

# **Flying Lines**

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## Smith brothers win rookie award

In late 1999, Northwest control-line model airplane racing fliers decided to set up a 2000 rookie award as an incentive to new fliers to begin competing in racing events. The idea was to give a cash prize to the best-scoring rookies of 2000.

Ken and Aaron Smith of Madras, Ore., proteges of busy racing coach Larry Hyder, emerged as the top rookie racers and will share the \$60 cash prize. They also were awarded a free year's subscription to *Flying Lines*.

It's hoped that the Smith brothers will use their prize to develop their racing efforts for the coming year.

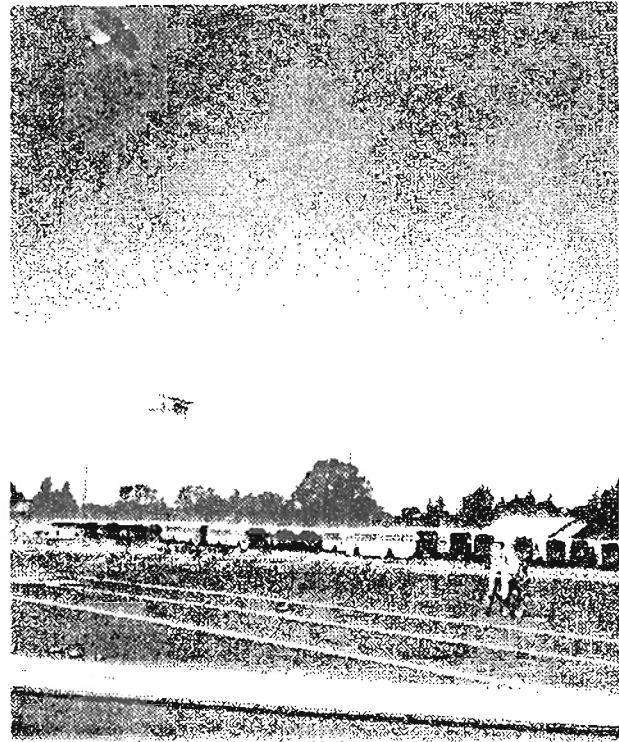
Contributions to the racing rookie fund were made by the following fliers: Todd and Mac Ryan, John and Ron Howell, and the Nitroholics Racing Team (John Thompson and Mike Hazel).

Congratulations to the Smith family for winning the award, and to Larry Hyder for his work in developing new fliers. We look forward to seeing them on the flying circle next year.

Lots of great features are in store for *Flying Lines* readers over the coming winter (building!) season.

Several staff members have been added to provide information and commentary, and several accomplished modelers have contributed technical articles and commentary, pictures and other items for publication.

We've also got some other improvements in store. Next year we hope to resume a popular *FL* feature from the past, the technical report on the winning planes in each competitive event. So, don't be surprised, if you win an event in 2001, to be handed a form to fill out about your equipment.



John Hall and Mike Potter fly their biplanes two-up off the Skyraiders' carrier deck. Steve Helmick photo

Do you have ideas for *Flying Lines*? Send them along and put your mark on the Northwest's CL communication network.

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## Round & Round

The Control-Line  
modeler at large

By John Thompson

Modeling thought for the month:

*"The chances of anybody doing anything are inversely proportional to the number of other people who are in a position to do it instead."*

— Kushner's Law

## Reasons for optimism

In model aviation, as in the rest of life, we have a tendency to find what it is we're looking for.

If we're looking for trouble, we can find it without much difficulty. But if we're looking for things in this hobby to feel good about, we can find them just as easily. All we have to do is look.

Think of this: I'll use a combat analogy, but you can translate it into your own favorite event.

You go to some big contest — a Bladder Grabber, say — all ready to beat the world and win the prize and the glory. What happens is, you get killed twice and lose once on air time, you're eliminated in three matches and finish last. No wins, no prize, no standings points. Lousy day, huh?

Then again ...

You spent a day among friends, playing games you enjoy with your beloved model airplanes. You had the sound of engines in your ears, the smell of fuel in the air, the fun of tinkering with the engines and planes. Your heart was pumping and your mind racing through three fabulous combat matches with the best fliers.

You could have spent the day mowing the lawn, cleaning out the garage, hauling trash to the dump, fixing the plumbing.

How would you rather have spent the day? Me, I'll take three losses at combat to plumbing, any day.

Same goes for the ebb and flow of relationships among us modelers as individuals and among groups of modelers. We can look for discord and find it — or look for harmony and find it, too. And we can choose to promote one or the other. Which do you choose?

The year 2000 has had its ups and downs.

Sure, participation in some events was down — we've been through this cycle before. But people all over the place are thinking and talking about ways to improve attendance in the waning events. They'll come up with ideas and by next year, most likely, we'll see evidence that things are bouncing back.

Every event in 2000 had its high points:

- Racing had plenty of contests, good attendance at the Regionals, and a couple of new young fliers competing for the rookie prize set up last year by the racers. More young racers are on the horizon, and we have reports that some of the recent newcomers already are at work on new planes for next year. One of our Northwest racers has surged into national prominence.

- Aerobatics continues to draw new fliers, including some youngsters. The Northwest is developing a healthy advanced class and a growing expert class. Lots of contests, lots of flying, fabulous airplanes. Nuff said!

- Carrier is in the hands of a couple of strong leaders, both in flying and running contests. Scores are beginning to improve to a nationally competitive level.

- Northwest combat fliers remain among the nation's best in the fast event, 80mph continues to draw out lots of competitors, and Vintage Diesel now has standardized rules. FAI combat is catching on, and the Northwest may soon be represented in international flying.

- A solid contest schedule is filled with activity in Oregon, Washington and British Columbia. There are plenty of chances to enjoy our favorite events in our own region.

- The *Flying Lines* staff has grown in the past year and the number of regular contributors has increased. The newsletter is serving the function it was intended to when created in 1979 — helping fliers stay in touch over a wide area and over time between contests.

We're living in one of the nation's hotbeds of Control-Line flying activity. We're lucky hobbyists in that regard. Sure, we've encountered some hurdles to clear and some problems to solve. But if we keep looking for solutions, we'll find them. It's just a matter of looking for the right things.

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

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# ON THE CONTEST TRAIL

## Results of Northwest Control-Line Competition

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### Really Racing/ Fall Follies bask in sunshine

Oct. 14-15, Salem, Ore.

The 14th annual Oregon fall CL contest, Really Racing/Fall Follies, was enjoyed by 20 enthusiastic participants on Oct. 14-15 at beautiful Bill Riegel Field in Salem.

Anyone who has not had a chance to visit this spectacular CL flying site or participate in the annual fall event should put it on your calendars for next year. This one is always a very enjoyable meet.

The annual October event began in Eugene 14 years ago with the Fall Follies, with Really Racing added three years later. The two events have since then been run on the same weekend as two separate contests under a single sanction — all racing on Saturday, and all aerobatics on Sunday.

Several years ago, when the Eugene field became unavailable for competition, the contest was moved first to Portland for a couple of years and then finally to Salem.

Attendance for racing at the 2000 contest was light, but 18 fliers participated in the aerobatics events on Sunday. The host club Western Oregon CL Flyers of Salem put on their second annual barbecue lunch, a great culinary success. Weather was great throughout the weekend, good for lots of stunt practice on Saturday after the racing. Sunday weather was particularly fine for aerobatics, with only a very light breeze.

Contest workers included Mike Hazel, John Thompson, Bruce Hunt and Jerry Eichten from the WOLF club, with the help of Gary Harris, Scott Riese and Dan Rutherford as racing officials and Alice Cotton-Royer, Don McClave and Jerry Eichten as stunt judges, with Dan Rutherford as tabulator.

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

#### CLASS I MOUSE RACE (1 entry)

1. Nitroholics Racing Team, Ore. (1) 3:09.00 heat

#### CLASS II MOUSE RACE (1 entry)

1. Nitroholics Racing Team (1) 6:37.77 heat

#### SLOW RAT RACE (1 entry)

1. Nitroholics Racing Team (1) 3:59.40 heat

#### NORTHWEST SPORT RACE (3 entries)

1. Ron Howell, Hoquiam, Wash. (3) 10:42.72

2. Nitroholics Racing Team, Oregon (2) 10:44.95

3. Mike Conner, Pitt Meadows, B.C. (1) 11:52.88

#### NORTHWEST SUPER SPORT RACE (2 entries)

1. Nitroholics Racing Team (2) 8:18.78

2. Ron Howell, Hoquiam (1) 9:07.91

#### FLYING CLOWN RACE (3 entries)

1. Nitroholics Racing Team (3) 247 laps

2. Mike Conner, Pitt Meadows, B.C. (2) 242

3. Ron Howell (1) 208

#### BEGINNER PRECISION AERO. (3 entries)

1. Loren Anderson, Bend, Ore. (3) 210.5

2. Mike Anderson, Bend, Ore. (2) 87.5

3. Montana Marlatt, Oregon (1) 45.5

#### ADVANCED PRECISION AERO. (10 entries)

1. Nils Norling, Metolius, Ore. (10) 502

2. Keith Varley, Vancouver, B.C. (9) 493.5

3. Dave Royer, Portland, Ore. (8) 492.5

4. Alice Cotton-Royer, Portland, Ore. (7) 489.5

#### EXPERT PRECISION AEROBATICS (5 entries)

1. Paul Walker, Kent, Wash. (7.5) 544.5

2. Jack Pitcher, Gresham, Ore. (6) 530

3. Scott Riese, Portland, Ore. (4.5) 529.5

4. Dan Rutherford, Bothell, Wash. (3) 507.5

### Great day for dBat finale

Oct. 7, Surrey, B.C.,

#### Report by Mel Lyne

A fantastic, cloudless, windless, warm, sunny day greeted contestants at the final Vintage Diesel Combat contest of the year. Although turnout was a little lighter than usual (it was Canadian Thanksgiving weekend), with the support of our American friends it was a really fun, relaxed contest.

Buzz Wilson and Bob Smith were up from Seattle area, and in Buzz's first match he made it clear he was there to chop streamers, taking four cuts and a piece of plane off Mike Conner. Buzz

would in fact take the most cuts that day, but his old nemesis "ground time" did him in, negating a number of his cuts.

Frank Boden, recovering from recent surgery, was missed at this one. We wish Frank a speedy recovery.

The first few rounds had some minor bashes and engine setting problems until the entrants got back in the groove. Paul Dranfield flew very consistently and managed to come out on top in each round largely by staying in the air for the whole 5 minutes. Remy Dawson was very impressive with great motor runs and smart flying. Bob Smith had some interesting matches, and as a newcomer this year to diesels, is really catching on fast. Mike Chies and Mike Conner flew hard, but just didn't have the luck this day.

The last match in the rounds, between Paul and Remy was a real barn-burner of close following, the best match so far. And it finished in a dead tie.

At the end of the rounds, Paul, Remy, Bob and Buzz were at the top of the heap.

The first semi of Paul and Buzz had one cut each, but Paul winning with less ground time. The second semi of Remy and Bob had Remy winning by a cut and air time.

So the final was Remy and Paul in another very good match. Paul's repaired Warmonger was wobbling a bit and this gave Remy the edge, allowing him to get his Warlord in close for four cuts to Paul's one. An excellent final.

**Results (NW standing points in parentheses):**

1. Remy Dawson (6)
2. Paul Dranfield (5)
3. Bob Smith (4)
4. Buzz Wilson (3)
5. Mike Conner
6. Mike Chies

Best crash award went to a well-deserving Buzz Wilson. He flew very hard.

CD was Mel Lyne, assisted by Martin Winn and Ron Belcourt. Thanks also to Tom Taylor and his family for use of the field again.

Next dBat contest will be Spring 2001. See you there.



The 2000 season wound down in the autumn sunshine with the Really Racing/Fall Follies in Salem, Ore., and the last Vintage Diesel Combat contest in Surrey, B.C.

This issue's update reflects results from those two contests. Results published here will be final for the year unless there is more contest activity we are not currently aware of. Final standings for events not updated here will be those that appeared in the most recent previous issue of *Flying Lines*.

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; Sept. 16-17, Lakewood; Sept. 23, Salem; Oct. 7, Surrey; Oct. 14-15, Salem.

Following are standings for updated events:

**2000 STANDINGS**

**PRECISION AEROBATICS**

- |                                  |      |
|----------------------------------|------|
| 1. Paul Walker, Kent, Wash.      | 36   |
| 2. Scott Riese, Portland, Ore.   | 34   |
| 3. Jerry Eichten, Dundee, Ore.   | 32   |
| 4. Keith Varley, Vancouver, B.C. | 29   |
| 5. Howard Rush, Bellevue, Wash.  | 25.5 |

**OVERALL STUNT**

- |                                       |      |
|---------------------------------------|------|
| 1. Scott Riese                        | 64   |
| 2. Paul Walker                        | 42   |
| 3. Keith Varley                       | 40   |
| 4. Jerry Eichten                      | 32   |
| 5. Don McClave                        | 29.5 |
| 6. Alice Cotton-Royer, Portland, Ore. | 27   |
| 7. Howard Rush                        | 25.5 |
| 8. Emil Kovac                         | 22   |
| 9. Dave Royer, Portland, Ore.         | 21   |

- 10. Mike Conner, Pitt Meadows, B.C. 19
- Dan Rutherford, Bothell, Wash. 19

**MOUSE RACE I**

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

**MOUSE RACE II**

- 1. Paul Gibeault, Richmond, B.C. 8
- 2. Nitroholics Racing Team, Salem/Eugene 1

**SLOW RAT RACE**

- 1. Todd Ryan 4
- 2. Nitroholics Racing Team 1

**NORTHWEST SPORT RACE**

- 1. Todd Ryan 19
- Mel Lyne, Garibaldi Highlands, B.C. 19
- 3. Ron Howell, Hoquiam, Wash. 18
- 4. Nitroholics Racing Team, Oregon 7
- 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 7
- 5. Ron Howell 4

**FLYING CLOWN RACE**

- 1. Mike Conner 22
- 2. Todd Ryan 19
- 3. Paul Gibeault 13
- 4. Nitroholics Racing Team 12
- 5. Mac Ryan 7
- S&S Racing Team 7

**OVERALL RACING**

- 1. Todd Ryan 71
- 2. Nitroholics Racing Team 39
- 3. Paul Gibeault 38
- 4. Mel Lyne 31
- 5. Mike Conner 28
- 6. Ron Howell 24
- 7. Mac Ryan 15
- S&S Racing Team 15
- 9. James Cox, Delta, B.C. 7
- 10. Ken Smith 6

**VINTAGE DIESEL COMBAT**

- 1. Angelo Chies, B.C. 19
- Mel Lyne, Garibaldi Highlands, B.C. 19
- 3. Remy Dawson, B.C. 16.5
- 4. Buzz Wilson, Edmonds, Wash. 14.5
- 5. Bob Smith, Roy, Wash. 13

**OVERALL COMBAT**

- 1. Mel Lyne 53
- 2. Gary Harris, Banks, Ore. 28
- 3. Buzz Wilson 24.5
- 4. Jeff Rein 24
- 5. Angelo Chies, B.C. 19
- 6. Dick Salter 17
- 7. Remy Dawson 16.5
- 8. Jim Green 16
- 9. Bob Smith, Roy, Wash. 15
- 10. Paul Dranfield, Mission, B.C. 14

**JUNIOR STANDINGS**

- 1. Mike Chies, B.C. 7
- 2. Ken Smith, Madras, Ore. 6
- 3. Aaron Smith, Madras, Ore. 3
- 4. Montana Marlatt, Ore. 2

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

Your *FL* editors do their best to keep up with the results, but contest directors can help keep the standings up to date by making sure to send the results to *FL* immediately after the contest. 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.*

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Where the **action** is!

Coming events in Northwest  
Control-Line model aviation

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Contest organizers, don't delay! Get your information to *Flying Lines* for 2001 contests now so that fliers can plan to attend your meet!



## NEWS from the Portland Fireballs

By Fireballs Editor Alice Cotton-Royer

The Fireballs are working on nailing down their Spring stunt and racing contest for the third weekend in April. The contest date will be sent to *Flying Lines*, so you can all put it on your calendars.

The Fireballs have been participating in many air show events this year such as all-day flight demonstrations and teaching sessions at the Pearson Air Museum (organized by Jim Cameron), CL demonstrations at the Olympia Air Show (organized by Bill Darkow), and and control-line flight demonstrations at the Hillsboro Air Show (organized by Scott Riece). The Fireballs have also been active participants in all the Northwest contests this year. Fireball President Gary Harris, is encouraging the Fireballs to continue participating in all CL events and demonstrations. He feels that these activities offer us an opportunity for developing positive public relations for control-line.

Bill Darkow is putting together an AMA Show Team with the Fireball members who participate at the majority of flying events. Bill Darkow is also trying to develop a Web site for our club and is seeking help in doing this.

The Fireballs club meeting day was changed by a majority vote. Now that the cold Eastern winds and coastal winter storms are making themselves known, and summer flying sessions are subsiding, the club will be meeting on the second Sunday of each month at 1 p.m. beginning Nov. 12. All meetings are held in Ted Gritzmacher's basement, which has become the Fireball headquarters.

The Fireballs have been actively working on

a plan to build a carrier deck. Plans have been made and materials are being collected. Sam Baird said he had ideas about the construction of the carrier deck and would look into possible sources for materials.

### OLD-TIME STUNT

Ted Gritzmacher has been reading through some old *Stunt News* magazines and discovered some interesting things that could effect your Old-Time Stunt building decisions for the next season.

- As stated in OTS rules, Dec. 31 of 1952 is the cutoff date for qualifying Old Time CL designs to be flown in OTS contests. Ted discovered that the Veco and Kenhi Mustang designs are definitely legal for OTS. Ted has 1952 magazines that have an advertisement for a Kenhi Mustang kit and plans for the Veco Mustang. Hi Johnson, who made Johnson engines, designed the Kenhi Mustang.

- Ted also found an advertised kit for a flapped stunter design called Lethal Lucy complete with a Fox .59 long-shaft engine and a constant cord wing, long nose moment.

- March of 1953 shows a design for the Black Tiger, a P40, produced by Berkeley, the original guy that did it. Ted wonders if the plane was actually designed in 1952 given the lead time for getting it published in the magazine.

- Yates and Orwick, a team in the late 40's. In a book called *Pioneers of Control Line Flying*, a "J C Madman Yates" design was published. Hi Johnson drew the plans, but he didn't draw them the way the airplane was built. His drawing showed a dihedral in the wing. But Yates' instructions for the Madman kit showed elliptical wings whose cord decreased as it moved towards the tops and had no dihedral giving the illusion of dihedral. Ted said he has never seen one built without the dihedral and so intends to make a Madman in the original 1947 colors with yellow with black trim and an Orwick .64 in it, to take to VSC next year.

### THREE-LINE STUNT, ANYONE?

Apparently some Fireball members have been on a quest to find any evidence that three-line (throttle) stunters have ever been allowed in contests. As it turns out, Dave Gardner, Bill Darkow and Ted Gritzmacher found a March 1997 issue of *Stunt News* where it was demonstrated that Jack Sheeks flew 3-line stunt in some Albany, N.Y. contests. Ted has the magazine sitting out in his basement if anyone wants to see it.

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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:** All props and plugs 25% off; Eugene Toy & Hobby, 32 E. 11th Ave., Eugene, OR 97401. (541) 344-2117, [www.eugenetoyandhobby.com](http://www.eugenetoyandhobby.com).

**WANTED:** K&B 4.9 engines and parts. Also early version of Veco Tom Tom kit. Craig Bartlett, (541) 745-2025.

**AEROBATICS INTEREST GROUP:** Don't fly Stunt? But you do paint. Cover with plastic film. Rework props. Fiddle with motors. Wish to build light but strong models. Have an interest in composite structures. Can't get enough of Da Dirt's blather. (Okay, the latter is a stretch!) But you do like to be fully informed on all things CL. Hey, you should be a Precision Aerobatics Model Pilots Association member after all! Send \$25.00 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). John Thompson, 2456 Quince St.,

Eugene, OR 97404. E-mail: [JohnT4051@aol.com](mailto:JohnT4051@aol.com).

**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.

J & J SALES now has three sizes of "UKEY-SPORT" CL ARFs in its new line. A new 300-sq.-in. suitable for .15 size engines. The very popular 420-sq.-in. for up to .35 engines (over 300 of this popular plane sold in past two years!) A new 500+-sq.-in. for up to .40 engines. This version has nearly full-length doublers. Give us a call at (509) 337-6489 or e-mail: [ukeyman@altavista.net](mailto:ukeyman@altavista.net). Price: \$50 for the .15 size, \$60 for the .35 size, \$70 for the .40 size. All planes shipped POSTAGE-FREE.

**COMBAT INTEREST GROUP:** Miniature Aircraft Combat Association offers national newsletter with technical articles, organizes national events, keeps national combat standings, and much more. Send \$15 dues to MACA, c/o Gene Berry, 4610 89th St., Lubbock, TX 79424.

**NAVY CARRIER INTEREST GROUP:** Navy Carrier Society offers newsletter with technical articles, organizes national events, keeps national standings and more. Contact NCS, c/o Bill Bischoff, 2609 Harris, Garland, TX 75041. Online: President Bill Calkins at [clflyer@tbcnet.com](mailto:clflyer@tbcnet.com).

**RACING INTEREST GROUP:** National Control Line Racing Association offers newsletter with technical articles, organizes national events, keeps national standings and more. Contact NCLRA, c/o Dave McDonald, P.O. Box 384, Daleville, IN 47334. Online: <http://members.aol.com/DMcD143>

# Classic Stunt update

By Dan Rutherford

## PALMER CUP 2000:

After a brief and ill-advised episode of someone other than Don McClave displaying the prestigious Palmer Cup in his shop for a year, once again all is right in the Northwest Classic Stunt scene. Yep, even after suffering tank-related engine run problems at the NW Regionals and taking a pass on Round-Up 2000 for the joyful experience of oral surgery, Mr. McClave came through for the season-long win.

The following results indicate points garnered at the NW Regionals, Stuntathon and Round-Up. Only those who managed to place in the top five at any given contest in the series appear. Points are given at the rate of 10, 7, 5, 3, 1, first through fifth place.

1. Don McClave	17 points
2. Scott Riese	13
3. Bruce Hunt	10
3. Ted Fancher	10
4. Pat Johnston	8
5. Dan Rutherford	7
6. Rich McConnell	6
7. Jim Aaron	5
8. Jim Johnson	1

## CLASSIC STUNT IN 2001:

While each Stunt event in the NW enjoys full support both from contest organizers and contestants, it is my view there is something special about Classic Stunt. The models are a reasonable size, easy to transport and handle. When slapping the effort to build up against the performance potential of each design, Classic-era models offer the best ratio of flying success and satisfaction to hours spent in the shop. The versatility of a well-chosen Classic model is indisputable; virtually all of the better known designs are very competitive in *all* PA classes, right up to and including Expert. Some of the Classic designs are even legal (and competitive) in Old Time Stunt.

It comes to me that what is self-evident to NW Stunt Guys may have escaped the notice of others. My '98 "Smoothie" has often been used as the single model for an entire weekend of competition. While I will agree that the concept has been stretched a bit too far, especially this past year

and considering that I own dedicated OTS and PA models, there is something unique in beginning early Saturday morning with OTS, moving to Classic in the afternoon and on to PA for Sunday's festivities. All with one model. At the least one should have decent handle and needle settings come Sunday!

Some Racing and Combat fliers ought consider a personal favorite, the "Super Combat Streak." Thick 'n fat high-lift Flite Streak wing. Very simple built-up fuselage. Upright motor. Optional landing gear. No flaps. I have a nice set of plans, readily copied.

When looking at a source of power for many Classic models the Fox 35 is the obvious choice. They are still in production, the latest are probably the best Fox 35s ever. Lots of earlier models are available at swap meets for cheap. Or the very best Fox 35s can be purchased from customizers for what must be regarded as not much money for the value received. A number of after-market accessories are readily available, thanks to a discerning customer base most all of them work as advertised. Best of all, the techniques required to get maximum performance out of these engines are well proven and readily available. There are no secrets when it comes to the Fox 35. Meaning you can quickly get the motor optimized, moving on to serious practice flying.

Another excellent power source is the O.S. 25FP. Especially for noise-sensitive flying sites. Use the stock muffler. Install that supplied disc in the muffler. (The motor will be very quiet, yet will give *better* Stunt runs.) Slip on an APC 9-4 prop. Use good fuel; SIG 10% "Champion" is suggested.

No matter your choice of model and noise-maker, Classic Stunt is arguably the best class of Stunt competition in the NW. Do well in this event and you've got the equipment and the background to also do well in any of the PA classes. In some cases and with certain models to cover all the bases in OTS as well.

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## SUBSCRIPTION EXPIRATION DEPT.

We have LOTS of folks who need to renew their subscriptions! That price again is \$14 for USA, and \$15 (in U.S. funds) for our Canadian addresses. Put your check into the mail today, before you forget! David Baxter, Craig Bartlett, Jerry Eichten, Craig Bartlett, Steve Helmick, Ron Salo, Homer Smith, Rick Wallace, and Craig Bartlett.



# Equal Wing Spans for Stunt Ships

By Pat Johnston

I have built stunters from the late 1960s until the present. The traditional approach to the wing design is that the inboard wing should be built longer than the outboard wing. This is supposed to make up for the difference in speed that the outboard wing flies compared to the inboard wing. One inch of offset in the wings was considered to be about right. Theoretically, the lift in both wings will be equalized so any rolling tendencies will be negated. The *Nobler* exemplified this thinking from the '50s on. I remember reading in the early '70s, Dick Mathis (I think) wrote that his calculations figured that 3/4" was about ideal for our stunt ships. I presume that this was for wing spans approximately equal to the *Nobler*. The *Nobler* was pretty much the standard for the day.

To give you the conclusion of this article first, build your wing panels equal length! I have devised a relative simple test to check for adverse roll characteristics. The process is to do a fairly tight figure eight and observe how the wing reacts at the top of each half of this maneuver. If the roll is neutral, the plane will hang straight out on the lines without the pilot being able to see the any part of outboard wing during the maneuver. If at the top of the inside half of the eight, the bottom of the wing is showing and at the top of the outside half of the eight the top of the wing is showing, then the inboard wing is producing too much lift. This can be overcome with a trim tab on the outboard flap to increase its area and thus increase the lift on the right wing. Some people build their wings with a half-inch longer left wing and then the outboard flap that tapers to a 1/4" wider at the tip. I built my *Epiphany* this way and still had to install an outboard trim tab to get the roll to equalize in hard maneuvers. Read "hard maneuver" as a square corner. Conversely, my P40K was built with equal wing panels and flaps. It has a very neutral roll tendency.

As an interesting sidelight, Owen Richards from Florida was in town, visiting relatives and called to see if I could fly a bit with him. What an opportunity to meet a wonderful PAMPA member and his wonderful wife, Lou. Owen came over to my flying field and we put in a good handful of

flights. He had a relatively new *Time Machine* with a Double Star 60. Owen talked me into flying it and I was interested to see how it performed in the test figure eight maneuver. Sure enough, I could see a lot of wing at the top of each half of the eight. I talked Owen into allowing me to tape on a 1/32" plywood trim tab to see if that would help. We did and it did. This was about 5 square inches of additional area. Close to just right. I'm not meaning to pick on the *Time Machine*, but it does exemplify the classic approach with a 1-inch longer inboard wing. My suggestion to Owen was to do what I did on my *Epiphany*. A piece of .040 clear acetate sheet is spliced into the trailing edge of the right flap towards the tip to increase the area, but not provide such a noticeable looking tab. I'll provide photos of the *Epiphany* showing the trim tab.

Here is a word of warning about certain planes. I was redrawing the early Thunderbird and it is built with equal wing halves and then the wing is mounted in the fuselage offset one inch to the left of the fuselage centerline. This results in a 2" larger inboard wing. If you do not care as much about the "purist" aspect of building this plane, but prefer to have a T-bird that still looks like the original with the exception of the wing offset, then building it with equal length wings will result in the maximum flying enjoyment. For most of us, fighting a less than desirable design characteristic is about as much fun as having a root canal. However, flying these beautiful old designs is a lot of fun. Allow yourself to be armed with this information before launching in on your next project. To pile on just a bit further, years ago, I flew the wings off a *Magician*. Well, almost. Anyway, this plane was built per the plans, which had an extra bay in the inboard wing. It was about 2-1/2" longer that way. When flying another *Magician* a couple years ago, it was noticeable that the inboard wing created too much lift. If I were to build a *Magician* in the future, you can bet that it will have equal wing panels.

I present this information to you in hopes that it will spark your thinking about this important subject. Feel free to get in touch for any further discussions.

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# Combat Cornucopia

Combat news and views by Mel Lyne

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Diesel combat is a new and very different event compared to glow motor combat. Like Slow combat, there are no kills, but midairs and line tangles do not stop the match. So it is vitally important to have a tough model, and to keep it in the air for the entire five-minute match. D/Bat, as we call it, gives you five minutes of combat in each match, if you and your opponent can keep flying for the whole five minutes.

New flyers to D/Bat can find the diesel engines a bit bewildering. If an experienced diesel user is not available to give some tutoring, British Columbia Diesel Combat Flyers have a Web site with diesel operating instructions, plane building tips, and lots of D/Bat related information. This Web site, set up by Paul Dranfield, can be found under "Diesel Combat" on the net. The address is: <http://www3.bc.sympatico.ca/dieselcombat/index.htm>.

This web site lists suppliers of most of the paraphernalia required to get you going in D/Bat.

Paul Dranfield is a supplier of PAW engines. The favorite for D/Bat up to now has been the PAW .15BR single ballrace engine. PAW also has an excellent bushed engine suitable for D/Bat, the PAW .15 VTR (Vintage Team Race). There are two more PAWs which can be used. The PAW.15GIS (Gig Eifflander Special), which has the cast-in venturi, and the plain bearing PAW .15DS. Another suitable engine is the Sharma .15 produced in India and available through Ed Carlson in the United States. The bushed Sharma .15 is a close copy of the PAW, having very similar performance. Another option is the very lightweight Silver Swallow or Jin Shi bushed or plain bearing engine from China. This engine is currently available, but being a lightweight it is not nearly as rugged as the PAW and Sharma motors. C.S. engines of China has two replica engines. The C.S. AM 25, which is a very light plain-bearing engine, and the C.S. Elfin 2.5, which is light, but is a radial backplate mount.

The Nostalgia Diesel Combat event does not allow the use of twin ballrace racing engines for several reasons. The intent of the event is to keep the costs low, to use sport engines to keep the

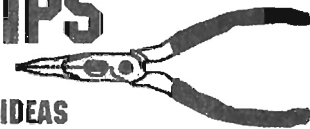
speeds down, to keep RPMs in the 13,000 range to keep the noise level acceptable, and to give every flier access to modestly priced competitive engines.

The mandatory Tornado 8 x 6 Flexi nylon prop is a bit of a gorilla, but it survives almost all ground dorks, and suits the event well. To get a few more rpm, you can bend the blades back at the hub to de-pitch slightly. This de-pitching actually happens in dorks or ditchings.

Good luck in flying D/Bat. Keep your diesel fuel can tightly capped.

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## SHOP TIPS



CLEVER BUILDING IDEAS  
FROM FLYING LINES READERS

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• When spray painting and you need to mask large areas, cut the ends out of grocery bags and slide over the area and attach with masking tape. I recently did this when spraying the body of a Flite Streak. I used the bags to cover the wings. It was a lot faster than taking newspaper.

— Buzz Wilson

• Glue sticks such as UHO are a great tool for temporarily holding things like the reinforcing string on the trailing edge of a foam combat wing. Once in place, epoxy can be applied. Another use is to position covering before doping or heating.

— Buzz Wilson

• At contests, it would be a good idea to have a jug of water, perhaps distilled, designated for first aid use, located near the flying circle at all times. Twice recently, a drinking water bottle has come in handy for on-field emergencies — once when a combat flier got a bladder full of fuel in his eyes and another when a stunt flier suffered severe cuts on his fingertips.

— Gary Harris

*Do you have your own favorite new tool or technique? Send it to Flying Lines for publication in Shop Tips.*

## The End Is Here

Well it's not the end of the world, just the end of the flying season for this year. It was a season that started off with a soggy contest that was canceled in Vancouver to a beautiful grand final at the Raider Round-up at Cloverpark Technical College in Tacoma. It was a year that included a few memorable moments like Todd Ryan setting a new northwest record for class 15 and class I, some pretty impressive flying! Then there was Jim Schnider's class I crash at the Tailhook 2000, that sure got everyone's heart pumping!

Most of the contests (6) this year were sparsely attended with the exception of Roseburg where nearly 100 carrier flights were flown. Although many flyers have come by the carrier circle and expressed a desire to "get back into carrier" not many have, the exception being Bob Parker who did give it a go twice this past year. We hope this Winter will provide some time for a few ships to get built or some of those old ones hanging on the wall to be refurbished.

It looks like the Portland Fieballs are getting fired up for carrier with a new deck for the 2001 season thanks to the efforts of Ted Gritzmacher. Somehow he convinced the Freight Liner freight trailer people to donate enough 1/8" aluminum to build a deck! Seems the name of this unique deck will be the USS Freight Liner, for obvious reasons! I hope this type of construction works out, I have never heard of one like it before, just wood or cement. Wood has the advantage of being portable but gets old and falls apart. Cement lasts along time but can't be moved for changes in wind direction. Aluminum should last forever and be portable.

## New Carrier Plans Published

It has been a very long time since a set of plans has been published in any magazine for us carrier types but the wait is over. The September issue of Model Aviation printed a set for Bill Melton's Guardian and an excellent step by step article how to build it. Also included is a chart about "How to fly carrier". The airframe looks pretty basic but has a lot of working gizmos that make it not for the entry level builder. If one was to build it without all the trick stuff it wouldn't be any more difficult than scratch building a Ringmaster. A Melton Guardian might be my winter's project, you can't argue with success.

## From The N.C.S.

Some of you may not be Navy Carrier Society members so I'll let you in on what they are up to. Limiting nitro to 10% is one for starts. With expensive hard to find finishing materials required to stand up to 60% nitro 10% makes sense. Easy to get good old dope is much cheaper and easier to work with. They didn't mention the fuel availability and cost considerations, but they are also good reasons for a nitro limit.

Over the past few years allowing the use of mufflers has been dragged around quite a bit. Why there is so much resistance is beyond me! The way society is today and all the attention to noise pollution there should be no hesitation to make mufflers required. The main argument seems to be they might make more power. Isn't that the name of the game? Go fast, go slow, land on the deck!

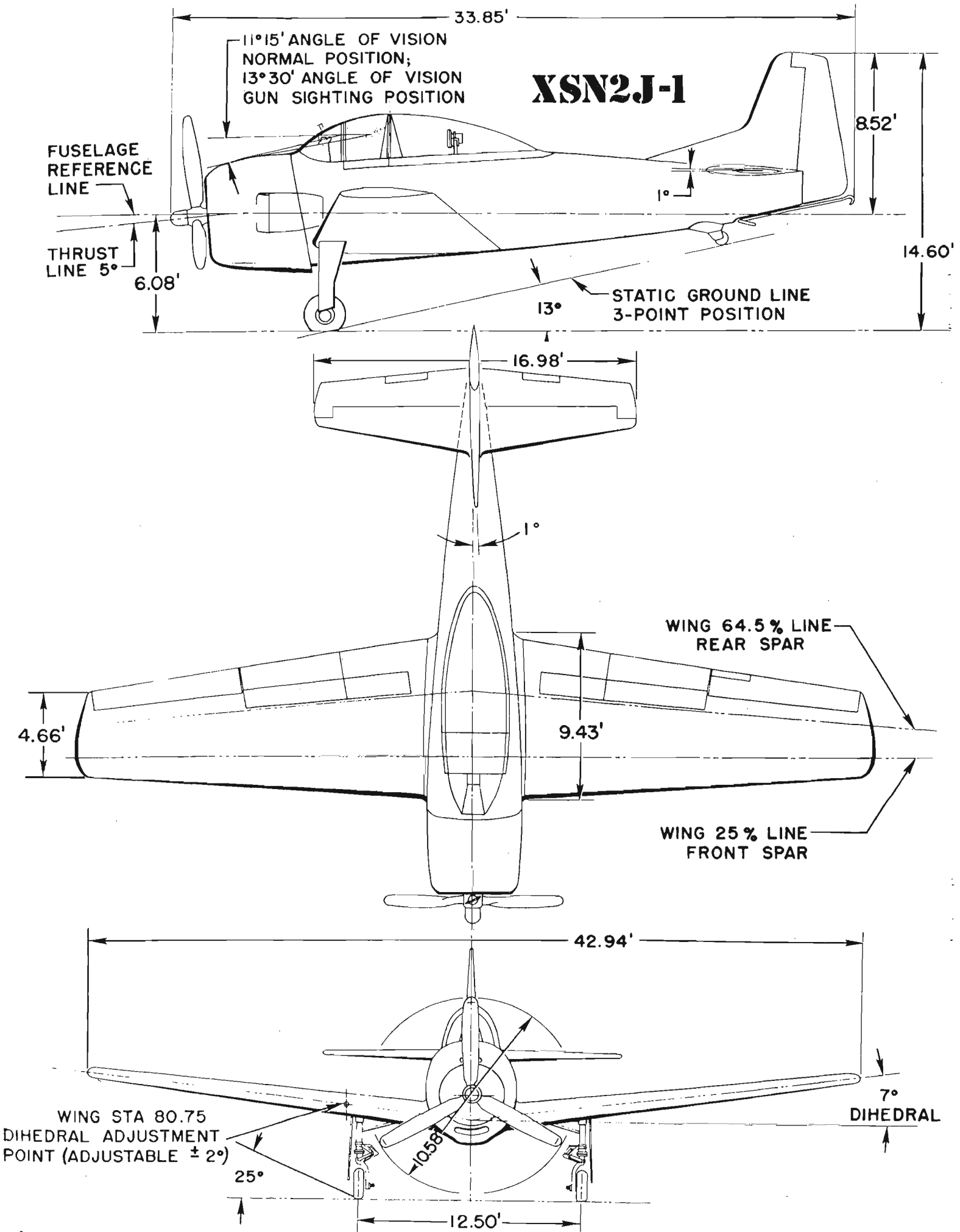
One other thing that I personally have been pushing is upping the engine size to .40. The availability of .36 engines is very limited but .40s on the other hand are quite plentiful and cheap. Another advantage of the .40 is you can use it in a profile, take it out and put it in a class I. The Brits have done this for some time now in Europe and it has been very popular with their growing carrier event.

Please let me here your opinion on these issues I will try my best to get the word to the NCS about our feelings and remember GET HOOKED.

Mike



John Howell, Todd Ryan, Ron Howell



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# WAY THE OVER THE TOP!

By Combat Maniac

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A few years ago I had run out of planes at Bladder Grabber, and I had just test flown two of Kelly Crozier's, each of which had "exploded" at the first maneuver. Frank Boden walked up to me and said "Here, you can use my best one." I was really touched with Frank's generosity. That is the way Frank is.

But there is another side to Frank, a darker side! When Frank picks up the handle in a combat match, a transformation takes place. Just ask Phil Granderson or Mike Petri. I have only recently begun to fully understand what was actually happening. Many of us over the years have written it off as just luck, over and over and over again. But readers, there is something much more sinister taking place here.

In the center of the combat circle, the normally docile, good-natured stunt, carrier, and racing Frank that we know, suddenly becomes a super-aggressive pit bull foaming at the mouth!

Now, our gentlemanly sport of friendly combat just cannot be responsible for this character change, can it? There has to be a deeper, darker, more sinister force at work here. Through countless hours of careful analysis and forensic study I have uncovered the terrible "Norman Bates"-type secret that controls Frank in the combat circle. This dark secret is none other than that ruthless, bloodthirsty, opponent annihilating, character assassinating blood sport known as TENNIS. Yes madam, it is tennis!

All these years Frank has been a tennis player. There are actually quite a number of "closet tennis players" in the combat ranks. (Names will be withheld to avoid mass hysteria).

Frank's "Pit Bull tennis club persona" takes full control in the combat circle. It all makes perfect sense!

When the start combat horn goes, Frank's instant over-the-top attack is actually his 120mph Pete Sampras serve.

When he goes inverted for a head-on attack, that is his devastating Jimmy Connors backhand

passing shot.

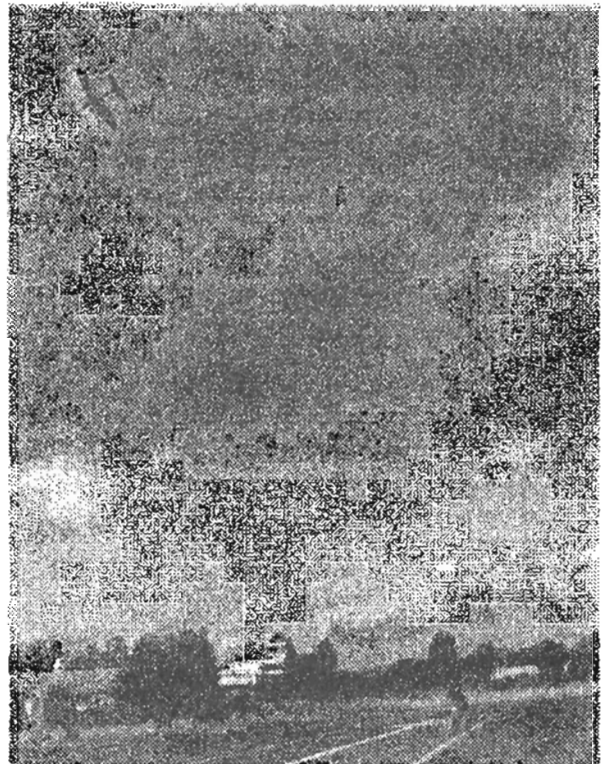
When he keeps you up top in an overhead duel, that is his Bjorn Borg overhead smash returning your lob.

And when he wraps you up in a line tangle with tight maneuvers, that's Frank in close at the net peppering his opponent with lightning-fast Ilie Nastase volleys.

And finally, when you see Frank flying lazily around with your whole streamer trailing from his plane, that indeed is GAME, SET, AND MATCH TO VON BODEN!!

*"Combat Maniac" is a nom de plume for a shadowy figure of the control-line combat underworld, bent on destruction of the normal decorum. His controversial views are his own, and Flying Lines denies ever having published his articles. Combat Maniac has no fixed address and can be contacted only via replies published in Flying Lines.*

## Snapshot



Paul Walker of Kent, Wash., flies his world-famous B-17 on a recent outing at Clover Park Technical College in Tacoma. *Howard Rush photo*



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