

Flying Lines

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Historic 'Miss Shirley' plane to fly again

The Northwest has had its share of world-famous CL modelers. Paul Walker's name leaps to the contemporary mind. Jim Walker, the best-known pioneer of the hobby. Yet many believe that the most *important* name in CL history is that of the late Oba St. Clair of Eugene, Ore.

In 1937, St. Clair built and flew what he claimed was the first CL model airplane. (Jim Walker made the same claim, and the subject even was debated in a court of law, but that's another story). St. Clair's 1937 airplane was Miss Shirley, a high-wing monoplane with a four-line control system that included ailerons, believe it or not!

Oba was a member of the Eugene Prop Spinners until his death, contributing such innovations as a CL simulator, a throttled stunt plane with wheels on top and bottom for inverted landing and taxiing, and the remote fuel system for the Prop Spinners' world-record 64-hour, 33-minute flight.

An interesting aspect of Oba's personality was a perfectionism that assured that his ideas would work — and thus he virtually never crashed, and still had pretty much every airplane he ever built at the time of his death in the 1980s — including Miss Shirley, which is now in possession of his daughter, Shirley.

St. Clair's pioneering was the subject of articles in magazines and at least one book. These publications inspired an Italian modeler, Giuseppe "Pino" Carbini, to build an exact replica of the original Miss Shirley. Through the miracle of e-mail, Pino was able to track down the *FL* editor in Eugene, who assisted with some measurements and photography to fill in gaps in details on plans and drawings Pino had acquired.

The new Miss Shirley is now under construction and we hope to be able to report on its completion in a future edition. We knew Obie, and we know he would be pleased!



The future of model aviation? This is little Shawn Mariatt holding big brother Montana's Sig Sky-ray. Montana, a Central Oregon junior flier, won the kit last year as a contest prize and will be flying, he'll be flying beginner aerobatics with it this spring. Montana's trying to get more kids flying. Nils Norling photo

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The Scoreboard

Northwest control-line competition standings.

Ryan Dynasty reaches eight consecutive years!

Todd Ryan of Pasco, Wash., proved once again that practice, research and a quest to continually improve can make and sustain a champion.

Known for his ability to soak up information and make good use of it in his own competitive program, Ryan has continued to better his performances in racing and carrier to the point where he is a nationally known and respected competitor. He has pursued perfection in competition while maintaining good humor and sportsmanship. Like all champions, he knows how to push the envelope, he knows the rules and how to make them work for him. He never stops learning his sport and improving. And he capitalizes on a tremendous cooperative relationship with his teammate and dad, Mac Ryan. Todd also has forged alliances with some of the nation's top racers, bringing up the level of everyone's performances.

Once again, our congratulations to Todd Ryan, 2000 Northwest Competitor of the Year!

Once again, Todd was the top racing competitor, with 71 points, and also scored 40 points in Navy carrier to amass a total of 111 points.

Coming in second in the Competitor of the Year standings was Mel Lyne of Garibaldi Highlands, B.C., who amassed 53 points in combat, 31 in racing and 1 in aerobatics. Third place was Scott Riese of Portland, Ore., who scored all of his 64 points in aerobatics.

Overall, the number of people scoring points in competition was nearly the same as in 1999. A total of 88 individuals scored points (which means they placed in the top four at an AMA-sanctioned competition in AMA District XI or a MAAC-sponsored event in British Columbia). As always, many more fliers participated who did not score points. As usual, the list includes some team en-

tries and some new faces.

Again as in 1999, stunt had the greatest distribution of people scoring points, with 36 individuals on the scoreboard, up from 32 in 1999. There were 10 separate contests for stunt, including the PAMPA classes, Old-Time and Classic Stunt.

Racing came next with 19 individuals or teams scoring points, down from 29 in 1999. There were eight racing contests during the year.

Historical perspective

Year-end Competitor of the Year standings have been reported in *Flying Lines* since 1980, nearly every year except for a brief hiatus from 1988-1990. We thought it would be interesting to take a look back at the top competitors in CL model aviation in the Pacific Northwest for the past 20 years. We included the top three, just to broaden the picture beyond the dominant competitor. Here's what our research revealed:

Competitor of the Year, 1980-2000

1980: 1, John Thompson 2, Bill Varner 3, Jim Cameron

1981: Dick Salter, Thompson, Dave Green

1982: Dick Salter, Thompson, Mike Hazel

1983: Green, Thompson, Glenn Salter

1984: Green, Dick Salter, Gary Byerly

1985: Glenn Salter, Green, John Hall

1986: Not available

1987: Dick Salter, Glenn Salter, Green

1988: Not available

1989-90: *Flying Lines* not published

1991: Joe Rice, Rich McConnell, Tom Strom

1992: Rice, Todd Ryan, Hall

1993: Ryan, Rice, McConnell

1994: Ryan, Chris Cox, Nitroholics Racing

Team

1995: Ryan, Jeff Rein, Don McClave

1996: Ryan, Stephen Cox, Rick Meadows

1997: Ryan, Paul Gibeault, Stephen Cox

1998: Ryan, Mel Lyne, Dan Rutherford

1999: Ryan, Shawn Parker, Mike Conner

2000: Ryan, Lyne, Scott Riese

Anyone who would like a printout of the complete 2000 Competitor of the Year standings can get one by sending a stamped, self-addressed envelope to the standings coordinator. The address is at the bottom of the column.

It's 2001 now and time to remind contest organizers to keep track of standings through fourth

place in all of your sanctioned contests, and send those results to *Flying Lines* for calculation in the standings.

Final standings in each 2000 event have not changed since the last publication of each category in *Flying Lines*, so the last printed version stands as final for 2000. You can look up the standings in your *FL* collection, or send a S.A.S.E. to the address below for a complete printout.

Following are the Final 2000 Competitor of the Year rankings. Initials after the names indicate the events in which points were scored.

C=Combat.

NC=Navy Carrier.

R=Racing.

Sp=Speed.

Sc=Scale.

St= Precision, OTS or Classic Stunt

2000 OVERALL STANDINGS

1. Todd Ryan — NC, R	111	Bob Smith — C	15
2. Mel Lyne — C, R, St	85	S&S Racing Team — R	15
3. Scott Riese — St	64	35. Paul Dranfield — C	14
4. Paul Gibeault — R, Sp	53	36. Ron Salo — R, Sp	13
5. Mike Potter — NC	51	37. Bob Nelson — C	12
Mike Conner — NC, R, St	51	Chris Cox — St	12
Shawn Parker — NC, Sc	51	39. Randy Powell — St	9
8. Paul Walker — St	42	Tom Strom * — C	9
9. Keith Varley — St	40	41. Jeff Reichel — C	8
10. Nitroholics Racing Team — R	39	Jerry Thomas — Sp	8
11. Dick Salter * — C, Sp	33	Chuck Schuette — Sp	8
12. Jerry Eichten — St	32	Rich McConnell — St	8
13. Mike Hazel * — NC, Sp, St	31	45. Mike Chies — C	7
14. Don McClave — St	29.5	46. Bob Huber — C	6
15. Gary Harris — C	28	Jim Johnson — St	6
16. Alice Cotton-Royer — St	27	Ken Smith — R	6
17. Ron Howell — NC, R	26	Lee Uberbacher — St	6
18. Howard Rush — St	25.5	50. Roy Beers — NC, Sp	5.5
19. Buzz Wilson — C	24.5	51. Dave Finnie — St	5
20. Jeff Rein — C	24	Greg Beers — Sp	5
21. Emil Kovak — St	22	Max Boyd — C	5
22. Dave Royer — St	21	Chris Sackett — Sp	5
23. Remy Dawson — C, R, Sp	20.5	Mark Hansen — C	5
24. Angelo Chies — C	19	56. Ben Madsen — St	4
Dan Rutherford — St	19	Dave Baxter — St	4
26. Loren Howard — Sp	18.5	Don Richardson — St	4
27. Nils Norling — St	18	Marty Higgs — Sp	4
Bruce Hunt — St	18	Ken Kortness — Sp	4
James Cox — NC, R, Sc	18	Chris Gomez — NC, Sc	4
30. Jim Green — C	16	Craig Bartlett — Sp	4
31. Jack Pitcher — St	15.5	John Thompson * — C	4
32. Mac Ryan — R	15	64. Steve Helmick — St	3
		Loren Anderson — St	3
		Aaron Smith — R	3
		John Headley — Sp	3
		Jim Fuller — NC	3
		Pat Johnston — St	3
		Hube Start — St	3
		Larry Hyder — R	3
		Bill Veselik — St	3
		Frank Boden — R	3
		John Leidle — St	3
		75. Marvin Treadway — St	2
		Dave Thomas — St	2
		Mike Anderson — St	2
		Montana Marlatt — St	2
		Alan Stewart — R	2
		Ted Gritzmacher — NC	2
		Jim Cameron — NC	2
		Bill Darkow — Sc	2
		Bruce Duncan — R	2
		84. Terry Mitchell — St	1

Dave Evans — R	1
John Howell — R	1
Nick Stratis — Sc	1
Dave Shrum — Sc	1

* Also scored points with a team entry.

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

Your *FL* editors do their best to keep up 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 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.

Regionals farewell?

■ The 30th annual Northwest CL championships in Roseburg may be the last one in the form we know and love.

By Dave Shrum

It has been a premier contest but this will be the last one.

Yes, that's right, the last one! (As we have known it).

Let me explain why this has happened. It is with a sad note that this news has to be told at this time. The important thing is to give you plenty of time to prepare your planes and yourself to make it to this very fine and well-organized contest.

Before I tell you why this will be the last year, I want to report that the Northwest control-line movement is in the mood to grow in membership. The past few years, the Eugene Prop Spinners have been trying to introduce new people into

CL flying. All of the members have participated but Steve Kendall has been the driving force behind this effort. On Dec. 6 I made a special trip to Eugene to hear John Thompson introduce a very fine idea of a weekend building and flying seminar to be held in February. This has been introduced at Eugene Toy & Hobby and hopefully new people will sign up for this over the Christmas season.

The Portland Fireballs have been showing off the hobby in the past year. They had put on five flying demonstrations this past year and plan to repeat this same effort this next year and are trying for show team status.

These are two fine examples of real effort to bring new people into this wonderful hobby. There may be more reports throughout the Northwest. (*Anyone with information about other CL-promotional activities in the region is encouraged to report on them via Flying Lines. --ed*)

When we brought the Regionals to Roseburg in 1996, I was 57 years old (still a young person!). The majority of the Umpqua Valley Modelers are seven to 10 years my senior. This is six years later — you do the math!

Also, there is a very fine effort being put forth to build an education foundation (airplane museum) on the site where we fly Navy Carrier. This education foundation is in honor of Maj. Gen. Marion Carl, U.S. Marine Corps. This building and the two-plane hangar will wipe out the float plane, carrier and combat circles. I'm sorry that this memorial will wipe out our Northwest Regionals as we know it, but this education foundation movement is a very fine addition to our city and airport and I fully support it.

So, between our aging members in both sponsoring clubs and this expansion at the airport — let this be a grand gathering at Roseburg this coming Memorial Day weekend and have a real good sendoff to a great contest!

It is sad that it will be the last one. But consider what I have just told you — the Northwest is in the mood to grow the membership in CL clubs. Stop and remember how many contests and flying demonstrations we put on in this past year! We are dropping a premier contest but consider where we are heading — it will be good growth for our beloved hobby.

Lastly, the city of Roseburg is not aware that we will not be holding a Regionals contest in 2002. Four circles on a new parking ramp will still be

available for contest activity. The spirit of the Regionals could still continue.

I'm talking to you stunt people. You could put on a contest that would rival some of the best in the nation. I don't mean to exclude the other factions of the contest fraternity. I believe the precision aerobatics group has the best chance to take up this effort.

As I said, we had a lot of contests this past year that really addressed all of the categories, speed, racing, carrier, scale. We could balance our local contests to pump up the other events and still have a well-rounded contest schedule.

Why don't representatives gather at the Puyallup Expo in February and discuss this well-rounded contest schedule! We in the Northwest are a great group of CL fliers. Let's continue to learn and grow.

(Editor's note: For those who don't know him, Dave Shrum has been the driving force behind the Roseburg Regionals. All of us in the Northwest owe a thanks to Dave for several years of hard work in rescuing our big-time contest and keeping it going.)

Time to appoint a racing czar?

■ Our discussion of the health of CL racing continues with some ideas from Dirty Dan for clearing the slate.

By Dan Rutherford

A CONUNDRUM: There exists a methodology to promote CL racing in the NW to the point where it would dominate yearly contest schedules. It won't work.

The reason it won't work goes back to the origins of cat herding. You will notice we don't hear of many successful cat herders. That's because it can't be done. Same thing with CL folk. Like cats, they don't exhibit a herd mentality. Especially NW racing enthusiasts. Or, as seen in the recent past, those interested in diesel-powered Old Crocks flown in a certain combat event ...

Here's the plan which will work. But won't.

NW modelers create the position of CL Racing Czar. This individual would make all decisions concerning racing: The *mission* of each event. The

intent of each event. The *number* of events. Qualifying and main event procedures. Rules. Rule changes. Adding events. Deleting events. The Racing Czar would maintain a hands-off approach to scheduling and the events each club would host at contests. But for everything else his law would be inviolate.

We would of course elect the Racing Czar. Two-year terms at a minimum. And for purposes of discussion, let's say we elect someone who has a background in racing, wishes to see these events be wildly successful, is the best possible choice.

Me, for example. (Hey! This is a hypothetical discussion. Back off!)

My view of current situation in CL racing is a little harsh:

1) Active participation is at a low level. To the point where "Why bother, let's fly Stunt!" is an appropriate response to the whole issue.

2) We have too many events. Counting the offerings at each NW Regionals there are *nine*. We have more events than we have participants.

3) Due to the overwhelming number of events, none get proper promotion. This is a huge point. Individual events which cannot be promoted effectively — *sold* in a marketing context — simply fade away.

4) Those few currently active in racing have a serious challenge in reviving interest. They simply cannot sit on their hand(les) while the issues are mulled over for a couple years.

5) The good news is we shouldn't have too much whining about making equipment obsolete. At this time, it all looks obsolete to me.

6) More good news: The remaining competitors know the value of racing as a category of CL competition, will not argue minor points simply in order to retain a perceived advantage in certain classes.

7) The best news is the answer to the question, Is this a problem or an opportunity? I see it as an opportunity to shake off decades of doing stuff the same old way, to begin anew with a better and more properly focused approach.

The proposed solution is also harsh. As Racing Czar I would cast off each and every current event as not working, therefore not viable for the future. We would begin with a clean-sheet approach. Such would mean first determining three — and only three! — classes which best meet our needs. Do we simply want to go fast? What level of complexity will future customers and existing

racers accept? What will be the costs for each event? How can we actually get more participation and racing time with fewer events?

Most important of all, what three events are most easily promoted? This is a Big Deal, as unless we can sell each event and racing in general to a goodly bunch of people, we are wasting our time.

With these factors in mind, it seems logical to employ a tiered concept:

1) An entry-level event where there are very serious restrictions as to equipment. Not to go slow necessarily, even though of course it would be a relatively slow event. Instead, restrictions would center upon every single piece of equipment — including fuel — being readily available at any decent hobby shop. No tricks. No phone orders. No out-of-production kits. No built-from-plans models. No engines which are ill-suited to flat-out running. In selecting allowed engine(s), emphasis would be placed upon a potential for easy hot-starts. Four-up heats and mains.

2) A slightly faster event with more freedom to experiment, design better stuff, use more complex features, run hotter fuel. While still based upon readily available components, this event would reward the competitor who has entered racing via the first event, allowing him to go faster, to spend more time fiddling, both in the shop and at the field. A high priority would be placed upon seeing models from the first event slot nicely into this second event with only minor on-field modifications, allowing for the possibility of competing in two classes with one model/engine setup. Four-up heats and mains.

3) The fastest and most complex event of the three. Pretty serious purpose-built motors. Trickier models. Some unlimited features such as props, streamlining, fuel, fuel systems and so on. Three-up heats and mains.

4) A qualifying system based upon racing in multiple heats, all heats totaled equal qualifying score. Main events for all contestants. The latter would mean A, B, C, etc. main events. This is an integral part of the concept. Fewer classes need not mean less racing. If we do it right there exists the opportunity to maximize each competitor's investment in time and equipment when it comes to the amount of time spent actually putting the investment to good use. While in my view this is a long-term change, it must also be noted that while new equipment is abuilding, the customer base is being established, entry levels may be light. We

best take every step possible to showing the early arrivals a good time, impressing upon the "We'll see how it goes ..." folk that here is a class or two of racing in which to get involved.

Still with qualifying and main event structuring, note that in effect we also address concerns of those interested in some sort of Expert/Advanced/Beginner ranking system. I am certainly no fan of applying what appears to work so well in *one* Stunt event (OTS and Classic are both Open Comp) to events which are radically different. However, I am a firm believer in the day of each contest presenting all with the ubiquitous "level playing field," letting them all fight it out, in effect determining their own level of expertise that given day, ultimately presenting all entrants a shot at a main event. Especially if the system allows for each winner of lower mains to move up to the next.

Note, please, there has been no discussion of the components of models for each class. That is due to the fact that, at this stage of the game, the actual equipment placed into use is the least important factor. The concept, what we can actually sell to new racing fliers — *or the many retreads we know are out there* — is of paramount importance.

It seems appropriate to emphasize above point. I myself have specific equipment in mind for each of the three named events. I would love to here make the case for each set of rules, why they are the Holy Grail of NW racing. However, this is not the time for mere mental gymnastics. *The concept, a marketing plan, must be agreed upon first.* And quickly.

But let's skip ahead a bit. One event proves to be a dog. It is replaced. We *do not* add a fourth. In my opinion, that's how we got to where we are now, too many events to promote effectively.

Or let's say the experienced hands develop one of these events to the point where newbies are intimidated, either from speed, tricks, costs or technology. No, we don't bar these folks at the beginning, that's a "solution" which actually harms the event and its participants as the event evolves.

It is my view that an indispensable aspect of many racing events (and speed and combat) is the drive to go faster and faster. This is fun! Especially when you spend hours and hours coming up with superior performance, blow off the boys at any given contest, sit back and see how long it takes them to figure out what you're doing.

However, for grins let's finally and just this once admit up front that eventually almost any racing event can be pushed to the point where much of the customer base decides to take a pass. So what? We had a great time getting to that point! Let's cut our losses and move on to something else in this constantly changing world.

Thus as Racing Czar I would track the level of activity in the three events, in effect telling the fans of each that if they want to retain their favorite, they best be out at the contests supporting it with their entries. And if they are smart, if they really want to keep individual events in play, various bit of technology ought be freely shared with others.

Because there would be some sort of minimum level of activity required in order to keep each event sanctioned for use in the NW. Entries dropping for the Number 3 event? In my imaginary world when there is no longer a need for qualifying heats in this event, we may have waited too long in dumping it. Let's move on to a new event where we can start the evolutionary process — and the fun! — all over again.

What about the NW Regionals? It's a complicating factor as this contest, by design, provides a wide range of events in all classes, this meaning inclusion of AMA events. None of which I find to be appropriate as one of our three selected NW events. I don't have a good answer to this situation. Other than to note it is only one contest of many, that our attention must be centered upon the contests held during the rest of the season.

The only remaining question is whether we can adapt a policy of unilateral decision-making to the herding of cats. I think not. But it has to be worthy of serious consideration.

Team up for racing — and for life

■ A racer reflects on the unexpected benefits of partnership.

By Ron Howell

I have been doing some thinking lately and I came up with this opinion:

More father and son/daughter teams should try getting into the racing circle.

Without racing, my dad and I would not be as

close as we are now. It has taught us how to communicate with each other, and to realize that just because we are mad at each other, we still love each other. For this I would like to thank Todd and Mac Ryan. They took us under their wings and showed us how to race and how to love each other.

Before we started racing, my dad and I couldn't spend more than a couple of days together before we were fighting (and usually it was because we are too much alike). But when we started to race together three years ago, we had to learn to depend on each other. I had to get the plane to him and he had to restart it for me. Sure we went through the rough times of learning, but this ultimately helped us even more. After a practice session we would go home. Talk about what we did wrong, and how to correct it, and then we would just talk.

However, what really pulled us together, where the 4 a.m. drives to the meets. Just him and me, driving to the meets trying to keep one another awake enough to make the trip. I will always cherish those drives, and will never forget them, as long as I live.

Although I have lost my dad as a pitman, because he has moved to Mississippi, we will always be closer because of racing. I would like to thank everyone that has helped us along the way, and especially Todd and Mac Ryan for all their help (in racing and in our personal lives).

So to all of you fathers out there having some communication problems with your sons or daughter: I would suggest getting them out into the racing circle. If it worked for my dad and me, it's bound to help you.

10 seconds ... 5 seconds ...

Go!

Racing news by Todd Ryan

Just Do It!

Hello Northwest.

It's winter now and all is cold and frozen. Not exactly the best testing weather so our focus should be on gearing up for the next season. I'm gonna let you in on a little secret: You're not done with this season yet.

Why, you ask?

Because the season is never over. It shouldn't just be forgotten. I have lots of video of our performances from last year and I use this to improve. Many a night is spent watching and analyzing mistakes and possible areas of improvement.

What you do is write down why you lost a race. Write everything down, bad needle settings, missed catches, burned plugs, had to take a leak in the middle of a race, whatever — just write it down. Do this for every race you can watch or remember. Now take these notes and compare them.

If you were beaten for the same reason in more than one race, it's an area for improvement. This is where your goals for the next year should come from.

For example:

At the Nationals, I always seemed to burn plugs in Goodyear due to overcompression. For two years I put up with this. After sitting down and analyzing what was happening, I can gladly say that I didn't blow a plug in any of my engines this year. I didn't win but I made an improvement in my performance therefore I was successful, a moral victory if you will.

In the words of my Guru, Paul Gibeault, "Don't be afraid to modify a tool to work better, aye." We are in a game of adjustment, whoever can adjust to the conditions better usually wins. I've seen Paul strap a 'loonie' (two American quarters will suffice) onto his Mouse racer at the Regionals when the trees were flying around like in the movie Twister. And get this, no one else did! Except for me! Even if he would have glued a Rolterblade on there, I would have tackled Stephen Cox and stuck one on mine, too.

Never be afraid to adjust. If you need to change something, do it! I cringe when I hear people say, "Well, I was going to change but I think I'll do it later." Try it and see. You can always come back to the original setup.

Moving on, I am proud and sad to say that our famous #1 clown, Bonzo, is officially being retired. For those of you who don't know, this is our red and yellow, Northwest Record holding, monstrosity of a racer that is 9 years old. In all honesty, it was the third plane that dad and I ever built. We haven't wrecked it or anything, we just feel that it is time. Furthermore, we are going to take a step back and return to running the Fox .15's that we all love. Be aware, however; we will have a Moki powered hot-rod lurking in the background for any of you guys that want a match after the

official race is done.

OK, let's see if I can offer some words of wisdom here. Possibly a tip or two.

Never practice pitting or racing without a full race setting. I see this all the time. A team goes out and runs the engine rich, having the airspeed down about 10 mph. They practice forever at this pace. Everything is working, teamwork is on, pitting is quick and precise, flying style is tuned, and everything is going great. OK, we're ready to race, they say. Now, they take the needle and turn it in until the engine screams and the plane is finally up to flying speed. They go into the race and get beat badly, nothing goes right. Why? Because everything they practiced went out the window as soon as they touched the needle. In doing so, they changed the entire performance of the plane.

Personally, we do as follows: Set up the equipment and get everything ready to go. Fly enough to get a comfortable race setting, a good judgment of how long of a shutdown is required for a safe catching speed, and enough warm up to feel comfortable, then stop. Take a few minutes to refill bulbs and check the equipment. Now, approach the practice as if you were in a race. We refer to this as "Hot Lapping." Practice as hard as possible at a full racing tune. This allows us to see if anything needs to be changed, needle settings, props, pitting techniques, etc. — all will be revealed at this time.

Another important thing to watch is to make sure that you pit at the appropriate number of laps. This is a common mistake, especially when shutoffs are involved. People go up for about 5 laps, shut off and pit, fly another 5 laps, and pit again. They use this for practice. Wrong! Things will change when the engine has to go 35 laps between pits, the temperature range is different so a different pitting technique must be had. Again, your goal should be to simulate the race as closely as possible during practice.

I learned this through being an F2C team race pilot. With diesels, we have to hold the plane back for about 5 laps during each flight trying to simulate the heat that accumulates in the motor during a race. If we didn't compensate for this, we would "burn down" (go over compressed) in a race.

An example of this can be seen in carrier. How many of you set your low speed needle while the plane is sitting on the ground? Let me guess, the engine sags out during low speed and you end up

with no score?

Here's why: This will work if you fly low speed at a neutral setting. But guess what — you fly (should be flying...) at a 60 degree angle during the slow phase. So, why aren't you holding the plane at a 60 degree attitude when you're tuning the engine? Do this after you set the high-end needle at a level attitude. Make sure that the engine will respond at both positions, otherwise you'll end up in the drink.

Another tip for the carrier guys: When I begin tuning, I will start and run my motor at full throttle for about 30 seconds. This simulates the high speed run i.e. brings the engine to normal operating temperature and lowers the fuel level in the tank to that at which it would be during the flight. Then I set my low-end needle. Setting the needle right after you start the motor is only good for, as Mike Conner says, "turning money into noise."

I hope that I have cleared up a few areas for you. These are just some of the techniques we use to make a winning team. Everything we do is for a reason. If you see something and don't understand why, don't be afraid to ask. As soon as you quit learning, you're gonna get beat. I still ask a ton of questions. Just ask Loren Howard why he calls me "the Sponge." See you on the field.

Todd Ryan can be reached at (541) 885-2196, or e-mail ryancompetition@hotmail.com.



In light of the fact that I'm not willing to let Estes ruin a favorite Nats event by increasing the price of their TeeDee glow plugs by over 200%, I have commenced project "AMOC" (Alternate Method Of Compliance). I would be most interested in hearing from others out there of other plugs/heads that they've tried for use in Class I Mouse Race.

I'll begin the discussion with my current findings. This is a bit harder than it may seem because for some reason the results on one day are not consistent with the results on a different day. Also, the results on one fuel are different from the

results on a different fuel. Plus, although some tests show better speed, they're offset by worse fuel economy!! (I can't win!)

For what it's worth, here are a recent weekend's test results:

The standard test parameters are as follows:

1. Basic flat-bottom-airfoiled Streaker V (10-year-old model).
2. APC nylon prop 4-3/4 X 4.
3. 40%-nitro fuel (40%alky 15% syn (X2C) 5% Klotz bean oil.)
4. 5 Cox head shims.
5. A "decent" engine; i.e. 20,500 rpm on ground (steady state hot).

1. w/ Cox TD plug.....19,8 - 20,000
2. w/ Lite flight plug.....19,800
3. w/VA/Nelson20,300 steady
4. w/McDonald/Nelson #120,3 - 20,400
5. w/McDonald/Nelson #220,300
6. w/GloBee drilled 1/4-32 plug.....18,000
7. Gibeault 1/4-32 plug.....19,000

Flight testing showed speeds from 13.1-14.5 sec/5 laps

Range from 25-36 laps. Unfortunately, while the tests were going on the engine degraded 500 rpm throughout the day!! ARGG!!

Sooo, although the hard figures are inconclusive, it IS quite evident that the McDonald and VA heads with the standard Nelson plug in them are as good or even 300 rpm better than the standard Tee Dee plug. Their range is also quite acceptable! This is GREAT news, I think.

Lowering the head one shim increased RPM further, while removing two shims decreased RPM's somewhat. It appears that some fine tuning is in order, BUT I think the new heads are of great benefit at present.

I can't believe that a 30-year old Cox head design is really as good as it gets!! Perhaps their isn't much to be had OR perhaps it's just that nobody has really applied themselves to the task....

I'll keep you posted as to further tests, because it's really what happens in the air that counts. Ground tests merely get you into the ballpark.

I await news from the rest of you as to how your tests are coming along — as well as about any other refinements you've done on your Class I Mouse Racers.

Good Luck. Let's share some info to ensure that we keep this event healthy!

Getting to know a modeling legend

■ A Northwest aerobatics flier meets renowned designer Jack Sheeks.

By Jim Johnson

In February 1969 I bought my first-ever model magazine, *Flying Models*. That issue introduced me to a most prolific designer, Jack Sheeks. In the 30 years that followed, his articles and planes inspired me to hold on to my dreams of learning the stunt pattern and flying in a competition.

Last year's efforts to change stunt history resulted in John Rittner's "12" and "13" being reclassified as Old-Time-Stunt-legal designs. Plus, John was reunited with long-lost flying buddies. Still excited, I began thinking that maybe Jack Sheeks' Me-109 from FM 4-70 and the Joe Berry P-51 from 8-70 might qualify as classic designs. Since both were published after the cutoff date, 12-31-69, more questions needed answers.

In late 2000 I wrote Jack in the effort to secure classic status for these two planes. To my surprise, more than a month later my wife called for me to come to the phone — some guy named "Jack" was on the other end. We talked for almost an hour. He shared his life, family, friends, flying stories, building techniques and a little stunt history.

Jack has had more than 70 planes published since 1963. His first was an I-beam, gull-winged Stuka Stunter, FM 8-63. The Me-109 and P-51 were built and published during a three-year span best described as prolific. From 1-68 to 3-71, he had 10 stunters and two RC planes appear in *Flying Models*.

In response to my inquiries as to the dates when these two planes were built, he conceded that "they were probably built in 1969." He mentioned that Don McGovern, then editor of *Flying Models*, would know, but he wasn't alive. Also, he built the P-51 and gave it to Joe Berry as a birthday present. He's looking through his papers to see if a more exact date can be found.

Even if these planes never make the "classic list," they are still fine stunters and flew great. Jack's Scottsman was in his opinion one of the best fliers. He has designed four different Me109s and flew a black 49" I-beam one, borrowed back from Jim Vanholt at the '70 Nats, after a solder joint

gave way on the Scottsman. He liked his models to look like real airplanes and had a fondness for WWII fighters, his Stuka (2) and Hurricane being the most famous.

I've made plans to attend the Vintage Stunt Championships in Tucson this year and was excited because Jack said he'd be there, too! Thirty years after reading my first Jack Sheeks article I will get to shake his hand. He is the man who inspired a 15-year-old boy to dream of flying beautiful planes at the end of 60-foot lines while doing a graceful pattern one day.

Building one of his designs is the best way to pay tribute to one of stunt's true innovators and designers. Here's a list of models built during his "busy days." All are from *Flying Models*.

D-Tube Stuka — 7/70

FW-190 — 1/68

Scottsman — 2/69

Old Glory — 2/71

Freedom .45 — 5/68

Knight — 6/69

Spitfire Stunter — 9/68

Torino — 1/69

Joe Berry P-51 — 8/70

RC planes: Swinger — 3/70 and Raider — 3/71

Where the **action** is!

Coming events in Northwest
Control-Line model aviation

Feb. 3-4, 2001

Northwest Radio Control Model Exposition, Western Washington Fairgrounds, Puyallup, Wash. Displays of all types of models and products from peanut scale to giant scale — aircraft, cars, boats, helicopters, CL, railroads. Sponsored by Mt. Rainier RC Society. For info, contact Don Sweasy, (253) 445-4763.

April 21-22

Jim Walker Memorial CL Contest, Delta Park, Portland, Ore. Saturday: Class I/II, .15 and Profile Carrier, Old-Time and Classic Stunt. Sunday: 80mph Combat, Precision Aerobatics. For info, contact Gary Harris, (503) 324-3450, e-mail SlowCombat@aol.com.

May 25-27

30th Annual Northwest Control-Line Regionals, Roseburg Regional Airport and Douglas County Fairgrounds, Roseburg, Ore. All AMA and Northwest CL events. 30th anniversary banquet. For info, contact Craig Bartlett, (541) 745-2025, e-mail scaigbart@yahoo.com.

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 (RIRE) C/W, gorgeous 2-1/4-inch spinner, minipipe, head wrench, U.S. \$275, Paul Gibeault, 7838-120A St., Apt. 111, Surrey, B.C. V3W-5B6. Phone: (604) 99-8301. E-mail: salor@home.com.

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.

AEROBATICS INTEREST GROUP: Right now — as in **TODAY** — is the very best time to join PAMPA! Your \$25.00 will see a full year's worth of the world's best CL-specific magazine (at 100-plus pages we no longer call it a newsletter!) dropped in your mailbox. Send check or money order to: Shareen Fancher, 158 Flying Cloud Isle, Foster City, CA 94404.

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. Price: \$50 for the .15 size, \$60 for the .35 size, \$70 for the .40 size. All planes shipped POSTAGE-FREE.

NEEDED: Seattle area fliers are training several enthusiastic new combat fliers, and they need used fast combat engines to help get them started. If you have usable Fox Combat Special MK II, IV, VI or VII engines, or Stels combat engines you'll part with, contact Tom Strom at TStrom@aol.com, phone (206) 246-4258.

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.

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>

YOUR AD HERE: Remember, classified ads are free to *Flying Lines* subscribers. Send yours in today for publication in the next edition.

Using the FAI Nemesis for Diesel combat

By Ken Burdick

Howard Rush has published his plans for the FAI Nemesis after several requests from me. I wanted to try it in diesel.

The Nemesis was designed prior to the cut-off date required for our rules here and therefore is a legal entry.

The design is smallish by the British standards and as such has a higher wing loading than I would like. It weighs in at about 8 oz. and I now can build a Piranha lighter than that, but it flies excellent for the event.

After I built one of them I was somewhat impressed with it, but it came nowhere near the Piranha for turning; I just put it up for a bit. Later last summer I chose to use it in a match and, wow, it worked so well in competition. It got bashed and rebuilt and seems to fly even better now at a chubby 8-1/2 oz.

One of the nice features is it is strong — it's made from a lot of 1/16" wood and I never thought it would take it as well as it does.

I have shown a tank by Sullivan (R-2) 2 oz. I would rather use a 3 oz. but that's what I could find. It is a clunk tank with the tube changed to a diesel-proof one and the clunk wired on. We'll see if it works.

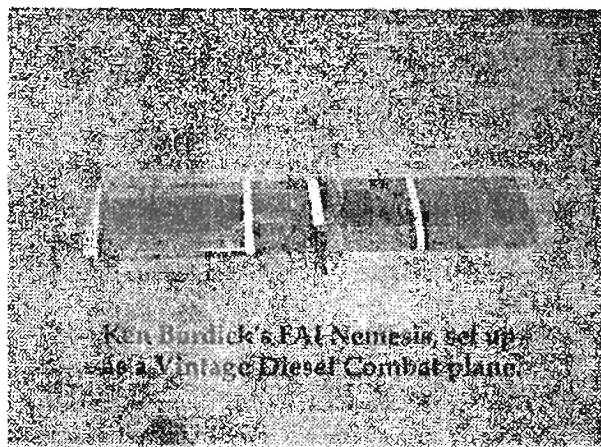
Another feature is the "fat boy" nacelle. For the diesels I prefer it, made from medium to light 2", it's weight is not a factor but adds great strength to the engine mount.

The Nemesis has a small airfoil and requires some thought as how to get a tank into it.

The engine I am using for this is a Sharma as sold by Carlson Engines in Arizona. It has been broken in per the directions on Paul Dranfield's diesel page and is as good as a good PAW. It is still breaking in so I think I'll see more out of it.

It is a pleasure for me to build this wing since Howard Rush designed it, said it would fly well — and it does! I think he won the debate with Fast Richard about scaling down an AMA-size ship to one this size. (Fast Richard seemed to think it would fly like a "ball bearing.")

I bought the wood for six of them from Riley Wooten (Lone Star Balsa). The cost in wood only is about \$6.00 each.



Ken Burdick's FAI Nemesis set up as a Vintage Diesel Combat plane

All and all, it a very good flying choice for this event since it will fly very well right off the board if built to the plans.

WAY THE
OVER TOP!
By Combat Maniac

Today, let's talk about one of life's little mysteries. Have you ever noticed that after building one or two or three really good hi-zoot foamies you have all these teensie white bits that have mysteriously spread throughout the house? And you can't figure out how they could have got there. And the heaviest area seems to be the freeway to the fridge where the cold beer and left-over turkey is. And sure enough, just about the time you're finishing up that last killer foamie, the moaning starts.

And you just can't understand how these white bits have spread themselves so thoroughly throughout the house.

Well, anyone who uses foam knows that this has to be osmosis! And you're in no way to blame. There is absolutely no way that the mess from your basement workshop could have escaped and followed you upstairs.

Now those gazillions of styrofoamie sanding bits just seem to have a life of their own. They get electric-statically charged and cling to everything, even your clothes and hair. And they just won't let go, at least not until you get to the bedroom or living room.

So what's a dedicated combat modeler to do? Well, you could build a workshop at the bottom of the garden. But that would make the trek to the fridge way too long! No, there's a solution to this, and it's not all that painful.

The next time you get moaned at to replace perfectly good 25-year-old carpets, this is your BIG opportunity. Add a little more than your usual level of enthusiasm to your "Yes dear," and go down to your local low-budget carpet roll-end dealer, and find an inexpensive berber or similar with LOTS of white specs in the pattern. And bingo! Your problem is solved.

Just remember though, you've got to keep using white styrofoam only, not the colored stuff, or you'll have to re-carpet again! So keep your stick on the ice, I'm pulling for ya. We're all in this together.

"Combat Maniac" is a nom de plume for a shadowy figure of the CL 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.

Just for the **FUN** of it!

By Bill Darkow

It's Show Time!

What do you remember as some of your moments of greatest pleasure in control-line modeling? Is it a particular win at some contest? Is it a personal best or record-setting performance? Maybe it's the time a model you designed flew well. Whatever they are, the most enjoyable moments you recall tell a lot about what's "fun" for you in CL modeling. I would guess that most of those moments of great personal satisfaction involve events other than winning trophies or prizes in competition.

For me, one of them was the time my flying partner and I put on our first CL air show to entertain the crowd at a Lions' Club Carnival in our home town of Cosmopolis, Washington. It was 1950 and we were just out of high school. We flew

till we were exhausted because people cheered and applauded what we did and showed a respect for us and our hobby that we had never experienced before.

I have participated in many CL air shows since then and I have always been impressed with the favorable reaction of the spectators. Maybe you have had similar pleasant experiences. If so, you are invited to have more of them with the newly-formed "FIRECATS," the Northwest Fireballs' CL Show Team. If your air show experience is minimal or nonexistent, you may be missing out on a whole new dimension of "fun" in CL modeling.

After a successful season of five shows last year, we have applied to the AMA for official status as a probationary team for 2001. When we have successfully met their requirements, we will be chartered as one of only four CL show teams in the country and be eligible for a \$500 subsidy. We already have six shows scheduled for 2001 with the possibility of two more. Show time runs from June to September.

Sixteen modelers have signed up so far to help spread the performance load. If you'd like to become a FIRECAT, there are only two basic requirements: (1) You must be an AMA member and (2) You must commit to performing in at least one show. It is not necessary for you to be a member of the NW Fireballs. There are no dues and no regularly scheduled meetings. Current administration consists of Jim Cameron, Bill Darkow and Ted Gritzmacher.

To get in on the "fun," contact Jim at (503) 287-9620 or iflycontrolline@hotmail.com, Ted at (503) 254-9119 or tvfireballs@uswest.net. My phone and e-mail are: (360) 456-6329 and romodlr@aol.com.

Next issue: More about C/L show team "fun" flying.

Help FL help CL grow and help yourself to more CL news!

In order for *Flying Lines* to be the most effective communications network for Northwest CL aviators, it's important to get everybody interested in the hobby on the mailing list. Here's how you can help build the FL family and help yourself, too:

For every new subscriber who mentions your name as the person who "sent 'em" to FL, we'll extend your subscription by one edition. So, sell nine subs, and get a full year free!

So, join the effort and spread the fun!

FLYING LINES

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