

Flying Lines

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

Here's something to think about!

We're about to head off to our favorite contest — the Northwest Control-Line Regionals. We've been doing this for 30 years. Can we imagine *not* making this annual pilgrimage?

That's what we're facing unless some creative thinking is done soon. While we're all in Roseburg having a wonderful time at competition and camaraderie, we should be brainstorming the future of our Memorial Day weekends.

There already have been some good ideas floated. Some groundwork is already under way. But we're far, far away from an answer to the question, will there be another Regionals?

One option being examined is moving the contest to the airport in Albany, Ore. Another suggestion, from our friends and sponsors at Eugene Toy & Hobby (thanks, Jim!) is loading up all the equipment in a trailer and moving the contest from venue to venue annually. This would prevent a single club from having to handle the labor of setting up for the contest every year.

One fact that is both an obstacle and an asset: The amount of work that goes into conducting a contest of the magnitude of the Regionals, and doing it in a first-class fashion, is more than any single individual knows. That's an asset because the Regionals must be a team effort — and people working together can solve more problems.

The Northwest Regionals Management Committee begins preparation for the Regionals each year in November or December. This year, before that time, the Northwest's control-line fliers will need to join the process. We need to hear from people with ideas, with the willingness to work



There were smiles all around at the April racing seminar in Salem, Ore., as Mac Ryan taught several kids to fly. *FL photo*

to keep the Regionals going.

It's time for *all of us* to be thinking and getting to work on this problem. Or this truly will be the last Regionals.

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Round & Round

The Control-Line modeler at large

By John Thompson

Modeling thought for the month:

"What greater or better gift can we offer the republic than to teach and instruct our youth?"

— Cicero

Here's a place to start ...

If enough people put their heads together to work on a problem, a solution will emerge.

Last winter's problem topic was rules for Vintage Diesel Combat. It took a lot of proposing, debating, revising and adjusting, but we got a standard set of rules in place.

This winter, the subject has been racing. Why is attendance down, how to attract new people, etc. A lot of good ideas have been expressed, and the sorting process has begun.

One attempt to bring new people into racing was the invitation put out before the Spring Tune-Up in Salem, Ore. Anyone interested in learning to race was invited to come to Salem a day before the April 8 racing contest. The Northwest's top racing teams offered to show up to teach anyone everything they know about racing.

And show up they did — Todd and Mac Ryan, the S&S Racing Team (Dick Salter/Tom Strom), the Nitroholics Racing Team (John Thompson/Mike Hazel) and Ron Howell.

The event took a surprising turn, however, when the few beginners who showed up were not so much racing beginners as CL beginners. The racing experts smoothly made the switch, spending much of Saturday teaching the visitors how to fly — as well as some spectators who simply happened by the field.

But the concern was that the event had not attracted as many people as hoped interested in beginning in racing competition. It's a situation seen as a concern for all CL competition, because racing at its basic level is the easiest entry into the competitive arena.

So the racing seminar became instead a meeting of the racing teams — a brainstorming session for improving participation. The ideas flowed freely, and there was considerable discussion of

the existing events, the history, the potential and the problems.

A number of approaches were suggested, and as is always the case, everyone had a slightly different idea about how to proceed. But agreement was finally reached on a starting point.

A place for beginners

The racers agreed that, for the foreseeable future, at least one racing category should be divid-



Todd Ryan helps Andy Larson get the feel of flying during the April 7 beginners' seminar in Salem. FL photo

ed into skill classes, in order to guarantee that novice fliers have a better chance to succeed. At the same time, it was agreed that the novices still should have the opportunity to race with the experts so that they can gain the benefit of coaching that comes with exposure to fliers who know how to do it the way it's supposed to be done.

The category selected for the skill class division was **Flying Clown Race**, though contest organizers could expand the concept to other classes if they so choose.

The decision was to request that, for the foreseeable future, any contest offering Flying Clown Race divide the competition into two categories, novice and expert. Novice class contestants would be those who had not previously attained a score of 225 laps or more in a 15-minute race.

The novices' entries can be run in conjunction with the experts, but a separate set of awards or recognition would be offered.

This is only a first step, but it's an attempt to get things moving for restoration of participation in one of our most enjoyable competitive events.

Send comments, questions and topics for discussion to John Thompson, 2456 Quince St., Eugene, OR 97404. E-mail JohnT4051@aol.com. World Wide Web: <http://members.aol.com/johnT4051/NorthwestCL.html>.

Where the action is!

Coming events in Northwest Control-Line model aviation

May 6

Carrier and Old-Time Stunt, Richmond, B.C. Contact Mel Lyne at mlyne@alpha.sea-to-sky.net. Carrier info: Mike Conner at (604) 465-7277, e-mail conrat@intergate.bc.ca. Stunt info: Chris Cox, (604) 596-7635, e-mail ccox1@telus.net.

May 12

Nostalgia Diesel Combat, Surrey Ultralite Field, 988 176th St., Surrey, B.C. First driveway 250 yards north of 8th Avenue on the east side; look for the red hangars. Info: Mel Lyne at mlyne@alpha.sea-to-sky.net.

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. Info: Craig Bartlett, (541) 745-2025, e-mail sccraigbart@yahoo.com.

June 9-10

Stunt-a-thon 2001, Clover Park Technical College, Lakewood, Wash. Saturday: Old-Time and Classic Stunt. Sunday: Precision Aerobatics. Info: DGardner55@aol.com.

June 23-24

Bladder Grabber triple-elimination fast combat tournament, Harvey Field, Snohomish, Wash. Info: Jeff Rein, 14326 102nd Ave. N.E., Bothell, WA 98011.

June 24

Racing contest for .15 Sport, Northwest Sport and Clown Race, Richmond, B.C. Info: Mike Conner at (604) 465-7277, e-mail conrat@intergate.bc.ca.

July 7

Nostalgia Diesel Combat, Surrey Ultralite Field, 988 176th St., Surrey, B.C. First driveway 250 yards north of 8th Avenue on the east side; look for the red hangars. Info: Mel Lyne at mlyne@alpha.sea-to-sky.net.

Lucky Hand Fun Fly, Bill Riegel Field, Salem, Ore. Bring any kind of plane. Fly any kind of flying you want. Make five flights, get a poker hand, maybe win a prize! Info: CD Mike Hazel, (503) 364-8593, e-mail ZZCLSpeed@aol.com.

July 21-22

Central Oregon Lawn Darts Stunt Contest Field of Dreams, Redmond, Ore. Info: Nils Norling, (541) 546-9132, e-mail hogrider@palmain.com.

July 28-29

PAC Classic, Richmond, B.C. Saturday: Northwest Sport Race, Clown Race and Carrier. Sunday: Old-Time Stunt, Precision Aerobatics.

August 11-12

Can-Am Speed Championship, Upper Coquiam River Park, B.C. Info: Marty Higgs, (604) 729-5286.

August 12

Skyraiders Carrier Meet, somewhere in Seattle area. Info: Mike Potter at Skyshark58@cs.com.

August 25-26

Fifth Annual WOLF Summer Meet, Bill Riegel Field, Salem, Ore. Racing, combat and precision aerobatics events to be announced. Info: CD Mike Hazel, (503) 364-8593, e-mail ZZCLSpeed@aol.com.

September 1

Bruce & Gerry's 2nd Annual 1/2A Stunt Contest, Richmond, B.C. Info: Bruce Duncan, (604) 513-9450, a.b.duncan@home.com

September 15-16?

Raider Roundup for racing, stunt, combat and carrier, in the Seattle area. Details TBA. Info: DGardner55@aol.com

September 22

Nostalgia Diesel Combat, Surrey Ultralite Field, 988 176th St., Surrey, B.C. First driveway 250 yards north of 8th Avenue on the east side; look for the red hangars. Info: Mel Lyne at mlyne@alpha.sea-to-sky.net.

September 29-30

Oregon CL Speed Champs, Bill Riegel Field, Salem, Ore. Info: CD Mike Hazel, (503) 364-8593, e-mail ZZCLSpeed@aol.com.

October 13

Really Racing, Bill Riegel Field, Salem, Ore. Class I and II Mouse Race, Northwest Sport Race, Northwest Super Sport Race, Clown Race, AMA Goodyear, .21 Rat Race, Slow Rat. Info: CD Mike Hazel, (503) 364-8593, e-mail ZZCLSpeed@aol.com.

October 14

Fall Follies, Bill Riegel Field, Salem, Ore. Precision Aerobatics in four PAMPA classes. Info: CD Mike Hazel, (503) 364-8593, e-mail ZZCLSpeed@aol.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, 54-5380 Smith Drive, Richmond, B.C. Canada V6V 2K8, phone (604) 526 3386.

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: 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: I am looking for AMA rulebooks for the following years: 1959-1963, 1966, 1968-1969, 1973, 1976-1977. Mike Hazel, 1073 Windemere Drive N.W., Salem, OR 97304.

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.

FOR SALE: One lap counter, new in box. \$15 postpaid. Mike Hazel, 1073 Windemere Drive N.W., Salem, OR 97304.

WANTED: Fox .35X and .36X parts. Also Supertigre .35 parts. Chuck Matheny, (360) 659-0155.

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.

ON THE CONTEST TRAIL

Results of Northwest Control-Line Competition

5 Rounds Nostalgia Diesel Combat

April 7, Surrey, B.C., Canada

By Mel Lyne

Nine entries arrived for battle on what looked early on to be a "tough sledding" weather day. The new site, Surrey Ultralite Field, was very soggy but flyable if you had gum boots. The four American entries, Jeff Riechel, Buzz Wilson, Preston Briggs and Bob Smith, had left the Seattle area with one inch of snow, and hail and sleet coming down. But B.C. weather came through again, and by afternoon we had sun and a light wind.

The five Canadian entries, Paul Dranfield, Frank Boden, Mike Conner, Remy Dawson and Mel Lyne, had equipment ready to go, but were obviously rusty in flying skills after the winter's layoff.

The contest was run by Martin Winn, Ron Belcourt, Travis Lyne and Keith Varley. Ralph Simonds and son Alex, up from Bothell, Wash., helped with the chores. All the crew did a great job in this season opener.

In the early rounds it soon became apparent that starting and engine settings were causing problems. There were several late starts and poor engine runs. As the rounds went on things improved, and the general level of flying had risen a few notches with some really great following and pursuit matches in the final rounds. Remy had a couple of very good matches. Frank had a good go at beating up on Mel and only narrowly lost.

Buzz opened against Paul and got four cuts for a convincing win. But his old nemesis "ground time" was to take away several victories. Jeff Riechel flew very hard and made some spectacular "waterspouts" dorking in the wetter areas. His flying seemed to improve with each round. Mike Conner kicked some serious butt, and Preston and Bob flew good matches but just missed the win several times. Paul had good equipment, but a first-round midair took away his best motor and engine problems seemed to dog him in the follow-

ing rounds. Maybe next contest for Paul.

At the end of five rounds and numerous "drowned" engines, the top four were Remy Dawson, Jeff Riechel, Buzz Wilson and Mel Lyne. The first semifinal had Buzz against Mel. A tight match with Buzz using a new plane with a very fast engine. Just into the match there was a mid-air that took off all of Mel's streamer and some plane bits. Mel got up again and tailed Buzz, managing to get two cuts. Mel took it two cuts to one plus air time.

The second semi was Remy against Jeff. A good following match with a couple of dorks. Remy's engine wasn't quite on peak and Jeff was howling. Remy managed to hit Jeff's streamer several times with his wing, but no cuts. Jeff took his openings and got three cuts, winning the match.

So the final was Jeff and Mel. It turned out to be a real barn-burner with lots of close following, fakes and near-misses. The two planes were very even on performance, Jeff flying a Turncoat boom model (which he used for the whole contest), and Mel flying a Warlord. Numerous times Mel thought he had Jeff, and then Jeff would do a fake and reverse to inverted very low to the deck, forcing Mel to break away or risk a drowned motor. It ended with Mel getting the win two cuts to one in a very close match. Jeff really rose to the challenge with some great flying.

Remy should have got an award for flying his Piranha II partially submerged. He managed to exit loops 3 inches above puddle level, and his prop spray looked like a hydroplane. Very impressive.

Bob Smith took the "Best Crash" trophy in a major midair with Buzz. His Turncoat took severe damage while Buzz's "solid" (read that as really heavy) Warlord received only a slight dent.

Next contest should see a bit more consistency now that the winter cobwebs are gone, and the site should be drier. I think just about everybody had a lot of fun. See you at the next D/Bat 5 rounds May 12.

Many thanks to all the crew for a really fun contest.

Results (NW standings points):

- 1. Mel Lyne (9)
- 2. Jeff Riechel (8)
- 3. Remy Dawson (7)
- 4. Buzz Wilson (6)

Spring Racing Tune-Up

April 8, Salem, Ore.

It was a small but high-quality turnout for the first racing contest of the year, which had been preceded on Saturday, April 7, by the beginner's seminar (See *Round & Round*).



Tom Strom makes a pass over Ron Howell in Clown Race at the April 8 Spring Tune-up in Salem. *FL photo*

The weather was intermittently rainy during the contest, causing the last event, Northwest Super Sport Race, to be canceled because of the late hour. But the races that were held were excellent, and some preliminary heats were run despite the low turnout.

The S&S Racing Team (Dick Salter and Tom Strom) came down from Seattle, and Ron Howell also represented the Puget Sound area. Oregon was represented by the Nitroholics Racing Team (John Thompson/Mike Hazel). Also in attendance were Todd and Mac Ryan, who came primarily to help out novice fliers and did not enter the competition.

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

FLYING CLOWN RACE (3 entries)

- 1. S&S Racing Team, Seattle, Wash. (3) 287 laps
- 2. Nitroholics Racing Team, Oregon (2) 266
- 3. Ron Howell, Federal Way, Wash. (1) 264

MOUSE RACE CLASS I (2 entries)

- 1. S&S Racing Team (2) 6:01
- 2. Nitroholics Racing Team (1) 6:04

MOUSE RACE CLASS II (1 entry)

- 1. Nitroholics Racing Team (1) 4:44 heat

NORTHWEST SPORT RACE (3 entries)

- 1. S&S Team (3) 9:55
- 2. Ron Howell (2) 10:15
- 3. Nitroholics Racing Team (1) 10:46

NORTHWEST SUPER SPORT RACE (2 entries)

Race canceled.



Gary Harris was not tooting his own horn at the Jim Walker Memorial Contest. He was the contest director and combat event director for the two-day April event in Portland. *Howard Rush photo*

Fireballs celebrate spring with top-notch contest

The first two-day, multi-event contest of the year was well-attended and well-run despite iffy weather. The Fireballs continue to offer a fine season opener at Portland's East Delta Park.

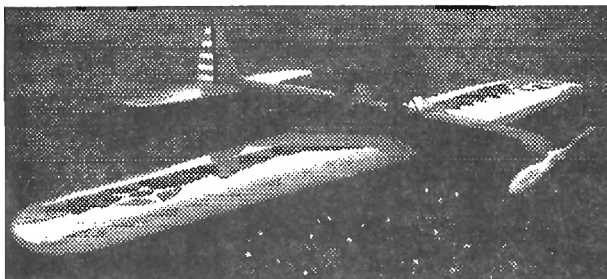
Saturday featured Navy Carrier, Old-Time Stunt and Classic Stunt. On Sunday, Precision Aerobatics was the main event on asphalt, with one round flown. The second round was canceled because of the rain. The hardy combat fliers flew a full double-elimination day of 80-mph combat.

A highlight of the event was the spectacular trophies offered in OTS and Classic, made by Dave Baxter and featuring complete, ready-to-run, brand-new McCoy Redhead engines as the decoration. The lowlight of the contest had to be the tragic encounter of Paul Walker's Impact with a tree alongside a practice circle. Ouch!

Here are the results (NW standings points):

OLD-TIME STUNT (6 entries)

- 1. Chris Cox, North Delta, B.C. (6) 269.5
- 2. Scott Riese, Portland, Ore. (5) 250



Don McClave's latest Classic masterpiece is a gorgeous PT-19. Good enough for first place in both Classic and Expert PA in Portland. *FL photo*

3. Emil Kovac, Issaquah, Wash. (4) 249
4. Keith Varley, Vancouver, B.C. (3) 246

CLASSIC STUNT (4 entries)

1. Don McClave, Portland, Ore. (4) 544.5
2. Nils Norling, Metolius, Ore. (3) 495.5
3. Scott Riese (2) 491.5
4. Roy DeCamara, Vancouver, Wa. (1) 472

BEGINNER PRECISION AEROBATICS (1 entry)

1. Montana Marlatt, Metolius, Ore. (1) 74

INTERMEDIATE PRECISION AERO. (1 entry)

1. Jim Johnson, Olympia, Wash. (1) 292.5

ADVANCED PRECISION AERO. (8 entries)

1. Nils Norling (8) 473.5
2. Mike Conner, Pitt Meadows, B.C. (7) 465.7
3. Alice Cotton-Royer, Portland, Or. (6) 460
4. Dave Royer, Portland, Ore. (5) 453.5

EXPERT PRECISION AEROBATICS (6 entries)

1. Don McClave (9) 521
2. Jack Pitcher, Gresham, Ore. (7.5) 519
3. Howard Rush, Bellevue, Wash. (6) 518
4. Chris Cox (4.5) 516

80mph COMBAT (11 entries)

1. Tom Strom, Seattle, Wash. (11)
2. Mel Lyne, Garibaldi Highlands, B.C. (10)
3. Jeff Rein, Bothell, Wash. (9)
4. Dick Salter, Seattle, Wash. (8)

CLASS I-II NAVY CARRIER (2 entries)

1. Ted Gritzmacher, Portland, Ore. (2) 296.5
2. Mike Potter, Auburn, Wash. (1) 290.9

PROFILE NAVY CARRIER (4 entries)

1. Mike Potter (4) 229.5
2. Mike Conner (3) 222.7
3. James Cox (2) (att. 91.3 mph)
4. Ted Gritzmacher (1) (att. 73.4 mph)

.15 NAVY CARRIER (5 entries)

1. James Cox (5) 195.1
2. Mike Potter (4) 186.3
3. Mike Conner (3) 172.2
4. Mark Hansen, Portland, Ore. (2) 103.3

The Scoreboard

Northwest control-line competition standings.

Let the fun begin...

The three contests reported in this issue — dBat in B.C., racing in Salem and a two-day meet in Portland, got the standings rolling in most CL events. The next few issues of *FL* will see lots more updates. Watch for your name on the scoreboard!

Contests counted to date: March 10, Richmond, B.C.; April 7, Surrey, B.C.; April 8, Salem, Ore.; April 21-22, Portland, Ore.

Following are standings for updated events:

2001 STANDINGS

PROFILE NAVY CARRIER

1. Mike Potter, Auburn, Wash. 7
2. Mike Conner, Pitt Meadows, B.C. 5
3. Shawn Parker, Seattle, Wash. 4
4. James Cox, Delta, B.C. 3
5. Ted Gritzmacher, Portland, Ore. 1

.15 NAVY CARRIER

1. James Cox 5
2. Mike Potter 4
3. Mike Conner 3
4. Mark Hansen, Portland, Ore. 2
5. Shawn Parker 1

OVERALL CARRIER

1. Mike Potter 12
2. James Cox 9
3. Mike Conner 8
4. Shawn Parker 5
5. Ted Gritzmacher 3
6. Mark Hansen 2

VINTAGE DIESEL COMBAT

1. Mel Lyne, Garibaldi Highlands, B.C. 9
2. Jeff Riechel, Marysville, Wash. 8
3. Remy Dawson, B.C. 7
4. Buzz Wilson, Edmonds, Wash. 6

80mph COMBAT

- 1. Tom Strom, Seattle, Wash. 11
- 2. Mel Lyne 10
- 3. Jeff Rein, Bothell, Wash. 9
- 4. Dick Salter, Seattle, Wash. 8

OVERALL COMBAT

- 1. Mel Lyne 19
- 2. Tom Strom 11
- 3. Jeff Rein 9
- 4. Dick Salter 8
- Jeff Riechel 8
- 6. Remy Dawson 7
- 7. Buzz Wilson 6

FLYING CLOWN RACE

- 1. S&S Racing Team, Seattle, Wash. 3
- 2. Nitroholics Racing Team, Oregon 2
- 3. Ron Howell, Federal Way, Wash. 1

CLASS I MOUSE RACE

- 1. S&S Racing Team 2
- 2. Nitroholics Racing Team 1

CLASS II MOUSE RACE

- 1. Nitroholics Racing Team 1

NORTHWEST SPORT RACE

- 1. S&S Racing Team 3
- 2. Ron Howell 2
- 3. Nitroholics Racing Team 1

OVERALL RACING

- 1. S&S Racing Team 8
- 2. Nitroholics Racing Team 5
- 3. Ron Howell, Federal Way, Wash. 3

OLD-TIME STUNT

- 1. Chris Cox, Delta, B.C. 6
- 2. Scott Riese, Portland, Ore. 5
- 3. Emil Kovac, Issaquah, Wash. 4
- 4. Keith Varley, Vancouver, B.C. 3

CLASSIC STUNT

- 1. Don McClave, Portland, Ore. 4
- 2. Nils Norling, Metolius, Ore. 3
- 3. Scott Riese 2
- 4. Roy DeCamara, Vancouver, Wash. 1

PRECISION AEROBATICS

- 1. Don McClave 9
- 2. Nils Norling 8
- 3. Jack Pitcher, Gresham, Ore. 7.5
- 4. Mike Conner 7
- 5. Alice Cotton-Royer, Portland, Ore. 6
- Howard Rush, Bellevue, Wash. 6

OVERALL STUNT

- 1. Don McClave 13
- 2. Nils Norling 11

- 2. Nils Norling 11
- 3. Chris Cox 10.5
- 4. Jack Pitcher 7.5
- 5. Mike Conner 7
- Scott Riese 7
- 7. Howard Rush 6
- Alice Cotton-Royer 6
- 9. Dave Royer, Portland, Ore. 5
- 10. Emil Kovac 4

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.

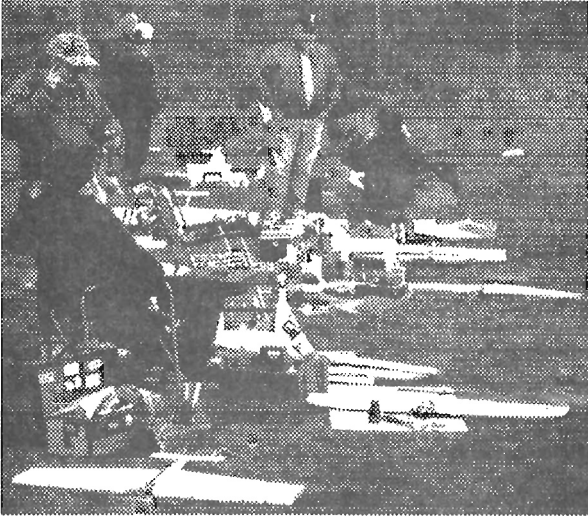
Special notes: Precision aerobatics expert fliers scores are multiplied by a factor of 1.5. When an individual is allowed more than one entry in a single event, only the highest-placing score shall be counted.

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.

Combat **Combat**
Cornucopia **news and**
 views by
 Mel Lyne

Northern Hordes run amok, wreak havok at Portland's stunt, carrier and combat opener

Aliens from the far north (read Canucks) such as Coxes, Varleys, Connors and Cactus Mels descended on the tranquil space of Delta Park to pilage, plunder, smash, and generally have a really fun time at the April 21 & 22 Jim Walker Memorial contest. There was no dust to settle (just mud), so when the rain subsided, a goodly portion of loot



Eleven entries made for lots of planes in the pits for 80mph combat at the Portland meet. FL photo

and trophies was headed north to Canuckville and 60-cent dollars.

Les Aviateurs formidables, Chris and James, Keith, Mike and Mel all took trophies home, striking fear into even "Warrior Class" opponents. Even one "Paul Walker" (World Stunt Champ Etc.) was seen to be unsettled and engaged in an unexpected bout of tree combat with his "stunt-converted" combat model.

In 80mph combat the raiders from the north were bent on nothing short of total annihilation of Washington and Oregon's premier combat fliers. The weather was fine British contest type — drizzle, rain, and a few dry spells between showers to get everyone excited.

There were 11 entries in 80mph combat. CD "Fast Gary Harris" elected to go with double-elimination format due to the numbers, the soggy conditions, and rumors that the stunt wusses wanted to go home early. Bob Huber, Jim Green, John Thompson, Bob Smith, Mel Lyne, Dick Salter, Buzz Wilson, Jeff Rein, Tom Strom and Chuck and Charlie Matheny were all pumped for the season opener. Matches varied between fast, wild exchanges with some midairs, and some solo wins with one flier having technical trouble, usually with the fly-away shutoff. The fliers with well-tested equipment consistently got up to dogfight.

In round 1, Charlie and Jim were jammed up in a good line tangle, pretty much out of control, waiting for the double dork, when, out of the blue, Charlie killed Jim. That's combat! In round 2 Bob Smith and Buzz had a wild intersection-style

match going when it ended in a solid midair, Buzz getting it on air time. John and Mel had a good close-pursuit match going, in and out of line tangles, lots of exchanges, Mel finally getting the kill. Yes Bernice, with both pilots co-operating you can fly out of the tangles. Jeff Rein and Bob Huber had a long entertaining match with Jeff getting 3 cuts for the win.

Round 3 was Jeff over Chuck and Mel over Charlie with both Methenys having technical problems. Tom, flying very convincingly, scored another quick kill, this time on Bob Huber. Tom's O.S. Max/Granderdog performing very well. Dick and Buzz ended their joust in a "crunching" mid-air. Round 4 had Tom with a quick kill over Jeff in a short match, Dick getting a solo win over Chuck, and Mel getting a kill on Buzz after an interesting midair where Buzz' motor stopped, then started up again. Round 5 saw Jeff and Mel in a good close match, but a wet streamer on Jeff's lines caused a crash, and the weaker Stels model couldn't be repaired in time, so Mel took the win.

The final had Tom and Mel in a classic duel. Mel got 2 cuts but missed the knot. The wet conditions had Tom's streamer bits hanging on Mel's model making it tough to see what was there. Finally Tom had the Kill, Mel's tail got whacked and the shutoff worked as the model headed across the circle. Tom did such a good job of plundering the opposition he just may have the title of "Honorary Northern Alien" bestowed upon him. (We just gotta draft anyone that good!). Tom, of course, has full bragging rights as "The Most Deadly Combat Flier" until the next contest.

There were no flyaways, shutoffs working as they should. A nice, fairly relaxed contest with slippery wet conditions making flying a little tricky. Many thanks to Gary Harris and his crew of Dave Baxter, John Anderson, John Thompson, Bill Darkow and Tom Strom for keeping things running along in spite of the wet.

Final Results are on Page 7.

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

Preview: Mel has noted an upsurge of interest in 1/2-A combat and has an upcoming column on the topic. He is working on a proposal to develop a Tee-Dee only event, and also is examining the advisability of extending line length to 42 feet. Send Mel your thoughts about 1/2-a combat at his e-mail address above.

Second Annual

*** C.O.L.D. Stunt Contest ***

JULY 21st & 22nd, 2001

Sponsored by:

THE FIELD OF DREAMS R/C CLUB at
HIGH DESERT SPORTS COMPLEX
In REDMOND, OREGON

Saturday, July 21st Old Time Stunt 9:00 AM-Noon,
Classic Stunt 1:00-5:00 PM
Entry Fee: \$10.00 for one event, \$15.00 for both

Sunday, July 22nd Four PAMPA Stunt Classes
Entry Fee: \$ 15.00 Includes BBQ Lunch
Official Flights begin at 9:00 a.m. both days
Prizes through third place for all events

On-site camping available.
Contest Director: Nils Norling
For additional information contact Nils Norling (541) 546-9132
E-mail: hogrider@palmain.com

Field is located east off Hwy 97. Turn east at the blue hospital sign at North end of Redmond. Go one block to 'T', turn left on Canal Blvd. First right over bridge, follow signs to Negus Transfer Station. Turn left into the High Desert Sports Complex, gate to field located at rear of parking lot.

Motels:

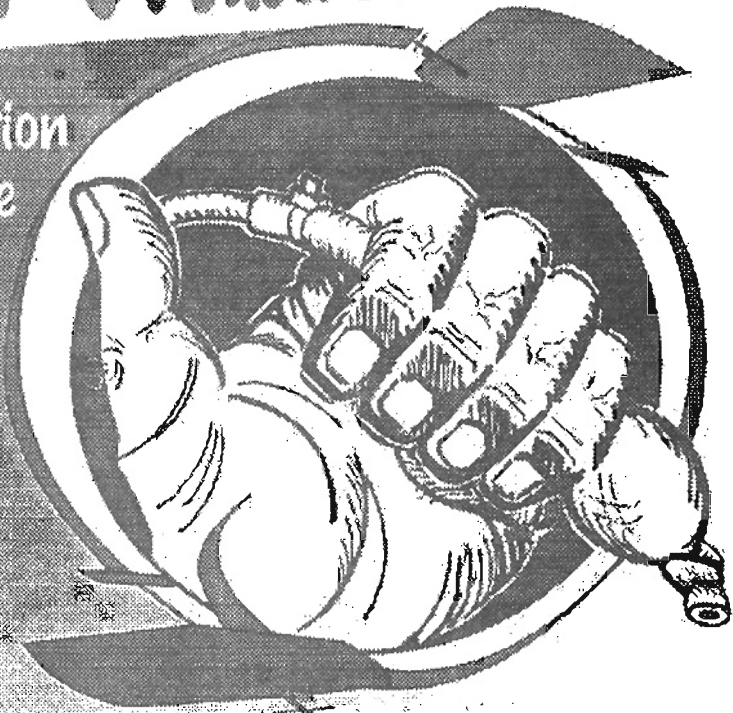
Redmond Inn Motel
1-800-833-3259

Hub Motel & Restaurant
1-800-7-THEHUB

Bladder Grabber

Triple-Elimination
Model Airplane
Combat
Tournament

Over 16,000
air merchandise
and cash!



June 23-24, 2001, Harvey Field, Snohomish, WA

Prizes include \$5,000 worth of home theater components donated by Bob Carver.

\$1000 in cash pending level of entry

Entry fee is \$50. AMA membership is required and is available when you enter the contest.

Pilot's meeting at the field at 9:00 a.m. Flying begins at 9:30 a.m.

It is illegal (big fines) to carry fuel on airplanes.

Ship fuel and planes by UPS to:

Jeff Rein, CP

14326 102nd Ave. N.E.

Bothell WA 98011

Phone: (425) 823-8053

Allow two weeks for delivery. Models flown in the Bladder Grabber must be equipped with working fuel shutoffs. For further information call Jeffrey Rein, CP, at (425) 823-8053

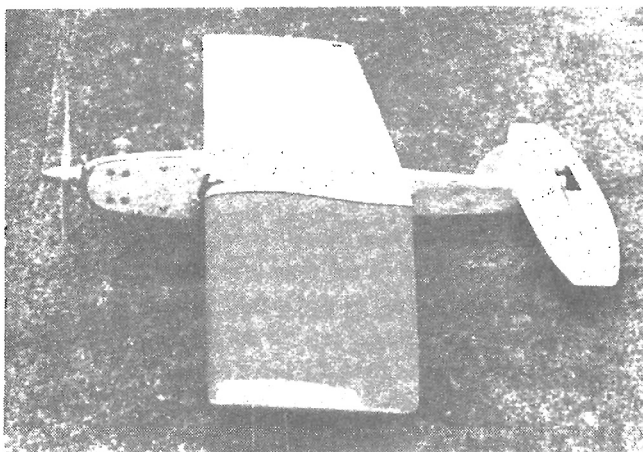
NW SUPER SPORT Ringmaster

by Mike Hazel

Not too many racing contests ago, my team partner John Thompson and I had a little mishap during a pit stop. It seems that the "Killer" (our legendary long-lived and very well traveled SS racing craft), suffered a "fuselageous bendous" during a fast catch. No problemo, we have the technology and know-how to effect repairs before the next heat race. One of us grasps the fuselage and moves it into it's original position, while the other one of us squints and grunts approval for application of CA glue. The glue quickly sets and we are ready to race, except for the fact that the controls don't move. Oh, did I mention the fact that this plane had internal controls? Oops!

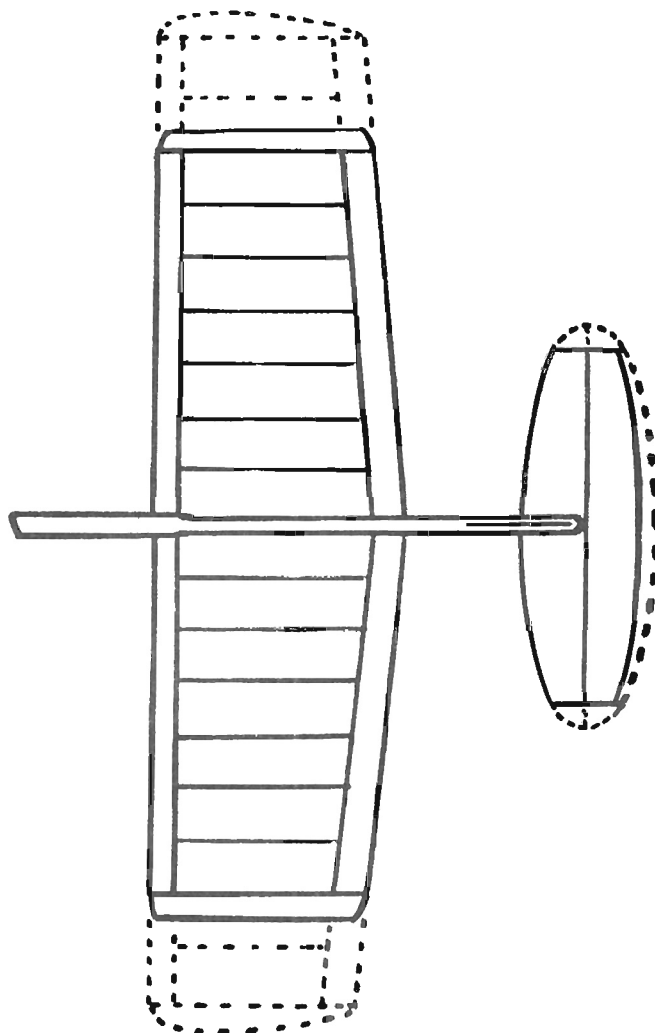
Well, the repair could have gone OK, as we had done this once before. But this time the glue went where it should not have. The "Killer" has been around the block a few times (JT long ago estimated that the plane had an actual 2500+ miles of racing accumulated). We decided on the spot that the plane would be retired and further attempt at repair would be made.

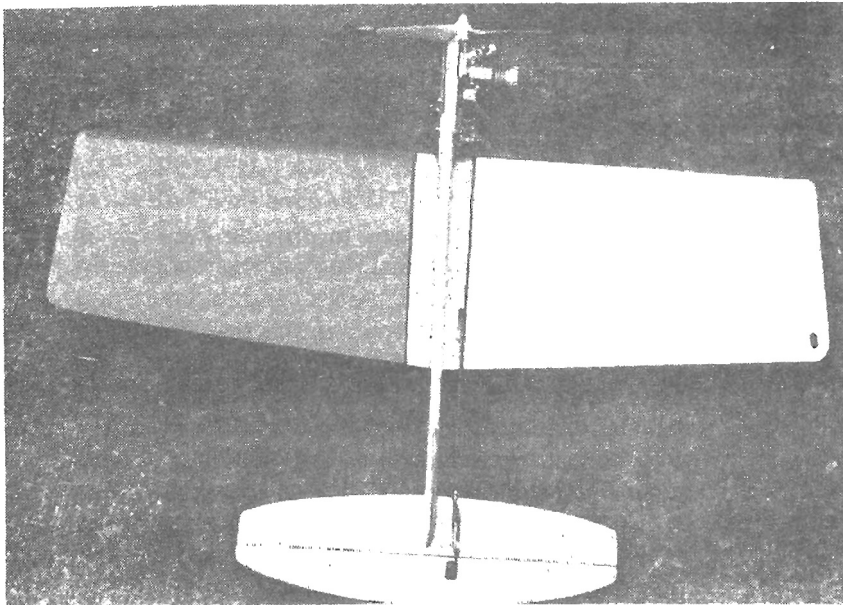
Now that brings us to the subject of this article. The next meet was coming up, and we needed a plane. I did not have the time to make another super-duper airframe, so figured something simple and quick to build and race is lots better than nothing to race! There was an old S-1 Ringmaster on the kit shelf just screaming to get out of the box, so I sez why not? After all, we have used many for Fox 35 Sport Race. Since the Super Sport class does not require a kit design, only specific minimums, I would use the kit as a base and modify as desired.



Nothing radical was done with the kit, and in fact I wanted to see if one could make the Ringmaster into a competitive airframe without substituting lots of parts. As it turned out, the only significant piece that I added to the kit wood, was the addition of a 1/16 inch plywood doubler on the inboard side. This was in addition to the existing doubler. This strengthened the front end, plus cleaned up the open engine cut-out hole.

Naturally the wing was clipped, since only 300 squares are required. This cuts down on some frontal area, eliminates some weight, but most importantly, helps make the plane fly like a racer instead of a stunter. The last two rib bays were eliminated, and one inch wide balsa stock was added for the tips to bring the wing up to the spec. area.





Speaking of wing specs, resist all temptation to thin the wing. It's already thin enough, considering the covering sag between ribs. By the way, this old S-1 version kit is better for racing than the newer version with sheeted leading edge. That old big solid leading edge is just better for racing, plenty strong!

Other "trimmings" can be clearly seen in the sketches. Also note that the horizontal stab assembly was relocated from the top of the fuselage.

Other details: Since the engine cutout hole was eliminated, a filler block was put into the nose section and relieved for the engine crankcase. This stiffens the front end a bit. Aluminum pads were fabricated to put under the K&B 40 engine lugs. Plenty of room for a tank, in this case an old Veco profile style with fast fill added and extra vent soldered closed.

The landing gear is a stout 5/32 wire, bolted onto the inboard side with gear clips. The fuel shutoff is bolted onto the back of the engine, and is easy to make.

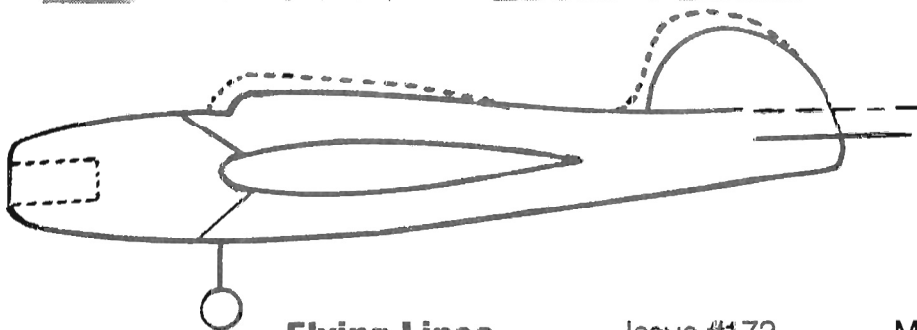
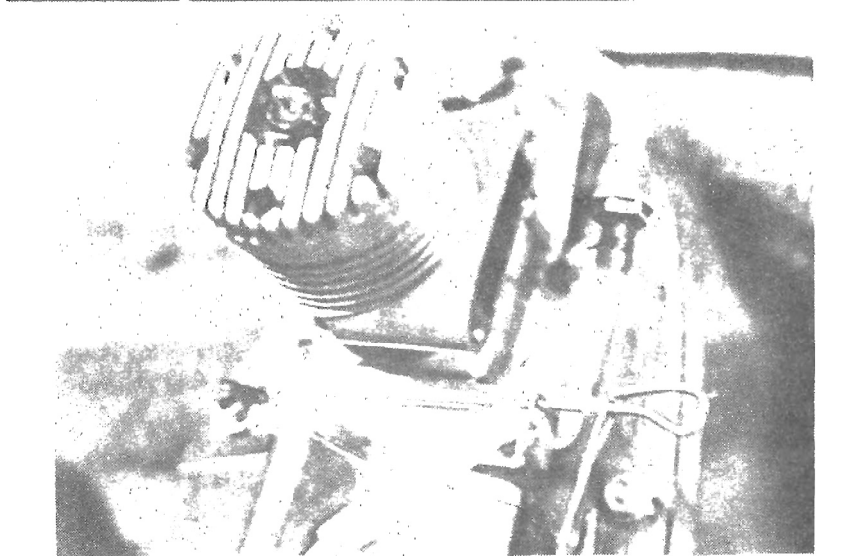
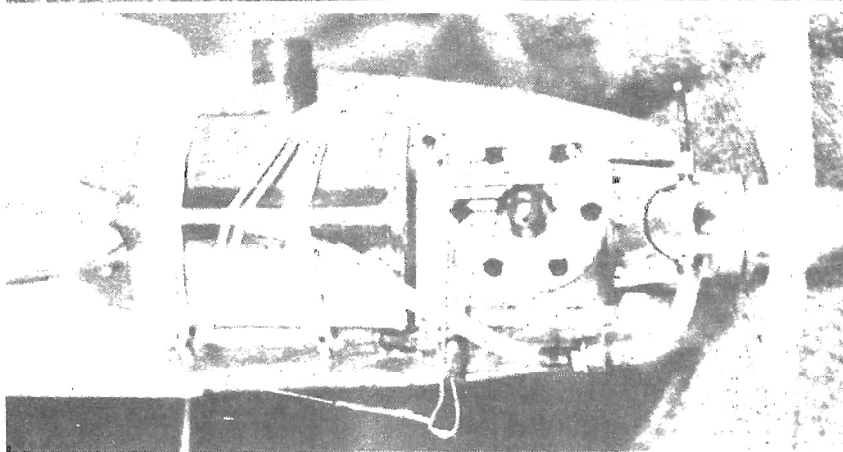
This plane weighs in at 31 ounces ready to fly, which isn't bad for a racer and also includes a little bit of lead in the tail. (we came out nose heavy)

Prop used on this plane is the author's own Super Zoot 9 x 7, trimmed to 8-1/4 inch diameter. Typical airspeed is 95 mph, and that's with a completely stock engine.

This plane is not very zoot-looking, but was quick to build and got us back in the air. And despite the fact that it's not as clean as a purpose-built SS, I don't think we are giving away much speed.

The NW SUPER SPORT RACE event is great fun, and if you have been considering some racing flying, take a good look at this class. As you can see, the planes don't have to be real trick, and this is a nice airspeed to race at.

Rules were published in the last issue of FL, so refer back there for specific details. Just remember that if you have a sport style K&B 40 and a kit similar to this project, you can go racing! Hope to see you on the racing circle!



Stuka Stunt Magnum .53

unofficial test report

By Pat Johnston

Last summer I bought a Magnum 53 as modified by Leonard Neumann of the Stuka Stunt Team fame. After discussing it with Bill Hummel, he recommended that I should do a bit of a write up on it to get the information out to others. Good plan! This is definitely not an in-depth report from an engine person like Derek Picard, but rather my impressions and personal experience in using this engine. Perhaps someone can provide a more complete article in the future.

My impression is that the exterior casting is well done with good attention to detail. To start with the good part, this .53 cubic inch engine weighs 10.7 ounces. This is a most excellent weight for an ABC engine with ball bearings that puts out the power of a 60. The muffler is attached with long capscrews through full-length muffler lugs. This insures that the case cannot be distorted. Some engines that use abbreviated muffler lugs (as example the pre-50th year Fox 35) can have a tendency to distort the case enough to put the piston and sleeve in a slight bind. After experiencing this sort of problem I am happy to pay the extra price of a gram or two to have full-length muffler lugs. Leonard offers both a tube and a tongue muffler. The crankshaft is the customary 1/4" size as used on most all stunt engines. The only complaint is that the engine mounting holes are drilled out to accommodate #8 size screws. Cutting short lengths of 5/32" brass tubing for bushings will fill these oversized holes. JB Weld or another substitute can be used to install these permanently. The engine width between the motor mount beams measures 1.35". This is about a tenth of an inch narrower than the ST60.

Leonard sets up the venturi and NVA. He produces a nylon "true" venturi measured at .177" diameter. The NVA is mounted in the hole normally used for the carburetor hold down. This places the needle back further from the prop, making it very user-friendly. He then checks all dimensions to insure that they are within specs. The boost port is plugged to increase the flow velocity through two bypass ports. This is especially important for stunt pilots since we do not operate our engines at the same RPM originally in-

tended for this engine.

I installed the 53 in my new plane called the *Epiphany*. This is a 713-square-inch, elliptical winged machine designed to provide the look of the classic era. The classic look of the design conceals modern moments, areas, and a takedown wing. For anyone interested in this one, I have the plans ready to go. Feel free to get in touch. The *Epiphany* came out at 58 ounces with the 53 and heavier tube muffler. The tongue muffler produces a bit more power. However, the tube muffler with a silicone extension installed produces such a nice soft noise level that I really like running it this way. Either way, the C.G. can be altered a small amount with a muffler change. This complete engine and airplane package does not suffer from a lack of power.

The initial flights were flown with a stock, balanced, but not cleaned up Rev-Up 13x6. I use plain old Power Master 5% fuel with 8 ounces of castor added in. The Rev-Up is the "gold standard" of props for the ST60 and other engines to compare performance. The ST turns this prop on 70' lines at 5.2 seconds in its normal tune for a stunt run. We started out the .53 running rich and the initial flight on both the plane and engine was at 5.6 second laps. Things felt comfortable, so the full pattern was performed. On following flights, the needle was leaned out till it was producing 5.2 second laps. The .53 is the easiest engine to tune that I have ever used. It allows the flier to adjust the speed of the plane by tuning the needle valve. The engine responds well without a significant change in fuel consumption. Leonard's well chosen .177" venturi is no doubt to "blame" for this. In the several outings flying this plane, I have not had a run that I have not been able to fly the whole pattern. This translates to more flying, and less dithering.

The next prop was taken off my Double Star 60 Lite that is powering my *Bearcat*. This prop is a BY&O 13x6 that has been depitched to 5-1/2" and cleaned up. The DS60 turns this in the 5.2 to 5.4 second lap range. The 53 powers this one handily at 5.2 seconds. I have settled on this prop as a great choice all around. The last prop that I tried was made from a 14 inch club. It was resized to 13 3/8" and pitched at 5-1/2". The blade shape is the same as the BY&O, just pushed out to get the larger diameter. The .53 didn't seem to notice any difference and just kept producing great stunt runs. Fuel consumption is 5 ounces for the pattern, which

included a very comfortable 10 to 15 laps to spare at the end.

In conclusion, this engine produces power as identical to the ST60 as one could wish. With an apparent lower vibration level, an ounce and a half lighter in weight and a reasonable \$150 price tag, the Magnum .53 from Leonard Neumann is my choice for a .60 sized stunt engine.

NOW THE BAD NEWS! The Magnum .53 has been discontinued. Dang it! Just when we get a good one, this seems to happen. But ...

THE GOOD NEWS! There is an engine called the ASP .53 that is a functional clone of the Magnum .53 and Leonard is working on these as I write. The indication is that this is the same engine with a different label. So we are back in business. I am what is called "guardedly optimistic."

The bottom line here is that the 53 performs like a .60 in the package of a .45. Please refer to the Stuka Stunt advertisements in this magazine for more information if you are interested in any of the fine products Leonard has available. Thank you for supporting those who support our hobby.

Pat Johnston can be contacted at PJohnston@idahopower.com

Just for the **FUN** *of it!*

By Bill Darkow

There's No Business Like Show Business

When you fly as part of a control-line show team, you have entered the world of entertainment. It's different from fun-flying for your own enjoyment or to impress your colleagues. You're now trying to put on a show that will impress the spectators — most of whom have never seen a CL model perform — with what a great sport CL modeling is and how much fun and thrilling it can be. The circle is your stage. The models are your props. You're in show biz!

I like to think of show team flying as guided by four Elements: (1) Entertainment, (2) Education, (3) Enlistment and (4) Enjoyment.

Entertainment is basic. Without that element, there is no show. It's just some people flying model airplanes and some other people watching

them. Your "routine" — the models you fly and the way you fly them — should be determined by their entertainment value to the spectators. We all enjoy watching someone perform a good aerobatic pattern, but what's in it for the uninformed spectators? A good public address announcer is a big help, but how much of a pattern will spectators watch before walking away? Types of models can make a difference — a sleek PA plane, a biplane, a flying wing, etc. can boost entertainment values.

I'm sure you can come up with all kinds of acts that have high entertainment values but remember, someone has to perform them. That's why it's called a show TEAM. Team Manager Jim Cameron and I welcome your suggestions and will consider them to see if they can be worked into the team's routine.

Education is the information given to spectators and how it is delivered during and after each flight. Let's hope we're lucky enough to come up with a good announcer at each show. When your flight is over, it's a good idea to bring your plane over to the display table and hang around for a while to answer questions. There are usually plenty of them ranging from the frivolous to the serious. Try to treat them all with respect. Remember, most of the spectators have never met a CL'er up close and personal before.

Enlistment can be tricky. The most obvious method — put a handle in someone's hand and let them try it for themselves — usually works only with the kids and we are not permitted to do that at some shows. A copy of our Fireballs brochure and an invitation to attend one of our Sunday afternoon flying sessions at East Delta Park might be a good tactic. An interested spectator could be informed of our web site and, if they're willing to part with their name and address, a complimentary copy of our newsletter might be a good follow-up. Each of us should use his own favorite method of trying to recruit someone for the sport.

Enjoyment. Yours. Good show team performing is a lot of hard work, so make sure there's enough fun in it for you to make it worth your effort. We already enjoy some goodies like free admission to air shows and aviation museums, the occasional treat to a hot dog and ice cream sundae, etc. Caroline and I plan to host the now traditional season-ending barbecue at our place on Sept. 9. Talk with Jim or me if you have any ideas on how we can improve our "fun factor."

As they say in show biz — break a leg!

The Seattle Skyraiders / Jim Parsons' Memorial

STUNT-A-THON - 2001

**The 19th Annual Northwest's Premier All-Stunt Contest
June 9th and 10th, 2001**

Clover Park Technical College, Lakewood, Washington

Sponsored by the Seattle Skyraiders--- AMA Sanctioned

*Flying site is on West End of the runway, behind the School Bus parking.
Take exit 127 off I-5 @ South Tacoma Way / Hwy 512 (See Map)*

SCHEDULE

<i>SATURDAY, June 9th:</i>		<i>SUNDAY, June 10th:</i>	
10:00 am-	OLD TIME STUNT	9am - 3 pm	PRECISION AEROBATICS:
			BEGINNER / INTERMEDIATE
1:00 pm	CLASSIC STUNT		ADVANCED
			EXPERT

*ALL EVENTS ARE JUNIOR - SENIOR - OPEN CLASS COMBINED
THERE WILL BE AWARDS FOR ALL JUNIORS IN ALL EVENTS*

1. Registration is from 8:00 am until start of event, or Noon, whichever is earlier.
2. St / Open: \$10.00 FOR EACH EVENT, \$15.00 MAXIMUM (US Funds)
JUNIORS FREE!
3. AMA or MAAC Membership is required of all participants and mechanics
4. AMA membership is available at registration.
5. Events are per latest PAMPA rules and AMA 1999-2001 Rule Book.....**KNOW THE RULES !!!!**
6. ALL SATURDAY EVENTS TO BE FINISHED BY 5 PM ON SATURDAY
7. SATURDAY EVENT AWARDS WILL BE PRESENTED SATURDAY BY 5:30 PM.
8. ALL SUNDAY STUNT EVENTS WILL BE FINISHED BY 3 PM ON SUNDAY.
9. AWARDS PRESENTATION WILL BEGIN AT 3:30 PM ON SUNDAY.

For Information, contact:
Howard Rush, C.D.
(425)-746-5997
e-mail: hrush@gte.net

Dave Gardner
(425) 235-5190 (days)
(425) 226-9667 (evenings)
e-mail: dgardner55@aol.com

News from the Seattle Skyraiders

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

FLYING SITE REPORT

We've had several folks express an interest in the development of a circle at Marymoor Park in Redmond, at the MARC's RC flying site. Since Jim Fuller is currently president of that club and was a founding member of the Skyraiders, he's promoting for us from that end. **Howard Rush, Preston Briggs and Jim Green** have volunteered time and money toward completion of this flying site. Howard has even volunteered to be the point man.

In spite of the potentially greater site in Kent, we need to get behind this effort to get a developed site at Marymoor. Not all of you know that there used to be THREE circles at Marymoor, and the new road went through them with the expansion of the park.

This is a fairly central location for flying, and it is an *accepted* model flying site. It would only be one circle, but it would get us exposure (hopefully favorable!) from the general public and create a common place for us to fly and invite folks to participate.

(The above was from the March Skywriter. The following is the April update. — FL ed.)

The Marymoor site is still in the works. The Kent field is still usable, with the help of the lawn mowing volunteers. The main site at Clover Park is available on weekends and soon to be available full time.

The Marymoor site, in spite of being only one potential circle, has good possibilities. As usual, some of the RC contingent don't want any of the silly circle flying at their very serious "remote control" site, but the majority of the MARCs are favorable to the option.

Mark Hansen of Portland had a very thought-provoking article on "The Problem with Racing" in a recent *Flying Lines*. It had nothing to do with too many events, obsolete engines or contest management. It cut straight to the heart of the matter, in that we really don't have enough model flyers overall to support the diversity of interests in our activity. On top of that, very few people have the time to JOINTLY practice the

racing events, which require a TEAM! He noted that we tend to have fewer new people coming into our hobby/sport than we have leaving it.

The point, well made, was that we somehow need to attract new flyers to our court, so to speak, even if they are only interested in "sport flying." RC, golf, tennis and other recreational sports survive because (among other things) they have a very large body of "recreational" participants, providing interest and backing for the competitors. A great deal of people have enough competition in their everyday lives and are not looking for more; they want recreational activities which provide interest and diversion from their hectic lives. **Bill Darkow** probably has "discovered" this truism in the promotion of fun events providing entertainment for both the participants and the spectators.

This is not to denigrate those who ARE interested in competition; the calendar shows that this interests exists. It's just that if we don't toot our own horn and get the favorable publicity, when these competitors are gone, there won't be any more. Let's not let our activity degenerate into one more video game!

IN PASSING: (so to speak)

Dave Shrum, of Roseburg, brought up a sobering thought at Expo. Some of you may not be aware of it, but we have lost a significant number of old time modelers in the past year or so. This in itself is a bit depressing, but a disturbing item in too many cases is the disposal of these folks' collection of models, kits, engines and miscellany which we all tend to collect.

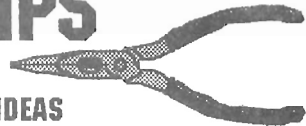
I know it's a bit like thinking about life insurance and burial plots, but have YOU thought about disposal of your wonderful collection of irreplaceable items, which a lot of people consider "junk"? Do you have any sort of organization or listing of your inventory? Does anyone have any idea of the value of it? (besides your spouse, who thinks it's too much, or your tax man who thinks it's too little?)

Seeing how surviving relatives treat the "treasures" we all have acquired over extended time should make us all take a longer look at our stuff. We all want to surround ourselves with the trappings of our hobby, but we should make plans for the appropriate disposal of it, when the time comes.

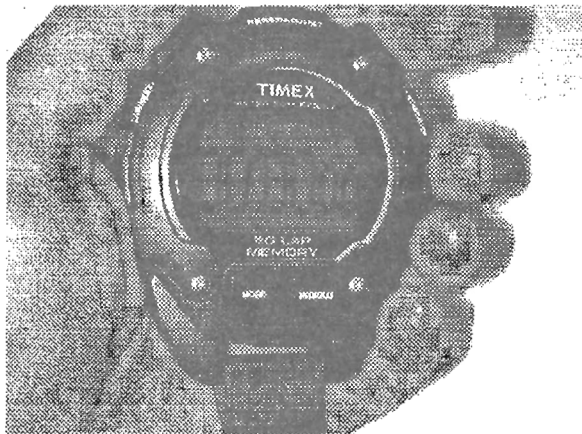
You may want certain things to go certain people or organizations; you need to say so some-

where! Maybe ahead of time, so you could have the pleasure of seeing someone else enjoy your creations or collectibles. This is not intended to be morbid, or a call to liquidate your assets. Just remember, though, that the value of our "toys" is in our eyes and our peers. When some of these generations are gone, will anyone treasure the fine craftsmanship of old engines and intricate construction the way we do? Think about it ...

SHOP TIPS



**CLEVER BUILDING IDEAS
FROM FLYING LINES READERS**



• My stopwatches having gone kaput, I went to Big 5 to get more. They have Timex stopwatches on sale for half price. I got two. They seem to have reliable input buttons, and they have really big digits, which is important to us older modelers wearing single-vision sunglasses.

On the other hand, they have too many modes and submodes, approximately the same as a 747-400 autopilot. I think it is possible to train the casual combat judge how to operate it reliably without wandering off into "average lap time" or something, so I'll take them to the Grabber.

They do some cool things. You can enter a distance, and they will calculate speed. Furthermore, they store 50 timings, so you can time and process a whole speed contest without writing anything down. They are about the size of an Egg McMuffin, but that's not really bad for something with the computing power of a 1970 mainframe.

If you are interested in getting one of these

stopwatches, I recommend the "50-lap" model. That way, should I need to borrow yours, I will know how to operate it. I can't see getting type-rated on more than one model.

— Howard Rush

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

Get well soon!

Best wishes from all the *Flying Lines* staff and readers to a couple of modelers under the weather ...

• **Frank Boden**, at this writing on May 1, 2001, is in the intensive care unit at Royal Columbian Hospital in New Westminster, B.C. Two days ago, Frank took a very bad fall and ended up with a fractured skull. Today he was upgraded to serious, but stable, condition, and hopefully by the time this is published he will be back home.

Frank, of course, is very well known in the Northwest Combat circles. A couple of weeks ago was out flying a carrier model with great success.

We all wish him a speedy recovery and hope to see him out flying again very soon.

— Bruce Duncan

• **Mel Marcum** suffered a mild heart attack in April and doctors performed a quadruple bypass operation. He is doing well and expected to be out flying again soon.

Mel is a longtime member and officer of the Eugene Prop Spinners and one of the key behind-the-scenes workers at the Northwest Regionals.

Get well wishes to Mel from everyone!

Don't get lonesome!

You don't want to miss an issue of *Flying Lines*! How could you ever live it down? People will talk. You'll be out of the loop. Renew now and avoid the heartache and embarrassment!

This issue is the last issue for the following subscribers:

Don Chandler, Jeff Cleaver, Eugene Toy & Hobby, Bruce Hunt, Richard Kulaas, John Leidle, Fred Margarido, Don McClave, Jack Pitcher, Ron Salo, Rory Tennison, Buzz Wilson.

FLYING LINES BACK ISSUE ORDER FORM

Listed below are the FLYING LINES issues that are still available. Here's your chance to complete your newsletter library. Most all issues include technical information, and certainly a nostalgic look back at past NW events and affairs. The issues are listed by issue number and date. Circle, or underline the issues you wish to receive.

The price: Just \$2 for three issues, or \$6 for ten issues.

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