

Flying Lines

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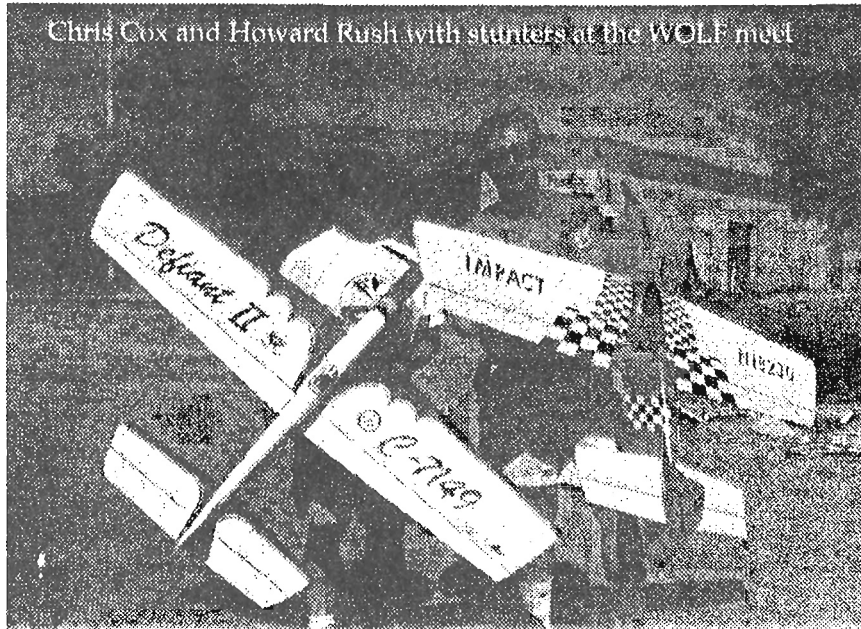
Modeling moments

Great moments in control-line model aviation come in small and large packages. There have been a lot of such moments in the Summer of 2000. Everybody has their favorites. A few that we witnessed:

- The Regionals comes to a stop when Paul Walker's B-17 takes off. A crowd gathers and several circles go silent as the huge bomber traces a perfect stunt pattern.
- Young Montana Marlatt beams, holding an armload of kits at the trophy presentation after his first Beginner Stunt victory, at the WOLF Summer Meet.
- John Howell returns from time off for hip replacement surgery. During a race at the WOLF contest, when a plane starts on takeoff, pitman John scampers after it as Ron, from the pilots' circle, yells: "Slow down, slow down!"

Control-Line model aviation is full of magical, comical, frustrating and touching moments — and it's the people that make them special, as much as the airplanes. Take a look at Jerry Eichten's tale of the wayward stunt plane inside this issue. CL is also full of crazy ideas: Nils Norling's Bi-Slob draws a big crowd of its own when it wallows, stalls, falls and waddles through all kinds of unnamed and undefinable maneuvers.

It's the kind of activity one never tires of: In Chicago they have a Jan. 1 combat contest in the snow. We fly over grass, over pavement, even over water! We cook up strange designs for fun-flying, sleek little racers, exotic speedsters and four-engine scale/aerobatics masterpieces.



Chris Cox and Howard Rush with stunters at the WOLF meet

It's more than just a pun to say that CL fliers have a handle on the fun of model aviation. One flying season is nearing its end, but 2001 will be here soon. We can't wait!

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ON THE CONTEST TRAIL

Results of Northwest Control-Line Competition

Canadian National Championships July 29-Aug. 6, British Columbia

Aerobatics results from Chris Cox

We must be living right or something here in Vancouver, but as so often been the case so many times in the recent past, once again we were blessed with nearly perfect weather for our standard first week in August contest.

Entry was good, but not spectacular. One possible reason for this may be that stunt events about the Pacific Northwest are at an all-time high. Hard to figure out why our Oregon (other than Don McClave) and many Washington compatriots were not in attendance for this reasonably high-profile contest. We missed you.

Another reason for possible low attendance may have been entry fees, however I have it on firsthand experience that to attend a U.S. Nats is a whole bunch more \$\$\$'s! Not only that, but the US dollar goes a loonnggg way up here in Canada.

Whatever the reason, I sure hope to see more people come and join us next year at the PAC Classic. For those who did attend, thank you so much, we already know you had a good time.

As usual, things would never have taken place without the help of our volunteers and a I would like to thanks Hube Start, Al Resinger, Lee Uberbacher, Bruce and Alanna Perry, Keith Varley, Brenda Cox and last but not least, my very own Dragon Lady for their unfailing support. Special kudos to Shawn Parker for his generous donation of cookies to all contestants and MAAC (Model Aeronautics Association of Canada) for the lovely door sto..., uh, trophies. Take a bow folks for a relaxed and efficiently run contest, you're the best!

Just to put some hearts at ease, the high scores you see below have something to do with an event named MAAC Stunt, which we felt obliged to run, being as how it was a MAAC Nationals and they

did supply us with those nifty door sto..., er, trophies. There are several places where extra points can be added, so for those who missed it, this was your big chance to break that ever elusive 400, 500 or even 600!!

Here are the results (Northwest standings points in parentheses):

OLD TIME STUNT (7 entries)

1. Don McClave (7)	288.00
2. Emil Kovac (6)	276.50
3. Mike Conner (5)	261.00
4. Dan Rutherford (4)	259.75

CLASSIC STUNT (6 entries)

1. Paul Walker (6)	598.5
2. Don McClave (5)	566.0
3. Bruce Perry	557.0
4. Dan Rutherford (3)	500.5

INTERMEDIATE PRECISION AERO. (1 entry)

1. Jim Johnson (1)	330.0
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ADVANCED PRECISION AERO. (4 entries)

1. Don Richardson (4)	529.5
2. Hube Start (3)	517.5
3. Keith Varley (2)	514.0
4. Mike Conner (1)	471.0

EXPERT PRECISION AEROBATICS (6 entries)

1. Paul Walker (9)	621.0
2. Howard Rush (7.5)	611.0
3. Chris Cox (6)	610.0
4. Bruce Perry	595.0

Racing and speed results from Bruce Duncan

While the attendance was a bit lower than expected, the results certainly were not. The class of the show was Jerry Rocha's fantastic 144.23 mph flight in 1/2-A Speed. The model is a standard configuration speed ship, the engine is a CS .049 on mini-pipe. Jerry also was top in 1/2-A Profile Proto and A Speed.

I congratulate all of the contestants for their cooperation and assistance. Whenever called for, each too turns at timing, and that helps everyone. Both the racing and speed days were warm, 75 to 80 degrees, with light winds. This made ideal conditions and the results confirm that.

CLASS I MOUSE RACE (6 entries)

- 1. Paul Gibeault (6) 4:36.02
- 2. Mac Ryan (5) 5:12.02
- 3. Todd Ryan (4) 5:30.06
- 4. Remy Dawson (3) heat 2:27.69

MAAC FOX .35 SPORT RACE (4 entries)

- 1. Todd Ryan (4) 8:17.63
- 2. Mel Lyne (3) 8:53.59
- 3. Bruce Duncan (2) 9:25.22
- 4. Dave Evans (1) heat 11:11

CLOWN RACE (4 entries)

- 1. Todd Ryan (4) 319 laps *
- 2. Mac Ryan (3) 313
- 3. Paul Gibeault (2) 294
- 4. Mike Conner (1) 278

* Northwest record

COMBINED SPEED (4 entries)

- 1. Jerry Rocha, 1/2-A Profile, 112.53 mph 124%
- 2. Paul Gibeault (3), 1/2A, 105.92 100%
- 3. John Headley (2), Formula 40, 146.16 98%
- 4. Marty Higgs (1), .21 Sport, 135.59 95%

1/2A SPEED (2 entries)

- 1. Jerry Rocha 144.23 mph
- 2. Paul Gibeault (1) 107.6

1/2A PROFILE PROTO SPEED (1 entry)

- 1. Jerry Rocha 111.9

A SPEED (1 entry)

- 1. Jerry Rocha 183.41

FAI SPEED (2 entries)

- 1. Paul Gibeault (2) 174.492
- 2. Remy Dawson (1) attempt

FORMULA 40 SPEED (3 entries)

- 1. Marty Higgs (3) 150.32
- 2. Paul Gibeault (2) 149.44
- 3. John Headley (1) 149.19

IET SPEED (2 entries)

- 1. Dick Salter (2) 159.23
- 2. Jerry Thomas (1) 139.48

.21 SPORT SPEED (2 entries)

- 1. Loren Howard (2) 150.57
- 2. Ron Salo (1) 140.02

Five Rounds Nostalgia Diesel Combat — Report by Mel Lyne

Eleven entries including four Americans and a junior flew in perfect sunny weather.

Adrian Duncan directed the event, assisted by Lorna, Martyn, Dennis, Daryn, Troy and Rick in a smoothly run contest which was a lot of fun. Matches varied from closely fought duels to run-

aways. A few mid-air and liberal amounts of dorking were the norm. The lesson is still "The plane that gets five minutes of air time usually wins." You can't win on the ground.

Flying standard was pretty good with many close calls and numerous cuts.

After 5 rounds the four finalists were Mel, Angelo, Bob, and Mike Conner.

Top novice award went to Michael Chies. Best Crash went to Mel Lyne.

Many thanks to all who helped out especially Paul and the field preparation crew. I think everybody had fun.

Final results:

VINTAGE DIESEL COMBAT (11 entries)

- 1. Mel Lyne (11)
- 2. Angelo Chies (10)
- 3. Bob Smith (9)
- 4. Mike Conner (8)

Central Oregon Lawn Darts

July 22-23, Redmond, Ore.

Report by Nils Norling

I think the First Annual C.O.L.D. Stunt Contest went very well. Everyone seemed to have a good time. We had 14 entries: five beginners, two intermediate, four advanced and three experts.

The barbecued elk burgers, elk-kabobs, corn on the cob and 'tater salad lunch, with C.O.L.D. (stunt) lemonade really seemed to go over well. We sold quite a few \$5 lunches to spectators, as well as feeding the contestants as part of the \$10 entry fee. We also made a few bucks selling canned pop. We cleared \$150 after expenses for the Field of Dreams club treasury.

The wind came up Saturday afternoon and blew pretty hard so there wasn't as much practice flying going on that day as we'd hoped. A few guys put flights up but it was blowing too hard to practice the pattern for most of us by afternoon.

Sunday, the beginners stole the show.

Three local guys were flying Ukey 35's and the first round they all three did lovely lawn dart landings during various parts of the beginner pattern. Each time, everyone yelled "Lawn Dart! Yayyy!!!" and everybody was laughing, especially the pilots. It really made the contest fun with

five beginners flying. We replaced needles and props and stuck the wings back on the Ukeys and they all flew the second round. Two out of three even made actual landings that round.

The wind only blew hard for about three minutes all day Sunday, right in the middle of Mike Connor's second flight. The rest of the day the wind was light enough that the beginners could fly.

Final results:

BEGINNER PRECISION AERO. (5 entries)

- 1. Dave Baxter (4) 182
- 2. Steve Helmick (3) 157
- 3. Dave Thomas (2) 108
- 4. Marvin Treadway (1) 84

INTERMEDIATE PRECISION AERO. (2 entries)

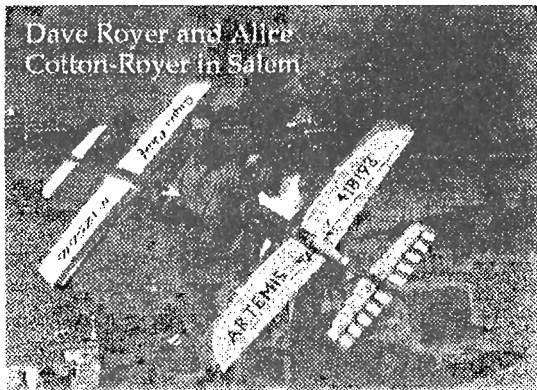
- 1. Mike Hazel (2) 390.5
- 2. Jim Johnson (1) 264

ADVANCED PRECISION AERO. (4 entries)

- 1. John Miller 478.5
- 2. Mike Conner (3) 460.5
- 3. Nils Norling (2) 449.5
- 4. Dave Royer (1) 443

EXPERT PRECISION AEROBATICS (3 entries)

- 1. Howard Rush (4.5) 531.5
- 2. Jerry Eichten (3) 516.5
- 3. Jack Pitcher (1.5) 485



WOLF Summer Meet

Aug. 26-27, Ore.

Report by John Thompson and Mike Hazel

Notwithstanding a little sunburn and maybe a little windburn, the fourth annual Summer meet at beautiful Bill Riegel Field in Salem was another resounding success.

Saturday's activities were racing and Classic

Stunt. Entry was light all day, but competition was keen. On Sunday, a good field of fliers came out for Precision Aerobatics and 80-mph combat.

No serious mishaps occurred all weekend, and fliers enjoyed a generous array of prizes at the end of it all.

Northwest fliers welcomed a newcomer in the Precision Aerobatics field, Montana Marlatt, a protege of Nils Norling from Eastern Oregon.

It was a cooperative event, with many of the competitors also helping out as officials.

Here are the results:

NORTHWEST SUPER SPORT RACE (3 entries)

- 1. Nitroholics Racing Team (3) 7:36
- 2. Ron Howell (2) 9:10
- 3. Mel Lyne (1) 9:19

CLASS I MOUSE RACE (1 entry)

- 1. Nitroholics Racing Team (1) 6:44

FLYING CLOWN RACE (4 entries)

- 1. Nitroholics Racing Team (4) 267 laps
- 2. Mike Conner (3) 264
- 3. Ron Howell (2) 183
- 4. John Howell (1) 163

NORTHWEST SPORT RACE (3 entries)

- 1. Mel Lyne (3) 9:13
- 2. Nitroholics Racing Team (2) 13:54
- 3. Ron Howell (1) 139 laps

CLASSIC STUNT (4 entries)

- 1. Scott Riese (4) 500
- 2. Nils Norling (3) 448.5
- 3. Bruce Hunt (2) 444
- 4. Mel Lyne (1) 334.5

BEGINNER PRECISION AERO. (1 entry)

- 1. Montana Marlatt (1) 42

INTERMEDIATE PRECISION AERO. (1 entry)

- 1. Mike Hazel (1) 430

ADVANCED PRECISION AERO. (7 entries)

- 1. Keith Varley (7) 471
- 2. Dave Royer (6) 460.5
- 3. Alice Cotton-Royer (5) 458
- 4. Bruce Hunt (4) 450

EXPERT PRECISION AEROBATICS (4 entries)

- 1. Chris Cox (6) 535
- 2. Howard Rush (4.5) 509.5
- 3. Scott Riese (3) 501.5
- 4. Jerry Eichten (1.5) 489.5

80-MPH COMBAT (6 entries)

- 1. Mel Lyne (6) 4-0
- 2. Jim Green (5) 3-2
- 3. Bob Nelson (4) 2-2
- 4. John Thompson (3) 1-2

The Scoreboard

Northwest control-line competition standings.

A national championship in our region and a new contest on the schedule made for more than the usual July-August activity and some action in the standings. Yes, the Canadian Nats counted in Northwest standings this year, and the C.O.L.D. contest in Eastern Oregon was a brand new entry.

This issue's update reflects results from those two contests and the WOLF Summer Meet. We're still missing results from the Tailhook carrier contest in Tacoma, and the carrier results from the Canadian Nats.

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.; July 22-23, Redmond, Ore.; July 29-Aug. 6, Vancouver, B.C.; Aug. 26-27, Salem. **Results not received yet:** Aug. 12, Tacoma, Wash.

Following are standings for updated events:

2000 STANDINGS

PRECISION AEROBATICS

- | | |
|----------------------------------|------|
| 1. Paul Walker, Kent, Wash. | 28.5 |
| 2. Jerry Eichten, Dundee, Ore. | 27.5 |
| 3. Scott Riese, Portland, Ore. | 22 |
| 4. Howard Rush, Bellevue, Wash. | 16.5 |
| 5. Keith Varley, Vancouver, B.C. | 15 |

CLASSIC STUNT

- | | |
|-----------------------------------|----|
| 1. Don McClave, Portland, Ore. | 21 |
| 2. Scott Riese | 12 |
| 3. Paul Walker | 6 |
| 4. Bruce Hunt, Salem, Ore. | 4 |
| 5. Dan Rutherford, Bothell, Wash. | 3 |
| John Leidle, Kirkland, Wash. | 3 |
| Pat Johnston, Meridian, Idaho | 3 |

OLD-TIME STUNT

- | | |
|--------------------------------|----|
| 1. Emil Kovac, Issaquah, Wash. | 17 |
|--------------------------------|----|

- | | |
|---------------------------------|----|
| 2. Keith Varley | 11 |
| Mike Conner, Pitt Meadows, B.C. | 11 |
| 4. Scott Riese | 9 |
| 5. Don McClave | 7 |

OVERALL STUNT

- | | |
|--|------|
| 1. Scott Riese | 43 |
| 2. Paul Walker | 34.5 |
| 3. Don McClave | 29.5 |
| 4. Jerry Eichten | 27.5 |
| 5. Keith Varley | 26 |
| 6. Mike Conner | 19 |
| 7. Emil Kovac | 16.5 |
| 8. Howard Rush | 12 |
| 9. Bruce Hunt | 15 |
| 10. Alice Cotton-Royer, Portland, Ore. | 13 |

SPEED (All classes combined)

- | | |
|-------------------------------------|------|
| 1. Loren Howard, Vancouver, Wash. | 16.5 |
| 2. Paul Gibeault, Richmond, B.C. | 15 |
| Mike Hazel, Salem, Ore. | 15 |
| 4. Dick Salter, Seattle, Wash. | 11 |
| 5. Ron Salo, B.C. | 10 |
| 6. Chuck Schuette, Vancouver, Wash. | 8 |
| 7. Jerry Thomas, Edgewood, Wash. | 5 |
| Greg Beers, Cascade, Mont. | 5 |
| 9. Craig Bartlett, Corvallis, Ore. | 4 |
| Marty Higgs, B.C. | 4 |
| Chris Sackett, Burnaby, B.C. | 4 |

MOUSE RACE I

- | | |
|---------------------------------|---|
| 1. Mac Ryan, Pasco, Wash. | 8 |
| 2. Paul Gibeault | 6 |
| Todd Ryan, Pasco, Wash. | 6 |
| Ken Smith, Madras, Ore. | 6 |
| Nitroholics Racing Team, Oregon | 6 |

NORTHWEST SPORT RACE

- | | |
|-------------------------------------|----|
| 1. Todd Ryan | 19 |
| Mel Lyne, Garibaldi Highlands, B.C. | 19 |
| 3. Ron Howell, Hoquiam, Wash. | 13 |
| 4. Nitroholics Racing Team, Oregon | 4 |
| 5. Ron Salo, Surrey, B.C. | 3 |

NORTHWEST SUPER SPORT RACE

- | | |
|--------------------------------|----|
| 1. Todd Ryan | 13 |
| 2. Mel Lyne | 8 |
| S&S Racing Team, Seattle | 8 |
| 4. Nitroholics Racing Team | 3 |
| 5. Ron Howell | 2 |
| Alan Stewart, Vancouver, Wash. | 2 |

FLYING CLOWN RACE

- | | |
|----------------------------|----|
| 1. Mike Conner | 20 |
| 2. Todd Ryan | 19 |
| 3. Paul Gibeault | 13 |
| 4. Nitroholics Racing Team | 7 |
| Mac Ryan | 7 |

S&S Racing Team	7
<u>OVERALL RACING</u>	
1. Todd Ryan	71
2. Paul Gibeault	38
3. Mel Lyne	31
4. Mike Conner	25
5. Nitroholics Racing Team	23
6. Mac Ryan	15
S&S Racing Team	15
Ron Howell	15
9. James Cox, Delta, B.C.	7
10. Ken Smith, Madras, Ore.	6
<u>VINTAGE DIESEL COMBAT</u>	
1. Angelo Chies, B.C.	19
Mel Lyne	19
3. Remy Dawson, B.C.	10.5
Buzz Wilson, Edmonds, Wash.	10.5
5. Bob Smith, Roy, Wash.	9
Gary Harris, Forest Grove, Ore.	9
<u>80MPH COMBAT</u>	
1. Mel Lyne	16
2. Jim Green, Bellevue, Wash.	12
3. Jeff Rein, Bothell, Wash.	10
4. Gary Harris, Banks, Ore.	8
5. John Thompson, Eugene, Ore.	7
<u>OVERALL COMBAT</u>	
1. Mel Lyne	53
2. Jeff Rein, Bothell, Wash.	24
3. Gary Harris	21
4. Angelo Chies	19
5. Jim Green	16
6. Bob Smith, Roy, Wash.	11
7. Buzz Wilson	10.5
Remy Dawson	10.5
9. Dick Salter	10
10. Paul Dranfield, Mission, B.C.	9
Tom Strom, Seattle, Wash.	9
<u>JUNIOR STANDINGS</u>	
1. Mike Chies, B.C.	7
2. Ken Smith, Madras, Ore.	6
3. Aaron Smith, Madras, Ore.	3
4. Montana Marlatt	1

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.

Where the
action is!
Coming events in Northwest
Control-Line model aviation

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. Contact: Paul Dranfield (604) 826-3326

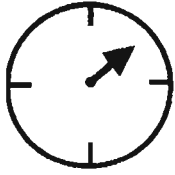
NW Speed Wrapup, Salem, Ore. Site: Bill Riegel Field at Salem Airport. Contact: Mike Hazel, (503) 364-8593, ZZCLSspeed@aol.com.

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.



Northwest Competition Records

Best performances established between Northwest CL modelers in sanctioned competition

Todd Ryan single-handedly ripped the Northwest record book to shreds during the month of July, destroying seven records with performances in racing and carrier at the U.S. and Canadian Nats. Most notably, Todd, teamed with Bob

Whitney of Florida, bested a 1984 record in FAI Team Race set by Tom Knoppi and Tom McCollum in Shanghai, China. He also knocked down a Class I carrier record owned since 1986 by Roy Beers. Here's the complete report:

1/2 A Speed	110.34	Mike Hazel	9-06-98	Tacoma, Wash.
A Speed	176.05	Will Naemura	7-14-99	Muncie, Ind.
B Speed	168.47	Ron Salo	6-14-97	Kent, Wash.
D Speed	171.85	Ron Salo	5-28-00	Roseburg, Ore.
Jet Speed	196.64	Jerry Thomas	8-08-93	Richmond, B.C.
Formula 40 Speed	153.13	Marty Higgs	6-26-94	Richmond, B.C.
21 Sport Speed	153.78	Loren Howard	9-18-99	Salem, Ore.
FAI Speed	183.52	Will Naemura	9-19-99	El Monte, Calif.
1/2 A Profile Proto	106.78	Chuck Schuette	6-20-99	Tacoma, Wash.
21 Proto Speed	133.03	Chris Sackett	5-25-97	Roseburg, Ore.
NW Sport Jet Speed	153.40	Loren Howard	9-18-99	Salem, Ore.
Mouse Race I - 50-lap	2:17	Stephen Cox	8-23-97	Salem, Ore.
Mouse Race I - 100-lap	4:22	Paul Gibeault	7-15-99	Muncie, Ind.
Mouse Race II - 75-lap	3:00	Todd Ryan	7-00	Muncie, Ind.
Mouse Race II - 200-lap	8:56	Todd Ryan	7-00	Muncie, Ind.
AMA Scale Race-70-lap	2:53	Todd Ryan	7-00	Muncie, Ind.
AMA Scale Race - 140-lap	7:13	Todd Ryan	7-15-99	Muncie, Ind.
NW Goodyear - 70-lap	4:00	Joe Rice	5-22-98	Roseburg, Ore.
NW Goodyear - 140-lap	8:01	Julie Rice	5-27-95	Eugene, Ore.
Slow Rat Race - 70-lap	2:41	Todd Ryan	7-00	Muncie, Ind.
Slow Rat Race - 140-lap	5:49	Todd Ryan	7-16-98	Muncie, Ind.
AMA Rat Race - 70-lap	2:45	Todd Ryan	5-29-99	Roseburg, Ore.
AMA Rat Race - 140-lap	5:38	Todd Ryan	5-24-98	Roseburg, Ore.
FAI Team Race 100-lap	3:31	Ryan/Whitney	7-00	Muncie, Ind.
FAI Team Race - 200-lap	7:40	Knoppi/McCollum	6-84	Shanghai, China
NW Sport Race - 70-lap	4:00	Bruce Duncan	5-12-87	Richmond, B.C.
NW Sport Race -140-lap	8:22	Todd Ryan	7-24-99	Richmond, B.C.
NW Super Sport - 70-lap	3:14	Dave Green	4-13-86	Portland, Ore.
NW Super Spt-140-lap	6:38	Todd Ryan	5-28-00	Roseburg, Ore.
Flying Clown Rc, Laps:	319	Todd Ryan	8-4-00	Coquitlam, B.C.
Class I Carrier	370	Todd Ryan	8-6-00	Richmond, B.C.
Class II Carrier	330.25	Orin Humphries	9-19-87	Kent, Wash.
Profile Carrier	314.00	Todd Ryan	5-23-97	Roseburg, Ore.
.15 Carrier	242.7	Todd Ryan	5-27-00	Roseburg, Ore.
AMA Endurance	39:56	Mark Hansen	7-12-98	Salem, Ore.

Records as of 8-24-2000

New records in boldface

Jilted stunter gets its revenge

■ Pretty new plane's destruction is just a tragic accident — or is it?

By Jerry Eichten

I haven't had a new stunt plane since my daughter was born. She'll be four on her next birthday.

My current model has been a fine airplane but the controls are loose, the tires are worn out, and my pilot's head doesn't look totally attached any more. The ink lines are disappearing after countless cleanups. Plus that inverted smack a few years ago hasn't helped the appearance score any. I've dragged that Buccaneer to so many Northwest contests the other fliers around here are whispering something about lighter fluid ... well, not exactly whispering ... shouting, really.

So finally this year I made the commitment to a new precision aerobatics plane. During the long winter nights after the kids are finally tucked in, good nights said, and that last drink of water taken care of, I put on two sweatshirts and drag myself out to the cold garage to create my latest masterpiece. Thoughts of warm sunny days with mild breezes drift through my mind as I measure, glue, adjust, and fiddle. And although I'm almost the world's slowest builder, after a couple months it starts to look something like an airplane.

Spring arrives and at the first contest everyone is proudly showing their gleaming new creations. Amazingly, some guys have built more than one since last fall! Entertaining stories are heard everywhere of how this new paint was wonderful, that model flew off the board, and his new motor starts on the first flip every time. Nobody looks at my old green and yellow monster anymore. I can't blame them, they've already seen it 40 times. "Yes, it's back," I tell my flying friends, "but not for much longer." A few years ago I thought it was fine if my Buc sat in the lineup all day. Now I put it in the car between rounds because I'm kinda tired of seeing it.

Weeks pass and the building sessions lurch on. My world-beater in waiting is ready for paint. Layers of masking tape surrender to sharp-edged elegance. Eventually the new beauty is almost finished. I can't help looking ahead on the contest schedule to see which event might mark the

great day when I can finally show up with a new competition airplane. Finally, just a bit of touch-up remains before the flaps go on, the engine is installed, and the bird is ready to roar.

So, ever mindful of my 7-year-old's mad dashes through the garage, I've taken to carefully putting the model out of harm's way on top of my Explorer between building sessions. And there it was, perched high above all potential mayhem, when my timetable for a new stunter changed.

I've heard investigators of airplane mishaps refer to the "error chain." Ours started on a Sunday, when one of the kids managed to leave the interior lights on in my wife's car. Monday morning, after I go to work, my wife rushes the kids into her car for the trip to swimming lessons. Finding her car battery ever-so-dead, the only solution to beat the ticking clock is to bail out, load everyone into the Explorer, and step on it.

Every parent knows that the process of getting children awake, fed, dressed, equipped and transported anywhere at a certain time early in the morning doesn't always leave extra moments for close observation of the world around you.

Such is the case as my beautiful stunter parts company with the rooftop somewhere down around Ninth Street. "It's in the road, Mommy," says Matthew, looking out the back window. Indeed, my model has changed from a stunt plane to a tangled scuff in the middle of the blacktop. My wife braves traffic to retrieve the carcass.

As I arrive home that night I'm curious why the Explorer isn't parked in its usual place. Nobody ever drives it but me. I soon understand why as my eyes find the red, white, and purple debris occupying its place in the garage. Questions aren't necessary. It only takes a moment to figure out what happened.

With a big sigh I look it over, checking what's broken, crushed, and flattened. To help ease the pain I pull an SV-11 kit off the shelf and gently set it on my workbench.

And as I turn to head into the house my glance catches the old green and yellow Buccaneer hanging on the wall. I don't know exactly how, but I'm sure that airplane is smiling at me!

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

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/ 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 (RJRE) 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: All props and plugs 25% off; Eugene Toy & Hobby, 32 E. 11th Ave., Eugene, OR 97401. (541) 344-2117, www.eugenetoyandhobby.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, 80¢ per lineal



foot (27" wide). Popsicle sticks — Great for crash repairs, mixing epoxy, tank shims, etc. While supply lasts: Bundles of 50, 25¢ each. John Thompson, 2456 Quince St., Eugene, OR 97404. E-mail: 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.

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!

Combat Cornucopia

Combat news and views by Mel Lyne

(EDITOR'S NOTE: This issue introduces a new column on all topics related to combat. Mel Lyne has agreed to take over the regular combat report from Ken Burdick, who has handled the column for the past couple of years. Thanks, Ken, for your contribution to the CL combat information network. Mel notes that "Cornucopia" comes from Latin, meaning a curved goat's horn overflowing with abundance — and he has an abundance of topics lined up for discussion. --jt)

Since Vintage Diesel Combat is big in the news right now, and someone has asked for a list of eligible models for the event, here follows my attempt at an alphabetical list. There may be omissions and possibly errors. It's your job, readers, to clue me in on what I've missed or mangled. Remember, models must have been in common use or kitted prior to December 31, 1970. And it must have been designed for a .15 cu in engine.

NOSTALGIA DIESEL COMBAT MODELS

(Model, designer/source, span, style, country, date)

Anduril, Mick Tiernan, F.S., 34 5/8", wing, UK, 1970
Apache, A.M. Annual, UK, 1970
Assagai, Allan Thompson, UK, 1968
Banshee, Mike Davis, F.S., 32", booms, UK, 1968
Barbarian, John Dixon, F.S., 34 1/4", booms, UK, 1969
Billy Bones, Dave Packwood, F.S., 33", fuse, UK, 1963
Black Ghost, M. Grimmet, M.A.295, 38", fuse, UK, Nov. 1958
Bogeyman, Terry Lee, A.M., 30 3/4", booms, UK, June 1964
Bumblebug, Vernon Hunt, F.S. 33 1/8", wing, UK, 1969
Buzzard, Neil Blackburn, F.S., 33 5/8", wing, UK, 1970
Cauda, John Dixon, F.S., 34", fuse, UK, 1967
Chaos, Pete Freebrey, A.M. F.S., 35 5/8", booms, UK, June 1963
Cleaver, George Copeman, A.M.799, 35", wing,

UK, Sept. 1961
Cobra II, Don Halls, A.M., F.S., 32 1/4", booms, Australia, May 1968
Combat King, Contest Kits, wing, UK
Cutlas, A.M. Staff, A.M., UK Sept. 1954
Diamant, Alan Woodrow, F.S. 32", Stab, UK, 1969
Dominator, Mick Davis, A.M.893, 28 3/4", wing, UK, Dec, 1965
Dongus, Gus Johnson/Don Pinkert, A.M.780, 30 1/2", fuse, U.S., Feb. 1961
Dragoon, Hoh Fang-Chiun M.A.342, 37", fuse, China
Duellist, A. Tristany, A.M.648, 32 3/4", wing, Spain, March 1957
Early Bird, Richard Wilkins, M.A.1022, F.S., 29 1/8", booms, UK, Sept. 1965
Falco, A.M. Annual, 1963
Firebird, Dave Platt/Keil Kraft kit, F.S., 32 1/8", fuse, UK
Flingel Bunt, S. Holland, A.M., F.S., 33 1/2", fuse, UK, Jan. 1965
Gladiator, Frog Kit, George Fletcher, F.S., 36", wing, UK, 1959
Hound Dog, Neil Tidey, 32", fuse, UK, 1964
Ironmonger, Richard Evans, A.M.1175, 34 1/4", wing, UK, 1970
Jaguar Mk I, Mick Chesterton, F.S., 36", wing, UK, 1969
Jr Flite Streak, George Aldrich/Top Flite, 31" fuse, U.S.
Jr Satan, Carl Goldberg, A.M., F.S., 29", booms, U.S., Nov 1964
Kanible, John Dixon, A.M. Annual, F.S., 30", booms, UK, 1968
Kanible GT, John Dixon, F.S., 36", booms, UK, 1968
Karnnore, R. Gibbard, UK, 1961
Kombat Kapers, R. Gibbard, A.M., UK, Jan. 1954
Komm-Batt, A.M.288, wing, UK Aug. 1958
King Twister, Mick Chesterton, F.S., 32 1/4", wing, UK, 1967
Liquidator, Frank Dowling, A.M.998, 31 1/2", wing, UK, May, 1969
Liquidator III, Frank Dowling, F.S., 36 1/2",

wing, UK, Aug. 1970
 Little Shindig, P.B.Olney, M.A.97, 32", wing, U.S.
 Lynx, O.F.W.Fisher, Performance Kits, UK, Nov. 1958
 Mini-Voodoo, Riley Wooten, 26 1/2", booms, U.S., 1963
 Mister Pegle, Terry Mortimer, booms, UK, 1965
 New Jr. Monitor, Henry J. Nichols/Mercury, 30", fuse, UK
 Noggin The Nog, Terry Mortimer, F.S., 39", booms, UK, 1965
 Oliver Twist VI, Martyn Cowley, F.S., 31", wing, UK, 1969
 Oliver Twist VII, Martyn Cowley, F.S., 31", wing, UK, 1970
 Olympic Rocket, C.Bergarnaschi kit, A.M., Italy, April 1962
 Orcrist, Steve Smith, A.M.1134, 34", stab, UK
 Pallisandra, Trynka, A.M., 30 3/4", wing, Czech, 1960
 Panic, Pete Freebrey, F.S., 34 1/8", booms, UK, 1965
 Peacemaker, George Aldrich, A.M.687, 36 1/2", fuse, U.S./UK, 1959
 Pedro, J.Whalley, A.M.704, 32", fuse, UK, Aug. 1958
 Piraja, A.M. Annual, UK, 1965
 Pirhana Mk I, Frank Smart, F.S., 34 1/4", wing, UK, 1968
 Pirhana Mk II, Frank Smart, F.S., 34 1/4", wing, UK, 1969
 Proton, O.F.W.Fisher, Performance Kits, UK, April 1959
 Razor Blade, Pete Tribe, A.M.729, 32", wing, UK, May 1959
 Razor Blade '64, Pete Tribe, A.M.729, 37 1/2", wing UK, July 1964
 Rhino Mk 5, John Dixon, F.S. 32 1/4", wing, UK, April 1967
 Ringmaster Jr., Sterling kit, 30", fuse, U.S.
 Rogue, Aeromodeller A.M.716, 34", fins, UK, Dec. 1958
 Ruteress, Staffen Larson, A.M.969, stab, Sweden, Dec. 1968
 Satana, A.M. Annual, 1969
 Schuco-Hegi 160, A.M. Annual, Germany, 1959
 Scorcher, Yeoman kit, Ron Moulton, F.S., 30", wing, UK, 1962
 Scrapper, 36", fuse, U.S.
 Sennapod, M.A.389, Mar 1964
 September Warrior, Bas Bumstead, M.A.385, 29", booms, UK, Nov. 1963
 Shrike, A.M.634, UK, Sept. 1958
 Shuffler, Niel Blackburn, F.S., 38", stab, UK, 1970
 Splinter, Bill Netzband, American Modeler, 42", F.S., booms, U.S., April 1967
 Squig, J. Benoy, F.S., 36", wing, UK, 1961
 Streamer Eater, A. Ytreoy, A.M.883, 30", booms, Norway, June 1965
 Super-Twister, John Chamberlain, F.S., 34", wing, UK, 1967
 Sword, J.Terniernan, A.M.674, UK, Oct. 1967
 Talon, Keil Kraft kit,, Dave Platt, 32", F.S., wing, UK, 1958
 Terminator, Stoo Holland, F.S., 32 1/2", wing, Eire, 1970
 The Proposition, A.M. Annual, UK, 1955
 The Thacher, Dave Clarkson, UK, 1970
 The Yeti, John Dixon, F.S., 36", booms, UK, 1965
 Titan Mk 1, John Shaw, F.S., 32", wing, UK, 1966
 Titan Mk 5, John Shaw, F.S., 32", wing, UK, 1969
 Toreador, Henry J. Nichols kit, F.S., 36", fuse, UK
 Turncoat, Moggs Morris, A.M.926, 28 3/4", booms, UK, Feb. 1967
 Twister 1, John Chamberlain, F.S., 29", booms, UK, 1965
 Twister 3, John Chamberlain, booms, UK, 1965
 Twister 4, John Chamberlain, F.S., 30", wing, UK, 1966
 Twister 9, Frank Smart, F.S., 33", wing, UK, 1968
 Twister 10, Frank Smart, F.S., 30", booms, UK, 1969
 U.F.O., Dave Budd, F.S., 33 3/8", wing, UK, 1968
 Unlimited, A.Smith, A.M.369, 20", wing, UK, Dec. 1960
 Warloc, Steve French, UK, 1969
 Warlord, Vernon Hunt kit+A.M., 32 1/4", wing, UK, 1968
 Warlord, Mick Chilton, A.M. Annual, F.S., 34 1/4", wing, UK, 1968
 Warlord, Dunker, F.S. 33 1/2", wing, UK
 Warmonger 1, John Dixon, F.S. 34 7/8", wing, UK, 1965
 Warmonger 2, John Dixon, Model Avia(Fr.), 34 3/4", F.S., wing, France, Feb. 1968
 Warmonger 3, John Dixon, F.S., 34 3/8", wing,

UK, 1969

Warrior, Frank Smart, F.S., 34 1/4", fins, UK, 1970

Wildcat, Bradshaw, M.P.kit, A.M., 30 1/2", U. S., March 1963

Zack-Zack, Klaus Seegers, C.L.Manual, 35 1/2", F.S., booms, Germany, 1961

Zig-Zag, Brian Mills, F.S. 29", fins, UK, 1965

Zot-Box "N", Cpl. Red Phinn, F.S. 29", fuse, Australia, 1966

Zot-Box FAI, Cpl. Red Phinn, F.S., 32 1/2", fuse, Australia, 1968

Anyone who can help fill in some of the blanks, please send me your info.

Explanation:

M.A. = Model Aircraft Magazine (UK)

A.M. = Aeromodeller Magazine (UK)

A number following either is the plan number, and a month shown with the date is when the plan appeared in the magazine. Both plans series are available from Aeromodeller Plans Service, Nexus House, Boundary Way, Hemel Hempstead, Herts, England HP2 7ST.

F.S. = Frank Smart's "Paperchase" Plans Service. Address Paperchase, 1 High St, Tredworth, Glos., England GL1 4SP, Tel: 0452-416020 . Frank has re-drawn a lot of the more popular designs.

Barry Baxter runs a plans service at 3292 Greenleaf Drive, Brea, CA 92823. Tel: (714) 524-3805. He may be able to help with some designs, especially the American ones including some not listed here.

If you really want to take a chance, you can contact me and ask about specific plans. I have a few of the more popular designs.

This list does not claim to be complete. I'm sure there are other eligible designs out there especially U.S. ones.

Send comments, questions and ideas to Mel Lyne c/o Flying Lines or e-mail Mel at mlyne@alpha.sea-to-sky.net

Ballot reminder: Don't forget that the balloting is under way on the third proposal for North-west Vintage Diesel Combat rules. The rules were published in Issues 163 and 164 of *Flying Lines*, along with balloting details. The deadline for ballots is **Sept. 15, 2000.**

AIR MAIL

LETTERS FROM FL READERS

Dear *Flying Lines*:

I flew Combat in England from about 1961 to around 1973, with occasional forays into U.S. Fast and 1/2-A since then, and have attended UK Vintage Diesel events whenever I get the chance to visit.

My only suggestion is to publish what you consider to be the "legal list" of production .15 c. i. d.'s (this is what the free-flight guys do for their equivalent Nostalgia Power events) which makes sure everyone is on the same sheet of music.

I particularly like the "one propeller" rule, and have often proposed they should do the same for 1/2-A — try a full-size Cox 5 x 3 nylon prop on that VA, AME or Cyclon and then these new engines would be much more compatible with the good old Tee Dee's.

I have also thought hard about whether or not it would be OK for American designs to be allowed to fly in Vintage Diesel, and my opinion is that it should be OK to fly models of that era such as the Voodoo (certainly the size is right and I know of modelers both then and now who fly them with a .15 cu in diesel). If you really want the event to be adopted in North America you might reconsider this ruling, and again you could publish a list of "accepted designs" — which I think would be a good idea even for the traditional diesel models, to have a source list of where and when they were published to jog people's memory and get them building their favorite models again. After all, we are usually motivated to build our favorite model, whether it was an original British or American design, that we maybe never got round to building back then.

I know that in the UK the event has recently suffered from the engines becoming an "arms-race", with some guys boring-out their original PAW 19's (3.2 cc) to the full 3.5 cc as allowed under their rules, and also "bending the rules" on design outline dimensions and severely changing the structure. And yet they stick to "Nylon-only covering" rule (which I like) so that at least the models look good and actually are tougher. When Combat was adopted by the FAI, and really start-

Turn to AIR MAIL, Page 16

Fireballs fly at the Pearson Air Museum

Just north of the Oregon border, just east of Interstate 5, and right next to Fort Vancouver is the Pearson Air Museum.

The museum has much to offer the aviation enthusiast. In a small theater videos can often be watched. There is an area devoted to children where they can experiment with the hands-on exhibits that teach the science of flight. One can walk through a restoration hangar where volunteers are often in the middle of rebuilding an aircraft of the past. Much of the engine collection that R.F. Stevenson often brought to model events around the Northwest is now on display at Pearson. In the main hangar there are many more displays along with a few full-scale aircraft.

But that's not all. A few times this summer, control-line models have been seen and heard just outside the hangar.

The connection between the Northwest Fireballs and The Pearson Air Museum dates back many years. Frank Macy has devoted a tremendous amount of time to the museum, and he was the first liaison between the two groups. I took over the liaison duties last summer. When the museum is going to hold a special event, we have been invited by the Executive Director John Donnelly to come over and fly. The Fireballs put on quite a show.

The biggest event that Pearson Air Museum holds every year is on the Fourth of July. This year the Fireballs did a great job of educating the public in control line model aviation.

The club members bring a wide array of aircraft to place on display. There is also a small field in which flight demonstrations take place. Bill Darkow flew a few aircraft, some with the three-line control system including an autogyro. Dave Royer brought his Chief to demonstrate stunt. Gary Harris had a great run with a 1/2-A combat model. Roy Beers flew his Clown. Ted Gritzmacher brought a nice looking biplane with throttle. Mark Hansen flew a flying wing that

Bill Darkow built. I was in charge of flight instruction. A total of 11 young people were given the opportunity to try their hand at control-line flying.

On Aug. 12, Pearson held an Antique Aircraft Fly-in, and again the Fireballs were there. Many of the same people were involved with a little help from their friends: Don McClave, Scott Riese, Leo Mehl, Dave Baxter and Bill Veselik. The Fireballs have been invited to perform again at Pearson on Sept. 9.

Fireballs fly at the Rose Festival Air Show

Scott Riese was the point man on this one. For four years now Scott has worked to get the Fireballs into the air show as active participants. The biggest part of his job was educating the organizers. He had to show them that control-line aviation would not only be exciting to the spectators but more importantly could be done safely. The safety was most important, because our circle was very close to thousands of people.

The Fireballs did a very professional job. They placed a great variety of aircraft on display, gave out club information, and answered many questions. In three days Bill Darkow, Gary Harris, Leo Mehl, Bill Veselik, Jim Cameron, Roy DeCamera, Mark Hanson and Scott Riese put up well over 60 flights. The project was so positive that we were immediately asked to come back next year.

Help Wanted!

Become a part of the *Flying Lines* staff!

Here are some of the ways you can help out with your Northwest CL newsletter:

- Local news reporter for your area
- Contest reporter — help gather results
- Artist — design new logos, etc.
- Contribute technical articles
- Cartoonist — Send us CL humor

Contact the editor to join the network!

News from the Seattle Skyraiders

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

ARLINGTON AIR SHOW REPORT:

Scott Crichton did a great job on organizing what was essentially a fun fly at the Arlington Air Show. Yer ed was up there on Saturday to observe, and we had a good turnout. Demonstration flights were done by **Bill Darkow, Mike Havenick, John Leidle, Shawn Parker, Mike Potter, Nick Stratis and Lee Uberbacher**. If I missed anyone, it is signs of a "senior moment" and I apologize, but you know who you are.

We need to do this again next year, among other air show participation. The full-scale flyers like it (many of them used to be modelers), and it's better than a contest; no pressure and a lot more flying!

FLYING SITE:

(Re: City of Kent Ordinance No 2113, Chapter 8.05 NOISE CONTROL.) As with most areas these days, it's fairly restrictive, but manageable for us, depending ... Presuming our flying to be in an industrial area (Class C), and the worst-case adjacent property to be commercial, (Class B), the maximum sound level at the property line is 65 dBA. If it's Industrial to Industrial, the level goes up to 70 dBA. What does this mean to us?

Conversation at 3 feet is about 60 dBA, a freight train at 100 feet is about 70 dBA. FAI requirements for F2B (Stunt) are 90 dBA at 3 meters (about 10 feet). Sound levels fall off with distance, which is good! The bad news is that sound levels are logarithmic (don't worry about the math ... it basically means we need to measure our sound levels to get the real numbers). We need to get some real numbers at specific distances to document our noisy activities and develop a noise plan. Mufflers WILL be REQUIRED to meet these levels, however.

There may be exceptions available for our contests, but not for regular usage.

OTHER UPCOMING EVENTS

Olympia Airport Antique Airplane Fly-In, with CL Model Flying Demo.

Saturday, September 30, 2000. **Bill Darkow** has arranged with the Olympia Air Museum,

"Wings over Olympia" to have a CL model flying demo during this event. This has been a rousing success in earlier years. Bring anything flyable to show the spectators what we do! After the event, Bill has promised one of the famous Darkow barbecues. What a deal!!! Fun flying, a great dinner and all the hangar flying you can stand!

C.O.L.D. CONTEST NOTES

from Steve Helmick

The flying field is very nice (presently tight for 70' lines) is fantastic! The nice green short-cropped lawn gives a nice view of the snow-capped peaks to the west. The grass almost guarantees a good landing as long as you don't slow it down too much and balloon it. Zoom it in, and the grass slows the model quickly, even with LG's set-up for paved circles. The weather was beautiful, though windy Saturday, the proper forms had been filed, and it was perfect on Sunday. The elk-burgers and elk-kabobs were great, and the friendship, technical assistance displayed by the Field of Dreams R/C Club was simply outstanding. I look forward to next year, hopefully not still flying Beginner PA! **Mike Conner** came from Canada, **John Miller** from SLC, **Howard Rush, Jim Johnson** and myself from the Puget Sound region.

Memorable moments: "**Big Red**" (**Marvin**) flew the whole beginner schedule, and flew around and around, and around until the engine quit. The model landed intact, and he just stood there. Didn't know quite what to do; it'd never happened before. Usually the model is broken, the prop is broken and some fuel is left over, if you know what I mean! What a cheer broke out! You gotta meet Marvin. He's at least as tall as I am (6'2"), maybe more. This was the "slender" Marvin, he'd just lost about 20 lbs, so he was down to a svelte 460! What a great guy!

Howard showed up about 11:30, having severely underestimated the driving time as well as having picked a unique route (through Ellensburg!). We'd already broken for lunch, so Howard flew the first round after lunch, following a quick test flight. The performance of his piped Impact was impressive, of course. Everybody was full of questions about the B-17 and the World Champs, and Howard answered all patiently. He also presented me with a 909 T-shirt! I'll treasure it until it is threadbare.

Mike Conner helped many get their models repaired or trimmed, and had a great time. He would be my choice for a Sportsmanship award.

Burn-Out

By Mark Hansen

Having competed for the last five seasons in our Pacific Northwest control-line community, I have noticed an alarming trend that threatens to slowly kill all CL competition: the trend, of the average competitor to burn-out.

Being an analytical sort of thinker, I decided to put my mind to the subject of modeling burn-out. I talked to a number of people (names withheld to protect the innocent) who suffered this condition and what I found out will probably come as something of a surprise to most people.

The factors that caused burn-out, and the reason they caused burn-out are not the same; they are respectively: Doing too much, and not receiving any recognition for what has been done.

Let's look at an example of this in several different contexts. The first is the gung-ho competitor that attends almost every contest in a particular event. At first he is at the bottom of the standings, but with effort he improves to somewhere above the middle of the pack. Now at this point his abilities will not allow him to improve any more, but he is not content to be where he is at. This causes one of two outcomes, the competitor begins to practice more, and seek the advice of experts in his particular field, or he simply gives up, and goes on to an activity that he can more easily master. The latter case, however, is not burn-out, it is defeatism.

The competitor who continues to practice and increases his activities, in hopes of improving, has two possible things that can happen to him. He may improve, or he may not. In the former case he will receive the recognition he deserves and probably continue to compete and attempt to improve. In the latter case, he will eventually suffer burn-out. Why did this burn-out occur? He received no recognition for all of his efforts. Victory is the reward that most competitors desire, not prizes, trophies or the beauty queen, waiting in the winners circle — no, it is victory.

Now, the reader may wonder why I would be so interested in the competitor who does not win on any kind of a regular basis. These are the competitors that are an absolute necessity to any activity. No, it is not the one guy who won the contest, nor the other three who placed, that make a contest a success. The single most important group of competitors at any well-attended contest, are

those who did not place in any event.

Yes, it is the other 15 competitors in clown race at Regional's that made the event a success, not those who placed. Lets look at an example.

Two years ago at the Bladder Grabber, there were 49 entrants, and prizes through fifth; five people received the recognition they deserved in the form of \$1,500 in cash, \$16,000 in high end stereo gear, four Nelson engines, while the other 44 got no mention what so ever. This year at Bladder Grabber, there were only 25 competitors, prize money was down, and there was a general atmosphere of gloom; all because those other 24 losers didn't make the contest. Why didn't they make the contest — burn-out. They found something better to do that weekend.

We are over-justifying the efforts of the few competitors who win, while we massively under-justify the efforts of the rest of the "losers." Giving cash and Prizes to the top three or five competitors is such an over-justification.

Now, I am not trying to single out just the Bladder Grabber. No, this problem is prevalent throughout the entire Northwest CL community. Lets take a look at the way the Regional doles out loot. Each first place is read from a list, then each second, then each third; three times through the entire list of events, starting with the most heavily attended event, down though the least attended event. The winner of an event with only one competitor will get his chance to justify his win, before the second place competitor in an event with 23 entrants. Lets not forget the poor guy who won third in that same event with 23 competitors, he is lucky to get a 2-oz. bottle of cyanoacrylate cement for all of his efforts. While the sole competitor in a woefully unpopular event got a brand-new Brodak stunt kit that he will be selling at a swap meet some time in the near future. Which one of these two do you think is a candidate for burn-out? And who does the hobby need more to survive? The third-place competitor in a popular event, that's who.

There is another segment of our hobby that is contributing to this over-justification effect. It is the local/regional news letter. Most contest reports list only the top four competitors at best, and simply put the total entry in parenthesis after the mane of the event. The winners are once again given credit, while the bulk of competitors are left unnamed, and unrecognized.

The other shortcoming of a news letter is in

the thanking of those who have helped at a contest. How many times has the reader seen the phrase "and I would like to thank all of the other people who helped, but who's names I can't remember" listed in a contest report. Why were the names of those who helped out not mentioned? Are they not worthy of mention? Of course they are. But, more than likely what happened was that the person who made the contest report was busy trying to compete as well as take care of the business of running a contest, and simply did not have the time to do a thorough job of reporting.

As both a contest director and newsletter editor I have been guilty of both of these—and I will not make the same mistake in the future. Not giving credit to the folks who helped at a contest is another cause of competitive burn-out. The people at the top of the competitive standing rarely help at contest, while the workers at a given contest, languish somewhere below the middle of the standing, because they were too busy helping to properly prepare for the events they paid for entry in. In this case they are not only under-justified in the events they flew, but also in the work they put forth to help run the contest. What is worse is that the only reason these people were pressed into action in the first place; is that most of the noncompetitive people, who used to come help out, burned out long ago, for all of the reasons above.

Having ranted and raved about the over-justification of the few who placed, and the massive under-justification of those who did not, but who regularly help at contest, I will offer the reader a solution to this dilemma. The solution is actually quite simple and has been used before, but for different reason. Give prizes based on the overall standings, in any given contest. Points could be awarded, as *Flying Lines* does, to each competitor, first through last. Then each competitor makes a trip to the prize table based on his or her overall standings. Every competitor is recognized for their accomplishment, equally, under this system. Points could also be given to those who helped out at a contest. Perhaps (for racing) a sliding scale where three points are given to each event director, two for each event a person helped time, and one for the pull-tester in each event. Those people could also be inserted into the standings, when prizes are handed out. Meaning that the regular competitor who helped all weekend and did not compete at all may get to make the first trip to

the prize table! When the contest report is written a list of both the winners of the event, and of the overall standings could be published, with an asterisk appearing next to those who received points for helping. Wouldn't it be funny if the first five people to go to the prize table at Regionals were the event directors for the most heavily attended events, not the top competitors. Under this system everyone gets fair credit for what they have done, no one is left out.

In summary, I feel that the death of control-line is eminent if we continue to over-justify the few competitors who place, while under-justifying the rest of the contest community (helpers, E.D.'s, C.D.'s, timers, cut counters, score tabulators, judges, etc.). An equitable system of giving out prizes (justification) must be implemented to correct this problem, such as the one listed above.

Please feel free to make any comments or suggestions to me about this essay via e-mail at FastCombat@aol.com

I also want to make it perfectly clear the I did not intend to ridicule any person or organization in particular, only to point out a problem, and offer a one possible solution to the problem.


AIR MAIL continued from Page 12

ed going off the rails, with 2 models per bout, I always thought they should have adopted a minimum weight rule (like every other FAI event in the rule book) such as 16 ounces/450 gms, to slow things down and prevent the carnage that forced the event into extinction.

Have you heard about the new rip-stop nylons being used in the kite industry called Icarex (and similar) — the FF guys are starting to adopt this for F1C/F1J and AMA Class models, because it is lightweight, very tough and comes in brilliant fade resistant colors — put on with contact adhesive, heat shrink, it's already fuel proof (but some guys add 1 coat clear epoxy or polyurethane just to be sure against the 65% Nitro!) — check out Hang-em High Fabrics, 1420 Yale Ave., Richmond, VA 23224, USA Phone/Fax: (804) 233-6155 see their Kite Building Supply Catalog website for supplies (<http://citystar.com/hang-em-high>).

— Martyn Cowley

Photo credits: All photos in this issue were supplied by Howard Rush. Do you have photos of your local events? Send them to *Flying Lines*!



Round & Round
The Control-Line
modeler at large
By John Thompson

Modeling thought for the month:

"There are people in this world, who if they spot somebody having a good time, they'll try to put a stop to it."

— Bob McEwen, journalist

The irony and the ecstasy

It's been a busy summer in CL model aviation — the Northwest contest schedule filling up with lots of activity, including the new contest in Eastern Oregon, plus the world championships, the Canadian Nats, etc.

Yet it's had its moments almost surreal irony. One came for me on an August Sunday morning, when I at the Eugene flying field expecting to see the usual group of local fliers busily flying and hobnobbing as they do every weekend.

Instead, I was confronted with a beautiful yet disturbing site — several acres of concrete and nicely mown grass, serenely silent and vacant. Sunshine, not a breath of wind, and no model airplane fliers. I got on the cell phone and started calling. Some of the guys had flown on Saturday, others had various conflicts (one was canning fruit!).

So there I spent a solitary three hours, running a new Northwest Sport Race engine on a test stand and stooze-flying my profile stunter. The summer's best (windless!) flying day.

Another oddly, almost Monty Python-like moment occurred at the fantastic WOLF Summer Meet. Mid-day Sunday, when we were all having a good time, a guy drifts over from a hangar about 300 yards from the flying field — a hanger, mind you, that is hard by an active runway used by Lear jets, helicopters, restored WWII fighters, even a thunderous privately owned B-25.

The guy was bothered by the noise of our model airplanes! Shouting over the roar of a helicopter warming up by the hangers, he went on and on about how he had to listen to these noisy models whining all day long every weekend day all year, and he wanted us to know that he didn't appreci-

ate it. He stormed off (past the helicopter) just as one of the WWII fighters roared down the runway, right past his hangar.

Go figure.

But it's been a noteworthy year for Northwest CL model aviation. New flying fields coming on line in Oregon, Washington and B.C., some talented new junior fliers entering the circle, some new folks stepping forward to organize and work at contests. But there are warnings signs, too — a slight reduction in numbers of competitors has been seen all year long. Nevertheless, CL is a resilient activity that defies a lot of adversity and keeps going.

One of the major tasks of active CL fliers always is to keep bringing new fliers into the hobby. As the 2000 season winds down, here's a suggested 2001 resolution for everyone who would like to see CL activity maintain its strength: By the first contest in 2001, every single active CL flier in the Northwest should endeavor to bring in at least one new flier. Promote the hobby at work, schools, in your neighborhood, and among spectators who drop by to watch you fly. A little attention from a respected modeler can turn a casual onlooker into a lifelong modeler. We need those new people to keep our hobby healthy!

Movers and shakers: A small, widespread activity like ours needs organization to keep everything together and moving smoothly. In California, some guys have stepped forward to organize racers into a cohesive group, coordinate contests, etc. Doug Mayer, a regular Regionals attendee, is the prime mover and his fellow shakers are Jed Kusik and Dave Braun. They're already working on plans for 2001 contests. For info about the organization and California racing in general, contact Doug at mayer@kmd-arch.com, or at (248) 589-1999. The mailing address is 201 N. Wayfield #35, Orange, CA 92867.

By the way, Doug has a modeling business, Mayer Model Aircraft Design, which provides plans for a variety of racing planes. Among the offerings are the Turbo 1X Mouse (for Class I), Turbo 2X Mouse (Class II), Dick Ohm Special (Goodyear), Alley Rat (Quickie Rat) and Millennium Fox (NCLRA Fox Race).

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>.

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