

Flying Lines

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Time to bet busy!

Dou thought the contest season was about over, so you can relax, huh? Think again — Next season is almost upon us. Things to do ...

The Regionals: Time to fly or get off the runway. The Equipment needs to be removed from Roseburg, a site needs to be nailed down for 2002, jobs need to be assigned for field setup and registration, trophies, etc. If you haven't joined the effort, contact Regionals CD Craig Bartlett. Chances are, you'll be hearing from him soon anyway!

2002 contest coordination: Planning is already under way for next year's contests. It's not too early to get them into the *Flying Lines* calendar, which will assist everyone with next year's planning.

Flying Lines: Summertime issues, including this one, have been filled to bursting with contest news and results. But, as contest activity slacks off, it's time to start filling up the basket with articles for the winter: Regular event columns, technical articles, hints and tips, club news, etc. If you're a regular contributor, now's the time to turn in your next couple of columns. If you're an occasional contributor, your work is appreciated and more is invited. If you've never contributed material to *FL*, now is an excellent time to get your thoughts and expertise distributed to your fellow fliers. One thing we'd like to beef up for 2002 is our contest report narratives. Mel Lyne has done an excellent job this past year with combat reports; *FL* is inviting people to step forward to offer similar reports for other competition categories in 2002.

Deadlines: Occasionally we get questions about *FL* deadlines. Our answer is a bit vague: *FL* is published nine times a year, approximately monthly. The editor puts out a deadline note via e-mail after each issue goes to press. Any news about an upcoming event should get to *FL* headquarters no less than two months before the event,



Montana Marlatt, one of the Northwest's up-and-coming young fliers gets ready for a precision aerobatics flight at the COLD contest in Redmond, Ore., in July. Nils Norling holds. *FL* photo

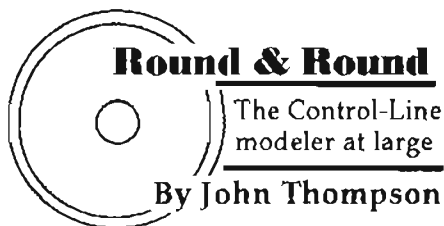
to give it a good of making the next issue. Timeless features, such as technical columns, run on a space-available basis.

Sing your heroes, show off your planes: All readers are invited to submit articles and pictures about their favorite airplane and their "unsung heroes" for two new *FL* features.

One more thing: Oh, and yes — get your planes ready for next year!

In this issue ...

• Round & Round	2
• Where the Action Is	3
• Shop Tips	3
• Flying Flea Market	4
• Contest results	5
• Standings	11
• Air Mail	12
• Speed News	13
• Stunt plane trim chart	15
• Combat Cornucopia	19
• Just for the FUN of it	19



Modeling thought for the month:
"Misery loves company."

— English proverb

Les Miserables ...

I made a grim reference the other day to my "stunt miseries" and a fellow modeler who seems not to have such miseries suggested that I should write a column about mine, as it might be instructive to others. Implied but not stated, was "others who aren't as inept as you are, knucklehead."

I'm not sure the world needs to know any more about my stunt miseries than has already been published in this space, but the above exchange got me to thinking. Control-line modeling, especially as applied to competition, has its own version of Murphy's Laws. Stunt isn't the only event that offers miseries, though perhaps they are the most perverse. OK, here are a few from my personal collection. You will have your own to suggest. Feel free to send 'em in; maybe we'll follow up with more and better ...

- A stunt plane that flies perfectly in Friday practice will develop problems in official flights on Sunday. A stunt engine will never suck up dirt, lean out and quit, on a practice flight.

- If a combat engine is going to throw a prop blade and destroy a plane, it will not happen in a test flight. It will happen as you close in for a kill on a guy flying a Voodoo and a Fox .36X.

- If a battery connector is going to break, it will happen between the second and third pit stops of a feature race. You will change the plug before you realize the problem is the battery cord.

- Mistakes in a dope finish will be made on the top side of the wing.

- A dropped tool will hit the best-looking airplane.

- Wheel collars will fall off.

- In any type of airplane, if an engine starts on the first flip 10 times in a row, replace it before the competition. You've had all your good starts.

- A high-performance engine runs best just be-

fore it breaks.

- Weather will affect engine performance. You will never really know *how* it affects engine performance — only that it is worse on contest days.

- Even you don't break a bladder in a combat plane on test flights for a year, you will break two in one match at an important contest.

- (This just in:) If you change something in the equipment on a racing plane that requires a change of procedure in pit stops, you will forget the change and blow the pit stop the first time you race the new system. Practice in advance won't help.

- Attendance at a contest is in inverse proportion to the amount of work you put in to promoting it.

- Let's hear *your* favorites!

Racing's red flag?

It had been hoped that the decision of a couple of the major contests to drop racing this year would send a message to those still interested in racing to turn out in good numbers for the remaining contests offering the category. A lack of attendance at the WOLF Summer meet in Salem — with six racing events on the schedule — suggests that racers may be voting with their feet.

There's one more chance in 2001 for Northwest racers to get in a full day of competition — the Really Racing meet in Salem on Oct. 6. If there's not a fairly heavy participation in that meet, the chances of *any* racing being scheduled in 2002 at any venue are increasingly slim. Even the most die-hard contest organizers are beginning to tire of the lack of interest. It takes work to set up a racing contest, even if nobody comes.

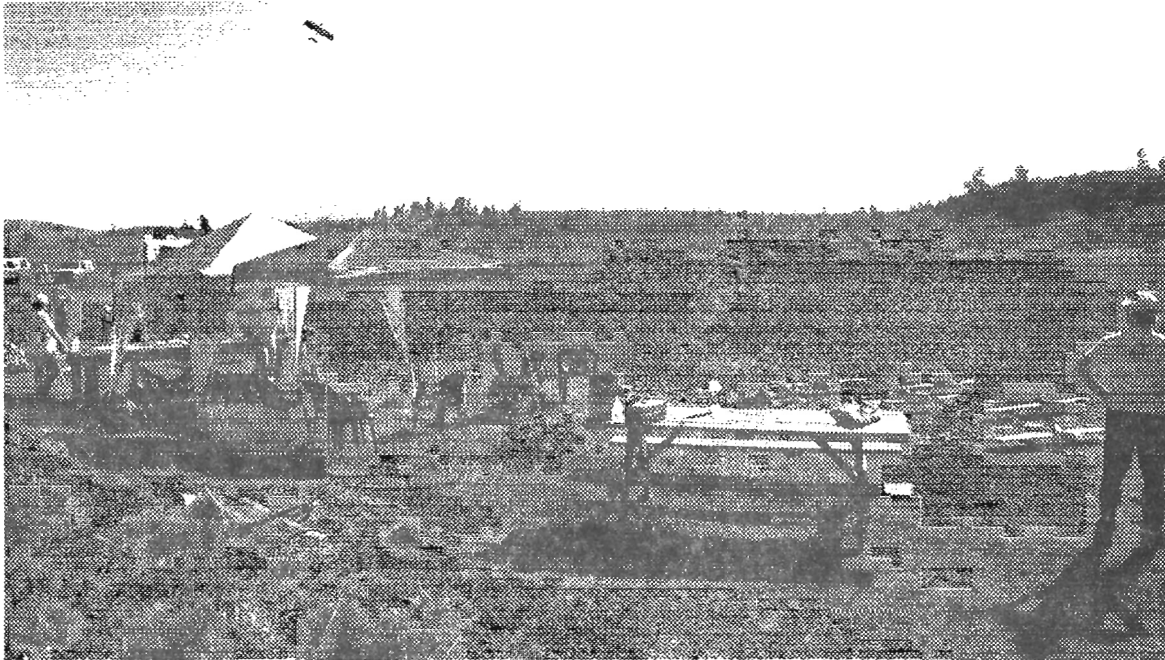
We know there are planes hanging in workshops, and lots of people who consider themselves racers. Well, are you really? If so, it's time to show up or face the likelihood that racing will not be offered on the contest schedule in the future.

I'm thinking we need to have racers sign up in an informal way — via contact with *FL*, which we will publish — for activity in 2002. If, for example, five teams said "We'll be at all the contests in 2002," it would be worth keeping racing alive. If no such interest emerges ...

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



Field of Dreams in Redmond, Ore., is the site of the annual Central Oregon Lawn Darts contest. It's a beautifully maintained grass field with picnic tables and no noisy neighbors! *FL photo*

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

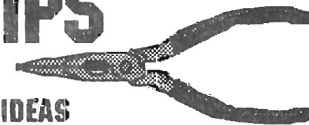
Really Racing, Bill Riegel Field, Salem, Ore. Class I and II Mouse Race, Northwest Sport Race, Northwest Super Sport Race, Clown Race (sportsman/expert), AMA Goodyear, .21 Rat Race, Quickie Rat. Info: CD John Thompson, (541) 689-5553, e-mail JohnT4051@aol.com.

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.

SHOP TIPS



CLEVER BUILDING IDEAS FROM FLYING LINES READERS

• Looking for a neat way to store line reels? CD cases work great. No not the single jeweled case, but the bulk storage units. If you work where they are constantly burning CDs ask them for the old cases. If all else fails go to an office supply house.

— Buzz Wilson

• Looking for a way to repair foam combat planes? Gorilla glue works great. If you have never used it before experiment first to learn how much it expands.

— Buzz Wilson

• Want to pop out into the workshop for just a few minutes without having to change out of your nice clothes to prevent drips of paint, dust, epoxy, etc.? Go to the paint supply aisle of your hardware store and get cheap, disposable cotton painters' coveralls, which cost about \$3. They can even stand a washing or two.

— John Thompson

Send your Shop Tips to *Flying Lines!*

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 .155 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: Norvel BIG MIG C/L, \$42.99. Norvel A25BBR AME .25 BB R/C, \$79.99. Just received: Brodak Smoothie — Call! One-only Goldberg Shoestring Stunter, \$44.99. 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 clflier@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

PAC Classic

July 27-28, Richmond, B.C.

By Chris Cox

Weather forecasts for this year's PAC Classic did not bode well for the Vancouver club and Saturday started out pretty much as predicted. Although it did not rain, the wind blew hard enough to deter the carrier deck from being set up. Northwest Sport race and Clown were held nevertheless with six hardy souls entered in each.

The highlight of the NW Sport was the model Mike Conner entered. It was a somewhat less than pristine Artesian with a Fox .35 installed that Mike had bought while at the Puyallup Exposition last February for a cool \$40.00! The engine ran strong and the airplane turned out to be very fast. With Ron Howell at the handle, the combination qualified easily for the final. During the final Ron was well on his way to a possible sub-eight minute run, however, after the second pit stop the engine swallowed a tad too much fuel and ran rich for a dozen or so laps. This dropped what was going to be sizzling time to a very respectable time of 8 minutes, 33.62 seconds. The only problem with this time was that Todd Ryan posted an 8 minutes 32.94 seconds. A scant .44 seconds faster than Ron flying Mike's newly acquired sport racer! Think I'll see what I can get for \$50.00 next year!

Clown race was run as one 15-minute feature for all entries. Paul Gibeault cruised to a fairly easy win with 278 laps. Interesting to see Todd and Mac Ryan make the switch back to Fox .15's rather than their usual Moki's. They figured that their record of 319 laps would be safe for some time so it was time to relax and enjoy the event a little more. Although they only reached 233 and 255 laps respectively, they certainly appeared to be having fun.

Like Saturday, Sunday's forecast was less than stellar and unfortunately this may have frightened some of our regular attendees away. As it turned out though the weather improved steadily as the day progressed and by contest end the

skies were open and the sun warm with a light breeze.

Following last May's demise of crowd favorite "Moittle," Chris Cox won his second Old Time stunt contest with his 7-year-old Barnstormer. Keith Varley and Mike Conner were left to duke it out for second and third with Keith nudging out Mike with his Humongus. Mike was flying his faithful "Reinhart International Winner 1950." As usual, Mike seemed to win in the having fun department.

Beginner saw Allana Perry enter her very first stunt contest with her "very" bright pink Skyray. Takeoffs were better than mine (easily), wingovers were, uh, but the loops were great and her last landing was to dream for! Way to go Allana! I really wonder why others who, although not able to complete all the prescribed maneuvers, but can at least takeoff and land with a few wiggles thrown in the middle don't enter this beginner's event? Hey people, it's a lot of fun!

Best-dressed competitor and first place in Intermediate went to Paul Gibeault. Seems that during a Canadian Airlines fire sale, Paul was able to acquire a very nice pilot's uniform complete with gold bars. As Paul is continuously seeking the respect he feels he rightfully deserves, the full-blown pilot's uniform was nice touch. With only one entry in Intermediate, we're still debating whether he placed first or last.

Advanced saw Keith and Mike once again battling with each other, only this time Mike was victorious (see how fair we are out here in the west). Mike was flying Annie Rose. Only problem is that Mike named his plane after his grandmother and some of us are now beginning to suspect that both are the same age! Come on Mike, how about something new for next year? Keith was flying his "EuroCan" with his super-smooth Stalker 61RE for power. A very nice setup.

Expert saw five entries with Chris Cox finishing on top. Chris' Saturn continues to get better and better with the super-smooth and reliable OS 40VF up front in the business end. Bruce Perry placed second flying his new ship "Merlin." His PA 61 as usual produced gobs of power and pulled

Merlin about with authority despite the odd shift in wind direction. Alan Resinger flew his new Fire Cracker / ST 61 combination to a strong third place. The Fire Cracker is a beautiful airplane with an exceptionally long fuselage and swept wings. Al says it is one of his best-flying Fire Crackers so far. How many so far Al, six?

Randy Powell was flying his super high aspect ratio model with a piped Stalker 61 for power. This power package sounds mean, nasty and powerful! A close measurement of Randy's right arm later in the day confirmed suspicions. His right arm was a full 6 inches longer than the left! Lee Uberbacher was flying an aircraft originally built by U.S. Nats Champion Jimmy Casale, back in the mid-80s. The control system on this bird was the smoothest I have ever felt. Just a slight breeze would cause the elevator and flaps to flip-flop up and down. Some of us wondered if such loose controls would actually jeopardize the handling characteristics, but watching Lee fly proved this not to be the case.

In summary, the weather tried its best to deter us from having fun, but in the end awarded us with sunny skies and light winds. Those who came all had a great time with no aircraft lost. A special \$50.00 gift certificate from Norburn Hobbies was awarded to Mike Conner for amassing the most points during the competition as well as deciding not to compete in the Northwest Sport race final, but instead letting Ron Howell compete using his equipment. A true sportsman!

Hope to see you all next year!

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

FLYING CLOWN RACE (6 entries)

- 1. Paul Gibeault, Richmond, B.C. (6) 278 laps
- 2. Mac Ryan, Pasco, Wash. (5) 255
- 3. Mike Conner, Pitt Meadows, B.C. (4) 239
- 4. Todd Ryan, Klamath Falls, Ore. (3) 233
- 5. Ron Howell, Federal Way, Wash. 225
- 6. Henry Hajdik, New Westminster, B.C. 201

NORTHWEST SPORT RACE (6 entries)

- 1. Todd Ryan (6) 4:20.66/5:15.22 heats 8:32.94
- 2. Ron Howell (5) 4:08.99/pass 8:33.62
- 3. Ron Salo, Surrey, B.C. (4) 8:56.38
5:26.00/4:45.53
- 4. Henry Hajdik (3) 5:17.19/4:59.19 11:36.25
- 5. Mike Conner, 4:15.86/pass pass
- 6. Les Akre, Edmonton, Alberta, 6:06.21/5:09.72

ADVANCED PRECISION AERO. (2 entries)

- 1. Mike Conner (2) 472.0
- 2. Keith Varley, Vancouver, B.C. (1) 466.0

Judges: Alan Resinger & Chris Cox

EXPERT PRECISION AEROBATICS (5 entries)

- 1. Chris Cox, Delta, B.C. (7.5) 565.0
- 2. Bruce Perry, Edmonton, Alberta 545.0
- 3. Alan Resinger, B.C. (4.5) 520.0
- 4. Randy Powell, Pt. Orchard, Wash. (3) 508.5
- 5. Lee Uberbacher, Lynnwood, Wash. 484.5

Judges: Mike Conner & Keith Varley

BEGINNER PRECISION AEROBATICS (1 entry)

- 1. Allana Perry, Edmonton, Alberta 137.5

Judges: Alan Resinger & Chris Cox

INTERMEDIATE PRECISION AERO (1 entry)

- 1. Paul Gibeault (1) 370.5

OLD-TIME STUNT (3 entries)

- 1. Chris Cox (3) 279.50
- 2. Keith Varley (2) 257.25
- 3. Mike Conner (1) 250.50

Judges: Bruce Perry & Alan Resinger

Can-Am Speed Championships

Aug. 11-12, Coquitlam, B.C.

The contest is held at Upper Coquitlam River Park as a record ratio vs. the *Flying Lines* Northwest records.

The results are listed in order of best percentage. You will notice duplicate entries as we allow re-entries.

Here are the results. Scores are listed as Round 1, Round 2, Round 3, percentage. (Northwest standings points in parentheses):

- 1. Paul Gibeault, Richmond, B.C., Formula 40, 151.71 mph, 151.07, pass, 98.06% (13) (tentative new Canadian National record)
- 2. Marty Higgs, B.C., Formula 40, 149.44, 148.95, 151.65, 98.02% (12)
- 3. Marty Higgs, Formula 40, 150.69, pass, pass, 97.40%
- 4. Paul Gibeault, Formula 40, 148.58, 146.05, 148.70 96.16%
- 5. John Headley, B.C.?, Formula 40, 140.13, 145.93 94.32% (9)
- 6. Loren Howard, Vancouver, Wash., .21 Sport, 141.56, pass, pass, 92.05% (8)
- 7. Duncan/Higgs, sport jet, 140.02, pass, pass, 91.28%

91.28%

8. Jerry Thomas, Edgewood, Wash., jet, 170.06, 179.03, pass, 91.04 %

9 Ron Salo, Surrey, B.C., sport jet, 131.72, 138.19, pass, 90.08%

10. Jim Booker, Arlington, Wash., .21 sport, 137.45, pass, pass, 89.38%

11. Marty Higgs, D, 53.13, pass, pass, 89.11%

12. Jim Booker, FAI, 239.68 kph, 236.06, pass, 81.15%

13. Bruce Duncan, Langley, B.C., 1/2A profile pro- to, 86.50 , pass, 85.88, 81.01%

The weather was just about as good as it could be with light winds and temperatures hitting a high of about 82. Also a special thanks to Paul Gibeault and Ron Belcourt for the % calculations and Ron Salo for field preparation. Lastly, we must thank the local radio control club and the helicopter group for making the time available to the Vancouver Gas Model Club.

Tailhook 2001

Aug. 12, Lakewood, Wash.

By Mike Potter

Tailhook 2001 was a resounding success. Nine entrants flew the usual carrier events plus Golden Age Carrier for Biplanes from the 1930s. The weather was in the high 70s and wind was not a factor, except a gust from nowhere the just about blew our tent over !

The scores are as follows (Northwest stand- ings points in parentheses):

PROFILE CARRIER (6 entries)

1. Shawn Parker, Seattle, Wash. (6)	262.1
2. Mike Potter, Auburn, Wash., (5)	256.4
3. Mike Conner, Pitt Meadows, B.C. (4)	222.7
4. James Cox, Delta, B.C. (3)	206.5
5. Mike Hazel, Salem, Ore.	205.3
6. Bob Parker, Renton, Wash.	76.6

.15 CARRIER (4 entries)

1. Shawn Parker (4)	223.8
2. Mike Potter (3)	216.2
3. Mike Conner (2)	180.1
4. James Cox (1)	161

CLASS I/II CARRIER (1 entry)

1. Mike Hazel (1)	194
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GOLDEN AGE CARRIER (2 entries)

1. Mike Potter (2), Boeing F4B4	239.3
2. John Hall (1), Curtiss Seahawk	214.8.

WOLF Summer Meet

Aug. 25-26, Salem, Ore.

By Mike Hazel

Nearly perfect weather would not be an over- statement for the fifth annual WOLF Summer Meet, held at the Bill Riegel Model Airpark. Temperatures in the low 80s, and just a light, steady wind made for a very enjoyable two days of friendly competition.

The only low point of the contest was the lack of racers; they stayed away in droves. The local Nitroholics Racing Team were ready to race, but Mel Lyne provided the only competition, and only the Northwest Sport Race event was flown.

Classic Stunt had kind of a light entry, so with the absence of any real racing action, the stunt circle was open for lots of practice flights on Saturday. Some of the combat fliers started doing some testing on Saturday, so despite the light entry on Saturday, the circles were kept busy.

The entry on Sunday turned things around, with eight entries for combat, and an incredible nine entrants in expert precision aerobatics. It would appear that the Northwest now has a large cadre of expert fliers, as they outnumbered the advanced class in this contest.

The competition moved along smoothly, and a nice selection of modeling merchandise went up for grabs at awards time. With the lack of racing entries, there were plenty of extra prizes and so awards were given out to fifth place and beyond!

Officials: Aerobatics event director was Jerry Eichten. The judging pool consisted of John Thompson, Don McClave, Bob Parker, Scott Riese, and Jerry Eichten. The combat director was John Thompson, assisted by Jimmy Banks and Dexter Kincaid. Mike Hazel was the contest director.

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

NORTHWEST SPORT RACE (2 entries)

1. Mel Lyne, Garibaldi Hghlnds, B.C.(2)	9:50
2. Nitroholics Racing Team, Oregon (1)	10:34

CLASSIC STUNT (4 entries)

1. Don McClave, Portland, Ore. (4)	542.5
2. Dan Rutherford, Bothell, Wash. (3)	535.5
3. Scott Riese, Portland, Ore. (2)	506.5
4. Nils Norling, Metolius, Ore. (1)	489.0

BEGINNER PRECISION AERO. (2 entries)

- 1. Mike Anderson, Bend, Ore. (2) 202.5
- 2. Montana Marlatt, Metolius, Ore. (1) 108.0

INTERMEDIATE PRECISION AERO. (1 entry)

- 1. Loren Anderson, Bend, Ore. (1) 320.0

ADVANCED PRECISION AERO. (5 entries)

- 1. Keith Varley, Vancouver, B.C. (5) 501.5
- 2. Dave Royer, Portland, Ore. (4) 488.0
- 3. Nils Norling (3) 487.0
- 4. Leo Mehl, Portland, Ore. (2) 465.0
- 5. Mike Hazel, Salem, Ore. 438.5

EXPERT PRECISION AEROBATICS (9 entries)

- 1. Paul Walker, Kent, Wash. (13.5) 573.0
- 2. Chris Cox, Delta, B.C. (12) 547.5
- 3. Howard Rush, Bellevue, Wash. (10.5) 547.0
- 4. Jack Pitcher, Gresham, Ore. (9) 532.5
- 5. Don McClave 526.5
- 6. Scott Riese 509.5
- 7. Dan Rutherford 501
- 8. Alice Cotton, Portland, Ore. 490
- 9. Randy Powell, Port Orchard, Wash. 481.5

80 mph COMBAT (8 entries)

- 1. Jeff Rein, Bothell, Wash. (8) 5-0
- 2. Bob Huber, Stanwood, Wash. (7) 3-2
- 3. Buzz Wilson, Edmonds, Wash. (6) 3-2
- 4. John Thompson, Eugene, Ore. (5) 2-3
- 5. Mel Lyne 1-2
- Bob Smith, Roy, Wash. 1-2
- 7. Dave Baxter, Scappoose, Ore. 0-2
- Milissa Huber, Stanwood, Wash. 0-2

WOLF 80 mph Combat

By Mel Lyne

Eight entries fought it out in 85 degree temperature for a shot at the loot table (lotsa good stuff!) with John Thompson, Mike Hazel, and helpers like Jimmy Banks and Dexter Kincaid, very ably running the show. Winds were light, but carnage was heavy with many matches ending in a mid-air. Jeff Rein and Buzz Wilson seemed to have a strategy of "get up first and nail him," and as the results show, it worked. But equipment loss was almost a plane each match.

Round 1: Newcomer Milissa Huber was up against Cactus Mel and was doing a good job the first while but in a tricky "S" evasive maneuver accidentally killed herself. Next was Bob Smith vs. Dave Baxter in a close one with Bob just getting it. Then Jeff Rein took on John Thompson in the longest match yet, with Jeff just getting the win.

Bob Huber took on Buzz Wilson in an interesting match with Bob getting the kill.

Round 2: Jeff and Mel got into a very tight-turning duel with a couple of Russkie planes. The midair in the sun made lotsa bits, and Jeff got the win on airtime. Buzz and Milissa had a match going, but "Killer Milissa" low-level looped one too many times and dug a sizable hole, scaring the local rodents. John took on Dave in a wide-open across-the-sky match. Dave used lotsa 2-ft inverted flight to get in position, but it ended in another midair with one cut apiece and John getting it on airtime. Next was the Bob and Bob match with lotsa chasing and 2 cuts to 1 for Bob Huber for the win.

Round 3: Jeff vs. Bob Huber. Jeff was up first, a wild exchange ending in a midair, and Jeff getting it on airtime. Next was Mel vs Buzz. A really short exchange where Buzz killed Mel and removed his elevator horn. Mel did an out-of-control inverted lap, nailed Buzz and killed him, then hit the dirt. Buzz got it, having the first kill. John took on Bob Smith in a long tactical match. It was one cut each with Bob behind on airtime and John's motor sagging badly. John hid in the sun and hung on until the final horn to take the win.

Round 4: Jeff took on Buzz in a good close match with some defensive flying and waiting for good opportunities. There was lotsa following and 2 cuts apiece. Finally Jeff got the knot for the win. John vs. Bob Huber had John blow a second bladder at the start, which doesn't help the combat nerves. Then a lean run. Finally a good setting on the third launch. Time was short and John had to hurry. Cuts were exchanged and John had to risk getting in tight for the kill to win it. But he over-shot and gave Bob the kill.

The final was Jeff vs. Bob Huber. Jeff took 3 cuts but leaving the knot, and Bob took all but Jeff's knot, but neither could get the knot, so Jeff won on points. So Jeff was the contest winner with Bob Huber flying hard to take second.

Third and fourth was John vs. Buzz in a "tough decision" match (isn't there one in every contest?). The combat gods smiled on Buzz to place him third.

A great time was had by all in the hot, sunny weather. And the winners had some great picks from the loaded prize table. Many thanks again to all the contest organizers and workers, especially John Thompson and Mike Hazel for making

the show go.

Next up is Scappoose Tee Dee combat September 8-9, followed by Raider Roundup Sept. 15-16 and Nostalgia Diesel Combat Sept. 22 in Surrey, B.C. See you all there.

Bruce & Gerry's 1/2-A Stunt Contest Sept. 1, Richmond, B.C.

By Bruce Duncan

Weather for the second annual running of this event was 70 degrees and windy. There were only three contestants. Six different models were flown, about 20 flights total including testing.

Thanks to Keith Varley for judging the event. Results are as follows (Northwest standings points in parentheses):

1st. Paul Gibeault, Richmond, B.C., (3) planked wing profile, Golden Bee engine

Nearly 1st. Gerry Boyd, B.C. (2), Sig Skyray, Black Widow

Almost 2nd. Bruce Duncan, Langley, B.C. (1), Snapper, Atwood Shriek

Almost everyone has a 1/2A engine in their possession, so the cost and time required to make a fun stunter is minimal. We want it to be fun, not serious, therefore the required maneuvers are takeoff, two laps level flight, one wingover, three inside loops, two laps inverted, and maneuver of choice (usually one lazy eight), and landing. We try to make it easy for everyone. We will probably do it again next spring.

Combat Challenge 2001

Scappoose Barnstormer Tee Dee 5
Rounder Combat Challenge, BBQ, Social,
Eating Extravaganza, Swap Meet,
Camp-over.

Sept. 8, Scappoose, Ore.

By Mel Lyne

"Just great," "stupendous," "The best I can remember." These are just some of the remarks heard describing the Scappoose Tee Dee 1/2A combat weekend.

It was also an "eat-a-thon" of great food, with

camping and partying in an idyllic pastoral setting, with horses in the corral and a combat cat "Max" checking out the equipment and tents, especially the wrist straps on handles. Dave and Donna Baxter hosted the show at Hap and Christine's "Barnstormer Bed and Breakfast" farm/aviation memorabilia setting in a very relaxed atmosphere. Dave, Donna and all the Baxters and friends who helped out are to be congratulated on a superb job. If you missed it, you missed the best one! We are sure hoping there can be another one of these.

After a "bang-up" breakfast served up by Donna on Saturday morning, final site preparation was finished and the practice flying began. At noon the pilot's meeting was held with Gary Harris as CD, Mel Lyne running the matches, and Dave Baxter II and Dexter Kincaid scoring. A small but merry band of combateers then flew round after round of combat at a relaxed pace, with a sumptuous lunch break at 1:30 pm with Donna, Dave I and Dave II serving up a "side-splitting" buffet of cold cuts, cheeses, vegetables, salads, fruits and drinks. This really was a food-lovers combat tournament! There was a gallery of three generations of Baxters, a few B&B guests and some neighbors cheering on the action. Dan Baxter was there capturing most of it on video. The weather was perfect, 75 degrees and a very light breeze.

The "rounds" format gave every flier five matches, and seven matches for the four finalists.

Round 1: Paul Dranfield from Canada took on Dave Baxter but had a streamer handling error, then a mixup in signals and lost his first match. Bob Smith took on John Thompson. But Bob's plane was out of trim, over-controlling and free-fighting across the circle and "diggin' fer gophers." Bob came up short. Next was Gary Harris against Mike Hazel. Mike had been out of combat for 15 years, but he showed up with three new "Cheap Imitation" planes and flew up a storm. Mike came up a little short in this match.

Getting used to Tee Dees took a little while for those who hadn't been practicing. But after a couple of rounds everyone was getting good starts and some combat action. There were no line cuts and only a couple of tangles all day.

Round 2: Paul vs. Mike. Fast action, a quick exchange — and Paul had the kill. He was flying a "Lyne Cutter" design. Next John, flying his "Chihuahua" design, took on Gary. Lots of action

with John getting a cut but grounding. Gary had more air time, but not enough to overcome the 100-point cut. The win going to John. Bob took on Dave, but still had trim problems and lost with more gopher chasing.

Round 3: Paul took on John in a fast action match, Paul getting the kill. Gary took on Bob, winning it with a cut and air time. Bob's plane was now well-trimmed but Bob was still after gophers! Mike took on Dave and squeaked out an airtime win, handing Dave his first loss. Dave was hot up to this point, looking like he might win his own contest.

Round 4: Paul and Gary. The horn went, three fast exchanges and Paul had the kill. Three kills in a row for Paul. He was "on." Next was John and Dave. Some good action but Dave came in on the lines and took off the booms on his Baby Satan, giving John the airtime win. Mike vs. Bob, and a close one, with Bob staying away from gopher holes. Mike just gets it on air time. The Tee Dees are starting faster with a bright glow at the plug. A dull glow just doesn't do it. Ideally the starting battery needs to be adjusted for each glowhead since glowheads vary in voltage needed.

Round 5: Paul vs Bob. Two identical "Lyne Cutter" planes. Very fast tight following action with neither pilot able to close the gap on the other. But Paul has a concentration lapse and mistakes Bob's plane for his and dorks hard, snapping the control horn. A lengthy horn change with too much time on the ground, and Bob has the win. Gary vs. Dave. Some good open-sky action using the whole circle. But Dave makes a mistake, and Gary has the kill. Next is John vs. Mike. Again, action all around the circle. John takes a cut and has more air time to take it. The match quality has really stepped up a few notches with the fliers finding their "grooves."

At the end of the five rounds, the four top fliers are John, Paul, Gary and Mike.

The first semi is John and Mike. Both fliers are up at the "go" with circle-wide action again. But Mike lets John have one too many chances at his streamer, and John gets the kill for his ticket into the final.

The second semi is Paul and Gary. Paul is up first and fast, really fast. Gary gets up but is slower. A couple of attacks by Paul in and out fast. But he misses Gary's streamer. He's really worried about leaving his own streamer on the slower plane in an overshoot. Another attack — and this

time he gets the kill and his ticket into the final.

Fly-off for third and fourth is Gary and Mike. The match starts and each flier is feeling out his opponent with cautious moves. Then they get to it in an overhead exchange. But the timing is off and Gary takes off Mike's right wing in a crunching midair. Mike and John try to fix the damage but time runs out and Gary takes third on air time.

The final — for all the marbles (new engines actually). Paul vs. John. Both are up quickly going very fast. But Paul's bladder blows after only a lap! — maddening. Paul and pitman Bob do a fast bladder change and restart, with Paul now behind and having to "go for it." The horn goes and they go for it. But John's experience here now shows, and he manages to stay out of Paul's reach. Paul is edgy and a bit rattled by the bad start. He has to get in there tight. There's an exchange and Paul's streamer is floating in the breeze. John has the kill and knows that he is THE MAN! He's doing cartwheels — the winner of the first Scappoose Tee Dee Combat Challenge!

Dave Baxter had made up superb wooden trophies with engines mounted in them. First place to John had a Tee Dee .15 trophy plus a new Tee Dee .049. Second place to Paul had a Tee Dee .09 trophy plus a new Tee Dee .049. And third place to Gary had a Tee Dee .049 trophy plus a new Tee Dee .049. Mike in fourth and Dave in fifth each took home "Lyne Cutter" wing cores and plans. The final award, for excellence in combat destruction, was a tough choice. But Mike Hazel won it by a wing — the coveted "Scappoose 1/2A Combat Best Bellcranker" trophy. We all oooooohed with envy! And Mike said he would put this special trophy in special spot.

The awards over with, a BBQ dinner with all the trimmings and drinks was next, with lots of great combat stories. Then out came the the swap meet goodies and some horse-trading and sales commenced. Planes, props, engines, mounts and goodies changed owners. Too soon it was getting dark and goodbyes were said, at the end of a super enjoyable day.

Sunday morning, after a night in one of the neatest 1920s-era bed-and-breakfasts you'll ever find, Dave, this time, served up a "bang up" breakfast, and we loaded the car. But Dexter, our cut-counter, had joined us for breakfast, and was keen to try a first CL flight. So before Paul and Mel headed north, Dexter got in his first ever CL flights on an .09 diesel combat wing, and even

looped on his own on the second flight. Now there's a great new combat novice prospect!!

Thanks again to all involved for a great contest. See you next time.

Results (Northwest standings points in parentheses):

TEE DEE 1/2-A COMBAT (6 entries)

- 1. John Thompson, Eugene, Ore. (6) 6-1
- 2. Paul Dranfield, Mission, B.C. (5) 4-3
- 3. Gary Harris, Banks, Ore. (4) 4-3
- 4. Mike Hazel, Salem, Ore. (3) 2-5
- 5. Dave Baxter, Scappoose, Ore. 2-3
- 6. Bob Smith, Roy, Wash. 1-4

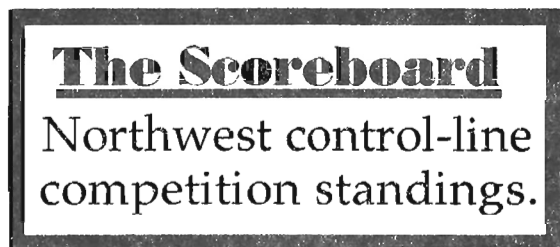
U.S. Stunt, combat teams

From Internet reports

The United States will be represented in 2002 World Championships by teams selected this competition season.

Representing the U.S. in precision aerobatics will be Bill Werwage, Todd Lee and David Fitzgerald, with Rob Gruber the junior member of the team.

In combat, the team is Don Cranfill, Rich Tupper and Mike Willcox, with Nick Mears as the junior.



Hot and heavy summer

Whew! A flurry of contest activity in late July, August and September juggled the standings in most events. A couple more contests are on the schedule, so there will be at least one more update before the end of the season.

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, Lakewood, Wash.; June 23-24, Sno-

homish, Wash.; June 30, Surrey, B.C.; July 21-22, Redmond, Ore.; July 27-28, Richmond; Aug. 11-12, Coquiltam, B.C.; Aug. 12, Lakewood; Aug. 25-26, Salem; Sept. 1, Richmond; Sept. 8, Scappoose, Ore.

Following are standings for updated events:

2001 STANDINGS

80mph COMBAT

- 1. Jeff Rein, Bothell, Wash. 27
- 2. Mel Lyne, Garibaldi Highlands, B.C. 23
- 3. Chuck Matheny, Arlington, Wash. 12
- 4. Charlie Matheny, Arlington, Wash. 11
- Tom Strom, Seattle, Wash. 11

OVERALL COMBAT

- 1. Mel Lyne 61
- 2. Jeff Rein 39
- 3. Remy Dawson, Vancouver, B.C. 18
- 4. Paul Dranfield, Mission, B.C. 16
- 5. Jeff Reichel, Snohomish, Wash. 13
- 6. Buzz Wilson, Edmonds, Wash. 12
- Chuck Matheny 12
- 8. John Thompson, Eugene, Ore. 11
- Charlie Matheny 11
- Tom Strom 11

OLD-TIME STUNT

- 1. Chris Cox, Delta, B.C. 32
- 2. Keith Varley, Vancouver, B.C. 24
- 3. Emil Kovac, Issaquah, Wash. 14
- 4. Mike Conner, Pitt Meadows, B.C. 6
- 5. Scott Riese, Portland, Ore. 5

CLASSIC STUNT

- 1. Don McClave, Portland, Ore. 25
- 2. Paul Walker, Kent, Wash. 12
- 3. Scott Riese 7
- 4. Bruce Hunt, Salem, Ore. 5
- 5. Pat Johnston, Meridian, Idaho 4
- Chris Cox 4
- Nils Norling, Metolius, Ore. 4

PRECISION AEROBATICS

- 1. Chris Cox 46.5
- 2. Paul Walker 40.5
- 3. Howard Rush 27
- 4. Jack Pitcher, Gresham, Ore. 24
- 5. Keith Varley 21

OVERALL STUNT

- 1. Chris Cox 82.5
- 2. Paul Walker 52.5
- 3. Keith Varley 45
- 4. Don McClave 36
- 5. Howard Rush 27
- 6. Jack Pitcher 24

6. Jack Pitcher	24
7. Mike Conner	21
8. Dave Royer, Portland, Ore.	20
9. Nils Norling	17
10. Scott Riese	15
<u>FLYING CLOWN RACE</u>	
1. Mac Ryan, Pasco, Wash.	11
Todd Ryan, Klamath Falls, Ore.	11
3. Nitroholics Racing Team, Oregon	9
4. Paul Gibeault, Richmond, B.C.	6
5. Mike Conner	4
<u>NORTHWEST SPORT RACE</u>	
1. Todd Ryan	22
2. Ron Howell, Federal Way, Wash.	21
3. Ron Salo, Surrey, B.C.	4
4. S&S Racing Team, Seattle, Wash.	3
Henry Hajdik, New Westminster, B.C.	3
<u>OVERALL RACING</u>	
1. Todd Ryan	60
2. Nitroholics Racing Team	28
3. Ron Howell	22
4. S&S Racing Team	17
5. Mac Ryan	11
<u>SPEED (All classes combined)</u>	
1. Nitroholics Racing Team	18
2. Loren Howard, Vancouver, Wash.	15
3. Paul Gibeault	13
4. Marty Higgs, B.C.	12
5. Ken Kortness, Spokane, Wash.	11
<u>PROFILE NAVY CARRIER</u>	
1. Mike Potter, Auburn, Wash.	21
2. Mike Conner	11
3. Shawn Parker, Seattle, Wash.	10
4. Todd Ryan	9
5. James Cox, Delta, B.C.	6
<u>.15 NAVY CARRIER</u>	
1. James Cox	16
2. Mike Potter	13
3. Todd Ryan	8
4. Mike Conner	7
5. Shawn Parker	5
<u>OVERALL NAVY CARRIER</u>	
1. Mike Potter	43
2. James Cox	23
3. Mike Conner	18
4. Todd Ryan	17
5. Shawn Parker	15
6. Ted Gritzmacher, Portland, Ore.	3
7. Mark Hansen, Portland, Ore.	2
Team Mark & Ted, Portland, Ore.	2
9. Mike Hazel, Salem, Ore.	1
John Hall, Sumner, Wash.	1

John Hall, Sumner, Wash.	1
<u>TOP JUNIORS</u>	
1. Montana Marlatt, Metolius, Ore.	5
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.

AIR MAIL

LETTERS FROM FL READERS

...Our local hobby shop changed owners. The new one dumped all the CL supplies and doesn't stock kits, but will order. There wasn't much anyway.

Of course, RC is the big event, and cars are hot, too. If there was more CL activity, he'd opt to be in that, too, I'm sure. I just hope he can keep the door open.

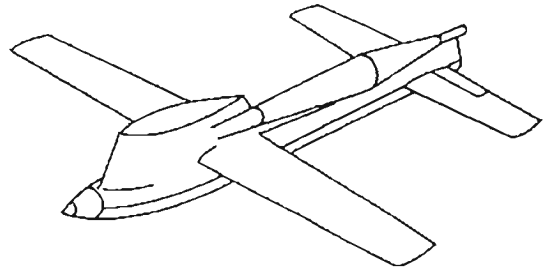
Maybe it's up to me.

I like Mark Hansen's articles, but only wish I understood what he's writing about. Reading him tells me how little I know and didn't know it.

— Dick Kulaas, Wenatchee, Wash.
Letters always welcome — send *FL* your thoughts.

THE NORTHWEST

SPEED FLYER



.....
A newsletter published every now and then, promoting control line speed activity in the Northwest district of the NORTH AMERICAN SPEED SOCIETY.

Ye Olde Editor: Mike Hazel, 1073 Windemere Drive NW, Salem, Oregon 97304

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SEPTEMBER 2001
ISSUE #9

Greetings, Northwest Speed Fans! Since most of you already subscribe to the NW's premier Control Line newsletter, *FLYING LINES*, we decided just to incorporate this one page Speed Flyer into it. For those of you who don't subscribe to *Flying Lines*, you only get just this page. (If you want to subscribe to *Flying Lines*, send fourteen bucks to the above address).

Action on the NW Speed calendar has been a bit light this year. Of course the big gun event down in Roseburg happened earlier this year and has been well reported on. The NW Speed Champs obviously did not happen, as no one stepped forward to put it on. This left quite a void in the schedule, and it was located a bit more central for the region.

The Can-Am speed champs took place in August up in Canuck-land. Haven't heard any details, other than it was a small but enthusiastic group. Hopefully we will see results elsewhere in the current issue of *Flying Lines*. (hey guys, how about sending in reports right away?)

So it appears the only speed activity left this year is the Oregon CL Speed Champs down in Salem. More on that, keep reading.....

I received a price list from Bailey Machine Service in Texas awhile back. They are the makers of the Bailey Sport Jet (Dyna-Jet clone), and the "Fast Jet" used in all out speed. As many of you jet fans know, Mr. Bailey has not supplying his engines for awhile because of problems with his welding machinery. On my price list was penciled in "Engine will be available soon". Hopefully that means the tailpipes are back in production. We sure have been waiting for awhile. Meanwhile, the other engine parts are available. Remember that

our Sport jet event allows for mixing manufactured parts in your engine. I know that I want to try the Bailey 12 hole flowjecter in my DynaJet. For your jet engine parts list write to: BMS, 633 W. Parker Road, Houston, TX 77091.

Hey guys, ever notice that feature in the front of Model Aviation magazine where the readers send in photos of their planes? How long has it been since you saw a CL Speed plane? If you have a beauty, how about sending in a photo of it. Every time we put a speed plane in front of the masses, it just might help promote the event, or at least remind people that we are still here! Also consider displaying one of your better looking models at shows like the NW Model Expo in Puyallup.

OK, here's some hype on the upcoming Oregon CL Speed Champs. A contest flyer has already circulated so you already know the date is September 29 & 30. Weather is usually real nice this time of year, very pleasant and calm air.

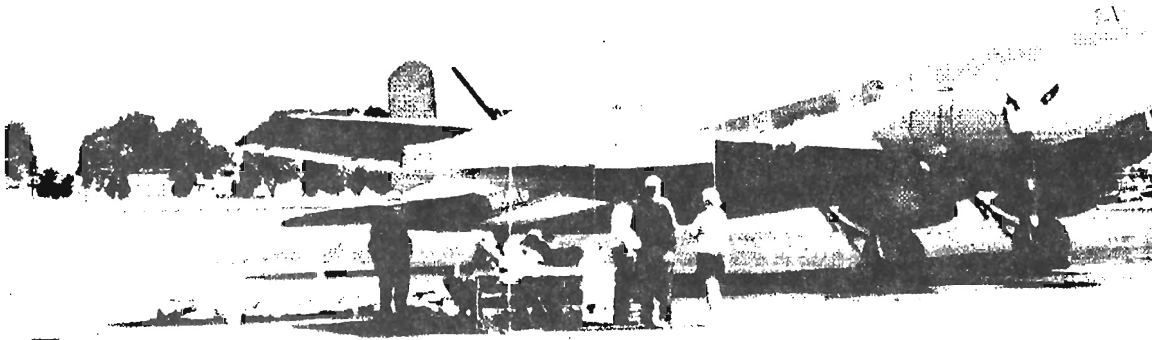
We are trying to make this a real quality contest, with a nicely prepared site catering to the needs of speed fliers. Hey, you don't even have to leave the site for lunch, as it's going to be provided for you!

Another special feature is the "name it and claim it". This is where before a flight you declare (predict) the speed. The one closest declaration during the meet wins a cash prize. (all entrants can participate in this for free)

All events will be run, and trophies given out thru second place in each. (no record ratio!) Please come on down to Salem and support speed flying in the Northwest.

Are you a member of NASS? (North American Speed Society) For info write: NASS, Box 205, Maple Ridge BC, Canada V5C-5P7

Wah Chang Northwest Art & Air Festival



Bill Darkow, Jim Cameron, Dave Baxter and John Anderson with guest pilot and crewman, Glen Powers, relax from a busy flying schedule at the Albany airport under the club canopy and wing of a classic C-47. Control-line flight circle is to left of photo.

It was a great show! Dave flew his Starduster biplane in both Saturday and Sunday. John came with Glen in his Piper. Jim drove down as did Bill with wife Caroline and granddaughter. The four of us put up about 50 flights - mostly on Saturday and Sunday.

We were well-treated by the administration. They provided two 2-bed motel rooms which could have been expanded to 6 beds. All the show pilots and crews, including us, enjoyed a buffet-style all-you-can-eat dinner at a Chinese restaurant Friday evening. That was followed by a pop concert in the park featuring the Oregon state orchestra concluding with a fireworks show to the "1812 Overture" and "Stars & Stripes Forever." Moving. There was a \$5 all-you-can-eat pancake breakfast at the field both Saturday and Sunday mornings. We also got free box lunches freshly packed by Safeway on both days. Nothing was overlooked for our convenience. Within 50 yards was free parking, sanitation with a handwashing station and locked overnight storage in a hangar for our equipment. Boy, do I ever want to go back there next year!



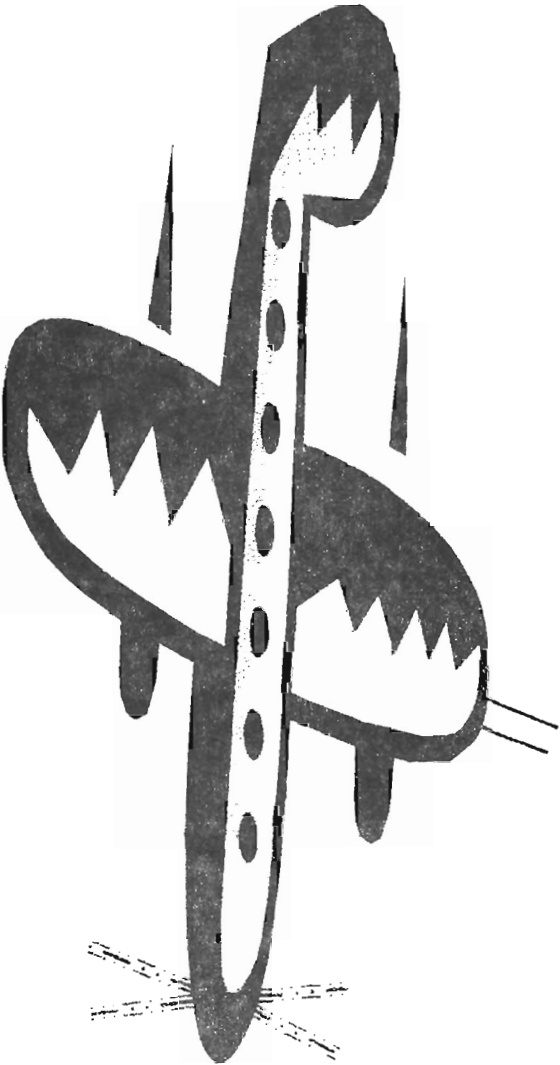
Ted Gritzmacher with his "American Beauty" P-51 Mustang at the Olympic Flight Museum display for "Gathering of the Warbirds" June 23-24. Bill Darkow, Jim Johnson and Jim Cameron also participated. We hope the Mustang and many other control-liners will be flown at the static display/flight show, "Wings Over Olympia" coming up Sept. 8-9.

Scott Riese/Paul Walker basic stunt trim chart

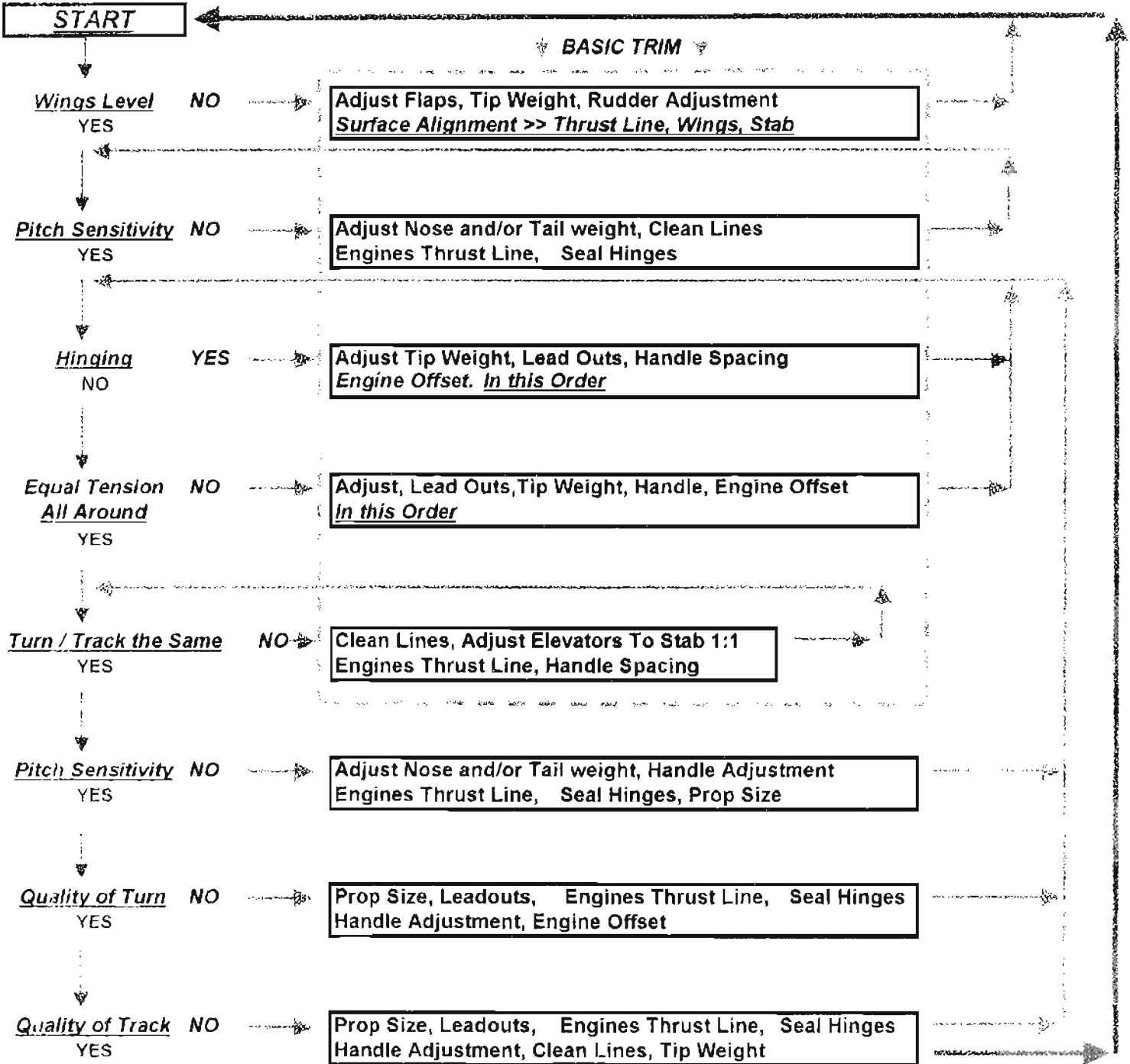
When using the trim chart, you must first establish a basic trim on your airplane (as you can see by the dashed lines in a box) before you start flying patterns. I have added Paul Walker's 1985 Trim Flow Discussion from *Flying Lines*. He goes into detail on how to trim your plane and make adjustments. So, follow my updated chart and read how to change that particular problem you are having. I also went into detail on what the pilot should be doing during the flight, and some questions to ask yourself on how you are flying your plane. Then, there is putting it all together. How to be prepared at a contest and score better than you have before. Finally, the fuel formula chart for the mathematically challenged. Simple to use from a pint to a gallon. It's easy and fun. Aspirin not included.

Fuel Formula

All in ounces	5.00%		10.00%		20.00%		25.00%		5%nitro/20%oil		10%nitro/20% oil		5%nitro/25%oil		10%nitro/25%oil	
	Ounce	Nitro	Nitro	Castor Oil	Castor Oil	Methane	Methane	Methane	Methane	Methane	Methane	Methane	Methane	Methane	Methane	Methane
1 Gallon	128.00	6.40	12.80	25.60	32.00	96.00	89.60	89.60	83.20							
1/2 gallon	64.00	3.20	6.40	12.80	16.00	48.00	44.80	44.80	41.60							
1/4 gallon	32.00	1.60	3.20	6.40	8.00	24.00	22.40	22.40	20.80							
1/8 gallon	16.00	0.80	1.60	3.20	4.00	12.00	11.20	11.20	10.40							



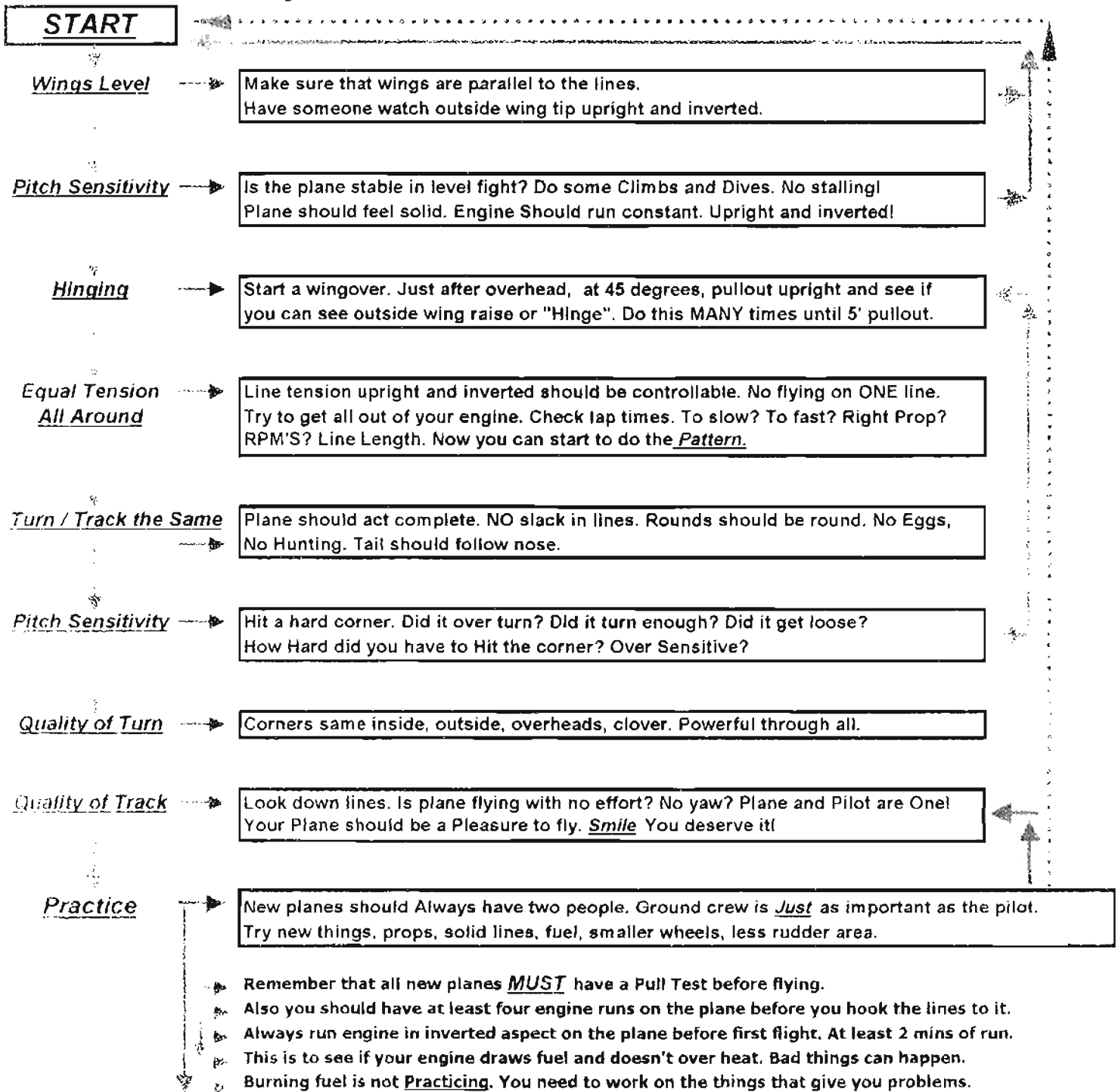
Basic Plane Trim Chart Updated by Scott Riese



**Practice
A LOT!!**

**Remember Don't try to do to much in One Outing
It takes time and Patience to trim a STUNTER!
Also Fuel, Glow Plugs, Solid Lines, Pitch of Props,
Wheels, Spinners, CG, Rudder Area, Side Area, etc..
All go into the equations !**

Pilot Trim Chart by Scott Riese



CONTEST

Putting it all Together by Scott Riese

<u>Day Before Contest</u>	→	Make sure ALL EQUIPMENT is ready. Battery, Lines, Props, Fuel, Rain Suit, Sunglasses, Hat, AMA Card, PLANE!
<u>Day Of Contest</u>	→	EAT, Check in early, Wind Direction steady, Weather, Who do you follow? Pit Person. Breathe.
<u>Two flights before you</u>	→	Pull test! Make sure prop is secure, Clean lines, fuel, battery, Sunglasses, hat, knee pad, Ready? Check wind direction.
<u>Fueling and Starting</u>	→	DON'T Change starting procedure! Set Plane, Run lines out to handle and clean! Fuel, Prime, Signal Start, Flip smartly, Check RPM'S, Check line clips, Walk to Handle, Breathe.
<u>Take Off</u>	→	PUT ON SAFETY THONG, Check line clips, Move handle UP/DOWN Put pressure on lines, ARM UP , Sight down lines, Give signal to launch. Step Back when plane is released. Roll out, climb slow.
<u>Level Flight</u>	→	ARM UP , Sight down lines, fly at eye level, Breathe, walk small steps, Count laps.
<u>Wing Over</u>	→	Check wind direction, STOP FEET, fly over your shoulder, head, shoulder, level, Do it again!
<u>Inside Loops</u>	→	Check wind direction, Stop Feet, follow plane with your handle You are the center of the circle, Walk back if you need to.
<u>Inverted Flight</u>	→	ARM UP , Sight down lines, fly at eye level, Breathe, walk small steps, Count laps.
<u>Outside Loops</u>	→	Check wind direction, Stop Feet, follow plane with your handle You are the center of the circle, Walk back if you need to.
<u>Inside Square Loops</u>	→	Check wind direction, Stop Feet, follow plane with your handle, FLY the tops! You are the center of the square, Walk back if you need to.
<u>Outside Square Loops</u>	→	Check wind direction, Stop Feet, follow plane with your handle, FLY the tops! You are the center of the square, Walk back if you need to.
<u>Triangle</u>	→	Check wind direction Your body is the CENTER of the maneuver. Follow the plane with your handle. This is a quick one BE READY! Fly up and fly down. This makes it easier.
<u>Horizontal Rounds</u>	→	Your body is the intersection of this maneuver, rounds should be round and same size.
<u>Square Eights</u>	→	Check wind direction, Stop Feet, follow plane with your handle, FLY the tops You are the intersection of the square, Walk back if you need to. Count and fly OUT.
<u>Vertical Rounds</u>	→	You need to fly this in front of you. Not off to the side, and not behind you.
<u>Hourglass</u>	→	You need to fly this in front of you. Not off to the side, GO Overhead and not behind you. FLY UP, across, Then Down. Corners... Soft, Soft, Hard, Soft!
<u>Overheads</u>	→	Plant your feet! Follow plane with eye's. At 45 degrees tilt head back and bend Knees! Plane needs to go straight up. Handle is right in front of you. Hand almost touches nose! Fly plane around both shoulders. You are the center of this maneuver Simple.
<u>Clover</u>	→	Your body is the intersection of this maneuver, rounds should be round and same size Start below 45 degrees go over right shoulder, left elbow, left shoulder, right elbow, up and out. Remember to fly the flats.
<u>Landing</u>	→	Walk, keep lines tight, wheels touch, down elevator, roll to stop, less than 8 Minutes SIMPLE!
<u>Clean Plane</u>	→	Clean & Roll up lines, Think about your flight, Score cards help, Clean plane! Get ready to fly again. EAT! Relax, Breathe. HAVE FUN!!

Combat Cornucopia

Combat
news and
views by
Mel Lyne

Success in combat

A sponsor has offered to put up big money for a contest to encourage **Nostalgia Diesel Combat** participation in the Northwest. It will be early May 2002 in the Seattle-Everett area, using a two-day format like Bladder Grabber and other big-money contests. Details to follow.

September 22 is the last D/Bat contest this season at the Surrey Ultralite Field in Surrey, B.C. Remy Dawson was very hot in the last contest and won it handily.

Remy flies the trusty Warlord design and demonstrates what a great all-around airplane it is in Nostalgia Diesel Combat. It's hard to beat it for toughness and performance.

Latest word on Frank Boden is that he continues to make slow but steady progress and can now speak a little and shuffle along the hospital hallways with a walker.

...

Let's talk about being successful in combat. People talk about needing a "Killer plane" or a "killer engine" in order to win. These items can help, but having totally reliable equipment which will go every time is far more important. Nobody likes losing a match when you are unable to get in the air.

Whatever variety of combat you are competing in, the pilot who really knows his equipment well and has practiced lots with it has already taken a big step towards winning. He knows his equipment will perform and can turn all his attention to the match.

In each event the combat pilot should practice and compete with planes that he is most comfortable flying. Trim the planes to suit your style.

And in AMA Fast, make sure you are flying the plane and not the plane flying you. It's no use having a really hot plane and not being able to put it exactly where you want it.

Having a pit crew that really knows your equipment is also a big advantage. Getting out and practicing together is a must. Ideally, three flyers make a good team. Practice starting each others' engines, operating shutoffs and familiarizing yourself with your partner's field box.

Everybody has their own custom field box, but it should contain any supplies you are likely to need in a match. One item I find very useful is a roll of clear 2-inch wide packing tape. In the slower events the tape can be quickly wrapped around a damaged wing to get the plane airborne again.

Also, cyanoacrylate glue and kicker can quickly repair a damaged elevator.

In events requiring flyaway shutoffs, extra attention to the shutoff system is needed. Most of us have learned that the shutoffs are the most likely component to give trouble. Whichever shutoff you are using, practice using it and learn how to fix a problem when it occurs.

Lastly, a note on safety. Always wear eye protection when near pressure fuel systems. Have a water jug nearby for eye flushing. Having a first-aid kit in the pit area is also a good idea.

Have fun flying and practicing combat and good luck in getting into the winner's circle.

Just for the
FUN of it!

By Bill Darkow

A Seriously Silly Contest?

I read an article in *Model Aviation's* "Newcomers Issue" that got me to thinking about the nature of competition and sport flying. The following is a quote from that article with the name of the event censored to avoid stirring up more controversy.

"***** is all about competition. Events such as Stunt have high levels of competition AND you will see many people out sport-flying. You will not find many people out sport-flying their ***** or ***** models.

"***** is just what it says it is: *****. This involves competition; therefore you should be a competitive person if you are interested in trying these events."

I understand that statement to mean "If you're just a sport flyer and not a serious competitor, then you should stay away from competitive events." I believe that the elitist attitude reflected in that statement will discourage, not encourage, increased participation in those events.

Then I began to wonder if maybe there was a way to include both the serious competitor and the sport flyer in a single meet. I suggested a seriously silly 1/2-A meet at a couple of different club meetings. The suggestion was ignored, but I'm going to try it again anyway. I know our contest schedule is full this year. I'm talking about planning one for sometime in 2002.

It could take many different forms, but the basis of it is that only 1/2-A engines can be used. The traditional competitive events could be included for the serious flyers as well as a number of "novelty" events for sport flyers and newcomers.

If you've ever wanted to create and run your own event, here's your chance. Here are some suggestions to get your creative juices flowing: Weight-Lifting, Endurance, Bizarre Flying Machines, Formation Flying, Team Stunt, One Pilot-Two Planes and whatever other FUN events you can come up with.

The main goal of such a meet is for everyone involved to enjoy themselves — both the serious and the silly. I'll be glad to serve as CD if there enough Event Directors available.

My correct E-mail address is: romodlr@aol.com

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