goodyear. But now I fly Stunt. To the exclusion of almost everything else. As there are many long-time friends of mine out there in FL Land — all of whom I would like to see flying Stunt either part- or full-time — it seems appropriate and timely to address what I have learned.

It might just be me, but before converting from the Killer instinct to "presentation," limp-wrister fuel, and glow plugs which last months instead of 90 seconds, I had some preconceived notions: 1) Subjective judging. Yuk! 2) Really hard to build models which can be destroyed in an instant. 3) Mufflers. (Agghhhh!) 4) Uninspiring engine and airframe technology. 5) Gotta have a high-zoot, painted finish, one which basically involves two colors: Black Magic and Long Green. 6) Builder-Of-the-Model rule precludes borrowing/buying models. 7) It can't be that difficult, look how slowly the models fly. 8) An elitist, fancy-pants attitude. 9) Techniques and tricks are not well known, too much unobtainium. 10) Many hours of tedious practice.

I was wrong. On all counts!

1) Accurate and consistent judging is absolutely key to enjoyable and meaningful competition of any kind. I am extremely pleased to report that we have an outstanding judging corps. It is my opinion that the events which depend upon elapsed times, cuts, kills, and top speeds have only a very slight advantage over Stunt, and this advantage is limited to raw scores; when it comes to an accurate, end-of-the-day ranking of competitors, the objectively judged events enjoy no advantage.

2) The very best Precision Aerobatics (PA) models are indeed an investment in time and resources. But one doesn't need a top-line, piped and doped model to enjoy Stunt. In fact, the choices in models and engines for the three events upon which we place emphasis are so wide-ranging there is no way to deal with all of them in this article.

As to pounding the equipment against asphalt, such is actually very unusual. This is a really good deal, as one of the keys to enjoying this event is becoming familiar with each model, to have it around long enough that various tweaks and

adjustments can be tested and refined.

3) Okay, mufflers seem a little effeminate, do they not? But they turn out to not be near the hassle one would one think, actually make the models more pleasant to be around, open up a whole bunch of new flying sites. For the hard-core fans of noise-induced ear bleeds, use of mufflers is voluntary.

4) Until you actually get involved in Stunt — building, tuning and maintaining a model — I have little way of convincing you that the engine and airframe technology is of interest to serious gear heads. Hugely different from the same skills in Racing and Combat? Yes. Weird, incomprehensible sissy stuff? No way. Trust me on this.

5) Months of paint work are not required. If you really want a painted model, all reports concerning the new line of Brodak dope indicate that your best finish ever is within easy reach. Leo Mehl painted his latest *Grinder* with a brush(!) and it is very nice. For myself, and for many reasons, Micafilm and MonoKote are the best choices.

(A couple years ago I wrote a Stunt News article which will get you well down the road to a film finish with which you can be pleased. For an S.A.S.E. with 55 cents postage I'll send you a copy.)

6) For better or worse, we still have the (B.O.M.) rule in Stunt. However, there is no way this rule should keep you from the event. If you didn't build the model, tell the judges up front, they'll bypass your entry during appearance judging. *But of course you can fly it!* We even see very experienced Stunt fliers borrow a model sometimes, Scott Riese in Classic at Salem this year, for example, he and Bill Veselik sharing a piece originally built by Don McClave. Chris Cox has twice taken a ride with my stuff, first the *Firecat*, more recently the OTS *Viking*. Uh, beating me both times, incidentally, an act which seems to be slightly less than appropriate thanks for such an atypically unselfish sharing on my part...

7) Stunt models do indeed fly relatively slowly. And the pattern contains no "Good Lord!" maneuvers which ought to scare off any reasonably accomplished sport flier, let alone the Combat folk. On the other hand, if you are interested in flying at a high level of accomplishment and personal satisfaction, I am here to tell you no modeling event in which I have participated is more difficult to get right. More important to me personally, there is tremendous satisfaction in nailing a maneuver, or just getting it better than at the last contest. (As a statement of fact as well as a challenge of sorts, no "I Can't Fly 55" CL flier on

the planet is so skilled that consistently placing the bottoms of Stunt maneuvers at shoulder height is an easily accomplished task.)

8) While I understand the white pants/white shoes/sunglasses-on-a-tether reputation of Stunt, nationwide such seems to have pretty much gone away, locally it does not exist. In the NW, and thanks in large part to Paul Walker's leadership I would bet, we enjoy a particularly pragmatic approach to performance. When one Mel Lyne shows up with a wretched piece of equipment, is overtly accommodated in all ways, indeed is encouraged to fly his D-Bat model in Classic — as happened in Salem this year — one knows the elitist approach does not exist. (Even if I did use the word "wretched" to describe Mel's model!)

Further, it is rare to see a competition flight concluded without at least the subtle offer of a friendly, performance-enhancing critique. In my case, I would have to lock myself in the van to avoid Mike Conner chipping in with suggestions for improved performance. A problem? To be brutally honest, yes. The first couple times anyway. Since then, however, I have found Mike to be not only very supportive, but also to have an amazingly accurate view of the pattern and what the model is actually doing. Today, first thing after the model is in the pits I look for Mike. Note, please, that typically I fly at a higher level than does Mike, a comment he won't mind seeing here. But flying and critiquing someone else's performance are two hugely different sets of skills, and there is plenty of the latter to go around, if you choose to avail yourself of input the judges can't record on your score sheets. (And cannot be expected to remember after judging 20 or 30 flights.)

9) While I don't completely understand how it came to be, PAMPA (Precision Aerobatics Model Pilots Association) has grown to the point of having just over 2,400 members at the end of 1999, annual revenues well in excess of \$90K (member dues plus PAMPA sales), and our Stunt News "newsletter" has in the past few years ballooned into a 100-page-plus magazine. In each issue, numerous modelers basically spill their guts, delivering tips and techniques one can use that evening or at the next practice session. If anything, we in Stunt have a glut of information. There simply is no modeling event of any kind in which competitors go to such lengths to provide information for modelers of all levels and interests.

10) Practice is required to do well in any Stunt event, such is no different than any other

competition event. And I used to (needlessly) worry about this. As in seeing myself chained to the model, forcing the needed practice time into my schedule. It turns out that any decent Stunt model is great fun to fly, practice comes down to being an activity with its own rewards, separate and distinct from prepping for the next contest. Why this was such a revelation is not well understood, but I had come from an event where practice sessions mostly involved doing the same two-mistakes-high routine while working my way through a stack of new models which needed to be trimmed, once trimmed were of little use until the next contest. Practice flying with Stunt models is much more akin to being my version of a round of golf, worth doing in and of itself, competition down the road is a bonus, not a slave driver.

(An odd thing, especially for a social animal such as myself, is that with a decent stooge for launching the model, one can fly on his own and to his own schedule. Sorta like dropping by the driving range for a few practice swings, to bring the golfing analogy into play again.)

Or one can take a more casual approach, and some do. To bring Mike Conner into this once more, he is very active in FF, thus doesn't have, or doesn't make, the time for a lot of CL Stunt practice. Not a problem. We use the PAMPA system of classes (Beginner, Intermediate, Advanced and Expert), Mike's current skill level slots into Advanced, where a more dedicated approach would likely put him into Expert. While it is no secret that I (mildly) question the overall value of skill classes, the reality of the situation is that we use them at all NW contests, thus one can participate in the appropriate class without getting his — or her, Hello, Alice! — brains beat in by our Experts.

The bottom line is that I hope many more NW modelers take a shot at Stunt. I am very enthusiastic about it, to the point that I regret not getting more serious about Stunt years and years ago. We had nine contests last year, lots and lots of flying, many enjoyable social moments off to the side. If you do it right it is possible to enter two or three events per contest and to do so with only one or two models. When you get home there is a 99% probability you'll still have the model, can improve it in anticipation of the next contest.

Finally, Stunt News is a terrific resource, even if you don't ever plan on flying CL Stunt. There is no better buy in modeling than \$20.00 being shot off to PAMPA, c/o Shareen Fancher, 158 Flying Cloud Isle, Foster City, CA 94404.

News from the Seattle Skyraiders

Editor: **Dave Gardner**, 15107 SE 145th Pl., Renton,
WA 98059
Phone: (425) 226-9667 E-mail:
Gardner55@aol.com

HERE ARE YOUR SEATTLE SKYRAIDERS CLUB
OFFICERS FOR THE YEAR 2000...WELCOME
ABOARD!

**President, Mike Potter; Vice-President, Tom
Knoppi; Secretary -Treasurer, Paul Walker**

SWAP MEET — DEBRIEFED:

We had an EXCELLENT turnout for the mid-winter
swap meet...must have been the free coffee and donuts!
Lotsa good stuff on the tables. Many items changed
hands, to be put to work or into another swap meet!

EXPO 2000:

Expo 2000 will be held on February 5-6, 2000, at the
Puyallup Fair Grounds. We need to pin down the work
and demonstration schedule for this very important event.
We can hardly get any better publicity for the club!

The Skyraiders will have a club booth and have
videos with a VCR. We'll have a sign up list for
prospective members and membership application blanks,
as well as the Skyraiders promotional piece and offer 3
free copies of the next newsletter mailings if people sign
up. This will give us a fresh list of prospects for club
members. In addition, we'll have the videos, a raffle and
distribute / sell copies of Stunt News.

ON-LINE CHATTER:

From Steve Helmick to George Aldrich:

George, would you know who won Open Stunt in the
'52 NATS? I believe it was John Lenderman, who later
was on several Wakefield teams, and I got to know
through my FAI FF flying. He lives down in NW Oregon,
and finally quit flying Wakefield. I remember hearing
about his stunt and R/C flying in the LA NATS circa
1960, and I think he was in the top 5 in stunt. I seem to
recall that he flew a Nobler in LA. Saw the "NATS
Winners" thread in ROnline and got curious.

From George Aldrich:

Let's see if I can recall the details. John flew a Still
Stuka, with a Fox .35. He ran it in a 4-2-4, instead of in
an all out 2-C, like Still did. He flew big open maneuvers
smoothly, instead of the fast, tight pattern Don Still flew.
This was the only Nats. where all classes (Jr., Sr. and

Open), and flyers, flew on the same day, and in front of
the same identical judges. At the end of the day, Palmer
had won Open, and I thought I was in first in Sr.

We waited all night, and finally they came out to post
the scores, a little after 2:00 a.m.! Lenderman had won
Open by 2/3 of a point over Palmer! I was first in Sr.,
with something like 15 more points than Open! I had
received 56 appearance points, and Palmer 72 (out of 80
then)! This was my first Nats win, and I won the Walker,
as National Stunt Champ, and the Monogram trophy, for
the Sr. first place. One of the judges told me later they
were so long in posting the scores, because they couldn't
believe I had scored so high, and had been re-adding the
scores! So much for trivia! GMA

FLYING SITES!!!!

The word on the street is that the large Boeing
Space Center parking lot may have a short future life.
This will severely impact our primary site for contests,
sport flying and practice.

We need to find an alternate flying site! If any of
you find an area which looks promising, we can write /
call / meet with the appropriate folks to discuss options.
There's a lot of bare paving around which is vacant on
weekends, but certainly not always available.

We may even want to advertise in the South County
Journal for additional space, or even talk to the King
County parks folks again, for their thoughts on the matter.
It may be that such space is out further than we'd like, but
that may be beneficial in terms of noise, crowds, etc.

Keep your ears on and eyes open out there ... space
is available, with the right connections!

EDITOR'S HUMOR COLUMN:

Stumpy and his wife Martha went to the State Fair every year.

Every year Stumpy would say, "Martha, I'd like to
ride in that there airplane."

And every year Martha would say, "I know,
Stumpy, but that airplane ride costs ten dollars, and ten
dollars is ten dollars."

This one year Stumpy and Martha went to the fair
and Stumpy said, "Martha, I'm 71 years old. If I don't ride
that airplane this year I may never get another chance."

Martha replied, "Stumpy, that there airplane ride
costs ten dollars, and ten dollars is ten dollars."

The pilot overheard them and said, "Folks, I'll make
you a deal. I'll take you both up for a ride. If you can
stay quiet for the entire ride and not say one word, I
won't charge you, but if you say one word it's ten
dollars."

Stumpy and Martha agreed and up they go.

The pilot does all kinds of twists and turns, rolls
and dives, but not a word is heard.

He does all his tricks over again, but still not a
word.

They land and the pilot turns to Stumpy, "By golly, I
did everything I could think of to get you to yell out, but
you didn't."

Stumpy replied, "Well, I was gonna say something
when Martha fell out, but ten dollars is ten dollars."

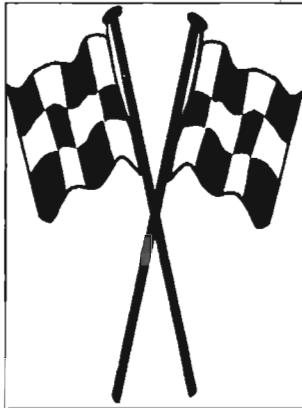
❖ Eugene Prop Spinner News ❖

Volume 1 Issue 1

January 2000

Prop Spinners working with Local Museum

The Oregon Air and Space Museum has asked the Prop Spinners to submit a plan for a flying site that will be adjacent to their New Museum. Their new site will be along the East side of Green Hill Road north of our present flying site. They want enough circles so we can conduct contests in future years. Several members are working on this and will present plans to the membership later this year. We are looking at 4-5 years down the road but they need our input now. The Museum wants to provide a long term flying site to attract people to their museum and to promote this type of flying. They will also have available meeting rooms for Club Meetings and for special events. It is a great opportunity to be in on the ground floor of the planning. Dean Quam and Mel Marcum are working on this. If you have any suggestions please contact one of them.



Prop Spinner to Fly across America

Prop Spinner George Wylie plans to tour the U.S. in 2000. He wants to go to every state (lower 48) and in the process fly a Model Aeroplane in each state he visits during 2000. He has named the project Fly America 2000. Several Prop Spinners are helping George realize this trip. As of Dec. 31, 1999 George 4 Skyray's built and ready to fly. He plans to fly in Oregon first then California and then along the southern states until it warms up in the north. We have asked George take lots of pictures and to keep a diary. Should make for an interesting story.

Flyaways

Random tips and ribs from the FL workshop floor

Sad loss: Nathan and Jesse St. John of Madras, Ore., have been fast-improving CL racers on the Oregon scene for the past several years, at first mentored by Larry Hyder of Madras and later working on their own and helping other young fliers. On Dec. 22, 1999, their father, Roger, was killed in a plane crash in Hermiston, Ore. Our hearts go out to these fine young men. They can be reached at allthesaints@juno.com, if anyone would like to send along condolences or words of encouragement.

Plugs fired up? We've been worrying what

we'll do to start engines when the last of our old Glo-Bee Fireplugs is no longer servicable. We recently queried John Brodak about the possibility that his company might come out with a Fireplug or something similar. John reported that he is trying to locate the tooling for the Fireplugs, last manufactured by Twinn-K, and may indeed try to produce the Fireplugs. In the meantime, the cells themselves are easily available from Batteries Plus. If you take the top apart once a year and give all the contacts a thorough cleaning, you can extend the Fireplugs's life.

Central Oregon News

By Nils Norling

This will be my first shot at being a "News Guy". I hope I can fill the bill.

For those of you I haven't met and entertained with my amusing antics while attempting to fly a model airplane, my name is Nils Norling and I live in the bustling city of Metolius, Ore., pretty much smack in the middle of the state (pop. 500, more or less).

I'm another retread who started flying control line in the late '50s and drifted away to "other things" in the mid '60s, returning to the hobby three years ago. My main interest is Stunt. I've been flying in intermediate class, but I've been practicing a lot this winter and hope to move up to advanced before long.

So much for introductions.

Here's what's been happening in my neck of the woods.

I'm happy to report that control line flying in Central Oregon has undergone a major upswing!

A brief history is in order here: I joined the Field of Dreams R/C Club not long after taking up CL again three years ago. A friend gave me a NIB R/C ARF. I had tried R/C in '91 (with limited success) and still had an engine and cheap radio.

While learning to fly the ARF I noticed there was an area behind the R/C flight line that was fairly flat, and large enough for a control line circle. Finding a decent place to fly in circles had been a major problem for me and two or three other CL flyers in this area (who had also joined the R/C club), so we hatched a plan.

We attended every meeting for over a year, bringing whatever new CL airplanes we had built for Show and Tell, as well as new issues of Stunt News and generally trying to generate some interest in expanding FOD (Field of Dreams) to include a control line circle.

Eventually, I brought up building a circle to a vote and it was passed unanimously.

Due to a conflicting water use schedule with a nearby baseball field, FOD needed to upgrade the watering system controls for the R/C field anyway, so we asked all the members for cash donations for pipe, sprinklers, etc for the new circle and the electronic timing setup to operate both systems.

The membership was very generous and donated approximately \$1,200. The RC guys really came through for us!

A friend, Tim Jacobs, (thank you Tim!) loaned us a 410 John Deere backhoe for as long as we needed it to carve out the circle.

The area wasn't nearly as flat as we'd thought, after we got rid of the Sagebrush, roots, stumps, rocks and so forth. I used the tractor, (once I learned to run it), to build not only the circle, but also a pit area, a new parking lot for the CL portion of the flying field, a road to connect the control line area to the RC area and enlarged the RC parking lot.

We rented a ditcher and installed the underground sprinkler system and hooked it all together with the water supply for the RC runway. We used the last of the money (plus a little), to buy crushed cement "gravel" for the road and parking lot.

The grass was planted last fall but didn't really have time to fill in completely before the cold weather hit. It has been treated with winter fertilizer and I'm sure it will be completely full and lush by late this spring.

We will also be adding a cement center section to the circle in the spring with a pipe sunk in the ground to anchor a pylon for the go-fast crowd. I hope we'll need it in the future and this way it will already be in place.

Now for the Big News!

The Field of Dreams R/C club will be hosting the first annual C.O.L.D. Stunt contest this July twenty third! (C.O.L.D.: Central Oregon Lawn Darts, a tag hung on us local CL types that sorta stuck, if you'll pardon the pun.)

Since this will be our first contest, in the interest of keeping things simple we will only be flying the four PAMPA Stunt classes this first year.

Mike Hazel has graciously volunteered to CD this first effort to help us get started on the right foot. Many thanks Mike!

We don't quite have all the details sorted out at this time, but there will be a notice posted here in *Flying Lines*, with a map, motels and so forth, probably in the next thrill-packed issue!

In the meantime, the circle is open for use right now to anyone with a current AMA card.

If you're coming through Central Oregon and would like to come and fly or just visit the field for a look around, by all means call me at (541) 548-6147 in the daytime (work phone), (541) 546-9132 evenings, or email me at hogrider@madras.net.

That's it for this time, keep 'em tight.

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 and combat, U.S. \$135 or both for \$260; 1 Ea. Nelson 15 ABC FIRE longstack, C/W spinner, exc., low time used for GY, U.S. \$130; 1 Ea. NIB Irvine .15 MK 2 GY/FF Version, P/L chromed & fitted by Dye, fitted Nelson head, large venturi & pressure backplate, U.S. \$150; 1 Ea. NIB Irvine .15 MK 2 or speed, C/W spinner, P/L chromed and fitted by Dye, 4.9mm pipe stinger, U.S. \$185; also many excellent Irvine .15 parts for sale: heads, shims, spinners, P/L, venturis. Write for details & prices. 1 Ea original version Cyclon .15S FAI piped speed engine, Mint cond. in orig. handmade wood box W/ plexi-glas top, C/W factory pan, prop, spinner, shutoff, tank & spare parts, also C/W Doc package for collectors, U.S. \$200; 1 ea. NIB Russian Cyclon .40 ABC pylon (RIRE) C/W, gorgeous 2-1/4-inch spinner, minipipe, head wrench, U.S. \$275, Paul Gibeault, 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. S.E., Everett, WA 98208 (425) 379-0494 (evenings).

WANTED: Old AMA rulebooks for the following years: 59-63, 66, 68, 69, 71, 73. Mike Hazel. (503) 364-8593, ZZCLSpeed@aol.com

WANTED: Supertigre X40 engine or usable parts. Also Testor-McCoy .19 Redhead. Dick Kulaas, 815 Yakima St., Wenatchee, WA 98801 (509) 663-4874

FOR SALE: Special on all Brodak kits: 15% off; Eugene Toy & Hobby, 32 E. 11th Ave., EUGENE, OR 97401. (541) 344-2117, www.eugenetoyandhobby.com

HOBBY SHOP: Visit or call John Hall's Summit Hobbies For your control-line needs. 10917 50th Ave, Tacoma, Wash. (253) 536-1338

WANTED: K&B 4.9 engines and parts. Also early version of Veco Tom Tom kit. Craig Bartlett,

(541) 745-2025

SPECIAL INTEREST GROUP: Right now — as in today — is the very best time to join PAMPA! Your \$20.00 will see a full year's worth of the world's best CL-specific magazine (at 100 pages plus, we no longer call it a newsletter) dropped into your mailbox. Send check or money order to: Shareen Fancher, 158 Flying Cloud Isle, Foster City, CA 94404.

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 St., Eugene, OR 97404. E-mail: JohnT4051@aol.com

FOR SALE: New in box Fox 15bb \$48, New in box Fox .35 \$52. Limited quantities - We have 3-oz. and 4-oz. uniflow profile tanks, the very last ever built by Taffinder as special favor. Now \$9 each. Shipping on above items \$3.50. J & J Sales, P.O. Box 99, Waitsburg, WA 99361.

WANTED ENGINES OR PARTS: New, near-new or in good running condition Cox Tee-Dee, Medallion, Black Widow and Baby Bee 1/2-A .049 engines. Also Cox Little Stinker Biplane used in good condition, no engine OK. Fox .35 stunt, .40 stunt "A" series case round intake, .36X, .36XBB, Fox MkIV and MkVI combat engines (usable). McCoy Redhead engines, .29, .35, .40, stunt CL vintage 1960 thru early 1970s, no series 21s, please. Please note, most items wanted for 1/2-A and 75mph combat or CL Classic and Old-Time stunt. I do not want cherry collectible engines, only new, near-new, good-running useable engines. Reasonable prices, please. David C. Baxter, 1840 12th St., Oroville, CA 95965. (530) 534-3824.

FLYING LINES SUBSCRIBERS: *This space is for you! Send in your ad for "For Sale, Swap, Wanted" etc. Change your ad at any time.*

NORTHWEST FIREBALLS
PRESENT
SPRING RACING TUNE-UP
AND
NORTHWEST CARRIER
CHALLENGE

APRIL 15, 2000

At East Delta Park, Portland, Oregon

Flying to Begin Promptly at 10:00am, and Events to be held
in the Following Order:

- Mouse Class I JSO
- NW Flying Clown Race JSO
- NW Sport Race JSO
- NW Super Sport Race JSO

Carrier Flying To Starts at 10:00am

- NW .15 Carrier JSO
- Profile JSO
- Class I & II Combined JSO

Prize Table/Awards, for All Entrants, Who Place Third Or
Better, in any Event.

\$5.00 for Each Event, \$20.00 Maximum,
Junior/Senior \$10.00 Maximum.

For more information contact contest director Mark Hansen
at, (503)234-1971, or FastCombat@aol.com

Safety Thong required in all events

Northwest Precision Aerobatics

Primer

And

Triple elimination

NW. 80 mph. Combat

April 16, 2000

East Delta Park, Portland, Oregon

- PAMPA “ Skill Class Precision Aerobatics” to begin promptly at 9:00am
- Combat to begin at 9:00am. For a complete list of rules for “NW. 80 mph. Combat”, Contact event director Gary Harris at (503) 324-3450, e-mail at SlowCombat@aol.com
- For further Stunt Information, contact Event Director Scott Riese at (503) 246-8867 or SRiese5283@aol.com
- All events flown JSO
Prize table/Awards, for all entrants who place third or better

Directions: From the north, take the Delta Park exit off of I-5 south, and turn left at the three way stop. Proceed under the freeway and turn left at the “76” station, continue past the soccer fields on your right. At the four way stop go straight, and take the only left turn to the paved circle, Where all of the control line modelers are gathered.

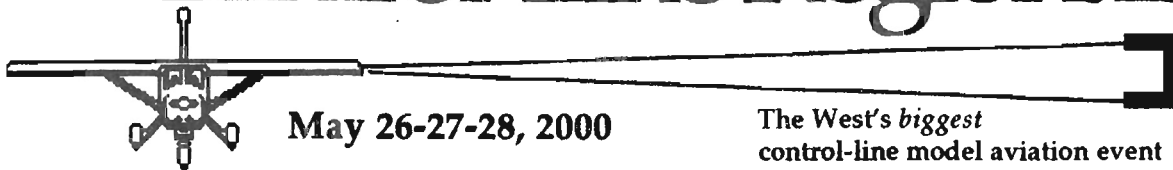
From the south, take the Delta Park Expo Center exit off of I-5 north, and turn right into the left turn lane. Turn left at the “76” station and follow the directions above. If you get lost stop your car, turn off the engine and listen for the sound of little engines running.

Safety Thong Required in All Events

The 29th annual...

Paul Agerter Northwest

Control-Line Regionals



May 26-27-28, 2000

The West's *biggest*
control-line model aviation event

CL COMPETITION AT ITS FINEST!

With 43 events and 138 trophies, the Northwest Regionals provides the largest selection of CL competition events and awards available in a single contest in North America.

You can compete

in these great championship events:

- AEROBATICS — 4 PAMPA classes, Old-Time Stunt and Classic stunt!
- COMBAT — AMA, Slow, 1/2-A, 80-mph official, Vintage Diesel fun fly!
- NAVY CARRIER — Profile, Class I, Class II and .15 carrier!
- RACING — Mouse I&II, Rat, Slow Rat, Goodyear, NW Goodyear, NW Sport, NW Super Sport, Clown, B-Team and Quickie Rat!
- SCALE — AMA Precision, AMA Sport Scale and Profile Scale!
- SPEED — 1/2-A, 1/2-A Proto, A, B, D, FAI, Jet, Formula 40, .21 sport, .21 Proto, NW Sport Jet!
- JUNIOR EVENTS — Northwest Sport Race, Class I Mouse Race!
- FLOAT-PLANE — Schneider Cup and Open Seaplane, plus scale flights on the pond!

Enjoy The Regionals at Roseburg Regional Airport!

Smooth paved surface ... Ample parking ... Camping and RV space ... Rest rooms

On-site hobby shops ... Food concessions ... Motels and restaurants nearby!

TROPHIES ... MERCHANDISE PRIZES ... GRAND CHAMPIONSHIP TROPHIES

Camping and practice circles at Douglas County Fairgrounds, off Interstate 5 at Exit 123

SPECIAL ROOM RATES AT OFFICIAL HOTEL — THE WINDMILL INN

Near the contest site — (800) 547-4747

Be sure to check the back of the flyer for schedule and rules details. The flying site at Roseburg Regional Airport is just off Interstate 5 Exit 125 in north Roseburg.

Contest Director Craig Bartlett, 205 N.E. Cedar Lane, Corvallis, OR 97330
(541) 745-2025

The Northwest Regionals are brought to you in part by
Eugene Toy & Hobby, (541) 342-4414, www.eugenetoyandhobby.com

The Paul Agerter Northwest Control-Line Regionals

Roseburg Regional Airport, Roseburg, Oregon

SCHEDULE OF EVENTS

FRIDAY

Speed (all classes) Noon-5
Scale and Schneider
floatplane flights * Noon-4

Slow Combat Noon

Northwest Goodyear 12:30
Carrier (all classes) Noon-5
Flying Clown Race 2 p.m.
B-Team Race After Clown

SATURDAY

Mouse Race I (Jr.) 8:30 a.m.
1/2-A Combat 8:30 a.m.
Carrier (all classes) 8:30-5
Speed (all classes) 8:30-5
Floatplanes * + 8:30-5
Old-Time Stunt 9 a.m.
Scale static judge 9 a.m.
Mouse Race I (SO) 9 a.m.
Mouse Race II 11:30 a.m.
Classic Stunt 12:30 p.m.
80mph Combat After 1/2-A
Rat Race 2 p.m.
Quickie Rat After Rat

SUNDAY

Prec. Aerobatics 8:30 a.m.
Scale flights * 8:30-4
Speed (all classes) 8:30-4
Floatplanes * + 8:30-4
AMA Combat 8:30 a.m.
Goodyear 8:30 a.m.
Slow Rat Race 9:30 a.m.
NW Sport Race (Jr.) 10:30 a.m.
NW Sport Race (S-0) 11 a.m.
NW Super Sport 2 p.m.

SCHEDULE NOTES

Registration Friday 10 a.m.-5 p.m., Saturday and Sunday 8 a.m.-noon. Enter early, but not before opening time!

Diesel combat is an unofficial fun-fly activity, permitted all weekend as time allows.

* *Scale flights*: Floatplanes scale flights: Friday on the pond. Non-floatplane flights: Sunday at the Fairgrounds + *Open* and *Schneider flights* Saturday and Sunday 8:30-5 on the pond. Scale floatplane flight judging Friday only. *Floatplane fun-fly* Wednesday-Friday and Monday on the pond.

RULES INFORMATION

- AMA events are per new **1999-2001 rule book**, except as noted below. **Know the rules!**
- Official Northwest Rules will be used for the following events: *NW Sport Race, NW Super Sport Race, NW Goodyear, Flying Clown Race, B-Team Race, .15 Carrier, 80-mph combat, Northwest Sport Jet Speed and Floatplane events. Quickie Rat will use NCLRA rules.* For complete rules, write John Thompson, 2456 Quince St., Eugene, OR 97405. **Not knowing the rules is no excuse — get your copy now!**
- **COMBAT** — All official events flown double-elimination. **FLYAWAY SHUTOFFS: Use of line-tension shutoffs is strongly encouraged. They are available from Melzlik Modellbau. Use of centrifugal-pinch shutoffs is discouraged. Safety first!** Contact John Thompson for shutoff info.
- Precision Aerobatics Model Pilots Association rules will be used for *Old-Time Stunt* and *Classic Stunt*.
- **Safety things required in all events.**
- Contestants may at some times be **required** to assist in timing or judging.

OTHER INFORMATION

- AMA or MAAC membership required for all participants. AMA membership available at registration.
- Only participants and officials allowed in flying areas. All others must stay outside roped-off or restricted areas.
- Absolutely no alcoholic beverages on flying field during meet hours.
- Awards — Trophies and merchandise through third place in each event and age grouping, and first- through third-place grand championship trophies. **Approximate value of awards: \$3,000.**
- Overnight camping and RV space is available on or near site. Rest rooms, restaurant, etc., are nearby. Food concessions and hobby shops will be on site most of each day. Souvenir T-shirts!
- ODOT parking lot across the street from the airport opens at 4:30 p.m. Friday — not before!
- **Product vendors contact Contest Director for permission and site info.**

FOR MORE INFORMATION, CONTACT:

Contest Director Craig Bartlett, 205 N.E. Cedar Lane, Corvallis, OR 97330 — (541) 745-2025

OFFICIAL HOTEL:

Windmill Inn, (800) 547-4747, Mention "Northwest Regionals" for special room rate.

FLYING LINES

1411 BRYANT AVENUE
COTTAGE GROVE, OREGON 97424

EDITOR: JOHN THOMPSON
PUBLISHER: MIKE HAZEL

Feb., '80 NEWS OF NORTHWEST CONTROL LINE MODEL AVIATION Number 10

DC CONTEST GETS "SNOW JOB" IN No. 2 will "March" on in Portland

Northwest Sport Race Drizzle Circuit contest No. 2 was postponed Jan. 13 when the Kent, Wash. Boeing Space Center parking lot got a little bit flaky -- nine inches worth of (snow) flaky. It seems those Boeing engineers haven't solved the problem of controlling Mother Nature entirely yet.

But No. 2 will go on, although at another site. Due to conflicts with the Red-Max schedule (they were sponsors of the Kent bash) we are unable to re-schedule the contest in Kent. Instead, it will come off March 23 in Portland, sponsored by the Eugene Propspinners. Secondary event will be AMA combat. There will not be Goodyear racing as originally scheduled, but there will be Goodyear at the April 13 contest in Eugene. As usual, the Portland site will be Delta Park. Combat starts at 9 a.m., with NWSR at noon. Entry fee \$3 for one event, \$5 for both. Mike Hazel will be contest director and Gene Pape will run combat.

BRING YOUR BEACH BLANKET...

and cold-weather gear to Astoria Feb. 10 for NWSR Drizzle Circuit No. 3. The contest will be at the National Guard's Camp Rilea, halfway between Astoria and Seaside on Highway 101. It's only a short walk from the beach. A great place to bring the family and let them sift sands while you race, if one of those rare but gorgeous winter sunshine days appears.

Astoria's contest will feature 1/4A combat in reed valve and unlimited classes as secondary events. Combat will be on .012" by 35' lines, as usual. Entry fee is \$3 for one event and \$2 for each additional event. Combat starts at 9 a.m., NWSR at noon sharp. Dave Green is contest director, Jim Cameron will run sport race and Bill Varner is in charge of combat.

We'll see you there.

COMPETITION GALORE

The 1980 season is shaping up as one with plenty of CL action and variety. The newest entry on the contest calendar is provided by the Control Line Association of Sunnyside, Wash. (CLASS).

CLASS will sponsor its first AMA-sanctioned contest May 4 at the Valley Mall in Yakima, Wash. Precision aerobatics, old-time stunt and NWSR are on the venue.

The Northwest Regional Control-Line Championships also has been put on the "firm" list, though volunteers are still sought to assist in various activities. The schedule of events will be about the same as in previous years, though 1/4A mouse race has been added as a Saturday evening unofficial event. More details to come. Persons willing to volunteer for any kind of duty should contact Gene Pape, 4528 Souza St., Eugene, OR 97402, (503) 689-1623.

Another new contest on the schedule will be the Northwest Control-Line Racing Championships on Labor Day weekend. All racing events are scheduled for the two-day meet.

For details on all upcoming contests in the Northwest, see the contest calendar elsewhere in FL.

NEED AN EGO BOOST?

Volunteers are still being sought to participate in a control-line flying demonstration on Saturday, April 12, as part of the Benton County RC Show in Corvallis, Ore. Flying Lines is organizing the exhibition at the request of the show's organizers.

Jim Cameron of Astoria, Ore., has offered to demonstrate his throttled stunt plane. We also would like at least one full-patter stunter, plus a few combat and NWSR planes so we could do a combat match or two and a racing heat. Anyone with other ideas would be welcomed.

Persons interested should contact John Thompson, 1411 Bryant Ave., Cottage Grove, OR, 97424 (503) 942-7324.

Anyone interested in placing planes on static display should contact Jim Trump of DJ's Hobbies, 2025 NW Circle Boulevard, Corvallis, OR, 97330, (503) 753-7540.

The RC show is a two-day affair. We volunteered for the Saturday schedule to avoid conflict with the NWSR Drizzle Circuit contest in Eugene on Sunday.

20 Years ago in Flying Lines

This is what FL looked like in February 1980, Issue No. 10. Inside there were several pages of letters, plus classified ads, a hobby shop directory, an extensive contest calendar, news about the Canadian Nats in Edmonton, and a combat photo page. There was also a scale column written by Dave Haught.

Interested in back issues of Flying Lines? Contact publisher Mike Hazel at 1073 Windemere Drive N.W., Salem, OR 97304, e-mail ZZCLSpeed@aol.com

FLYING LINES
2456 Quince St.
Eugene, OR 97404

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

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

FLYING LINES is published nine times a year. Subscription rate is \$14 for USA and \$15 for Canada (U.S. funds). Subscription expiration is noted on the mailing label — issue number listed after name.

Rush to:

First Class Mail: