

Flying Lines

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It's a go!

■ Albany Regionals will be a reality!

They said it couldn't be done. But it will be.

It would take the whole newsletter to describe the effort that has gone into arranging for a 2002 Northwest Control-Line Regionals, and another newsletter to describe what is yet to be done.

But this is for sure: The 31st Regionals *will be held* on Memorial Day Weekend, and it will be much like the Regionals of the past 30 years.

The city has given its approval for the event and the sanction has been applied for. Preparations are proceeding apace!

The event list will be nearly the same as in the past. Only changes are the elimination (for this year at least) of floatplanes, and a scaling down of the number of combat events (combat for this first year will include triple-elimination 1/2-A and 80mph, and Friday Diesel), and the elimination of B Team Race. Everything else is as before.

There is still a need for a wide range of volunteers for field setup, registration, event administration, and advance work. But the ball is rolling.

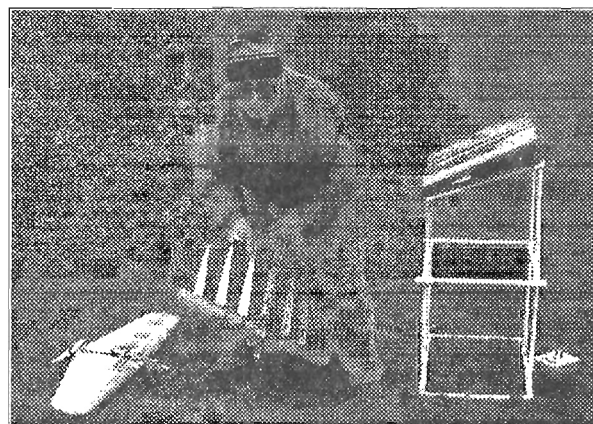
Flyers will be distributed soon with the details.

A list is being made of people willing to work on the Regionals before, during and after the contest. Contact *Flying Lines* to offer your help. And watch this space for news updates!

See inside this issue for some memories of past contests in Albany.

Contest Board update:

As mentioned in the last issue, the Control-Line Contest Board has been disbanded and divided into five event category boards. AMA CL Associate District Vice President Mike Hazel reports that our District VP Bruce Nelson's nominations to



Buzz Wilson was one of the hearty combat fliers who burned up the sky in Arlington, Wash., to greet 2002. See Page 11. Ken Burdick photo

serve on these category boards are as follows: Aerobatics: Paul Walker; Combat: Mark Hansen; Navy Carrier: Mike Potter; Racing: John Thompson; Speed: Mike Hazel.

These are the people to contact regarding rules proposals under consideration. Express your opinions!

Mike also advises all competitors to order their new AMA rulebooks. The number to call to order is on your membership renewal form. The new book will govern this year's contests.

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Round & Round

The Control-Line
modeler at large

By John Thompson

Modeling thought for the month:

"If the blind lead the blind, both shall fall into the ditch."

— Matthew XV. 14

If we do this enough times...

Practice makes perfect.

This common thought comes to me at an odd moment. I've just cut a hole in the tail section of a nearly completed stunt plane in order to cut off the rear of the pushrod and install a new terminal, with the goal of aligning the elevator and flaps.

It's one of the reasons I've always felt less inept building combat planes. After you build a dozen or so of the same design, you don't make (quite so many) silly mistakes any more.

Building any plane for the first time is an an adventure for me. I should never build just one. I should build one, throw it away and build another, having learned from my mistakes. On the second one, I would get the elevator and flaps aligned on the first try.

Then again, there's another adage: You learn something every day. Every day of building a new airplane teaches me some lesson. Some are painful lessons, to be sure.

Have you ever noticed ...

- No matter how nice the plans are that came with a kit, there will be some part that doesn't exactly match the plan, or some procedure shown on the plan that contradicts the instruction book. You will discover this after you have followed the plan faithfully into a minor disaster.

- If the manufacturer didn't forget to include some important part, you will lose it anyway. (Some year in the future, I will discover somewhere in my workshop the complete hardware package for a Brodak Oriental.)

- If you are an experienced builder, there will come a point during construction of a plane when you have a better way of doing something than is shown on the plans. You will wish, later, that you hadn't been so smart.

- A part of a plane needing about 3/32" sanded off to smooth it out will only be 1/16" thick.

- Cyanoacrylate glue will run and wick everywhere else before it runs and wicks into the joint you are trying to glue together. (Related: Cya sticks to skin better than it does to anything else.)

- If you are using five-minute epoxy to glue two parts together that are too awkward to clamp, so you decide to just hold them until the glue sets, the phone will ring. (Related note: If the doorbell is going to ring, it will do so just after you mix Part A with Part B.)

- No matter how good your shop lighting is, when you take the newly finished plane out into the sunlight, previously unseen major flaws will clearly show up.

- Spraying paint takes careful practice, research, study and honing of technique, so as to prevent runs, orange-peeling, plugged nozzles, etc. After careful practice, research and honing of technique, the paint will still run, orange-peel and plug the nozzle, but you won't be so surprised.

- Correcting minor construction mistakes or cosmetic blemishes will result in larger construction mistakes and bigger cosmetic blemishes.

- If you finally get a plane's finish perfect, you will bang the wing on the car door or tailgate.

- Hangar rash is inevitable on any plane that takes a while to build. The longer it takes to build a plane, the worse it gets.

- The reason more people don't fly stunt is because of cowlings.

...

I received an interesting bit of advice from a modeling legend recently.

I had been complaining about having trouble getting a reliable needle setting on my Light Wave. The O.S. .40 purred like a kitten on the ground, and then went nuts in the air. Couldn't predict the air setting from the ground. I thought maybe it was overheating.

I consulted an expert. His advice? *Too much oil in the fuel.* He said the engine was actually overcooling, and tricking me into setting it too lean, and then running away when it warmed up. He said to use no more than 20 percent oil, and that that should be 10% synthetic, 10% castor — *standard racing blend!*

One flying session later, the .40 is purring like a kitten through the pattern on 10/10/10 racing fuel. As I said, you learn something every day!

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/NorthwestCI.html>.

Where the action is!

Coming events in Northwest Control-Line model aviation

Feb. 3-4

Northwest Model Expo, 9 a.m.-5 p.m., Western Washington Fairgrounds, Puyallup, Wash. E-mail info@nwmodelexpo.com, or check the Web site, www.nwmodelexpo.com

April 20-21

Fourth annual Jim Walker Memorial CL Fun Fly. Site: Delta Park, Portland, Ore. Saturday: Old Time Stunt; Classic Stunt; .15, Profile, Class I, Class II and Golden Age Carrier. Sunday: Precision Aerobatics, 80mph Combat. For info, contact Scott Riese, (503) 246-8867, SRiese5283@aol.com

May 4-5

Big Money Nostalgia Diesel Combat Contest, Arlington, Wash. Site: Take Exit #206 Smokey Point from Interstate 5 and go East 1 mile on 172nd St. Turn left on 51st Ave at the light and the site is on the left. Park on the grass. Standard Northwest Nostalgia Diesel Combat Rules. Five rounds plus finals. \$20 entry. \$1,000 prize money. Camping and motels close by. For further information contact Mel Lyne, e-mail: mlyne@sea-to-sky.net Telephone: (604) 898-5581.

May 24-25-26

Northwest Control-Line Regionals, Albany Municipal Airport, Albany, Ore. Aerobatics: 4 PAMPA classes, OTS, Classic. Combat: Vintage Diesel, 80mph, 1/2-A, all triple elimination. Navy Carrier: .15., Profile, Class I, Class II. Racing: Mouse I (J-S)(O), Mouse II, Rat, Slow Rat, Goodyear, NW Goodyear, NW Sport (J-S)(O), NW Super Sport, Flying Clown, Quickie Rat. Scale: Precision, sport, profile. Speed: 1/2-A, 1/2-A Proto, A, B, D, FAI, Jet, Formula 40, .21 Sport, .21 Proto, NW Sport Jet. For info, contact *Flying Lines* or Contest Director Craig Bartlett, (541) 745-2025 or e-mail sraigbart@yahoo.com

July 6

Lucky Hand Fun Fly, Bill Riegel Field, Salem, Ore. Fly any plane or planes you want, any way you want. Every flight gets a playing card. Best poker hand wins a prize. Contest Director Mike Hazel, (503) 364-8593 or ZZCLSpeed@aol.com

July 21

Central Oregon Lawn Darts Third Annual stunt contest, Field of Dreams, Redmond, Ore. Precision Aerobatics. For info, contact Nils Norling, 281 7th St., Metolius, OR 97741, or e-mail hogrider@crestviewcable.com

Aug. 24-25

WOLF Summer Meet, Bill Riegel Field, Salem, Ore. Racing, Precision Aerobatics, 80mph combat; details TBA. Contest Director Mike Hazel, (503) 364-8593 or ZZCLSpeed@aol.com

Sept. 21-22

Oregon CL Speed Championships, Bill Riegel Field, Salem, Ore. Contest Director Mike Hazel, (503) 364-8593 or ZZCLSpeed@aol.com

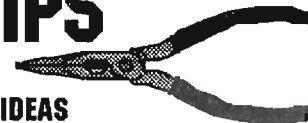
Oct. 12-13

Fall Follies, Bill Riegel Field, Salem, Ore. Racing, Precision Aerobatics, possibly something else. Details TBA. For info contact *Flying Lines*.

Your contest date, 2002 ???

It's not too early to get your 2002 contests listed in the "Where the Action Is" calendar. Send the information to *Flying Lines*.

SHOP TIPS



**CLEVER BUILDING IDEAS
FROM FLYING LINES READERS**

• **Smart storage:** When you open up a new roll of covering, take the instruction sheet and place it in the tube. Take scraps and place in the same tube. This way, you will always know the material — what is left on the roll as well as the scraps.

— Buzz Wilson

• **Saving space:** Have limited room for airplane storage? Portable clothing storage racks (mine came from Sears) or a shower curtain rod allows planes to be hung from the leadouts. You can get a lot of planes in a small area.

— John Thompson

The Flying Flea Market

Classified advertisements — FREE for *FL* subscribers

KIT SPECIALS: Hobby Fastener kit specials — Southwick Skylark, \$129.99; McFarland Shark 45, \$114.99; Tucker Special, \$99.99. FREE UPS GROUND SHIPPING — Continental U.S. Eugene Toy & Hobby, (541) 344-2117, www.eugenetoyandhobby.com.

WANTED: Looking for .15, .19 or .29 glow engine, rear intake, side or rear exhaust. Dick Ku-laas, 815 Yakima St., Wenatchee, WA 98801.

BRODAK KITS FOR SALE: Pathfinder list \$80, now \$64; Cardinal list \$80, now \$64; Oriental list \$76, now \$60. Please add \$6 S&H. J & J Sales, P.O. Box 99, Waitsburg, WA 99361. Phone (509) 337-6489. E-mail ukeyman@altavista.net

FOR SALE: Harter's 1/2-A Peanut speed kit. \$60. Mike Hazel, (503) 364-8593.

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.

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.

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>

HELP WANTED: Northwest Regionals 2002 field setup, registration, event judges, general assistance before, during and after the contest. Contact the *FL* editor to volunteer.

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

The Scoreboard

Northwest control-line
competition standings.

Cox tops 2001 competitor list

Chris Cox of Delta, B.C., was the Northwest's Competitor of the Year for 2001, bringing to an end the eight-year rein of Northwest racing superstar Todd Ryan.

Congratulations to both Chris and Todd. To top the competitor list means that a flier has to be dedicated to competing well and often. Not only does the flier have to fly in many events and contests, but he also must place well.

Ryan, of Pasco, Wash. and Klamath Falls, Ore., competing in racing and Navy carrier, topped the competitor list every year from 1992 through 2000. As his focus changed slightly to the national racing and speed scene, Todd's presence in Northwest events diminished slightly in 2001.

Cox, a world class aerobatics flier who represents Canada in international competition, flew a heavy schedule of expert precision aerobatics, Old-Time and classic stunt in the Northwest to edge out Ryan in the overall competition standings, with 82.5 points to Todd's 81.

Mel Lyne of Garibaldi Highlands, B.C., competing and combat and racing, scored 69 points to finish third in the standings.

The number of people scoring points in competition in 2001 was exactly the same as in 2000 — 88. Note that this is not the total number of competitors, only the number of people placing first through fourth place in sanctioned competition.

Again, stunt had the greatest distribution of people scoring points, with 35 people, nearly the same as in 2000 (36). Combat came in next with 22 scoring. Speed numbers were strong at 18. Racing dropped to 16, down from 19 in 2000 and 29 in 1999. Eleven scored points in carrier, and four in scale.

It may be a small warning sign, however, that the total number of points scored across the board for the year was lower than in 2000; since points are based on number of competitors defeated, this indicates a slight downturn in participation.

The Competitor of the Year recognition has been given since 1980, the second year of *Flying Lines* publication. Here is the history, giving the top three finishers each year:

Competitor of the Year, 1980-2001

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

1981: Dick Salter, Thompson, Dave Green

1982: Dick Salter, Thompson, Mike Hazel

1983: Green, Thompson, Glenn Salter

1984: Green, Dick Salter, Gary Byerly

1985: Glenn Salter, Green, John Hall

1986: Not available

1987: Dick Salter, Glenn Salter, Green

1988: Not available

1989-90: *Flying Lines* not published

1991: Joe Rice, Rich McConnell, Tom Strom

1992: Rice, Todd Ryan, Hall

1993: Ryan, Rice, McConnell

1994: Ryan, Chris Cox, Nitroholics Racing

Team

1995: Ryan, Jeff Rein, Don McClave

1996: Ryan, Stephen Cox, Rick Meadows

1997: Ryan, Paul Gibeault, Stephen Cox

1998: Ryan, Mel Lyne, Dan Rutherford

1999: Ryan, Shawn Parker, Mike Conner

2000: Ryan, Lyne, Scott Riese

2001: Chris Cox, Ryan, Lyne

Anyone who would like a printout of the complete 2001 Competitor of the Year standings can get one by sending a stamped, self-addressed envelope to the standings coordinator. The address is at the bottom of the column.

It's 2002 now and time to remind contest organizers to keep score through fourth place in all of your sanctioned contests, and send those results to *Flying Lines* for calculation in the standings.

Final standings in each 2001 event were published in *Flying Lines* issue 176 (October).

Following are the Final 2001 Competitor of the Year rankings. Initials after the names indicate the events in which points were scored.

C=Combat.

NC=Navy Carrier.

R=Racing.

Sp=Speed.

Sc=Scale.

St= Precision, OTS or Classic Stunt

2001 OVERALL STANDINGS

1. Chris Cox — St	82.5
2. Todd Ryan — NC, R, Sp	81
3. Mel Lyne — C, R	69
4. Jeff Rein — C	53
5. Paul Walker — St	58.5
6. Nitroholics Racing Team — R, Sp	56
7. Mike Potter — NC, Sc	51
8. Keith Varley — St	50
9. Don McClave — St	49
10. Mike Conner — NC, R, St	43
11. Howard Rush — C, St	42
12. Jack Pitcher — St	28.5
13. Ron Howell — R	27
14. Paul Gibeault — R, Sp, St	26
15. Dave Royer — St	23
Loren Howard — Sp	23
Bruce Hunt — St	23
James Cox — NC	23
19. Scott Riese — St	22.5
20. Nils Norling — St	21
21. Shawn Parker — NC	20
Emil Kovak — St	20
23. Bob Smith — C	19
24. Remy Dawson — C	18
25. S&S Racing Team — R	17
Bob Huber — C	17
27. Dan Rutherford — St	16.5
28. Dick Salter — C, Sp	16 *R17
Paul Dranfield — C	16
30. Ron Salo — R, Sp	15
31. John Thompson — C, St	13 *R56
Jeff Reichel — C	13
33. Buzz Wilson — C	12
Chuck Schuette — Sp	12
Marty Higgs — Sp	12
Chuck Matheny — C	12
37. Mac Ryan — R	11
Tom Strom — C	11 *R17
Ken Kortness — Sp	11 *Sp6
Jim Booker — Sp	11
Tony Huber — C	11
Charlie Matheny — C	11
43. Mike Hazel — C, NC, Sp	10 *R56
Jim Green — C	10
Dave Baxter — C, St	10
Mike Anderson — St	10
47. Randy Powell — St	9
John Headley — Sp	9
49. Pat Johnston — St	8.5
50. Jerry Thomas — Sp	8

Paul Vallins — C	8
52. Alan Resinger — St	7.5
53. Craig Bartlett — Sp	7
Montana Marlatt — St	7
Bruce Duncan — Sp, St	7
56. Alice Cotton-Royer — St	6
Team Kortness — Sp	6
58. Bob Nelson — C	5
Jim Johnson — St	5
Leo Mehl — St	5
61. Gary Harris — C	4
Rich McConnell — St	4
Chris Sackett — Sp	4
Chris Gomez — NC, Sc	4
Loren Anderson — St	4
Jim Welch — St	4
Mike Haverly — St	4
Mark Conner — St	4
Bobby Arledge — R	4
Laura Beers — Sp	4
71. Ted Gritzmacher — NC	3 *NC2
Nick Stratis — Sc	3
Henry Hajdik — R	3
Jasha Wondratschek — St	3
75. Mark Hansen — NC	2 *NC2
Aaron Smith — R	2
Larry Hyder — R	2
Dave Shrum — R	2
John Hall — NC	2
Ron Canaan — Sc	2
Gerry Boyd — St	2
Team Mark & Ted — NC	2
83. Jerry Eichten — St	1.5
84. Ken Smith — R	1
Steve Niemouth — St	1
Roy DeCamara — St	1
Bill Petterson — C	1
Amanda Smith — R	1

* Also scored with a team entry. Symbol after score indicates category and team's points.

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.

Roseburg nostalgia — and Albany in the '60s

By Dave Shrum

JAN 1, 2002! This morning I rode my bicycle down around the Roseburg Regional airport and took note of a few recent changes.

The 30th Northwest Regionals were held here on the last weekend of May 2001. The two big helicopters are now marked where the speed fliers had their pits.

The float pond is no more — just a few puddles showing where the city brought in a grader and in a few minutes filled in the pond. This is a very prudent measure because ducks liked to use this pond for their landing strip and jet aircraft in particular don't mix well with winged fowl. I was very careful to keep this pond drained when it was not being used.

I rode around the east side of the airport and as I walked along the fence directly across from Adventure Aviation, I smelled the lingering exhaust from a jet Citation that had just landed. My purpose for being on the opposite side of the airport was to look for the site of the hangar that would have been there in 1947 when George Felt was the FBO operator at the Roseburg airport. I was 9 years old at the time and Mom and Dad had brought me here to go on my first airplane ride!

Dad knew George and had asked him if he would take my mother and me up for a ride. The airplane was a big red Stinson Reliant — roundy nose! We flew over Roseburg and on out to Glide, where we flew over our house next to the colliding rivers. I went to school from grades 1-12 and our

family has lived here since 1852. I had not flown over Glide since then until this past summer when John Proctor (of around-the-world flight in a Grumman Albatross) took me up in his yellow Piper Cub. It was good to see the home place again from the air.

Now, you are asking — Dave, why are you telling us all this? Well, John Thompson put in a short notice in the recent *Flying Lines* about those "ancient" people who remember when the control-line contest was flown at Albany, Ore.

This is circa 1962-1969. The club was Willamette Modelers. Peggy and I were living in Sweet Home, Ore. The WMC started in 1961 and received their AMA charter in March 1962.

On June 20-21 of 1964 we put on one of the best contests of that time. The 20th was control-line all day at the Albany airport and the 21st was free-flight all day at Brewster Field in Lebanon. Oh, by the way, we had a ROW pond in 1065 for the FF contest!

OK, how many contestants came to this two-day bash? Ninety contestants overall (55 the year before), including 24 juniors, 19 seniors and 47 open.

The grand champion of those days was a young man about 16 years old, a senior, Chuck Stohlmeyer. First places in 1/2-A, A, B and proto speed, scale, A2 glider and hand-launch glider. Ken was his father and also a lifetime member of WMC, as I am.

Mel Marcum, still a member of the Eugene Prop Spinners, won second place in carrier with 380 points. I won second place in scale with a ME 110.

Chuck Hough and I were the stunt judges, usually. Chuck couldn't make it down from Tacoma at the last moment. I had to handle the stunt judging myself! I enlisted Peggy to stand in the circle with me and write the scores down.

We had three circles on the apron. The northwest circle was speed (without a net). The middle circle was stunt and the south circle was carrier. When we get to the Albany site this year for the 31st Regionals you will notice that there is not very much room between circles — maybe 20 feet. The wind always blows from the north, so Peggy and I had to stand between the speed and stunt circles. Now this is a 22-year-old wife very great with child! She isn't liking this at all but stays out with me through A, B, C and D speed. Paul Hewitt put up a jet speed, 20 feet behind our

backs! I'm in the middle of judging a stunt flight and can't leave. My wife is screaming to me to get out of there. Have you ever judged stunt with a screaming wife almost on your back, great with child? Being young helps — I was 26.

By the way, the child came into the world on July 19 and Jo Beth is now 37 years old. I do the math and I'm not young anymore!

Well, because of those efforts and building about 400 trophies between 1964-66, I was given a life membership to WMC. These "Playboy Platters" have followed me all over the Northwest these many years. The editor has been the same person since 1962 — Bob Stalick. This has to be some sort of record.

Several other highlights of the stunt circle: Oh, it was called "stunt." This was before the days of PAMPA's four levels of competition. Expert to beginner flew together. One gentleman from Portland always took first place with the Grey Ghost, we used to call it, Vernon Matheny. Not far behind was Tim Dunlop.

One single flight that has stuck with me for these many years was the stunt team flight. Joe Dill and Bob Welch from the Seattle area came down with a matching pair of Chipmunks. These planes were their own design, starting with a Noller wing planform.

Joe and Bob flew the modified stunt pattern at the same time. These planes weren't behind each other but usually opposite of each other. Ever since that time I have tried to get several people up to a level of flight training and level of stunt flying to fly "team stunt" with me. In 38 years this has not happened.

When the Portland Fireballs organized their Firecat show team I dived into this idea again and put together four airplane kits (two each) complete with engines, tanks, wheels, lines and handles. This demonstration flight of team stunt in 1964 was a beautiful show of two airplanes in the same airspace.

Ted Fancher some 20 years later tried to get this very idea started in one of his columns. Thanks, Joe and Bob, for a wonderful memory.

P.S.: Craig Bartlett told me that some 30 people have responded to the call for help at the 31st Northwest Regionals. Like I told you folks, "Roseburg was only a step along the way for this great contest!"

Clarence Bull revisited

By Mike Hazel

Editor John Thompson was interested in hearing of more anecdotes regarding Clarence (see FL #177). Here's a funny one ...

Back in the mid-1970's, Clarence was an active member of the Eugene Prop Spinners club. On one Sunday, club members were participating in a fun fly type session. The special event of the day was something called "Blind Man's Bluff." I have no idea who cooked up this event, but it was crazy and fun! It was Balloon Bust, with the strange twist that the pilot was blindfolded!

One special allowance that the rules included, was having a "caller" in the center of the circle with the pilot. In other words, the seeing eye non-pilot would be verbally assisting the blind pilot: "Ok, you just missed it! Now bring it a little lower, steady now, c'mon keep it level! Arg! that's too low, you crashed!" etc. etc. etc.

On Clarence's turn at this madness, I was his designated caller. Clarence took off OK, and as I recall with my "help," even managed to hit a balloon or two, or maybe just the sticks. Anyway, he had done pretty well flying sans visual aid, and there were no targets left. So I tell Clarence to get ready for landing and pull off the blindfold. What happens next? Clarence yanks off his blindfold and proceeds to do a power-on crash landing! He could not have done much worse blind-folded!

More on Clarence...

Clarence was a wonderful guy who could talk your ear off with his vast knowledge of model aviation history. But he also was a character who had several traits that led to numerous anecdotes. Who hasn't yet heard how his dog almost killed George Aldrich at the VSC? (Many modelers wanted to kill that (or a previous) dog at contests where it ran loose. Clarence would talk to it as if it were trained, but it ignored him utterly.)

Clarence enjoyed CL racing, and kept doing it on rare occasions for years after he was serious about it, just showing up with his old airplane and entering. He also was known as a bit of a mooch.

I remember that he showed up at a Eugene contest more than once with his Goodyear, and entered. Only problem was, he needed to borrow some lines. Oh, and fuel, too. He did have a prop, though.

--jt

Albany memories

By Mike Hazel

In the last issue of *Flying Lines*, editor John Thompson mentioned that there are "old timers" around that remember contest flying in Albany back in the sixties. I fit that category. Following is some history of that time frame, some of it well documented, and the rest just as I remember it.

First off, we must start with the Willamette Modelers Club (WMC). This club formed in the very early 60's, and membership was mainly from the neighbor towns of Albany, Corvallis, Tangent, and Lebanon. It was a multi-interest club, and when they started hosting competitions, both control line and free flight were included.

My first recollection of an Albany contest dates back to 1962. But this was before I was doing any contest flying, being back in the "go to the contest with Daddy" days. My dad was an avid Carrier flyer, and generally always came home with a trophy. This meet was at a city park in Albany, not the airport. In subsequent years, the meet was moved to the airport site.

The WMC annual contest was held in June of each year. All of the CL events would be held on Saturday, and then the FF events were on Sunday at a different site. By the mid-60's, this contest had grown in prominence, attracting competitors from Canada to California. There was a full slate of CL events: Speed, Racing, Combat, Stunt, Carrier and Scale. However, there was not the proliferation of sub-classes like we have today. Racing meant Rat Race, Stunt was just Stunt, and Combat was just Combat. And there were only about half the number of Speed events.

The contest area at the airport that will be used in 2002 is basically in the same place as it was in the 60's. However, the apron area we will be using is larger than it was back then. As I remember, there were only three paved circles back then, and they were very tightly spaced. The meet continued in this format until 1968. The airport was not available in 1969, so the CL portion of the meet was moved to a high school field and the speed events were dropped off of the schedule. This was the last time that any CL events were held at a WMC meet. During this period the WMC had been evolving towards just being a free-flight oriented group. Not far away, the Eugene

Prop Spinners club had re-formed, and would soon be filling in the CL contest gap that had been created in the area.

Now, on the more personal side ... my very first CL competition experience was at the 1965 edition of the WMC meet. My event of choice was Rat Race, which began my long career of CL racing. I can still remember it now, a freshly built Goldberg kit "Skat Rat", and Fox 36X engine on suction, wow! I flew in the junior age category against about five other entrants. I had just recently "learned" how to fly in a circle with another plane. (i.e.: very little racing experience, in other words!) My race was a bit rough-and-tumble as I recall, but the 12-minute time was still good enough for a second place trophy, which still resides up on a dusty shelf in the garage.

There's an interesting behind-the-scenes story regarding the 1965 edition of the meet. Sometime before the meet, there had been a change of ownership of the business that had been giving permission for the contest to take place at the airport. Due to some poor communications, when the WMC officials showed up for contest setup the night before, they were told to leave! Some frantic late-night phone calls were made, and finally a connection was made with the owner at midnight, who happened to be in Florida at the time! Things were smoothed out just in time, and the contest went on on schedule.

There are a few modelers today still flying that I remember back in those days. I won't bother to try and name them, as the list would be incomplete, and we sure don't want to leave anyone out. One individual who will get mentioned is one Dave Shrum. Just as in the Roseburg years, Dave was one of the kingpins of the early Albany meets. He did a lot of the trophy building and judging.

See you all in Albany this year — again.

Full-scale flyaway

In Petaluma, Calif., recently, an unmanned Aeronca Champion (a 1950s vintage two-seater just like the one Chris Cox flies when he's not practicing the stunt pattern) broke from its moorings and flew away on its own.

The owner was working on the plane when it rolled away under power, took to the air and began its pilotless tour of the region, according to The Associated Press.

The wreckage of the plane eventually was found a few miles away.

ON THE CONTEST TRAIL

Results of Northwest Control-Line Competition

Kicking off the new year

Chilly flying sessions on or about Jan. 1 are a tradition for control-line modelers, so *Flying Lines* asked people to send reports of their first flying session of the year. There was one organized event and several informal flying sessions, where weather permitted. CL is under way for 2002!

Poler Bear Fun Fly

Portland, Ore., Jan. 1, 2002

By Mark Hansen

Perfect weather was had for the two days before the Poler Bear and the day after, however New Year's Day, a persistent hard driven rain fell. Do not be mistaken, this was no ordinary storm, this storm was so strong that even a diesel combat contest would have been canceled! The Aeroliners present, Gary Harris, Ted Gritzmacher, Jim Cameron, Leo Mehl and myself, were not going to be denied our fun, and we donned our rain gear and proceeded with the zeal that an event of this caliber deserves.

I had arrived early and had painted the 6-foot diameter pilot's circle, 60-foot diameter flying zone and 75-foot safety circle, but I was in need of assistance from Ted Gritzmacher and non-Aeroliner Sam Baird to successfully drive the 9-foot long, 2.25-foot diameter steel pole into the ground.

After all of the drudgery of contest paperwork was completed, I was finally able to prepare for my first official flight. With extreme care, I readied the white Sterling Super Swoop that had been gifted to me by longtime modeler Bill Darkow; the lines were connected with care, the bladder was inflated with a fine all castor oil 10% nitro methane blend, and the elevator was set to a perfect neutral, everything was ready for what I hoped would be a winning flight. My trusty K&B .40 however seemed to be waterlogged and required about 50 good flips of the prop before it finally roared to life, without even setting the needle valve, I headed to the handle. I planned

on being as flashy as possible on my flight, and I did not even go one level lap before beginning maneuvers. However, it soon became apparent that Bill's Swoop was a real handful; whenever I performed any outside move, it went slack on the lines and darted across the circle! After the third time this happened I made up my mind to end this flight. Flying level at 20 feet high, I walked forward to my mark and descended to 4 feet high — Tung! went the pole as the outside wing tip tore itself away from the impact, with out even the slightest disturbance to the plane's flying attitude. Not knowing how much of the outside wing was gone, I decided to try some loops and low and behold, all of the bad characteristics were gone! I proceeded to loop and wingover until I thought I was almost out of fuel, and I brought the Swoop in for a perfect one-point landing. The sound of the mud splattering still rings in my ears, as the swoop buried itself up to the leading edge.

Next to fly was combat-o-holic Gary Harris, and his once-great Fox combat special powered Foamy Fast. With the grim determination of a prizefighter after a standing eight count, Gary flipped away at the prop of his soggy power plant; after about 10 minutes and two glow plugs, the fearsome Fox came to life. Gary's entry wallowed, hinged, shimmied and yawed its way through countless loops and eights, until Gary moved to his mark and began a series of progressively larger loops until the inevitable — Tung! Gary had passed up merely whacking his outboard wing, that was not good enough for him; he contacted the pole just inside the motor mounts, breaking the prop and stopping the engine before shearing the entire inboard wing off, breaking both lines, and spreading little bits of airplane for 10 feet past the pole. After Gary stopped laughing, he spent nearly 15 minutes picking up the itty-bitty pieces of oil-soaked foam and balsa that was only minutes earlier, a six years (and 75 combat matches ago) combat weapon.

Ted Gritzmacher, had spent months pondering his collection of aircraft, to find just the right plane for this festive event, he finally decided on a well-used but not completely used up Dbat-legal

Warlord, powered by a very reliable Russian-made KMD diesel. I started, and tuned the little diesel to perfection, and had launched the plane on its way, when bad luck struck, and the contrapiston backed off. Zip, zip, zip, went the engine just before Ted ditched the plane in the heavy wet grass just outside the 60' line on the far side of the circle. Once I arrived on the scene the engine was started and adjusted for good. Ted doodled and fainted through a beginner stunt pattern that would have left "Little Montana" sweating; then Ted leveled out at 3 feet, and rapidly flew toward eternity — Ting — As the little Warlord collided with the pole just inboard of the engine and mount. Both shot 6 feet forward and tumbled to a stop in the muddy grass; the leading edge had collapsed and the Super Coverite covering had enveloped the entire circumference of the pole and dropped vertically to the ground while remaining horizontal!

Jim Cameron and Leo Mehl carefully tabulated the scores for every aspect of each competitor's flight, whack and post-whack flight, and here are the results:

Mark Hansen	47
Gary Harris	34
Ted Gritzmacher	30

Considering the unusual nature of this Fun Fly, I would say that most pilots had an outright belly laugh and were able to let off some steam during a normally stressful season compounded by the events of Sept. 11. I hope to see you at the Polar Bear next year, so get out those barely controllable, nearly u-flyable planes and get ready to laugh your head off after whacking that pole.

Informal activities, winter projects, etc.

More reports on Jan. 1 and other early January activities:

Combat flying at Arlington, Wash. From Buzz Wilson

Jeff Rein, Ken Burdick, and Buzz Wilson gathered at Arlington Jan. 1 for a day of combat. Ken brought a thermos of Hoppin John. It works wonders for keeping the chill away. The weather was supposed to be good until late afternoon. It started to rain around 11:00 AM.

Jeff and Buzz began the day by testing fast combat planes. Jeff has his fleet built for the upcoming season. Buzz is working with some Russian kits and is getting close to a CG that will allow him to fly it. Once testing was done, it was time to fly FAI combat. We got in about 10 matches before the weather got too wet. Besides, we had each gone through lots of airplanes. I think the final count of dead bodies was seven. Ken won with three dead, Jeff had two, and Buzz had two. Jeff and Buzz's are repairable. Ken's are not. There is a lot to be said for the foam planes Buzz is using.

Just as we were packing up, Jim Booker showed up with a new 1/2-A to test. The plane looked good, but needs some dewarp.

Buzz's Winter Projects.

I have been building some projects from my misspent youth. The first plane was a scratch built Renegade. I am thinking about using them in 80 mph. The next plane I built was a Lancer. This is an old Berkley kit. As a kid I could never get one together. This is an I-Beam construction. After looking at the wood in the Berkley kit, I know why I had such a problem. Well, the plane is covered and I am putting dope on it as weather permits. The Oriental that I have been working on is ready for the first coat of silver.

The last project is a Ruffy. Again, I had one as a kid, in fact the original is in the garage. At this point, the wing is ready for cap strips, fuselage is waiting on the wing, rudder and elevator are waiting on sanding.

A couple of other projects have been a new handle and a battery box for wet flying days. Props have been balanced and bladders made for the Top Gun contest in March.

The final thing I am working on is how to stretch the rules for Diesel Combat. I am pleased with the progress.

More on the Jan. 1 Arlington combat From Ken Burdick:

Weatherwise it held off for most of the day but the rain came and we fled about 2:30. We did have just enough time to destroy several otherwise OK-to-very-good F2D ships. But hey, it was worth it, right? There were a total of maybe four cuts scored, so we can still be legends in our own minds ...

I did make a Southern dish that I can never remember the name of. When eaten before noon on

New Years' Day it is supposed to bring good luck (Buzz knew the name) Pappa-dahs? Or something like that — basically black-eyed peas and ham hocks. It was pretty good and kept the chill away, but since we all ate it no one had any better luck than the others.

Buzz is still flying a foamie F2D made out of Russian leading edge and and a homemade foam back end with exterior controls. It works okay and is much less expensive to lose than Czechos — sturdier, too.

Jeff Rein has put together some very nice-flying fast ships from the Russian F2D kits I sold him. He has been fooling with the design for a few years and looks like he got the formula this time. He has 10 ready for Top Gun and has been practicing too!

The Buzz report is good also. Buzz has been flying steadily and practices with Jeff, together they have logged 30+ matches recently — so we are at a loss to explain all of the crashing on Jan. 1.

We are all secretly planning our comeback for the great diesel bash in may — darn — I forgot ... it's a secret!

School's out on the motors as far as I can tell and the Sharma plain bearing is my choice. Good quality, fast starts well. (Still smells though)

Hope you had fun as well on the first day of 02.

Seattle area Jan. 1 flying

From Dave Gardner

Succinct report:

Date: Jan. 1, 2002

Place(s): Kent Park Site, Auburn Emerald Downs Site

Time: Late morning

Temp: Mid-40's

Wind: Strong and gusty

Rain: Yes

Flying: No

It was "misery meet" weather, and apparently no one wanted to be miserable!

From John Leidle

Last weekend I went flying at our new site Emerald Downs Racetrack. I flew three days, two gallons of fuel. Remember, we have been without a flying site since September.

Eastern Washington Jan. 1 flying

From Joe Just

Took out my latest stunter this morning. Put in two flights and would have scored well, except the engine fell out of the plane, the wings crumpled, and a hawk snipped off the tail assembly. Boy, was I ticked off! Waking up, I got out of bed, looked at the frozen fog and ice on the street and decided it might still be a couple of weeks yet before I could burn some nitro.

HAPPY NEW YEAR!

Willamette Valley January flying

Most of our flying in the southern part of the Region in January involved in a work party flying a U-Haul truck with Regionals CD Craig Bartlett at the stick. On Jan. 12, we moved the Regionals field setup materiel from Roseburg to the new Regionals site in Albany, where it is temporarily stored in a hangar.

A Jan. 1 flying session in Salem was postponed in order to cheer on the Oregon Ducks in the Fiesta Bowl. A Jan. 3 session was scuttled by a household maintenance emergency.

Your FL editor finally made it to the Eugene field for some flying, assisted by Mr., Stooze, on a colddd, breezy Jan. 13. But a couple of flights proved the expert's advice about too-cool-fuel (See *Round & Round*) and the day was successful. Also broke in the engine for the Oriental!

Happy flying to all in 2002. How about everyone continuing to submit reports on flying activities, for a regular roundup of such reports? Should be great fun reading!

World Championships site selected

The 2002 CL World Champs will be held mid-July in Sebnitz Germany. I have been appointed as the CL Team Manager, and one of my tasks is to make sure that everyone that wants to go as a team supporter gets on the list.

If you or anyone you know wants to go to the 2002 CL World Champs as a U.S. Team Supporter, please let me know at Bill@WRLee.com

If you've never been to a WCs, you will find it is perhaps the most enjoyable thing you can do flying model airplanes. The camaraderie, the rubbing shoulders with the "big guys," the intense competition — Man it just doesn't get any better than that!

— Bill Lee



Winter report

Here we are once again, locked in the dead of winter in Central Oregon. The wind blew and the rain rained for five weeks, then it started to snow. I put up a few flights with my old beater profile Oriental last week, flying from two sheets of plywood on top of the snow. It was nice to get a handle in my hand again after over a month, but it was still too windy for comfortable flying.

I noticed that although I made the first tracks in the CL circle, a few of our stout-hearted Central Oregon RC guys had been flying their floatplanes from the snow on the main strip.

It appears that we will have our Third Annual Central Oregon Lawn Darts Contest again this July. I have the paperwork made out for the AMA sanction requesting July 21 as a contest date. I don't expect to have any trouble getting that date, since we've had the contest on the third weekend in July for the past two years.

After a few months of soul searching by the Lawn Darts, we've decided to go back to the one-day (Sunday only) precision aerobatics skill classes and drop OTS and Classic on Saturday. As much as I enjoy flying Classic, the sparse turnout for Classic and (especially) OTS last year just doesn't justify the amount of extra work involved to run a two-day, three-event contest.

However, please feel free to come over early and enjoy flying from the grass circle on Saturday. Come over Friday evening if you can. Get your PA airplane tuned for the conditions or bring your Classic or Old Time airplane and fly them from the grass just for the fun of it all day Saturday! We can fly from sunup 'till sundown and beyond if you bring chem-light sticks!

We're hoping for a big turnout for the COLD contest this year. We'd like to take advantage of this circle as much as possible while we can. We're being hemmed in on three sides by baseball diamonds, bicycle racing tracks and mini-golf courses and we don't know how much longer we're going to have this field. We'll hang onto it as long as we can, you can be sure of that.

On a brighter note, Loren and Mike Anderson have been building away. Loren has his profile Oriental/SSW .40 flying very well. He'll be starting out next season in advanced, having improved very rapidly once he got a nice-flying flapped ship.

Mike will be moving up to intermediate next year. He's flying very well and learning fast. The Anderson boys also managed to finish and test fly their new Me-109 before the seriously foul weather hit. It's powered with a Loren retimed TT .36 & appears to be a good one. They have a Sig Mustang/Fox .35 in the works as well.

Montana Marlatt (my #1 nephew) has managed to come up with a SuperTigre G-21 .46 for the CL conversion Sig Fazer that was given to him by Mr. Ukey, the ever-pleasant and generous Joe Just, after the Fall Follies. He hasn't gotten it ready to fly yet, primarily because I've been hogging up the building area with my latest project.

Which brings us to ...

I got tired of watching everybody else hog up all the fun flying OTS, so I've built myself a Boxcar Chief. It's nearly ready to fly, only lacking some minor plumbing and final balancing. I have a Torpedo .32 in the nose that I think will pull it around very well. That old Torp will spin a BY&O 10x6 at 10K. We'll see what happens.

I don't want to shock anyone, but, believe it or not, I finally managed to build a reasonably light airplane! (Special note to Scott Riese: Shut up, I know what you're thinking!) Without tip weight and some minor plumbing, it weighs 25.6 ounces. I expect it to be well under 28 ounces RTF.

The wood is finished primarily with clear dope & the wing is done in crème colored Coverite stuck on with Balsarite. I like this stuff, but it comes in a lousy size. The sheets are 19.5 inches by 36 inches long. It took FOUR sheets to do the little BCC wing. Now if it was 20 inches wide, I could have done it with two sheets. If it was 20" wide AND 44" long, I could have done the entire wing with ONE sheet. Of course I started out ordering only two sheets, thinking I could make it work. Wrong. I had to make a second order to Tower for two more sheets. The stuff is fairly expensive at \$4.49/sheet, and with \$14 shipping I have over 30 bucks in covering on this dinky little wing. As it is I have a LOT of scrap Coverite.

Maybe next time I'll try Polyspan ...

That's about it from here in the high desert winter wonderland, see ya next spring!

News from the Northwest Skyraiders

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ELECTIONS RESULTS:

At the last meeting, we voted on the following nominations for our slate of officers for 2002.

President: Chris Gomez and Mike Potter
Vice President: John Hall, Tom Knoppi
Secretary-Treasurer: Paul Walker



It was a close battle for Prez this year, but Mike Potter won, 7 to 4. The other two positions were mandates, with John Hall and Paul Walker getting 11 votes each. Yeah, there were only 11 votes, but that was the majority of the members

in attendance, representing about 25% turnout of the local members.

FLYING SITE REPORT:

Following is a recap of Ron Canaan's latest activities relative to potential flying sites. This is just to let you all see what efforts (and frustrations!) are required to track down flying sites.

December 20, 2001

I have had a conversation with Gary Jones of Emerald Downs and have prepared a use agreement stating our rules of use for the site (lots 9 and 10). In it I also noted our insurance with AMA, and how it covers Emerald Downs. I also wrote a little of our history and how pleased we were to be able to use this site and also two contacts to call in case they have a problem with us.

While I was at it I also requested the use of the site for three of our contests, June, August, September. This is agreeable with Emerald Downs as long as it doesn't conflict with the car sales week end or two during the summer. They would like a two-week notice or more of any events that we wish to stage.

He asked me to sign this agreement and drop it off at his office. He will pass it on to his boss to file so they know who is using the area. I will do

this tomorrow. I have also mailed Dave G and Mike P copies of the agreement.

I made a mistake in the lot numbers we are supposed to fly in. Lot 7 remains the same for our use when the other lot is being used. What I thought was lot 9 is really lot 10, the last one next to the tracks and the fence. The SE corner. This is same one we looked at and have been flying off of for a while. Lot 9 is next to the street as you enter off the street. We can use it but it is a little close between poles. I was told today we could also use lot 11, N.E. corner if we need it. ...

So far so good, every one is using something to keep the fuel off the blacktop and are picking up their trash and having fun. We are using the site quite a bit according to security.

January 9, 2002

I just got off the phone with Gary Jones at Emerald Downs, and it looks like we have a long-term home with only a couple of things to do and several weekends that won't be available to us to use the site.

First of all Gary has gone to bat for us with the general manager (Mike) and has him convinced that we are a group that needs to have the use of a site such as the North Lot.

1. We don't have the funds to buy or lease a site.
2. Our type of activity doesn't damage the property.
3. City and County governments are not responding to our needs.
4. The noise is not a factor. (Gary and I did a noise test for the horse barn guys)
5. We do not leave a mess to clean up after.
6. Their legal dept. has no problem with us being there.

So what we do have is an OK to use the site from the lot manager, maintenance manager legal guy and the general manager. We have jumped through all the hoops except the bean counter wants to have a copy of our AMA insurance from the carrier or AMA before I can sign a lease with them. I called Elaine at AMA this morning and left a message about it on her voice mail. She called back when I was gone and left a message that she would call in the morning.

What they want from us now is a schedule of our events so we can schedule them in their calendar. The North lots 9, 10, 11 have several events planned for a couple of weeks and two weekends. (two circus weeks and one car show week, one inline skate week end and one motorcycle event one

week end). The balance of the year it is clear for us to use either for events or day-to-day flying. However, sanicans cannot be brought in and left on a long-term use except for events if needed. If we have to go to the john there is a restaurant in front of the horse barns that is open 9 months a year.

So what this means to us is we can have the Raider Roundup at Emeralds Downs for sure if need be. I talked to him about a regional type event such as the Roseburg thing and we can stage this event at the Downs if we wish. Just let them know in advance. They will provide security at night if we want to stay set up when having events. (No charge). If we have an event that would draw several hundred people at one time we would have to provide sanicans.

Bottom line is we have a home as soon as AMA gets me copy of our insurance with Emerald Downs name on it so they are covered. Period. No more has to be done to have a long term place to fly over black top. It's a done deal. Just a side note; no jets.

Also you guys who want to dig a hole in the blacktop for your speed pylon; they WILL consider it but it will have to be water-tight when not in use. If you have a way to do this and can get me a drawing or such I will take it to them to see if it can be done. They didn't say no just yet, it is open for discussion with Gary.

January 10, 2002

Eric Berry the marketing director at Emerald Downs called me this morning to let me know that the site would be closed to us on a day-to-day basis unless we went through group sales and were renting the banquet or meeting rooms. Then he could be a little more flexible. To have a flying contest there would cost us a minimum of \$1,000 a day for the minimum space of 600x600 or 1.2 cents a square foot.

Gary Jones called me yesterday and said every thing was a go, all that was required was a copy of our AMA insurance with Emerald Down name on it. Security had OKed us as had Steve the general manager. The only guy who had not OKed us was this Eric Berry the bean counter. He was highly pissed as we had not approached him and just started to use the site. I told him that Gary Jones had said it was OK and he would handle it. He informed me that Gary had not told him of our presence until this morning. It is his position that he has to account to the shareholders for any use and income of the entire facilities

and cannot allow any group to use the site for free as this would open the gates for other groups to use it for free also.

Skywriter Editor's note:

So much for "done deals" and "sure things" — so it would seem. There is a brighter lining to this story, however, related in a phone call from Ron. This is the gist of the conversation, as it went from the above.

Eric Berry called Ron back, with apologies, and was looking for ways to make things work for us. There are still issues with "free" use, but Eric invited Ron to lunch this Friday to discuss some options. We may have to reinstate our position with the state as a nonprofit organization, and there may be costs involved. Nevertheless, the door which was slammed has at least opened back up a bit.

He is, however, adamant about no RC activities on the site, which may squeeze out the helicopter and car folks, but be beneficial for us. Time and negotiations will tell ...

The Riverwalk site in Kent is still alive, as well, but there is no city/county money for improvement. The loud word among government officials is that Tim Eyman took away all their money — not so — all that initiative did is restrict future property tax increases. The current governmental fiscal situation is created by the stock market crunch and the current "recession." Tax revenues are down, and the gov folks didn't see it coming, much as the dot-comers. Now they are crying, and cutting back the very visible items as compensation.

We have to look at the tradeoffs required to have an available paved flying site in this day and age. The RC guys have gone through this battle to get and keep sites, only to have them taken away because of noise issues, inconsiderate flyers and poor relationships with adjoining neighbors. In reality, noise is just the red herring for a lot of complaints, but the only legal one people do battle with.

Once we have re-established flying sites, we may need to do more PR work to get favorable exposure, and to break the image of kids / old men playing with toy airplanes. No one is going to get that perception unless we make it so. Our efforts at EXPO are a starting point, but we may need to have other community activities to let people in general see that we have a very creative technical hobby, not just "going in circles on strings!"

THE COGNITIVE MODELER

Thinking about our hobby ... By Mark Hansen

Thinking about combat

With all of the discussion about racing in the past year, I now feel it is appropriate to discuss the current dwindling participation in combat. Since I began flying combat the overall number of people flying has been relatively constant, when one considers all of the events (Fast, Slow, 80mph, 1/2A, and D-Bat); but looking at the AMA events the participation has dropped off in Slow to a point where it is not even held, and fast is not that far behind — with 1/2A holding its own (thanks to some clever promotion).

While the AMA events suffer, the “speed limit” events seem to be doing quite well, and in some cases (80mph, and East Coast super slow) are actually growing. After carefully thinking about this and consulting the local combat community, I have come up with what I think would be a good solution to the drop in popularity of the “Rulebook events.”

The solution I am about to propose does require some changes to the current AMA rules, but before anyone gets mad, let me assure you that your favorite AMA event will stay exactly as it currently is no changes!

First, I would reorganize Fast (event 328) into engine classes. These would appear in a table much as they do in stunt or speed and would be like this:

<u>Max Disp.</u>	<u>Min Dia.</u>	<u>Length</u>
.36 c.i.d.	.018 in.	59'6"-60'6"
.15 c.i.d.	.015 in.	52'3"-52'9"
.051 c.i.d.	.012 in.	34'9"-35'3"

The pull tests would be 35, 25, 15 pounds, for .36, .15, .051, respectively. Oh and the 1/2 A and .15's are excluded from fuel shutoffs.

What this accomplishes is that it would bring most speed unlimited combat into one event and basically simplify the rulebook. They will still look the same, feel the same, and be the same. As for the inclusion of the 15-size engine, I hope that this might encourage more participation in the FAI event; and it would also give

someone new to unlimited combat an intermediate step from 1/2A and .36 fast.

Event number 330, (1/2A) would now become the widely popular “Speed Limit Combat.” Just as before there would be three engine classes based on maximum displacement, .40, .15, .051, line sizes and pull test would be the same, but there would be a speed limit for each class; say, 80 mph for the .40s, and 69 mph for the .15s, and perhaps 46 mph for the 1/2As. At this point the .15, and .051 speeds are not set in stone, but are based on the 3.213-second rotational velocity of an 80 mph plane on 60-foot lines.

There would be no fuel shutoff in any of these events, and the paragraph on scoring would include current “kill” and “no kill” systems as well as the East Coast GX style. No one system would be promoted over the other, all would be included. Otherwise, the rules would be the same as event 328.

What the above changes do is bring pretty much all of the combat currently being flown, under the “umbrella,” of the AMA rulebook. What my rules **do not** do is outlaw or excludes anybody or group from participation. No equipment is made illegal, and there is a natural skill progression from the speed limited to the speed unlimited events.

Slow Combat would remain the same and would be still have its rightful and historic place in the rulebook.

Please let me know what your thoughts are on all of the above, by e-mailing me at FastCombat@aol.com

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

By Bill Darkow

Promoting Control-Line

Thank you, Dan Rutherford, for your incisive article on that subject in the Nov.-Dec. 2001 issue of *Flying Lines*. I agree that recruiting CL modelers from a list of “CL Drop-Outs” is one method of adding to our ranks. However, it seems to me that it's like reprocessing the tailings of a worked-out gold mine. You'll find a small amount of gold all right, but it's a lot of work for a little return. Most

of them dropped out for valid reasons. Very few will want to get back into it.

As you correctly pointed out, "There are all sorts of approaches to take in generating more interest in control-line flying." Some of them will be more effective than others. However, recruiting ex-CL contest fliers by mailing them copies of *Flying Lines* is only one of them and has yet to prove itself to be the "most successful of all promotional efforts" as you claim. If it should turn out to be so, our recruitment problem will be solved, but it seems limited and unlikely to me.

The ideal promotional effort would involve the use of "all sorts of approaches" to reach the widest possible audience — including recruiting retreads.

As an example of reaching the widest possible audience, the Northwest Firecats, an AMA-chartered CL show team, has been performing static and flying CL demos in the Northwest for the past two years. Last year, at a conservative estimate, we put up nearly 400 flights at eight shows that were witnessed by over 25,000 spectators. Our efforts on behalf of promoting control-line have been regularly reported in *Flying Lines*. Perhaps you missed those articles.

Maybe, since we didn't focus solely on recruiting former CL contest flyers, but gave flight demos, flying lessons to kids and made long drives to "out-of-town flying demonstrations," you believe our efforts are a waste of time and money. It would certainly seem so given the sarcastic way you ridiculed kids, flying demonstrations for kids and, by implication, anyone who tries to recruit kids.

The current consideration of Albany airport as the site for the Northwest Regionals 2002 owes much to the promotional efforts of the NW Firecats. We performed there twice in 2001. We were well-received and well-treated. We also made favorable impressions on community leaders and have been invited to return in 2002.

The most amazing thing about show team flying is that not only do we believe we're doing a good job of promoting control-line, but we're also having fun doing it! There's none of the stress associated with the usual hurly-burly of contest flying so we can kick back and relax. When a former CL flyer or a potential new one is attracted to our display and shows some interest, we can take time to talk with them, hand out information and offer them some flight time. Our promotion methods

are direct, immediate and face-to-face — not limited to mailing copies of *Flying Lines* to former CL'ers, although that could be part of it.

We're setting up for a bigger and better year in 2002. We already have a half-dozen performance dates confirmed. We have shows scheduled from Albany to Olympia. We would like to take advantage of several opportunities to stage shows and promote CL in the Tacoma-Seattle metropolitan area, but need members who live in that area. How about it, Dan (and anyone else interested in having fun while promoting CL)? Would you like to try some up-close and personal CL promotion?

Bill Darkow can be contacted in care of Flying Lines or at romodlr@aol.com.

The Real 'Dirt'

Some tight lines from the bad boy of CL flying, "Dirty Dan" Rutherford

Northwest CL racing

We are failing to recognize the obvious. Either CL folks are rejecting the very concept of racing model aircraft in head-to-head competition or they still want to participate in such activity, just don't like current offerings.

It is my view that while we definitely have way too many classes in Racing, the good side to this situation is that at least we can get a read on what people want. From NWSR with its Luddite stance on technology, up through a wide selection of model types, engine sizes, potential speed ranges and increasing levels of technology one can't say the Northwest Racing scene doesn't offer an impressive selection from which to choose.

What we are lacking is interest in Racing as a concept, or possibly with the current format. Modelers are voting. With their feet.

Look, argue all you want about this conclusion. I don't want to hear it. The earth is not flat. The sun is not the center of the universe. Gravity works even if we don't understand it. And Northwest control-line fliers no longer have much interest in any of our Racing events.

What to do? If we do nothing, matters will most certainly not get better, that much is obvious. On the other hand, should we simply drop Racing completely that is no answer to the problem as we alienate an existing core group of racers who might, within the next couple years or so, reverse

the trend.

The answer as I see it is to cast off each and every Racing event as having failed. We don't fly Endurance as few wish to participate. Ditto with Auto Gyro Stunt. Ditto again, Four-stroke Speed. Ditto with emphasis added for Racing.

For the future pick *one* Racing event. *Only one!* As wholesale overhaul is called for here, make it a new event: Different models, different engines, new challenges. Make it an event in which one can get started fairly easily with off-the-shelf equipment, yet fast enough to be interesting. If this includes a spec motor, let's use a device that is suitable for flat-out running, will reliably restart without tricks and is relatively inexpensive. Thanks to the RC community there is a huge selection from which to choose. And if we specify a certain kit it must be readily available.

Follow through on this in thoroughly changing the race-day format. (Part of the problem with Racing might be rejection of a format that has been in place for too many years.) Emphasize getting in lots of racing for minimal investment. (Multiple heat races? *Of course!!*) Emphasize consistency and reliability. Give back the four-up group grope at circle center. Let *everybody* race in a main event, not just the top four entrants. Yes, A, B, C main events, known as alphabet mains in RC car racing. Allow winners of lower main events to move up.

Admit going in that while two-man teams are nice, each model will be entered by a single individual and in cases where two guys who fly together all the time have a conflict, it's up to them to work it out by either taking a pass or coming up with an alternate pilot or pit dude.

Please don't reject the last item as too rash. When I was involved in Racing (Rat and Good-year under AMA rules, Slow Rat with what I believe were NW rules) I was indeed part of a team. That's really the way to do it and do it right. However, things change and I know for a fact there are those out there who actively race, using pick-up fliers and pilots (Mike Conner comes to mind). I believe there are also those who would seriously consider Racing events, they don't have a team member, maybe they don't really want one anyway. But if they knew in advance that all other entrants face the same problem of deciding whether to pit or fly, that it would be commonplace to make on-the-spot crewing arrangements as the heats are posted, that's just one more obsta-

cle we've eliminated for them. To the detriment of established teams, of course, but not in all cases. And established teams are at this time far more interested in increased participation than in functioning as a team through a very short, or even nonexistent, day of CL Racing.

(Hmmm, ya know we kinda have the same thing today in CL Combat. There are established teams in this event. But there are also those who come to fly without the benefit of a team member. These entrants are easily and painlessly accommodated in all cases, generally with no performance penalty. Hmmm again, didn't we once have pretty fair success with a series of Racing contests run to similar thinking? Can you say "Drizzle Circuit"?)

My mind is none too orderly this evening, but of a sudden the thought comes that with the change of format for Racing events *and* emphasizing the ability of Lone Racers to effectively participate, each race day ought include a *scheduled* practice session of at least one-hour duration. One of the big problems faced by racers without a team member is getting practice at pitting. Sure, one can fly with a stooge, fiddling with props, fuel and so on. But practicing pitting is really difficult under these conditions. Give the guys a chance to warm up, finalizing procedures on the day of the contest.

Finally, CL Racing is no longer a stand-alone event. Nor will it be such under my proposal. For the foreseeable future Racing is a support event. Any and all contests with this single Racing event will, by necessity, need be run in conjunction with other events. Ones guaranteed to pull in a good number of fliers, some of whom may well toss in a model for whatever we call the new Racing event. The Really Racing/Fall Follies contest comes to mind. What about all of Saturday morning being devoted to our new Racing event? OTS or Classic Stunt could be flown in the afternoon, PA on Sunday. Sounds good to me.

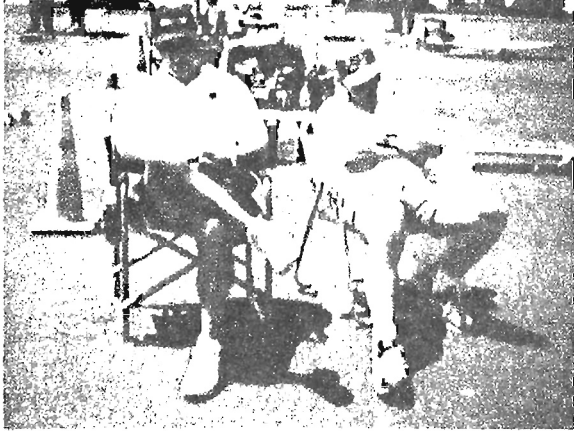
Dan Rutherford can be contacted in care of Flying Lines.

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Bill Darkow, Jerry Eichten, Nils Norling, Scott Riese, Richard Scherer, Chuck Schuette, Rick Wallace.

4TH ANNUAL Jim Walker Memorial Control Line Fun Fly



Date: April 20 & 21, 2002 Saturday & Sunday

Starting Time: 9:30 Both Days

East Delta Park Portland, Oregon
Take the DELTA PARK Exit off I-5
go North To Delta Park. Far North
Corner of East Delta Park

*It's time for an **RELAXING** Fun Fly. So get the rust off those lines and see if you remember HOW to fly Control line at it's finest. Bring the New ones, the Old ones, Enjoy a weekend of Competition and Friends.*

Saturday 4/20/02

Old Time Stunt & Classic Stunt

Carrier events. Class 1 & 2, Profile, 15, and Golden Age

Sunday 4/21/02

PA Stunt all classes, & 80 MPH Combat

All events JSO

\$10 First Event

\$5 Next Event

\$20 Maximum

First Place Trophy **ONLY** for
Class 1 & 2 and Golden Age.

ALL Other events 1st-3rd Trophy

NO Charge to Canadians

Eh!

Scott Riese 503-246-8867
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FLYING CONTROL LINE MODELS IS "FUN"

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