

Flying Lines

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Regionals rescued?

Hope's eternal spring seems to be justified. In this case, it's hope for a Northwest Regionals in 2002. Understand that things are *far, far* from being settled, and *everyone* with an interest in seeing the Regionals continue will be called on to help. Nevertheless, this note came to us in July from **Regionals Contest Director Craig Bartlett**. We thought you'd like to know ...

I attended a meeting of the Albany, Ore., Airport Board ... and was well received for a possible Regionals there May 2002. The City of Albany Director of Public Works was there, and directed me to other officials for logistics, etc.

The Albany site is similar to the Roseburg in layout, with proximity to freeway, and may have several advantages over even the excellent Roseburg facility. It is 200' x 700' (enough for four circles) of unencumbered asphalt with fewer tie-downs, draingrates, etc. It is flatter, there are no concrete pads and no taxiway adjacent.

We would be able to use the 1,600-square-foot main hangar and another smaller hangar. Three or four mowed grass circles available. Possibility for a floatpond is being investigated with enthusiasm by Dan Miltenberger, a local Av-minded who is fast becoming the Albany equivalent of a Dave Shrum(!).

Parking and access to our flight lines greatly improved (no cyclone fence to hike around!). Plenty of grass parking next to the flight lines for RVs, trailers, tents etc. no problem. Nearby hotels (four) and restaurants, an RV park, town nearby.

They await our formal letter of request to City of Albany, which will be forthcoming from me unless I hear of another offer that exceeds this one. Hard to beat from where I sit. We will have to be a more self-sufficient operation than before, but that can be discussed at a later date.



Summer fun-flies are a great way to bring out new CL fliers. Nathan Grabotin and his dad, Al, participated in Salem's Lucky Hand Fun fly. Nathan flew an Akromaster and Al a Flying Fool. *FL photo*

Let's sing our heroes!

Everybody in this hobby knows of somebody whose contribution soars above the rest of us. A flier who helps others above the call of duty. A tireless contest worker. A builder or flier whose work inspires us to greater accomplishments.

Here's a chance to give some special recognition to such inspiring fellow hobbyists. We'd like to start a new regular *FL* feature, in which Northwest fliers write an article about someone whose performance and service to the hobby are inspiring. Submit yours to *Flying Lines*, and give someone credit where it's due!

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Round & Round

The Control-Line
modeler at large

By John Thompson

Modeling thought for the month:

"When your neighbor's house is afire, your own property is at stake."

— Horace

Critical mass ...

The model airplane hobby is both a solitary pursuit and a social activity.

There are the long hours in the workshop, gluing, sanding, painting, adjusting, tinkering. And then there are the days at the flying field in the company with fellow enthusiasts, flying our models and enjoying the banter and exchange ideas.

But things can get out of balance when one shows up at the club field and finds himself alone with nobody to banter with except Mr. Stooze. Then the flying, too, is a solitary, and sometimes lonely, pursuit.

I had time to think about this twice recently: Once while droning around the grass circle at our Eugene field on the lawn mower, the only thing I had with me that could be operated without a launcher (Mr. Stooze having taken the day off and stayed home). The second time was a week later while I was droning through the stunt pattern at the Lucky Hand fun fly (I do a lot of my thinking during the stunt pattern).

I came to a conclusion: Flying with others is more fun than flying alone.

I extend this conclusion another step: Flying with modelers who fly other kinds of airplanes is more fun than just flying with the same old guys flying the same old things.

Events like the Lucky Hand Fun Fly in Salem are the excellent counterbalance to the CL competition fraternity's tendency to compartmentalize and fragment. It brings together all kinds of fliers: stunt fliers, combat fliers, racers, speed fliers, and the other kind of SSFs: strictly sport fliers. This was the second LHFF I have attended and I have to say that, for the second time, it may have been the most fun I have had at a modeling event during the year.

I flew my stunt plane, two or three 1/2-A com-

bat planes, one of Gary Harris's slow combat planes and even Mike Hazel's ZZ Propless jet sport plane. I watched Scott Riese put in excellent stunt flights on his old Cardinal, enjoyed Cecil Mead's old-time stunters chugging around the sky, and met several new fliers having a ball just keeping airborne such retro-treats as an Akromaster and a Flying Fool. Even Regionals CD, the phantom speed flier, Craig Bartlett, got his lucky hand with several flights on some 1/2-A trainers he brought.

It had me remembering the old days of my modeling, when clubs I was a member of would show up every Sunday with a wide variety of oddball planes, fly 'em all and have a great time doing it. It kept us coming back for more.

I think that part of the reason we struggle to keep CL activity going around the region and the nation over long periods is that we spend too much time off on our own flying just stunt, just combat, just racing, etc. Different days, different circles, different flying buddies. I've said it before: We're not a big enough group to divide up into cliques.

We need to recognize the value of our fellow modelers. Though we may enjoy our particular specialty, we need to support the activities of others and be willing to fly with our fellow modelers, launch their planes, help run their contests, and show up at the flying field on weekends just for the sheer joy of being around other modelers.

There are plenty of examples of fliers who live by this philosophy: The Bladder Grabber, with several prominent stunt fliers counting cuts, is only one example. They set an example for all of us — as did all those who showed up in Salem for no reason other than to spend a Saturday flying with some other modelers.

If there's a moral to this story, it's a simple one: We all get more out of this hobby if we fly together. As a hobby, to paraphrase a Revolutionary idea: United we fly — and divided we crash.

So, if you hear of a flying activity planned near you, dust off the planes and take 'em out. If the guy who needs a launch is not flying your usual type of plane, help him out anyway. Heck, if nothing else, just go flying. Even two guys can have fun together, even if they're from other side of the modeling tracks.

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

August 11-12

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

Edmonton, Alberta, Stunt contest: Bruce Perry, regular Regionals stunt flier, invites Northwest fliers to make the trek to Canada for Aerobatics. Site: Wagner High School, 6310 Wagner Road, Edmonton. Saturday: Classic Stunt and evening barbecue. Sunday: Precision Aerobatics. For info, call (780) 478-0429 or e-mail bruce@magicbus.ca

August 12

Tailhook 2001, Clover Park Technical College, 4500 Steilacoom Blvd, Lakewood, Wash. All carrier events will be flown, plus a Golden Age Biplane event for carrier biplanes from the 1920s and '30s. Info: Mike Potter at Skyshark58@cs.com.

August 25-26

Fifth Annual WOLF Summer Meet, Bill Riegel Field, Salem, Ore. Saturday: Mouse Race I, Mouse Race II, AMA Goodyear, Northwest Super Sport Race, Flying Clown Race, Northwest Sport Race, Classic Stunt. Sunday: Precision Aerobatics, 80mph combat. 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 8-9

Scappoose Barnstormer Tee Dee 5 Rounder Combat Challenge, BBQ, Social, Camp-over and McCoy/Fox/Tee Dee Combat Swap Meet, at Barnstormer B&B, near Scappoose Airport, Scappoose, Ore. Tee Dee clinic at 9 a.m. Saturday, Tee Dee-only 1/2-A Combat, noon Saturday until 2 p.m. Sunday. Saturday night BBQ, social and collecto-swap meet. Info: Mel Lyne at mlyne@alpha.sea-to-sky.net, or Gary Harris, (503) 324-3450.

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 6

Really Racing, Bill Riegel Field, Salem, Ore. Class I and II Mouse Race, Northwest Sport Race, Northwest Super Sport Race, Clown Race (sportsman/expert), AMA Goodyear, .21 Rat Race, Quickie Rat. Info: CD John Thompson, (541) 689-5553, e-mail JohnT4051@aol.com. **Note date and events list changes!**

October 7

Fall Follies, Bill Riegel Field, Salem, Ore. Precision Aerobatics in four PAMPA classes. Info: CD John Thompson, (541) 689-5553, e-mail JohnT4051@aol.com. **Note date change!**

Don't miss an issue!

This is the last issue for a number of *Flying Lines* subscribers. Don't let your link to the Northwest's control-line news network get broken!

Here's the "on the bubble" roster:

Loren Anderson, Mike Conner, Bill Darkow, Ted Gritzmacher, Mark Hansen, Loren Howard, Joe Just, Don McClave, Cecil Mead, Leo Mehl, Scott Riese, Jack Pitcher, Mike Potter, Jeff Rein, Dave Shrum, Edward Shunk, Wayne Spears.

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.

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.

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.

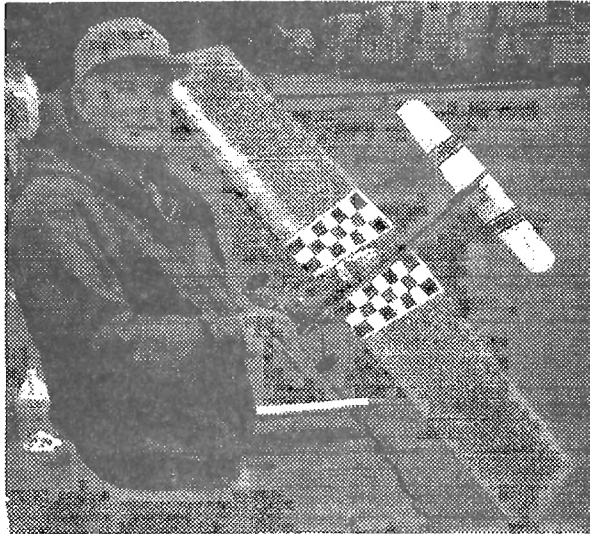
NAVY CARRIER INTEREST GROUP: Navy Carrier Society offers newsletter with technical articles, organizes national events, keeps national standings and more. Contact NCS, c/o Bill Bischoff, 2609 Harris, Garland, TX 75041. Online: President Bill Calkins at clflyer@tbcnet.com.

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



Bob Emmett with his old-time stunter at the Stuntathon in Tacoma. Howard Rush photo

Jim Parsons Memorial Stuntathon 2001

June 9-10, Tacoma, Wash.

Results provided by Howard Rush

The Northwest Skyraiders annual summer aerobatics weekend was held in blustery conditions. Judges were Paul Walker and Bob Parker

Results were as follows (Northwest standings points in parentheses):

OLD-TIME STUNT (7 entries)

1. Chris Cox, Delta, B.C. (7) 289.25
2. Keith Varley, Vancouver, B.C. (6) 287
3. Emil Kovac, Issaquah, Wash. (5) 266.5
4. Mike Conner, Pitt Meadows, B.C. (4) 256.25

CLASSIC STUNT (4 entries)

1. Chris Cox (4) 489
2. Bruce Hunt, Salem, Ore. (3) 459.5
3. Rich McConnell, Seattle, Wash. (2) 452.5
4. Don McClave, Portland, Ore. (1) 111

INTERMEDIATE PRECISION AERO. (1 entry)

1. Jim Johnson, Olympia, Wash. (1) 347.5

ADVANCED PRECISION AERO. (6 entries)

1. Randy Powell, Port Orchard, Wa. (6) 480.5
2. Keith Varley (5) 470

3. Bruce Hunt (4) 451

4. Mike Conner (3) 434

EXPERT PRECISION AEROBATICS (5 entries)

1. Jack Pitcher, Gresham, Ore. (7.5) 526

2. Chris Cox (6) 521

3. Howard Rush, Bellevue, Wash. (4.5) 516.5

4. Alan Resinger, B.C. (3) 500.5

Bladder Grabber 2001

June 23-24, Snohomish, Wash.

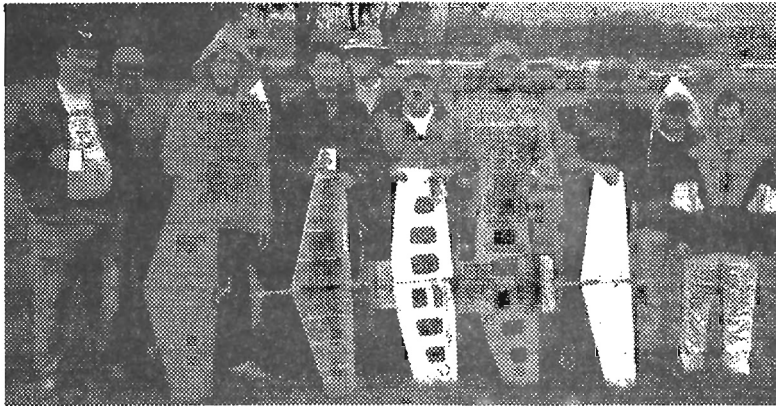
Report by Mel Lyne

Really, really, REALLY big weekend at Snohomish ... treed Willcoxes, way off in the blue Rushes, and a rarely-seen tree-climbing Salvin were just part of the fun.

It was the "Usual Suspects" ... a few Texans, big California bunch, Northwest locals, a Louisiana pair lookin' to tree some 'coons, and a return of "The Dreaded Canadian Contingent & Friends." A lot of the big guns were there, but Detroit, Utah, and Kansas (Dorothy too!) missed out on this one. Thirty-six fliers in all.

An excellently set up and run contest. Big credit goes to Contest Director Jeff Rein, whose better half, Peg, hosted a great feed, groan-over (some of us just eat way too much!), sleep-over, and great time ... Mark Hansen who ran the matches ... and all the workers, judging crew Chris and Stephen Cox, Paul Walker, Bruce Kimball, Steve ... pull tester Mike Havenick, compiler Mary Lou ... Tom Strom's in-law's who did us breakfast and lunch both days ... and to the many others who helped out with streamer making etc. and all the preparation work ... Norm McFadden of course ... Also Howard Rush and the major sponsor with the Sunfire Stereo, mister Bladder Grabber himself, Bob Carver. If I missed anyone, my apologies. GOOD JOB EVERYONE!

And so the carnage began early Saturday ... Lotsa speed, hot planes, and oodles of Checkos and Yuvenkos that really seemed to come apart easily in dorks and midairs. Northwest entries included Jim Green, Tom Strom, Dick Salter, Howard Rush, Bob Nelson, Chuck Matheny, Dave



Winners and officials at the Bladder Grabber. *Howard Rush photo*

Baxter, Cactus Mel, Jeff Rein, Max Boyd and Buzz Wilson. "Fast Gary Harris," still recuperating from an on-the-job injury, was content to pit.

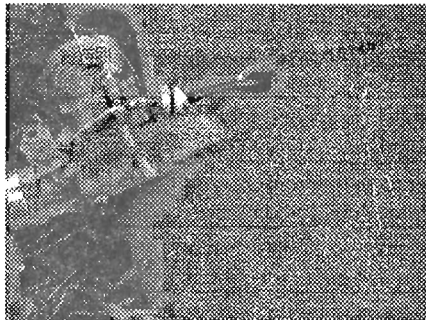
Round 1: "Laid Back Dave Baxter" had a barn-burner going against talented Greg Hill and took his whole tail off. But no kill was ruled and Dave lost a close one. "Bellcrank 'em Bob Smith" took on Don Jensen in another close one, ending with Jensen taking off Bob's tail for an airtime win. Mel got Steve Smith and again suffered the "early morning no power to brain module malfunction." Schmuck city! ... Flew right in front of him and got killed!

Duh? Jim Green looked innocent up against Bob Burch. Then the Banshee Scream of "GO GREEN" snapped Jim into action, and in no time flat he had the kill. Tom Strom took on Rich Lopez. Horn went, one lazy maneuver and in 8 seconds Tom had the Kill. Lopez, like Cactus, didn't really look awake.

Dick Salter had Darrin Albert. The horn went, you blinked, and Dick had the kill. Jeff Rein vs. Lee Liddle from Lubbock, Texas. Major line tangle and a double dork. Liddle got it on air time. The rest of the Northwesterners battled through the round. But all matches were tough. Many midairs.

Getting up first clearly was a big part of winning.

Round 2: Mel vs. Petri. A close match, used some diesel tricks, lots of low inverted trying to get on his tail at the head-on pass. But Mike's Nelson Granderdog had too much speed and Mel had to resort to intersection attacks. One badly timed one and Mike had the kill. Bob Smith used



Ultra-simple Fourmost shutoff, rigged with trip wires through the wing to prevent failure caused by airflow. *Howard Rush photo*

a new Yuvenko, had a honkin' match going against Chuck Rudner, but dorked in a tangle. Lost it on airtime. Jim, Dick and Tom surged along with convincing wins. Dave took on Russ Graves. A dead heat at the midair, and a reflly. First reflly same deal, tied again. Second reflly ... Russ just gets it.

Round 3: Several fliers were down to one life. Dave Baxter had some shutoff trouble and didn't have the best match. Bob Smith put on a good plane, but inexplicably it was way out of trim, the match ending in a whacked tail and dork. Buzz was flying well putting together some wins.

Jim Green was killing everything in sight. The Banshee wail of "GO GREEN" seemed to paralyze Jim's opponent in each match. Tom and Dick kept putting the boot to their opponents, and Rush got in some wins. Chuck and Jeff had some tough sledding in every match. No golf "Gimme's" in this shootout! Mel had a "smoker" against Stubblefield, with Mel down to the knot. Then Stubby made a mistake and Mel had the kill.

Round 4: The last round on Saturday, going to 6:20 p.m. Several flyers gone already. Jim, Tom, Dick and Buzz were all charging with strings of wins.

But so were Chuck Rudner, Lee Liddle, Greg Hill, Mike Willcox, Don Jensen, Mike Petri, both Clevelanders, both Salvins and a bunch more. The field was awesome! Mel was hanging on by one life, up against Darrin Albert who was winning a lot, but munching a lot of planes in the process. Mark Hansen had the horn up ready for the "Combat!" when Mel's "down" leadout parted from the bellcrank, sawed through by the brass bushing. Eight hundred and thirty-seven loops later the stab snagged the grass, sheared the clevis, letting the plane do a magnificent wingover

(pleasing Mr. Walker no doubt) but with no pull-out. The crater was large, almost as large as the gray cloud over Mel's head. He was out. Dragging the wreck into "The Dreaded Canadian Contingent's" pits, mutterings of "They can teach Monkeys to build better than that!" were heard. Round 4 ended with a jury decision on the Mike Willcox/Chris Jensen match, where the combat gods smiled on Mike.

Rounds 5, 6 & 7: Sunday morning. Many of us were now pitting, but Jim and Tom were 4-0, Dick still had two lives, and Buzz and Howard were hanging on. Could they stay hot for another four matches? Max Boyd had flown well on Saturday, but his injuries from a winter motorcycle accident had taken their toll, and he was unable to fly on Sunday. Lee Liddle got the bye in his match with Max. Buzz looked like he had a win over Chuck Rudner, but the rulebook reversed the decision, and Buzz was out. Dick was still hot and chewed up Pete Athens 3 cuts to 1 before the midair. Jim Green took a cut off Petri but then got killed at Mike's second launch. This was Jim's first loss. Was "GO GREEN" not paralyzing the foes today? Tom took on Steve Smith. Lots of fast action and Steve got the kill. The second loss for Tom's Foxes. Greg Hill and Mark Rudner had a hot match going and Greg got the kill, putting Mark out. Chuck Rudner and Roger Ochoa had an interesting match. Chuck was ahead when Roger's Nelson riched out. Roger hid in the grass for a couple of laps flying very low. Chuck couldn't resist the tempting streamer, and screamed in to get him. The timing was off, and the "crunch" destroyed the models. Howard and Steve Smith had a really physical match going when both planes were cut away and both shutoffs failed. Steve went east into the open field. Howard went way up to the west, then diving in hard a couple of miles away. They were both out. Tom Strom had a tough match with Petri in round 7. One cut each, a tangle and dork. Petri got it on airtime. So Tom was out in 7. Jim Green was next, the last North-wester. Up against Darrin Albert he flew his usual style, but got killed, going out in 7.

Rounds 8 to finals: Mike Willcox had earlier matches where his very high-performance foamie fantail was seen to come in on the line and shut down. The match with Mitch Cleveland, Mike's model again snapped in across the circle, but didn't shut down. It snapped the lines and headed up, but shut down as it got to the top of the

trees. Howard, on the public address system, announced that Louisiana 'coon hunting had arrived at Snohomish, and Mitch had "treed" a Willcox! Mitch took the win. A little while later John Salvin IV put on quite a display and went 70 feet up the tree and shook the model out of it. Both Mike Willcox and Lee Liddle seemed to have technical problems with their two fantails in the semifinals, and each lost. They flew off for third and fourth, and Mike won in a midair with air-time. The final was Chuck Rudner vs. Mitch Cleveland, Chuck getting the kill.

Big Sunfire stereo, cash, and tankards went to the winners, down to fifth place. \$1,000 for First. There was also another award brought by The Dreaded Canadian Contingent and Friends. A committee deliberated under a tarp in the rain to determine the recipient. The flyer had to be the best of the best. Lee Liddle and Greg Hill had tried very hard with a solid midair.

Darrin Albert had lost several models in "explosive" skewerings. And most flyers had at least one good whack. But one flyer got midaired twice in the same match. Chuck Rudner was flying him when they midaired and both went out of control. Chuck's model was doing large outside loops. His opponent was stuck doing small inside loops. After three passes Chuck's model had a bead on him, and the next pass nailed Pat Willcox right in the middle and blew him apart in a shower of foam. Hilarious to watch. So Pat Willcox as the "Bellcrankee" became the recipient of the coveted "BC Bellcranker" award.

One interesting statistic this year was the participation of five father-son teams; Willcoxes, Rudners, Jensens, Salvins and Clevelands.

Most sporting match was Bob Burch vs. Darrin Albert, where Bob had it won, but sportingly went back up again near the match's end and in a desperate Kamikaze dive into the dirt, Darrin killed Bob.

A great contest. Can't wait for next year's. See y'all there.

Results(No Northwest points scored):

1. Chuck Rudner, Los Angeles
2. Mitch Cleveland, Louisiana
3. Mike Willcox, Dallas
4. Lee Liddle, Lubbock, Texas
5. Mike Petri, Redwood City, Calif.



Vintage Diesel Combat is a regular event in B.C. This is a photo of the fliers in the May 12 event in Surrey. Mel Lyne photo

Six rounds Nostalgia Diesel Combat

June 30, Surrey, B.C., Canada

By Mel Lyne

The Canada Day long weekend kept a few flyers away, but seven guys came out in perfect sunny weather to do battle. Keith Varley and Angelo Chies ran the show with scorers Martin Winn, Ralph, Sarah, and Alex Simonds.

First-time D/Bat flyer Bob Huber was up from the Seattle area and had a great time. Won his first three matches, but then Paul Dranfield beat him in a close one.

Flying standard was pretty high with several cuts right down to the knot in most matches. All the midairs left models repairable. Mike Conner, Bob Huber, Buzz Wilson, Jeff Riechel, Paul Dranfield, Remy Dawson and Mel Lyne all got in some great matches. To keep the fliers and judges on their toes, several Ultralights took off and "buzzed" the circle before landing later. Lots of Fun! If only they'd had streamers!!

At lunch break and after the finals the beginners took over the circle with several "lawn Dart" landings. But one experienced beginner, Melissa Huber, is coming on fast. Look for her in the combat circle in the near future giving the guys a whoppin'!

After six rounds, the final was Remy Dawson against Paul Dranfield. Remy prevailed in an entertaining match 3 cuts to Paul's 2 to take first. Jeff Riechel and Mel Lyne flew off for third and fourth, with Jeff getting it 4 cuts to 3. The coveted best crash trophy went to Jeff Riechel for severely dinging his two Turncoats and finishing with his

Warlord.

Most popular plane was the Warlord, with Piranhas, Ironmongers, Turncoats, a Razor Blade and a FAI Nemesis getting workouts.

A nice relaxed contest in perfect weather with everyone getting a load of combat. What more could you want? Many thanks again to Volker Budziak and the Surrey Ultralite group for use of the great field. Thanks also to Keith and all the judges for a good job. Next contest is Sept. 22. See y'all there. Have a great summer.

Results (NW standing points in parentheses):

1. Remy Dawson (7)
2. Paul Dranfield (6)
3. Jeff Riechel (5)
4. Mel Lyne (4)

Central Oregon Lawn Darts

July 21-22, Redmond, Ore.

We used to think combat guys were tough, eating those nails and gasoline for breakfast. But now we find out that *stunt* fliers eat elk, cougar and wild pig!

Man, you can't get any tougher than that!

There we were, out there in the middle of the Oregon desert for the second annual COLD contest, with the majestic peaks of Mount Washington, Jefferson and the Three Sisters forming the scenic backdrop. No distractions (aside from the occasional RC plane drifting like a buzzard across the edge of the circle. Come to think of it, there were a few buzzards, too, but they kept their distance). Just a stunt flier, his plane and the sky, chasing the wind and the perfect stunt pattern.

Yes, chasing the wind: It's over there. Loops. Now it's over there (judges scuttle). Squares. Now it's over there (more scuttling).

And somebody kept stealing maneuvers out of the expert patterns, robbing them of dignity and pattern points. But the true champions prevailed.

Seriously, the Field of Dreams out there in the desert is a very nice flying site. The adjacent RC field provided some entertainment but no problems whatsoever. Nils Norling and his Central Oregon crew have groomed the CL circle so nicely that even stunters with tiny wheels and pants took off and landed smoothly. And they did a wonderful job with the contest — and the barbecue (did we mention the salmon, corn on the cob, etc.?)

Turnout was small but enthusiastic, and it was

worthy of note that there were four fliers in the beginner/intermediate category.

Old-Time and Classic took place on Saturday, with Don McClave sweeping both classes.

On Sunday, one highlight was Jim Welch's yellow Bearcat, a fine-flying semiscale stunter with an Impact wing. Another was Pat Johnston's semiscale P-40. Randy Powell and Bruce Hunt also had very nice looking planes on the field on Sunday. Paul Walker used his Skylark in Expert, edging out Howard Rush flying the Walker-designed Impact.

During a break in the competition, former World Champion and umpteenth-times National Champion Paul Walker gave an eye-opening demonstration. One of the beginner fliers was using the almost-ready-to-fly Ukey .35 made by J&J Sales. Paul was asked to demonstrate a pattern with it. Flying a plane he had never seen, Walker did an exhibition informally judged at 513.5. Proves that the Ukey is an excellent CL trainer that can be a stunt trainer as well.

All in all, the COLD contest was a great success that is quick becoming one of those events that stunt fliers will want to put on their "must" list.

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

OLD-TIME STUNT (2 entries)

- 1. Don McClave, Portland, Ore. (2) 310.5
- 2. Mike Conner, Pitt Meadows, B.C. (1) 266

Judges: Scott Riese, Pat Johnston

CLASSIC STUNT (5 entries)

- 1. Don McClave (5) 545.5
- 2. Pat Johnston, Meridian, Idaho (4) 520.5
- 3. Scott Riese, Portland, Ore. (3) 498.5
- 4. Bruce Hunt, Salem, Ore. (2) 482

Judges: Randy Powell, Mike Conner

BEGINNER PRECISION AERO. (3 Entries)

- 1. Mike Anderson, Bend, Ore. (3) 155
- 2. Montana Marlatt, Metolius, Ore. (2) 106
- 3. Steve Niemouth, Sun River, Ore. (1) 44

Judges: Steve Helmick, Scott Riese

INTERMEDIATE PRECISION AERO. (1 entry)

- 1. Loren Anderson, Bend, Ore. (1) 378.5

Judges: Steve Helmick, Scott Riese

ADVANCED PRECISION AERO. (5 entries)

- 1. Bruce Hunt (5) 483
- 2. Jim Welch, Caldwell, Idaho (4) 469
- 3. Mike Conner (3) 460
- 4. Nils Norling, Metolius, Ore. (2) 456

Judges: Steve Helmick, Scott Riese

EXPERT PRECISION AEROBATICS (5 entries)

- 1. Paul Walker, Kent, Wash. (7.5) 563
- 2. Howard Rush, Bellevue, Wash. (6) 546
- 3. Pat Johnston (4.5) 535.5
- 4. Scott Riese (3) 508

Judges: Bruce Hunt, John Thompson



Hot and heavy summer

Competition heats up with the weather, and with the summer contest season in full swing, many standings categories have begun to sort out.

This report represents the approximate mid-point of the competitive year, with results through the COLD contest in Central Oregon. More to come!

Contests counted to date: March 10, Richmond, B.C.; April 7, Surrey, B.C.; April 8, Salem, Ore.; April 21-22, Portland, Ore.; May 6, Richmond, B.C.; May 12, Surrey, B.C.; May 25-27, Roseburg, Ore.; June 9-10, Tacoma, Wash.; June 23-24, Snohomish, Wash.; June 30, Surrey, B.C.; July 21-22, Redmond, Ore.

Following are standings for updated events:

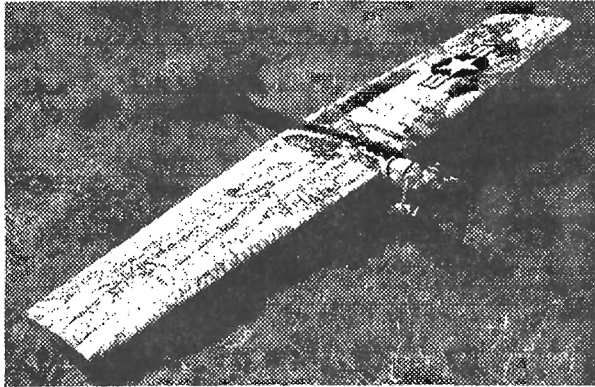
2001 STANDINGS

VINTAGE DIESEL COMBAT

- 1. Mel Lyne, Garibaldi Highlands, B.C. 20
- 2. Remy Dawson, Vancouver, B.C. 18
- 3. Jeff Riechel, Snohomish, Wash. 13
- 4. Paul Dranfield, Mission, B.C. 11
- 5. Buzz Wilson, Edmonds, Wash. 6

OVERALL COMBAT

- 1. Mel Lyne 61
- 2. Jeff Rein, Bothell, Wash. 31
- 3. Remy Dawson 18
- 4. Jeff Reichel 13
- 5. Chuck Matheny, Arlington, Wash. 12
- 6. Paul Dranfield 11
- Tom Strom, Seattle, Wash. 11
- Charlie Matheny, Arlington, Wash. 11



The U-Key is becoming a popular trainer; this one was seen at the Lucky Hand Fun Fly. Paul Walker flew a 513.5 score in a demo flight at the COLD contest with a U-Key .35. *FL photo*

9. Howard Rush, Bellevue, Wash.	9
10. Dick Salter, Seattle, Wash.	8
<u>OLD-TIME STUNT</u>	
1. Chris Cox, Delta, B.C.	29
2. Keith Varley, Vancouver, B.C.	22
3. Emil Kovac, Issaquah, Wash.	14
4. Scott Riese, Portland, Ore.	5
Mike Conner, Pitt Meadows, B.C.	5
<u>CLASSIC STUNT</u>	
1. Don McClave, Portland, Ore.	21
2. Paul Walker, Kent, Wash.	12
3. Bruce Hunt, Salem, Ore.	5
Scott Riese, Portland, Ore.	5
5. Pat Johnston, Meridian, Idaho	4
Chris Cox	4
<u>PRECISION AEROBATICS</u>	
1. Chris Cox	27
2. Paul Walker	27
3. Howard Rush	16.5
4. Dave Royer, Portland, Ore.	16
5. Jack Pitcher, Gresham, Ore.	15
Keith Varley, Vancouver, B.C.	15
<u>OVERALL STUNT</u>	
1. Chris Cox	60
2. Paul Walker	39
3. Keith Varley	37
4. Don McClave	32
5. Mike Conner	18
6. Howard Rush	16.5
7. Dave Royer	16
8. Jack Pitcher	15
9. Bruce Hunt	14
Emil Kovak	14
<u>TOP JUNIORS</u>	
1. Montana Marlatt, Metolius, Ore.	4
2. Aaron Smith, Madras, Ore.	2

3. Amanda Smith, Madras, Ore.	1
Ken Smith, Madras, Ore.	1

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.

A brief report on the AMA Nationals

By Mike Hazel

I am one of those individuals who only occasionally attend the nation's largest model contest. My first one was the 1977 Riverside, Calif., edition, with the most recent one being in Tri-Cities, Wash., in 1995, with a few in-between. Waiting until 2001 and making the trek to Muncie, Ind., was my longest "dry spell."

Having only a few days off, and wanting to take in all of the week at the AMA site, meant there was only one option: Fly out there. That was a nice change from the usual long road trip. Airline travel also restricted what I would take in the way of models to compete with. So, an all-metal take-apart Jet Speed ship goes into the suitcase, along with monoline handle and wire. Ground crew and equipment would be available at contest site.

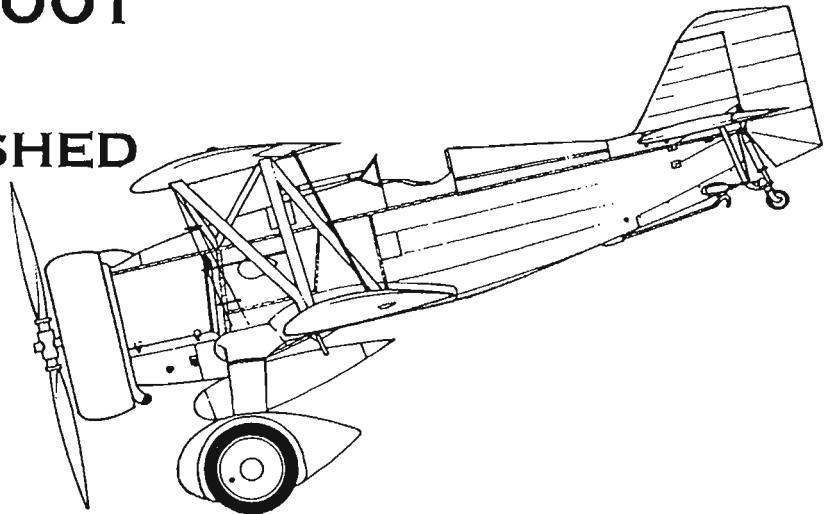
NATS REPORT Continued on Page 19

TAILHOOK 2001

AUGUST 12TH 2001

10:00 AM TO FINISHED

ALL NAVY CARRIER CONTEST
FEATURING GOLDEN AGE BI PLANES
OF THE 30'S



— 15, PROFILE, CLASS 1&2 + GOLDEN AGE BI-PLANE —

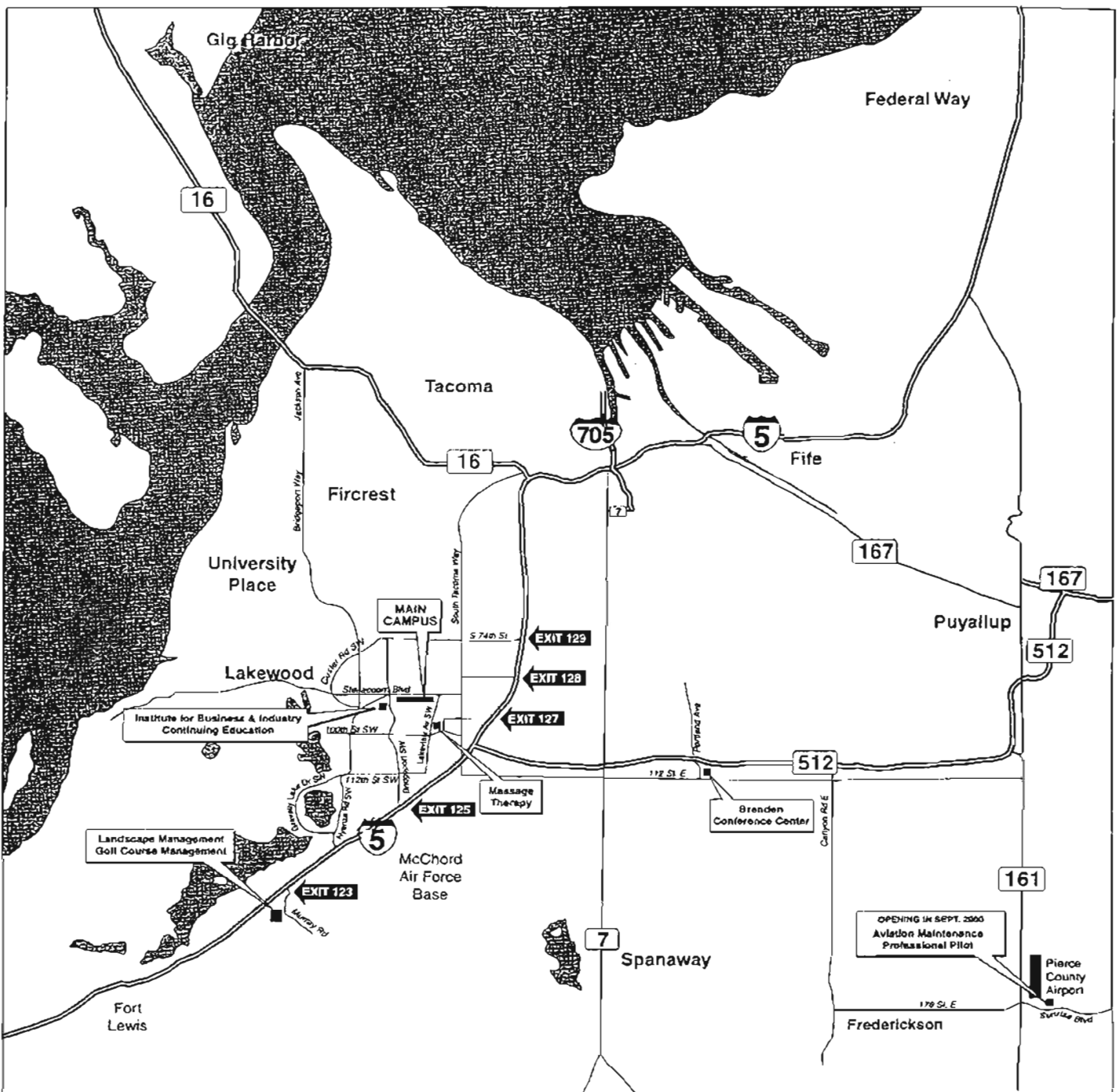
— JUNIOR-SENIOR-OPEN ALL COMBINED —

— CONTACT MIKE POTTER 253 - 941-1753 —

— SKYSHARK58@CS.COM —

**CLOVER PARK TECHNICAL COLLEGE
4500 STEILACOOM BLVD S.W.
LAKEWOOD, WA.**

see map on back



Clover Park Technical College – Main Campus

Traveling South on I-5

Take Exit 129 for 72nd Street and 84th Street
 Follow the signs for 84th Street
 Turn Left at the stoplight onto Tacoma Mall Boulevard
 Turn Right onto 84th Street
 Turn Left onto South Tacoma Way
 Turn Right onto Steilacoom Boulevard
 Turn Left into the college entrance at 4500 Steilacoom Boulevard

Traveling North on I-5

Take Exit 127 for SR 512 West
 Turn Right onto South Tacoma Way
 Turn Left onto Steilacoom Boulevard
 Turn Left into the college entrance at 4500 Steilacoom Boulevard



4500 STEILACOOM BOULEVARD S.W.
 LAKEWOOD, WASHINGTON 98499
www.cptc.ctc.edu

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

the FIFTH ANNUAL

WOLF

SUMMER CONTROL LINE CONTEST

AUGUST 25 & 26, 2001

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

AEROBATICS

RACING

COMBAT

Site: Bill Riegel Model Airpark, at the Salem Airport

SPECTATORS WELCOME!

(Please see reverse side for parking directions)



**WESTERN
OREGON
CONTROL
LINE
FLYERS**

the Fifth Annual WOLF Summer Control Line Contest
August 25 & 26, 2001 Salem, Oregon

Event List and Schedule:

SATURDAY

SUNDAY

9:00 Registration Opens	8:30 Registration Opens
9:30 MOUSE RACE CLASS II	9:00 PRECISION AEROBATICS
10:00 MOUSE RACE CLASS I (JS)(O)	flown in P.A.M.P.A. classes:
11:00 AMA SCALE RACE (GOODYEAR)	(beginner) (intermediate)
11:30 NORTHWEST SUPER SPORT RACE	(advanced) (expert)
12:00 NORTHWEST FLYING CLOWN RACE	
2:00 CLASSIC STUNT	10:00 NW 80 MPH COMBAT
3:00 NORTHWEST SPORT RACE	3:30 Awards Presentation

EVENT & SCHEDULE INFORMATION

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

OTHER IMPORTANT INFORMATION

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

COMBAT CHALLENGE 2001

SEPTEMBER 8TH & 9TH

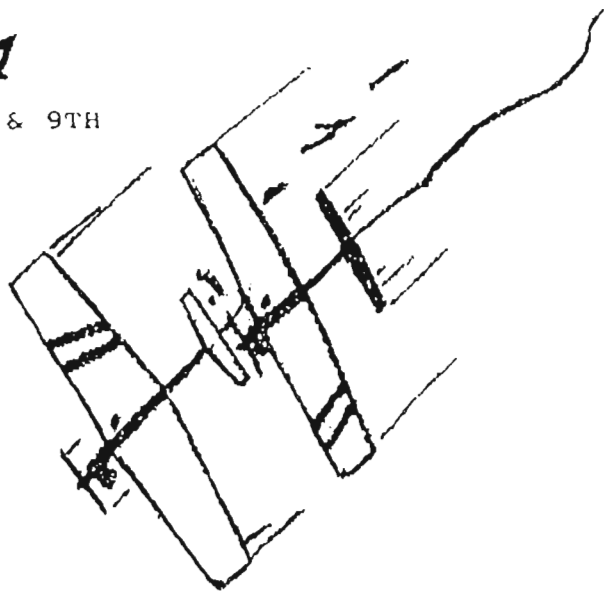
THE SCAPPOOSE BARNSTORMER COMBAT CHALLENGE
FIVE ROUNDS TEE DEE 049 35 FT LINES

Who to call

DAVE BAXTER 503-543-4152

CONTEST DIRECTOR GARY HARRIS 503-324-3450

MEL LYNE 604-898-5581



WHERE: BARNSTORMER INN B&B
53756 W LANE RD
SCAPPOOSE OR 97056

TEE DEE ENGINE CLINIC SAT MORNING
BY MEL LYNE

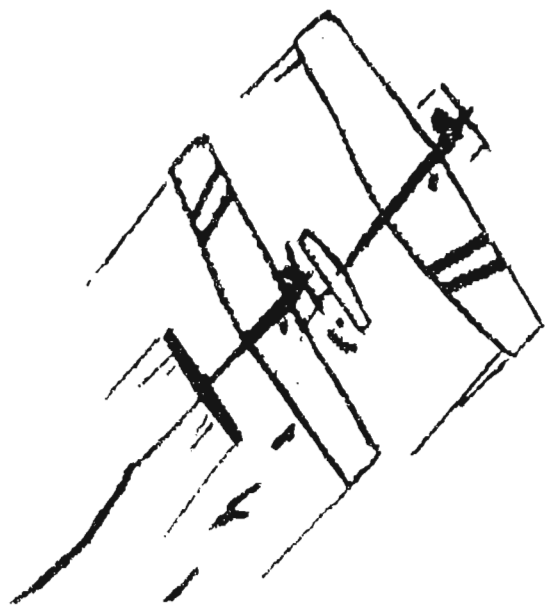
AMA CARD REQUIRED

ENTRY FEE \$10.00 ENCLUDES SAT NITE BBQ
AND SUN MORNING PANCAKE BREAKFAST

CAMPING ON SITE ROOMS BARNSTORMER INN 503-543-2740
MOTELS: ST HELENS OR 503-397-3000 VILLAGE INN 503-397-1490

PRIZES THROUGH THIRD PLACE NEW TEE DEE ENGINES
WITH A UNIQUE AWARD FOR THE TOP FLYER

COMBAT RELATED SWAP MEET ANY ITEMS ENGINES, KITS, PROPS
AIRPLANES, FUEL, FOAM CORES, PLANS, VIDEOS, AND HARDWARE



SCHEDULE OF EVENTS SATURDAY

9:00 AM TO 11:00 AM TEE DEE
ENGINE CLINIC BY MEL LYNE

12:00 NOON TO 5:00PM 1/2A COMBAT

6:00PM TO 7:00pm BBQ SOCIAL

7:30 TO 9:00PM COMBAT SWAP MEET

IN BARN

SCHEDULE OF EVENTS SUNDAY

8:30AM TO 11:00AM PANCAKE BREAKFAST

11:00AM TO 2:00PM 1/2A COMBAT

2:30PM AWARDS & DEPART

NORTH TO
RAINER, KELSO & LONGVIEW
TO ST. HELENS

TAKE WEST LANE RD

BARNSTORMER B & B
AIRPORT PARK

SCAPPOOSE
INDUSTRIAL
AIRPARK

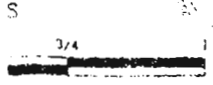
SCAPPOOSE

TAKE EAST COLUMBIA

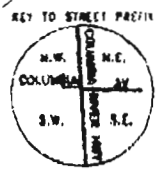
EAST COLUMBIA

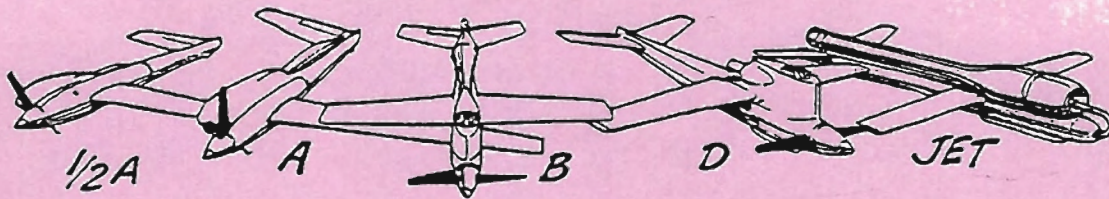
30

SOUTH TO
PORTLAND & SALEM



- 1. JAMES ST
- 2. RICHARD ST
- 3. DANNY ST
- 4. KONG ST
- 5. GARYN ST





OREGON CONTROL LINE SPEED CHAMPIONSHIPS

*SALEM, OREGON
SEPTEMBER 29 & 30, 2001*

Contest features all A.M.A. CL speed classes, plus F.A.I. & NW Sport Jet
Trophies thru second place awarded for each class

Site: Bill Riegel Model Airpark at the Salem Airport
Official flying begins at 10 AM on Saturday, and 9 AM on Sunday

A.M.A. "AA" sanction #01-1584
A.M.A. or M.A.A.C. membership required

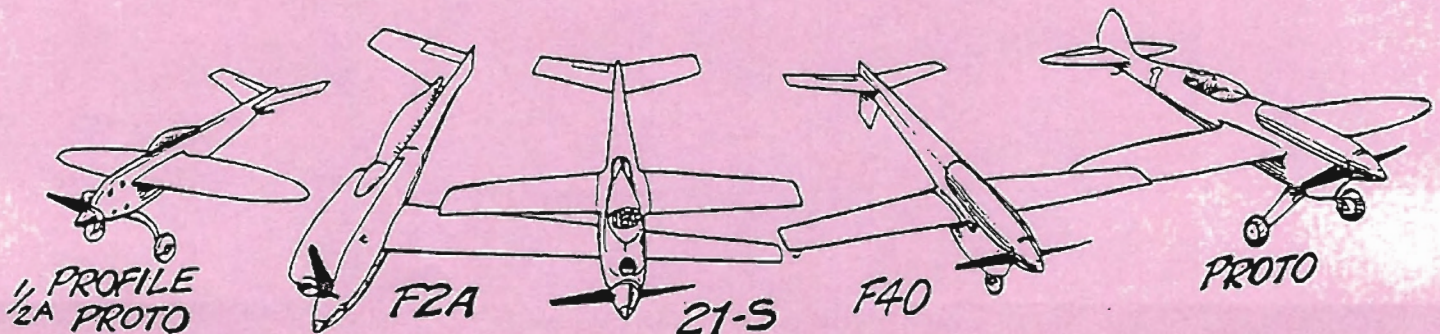
Meet is sponsored by the Western Oregon Control Line Flyers

Special Features:

"NAME IT AND CLAIM IT" Entrant makes declaration prior to official flight as to what the expected speed will be. Closest declaration wins a cash prize. Three total chances per entrant for this.

Complimentary lunch and beverages will be provided for the entrants

For additional information contact: Mike Hazel (503) 364-8593, ZZCLspeed@aol.com



Ah, fall. The cool breezes. The turning
of the leaves into a myriad bright hues,
the sweet aroma of nitromethane in the air...
Nitromethane?

Yes, it's time for the 12th annual ...

REALLY RACING!

2001

At Bill Riegel Field!

A complete day of control-line
model aviation racing, featuring:

Mouse Race Class I
Mouse Race Class II
AMA Goodyear
Quickie Rat Race
Northwest Sport Race
Northwest Super Sport Race
Flying Clown Race

Clown flown sportsman and expert classes

All events JSO combined

The details...

Date: Saturday, Oct. 6, 2000

Place: Bill Riegel Field at Salem, Ore., Airport

Prizes: Trophies through third place

Entry fees: \$7 per event, \$25 maximum

First race at 9 a.m.; events run in order listed above.

Contest Director:

John Thompson

2456 Quince St., Eugene, OR 97404

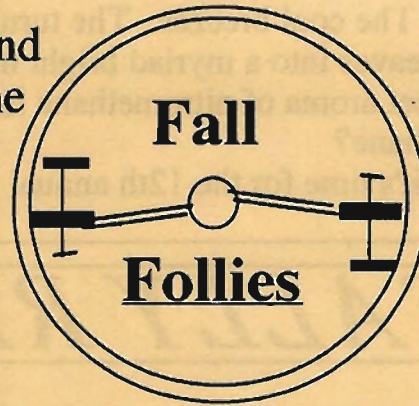
E-mail JohnT4051@aol.com

Contest sponsored by the

Western Oregon Control-Line Flyers

Academy of Model Aeronautics membership required

The Eugene Prop Spinners and
Western Oregon Control-Line
Flyers invite you to the 15th
annual Oregon ...



A pleasant autumn afternoon of
control-line competition flying
— at **Bill Riegel Field!**

The events...
starting at 9 a.m.:

Precision aerobatics

In four skill classes:

BEGINNER — Using AMA beginner pattern
INTERMEDIATE **ADVANCED**
EXPERT

The details...

Date: Sunday, Oct. 7, 2001

Place: Bill Riegel Field, at Salem, Ore., Airport

Prizes: Trophies through third place

Entry fee: \$7

Contest Director:

JohnThompson, 2456 Quince St., Eugene, OR 97404

JohnT4051@aol.com

*Contest sponsored by the
Western Oregon Control-Line Flyers*

Academy of Model Aeronautics membership required

NATS REPORT, continued from Page 10

My flight arrived in Indianapolis on Saturday evening at the tail end of a storm. The Midwest can be rather humid, and so it was. However, just a couple of days later, things dried up, the skies were clear, and it was very pleasant for the duration of the week. What a nice surprise!

Anyhow, after arriving in Indy I got my rental car and proceeded to Muncie, which took about one hour. I can't comment very much on Muncie, since I saw very little of it. My motel was on one of the main drags and I didn't venture off of that except to go to the AMA site.

Monday morning I headed out to the contest site and located the Speed and Racing area. I spent most of my week in this section, but did get over to the infamous "L-pad" where the Aerobatic competition took place. The combat flying could be seen from the Speed area, as could the RC pylon racing (man, those things are fast ... darn, missed the midair collisions, though). I missed out on getting over to the Carrier area.

The AMA site is situated on what seems to be about a kazillion acres. All of these flying areas are comfortably spread apart. The museum there is absolutely incredible --- a must-see for all modelers.

Among the Northwest CL modelers that I saw were: John Leidle, Howard Rush, Paul Walker and Todd Ryan. I also saw numerous Northwest Regionals regulars from all over the country.

It was a great week. Oh, how did I do in Jet Speed? Well, let's just say that I had fun.....

AIR MAIL

LETTERS FROM FL READERS

Thank you, Umpqua Valley Modelers and Eugene Prop Spinners for putting on the Northwest Regionals for the past six years.

Thank you, ladies, for your time and help at registration and scoring. Thank you, Dave Shrum for the great trophies and all the legwork you put into each and every meet.

Now, I have some awards to present: Sportsman of the Meet to Tom Strom and Dick Salter (S&S Racing Team). They gave Ron Howell a complete sport racer ready to go; it was so good

that it eliminated them from the final.

Ron Howell gets two awards: First, the hard luck award and second: Boy! I Didn't Kill the Guy from England Award. (Ron, both of your planes were really fast.)

The Long-Distance Award to Rick Osborn and Dave Hallas. They are from Florida. Thank you for flying with us in the Northwest.

Vic Garner gets the award for being the oldest rookie flying in (Clown) racing. (I think Vic and Leonardo da Vinci invented mouse racing.)

This is written in fun and I hope no one is offended. I had a great time this year. As you saw, everything didn't go as smooth for us as it usually does. But we'll check the videos and our equipment and be ready next year.

Please help the junior fliers --- they need equipment and support.

— Mac Ryan, Team Ryan, Pasco, Wash.

I am sad to report the sudden passing of long time Vancouver Gas Model Club member, George Moul. George, while a lifelong free-flight modeler, was always a major supporter of any VGMC activity. Over the past number of years, George, without having to be asked, always was a major supporter and timer for the VGMC's Can-Am Speed Championships.

George has been secretary-Treasurer of the VGMC for the past 10 years. Not only has George played a major role within the VGMC, he also has served in several different positions with the Model Aeronautics Association of Canada. The modelers of the Northwest have lost a longtime friend and competitor.

— Bruce Duncan, Langley, B.C.

Letters are welcomed! Communicate with other Northwest modelers by sending your letters to Flying Lines at the mail or e-mail addresses on the cover.

This just in ...

- We have received word from Charles Mackey that Control-Line Pioneer **Oba St. Clair** has been accepted into the Academy of Model Aeronautics Hall of Fame.

- Another modeling legend has departed. **George Aldrich**, designer of the Nobler, engine builder and developer of many other modeling milestones, died in July. From all Northwest modelers, condolences to his family.

FLYING LINES
2456 Quince St.
Eugene, OR 97404

FLYING LINES is produced by a staff of dedicated volunteers interested in keeping lines of communication open between Northwest region control-line model aviators. *FLYING LINES* is independent of any organization, and is made possible by the financial support of its subscribers.

The staff: Fred Cronenwett; Jim Cameron; Paul Gibeault; Mel Lyne; Chris Cox; Todd Ryan; Dave Gardner; Mike Potter; Nils Norling; Howard Rush; Alice Cotton-Royer; Dan Rutherford; Mark Hansen; Bill Darkow; John Thompson, editor; Mike Hazel, publisher.

Contributions for publication are welcomed. Any material submitted to the editor which is not for publication should be indicated as such. Duplication of contents is permissible, provided source is acknowledged.

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Rush to:

First Class Mail