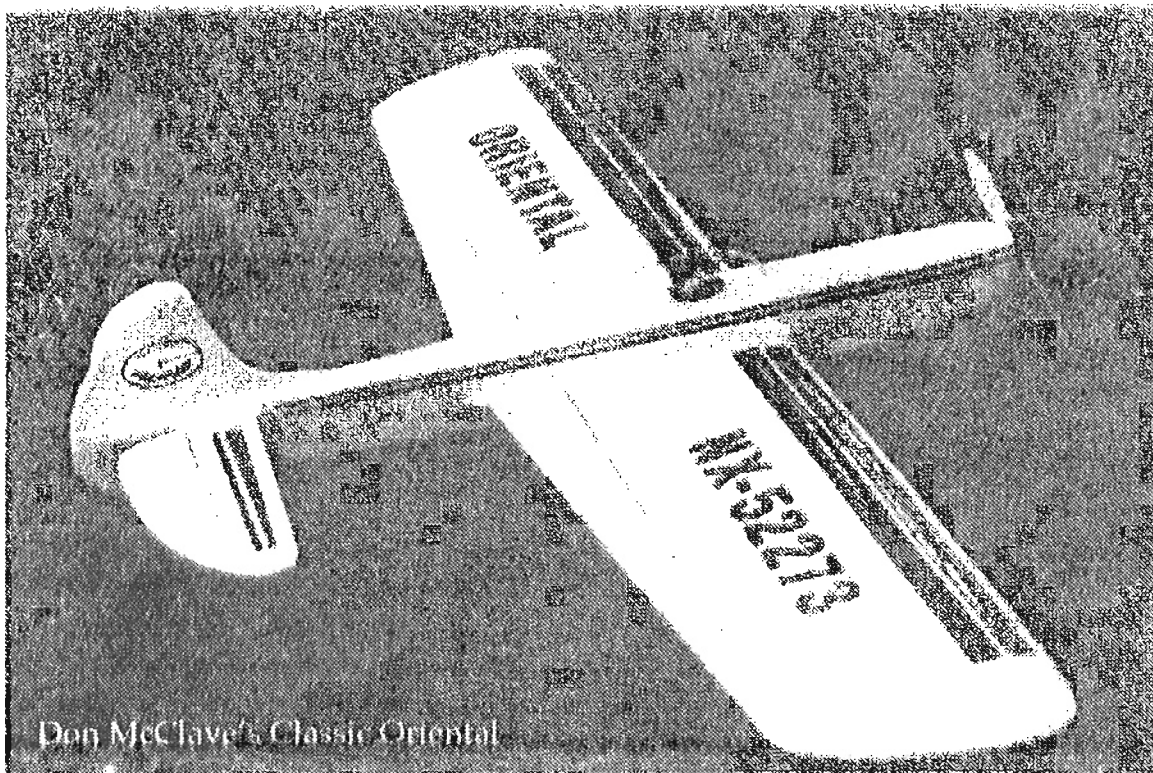


# Flying Lines

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



Don McClave's Classic Oriental

## High-flying summer

Fields made news in the busy summer of 2000. The Seattle Skyraiders lost the use of the Boeing Aerospace Center after more than two decades of regular flying and contests there — but Skyraiders events, including the Raider Roundup, moved smoothly to Clover Park Technical College in Tacoma.

Meanwhile, the Central Oregon fliers inaugurated their new CL field in Redmond, Ore., with the first Central Oregon Lawn Darts Contest, being held as this issue went to press.

This is a small issue, but big things are coming in future editions: New columns on combat and earlier, more clubs adding their news to the regular mix, and more improvements down the line.

Watch for our reader poll in a coming edition.

## In this issue ...

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## Round & Round

The Control-Line  
modeler at large

By John Thompson

Modeling thought for the month:

*"Once you open a can of worms, the only way to recan them is to use a larger can."*

— Zymurgy's Law of Evolving Systems Dynamics

## Time to vote on Canadian dBat rules proposal!

Will this settle it?

After more than a year of cliffhangers, the story of Northwest Vintage Diesel Combat rules may finally be coming to an end.

This issue has the ballot for the third VDC rules proposal. This one is based on the rules used for the past couple of years in British Columbia.

Historical review:

In 1999, a set of rules was written by Ken Burdick at *Flying Lines'* request and edited by John Thompson in an attempt to codify the various versions of dBat being flown around the region.

The purpose was to ensure that competitors would know what equipment would be allowed and what procedures would be used at any given contest, and to make the regional standings fairly reflect performance of the competitors.

Votes on the Burdick rules came out in a tie, and thus the first proposal failed to win approval.

Mark Hansen then proposed a new set of rules, somewhat simplified from the originals, and the voting was held earlier this year. Once again, a tie vote resulted in no decision.

Comments that came from the no voters suggest that many of the U.S. fliers were willing to acquiesce to the Canadian version.

As a result, *Flying Lines* asked the leaders of the Canadian dBat community, Mel Lyne and Paul Dranfield, to develop a Northwest rules proposal based on their Canadian rules.

Their proposal was published last issue — and again in this issue. This time, the ballot is included.

If you have an interest in Vintage Diesel

Combat, don't fail to cast a ballot on this proposal. We've set the deadline at Sept. 15 to give people on vacation plenty of time to respond.

If it passes, this will be the standardized Northwest rules for VDC for the foreseeable future.

Remember, your vote counts!

## Vintage Diesel Combat Third election ballot

**The issues:** Elsewhere in this issue are proposed rules for Northwest Vintage Diesel Combat. Are those rules acceptable?

• Approve the rules as proposed? Yes \_\_\_ No \_\_\_

All ballots must be signed, and the name and address of the person voting must be included below. Ballots must be returned to the address at the end of the column by Sept. 15, 2000.

Name \_\_\_\_\_

Address \_\_\_\_\_

Signature \_\_\_\_\_

Votes will be accepted on photocopied ballots. Ballots will be accepted by e-mail to the address below. **E-mail ballots must include the name and address of the voter.**

Mail ballots to *Flying Lines*, 2456 Quince St., Eugene, OR 97404, or e-mail to JohnT4051@aol.com.

**Product news:** Bruce Duncan reports that he is now supplying an excellent fuel for precision aerobatics pipe-timed engines. It's Power Master's GMA 10/22. Contact Northwest Model Dist. at (360) 687-9452 for the distributor nearest you. For an operational report, contact CL Stunt columnist Chris Cox, who has been using the fuel for some time.

Bruce also said he plans to begin excerpting British Columbia's *Hot Head* newsletter for *FL* readers. We're looking forward to it!

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

## RULES FOR .15 NOSTALGIA DIESEL COMBAT

Proposal, May 2000

**1.1. Engine:** Any production .15 c.i.d. maximum diesel having a single ballrace or plain bearing, non-Schneurle, iron piston/steel cylinder.

**1.2** Only suction fuel systems are permitted.

**1.3** The propeller must be a Grish Tornado 8" x 6" White Nylon Flexi prop. The diameter must remain at 8", balancing may be done by sanding one blade face.

**2.1 Aircraft:** A nostalgia combat model must be a design which was in common use or kitted prior to December 31, 1970. It must have been designed for a .15 cu in engine.

**2.2 Models** must be an accurate plan view of the original. The following alterations are permitted:

- Addition to or omission of sheeted areas. Omission of vertical fins.
- Changes to airfoil or internal structure. Additional booms or substitution of wire for wood, or vice-versa.
- Recessing engine into leading edge.
- An upright engine mount may be changed to side mount.
- A balanced elevator may be changed to a conventional, and vice-versa.

The elevator must retain the original outline.

Such changes must be done using constructional techniques that were commonly used at the time the model was in use. Carbon, Kevlar or boron fiber is not permitted. Modern adhesives and coverings are permitted.

**2.3** The following alterations are not permitted:

- Foam construction may not be used. Exterior controls may not be used.
- Metal motor mounts may not be used. Any changes to the original plan view except those outlined in 2.2 are not permitted.

The CD may decide to not accept a model which has been altered from the original design outline.

**3.1 Pull test:** 25 lb.

**4.1 Lines** shall be a minimum .015" diameter, stranded type, with a length of 52'-3" measured from the handle grip to the fuselage, plus or minus 6 inches.

**5.1 Speed limit:** 64 mph = 7.0 seconds/2 laps towing a streamer.

**6.1 Number of models.** One model per match. 3 models maximum per contest.

**7.1 Pit crew.** Two pit crew are allowed per contestant. A contestant may start his own engine.

**8.1 Officials:** A contest shall be run by a circle marshal who shall be the overall timekeeper, plus one scorer per contestant.

**9.1 The match:** One minute for engine starting and launching. The 5-minute match clock is started as the second plane launches or at the end of the one minute, whichever comes first. The match lasts 5 minutes.

Engines must be started by hand.

**9.2 Scoring:** One point is deducted for each second a contestant's plane is on the ground during the 5 minute match. 50 points are awarded for each cut of their opponent's streamer or string with knot. There are no kills.

The match shall continue after a mid-air collision or line break. Lines may not be changed during a match.

**10.1 Contest Procedure:** Each contestant shall compete in 5 rounds. 2 points for a win, 1 point for a tie, 0 for a loss. The top 4 flyers will then compete in 2 semifinals and a final to determine the winner.

**10.2 Combat Site:** A 5 foot radius pilots circle and a concentric 65 foot radius safety circle.

ml/jt/FL5/00p

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# ON THE CONTEST TRAIL

## Results of Northwest Control-Line Competition

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### Stuntathon 2000 June 10-11, Tacoma, Wash.

#### Results from Dave Gardner

Weather was troublesome for the annual Puget Sound area aerobatics contest, which moved from its traditional Boeing Aerospace Center site in Kent to Clover Park Technical College in Tacoma.

Some rounds were scratched due to wind and rain.

Judges in Old-Time Stunt were Bob Emmet and Gary Letsinger; judges in Classic Stunt were Bob Parker and Letsinger; judges in Intermediate Precision Aerobatics were Dan Rutherford and Steve Helmick; judges in Advanced were Parker and Letsinger.

Below are the results. Northwest standings points in parentheses.

#### OLD-TIME STUNT

1. Emil Kovac, 262 (5)
2. Keith Varley, 249 (4)
3. Rich McConnell, 153.5 (3)
4. Ben Madsen, 111 (2)

#### CLASSIC STUNT

1. Don McClave, Oriental/Fox .35, 510.5 (4)
2. Pat Johnston, Nobler/OS FP.24, 444 (3)
3. Bruce Hunt, Nobler, 383.5 (2)
4. Rich McConnell, Super Clown/K&B.28, 222 (1)

#### INTERMEDIATE PRECISION AEROBATICS

1. Mike Hazel, 402.5 (3)
2. Dave Finnie, 394.5 (2)
3. Terry Mitchell, 307.5 (1)

#### ADVANCED PRECISION AEROBATICS

1. Jerry Eichten, 513.5 (6)
2. Keith Varley, 481 (5)
3. Mike Conner, 460 (4)
4. Bruce Hunt, 407.5 (3)

#### EXPERT PRECISION AEROBATICS (scratched)

### Bladder Grabber 2000 June 24-25, Snohomish, Wash.

The Bladder Grabber, the Northwest's annual top gun AMA fast combat tournament, was once again a meeting of the continent's top CL combat fliers. As usual, the level of competition was outstanding, with spectators enjoying the the best improvisational flying that CL competition has to offer. We received two reports on the contest, one from Contest Director Jeff Rein and one from contestant Howard Rush.

#### **From Howard Rush:**

We had a fine Bladder Grabber. Weather looked a little disappointing Saturday morning: it was pretty rainy on the way to the contest, but the rain stopped about the time the flying started, and clouds slowly dissipated. Sunday was cloudless.

Twenty-five contestants competed for \$18,000 worth of cash, airplane stuff, and high-zoot stereo equipment donated by Bob Carver.

We had four flyaways. Three had line-tension shutoffs, none of which worked. Two of these flew across an active airport runway and hit near airplane hangars. The fourth (mine) had a swing-arm shutoff, which worked perfectly. My lines broke about a foot from the handle, and my Luxon slider line connectors held just fine.

Richard von Lopez won the thing, and seemed to enjoy doing so. Mark Rudner took second place, which he should have won last year. Don Jensen from South California was third. Mark's dad, Chuck, was fourth and Don's son Chris was fifth. All the loot went to the guys who fly at Whittier Narrows in California. They must practice or something.

Jeff Rein was CD for the umpteenth consecutive time, and Ken Burdick was circle marshal. This made for a very-well-run, enjoyable contest. As usual, we had the pleasure of visiting with many friends from all over the country. It was especially good to see the Mears family at the Grabber and to hear James's accounts of the heyday of Texas combat.

**From Jeff Rein:**

On Sunday it was sunny and 83 degrees, with a light breeze, best weather ever!

When it got down to the final, Rich Lopez and Mark Rudner were both undefeated. They elected to fly one match, winner take all. It was a very good match requiring pit work from both camps. Rich ended up winning, and was undefeated, which I believe to be the first time this has ever been accomplished.

Don Jenkins, who I talked into flying on Friday (his first contest), took third, Chuck Rudner fourth and Chris Jenkins fifth.

Best match of the day was between Mark and Chuck Rudner, which shows that practice is everything.

Shutoffs still need work (two failures of the line-tension type). I am working on it now and will keep you informed.

## Northwest Speed Champs

June 17-18, Lakewood, Wash.

### Results from Vic Lichtenberg

Saturday was sunny with Sport Jet running near record times. With only eight entries, everyone had plenty of time in the circle to prepare.

Sunday was cool and cloudy, but the guys with props like the cooler air! However, the jets still took the first two places.

The best part was that everyone had a good time.

Some new faces from Spokane were Ken Kortness and his two sons as his crew. Ken's planes are really top-drawer and will do well.

Following are the results:

#### RECORD RATIO SPEED (8 entries)

1. Mike Hazel, NW Sport Jet
2. Dick Salter, NW Sport Jet
3. Loren Howard, .21 Sport
4. Chuck Schuette, .21 Sport

Planning on attending the Canadian Nats in B.C.? Bruce Duncan reports that all CL Speed classes are considered to be one event, so anyone entering will have only one entry fee, no matter how many speed classes they enter. See *Where The Action Is* for Nats details.



**Summertime** means hot and heavy competition. After the Regionals, the emphasis turns to smaller, specialized contests, and they're going on all over the place, juggling the standings.

This issue's update reflects results from the Stuntathon aerobatics meet and the Northwest Speed Champs, both in the Tacoma area. The Bladder Grabber fast combat contest in Snohomish, Wash., did not change the standings because no Northwest residents placed in the top four. We're still missing reports from the July racing meet in Coquitlam, B.C.

**Contests** counted to date: April 8, Surrey, B.C.; April 15-16, Portland, Ore.; April 22, Richmond, B.C.; April 29-30, Salem, Ore.; May 13, Surrey, and Richmond, B.C.; May 26-28, Roseburg, Ore.; June 10-11, Lakewood, Wash.; June 17-18, Lakewood; June 24-25, Snohomish, Wash. **Results not received yet:** July 8, Coquitlam, B.C.

**Following** are standings for updated events:

## 2000 STANDINGS

### PRECISION AEROBATICS

- |                                      |      |
|--------------------------------------|------|
| 1. Jerry Eichten, Dundee, Ore.       | 23   |
| 2. Paul Walker, Kent, Wash.          | 19.5 |
| 3. Scott Riese, Portland, Ore.       | 19   |
| 4. Randy Powell, Port Orchard, Wash. | 9    |
| 5. Bruce Hunt, Salem, Ore.           | 7    |

### CLASSIC STUNT

- |                                |    |
|--------------------------------|----|
| 1. Don McClave, Portland, Ore. | 16 |
| 2. Scott Riese                 | 8  |
| 3. John Leidle, Kirkland, Wash | 3  |
| Pat Johnston, Meridian, Idaho  | 3  |
| 4. Bruce Hunt                  | 2  |

### OLD-TIME STUNT

- |                                |    |
|--------------------------------|----|
| 1. Emil Kovac, Issaquah, Wash. | 11 |
| Keith Varley, Vancouver, B.C.  | 11 |

- 3. Scott Riese, 9
- 4. Mike Conner, Pitt Meadows, B.C. 6
- 5. Jack Pitcher, Gresham, Ore. 5

**OVERALL STUNT**

- 1. Scott Riese 36
- 2. Jerry Eichten 23
- 3. Paul Walker 19.5
- 4. Don McClave 17.5
- 5. Keith Varley 17
- 6. Emil Kovac 11
- 7. Mike Conner 10
- 8. Randy Powell 9
- Bruce Hunt 9
- 10. Jack Pitcher 8

**SPEED (All classes combined)**

- 1. Mike Hazel, Salem, Ore. 15
- 2. Loren Howard, Vancouver, Wash., 14.5
- 3. Dick Salter, Seattle, Wash. 9
- Ron Salo, Surrey, B.C. 9
- 5. Chuck Schuette, Vancouver, Wash. 8
- 6. Paul Gibeault, Richmond, B.C. 7
- 7. Greg Beers, Cascade, Mont. 5
- 8. Chris Sackett, Burnaby, B.C. 4
- Craig Bartlett, Corvallis, Ore. 4
- Jerry Thomas, Edgewood, Wash. 4

*Flying Lines* keeps track of standings in all AMA rule-book 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. 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.

**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.*

## News from the Seattle Skyraiders

Editor: **Dave Gardner**, 15107 SE 145th Pl., Renton, WA 98059 — Phone: (425) 226-9667 — E-mail: DGardner55@aol.com

**NEW MEMBERS:**

We've had two new members sign on to the Skyraiders' Roster. **Richard Keen** and **Kurt Olden** have come aboard to enjoy more of our great "remote control" flying. (Well, we ARE over 50 ft from the airplane ... how "remote" do you want to be?) **Welcome aboard, Richard and Kurt; hope to see you at our activities.**

**HOT ITEM!!!! ARLINGTON AIR SHOW:**

Scott Crichton reports he has approached the organizers of the Arlington Air Show, and demonstrated control line flying to them. **THEY ARE ENTHUSIASTIC ABOUT OUR FLYING!** The Air Show was July 5 through the 9, at the Arlington Airport.

**FLYING SITE:**

The Kent Parks Riverview Park site, continues to be used regularly. For paved circles, the Clover Park site is still working, as well. It has been used recently for tests of the B-17!

We're still waiting for the Kent noise ordinance, to develop a noise plan to back up our request. We may need to enlist a few flyers to make flights of all sorts (tough job!) while we record sound data at various locations.

**RAIDER ROUNDUP UPDATE:**

For those who haven't been paying attention, or have been reading the listing in *Flying Lines*, we're here to tell ya that the Roundup is alive and well! An executive committee decision was made to set up the site at Clover Park for our traditional end-of-the-season contest.

There are three additional parking lots available for flying racing events, scale and carrier. A large grass area adjacent to the main circle is available for combat. Mike Potter promises to have the restrooms open and available, and McDonald's is just up the street!

We have our sanction for this event, and several volunteers on line to make this a good 'un. Jeff Rein has graciously agreed to put together the Combat events. The site is good, and available, at least for the near term. All we ask you to do is to have positive thoughts about the weather!

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# Where the action is!

Coming events in Northwest Control-Line model aviation

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## 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; Coquitlam. 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; Coquitlam, Bruce Duncan (604) 513-9450

## Aug. 12

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

## Aug. 26-27

**WOLF Summer Meet**, Bill Riegel Field, Salem, Ore. Northwest Super Sport Race, Mouse I, AMA Goodyear, Flying Clown Race, Classic Stunt, Northwest Sport Race, Precision Aerobatics, 80mph Combat. Contact Mike Hazel, (503) 364-8593, ZZCLSpeed@aol.com.

## Sept. 3

**Single-Event .049 Stunt**, Rice Mill Road site, Richmond, B.C. Contact: VGMC

## Sept. 16, 17

**Raider Round-Up**, Clover Park Technical College, Lakewood, Wash. Mouse I, NW Sport Race, NW Super Sport Race, Clown Race, 80mph Combat, Vintage Diesel Combat, AMA Combat, Profile, Class I/II and .15 Carrier, Old-Time Stunt, Classic Stunt, Precision Aerobatics, AMA Sport and Profile Scale. Contact: Dave Gardner at (425) 226-9667

## Sept. 23

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

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

## Oct. 14

**Really Racing**, Salem, Ore. Site: Bill Riegel Field at Salem Airport. Mouse I, Mouse II, NW Sport

Race, NW Super Sport Race, Clown Race, AMA Goodyear, AMA Slow Rat Race. Contact: John Thompson, (541) 689-5553, JohnT4051@aol.com.

## Oct. 15

**Fall Follies**, Salem, Ore. Site: Bill Riegel Field at Salem Airport. Four PAMPA classes of Precision Aerobatics. Contact: John Thompson, (541) 689-5553, JohnT4051@aol.com.

## Nov. ??

**Turkey Tournament**, Salem, Ore.

## SUBSCRIPTION EXPIRATION DEPARTMENT

We have LOTS of folks who need to renew their subscriptions! That price again is \$14 for USA, and \$15 (in US funds) for our Canadian addresses. Put your check into the mail today, before you forget!

CRAIG BARTLETT, GREG BEERS,  
KEN BURTON, KARL CALDWELL,  
DON CHANDLER, JEFF CLEAVER,  
TED DINEEN, WAYNE ESAUK,  
DAVE GREEN, EUGENE TOY & HOBBY,  
DAVE GARDNER, LOREN HOWARD,  
~~BRUCE HUNT~~, LARRY HYDER,  
STEVE KENDALL, ~~RICHARD KULAAS~~,  
GARY LETSINGER, MIKE MacCARTHY,  
LEO MEHL, ALAN OLSEN, JACK PITCHER,  
~~DAVE SHRUM~~, WARREN SPOONER,  
WAYNE SPEARS, RORY TENNISON,  
JERRY THOMAS, BUZZ WILSON,  
BILL YOUNG

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## Send *FL* your local news!

Remember that all Northwest club newsletter editors are invited to condense their newsletters down to a page for inclusion in *Flying Lines*. Similarly, anyone in a local area without a club is invited to join the region's CL news network!

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# The Flying Flea Market

Classified advertisements — FREE for *FL* subscribers

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**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/ plexiglass 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.

**FOR SALE:** Special on all Brodak kits: 15% off; Eugene Toy & Hobby, 32 E. 11th Ave., Eugene, OR 97401. (541) 344-2117, [www.eugene-toyandhobby.com](http://www.eugene-toyandhobby.com)

**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](mailto:JohnT4051@aol.com)

**FOR SALE:** 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. 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 through 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 usable engines. Reasonable prices, please. David C. Baxter, 1840 12th St., Oroville, CA 95965. ~~(530) 532-1121~~

**FOR SALE:** Kits: Sig Magnum, \$50. Brodak .38 Special, \$50. Brodak Fancy Pants, \$50. Brodak Profile Mustang, \$50. Sterling Hellcat profile, \$40. Control Line Classics OTS Viking, \$50. All kits new in box. O.S. Max .32 ABC, Dixon rework, never run, \$100 or best offer. Gerald Schamp, 1761-12th Ave., Sweet Home, OR 97386. (541) 367-6800 after 5 p.m.

**FOR SALE:** Vintage original model airplane plans circa: 30's to 70's. Rubber-FF-UC-RC-CO2-Jetex. Send #10 SASE for list to: Jerry Campbell, 2355 SE 43rd, Portland, OR 97215-3713, phone 503-233-2194.

**WANTED:** Collectible quality CL speed kits. Mike Hazel, (503) 364-8593.

**YOUR AD HERE:** Remember, classified ads are free to *FL* subscribers, so send your ad in!



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# AIR MAIL

## LETTERS FROM FL READERS

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*Dear Flying Lines:*

Just thought I would drop you a line and let you know that I will cast my vote against the proposed diesel combat rules.

I have several issues with the rules:

1) What is meant by the term "production," in the engine rule. Is the engine to be strictly unmodified? As for the propeller, is it to be unmodified or will the now common practice of depitching be allowed.

2) Will airtime be counted, or will ground time be counted?

3) As with AMA rules, will an engine restraining cable be required?

Once again I must offer my arguments in opposition to the rules as proposed by Mel Lyne.

The engine/propeller requirement is unnecessary once a speed limit is put into effect. The current engine and propeller requirement is being used to limit the speed of, and the size of model being built. It is felt (By Mel) that if higher performance engines are allowed, only very large tight turning designs would be competitive. If there were an advantage to building only large models, then why aren't we all flying "Humongus" planes in old time stunt. A wing area issue has been legislated by restricting the engine and propeller?! It is the same as, to limit the speed of automobiles on the freeway, the government, limited the displacement of engines, and the size of tires, cars were allowed to use. If wing area is of concern, mandate a maximum wing area. If the velocity of the model is of concern, limit the velocity of the model. Not a specific engine, propeller, venturi, spraybar, combination!

The current rules do nothing to change the monopoly granted to one engine supplier, since the only production, single ball race engine is the PAW. Other brushed engines are simply not competitive.

I will not support the current rules proposal, nor will I compete under them, if they pass.

—Mark Hansen

*Dear Flying Lines:*

Howard Rush put out a short B/C report which praised his swing arm shutoff and slider line connectors, and condemned the line tension shutoffs. You probably saw this.

Here is something to put into Flying Lines, and even forward to MACA if you like.

The shutoffs that operate on line tension loss, whether the Roy Glenn method or the bellcrank pinch method, will only work reliably if they are designed such that their return spring mechanism can overcome the drag on 60 feet of lines at 120 mph. We have seen that many cannot do this. What we need therefore is a standard to build and test to.

Is anyone able to accurately calculate the drag on the lines? If we have this figure, we can over-engineer the return springs to work reliably.

I have a .062" wire return spring arm which I can hang 2 sets of 60-ft. lines on their reels at the leadouts. The return spring action is sufficient to keep the fuel line pinched in a static test. However, if you shake the plane around, the pinch leaks in small spurts.

So what we need is a weight to hang on the leadouts to static test the shutoff. Can someone help with the calculation of the line drag figure?

I don't have the answer to a reliable shutoff, but with enough input maybe we can arrive at solution.

Five years ago I designed and made about a dozen ball bearing check valve shutoffs which went in the fuel line. I had a 1/8" ball in a 5/32" brass tube mounted across the fuselage. The ball was held at the right end of the tube in flight with the centripetal acceleration. If the plane went straight, the fuel flow carried the ball to the left where it jammed into the silicone pipe and shut off the fuel. The problems were fuel viscosity and engine vibration. I could only get 60% reliability as the temperature varied. It was a nice idea and I built numerous versions with different ball and pipe sizes. It would work quite well on warm days with a Fox running on a light prop with minimal vibration. The heavy vibrating engines would stop the ball from seating in the silicone pipe.

— Mel Lyne

# RAIDER ROUNDUP 2000

Washington State Controline Championships

→ September 16th and 17th, 2000 ←

Clover Park Technical College, Lakewood, Washington

*Sponsored by the Seattle Skyraiders--- AMA Sanctioned*

*Main Flying site is at the West end of the Aircraft Runway, South of the school bus parking, off Steilacoom Blvd, Lakewood (South Tacoma)*

*Take 84<sup>th</sup> St or Hwy 512 exit west to S. Tacoma Way, then to Steilacoom Blvd SW.*

*Entrance is at Market St entrance to Campus, off Steilacoom (See map on back)*

## S C H E D U L E

| SATURDAY, September 16th: |  | SUNDAY, September 17th: |  |
|---------------------------|--|-------------------------|--|
| 9:00 am                   | MOUSE RACE I - JSO   | 9am - 4 pm              | AMA COMBAT (it's BACK!)  |
| 9 am - 5 pm               | COMBAT: 80 MPH<br>D-BAT Vintage Diesel Combat<br>(4 rounds-65 mph) | 9am - 4 pm              | PRECISION AEROBATICS:<br>BEGINNER / INTERMEDIATE<br>ADVANCED<br>EXPERT |
| 9 am - 4 pm               | CARRIER: PROFILE<br>CLASS I / II<br>15 CARRIER                     |                         |  |
| 10:00 am                  | OLD TIME STUNT   | 10:00 am                | ALL SCALE STATIC JUDGING   |
| 1:00 pm                   | CLASSIC STUNT  | 11:00 am                | SCALE:<br>AMA SPORT SCALE<br>PROFILE SCALE                             |
| 12:00 noon                | NW SPORT RACE  |                         |  |
| 1:00 pm                   | NW SUPER SPORT RACE  |                         |  |
| 2:00 pm                   | NW PDQ FLYING CLOWN RACE   |                         |  |

ALL EVENTS ARE JUNIOR - SENIOR - OPEN CLASS COMBINED

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

1. Registration is from 8:00 am until start of event, or Noon, whichever is earlier.
2. Entry fees: Sr / Open: \$5.00 for each event, \$15.00 max.  
(US Funds) Junior: FREE (\$0.00) FREE for all events
3. AMA or MAAC Membership is required of all participants and mechanics
4. AMA membership is available at registration.
5. AMA events are per 1999-2001 (Latest) Rule Book.....KNOW THE RULES !!!!
6. Stunt Events are per latest PAMPA / AMA Rules.
7. Northwest Events to be per current NW rules. (Super Sport Race, Clown Racing, DBat
8. CARRIER: Multiple Entries allowed in each event, but separate entry fees apply to each entry.
9. ALL SATURDAY EVENT AWARDS WILL BE PRESENTED BY 5 PM SATURDAY.
10. ALL EVENTS TO BE FINISHED BY 4 PM ON SUNDAY
11. AWARDS PRESENTATION WILL BEGIN AT 4:30 PM ON SUNDAY.

For details, contact:

Tom Knoppi, C.D. (425) 228-9502, e-mail: [faif2c1@aol.com](mailto:faif2c1@aol.com)

Dave Gardner, C.D. (425) 226-9667, e-mail: [dgardner55@aol.com](mailto:dgardner55@aol.com)

**Flying Lines**

Issue #164

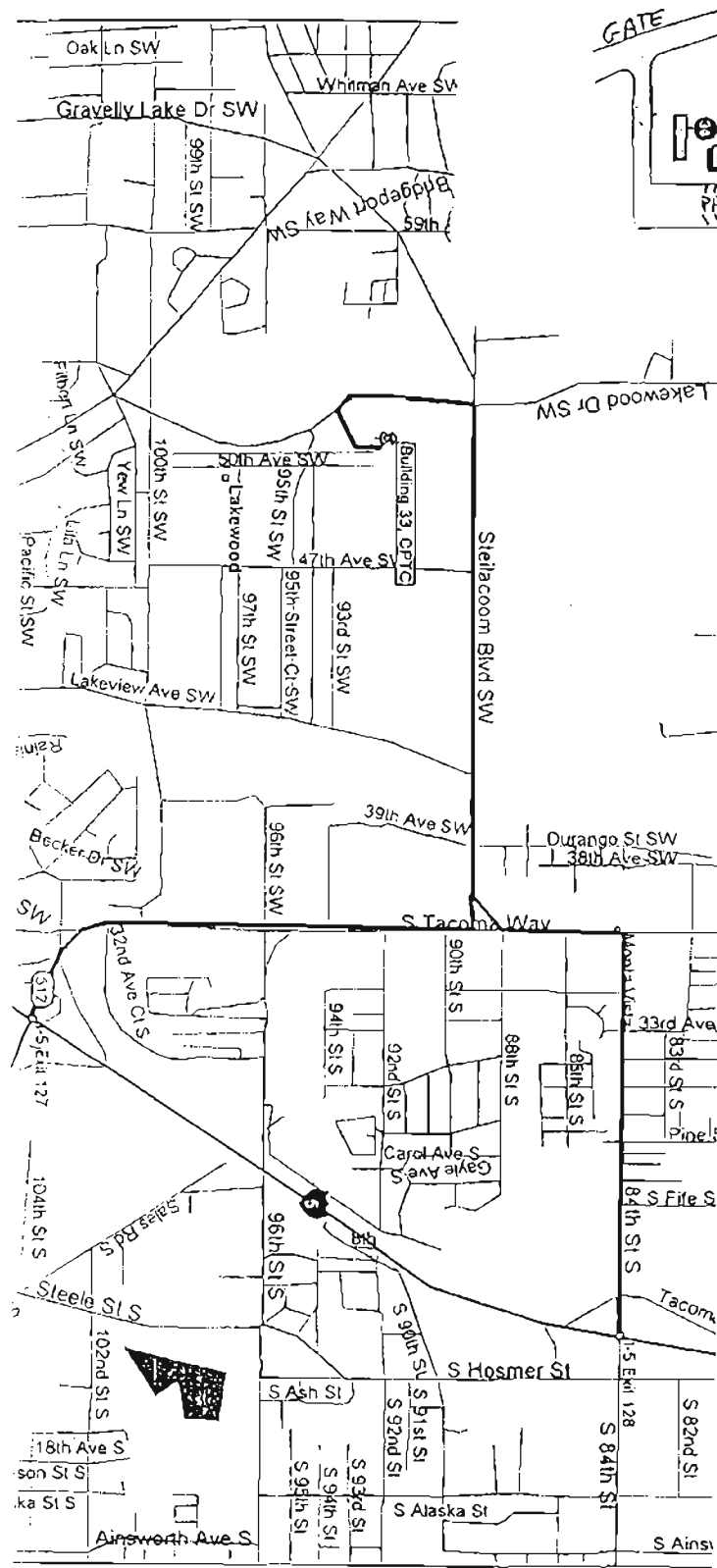
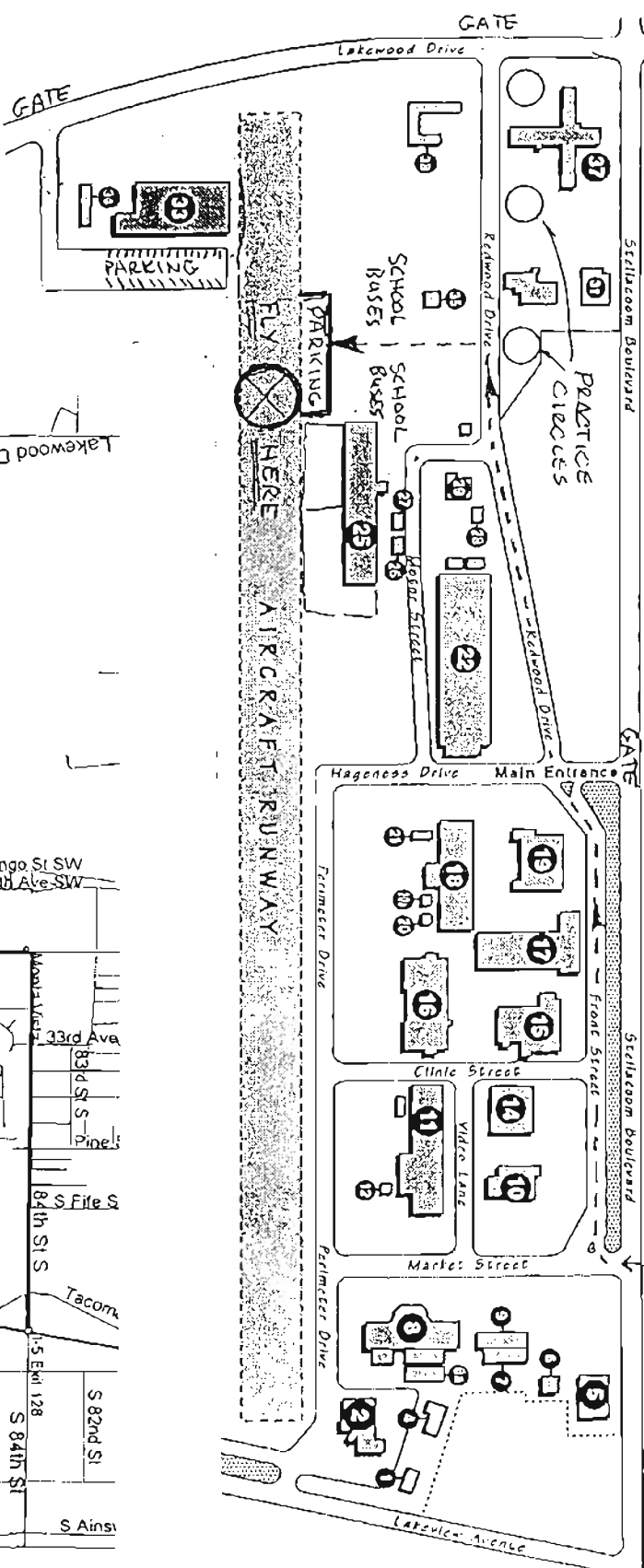
July 2000

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# CLOVER PARK TECHNICAL COLLEGE

4500 Steilacoom Boulevard S.W. • Tacoma, Washington 98499-4098

THIS GATE IS ALWAYS OPEN



# A combat convert!

*Following is an item published in an online combat discussion forum...*

For several years Phil Cartier has been trying to get me to come out to a Combat meet and fly one of his ships. I've always had an excuse — at least until this year's Brodak meet.

I called Phil to ask him to run Speed Limit Combat for me at that meet. This is the fourth year I've been CD of that affair, and it is the second year that we've run Combat. Last year's Combat event ran off so smoothly, and was so popular with the spectators and other entrants, that John Brodak has decided to make it a regular feature of his enormous Fly-In from now on.

John even installed a new field last year just for Combat and Racing events. This circle is set off from the main field, and is surrounded on three sides by trees. It was felt that this would be a safer place in which to hold these high speed events. Let the two-year record show that this arrangement works fine!

Phil agreed to bring his all-star crew out from the Harrisburg area and run Combat. I finally agreed to take Phil up on his gracious offer to fly one of his ships in the meet. The operative word there is "one" of his ships. If I had a midair, or crashed, I'd be done!

I haven't flown Combat competitively since 1963. I used to fly it a lot as a youngster. In fact I competed in Combat in the 1961 Nats, flying a Johnson .35 powered Quicker. Imagine my shock at how far things have come, even in the relatively tame Speed Limit event!

The plane that Phil lent to me was one of his Gotcha designs, powered by a Fox .25 BB engine. To say that it ran and flew great would be a gross understatement. It flew as well as most of the Stunt ships I have had the pleasure to fly over the years. It was stable, pointable, and yet possessed outstanding turn, without losing speed in corners. I could fly the ship without watching it; and that proved to be the feature that enabled me to do well at the meet. I was able to watch every move my opponents made, while keeping my ship in the edge of my peripheral vision. Phil later told me that that's the whole idea behind this event.

Anyway, I guess I caught a couple of guys off guard and lucked into a win — my first ever in the Combat event!

I want to take this opportunity to thank Phil for getting me to finally try Combat again, for lending me such spectacular equipment, and for running the Combat portion of the fourth annual Brodak Fly-In.

I would also like to thank Gil Reedy, Price "Bub" Reese and Bob Whiteman for the great matches they provided. This is the most fun I've had flying model airplanes in the past 20 years. I'd forgotten just how great that adrenalin rush can feel!

The hook is well embedded now, and I'm ordering engines, kits, lines and handles to get started competitively in Combat again. My only regret is that I've been away so long.

— Bob Hunt

## Charles A. Mackey Award winner

As you know we hold a control line contest each year in Orange County, California. This contest, called the Charles A. Mackey Open, is named in honor of Mr. Charles A. Mackey, one of the pioneers of control line flying. An important part of each year's activities is the banquet held on Saturday evening at which we take the opportunity to honor an outstanding individual for their contributions to our hobby. The first honoree in 1998 was of course Mr. Mackey.

Although he is certainly deserving of being honored each year for the massive contributions he has and continues to make to control line flying Charles felt that it would be better to honor a different individual each year. For the second banquet, Charles chose Mr. Dale Kirn as the honoree. We have continued to request that each year's outstanding individual choose next year's honoree. Dale chose Mr. Bart Klapinski as the honoree for the 3rd Annual Charles A. Mackey Open.

It is my great pleasure to announce the individual who shall be honored at the 4th Annual Charles A. Mackey Open. He is a Past President of PAMPA, a National Champion, a designer of C/L models, a contributor of articles to magazines, someone who is always ready to assist at contests, an individual who continuously steps up to help newer flyers and an overall nice person. The person to be honored at the 4th Annual Charles A. Mackey Open will be Mr. Keith Trostle. I know you will join with me in congratulating Keith.

— Eric Rule

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

the **FOURTH ANNUAL**

**WOLF**

**SUMMER CONTROL LINE CONTEST**

**AUGUST 26 & 27, 2000**

\*\*\*\*\*

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

**AEROBATICS**

**RACING**

**COMBAT**

\*\*\*\*\*

Site: Bill Riegel Model Airpark, at the Salem Airport

**SPECTATORS WELCOME!**

*(Please see reverse side for parking directions)*



**WESTERN  
OREGON  
CONTROL  
LINE  
FLYERS**

**the Fourth Annual WOLF Summer Control Line Contest**  
**August 26 & 27, 2000 Salem, Oregon**

\*\*\*\*\*

Event List and Schedule:

SATURDAY

SUNDAY

9:00 Registration Opens

8:30 Registration Opens

9:30 NORTHWEST SUPER SPORT RACE

9:00 PRECISION AEROBATICS

10:00 MOUSE RACE CLASS I (JS)(O)

flown in P.A.M.P.A. classes:

11:30 AMA SCALE RACE (GOODYEAR)

(beginner) (intermediate)

12:00 NORTHWEST FLYING CLOWN RACE

(advanced) (expert)

2:00 CLASSIC STUNT

10:00 NW 80 MPH COMBAT

3:00 NORTHWEST SPORT RACE

3:30 Awards Presentation

\*\*\*\*\*

**EVENT & SCHEDULE INFORMATION**

- \* All events will be flown as per current A.M.A. and Northwest region rules. Know the rules!
- \* 80 MPH Combat will be flown double elimination.
- \* Racing events that specify standard fuel, will use only the contest provided fuel in competition.
- \* Racing event participants will be expected to assist in timing duties, as needed.
- \* All events except for Mouse Race, are all age categories combined.
- \* Event schedule is subject to minor adjustments, based upon entry level and other relevant factors.
- \* Combat and NW Sport Race will be flown on the grass circle. All other events flown on pavement.

**OTHER IMPORTANT INFORMATION**

- \* **PARKING:** There will be no parking allowed on the field, due to space limitations. There will be a loading zone for the use of participants. After you unload your equipment, move your vehicle into the parking areas immediately adjacent to the flying site. The airport parking has a one dollar per day charge. Please do not park alongside roped off areas on the side of the field, or in any zone posted no-parking.
- \* Only participants are allowed in the flying and pit areas. Spectators and others must remain behind the ropes and barriers.
- \* A.M.A. or M.A.A.C. membership is required for all participants.
- \* No alcoholic beverages are allowed on the field.
- \* Restrooms and other services are available in the airport terminal building.
- \* Awards: A nice selection of merchandise prizes will be given out thru third place in each event.
- \* Lodging information is available on request, thru contacts listed below.
- \* For more information contact: Mike Hazel (503) 364-8593, e-mail ZZ CLspeed@aol.com, or write: Western Oregon Control Line Flyers, 1073 Windemere Drive NW, Salem, Oregon 97304
- \* **DIRECTIONS TO SITE:** From Interstate 5, take exit 253 and head West. Go about one mile and turn left onto 25th street (K-Mart and Dairy Queen on corner). Proceed about 3/4 mile. The airport terminal and the flying site will be on your left.



1411 BRYANT AVENUE  
COTTAGE GROVE, OREGON 97424

EDITOR: JOHN THOMPSON  
PUBLISHER: MIKE HAZEL

July, 1980 NEWS OF NORTHWEST CONTROL LINE MODEL AVIATION Number 15

## CLAMBASH '80 -- GOOD TURNOUT, GOOD COMPETITION -- GOOD FUN

The Oregon Coast's annual "bash," the CLAMBash put on by the Astoria and Seaside CLAMS club, was a success in nearly every way. Weather started out acceptable and got downright nice. Turnout was the best in the contest's three years with plenty of competition in each event. Competition -- the quality, that is -- was excellent. Combat featured lots of good flying, few air-time matches, and great action for the spectators. Even the 1/2A event, sometimes a prop-flipping derby, turned out to be a great demonstration of combat. The Northwest Sport Race, though not lightning-fast, was close with only seven seconds separating first and third places.

Perhaps the most fun, for those who hung around to the bitter end to watch, was a new event called CLAM Scale -- a static and flight competition for scale (or almost scale) airplanes with loose rules based on the fun of model building. Five souls participated with planes ranging from the stunning to the, uh, peculiar.

Detailed reporting on the contest was provided by Dave Green, the CLAMS club president and contest director, and by stunt enthusiast Rich Porter. Below is Dave's report, with some appropriate comments added by your editor. Rich's stunt report follows that. The contest was held June 15, at John Warren Stadium, Astoria, Ore.

### Contest Director's report, by Dave Green

We had 23 total entries and after a lot of figuring I think we made \$2 on the whole thing, which pleases me no end because I figured we would lose money.

(The CLAMS' secret to making money on contests may be their ambition in making their own trophies -- always nice-looking and distinctive. -- ed.)

Half-A combat had 10 entries, proving once again the popularity of the 1/2A events. First place went to Bill Varner, for some unaccountable reason. (When you're hot, you're hot -- see AMA combat results. -- ed.) Second went to Jeff Young of Florence, Ore., and third went to Free Flight King Jim Cameron of Seaside, Ore.

AMA combat had eight entries, with first place again going to Astorian Varner. Second place went to John "Stone Ax" Thompson (Ohhh! Don't give away my secrets. -- ed.) and third to Ken Burdick of Seattle, Wash.

Northwest Sport Race was won by (ho, hum) John Thompson with a Cro-Magnon plane and engine combo. (When you're hot, etc...) Second went to Bruce Guenzler, of Cottage Grove, Ore., who is really making his presence known in sport race. Third was taken by P.T. Granderson of Seattle. Phil had a rather bad day all the way around. He not only couldn't get it together in combat, but after getting third in sport race he was drafted into being a judge for CLAM scale.

In beginner-intermediate stunt, we had four entries. Jeff Young came in first with a score of 318. Terry Miller took second with a 235. Kevin Buzzell took third in his first effort at flying stunt with a 201. Young is from Florence, Ore., Miller from Salem, Ore., and Buzzell from Seaside.

In advanced-expert there were four entries. After a hard-fought duel which lasted all afternoon, Rich Porter, the 1/2A wizard, came out on top with a score of 418. Rich Schaper of Kelso, Wash., who usually doesn't get to fly because he has to judge, came in second with a 415, and Don McClave of Portland, Ore., who is just getting back into the stunt scene, took third with a 413. Five points separated Porter, of Stayton, Ore., from third place. That's tight flying!

Last, but not least, came CLAM scale. There were five entries. Terry Miller won with a more-or-less scale-looking Navion (built from an old Sterling kit). His static scores weren't the best but his maneuvers were outstanding. Dick Salter took second with a good-looking SE-5. He had the highest static scores but suffered in maneuvers. Mike Hazel of Salem, Ore., took third with a scale? model of what he claims is a Cro-Magnon Air Force plane. He might have won if he hadn't tried to hit the judges with the bomb drop. Jim Cameron might have done better with his 1/2A Fokker Tri-plane if he could have got it to do anything but a barrel roll on takeoff.

That about covers the meet, except for the Outstanding Crowd-Pleaser Award. This is an annual award that we give out for the best crash or incident which wows the crowd the most. This year it went to Jim Cameron for his free-flight combat match. If you ever have seen a 1/2A combat plane

20 Years ago in Flying Lines

This is what FL looked like in July 1980, Issue No. 15. Inside there were contest results, standings, a Combat Zone column by Gene Pape, Racing Roundup by Mike Hazel, several letters, a photo page and flyers for The Great Northwest Combat Championships in Redmond, Wash., the Boeing Air Fair in Kent and the Western States Racing Championships in Merced, Calif. Most significantly, there was the first proposal for splitting Northwest Sport Race into two classes -- a proposal later approved, which led the rules still in force today.

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.  
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*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.

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