

# FLYING LINES

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## Glorious summer: A time for flying!

**C**ontrol-line model flying activity is "up in the air" this summer!

The temporary loss of a couple of flying sites has not cut down on the amount of flying very much, as the results and calendar inside this issue show.

And the Northwest Skyraiders news in this issue indicates that the Puget Sound fliers are working hard on finding a place to resume their traditional contests.

Meanwhile, there's plenty to keep us busy. A new contest on the schedule is the 1/2-A and Dogs 1/2-A combat money meet, scheduled for Sept. 14 in Arlington, Wash. Should be a barn-burner!

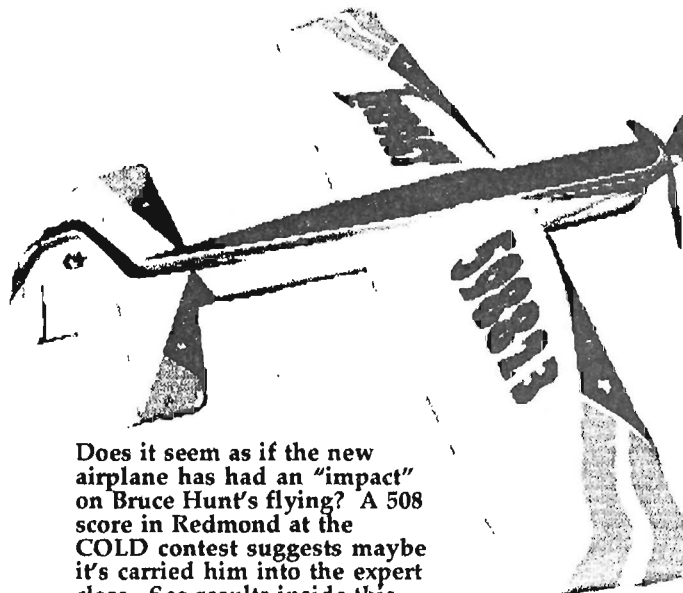
More immediately, there's the WOLF Summer Meet in Salem, Ore., in August, the Tailhook Carrier meet in August, the Oregon Speed Champs in Salem in September, another Nostalgia Diesel Combat five-rounder in Arlington on Oct. 5, and the season finale in Salem on Oct. 12-13, the new and improved Fall Follies.

And clubs are scheduling more and more of the poker hand-style fun flies, a great way to get all kinds of folks out flying and hobnobbing.

In other news, the P-40 stunt event is beginning to evolve, with every indication that it will become quite popular among casual and serious stunt fliers alike. The process has begun of coming up with some formal rules for that event.

Looking forward to upcoming issues of *Flying Lines*, the regular columnists have been hard at work coming up with interesting and informative technical articles, which will begin appearing as soon as the contest season lets up enough to allow space in the newsletter.

Everyone's invited to contribute something for



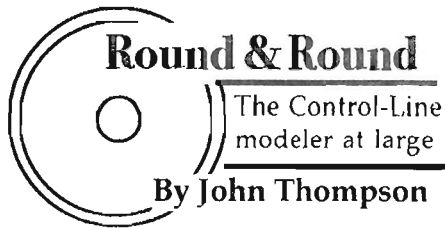
Does it seem as if the new airplane has had an "impact" on Bruce Hunt's flying? A 508 score in Redmond at the COLD contest suggests maybe it's carried him into the expert class. See results inside this issue. *FL photo.*

future issues — club news, technical tips and articles, photos (electronically, please, if you can), letters, "favorite plane" and "unsung heroes" features. You name it — it's *your* newsletter.

And remember, for each significant item you have published in *FL*, you get a month added to your subscription. What a deal!

### In this issue ...

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Modeling thought for the month:

*"The joyfulness of a man prolongeth his days."*

— Ecclesiasticus XXX. 22

## A good old-fashioned flying session

I work in a profession that is populated with a variety of colorful characters, as might be expected in an occupation where high stress and a nagging sense of impending doom is a normal part of the workplace atmosphere. A newsroom is a little like the model airplane field in that regard, at times, come to think of it.

A former colleague of mine, now departed, used to delight in telling about an earlier editor who disappeared from his desk one evening and was found a short time later, wandering naked in the streets, proclaiming, "It's great to be alive!"

Ever after, my colleague would occasionally swivel around in his chair, face the toiling copy editors and exclaim, "It's great to be alive!" with a grin that revealed the truth of his conviction.

That was the feeling in the air (along with the airplanes) at the third annual Lucky Hand Fun Fly in Salem on July 7. It brought back memories of an earlier, simpler time, when every Sunday was a good old-fashioned flying session, with a whole club gathering at the local field with dozens of airplanes ranging from serious to silly. There was no object to the activity other than to fly and have a good time.

I remember these flying sessions from my youth flying with an informal club called the Glow Pluggers in Port Angeles, Wash. Every Saturday was a major flying day with everything from jets to stunters and 1/2-A trainers and Ringmaster combat with us kids launching for the grownups and collecting their broken props. Later, in the '70s, I remember the CLAMS in Astoria bringing out dozens of planes for our rain-or-shine flying sessions every Sunday.

At the LHFF there were about 15 entries and several other fliers, spectators, helpers and assorted friends just flying, hobnobbing and

drinking in the summer day, the sound of the planes in the air and the sights of model aviation.

There were sights you don't often see:

- Dick and Rich Salter flying new planes that were reproductions of those old magazine-plan modifications of Ringmasters that made the planes look like flying men.

- Expert stunt flier Jack Pitcher flying an old profile stunter.

- Regionals CD and CL mystery man Craig Bartlett flying a profile scale plane and a Goodyear racer.

- "ZZ" Mike Hazel "sport flying" a jet speed plane.

- Fathers and sons off on the side doing multiple training flights on a variety of planes.

And there were many of the usual type of flying activities — stunters of all kinds, combat planes, you name it.

Our competition gives our flying meaning over the long term, but there's nothing like a good old-fashioned, relaxed all-day flying session to remind us what this hobby is all about. So many of our flying sessions are practice sessions, test sessions, research and development — it all gets to be a little like homework, or worse, work! Sprinkling in an activity like the LHFF now and then really balances the scale back toward the pure fun of flying.

The idea has caught on with my local club here in Eugene as a way to get a bit more flying activity going. If you haven't been to one of these events, I recommend giving one a look. Set up one for your own local area. It doesn't take much, and it can even raise a little cash for the club. Just put out the word (*FL* is glad to promote it for you!) and get a couple of decks of cards. Bring some donuts and coffee, and have a day of flying!

*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>.*

## Time's up!

Don't miss an issue of *Flying Lines*. Subscriptions expiring include: Loren Anderson, Craig Bartlett, Mike Bol, Ken Burton, Mike Conner, Dave Gardner, Loren Howard, Bruce Hunt, Preston Husted, Jim Johnson, Ken Kortness, Richard Kulaas, Tom Knoppi, John Leidle, Tony Martinka, Douglas Mayer, Mike MacCarthy, Ron McBurnett, Leo Mehl, Bob Nelson, Michael Potter, Scott Riese, Jeff Rein, Dave Shrum, Edward Shunk, A&K Smith, Wayne Spears, Rory Tennison, John Waldorf.

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# Where the action is!

## Coming events in Northwest Control-Line model aviation

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### Aug. 3-4

**VGMC Can-Am Speed Champs**, Upper Coquitlam River Park, Coquitlam, B.C. For info, contact Paul Gibeault, [pgibeault@telus.net](mailto:pgibeault@telus.net)

### Aug. 10-11

**Prairie Fire Stunt Contest**, Edmonton, Alberta. Classic on Saturday, precision aerobatics on Sunday. Contact Bruce Perry, [bperry@planet.eon.net](mailto:bperry@planet.eon.net)

### Aug. 24-25

**WOLF Summer Meet**, Bill Riegel Field, Salem, Ore. Saturday: Northwest Sport Race, Clown Race, Quickie Rat, Classic Stunt, P40 Stunt. Sunday: PAMPA Stunt, 80mph combat. Contest Director Mike Hazel, (503) 364-8593 or [ZZCLSpeed@aol.com](mailto:ZZCLSpeed@aol.com)

### Aug. 25

**Tailhook**, Navy Carrier contest, Clover Park Technical College, Lakewood, Wash. For info, contact Mike Potter, 29725 45th Ave. S.E., Auburn, WA 98001, [skyshark58@cs.com](mailto:skyshark58@cs.com).

### Sept. 14

**1/2-A And Dogs 1/2-A Combat money meet**, Arlington, Wash. Triple-elimination, 42-foot lines. Directions: Take Smokey Point exit from I-5. Drive east toward Arlington Airport. Turn left at second stoplight. Flying site is behind the Henken car lot. Entry fee \$25, prizes based on entry fees after expenses. Hot-dog roast for lunch. For info, contact Jeff Rein 14326 102nd Ave. N.E. Bothell, WA 98011, [jeffrey.a.rein@boeing.com](mailto:jeffrey.a.rein@boeing.com).

### Sept. 21-22

**Oregon CL Speed Championships**, Bill Riegel Field, Salem, Ore. All CL speed classes: 1/2-A, 1/2-A Proto, A, B, D, FAI, Jet, Formula 40, .21 Sport, .21 Proto, Northwest Sport Jet. Contest Director Mike Hazel, (503) 364-8593 or [ZZCLSpeed@aol.com](mailto:ZZCLSpeed@aol.com)

### Oct. 5

**Nostalgia Diesel Combat**, 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. Contact Mel Lyne, e-mail: [mlyne@sea-to-sky.net](mailto:mlyne@sea-to-sky.net) Telephone: (604) 898-5581.

### Oct. 12-13

**Fall Follies**, Bill Riegel Field, Salem, Ore. Saturday: Northwest Sport Race, Northwest Super Sport Race, Flying Clown Race, Classic Stunt. Sunday: Precision Aerobatics (in 4 PAMPA classes). For info contact *Flying Lines*.

### Your contest date, 2003 ???

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

## Coordinate!

Many control-line fliers are interested in more than one type of flying activity.

That means we need to coordinate all of our organized events to maximize participation.

Step 1 in creating any kind of contest, major club activity or other organized event should be checking the *Flying Lines* competition calendar to make sure that events do not conflict with one another.

Setting up an event that draws even one flier away from someone else's contest or other flying event is a disservice to CL flying in general.

So make sure: Check the calendar and coordinate activities schedule-wise. Your fellow modelers — and you, in the long run — will be glad you did!

The FL "Where the Action Is" calendar is open to club fun-flies, swap meets and other events in addition to contests. Make sure to send your information in to have it listed in the calendar, so others will not jump on your pre-scheduled date.

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# The Flying Flea Market

Classified advertisements — FREE for *FL* subscribers

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**FOR SALE:** Dooling .29 engine, run three times, never flown, with parts list, props and metal spinners, \$198. John Ayer, P.O. Box 1082, Winchester, OR 97495, pager (541) 440-7011.

**CL ENGINES FOR SALE:** All very good condition. One Royal .46 ABC, \$40. One O.S. .40FP, \$45. \$5 S&H. Gary Harris, Banks, Ore. (503) 324-3450, e-mail Slowcombat@att.net

**FOR SALE:** Cyclon Top 3 engine, \$130. (New price is \$165.) This one has about 3 minutes of running time. E-mail Tom Strom at TStrom@aol.com.

**SALE - SALE - SALE - SALE - SALE - SALE:** All Brodak dope — 25% off. All Bob Smith CAs and Epoxies — 25% off. All brands, all sizes propellers — 25% off. Eugene Toy & Hobby, (541) 344-2117, www.eugenetoyandhobby.com.

**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:** 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.

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

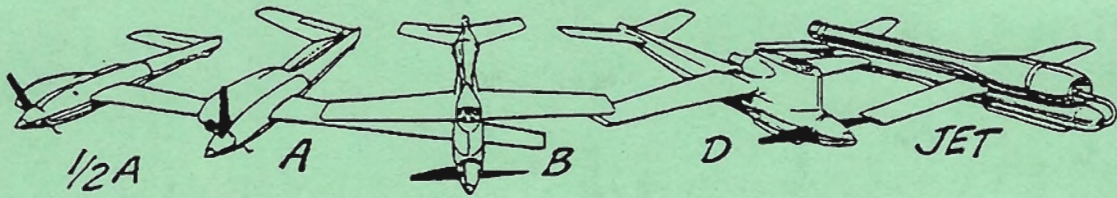
**COMBAT INTEREST GROUP:** Miniature Aircraft Combat Association offers national newsletter with technical articles, organizes national events, keeps national combat standings, and much more. Send \$15 dues to MACA, c/o Gene Berry, 4610 89th St., Lubbock, TX 79424.

**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:** *Flying Lines* welcomes contributions of all types of articles and regular columns on control-line model aviation. Share your knowledge by becoming an active member of the *FL* staff. Columns or single articles are welcome on all competition categories as well as on sport and show flying. Photos also needed of all types of airplanes and activities. Articles compensated by subscription extensions.

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



# OREGON CONTROL LINE SPEED CHAMPIONSHIPS

*SALEM, OREGON  
SEPTEMBER 21 & 22, 2002*

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Contest features all A.M.A. CL speed classes, plus F.A.I. & NW Sport Jet

Trophies thru second place awarded for each class

Site: Bill Riegel Model Airpark at the Salem Airport

Official flying begins at 10 AM on Saturday, and 9 AM on Sunday

A.M.A. "AA" sanction #02-1338

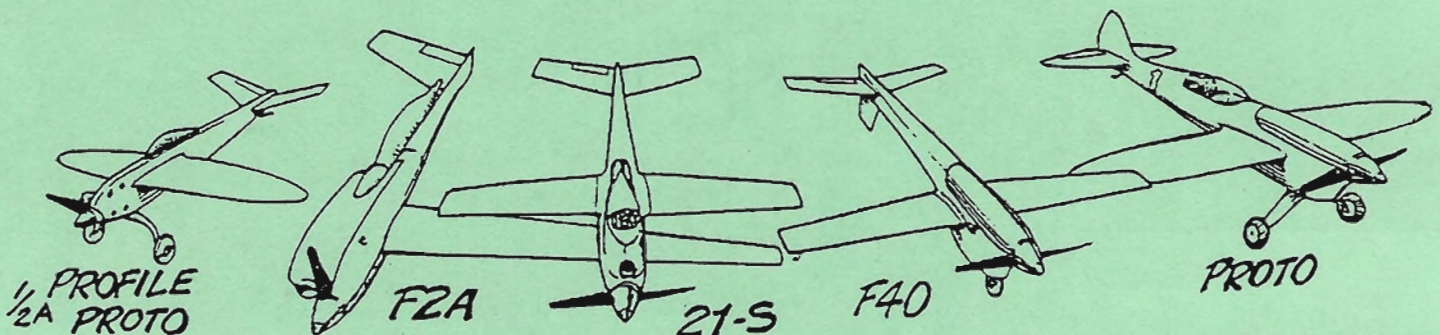
A.M.A. or M.A.A.C. membership required

Complimentary lunch and beverages provided for the participants

Meet sponsored by the Western Oregon Control Line Flyers

For additional info contact: Mike Hazel (503) 364-8593, [ZZCLspeed@aol.com](mailto:ZZCLspeed@aol.com)

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The Western Oregon Control-Line Flyers cordially invite  
you to the 16th annual ...

# Fall Follies

At Bill Riegel Field in Salem, Oregon

**Oct. 12-13, 2002**

Two days of control-line competition!

## On Saturday ...

- Northwest Sport Race
- Northwest Super Sport Race
  - Flying Clown Race
  - Classic Stunt

## On Sunday ...

- Precision Aerobatics  
in four PAMPA classes

## The details ...

**Prizes:** Trophies

**Entry fees:** \$10 for one event, \$20 unlimited events

**Schedule:** Events start at 9:30 a.m. each day.  
Saturday events will run in the order listed above.

**Complimentary barbecue lunch on Sunday for participants!**

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Contest Director: Mike Hazel, 1073 Windemere Drive N.W., Salem,  
OR 97304 • (503) 364-8593 • ZZCLSpeed@aol.com

*Sponsored by the Western Oregon Control-Line Flyers*  
Academy of Model Aeronautics membership required

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# On the contest trail

Results of Northwest Control-Line Competition

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## Fast action in Snohomish

By Jeff Rein

Well, another Bladder Grabber has come and gone. Thirty-nine contestants competed for their share of the \$16,000 worth of cash and merchandise in the triple-elimination fast combat tournament.

I would like to thank our sponsors again, Bob Carver and George Cleveland, for their continued support. Friday before the contest it was raining, and not many chose to brave the elements to test fly, but Jeff Hanauer assured me "Not to worry," because he said that he brought his "Little Box of Sunshine" from Arizona and would bring it out Saturday. On Saturday, Jeff opened his little box of sunshine, and just as promised, the sun was out and combat started about 9:45. There were some smokin' matches, some rusty matches, and some worm diggers. One of the smokin' matches was Ed Brzys and Howard Rush. It was fast, intense, lots of cuts, (mostly by Ed) and then a kill by Ed. One of our local juniors, Milissa Huber, flew Chuck Rudner in the third round and promptly killed him. Bob Huber, her dad, waited until later that evening, after the swelling went down in her head, to tell her that she put last year's Bladder Grabber winner out of the contest.

We flew about 80 matches that day and didn't stop until 7:00 p.m. I don't remember many of the matches as I was very busy, but I can reflect on the matches that I flew. I hope that someone else that was there will reflect as well. My first match was Chris Hess. We duked it out for about 30 seconds, then he promptly killed me. I thought "Here I go again, getting whupped up on by more Texans." Next was Mike Petri. A honkin' match that ended with me killing, then bellcranking him. I thought "This is more like it." Steve Stewart and I never hooked up due to engine prob-



Bladder Grabber winners celebrate! Left to right: First, David Owen; second, Jeff Rein; third, Tim Strom; fourth, Mitch Cleveland; fifth, Darin Albert. Right, Event Director Ken Burdick. Gary Harris photo.

lems. As I was starting to run out of fuel, he got up and the horn blew. I went brain dead and was too high and thought "I'm toast." He screamed up low and fast behind me ready to kill the sitting duck, then his engine quit and I very luckily won on air time. Pat Willcox and I were up simultaneously and in our normal fashion, when the horn blew, we chatted about the weather, old times, tried to psyche each other out and then decided to fly combat. I guess I won the psyche game because I killed him about 20 seconds later. On Sunday, the weather looked good, high overcast, perfect for combat. I drew David Owen. I had a cut, he had engine problems, I had the match won, I foolishly went for the kill, I missed and snagged my down line on his streamer knot and crashed, the horn blew, there was a clock error, and a rematch. On the rematch, during my second maneuver my elevator hinge failed, I crashed. Two broken planes and my second loss and this was only my first match on Sunday!

I thought, "I only need to fly clean for eight more hours, and the contest is MINE." Luckily I did all of that conditioning (riding bikes around the block with the kids) to to prepare for this feat. I killed a local, Bob Smith, in what was the start of my long climb to the finals. Next was John Hess (another Texan). I got revenge on his brother

buy killing John in a short match. Mike Willcox was another story. We duked it out for about 30 seconds, when he got a cut on me and proceeded to go defensive and fly low and upside down, with a lean engine. I thought, there is a lot of time left and don't panic. I paced, circled, and timed and made about 10 attack shots at him, and finally got the kill. Boy, he's tough. Now my pitman, Jeff Hanauer was eliminated in the eighth round, so he promptly closed his "little box of sunshine" and put it away. Big mistake. The rains came. Downpours off and on for about two hours. There were about a dozen sun shades that just doubled as rain shelters. My next and best match was against Mitch Cleveland during the last downpour. With boots and full rain gear I remember when the count got to five seconds, Mitch and I looked at each other, water dripping off our glasses, flipped off our hoods, and when Ken said go, our hair was already soaked. After about 45 seconds in a "steaming" match, Mitch cut about half of my streamer off. Behind now, I had to step it up a notch and pursue. We went very hard at it for another 45 seconds and while upside down I saw the shot and pulled full down and got the kill. After that I had to thank him for his combat tips on his web site "Strawberry Fields." He replied with "Does anybody read that junk?" Well, I did. After that, Jeff Hanauer realized that he had to pit in this pouring down rain, and promptly opened back up his "little box of sunshine." It stopped raining and the weather was perfect for the final. One more chance against David Owen. I got up first and felt confident (Big Mistake). When the horn blew, we went at it hard right away. I took two strong passes at him, but just slapped the streamer without a cut. As I was setting up for my next pass, out of nowhere comes David, an inside loop, a kill and it was over. A line tangle resulted in the crashing of his airplane (I really don't think he cared). I got to fly out the rest of my bladder solo, demonstrating wow well the second place airplane flies WITHOUT a streamer.

David flew great all weekend, and the better flyer that day won the contest. (I still want another shot at him).

**Notable:** Tim Strom won AMA combat at the Nats in 1995, and promptly retired. This was his first contest sense then, and he took third place against some of the best in the nation. I don't know how he does it, it took me 14 years just to make the finals and he didn't miss a beat after a seven-

year layoff.

Oh, buy the way: Concerning the "little box of sunshine," Jeff assured me that next year he will bring a bigger box.

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

1. David Owen, Tennessee
2. Jeffrey Rein, Bothell, Wash. (38)
3. Tim Strom, Seattle, Wash. (37)
4. Mitchell Cleveland, Louisiana
5. Darrin Albert, California



Some of the Northwest fliers who participated in the Bladder Grabber. Clockwise from upper left, Jim Green, Mel Lyne, Bob Smith, Dave Baxter. Gary Harris photo.

## NW pilots place at Bladder Grabber

By Gary Harris

Northwest combat pilots Jeffrey Rein and Tim Strom received trophy cups, dollars, stereo equipment and other prizes after dogfighting their way



to second and third place at the year XXV Bladder Grabber. This was an AMA (fast) combat, triple elimination contest held at Harvey Field airport in Snohomish, Wash. on the weekend of June 29-30, 2002.

Contestants came from Tennessee, Louisiana, Oklahoma, Illinois, Michigan, Texas, Arizona, California, Oregon, Washington and Canada to vie for top honors in this prestigious granddaddy of "Big Money" fast combat contests sponsored by Mr. Bob Carver. Bob provides Sunfire stereo equipment to the top five winners. The retail value of prizes runs into the thousands of dollars.

A first-class contest such as this is truly an orgy of control-line model activity that begins on Friday with test flying and then all out 120+ mph competition all day Saturday and Sunday. AMA rules are used and pilots fly one match per round until being knocked out with three losses.

Two pilots fly against each other for a five-minute match while standing in a 6 foot diameter circle and chasing each other's string/streamer. A cut on the streamer gets 100 points, a cut on the string is called a "kill" and is an immediate win for the pilot who cut the string.

There were many great matches. Some with savage combat lasting most of the five minutes. Others were over quickly when one pilot would make short work of removing his opponent's string and streamer with lightning precision.

Fast combat is flown using a .36 ci. size engine on a model with a wingspan of approximately 48 inches and wing area of between 400 to 500 sq.".

The Nelson .36 is the most popular engine. A few new Foras were in use and also the occasional Fox was seen.

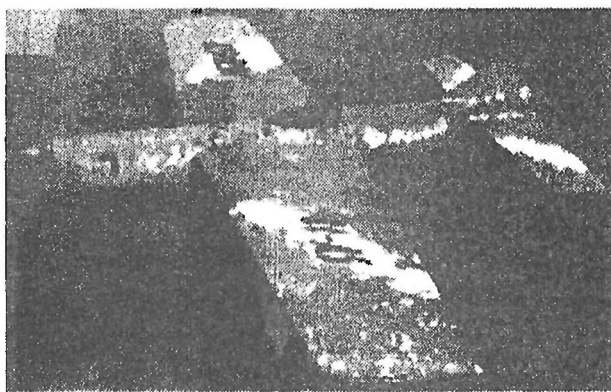
This is the extreme event in control-line flying and when the action is hot, spectators find themselves mesmerized by the drama of the match. It is hard for this writer to convey to the reader an accurate description of a fast combat match. Try to imagine the sound of two screaming unmuffled high-RPM engines chasing around in the air on 60' wires at speeds of up to 120 mph. If you can visualize that, good! If you've seen Fast combat, you know what is being described. If you want to feel a rush that will catapult you to another dimension and for the few moments that you have that handle in your hand make you forget about everything else in the universe, try flying some fast combat!

Some new faces were seen flying at the Blad-

der Grabber this year. Most notable were Cayce Rule and Melissa Huber. Melissa got a big round of applause after scoring a kill against world class competitor and previous Bladder Grabber winner Chuck Rudner.

It was a great contest! Oh yeah, it rained a little bit off and on now and then.

A Big thank you to sponsor Bob Carver and also George Cleveland. Officials and judges: Jeff Rein, contest director; Ken Burdick, event director; Marylou Rush, scoreboard and matching; Howard Rush, pull test; Chris Cox, Bob Nelson, Steve Helmick, Preston Briggs and Patrick Swesey; judging. Sorry if I left someone out.



Jerry Eichten's dazzling new SV-11, seen at Lucky Hand and COLD contest. FL photo.

## Hi desert hijinx!

The Central Oregon Lawn Darts precision aerobatics contest is developing a tradition as one of the most enjoyable contests of the year. The fantastic salmon barbecue offered by the COLD club was worth the trip to Redmond alone.

Contest Director Nils Norling put it best: "Here's how it shook out. Great weather, great flying, great friends and great food."

The contest takes place in a manicured grass circle carved out of the Oregon high desert, with a softball complex on one side, a radio control field on another side, and a bicycle BMX track on the third side. Weather all weekend was sunny (only a little smoke from the Eastern Oregon wildfires), with no wind in the morning and only a little most of the afternoon. It began to get a bit windy toward the end of the contest, and a couple of the experts scratched their last flights, but even then it would have been flyable.


On Saturday the field was open for test fly-



Jerry Eichten cutting a fine figure in the center circle at the COLD contest. Expert style! FL photo.

ing, and there was lots of that. The group adjourned to a nice downtown restaurant for dinner, then back to the field for more testing until sunset.

There were 17 fliers competing on Sunday, and the contest ran smoothly with a long lunch break for the barbecue.

Fliers all noticed some differences at the higher elevation from what most of us westsiders are used to: Fuel needed to be short-tanked to avoid overtime runs. The air seemed "soft," with planes tending to drop unexpectedly after finishing a bottom corner, making the corners a little like this:  This phenomenon caused one crash, when Mike Hazel's Skyray finished the last hourglass corner, then just dropped into the grass.

Nils handed out some nifty prizes, and there was good cheer all around. All in all, it was a great event, and everyone who attended has marked their calendars for next year.

Nils also passes on the important note that the guy who has been doing the cooking for the past three years' is his brother-in-law Henry Rohde, and one fine cook he is!

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

#### EXPERT PRECISION AEROBATICS (4 entries)

1. Pat Johnston, Meridian, Idaho (6) 524  
Data: P-40, Saito four-stroke.
2. Scott Riese, Portland, Ore. (4.5) 513
3. Randy Powell, Pt. Orchard, Wa. (3) 496.5
4. Jerry Eichten, Dundee, Ore. (1.5) 488.5

Judges: Mike Conner, Steve Helmick

#### ADVANCED PRECISION AERO. (7 entries)

1. Bruce Hunt, Salem, Ore. (7) 508  
Data: **Impact**, designed by Paul Walker, built by Hunt from *Flying Models* plans; 59" span; 65 oz.; adjustable rudder, leadouts, tip weight; balsa/ply/silkspan construction; Brodak dope finish; 4" Urtnowski bell-crank; removable landing gear; carbon fiber spinner; airplane is all take-apart construction; **SuperTigre .60**, reworked by Tom Lay; Sig 10/25 all-castor fuel; Thunderbolt RC long plug; 6-oz. Urtnowski uniflow carbon fiber suction tank; Medusa carbon fiber prop; .018"x65' stranded lines; Pro-Stunt adjustable handle.
2. Nils Norling, Metolius, Ore. (6) 498.5
3. Mike Conner, Pitt Meadows, B.C. (5) 488
4. John Thompson, Eugene, Ore. (4) 451.5
5. Leo Mehl, Portland, Ore. 445.5
6. Mike Hazel, Salem, Ore. 417.5
7. Loren Anderson, Bend, Ore. 414

Judges: Jerry Eichten, Pat Johnson

#### INTERMEDIATE PRECISION AERO. (2 entries)

1. Bob Smiley, Kingston, Wash. (2) 427  
Data: **Custom Twister**, modified from Sig design by Smiley; 40 oz.; Formula U finish; adjustable tip weight and leadouts; 3" longer than stock fuselage, half ribs added; **K&B .35 Series 75**; Powermaster 10/29 fuel; Thunderbolt plug; Brodak 4-oz. uniflow tank; .015x58.5' stranded lines; modified Morris handle.
2. Mike Haverly, Auburn, Wash. (1) 291

Judges: Mike Conner, Steve Helmick

#### BEGINNER PRECISION AERO. (4 entries)

1. Mike Anderson, Bend, Ore. (4) 226  
Data: **Brodak Me109**; built by Mike Anderson; 48" span; 490 sq."; 36 oz.; movable rudder; mag wheels; balsa/plywood construction; PPG/Monokote finish; **Thunder Tiger .36 heli** reworked by Loren Anderson (plugged transfer port, dropped sleeve); homemade venturi; 5% nitro fuel; McCoy plug; Sullivan 6-oz. uniflow tank; Zinger 12x4 prop; 65' stranded lines, Tom Morris handle.
2. Joe Just, Sunnyside, Wash. (3) 152
3. Montana Marlatt, Metolius, Ore. 132
4. Steve Niemeth, Sun River, Ore. 94.5

Judges: Mike Conner, Steve Helmick

## Regionals update:

The airplane data sheets were misplaced for a couple of the speed events at the Northwest Control-Line Regionals, reported on in Issue No. 182. Now that they've been found, here is the information about those winning entries:

### B Speed first place airplane data

Ken Kortness, Spokane, Wash.: **Woody K**, designed and built by Kortness; 24" span; 27 oz; balsa/basswood construction, K&B Super Poxy finish; Darp pan, Morris monoline control system; **SuperTigre .29x**; stock ST pipe; K&B plug; ZZ prop; .026x70' wire; monoline handle.

### D Speed first place airplane data

Ken Kortness: **Kansas Twister**, Lauderdale design, built by Ted Black; 26.5" span, 37 oz.; balsa/basswood construction; K&B Super Poxy finish; Harter pan, Morris monoline control system; Kortness takeoff dolly; **O.S. .65** reworked by Kortness; Kortness 3.4" minipipe; K&B plug; bladder tank; .033"x70' wire; monoline handle.

### Formula 40 Speed first place airplane data

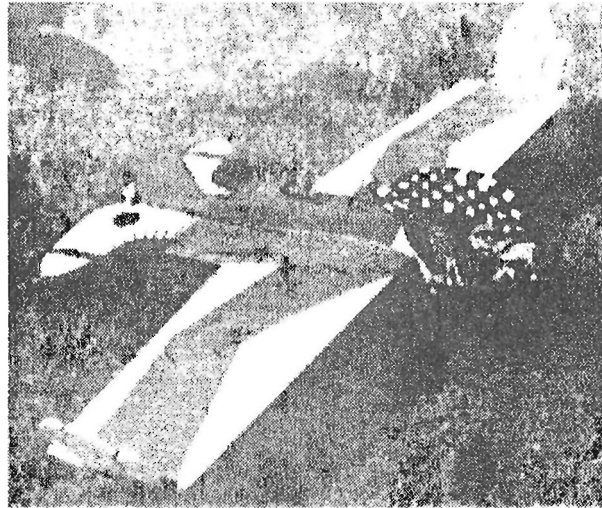
Ken Kortness: **Sherry Lynn**, designed and built by Kortness; 24" span; 560 sq"; 24.5 oz.; balsa/glass construction; K&B Super Poxy finish; Darp pan; Morris control system; **Nelson .40 front intake**; Nelson 2.8" pipe cut .2"; Nelson plug; bladder tank; APC 7" prop; two-line handle.

### Other Regionals notes:

- **Worker Appreciation:** Mark Hansen took on the job of providing recognition to Regionals workers. After the contest, he presented very nice matted photographs of the event directors at work, suitable for framing. Mark indicated a hope to expand the program in coming years. Thanks, Mark!

- A draft Regionals Operations Manual has been developed to provide a detailed checklist of everything that needs to be done to put the contest on, and how to do it. It covers the following topics: Regionals philosophy, timelines, publicity, personnel, awards, site preparation, utilities, food concessions, spectator control, registration, equipment inventory, event guides, fuel, forms, emergency procedures and aftermath. If you have any constructive comments about how the 2002 Regionals were conducted and could be improved, you're invited to send the comments to the North-

west Regionals Management Association in care of *Flying Lines*. All input helps!



**Flying Man**, built by Dick Salter, flown at the Lucky Hand Fun Fly. *FL photo.*

## Good luck was had by all

By Mike Hazel

The Salem-based Western Oregon Control Line Flyers (WOLF) held its annual **Lucky Hand Fun Fly** on July 6th. Conditions were nearly perfect — weather was warm with mostly blue skies, very light wind, and plenty of participants keeping the action going on a well-manicured flying field.

The premise for this event is fairly simple, for each flight up to five the "dealer" will draw a card for the registered entrant. Cards are drawn after each flight and openly posted by each entrants name at the dealers table, so everybody can see their hand at any time. At the closing time, the best poker hand wins. In this case it was a percentage of the pot (registration fees) with the club taking the rest. Yes, this was a fund-raiser for the club.

There was a total of 15 fliers registered for the poker draw. An extra grass circle was cut to accommodate 1/2-A size aircraft, which made a total of three circles. At several times all of the circles had planes buzzing.

Most of the fliers got in their five flights, resulting in a total of 68 flights in the five-hour timeframe. And the flights continued after we

were done with the "official" flying.

One of the most fun and interesting aspects of this fun fly is that any plane is eligible, and you can mix or match planes for your flights.

The majority of the planes and flying style was of the aerobatic variety, with pilots using this event for a chance to test equipment and further hone their skills. But there was plenty of other stuff as well including trainers, combat ships, a throttle plane and a jet.

Dick and Rich Salter motored all the way down from Seattle and had a pair of "flying men" — remember the Sterling Ringmaster novelty design contest from back in the 60's? Their planes were replicas of some winning designs.

Now here are some of the highlights of the event ...

- Matthew Eichten, our only Junior entrant, got in plenty of stick time on a very durable Flite Streak Trainer. He did all five of his flights and took an early lead with a pair in his poker hand.

- Kris Hunt supplied plenty of snacks and beverages. (thanks — yum!)

- Weather was perfect. (Oh, was that mentioned already?)

- No crashes which resulted in significant damage were noted. (This is one way of saying that there were just a couple of minor mishaps).

- WOLF prez Bruce Hunt spent a bit of his time doing some flight instruction. One family that dropped by to spectate seemed quite interested, and Bruce had a father and son put in several flights on a Firebaby.

- On one of the jet flights, it was amusing to see a spectating family make a mad dash to get back into their car.

- Everybody had a great time and the weather was (oops, already mentioned that).

At the end of the day, Craig Bartlett's hand was a straight, which earned him the cash prize. With dollar signs in his eyes, and the money burning a hole in the pocket, he was observed to be saying, " ... must buy an engine, must buy an engine ...". Actually, everybody came away a prize winner this year, as all entrants were given a bottle of CA glue.

Flying participants this year were: Craig Bartlett, Dave Royer, Mike Hazel, Bruce Hunt, John Thompson, Jerry Eichten, Matthew Eichten, Jack Pitcher, Gerald Schamp, Dick Salter, Rich Salter, Tim Lunceford, John Clemans, Scott Riese, Leo Mehl.

Put this event on your calendar for next year!

## Mike Willcox wins combat world championship

Breaking news from Germany!

Mike Willcox of Texas was crowned combat world champion. A preliminary early report indicates that there were 86 contestants, including nine juniors.

"Good equipment," Mike reports. "No easy matches. Weather was a bit moist at times. Fairly clean contest. Well over 200 matches. Making this the biggest World Champs ever!"

From Mike, these results:

### Finals:

**Gold:** Mike Willcox, United States, 10-1 (3 reflies); Mechanics Andrew Nadein and Mark Rudner

**Silver:** Boris Faizov, Russia, 8-2

**Bronze:** Volodymyr Vesich, Ukraine, 7-2

### Out at round 8:

Bryce Gibson, New Zealand, 6-2

Pavel Kucera, Czech Republic, 6-2

Igor Zhoinerkevitch, Belarus, 6-2

### Out at round 7:

Johann Schwarz, German, 5-2

Xavier Romagosa, France, 5-2

Ivan MacKenzie, Canada, 5-2

Don Cranfill, United States, 5-2

Andius Mazeikis, Lithuania, 5-2

### Out at round 6:

Igor Demrntjev, MDA, 4-2

Andrie Beliaev, Russia, 4-2

Cesar Picardo, Spain, 4-2, (World Champ jr.)

Siarhei Danilushkin, Belarus, 4-2

Loet Wakkerman, Netherlands, 4-2

Mike Whillance, England, 4-2

### Out at round 5:

Vadim Zaikin, Israel, 3-2

Lothar Hentschel, German, 3-2

Mikael Sjolund, Sweden, 3-2 (junior)

Carlos Frias, Spain, 3-2

Juan Garcia, Spain, 3-2

Stanislav Culacichin, MDA, 3-2

Michael Chee Hau, China, 3-2

Patrick MacKinzie, Canada, 3-2

Ole Bjerager, Denmark, 3-2

# The Scoreboard

## Northwest control-line competition standings.

2. Bruce Hunt	38
3. Don McClave, Portland, Ore.	37
4. Paul Walker	28.5
5. Howard Rush	22.5
6. Chris Cox	19.5
7. Keith Varley	17
8. Dave Royer, Portland, Ore.	16
9. Emil Kovac	15
10. Scott Riese, Portland, Ore.	6
Pat Johnston, Meridian, Idaho	6

## Points plot thickens

Combat and precision aerobatics were where the action was in June and July contests, so that's where the standings juggled as well.

The Bladder Grabber fast combat tournament in Snohomish, Wash., and the Central Oregon Lawn Darts stunt contest were the competition hot spots.

Contests counted to date: April 20-21, Portland, Ore.; May 4-5, Arlington, Wash.; May 24-26, Albany, Ore.; June 29-30, Snohomish, Wash.; July 21, Redmond, Ore.

Following are standings for updated events:

### 2002 STANDINGS

#### AMA COMBAT

1. Jeff Rein, Bothell, Wash.	38
2. Tim Strom, Seattle, Wash.	37

#### OVERALL COMBAT

1. Jeff Rein	72
2. Mel Lyne, Garibaldi Highlands, B.C.	49
3. Tim Strom	37
4. Bob Huber	28
5. Bob Smith	24
6. Tony Huber	22
7. Cayce Rule	12
8. Jody Taylor	11
Milissa Huber	11
10. Mike Rule	10
Bill Petterson	10

#### PRECISION AEROBATICS

1. Paul Walker, Kent, Wash.	28.5
2. Nils Norling, Metolius, Ore.	24
Bruce Hunt, Salem, Ore.	24
4. Howard Rush, Bellevue, Wash.	22.5
5. Chris Cox, Delta, B.C.	19.5

#### OVERALL STUNT

1. Nils Norling	42
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#### TOP JUNIOR/SENIOR CONTESTANTS

1. Cayce Rule, Black Diamond, Wash.	14
2. Milissa Huber, Stanwood, Wash.	12
3. Montana Marlatt, Metolius, Ore.	4
Mike Anderson, Bend, Ore.	4
5. Maria Huber, Stanwood, Wash.	2

*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.

If you flew in a contest that doesn't appear to be counted, contact the contest director or *Flying Lines*.

**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.

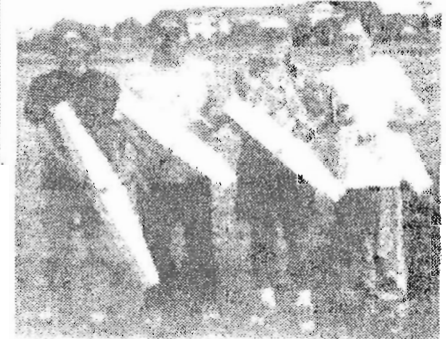
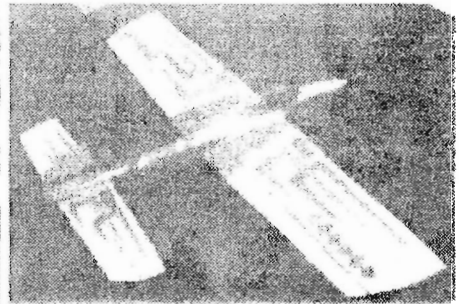
Send contest results, corrections and other correspondence regarding Northwest Competition Standings to John Thompson, 2456 Quince St., Eugene, OR 97404, e-mail john14051@aol.com. For a printed copy of complete standings for any event, or for a copy of the rules for any Northwest event, send a self-addressed, stamped envelope.



Pat Johnston's fabulous P-40. Not meant for the P-40 stunt event. It's a real PA fighter! *FL* photo.

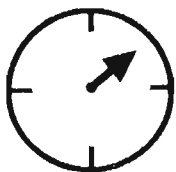
# Seen at the Regionals, 2002

Photos from the Northwest Regional Control-Line championships, Memorial Day Weekend, 2002. Top left photo by Mark Hansen. All others by Steve Helmick.



Clockwise from top left: Jeff Rein and Gary Harris in combat, Roy DeCamara with Go Devil, Scott Urabe's Shogun, 1/2-A combat winners, precision aerobatics appearance judging





# Northwest Competition Records

Best performances established between Northwest CL modelers in sanctioned competition

Due to some midstream rules changes that voided several old records, and other miscommunication, a few of the records listed in

Issue No. 182 were out of date. Records below are the current, up to date Northwest and Northwest Regionals records.

<b>1/2 A Speed</b>	<b>117.14</b>	<b>Chuck Schuette</b>	<b>5-26-02</b>	<b>Albany, Ore.</b>
<b>A Speed</b>	<b>187.23</b>	<b>Paul Gibeault</b>	<b>12-2-01</b>	<b>El Monte, Calif.</b>
<b>B Speed</b>	<b>161.37</b>	<b>Ken Kortness</b>	<b>5-25-02</b>	<b>Albany, Ore.</b>
<b>D Speed</b>	<b>170.31</b>	<b>Ken Kortness</b>	<b>5-25-02</b>	<b>Albany, Ore.</b>
<b>Jet Speed</b>	<b>000.00</b>	<b>Category vacant</b>		
Formula 40 Speed	159.58	Ken Kortness	5-25-02	Albany, Ore.
21 Sport Speed	153.78	Loren Howard	9-18-99	Salem, Ore.
FAI Speed	183.52	Will Naemura	9-19-99	El Monte, Calif.
1/2 A Profile Proto	106.78	Chuck Schuette	6-20-99	Tacoma, Wash.
21 Proto Speed	133.03	Chris Sackett	5-25-97	Roseburg, Ore.
NW Sport Jet Speed	153.40	Loren Howard	9-18-99	Salem, Ore.
Mouse Race I - 50-lap	2:14.35	Todd Ryan	7-13-01	Muncie, Ind.
Mouse Race I - 100-lap	4:22	Paul Gibeault	7-15-99	Muncie, Ind.
Mouse Race II - 70-lap	3:01.02	S&S Racing Team	5-24-02	Albany, Ore.
Mouse Race II - 140-lap	6:31.41	S&S Racing Team	5-24-02	Albany, Ore.
AMA Scale Race-70-lap	2:53	Todd Ryan	7-00	Muncie, Ind.
AMA Scale Race - 140-lap	6:54	Todd Ryan	5-27-01	Albany, Ore.
NW Goodyear - 70-lap	3:42.22	Todd Ryan	5-24-02	Roseburg, Ore.
NW Goodyear - 140-lap	8:01	Julie Rice	5-27-95	Eugene, Ore.
Slow Rat Race - 70-lap	2:41	Todd Ryan	7-00	Muncie, Ind.
Slow Rat Race - 140-lap	5:49	Todd Ryan	7-16-98	Muncie, Ind.
AMA Rat Race - 70-lap	2:24.21	Todd Ryan	5-25-02	Albany, Ore.
AMA Rat Race - 140-lap	5:38	Todd Ryan	5-24-98	Roseburg, Ore.
FAI Team Race 100-lap	3:31	Ryan/Whitney	7-00	Muncie, Ind.
FAI Team Race - 200-lap	7:40	Knoppi/McCollum	6-84	Shanghai, China
NW Sport Race - 70-lap	4:00	Bruce Duncan	5-12-87	Richmond, B.C.
NW Sport Race - 140-lap	8:22	Todd Ryan	7-24-99	Richmond, B.C.
NW Super Sport - 70-lap	3:12	Todd Ryan	5-27-01	Roseburg, Ore.
NW Super Sport - 140-lap	6:38	Todd Ryan	5-28-00	Roseburg, Ore.
Quickie Rat - 70-lap	3:05	Todd Ryan	5-26-01	Roseburg, Ore.
Quickie Rat - 140-lap	68 laps	Todd Ryan	5-26-01	Roseburg, Ore.
Flying Clown Race, Laps:	319	Todd Ryan	8-4-00	Coquiltam, B.C.
Class I Carrier	370	Todd Ryan	8-6-00	Richmond, B.C.
Class II Carrier	330.25	Orin Humphries	9-19-87	Kent, Wash.
Profile Carrier	314.00	Todd Ryan	5-23-97	Roseburg, Ore.
.15 Carrier	244.7	Todd Ryan	5-26-01	Roseburg, Ore.
AMA Endurance	39:56	Mark Hansen	7-12-98	Salem, Ore.

Records as of 7/26/02

**Updated records in boldface**

## NW REGIONALS COMPETITION RECORDS

Best recorded performances at the Northwest Regional Control-Line Championships.

1/2 A SPEED	143.89	JERRY ROCHA	2002
A SPEED	186.07	JERRY ROCHA	2002
B SPEED	161.37	KEN KORTNESS	2002
D SPEED	170.31	KEN KORTNESS	2002
JET SPEED	000.00	CATEGORY VACANT	
FORMULA 40	159.58	KEN KORTNESS	2002
21 SPORT SPEED	151.84	LOREN HOWARD	2001
FAI SPEED	177.97	TOM BROWN	2002
1/2 A PROF. PROTO	113.3	JERRY ROCHA	2002
21 PROTO SPEED	133.03	CHRIS SACKETT	1997
SPORT JET SPEED	151.97	DICK SALTER	1998

(RACING RECORDS REFLECT ONLY FINALS)

MOUSE RACE I	4:34.59	PAUL GIBEAULT	1992
MOUSE RACE II	6:10.95	DOUG MAYER	2002
AMA GOODYEAR	5:47.01	LES AKRE	1999
NW GOODYEAR	7:40.05	VIC GARNER	2001
SLOW RAT RACE	5:38.67	BILL CAVE	2000
RAT RACE	4:45.5	BOB FOGG	2002
NW SPORT RACE	8:28	TODD RYAN	1999
NW SUPER SPORT	6:38	TODD RYAN	2000
NW FLYING CLOWN	305	TODD RYAN	2000
QUICKIE RAT RACE	6:19.7	JIM HOLLAND	2002
B TEAM RACE	4:35 ???	BOB WHITNEY	2000
CLASS I CARRIER	415.1	JIM SCHNEIDER	2002
CLASS II CARRIER	425.2	JIM SCHNEIDER	2002
PROFILE CARRIER	362.6	JIM SCHNEIDER	2002
.15 CARRIER	237	JIM SCHNEIDER	2002

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## Air Mail

### Letters from FL readers

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*Dear Flying Lines:*

... I've been modeling now for about five years. I had a couple of models hanging on the basement wall; I now have 33, from saucers to flying wings, scale, stunt, what-have-you.

While flying at our field, Rice Mill Road site in Richmond, B.C., I took off — my lines caught in the weeds along the blacktop. Having up control, the model was on the climb. It sailed 35-40 feet over my head, going toward the opposite side of the circle; all I could do was watch. On reaching the end of the lines (60'), it whipped around into normal flight.

Yahoo, still in once piece; continued on normal flight. Please don't ask me to repeat the flight; it was a one-shot deal. Man, I tell you, I still don't believe that I am still flying that model. I think I should call it "Lucky" or something.

I am a member of MAAC, Pacific Aeromodellers, and subscribe to PAMPA. I got your mag. from Keith Varley. This letter is kinda in answer to Page 11 of May 2002 (*Mike Hazel's strange plane-disassembly at the Salem field.* — editor).

I'm sure stranger things than this have happened to others in control-line flying, etc.; it would be nice to hear from others — how about it, guys? Many fellows have been modeling longer than me, so what's the poop?

P.S.: Keep up the good work to all involved in producing this mag.

— Harold Youds, Vancouver, B.C.



# Enthusiasm mounts for new P-40 event

The new P-40 stunt event has generated considerable interest since it first appeared on the contest schedule at last September's Raider Roundup. It's scheduled for the Salem Summer Meet and looks like a possible regular activity in coming contests.

It offers the opportunity to fit some stunt in to the schedule of a contest without a full aerobatics slate, or a warmup event at a contest with precision aerobatics, or a way for enthusiasts to get more flying practice, or all of the above.

The birth of a new competitive event, of course, generates some discussion about what the rules should be, and P-40 is no exception. Sharp minds immediately raised some questions and anticipated some possible differences of interpretation of the purpose, intent or procedures.

It basically boils down to two questions:

1. What will the rules be for the Salem meet in August?

2. What will the rules be, long-term?

The first question is easy to answer:

## **P-40 rules for Salem Summer Meet:**

The rules for this event will be ultra-simple, as per the flyer published in *Flying Lines* Issue No. 182: Any profile plane, no builder-of-model rule, no appearance points, .40 max engine displacement, regular precision aerobatics pattern. One addition to the flyer (reason will be evident upon reading the discussion of question 2 below) is that the event will be run in two separate classes, Open (anyone may enter this class) and Sportsman (PAMPA experts excluded).

## **Long-term P-40 rules:**

For contests beyond the Salem meet, it seems like a good idea to develop a set of Northwest rules that can be used by all contest organizers. These will be discussed via *Flying Lines* and a set will be drafted for approval or rejection via a ballot conducted in the traditional *FL* rules promulgation process.

There already has been considerable discussion via e-mail, which will be condensed below for your review. We'll leave a couple of months for further debate, and then a formal proposed set of rules will be published in *FL* along with a bal-

lot for consideration. If the vote is a majority "yes," then those rules would be official for 2003.

Here is an exchange of thoughts on P-40 that took place within the past month or so. It has been edited from a series of e-mails, deleting extraneous or repetitive material.

## **From Dave Gardner:**

Here is the latest edited version of the Northwest Profile 40 Stunt rules. Whaddaya think?

They are simple and straightforward, and allow a lot of latitude for the flyer. Any thoughts on the limitations of no expert flyers? If ya wanna stretch it, one old time profile, such as a Trixter B-C Profile could be flown in OTS, Classic, P-40 and precision aerobatics. Newer style airplanes, such as the Pathfinder, could be flown in P-40 and PA. Classic era airplanes (is the Banshee Classic legal?) could be flown in 3 events.

I would see P-40 being flown in lieu of full PA events, for more of a low key event, but still serious stunt.

I don't want to see this become "just another stunt event," such as the proliferation of racing events, and dilute the overall activity in stunt. It's an alternative stunt event, to be used where overall schedules don't permit the time (and resources) for all the PA events. The advantage, for the "lesser" class flyers, is that one airplane can serve several events, depending on the venue.

If the contest program includes the usual OTS, Classic and 3-4 classes of PA, I'm not sure there is time or logistics available to support another event. We generally have enough attendance in most of our classes to have a full bill.

These are just my thoughts on the event (which I tend to like, by the way), but it still has to find an appropriate home.

Thanks for your thoughts and input.

## **Profile 40 Stunt Rules: Draft (by Dave Gardner)**

1. Any Profile Airplane (no limit on engine position — inside, outside, up, down, your choice).

2. Doublers/triplers allowed, including faired spinners, but fuselage must meet "profile" definition of 3/4" max thickness by TE of wing/flap hinge line, and engine fully exposed from lugs to plugs.

3. Any engine up to .40 size, including 4 strokes (no 60% rule here).

4. Mufflers desirable, but not mandatory (to allow older engines). Any exhaust system allowed.

5. Line sizes per AMA Precision Aerobatics rules.

6. Standard Precision Aerobatics Pattern.

7. No Appearance Points.

8. No area, size or configuration limits.

9. No "expert" fliers. This is to be a "step-up" event for Beginner-Intermediate and Advanced flyers.

#### From Steve Helmick:

I see Dave's point ... OTS, Classic and PA makes for a busy weekend contest if we only have one circle going. I do like the idea of the P-40 event as a second event for the guys with the Twister or Pathfinder to enter and log more contest flights with the same pattern. The Experts can fly PA and Classic and OTS, most of them have the airplanes if they want to fly all the events. The Beginner-Advanced flier may only have one airplane, and it would speed his advance with more contest flights. P-40 would be a super event to add to a mainly racing or mainly combat contest, to subvert those types into the precise way of seeing things. Similarly, D-Bat ... never mind.

#### From Mike Hazel

The rules Dave came up with look fine, however since rules (such as they are) have already been listed in WOLF flyer we will go with those for this time. I don't see the necessity of addressing muffler usage, since it's not in the PA rules anyway. The no-experts clause is OK I guess, but again, we go with original flyer rules for this first outing.

#### From Alice Cotton-Royer:

OK, I have talked to Dave (my husband ) about this and we are seeing problems with the "no experts" rule because, in fact, we know expert fliers right now who are building and practicing for the P-40 event. I really don't think they will take kindly to being excluded. Maybe you could do two classes for the event. An expert class and the "step-up" fliers' class for advanced, intermediate and beginner flyers. Then folks in advanced can have the option to go into either one. And/or maybe change the "any exhaust system" to "no

pipes" since the pipe is the system that gives a clear advantage to higher-end flyers.

What do you think?

#### From John Thompson

I proposed allowing experts to compete, and running all P-40 fliers before the same set of judges, then awarding a separate set of trophies for expert and "sportsman" fliers. (Original wording of my message has been lost, but that is the gist.) Steve's response follows:

#### From Steve Helmick:

Basically, you're adding two events...but running them together, in front of the same judges. That prevents two judges from flying, where if you had two truly separate events, then two sets of judges, and everybody could fly. An extra set of trophies is hard to justify until we find out if the P.40 event really catches hold and gets enough entries to warrant the costs. I can see running all skill levels together for a few years, see where the support comes from, and make some changes as indicated. Dave G. is right about the current events keeping us pretty busy in running a contest, and that it would make a good intro stunt event for the racing/combat contests, if anybody sees the need. With D-Bat, 80mph and maybe Fast, the combat guys are pretty busy during the day. Most flying those events would rather fly more rounds, triple elimination or more, rather than another event.

The racers also have a lot of events, and I don't expect they would support P.40 very well. Snug lines, Steve

#### Conclusion (from John Thompson)

A number of excellent points have been made by all above. This leads me in the direction of proposing a set of rules that follow Dave Gardner's draft above, with the exception that the "no experts" clause be replaced by the following:

9. If the contest schedule permits, the event shall be run in two classes:

**Open:** Anyone may compete in this class.

**Sportsman:** PAMPA expert fliers are excluded from this class.

Let's have your input on this topic for publication in Issue No. 184 (September). Get comments to FL by Sept. 1. We'll publish those comments, followed by a formal proposal in Issue No. 185 (October) and ballot in No. 186 (Nov.-Dec.).

News from the  
**Northwest Skyraiders**

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Skyraiders Web site: [www.nwskyraiders.org](http://www.nwskyraiders.org)

**NEXT FLYING SITE FUN FLY!!:**

**Sunday August 18, 2002 at the RiverWalk Flying Site!!!**

If you missed the first one of these last month, you missed a great time! Everyone was so enthused about it that we're gonna do it again! It will be the same format, with a poker hand Fun Fly and picnic / barbecue. This will be a potluck, with the club furnishing hamburgers, hot dogs and

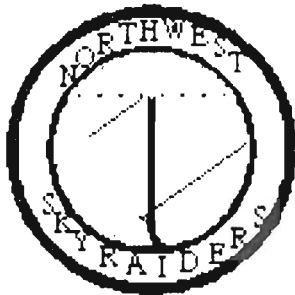
buns, fixin's and beverages along with the grille(s). Bring your own salads and desserts. Also, bring your own table and chairs and/or ground covers for your eating area.

The Poker Hand Fun Fly means you fly anything you bring, any way you want to fly. Each flight gets one card from the deck. (No judging or scoring here). Highest hand at the end of the day is a winner.

Just remember, it is a grass field, so you want either grass gear, or no gear at all! We'll start around 10 a.m. Sunday, with an official close at 6 pm. Prizes will include merchandise from our local hobby shops, who appreciate your support. SEE YOU ALL THERE THIS TIME!

**WEBSITE REPORT:**

Our Web site address, [www.nwskyraiders.org](http://www.nwskyraiders.org), is noted in the header bar of the newsletter, for general reference. Take a look at the latest changes and updates! Remember, it's not just the club's site, it's a living document, a work in progress, which belongs to all of us. If you have any ideas for display, or links to other sites, let us know. Steve Helmick has volunteered to take over the webmaster work for us, but he needs all our input to make it a 'hot' site, and current.



**FLYING SITE REPORT:**

**Ron Canaan's** latest report:

*A lot has happened in the past few weeks. Seems like nothing happens for along time and then everything starts to move at once.*

**CARKEEK PARK**

I have a meeting with management at the park office Monday the 8th. I will bring up the subject of the maple tree that you guys are talking about that needs to be cut back. The last time this was brought up I was told they would trim it back if their bucket loader went that high. If not we would have to wait until they called in a tree trimmer and do several trees at once.

We now have the signs that Seattle Parks Dept. asked us to use when flying there to keep people out of the flying area. Chris made them 20x30 in a sandwich board design and I had West Valley Sign do the lettering. The signs are white with black lettering that says "CAUTION - MODEL AIRFIELD IN USE."

I will let you know where they will be stored at the park so you won't have to bother the staff to get it. Please put it back when you're through flying for the day. One will be left at the park; the other will be kept at my house in case one gets stolen. I picked up the cost of these as the guy who owns West Valley Signs is a R/C flyer and did the lettering at cost only, as a favor to the club as one modeler to another.

**FT. DENT**

I recently requested the use of Ft. Dent for a couple of guys to use for practice as they are going to the Nats. I asked for a couple of weeks at the most and County answered with a longer time use. The current time span is every Monday and Thursday from July 8 to Nov. 30. I am told that when the cricket season is over we can have it full time including weekends until next April.

As most of you are aware we have been asked to pay for a new sign at Ft. Dent, with the same language as before. This is now standard practice with the Parks Dept. To cut costs I offered to buy the 2 4x4s and plant them in concrete ourselves. However, the union maintenance rules say we can't do work that the union guys have a contract to do. This sign will be far larger than the last paper ones that were stolen and will be painted on plywood and covered with plastic and bolted to the 4x4s and set in concrete. The cost is \$75 if the County shop makes them and \$125 if done by a contractor. Just like you guys I ques-

tioned why should we pay for them but as was explained to me by Management it would be to our best interest as park users to do so.

I was invited to a meeting between King County and the Tukwila Parks commission. It was suggested that I go to meet them directly. At the meeting I was introduced as a rep of a park user group that was to be grandfathered, in case Tukwila takes Ft Dent. The waste area was discussed by both sides for future development. It was suggested by King County to Tukwila that the Sky-raidiers be allowed to develop the area if the rugby guys don't step up to the plate and accept some of the costs. I was then asked if our group could afford to do some or all of it. I answered that we would be willing to take on this project but we would have to have a 20-year lease on the site if we paid for it, but would be willing to allow other park users to use our site as long as they were AMA members but did not have to belong to the club. I really don't know how far this will go but I suggest that we pay for the sign and play it out to the end. I know we keep coming back to the club for expenses, for this I am sorry. If you guys don't want to go along with this set up at Ft. Dent let me know. Chris and I will pick up the cost of the sign as I told County that we would pay for it when I was in the meeting.

#### **EMERALD DOWNS**

I contacted Eric Berry at Emerald Downs on behalf of several club members to have pavement to practice on for an upcoming contest. I told Eric that I had been watching Lot 9 to see if it was used for overflow parking. I told him that I have not seen any cars parked in there. He told me he would have security run a 2 week check to see if there was any usage. If none was noted then he would meet with me to discuss usage. The basic rules he laid down were we could only use the area for one circle at present and leave a clear access to lot 10 for the Seattle Auction and would have to give it up if the circus used the lot this Sept. Lot 9 is the large lot where we were flying but closer to the street. Again if The Auction needed the area again we would be out.

#### **RIVERWALK**

Nothing new to report here other than I am finally going to go to a Parks Commission meeting in August to see if I can get some movement here for a long term usage. I still believe it is our best bet overall.

#### **BOW LAKE**

As most of you know I filled out all the paperwork and filled a request for a site in a King County Landfill. We were then asked to submit a complete proposal and history of the club and why we should be given space in a closed landfill. This we did in fact it turned out to be a 32 page document with a fold out site plan by Dave Gardner. In it I addressed all 9 issues they had on environmental concerns, history, our sport, etc. I didn't hear back from them until today. The following is a letter from King County Solid Waste Division.

#### **CLOVER PARK (by Mike Potter)**

I was by main campus yesterday to check the status of the circle. They say the plan is to be clear of the college site by the end of the month. They are in the process of paving now so it just might happen. But remember this is just the plan and until the busses are gone we have nothing. I don't know about the tradition of a Raider Roundup being done at CPTC. They have paved the area where we flew combat and will be fencing it off. That leaves no combat area on site. We could fly carrier, stunt and racing. Speed is out because stunt is in the same circle. Soooo the concept of a BIG multi event contest is not possible at this site. Mike

Well, that's it for now. Hang in there, guys and use all the sites we have at present. The more we fly at these sites the better the response I get from the people in charge of each one. SO GO FLY!!.....Ron

#### **MUFFLERS !**

REMEMBER THAT RIVERWALK AND FT. DENT SITES REQUIRE MUFFLERS ! There have been some noise complaints (and there always will be), but as long as we can show that we meet the regulation noise criteria, we are covered. From our understanding, we can fly at Carkeek Park without mufflers, until we are told otherwise. This, however, does not include Jets(!)

#### **LEADER CLUB STATUS:**

I don't know if many of you have seen the AMA promotion of Leader Club status, but it would seem that we are well on the way to having that status. With our flying site efforts, promotion / website and the nonprofit corporate structure, the Leader Club status would just be one more thing to get some good recognition.

Think about it.....we can get more information from AMA on this.

**FLYING LINES**  
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