

# FLYING LINES

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## Bob Palmer Perpetual Award Season Update

By Don McClave

The Bob Palmer Perpetual Award for Classic Stunt was created 10 years ago by the Seattle Skyraiders to encourage participation in the then-new Classic Stunt event.

It is awarded each year to the flier who has the best overall results in three Northwest contests — the Northwest Regionals, the Raider Roundup and the Stuntathon.

Because the Raider Roundup and the Stuntathon are not being held in 2002, the WOLF Summer Meet and the Fall Follies have replaced them.

Past Palmer Award winners have been Don McClave, who has won several times, Dan Rutherford and Paul Walker.

Points toward the Palmer Award are earned as follows: First place, 10 points; second place, 7 points; third place, 5 points; fourth place, 3 points; fifth place, 1 point.

By virtue of winning at both the Northwest Regionals and the WOLF Summer Meet, Don McClave already has clinched this year's Palmer Award with a total of 20 points. Nils Norling (second at the Regionals and fifth at the Summer Meet) is in second place overall with 10 points, Dan Rutherford (second at the Summer Meet) is third with 7 points, followed closely by Bruce Hunt (fourth at both the Regionals and Summer Meet) with six points. A number of other fliers are close behind.

The season runner-up will be determined on




When you add up the P-40, Classic and Precision Aerobatics entries, there were at least 45 airplanes entered in stunt competition at the WOLF Summer Meet. Above, Chris Cox looks at the PA lineup. Howard Rush photo.

Saturday, Oct. 12, when the final Classic event is flown at the Fall Follies, and will receive a Brodak Oriental Classic Stunt kit.

So, dust off that old Nobler, Ringmaster or Flite Streak and participate in what has become one of stunt's most popular events.

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## Round & Round

The Control-Line  
modeler at large

By John Thompson

Modeling thought for the month:

*"What is defeat? Nothing but education, nothing but the first step to something better."*

— Wendell Phillips

### All for one, one for all

Whew. The Salem summer meet is over, and boy do I need a rest.

Dirty Dan says we're in an age of increasing specialization. There's something to be said for that, as I can vouch after a weekend dashing from circle to circle trying to race, fly stunt and fly combat, plus work in officiating duties. I think I wore out a pair of feet in the effort.

All this running resulted in performances that can only be described, generously, as mediocre. Well, maybe that's being a bit *too* generous.

Years ago, I decided to be a specialist in fast combat. It really didn't turn out to be specialization — more like prioritization. When fast combat was top priority, I did pretty well at it. Showed up at contests with my gear working, my head together, and practiced and flying well. With memorable exceptions, of course. But other activities always beckoned, hard to get away from — racing, other combat, dabbling in stunt.

Lately I've been trying to shift the priority. Retired (for now) from fast combat, I've been trying to make stunt top priority. But there is still a fleet of combat planes and engines demanding to be used in 80mph combat. Still have racing planes and an active team looking for a race.

The result, of course, is a somewhat addled approach to any contest that offers two or more of the above activities. It can be ugly.

Yet, I think it has its positive side. Stop me if you've heard this before, but I think control-line model aviation is too small an activity to get too far fragmented. United we stand, divided, we may just fade away.

We can't just be stunt fliers, or just combat fliers, or just racers, etc. If we don't at least support — if not participate in — some other activities, we lose our overview of the hobby, we lose the support of our fellow modelers, we lose

the camaraderie of modelers in general. Ultimately, we could lose the clout we have together to acquire and maintain flying sites, and the activity we love could become elusive for us.

There are many in the hobby who recognize this. Sure, many of us fly only one event, but we can help out with the others. We can dabble in a sideline event, just to show some support. We can help with setup, officiating, or just go over there and watch and look at the weird airplanes.

There were examples of this at Salem. Stunt fliers Bruce Hunt and Dan Rutherford helping out with racing official duties, was one example.

Some fliers who now specialize in one event have a good understanding and empathy with others, because they participated in those events at an earlier time.

In this modern day, I don't think we can expect anyone not to specialize, particularly if they're interested in rising to the top levels of their sport. No expert stunter is going to spend half his time building and tuning racing planes, or dashing from circle to circle to fly combat and stunt at the same time. If I resume my fast combat flying, the stunt planes will go back to being Sunday sport fliers.

But many of us could all learn something from spending some time trying something outside our normal circle. A little dabbling could be a good thing. A stunt flier setting up for 80mph combat and flying a few contests would get to know the guys over there on the grass circle and maybe begin to understand some of their motivations and problems they face — and have a little less of a sense of the combat guys as a noisy, greasy bunch of airplane bashers. And experience an adrenaline rush they never imagined.

A combat flier getting a stunter set up, learning the pattern and trying his hand in the intermediate class might get over the impression of stunt fliers as snooty white-pants sissies. And develop a whole new understanding of the concept of "precision."

We all have a vision of the perfect CL world. Mine is a contest at which everybody on the field knows and respects everybody else. When the after-contest gathering or the Saturday banquet has people from all the events shoulder-to-shoulder, not off in their own little groups.

It could happen.

*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>.*

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# Where the action is!

Coming events in Northwest Control-Line model aviation

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## 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

## 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 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*.

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## Air Mail

### Letters from FL readers

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Dear *Flying Lines*:

Right after I sent my check to renew my subscription I found out we have a model airplane shop just opening here. It's slanted to RC of course, but will stock supplies we all need.

(Dick enclosed a card for Dee and Gee's Hobbies in Wenatchee, Wash.)

Gee is Gene LaFond, an RC-er with competition experience and a new AVP in Dist. XI. The Dee is his wife Donna. They're operating from a double-garage sized building next to their

house.

He says he'll do mail orders and will soon be online...

I am furnishing him with my latest issue of *Flying Lines* as I was trying to explain the CL picture in the Northwest and couldn't do you fellows all justice.

— Dick Kulaas, Wenatchee, Wash.

(Dee and Gee Hobbies can be contacted at (509) 663-GORC.)

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## SHOP TIPS



Clever building ideas  
from *Flying Lines* readers

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**Doubler trouble:** I'm building a Mike Pratt "Primary Force," a profile stunt trainer without flaps for .25/.35 engines. One of the things about this design is that the nose doublers only touch the fuselage perimeter in a few places, and I was a bit worried about getting the doublers epoxied on off location. Ended up drilling two 3/32" diameter holes, one about 1/4" ahead of the leading edge and another into the balsa ahead of the engine bearers in a dry assembly, then smeared the epoxy to it and stuck round toothpicks in the holes. It really surprised me how well it worked, almost zero effort and dead nuts accuracy.

— Steve Helmick

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## Regionals Records correction

Here's another update of the Northwest Regionals competition records. We missed noting Doug Mayer's record feature race in Northwest Sport Race at this year's contest. Doug turned an 8:26 final race, beating the record set by Todd Ryan at the 2000 Regionals.

The Northwest record for a Northwest Sport Race feature race is Todd's 8:22, turned in Richmond, B.C. in 1999.

Congratulations, Doug, for showing us Northwesterners how it's done!

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# The Flying Flea Market

Classified advertisements — FREE for *FL* subscribers

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**WANTED:** Collectable quality speed kits. Looking for several, including: Italian "Speed King" for ST 15, DMECO Speedwagon 29, Ameco "Scat," DynaStreak, etc. etc. Mike Hazel, (503) 364-8593.

**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!** All Brodak parts and hardware — 20% off. All MonoKote, Ultracoat — 20% off our already discounted price. Fox Hemi kits — 2 only — WOW! \$199.99 each. We ship UPS. Eugene Toy & Hobby, (541) 344-2117, www.eugenetoyandhobby.com.

**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.

# Show Team Update

By Jim Cameron

## Calendar of events:

**Sept. 14-15** Oregon Air Fair  
Linn County Expo Center Albany, Oregon  
Keynote Speaker: Dick Rutan (flew 325 missions in Vietnam and went non-stop and non-refueled around the world)

**Sept. 28** Evergreen Aviation Museum McMinnville, Ore.  
(Home of the Spruce Goose)

## Requirements:

The Northwest Firecats is an AMA chartered Show Team. To retain this status we must do a minimum of five shows a year and submit two articles to the Showgram (the official publication of the AMA Air Show Teams). So far this year we have performed at the Pearson Air Museum twice, the Wah Chang Northwest Art and Air Festival, and the Rose Festival Air Show (to name a few).

## Show Team projects in the planning stage:

Staged mock combat with .19 powered planes (.40 sized engines may be used?). The planes are to be scale WW-2 fighters. Planners are thinking of re-creating a North African campaign. Talk to Mark Hansen for more information.

Bill Darkow and Mark Hansen have shown an interest in a Thompson Trophy Race. Planners are thinking of a .35 sized plane for this project.

Jim Cameron, Dave Shrum, and Mark Hansen have all shown an interest in a tandem stunt routine. Planners are working on .049 sized planes at this time with ideas of larger planes as the learning curve permits.

## Who can participate?

You don't need to be a member of the Show Team. In fact, at the Wah Chang Northwest Art and Air Festival, Craig Bartlett and Gerald Schamp came out and put up a few flights. Anyone interested in flying at a Show Team event must have a valid AMA license and follow all AMA safety regulations. For more information contact me.

Jim Cameron can be contacted by e-mail at [iflycontrolline@hotmail.com](mailto:iflycontrolline@hotmail.com) or by mail at 4023 N.E. Bryce, Portland, OR 97212

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# On the contest trail

Results of Northwest Control-Line Competition

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## Howard wins Can-Am speed meet

### Results from the VGMC Hot Head

Loren Howard of Vancouver, Wash., topped nine entries in the VGMC Can-Am Speed Champs on Aug. 3-4 in Coquitlam, B.C.

The contest was run record-ratio vs. Northwest Records as published in *Flying Lines*.

Fifty-five flights were made, including test runs and official flights.

Paul Gibeault was contest director, and Ron Salo, Vancouver Gas Model Club president, organized a Saturday night feast.

Results listed below include the pilot, class, speed, and percentage of the record.

Northwest Standings points in parentheses.

### RECORD RATIO SPEED (9 entries)

1. Loren Howard, Vancouver, Wash. (9)  
Northwest Sport Jet 151.2 mph, 98.56%
2. Jim Booker, Arlington, Wash. (8)  
FAI 180.4, 98.29%
3. Loren Howard  
.21 Sport Speed 149.69, 97.34%
4. Chuck Schuette, Vancouver, Wash. (7)  
1/2-A Speed 111.73, 96.37%
5. Paul Gibeault, Richmond, B.C. (6)  
FAI 174.08, 94.85%
6. Marty Higgs, Vancouver, B.C.  
Formula 40 151.26, 94.78%
7. Bill Bell  
FAI 173.81, 94.7%
8. Marty Higgs  
Northwest Sport Jet 139.26, 90.78%
9. Jim Booker  
.21 Sport Speed 139.26, 90.55%

## *PAC Classic* *and the* *Western Canadian Stunt* *Championships*

July 27-28, Richmond, B.C.

### By Chris Cox

A slight change to the venue of the annual PAC Classic took place in that the Sunday has now been renamed the "Western Canadian Stunt Championships." As Sunday entails stunt only, we're hoping that the new name will inspire a few extra people to attend in the future.

On Saturday we held four Carrier events in addition to Flying Clown and Northwest Sport Race. The usual contestants showed up for Carrier and it was noted that Flying Clown and NW Sport Race entries are slowly dropping from previous years. Come on guys, lots of talk out there about supporting these events, but few are acting. Certainly the highlight of the day, in fact the highlight of the weekend, was Frank Boden coming out and doing a little flying with us. We have seen little of Frank since his move to Revelstoke, but it was a wonderful sight to see him center circle doing what he has loved so much all his life! Come visit us again real soon, Frank!

What a thrill it was for us on Sunday to not have one, two, three, four, or for that matter five, but SIX members of the Alberta Control Line Flying Club drive out for the contest. Bruce and Allana Perry, Neil and Scott Rogers, Rob Duckering and Will Reeb all saw fit to head west. Their effort went well rewarded with two firsts, three seconds and one third-place trophy being captured and hauled off to Alberta.

Emil Kovac, Bob Smiley, Jim Johnson and Randy Powell came across the U.S. border to play. Always great to see you guys. With the border hassles lately, even more so! Word has it that Randy was detained about three hours at the border going home as he did not have a passport

with him! OUCH! I have to wonder what these clowns at the border must have thought Randy was up to with a car full of model airplane paraphernalia? Please come back again, Randy, but don't forget that passport. (Note to self: apply for NEXUS border pass!) Bob Smiley had his butt kicked out of Beginner in Albany, and it looks like he is going to soon have his butt kicked out of Intermediate. We were very impressed with his low bottoms and all agreed he needed a new airplane as his ship was holding him back.

The wind and turbulence started to come up during the second round and when it came time for the Experts to fly, we pointed out that the real reason we were experts was because we knew when not to fly, so ... we didn't.

The usual barbecue took place at the Cox residence Saturday evening, where we proceeded to eat and drink ourselves (well, some of us) silly. Pretty much all the mysteries of stunt were revealed later that evening, unfortunately no one remembered to write them down. Ah well, there's always next year. Speaking of next year, we are planning lots of Margaritas and Mexican food. Should be blast (ahem, so to speak)!

Another highlight was Matt, Norm and Mo, coming over from Vancouver Island to watch. They left very enthused with the new tricks they saw being performed and word has it that by Monday evening they were out trying a few. While here, I think it was Norm who bought (\$100.00!!!) a very nice Sig Acrobat with a OS .40FP installed and about four-flight total. They all but promised that they would be participating next year. We can't wait to see them!

Here are the complete results. Northwest standings points in parentheses.

**.15 NAVY CARRIER (5 entries)**

- 1. Shawn Parker, Seattle, Wash. (5) 216.3
- 2. Mike Potter, Auburn, Wash. (4) 199.0
- 3. Mike Conner, Pitt Meadows, B.C. (3) 183.2
- 4. James Cox, Delta, B.C. (4) attempt
- 5. Frank Boden, Revelstoke, B.C. ---

**PROFILE NAVY CARRIER 4 entries)**

- 1. Shawn Parker (4) 309.0
- 2. Mike Potter (3) 270.21
- 3. James Cox (2) 250.75
- 4. Mike Conner (1) 227

**CLASS I NAVY CARRIER (2 entries)**

- 1. Shawn Parker (2) no scores reported
- 2. Mike Potter (1)

**FLYING CLOWN RACE (3 entries)**

- 1. Mike Conner (3) 233
- 2. Frank Boden (2) 156
- 3. Henry Hajdik, New Wstmnster, B.C. (1) 42

**NORTHWEST SPORT RACE (3 entries)**

- 1. Henry Hajdik (3) 9:28
- 2. Mel Lyne, Garibaldi Highlands, B.C. (2) 10:08
- 3. Mike Conner (1) 12:25

**OLD TIME STUNT (4 entries)**

- 1. Chris Cox, Delta, B.C. (4) 288.25
- 2. Keith Varley (3) 273.25
- 3. Emil Kovac, Issaquah, Wash. (2) 257.75
- 4. Mike Conner (1) 236

**BEGINNER PRECISION AERO. (2 entries)**

- 1. Allana Perry, Edmonton, Alberta 137.5
- 2. Scott Rogers, Alberta 119.5

**INTERMEDIATE PRECISION AERO. (3 entries)**

- 1. Bob Smiley, Kingston, Wash. (3) 414
- 2. Rob Duckering, Alberta 302
- 3. Neil Rogers, Alberta 355.5

**ADVANCED PRECISION AERO. (6 entries)**

- 1. Will Reeb, Alberta 456
- 2. Keith Varley (5) 453
- 3. Don Richardson, B.C. (4) 429
- 4. Hube Start, B.C. (3) 420
- 5. Mike Conner 415
- 6. Jim Johnson, Olympia, Wash. 381.5

**EXPERT PRECISION AEROBATICS (4 entries)**

- 1. Chris Cox (6) 549
- 2. Bruce Perry, Edmonton, Alberta 533.5
- 3. Alan Resinger, Vancouver, B.C. (4.5) 505.5
- 4. Randy Powell, Port Orchard, Wa. (1.5) 484

Judges: Bruce Perry, Alan Resinger, Keith Varley, Chris Cox.

Chief Tabulator: Joan Cox, aka Dragon Lady

# Help Wanted!

Become a part of the *Flying Lines* staff!  
Here are some of the ways you can help out with your Northwest CL newsletter:

- Local news reporter for your area
- Contest reporter — help gather results
- Artist — design new logos, cartoons, etc.
- Contribute technical articles
- Contribute photographs
- Write about your favorite plane
- Tell us about your "unsung hero"
- Offer shop tips, product news, etc.

Contact the editor to join the network!

# Summer Meet sets attendance record

The annual Western Oregon Control-line Flyers Summer Meet has established itself as one of the major meets of the traditional Northwest contest season, and this year's 38 individuals entering the contest was an attendance record for the meet.

Weather was fantastic and the two days of flying and modeling camaraderie went off without a hitch. The contest was held Aug. 24-25 at Bill Riegel Field in Salem, Ore.

Many thanks from all of the fliers went out to organizers Mike Hazel, Bruce Hunt, Jerry Eichten and other WOLF members, along with numerous competitors who jumped in to help as officials or judges. All in all, it was a dandy of a meet.

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

## QUICKIE RAT RACE (1 entry)

1. Nitroholics Racing Team, Oregon (1) 106 laps  
 Data: **Original**, designed and built by Mike Hazel; 30" span; 128 sq."; 28 oz.; balsa/basswood/plywood construction, clear epoxy finish; adjustable leadouts, Veco 2" bellcrank; Hazel shutoff; rubber ducklips fastfill; **K&B .40** reworked by Vic Garner; K&B glow plug; Smith 2-oz. suction tank; ZZ Carbon 8x7 prop; .018"x60" stranded lines with crimp terminations; Fox racing handle; pilot John Thompson, pit crew Mike Hazel.

## FLYING CLOWN RACE (4 entries)

1. Nitroholics Racing Team (4) 238 laps  
 Data: **Flying Clown**, built from Kenn Smith kit by John Thompson; 21.5 oz.; balsa construction; Monokote/K&B Super Pox finish; Hazel uniflow overflow/fuel feed pinch; **Moki .15 sport**; Thunderbolt plug; ZZ 7x4 glass prop; Smith 1-oz. uniflow suction tank; .015"x52" stranded lines; Fox racing handle; pilot Mike Hazel, pit crew John Thompson.

2. Allen Hoffman, Sutherlin, Ore. (3) 215  
 3. Cayce Rule, Black Diamond, Wash. (2) 87 heat  
 4. Dave Shrum, Roseburg, Ore. (1) 39 heat

## NORTHWEST SPORT RACE (4 entries)

1. Mike Rule, Black Diamond, Wash. (4) 9:40  
 Data: **Artesian**, Dick Peterson kit design built by Mike Rule; 300" span; 25 oz.; epoxy finish; **Fox .35 stunt**; APC 8x7 prop; 2.5-oz. uniflow suction tank; .018"x60" stranded lines; Meizlik handle; pilot Pat Johnston, pit crew Mike Rule.

2. Nitroholics Racing Team (3) 11:50  
 3. Cayce Rule (2) 13:04 heat  
 4. Dave Shrum (1) 0 laps

## CLASSIC STUNT (7 entries)

1. Don McClave, Portland, Ore. (7) 531

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Data: **Veco Chief**; built by McClave; 53" span; 595 square inches; 40 oz.; flaps; adjustable leadouts, tip weight; balsa construction; Monokote finish; **Fox .35 stunt** (Woolard mods); 10% nitro Powermaster GMA Blend fuel; Thunder Tiger RC long plug; Taffinder 4-oz. uniflow tank; BY&O 10-3/4x6 prop; .015"x60" stranded lines; McClave handle.

2. Dan Rutherford, Bothell, Wash. (6) 515.5  
 3. Gerald Schamp, Lebanon, Ore. (5) 509.5  
 4. Bruce Hunt, Salem, Ore. (4) 503.5  
 5. Nils Norling, Metolius, Ore. 478.5  
 6. Dave Royer, Portland, Ore. 456.5  
 8. John Thompson, Eugene, Ore. 385

Judges: Scott Riese, Randy Powell

Tabulator: Jerry Eichten

## SPORTSMAN P-40 STUNT (7 entries)

1. Nils Norling (7) 454  
 Data: **Profile Oriental**; Brodak kit built by Norling; 55" span; 550 square inches; 38 oz.; flaps; adjustable leadouts, tip weight, pushrod; balsa/plywood construction; Rustoleum/Monokote finish; Rocket City balljoint controls; Dural landing gear; **O.S. .40 FP** reworked by Randy Smith; RSM tongue muffler; 10/22 GMA Powermaster fuel; Thunderbolt plug; Sullivan 6-oz. uniflow suction tank; APC 11/5 prop; .015"x60" stranded lines with crimp terminations and scissor connectors; Tom Morris handle. Plane has more than 1,000 flights.

2. Bob Smiley, Kingston, Wash. (6) 445  
 3. Dave Royer (5) 427.5  
 4. John Thompson (4) 384.5  
 5. Leo Mehl, Portland, Ore. 378.5  
 6. Mike Haverly, Auburn, Wash. 282.5  
 7. Cayce Rule 138.5

Judges: Alan Resinger, Scott Riese

Tabulator: Mike Hazel

## EXPERT P-40 STUNT (4 entries)

1. Pat Johnston, Meridian, Idaho (6) 472  
 Data: **QED**, Pat Johnston design published in *Model Aviation* in 1997; 517 sq.", 45 oz.; **OS 35 FP** modified by Johnston with the boost port filled; 11.5X4 APC prop; Powermaster 5% nitro fuel with 8 oz. of extra castor per gallon. The QED was a Gee Bee design from 1934 for transcontinental air racing.

2. Jerry Eichten, Dundee, Ore. (4.5) 471  
 3. Bruce Hunt (3) 381  
 4. Gerald Schamp DNF

Judges: Alan Resinger, Scott Riese

Tabulator: Mike Hazel

## BEGINNER PRECISION AERO. (2 entries)

1. Rich Walbridge, Salem, Ore. (2) 212  
 Data: unavailable.  
 2. Cayce Rule (1) 175

Judges: Scott Riese, Keith Varley

Tabulator: Jerry Eichten

## INTERMEDIATE PRECISION AERO. (2 entries)

1. Mike Haverly (2) 408.5  
 Data: **Fancy Pants**; built from Brodak plans by Haverly; 40" span; 430 sq."; 41 oz.; flaps; balsa/silkspan construction; Sig dope finish; adjustable leadouts, wingtip



weight, tank position; Fox .35 stunt; GMA 10/29 fuel; Fox idle bar plug; Brodak 3.5-oz. uniflow tank; .015"x59' stranded lines; RSM handle.

2. Bob Smiley (1) 406  
 Judges: Scott Riese, Keith Varley  
 Tabulator: Jerry Eichten

**ADVANCED PRECISION AERO. (6 entries)**

1. Bruce Hunt (6) 493.5/478  
 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 bellcrank; 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. Keith Varley, Vancouver, B.C. (5) 493.5/474.5  
 3. Nils Norling (4) 483  
 4. Dave Royer (3) 473  
 5. Leo Mehl 443.5  
 6. John Thompson 424

Judges: Don McClave, Randy Powell  
 Tabulator: Jerry Eichten

**EXPERT PRECISION AEROBATICS (10 entries)**

1. Paul Walker, Kent, Wash. (15) 556.5  
 Data: **P-51 Miss America**; designed and built by Walker; 61" span, 680 square inches; 64 oz.; flaps; balsa construction; Brodak dope finish; adjustable leadouts, tip weight, elevator-flaps; **Saito .56** four-stroke; Sig 10% nitro fuel; O.S. F glow plug; 4-oz uniflow tank; Bolly 13x5 3-blade prop, .018"x65' stranded lines; Tom Morris handle. The plane is a complete take-apart; wings are in two pieces, stab and vertical tail detach.
2. Chris Cox, Delta, B.C. (13.5) 531  
 3. Howard Rush, Bellevue, Wash. (12) 524  
 4. Scott Riese, Portland, Ore. (10.5) 502.5  
 5. Alan Resinger, Vancouver, B.C. 491.5  
 6. Randy Powell, Port Orchard, Wash. 488.5  
 7. Dan Rutherford 486  
 8. Jerry Eichten 484  
 9. Pat Johnston 482.5  
 10. John Leidle, Kirkland, Wash. 469

Judges: Don McClave, Bruce Hunt  
 Tabulator: Bob Smiley

**80 MPH COMBAT (13 entries)**

1. Mike Rule (13) 5-1  
 Data: **Mejzlik RTF**; 450 sq."; 18 oz.; flaps; balsa construction; **Nova Rossi .21** reworked by Rule; Red Max 5% nitro fuel; bladder tank; .018"x60' stranded lines; Mejzlik handle. Mike's comment: "Cayce was a great pit dude. He was always ready and that is important in any combat."
2. Mark Hansen, Portland, Ore. (12) 4-2  
 3. Bob Smith, Roy, Wash. (11) 4-2  
 4. Jeff Rein, Bothell, Wash. (10) 4-3  
 5. Chuck Matheny, Arlington, Wash. 2-2  
 John Thompson 2-2

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7. Gary Harris, Banks, Ore. 1-2  
 Jim Green, Bellevue, Wash. 1-2  
 Dave Baxter, Scappoose, Ore. 1-2  
 Bob Nelson, Redmond, Wash. 1-2  
 Charlie Matheny, Arlington, Wash. 1-2  
 12. Cayce Rule 0-2  
 Buzz Wilson, Edmonds, Wash. 0-2

# Tailhook 2002

By Mike Potter

The annual Tailhook Navy Carrier contest was held at Technical College in Tacoma and was attended by pilots from as far away as Los Angeles.

The weather was a bit overcast and the wind was light; this resulted in some very good flights by everyone and no crashes.

We would like to welcome back to the carrier circle a familiar flier you all know but hasn't been seen on a control handle too much lately, Dave Shrum. Dave brought up with him a new carrier flier also from the Roseburg, Ore., area, Allen Hoffman. Allen flew a new Skyraider in 15 class.

We hope to see more of those old carrier planes everyone says they have on their walls. Dave got his down and had a great time.

Remember GO FAST GO SLOW LAND ON THE DECK.

Get hooked' fly Navy Carrier!

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

**.15 NAVY CARRIER (4 entries)**

1. Eric Conley, Clovis, Calif. 252.5  
 2. Mike Potter, Auburn, Wash. (3) 233.42  
 3. Shawn Parker, Seattle, Wash. (2) 224.09  
 4. Allen Hoffman, Sutherlin, Ore. (1) 157.21

**PROFILE NAVY CARRIER (3 entries)**

1. Jim Schneider, Livermore, Calif. 366  
 2. Shawn Parker (2) 302.18  
 3. Mike Potter (1) 296.69

**SPORTSMAN PROFILE CARRIER (1 entries)**

1. Dave Shrum (1) 204.0

**GOLDEN AGE BIPLANE CARRIER (2 entries)**

1. Eric Conley 251.53  
 2. Mike Potter (1) 227.19

**CLASS I NAVY CARRIER (2 entries)**

1. Jim Schneider 419.5  
 2. Dave Shrum (1) 289.58

**CLASS II NAVY CARRIER (1 entry)**

1. Jim Schneider 426.36

# Riverside Combat Challenge

Aug. 10-11, Riverside, Calif.

By Jeff Rein

I attended The Riverside Combat Challenge for the first time. What a great contest! What a great facility! Boy was it HOT! Bill Maywald did a great job putting this whole thing together and if you were not there this year, seriously consider putting it on your calendar for next year.

I got there Friday afternoon and the three things that got my attention were that the facility was the best that I have ever been to, Allen DeVeuve looked awesome test flying, and it was HOT, about 105 degrees.

On Saturday the contest got under way by 10 a.m., and 31 contestants gave it their best effort to try for a share of the \$2,000 prize money and a nice trophy. I was amazed that the performance of the engines and aircraft wasn't hindered too much by the heat. After a few matches there were several flyers that stood out as looking like they might go all the way. Darrin Albert and Greg Hill looked unstoppable. Bill Maywald looked like an animal possessed with his aggressive flying. Mitch Williams looked very strong. Although he went out early, every one of his matches he was very aggressive, behind his opponent, and chasing him down.

Steve Smith had a good run of wins. WORLD CHAMPION Michael Willcox started out slow, but had a great Sunday. George Cleveland put me out of the contest (again). Russ Graves put up win after win, with what appeared to be the slowest plane in the contest, (he beat me, too). And Richard Stubblefield put opponents away one by one, just like he was shooting turkeys in a barrel. We had a great barbecue lunch cooked by Bill's son about 1 p.m.

Oh, did I mention that it was HOT? About 108 degrees. It was so hot that when the wind picked up a little, you wish it would stop. It was so hot that when I walked downwind from the barbecue it cooled me down. It was so hot that most of the guys didn't even hook up their batteries to start their engines. It was so hot that the guys from Arizona thought it was hot. Now that's hot, but the action was even hotter.

Saturday night we went to the local Pizza Hut for some beer and pizza. We swapped stories and had a great time with the guys.

On Sunday, the weeding-out process began. A

cold front had moved in and boy, was it refreshing. Pete Athans told me it was only 102 degrees. I think after winning five in a row, Darrin lost his next three. Then they started dropping like flies. Rudner and Rudner, Athens, Lopez, Cleveland, Maywald, Thompson, many matches worthy of the finals, but eventually four remained: Russ, Stubb, Greg, and Emo (Mike Willcox). I believe Stubb beat Emo, and then Russ flew Greg. Greg was ahead on points and went to defense. Russ could not catch or turn with Greg, so he patiently parked up top of the circle. Russ anticipated Greg's next move, and pulled the trigger for a perfect kill. Stubb had already killed Russ and Greg earlier, and won the contest. I didn't see Stubb's card, but it seems that every time I saw him fly, he got a kill. He sure was on that weekend. Anyway, that's what I recall. I will make every effort to come back next year, hopefully in June.

## World Championships Stunt Report

By David Fitzgerald

Our members for the U.S. team for the world championships in Sebnitz, Germany were Bill Werwage, Todd Lee, Dave Fitzgerald, and Rob Gruber, our junior entry. We left July 9, arrived July 10 in Frankfurt and all of our equipment and baggage arrived safely. We were fortunate enough to have been invited by Gunter Wagner to practice for a few days before the Championships started. He and Dr. Matthias Mobius were our hosts at the German model flying facility in Bitterfeld, which is about 1-1/2 hours NNW of Dresden in the eastern part of Germany, or a 6-1/2-hour drive from Frankfurt. Sebnitz is about a 2-hour drive WSW of Dresden. We were in Bitterfeld for the better part of two days. The geography, elevation, and weather in Sebnitz was similar at our practice site, so it was good preparation to make sure all the equipment survived the airline baggage handlers, and was working at the new site. Both the practice site and Sebnitz are surrounded by tall trees in a small area with constant wind. This made for a lot of turbulence. However, the best part of the practice sessions were our breaks. We were supplied with

lunch, beer, chocolate, cakes, cookies, and more beer. German beer is wonderful compared to American beer. We were never hungry.

We each made some minor trim changes, but our major concern was that our fuel had not yet arrived from our shipper. Keith Trostle, our assistant team manager, had to drive back to Frankfurt to get our delayed fuel, just in time for our arrival in Sebnitz. While in Bitterfeld, Gunter graciously offered us his fuel to practice with. So in the evening of Friday, July 12, we arrived in Sebnitz and surveyed the contest site. For F2B, there was a smallish soccer field with room for only one grass circle, the official circle, an asphalt doughnut, and another small asphalt doughnut we shared with the F2C, team race pilots. We had most of Saturday to practice as Sunday was official opening ceremonies in the town square. Monday the 15th was the time allotted for official team practice. We mostly flew on the grass circle, which, like the official circle, was very turbulent with tall trees and hillsides close by. The site was located in a canyon on a hillside, surrounded by the trees, and the wind coming down the canyon like a wind tunnel. The wait for practice flights varied, but averaged about three hours between flights.

I had an opportunity to fly on the shared asphalt doughnut during a break in official practice, so I took off, flew the wingover, and tried to start into the inside loops when my outboard wing tip hit the fence surrounding the circle for the team race pilots. The circle was too small for full length lines on the F2B models. Only minor damage resulted, but I had to spend four hours rebuilding the wing tip and repairing the outboard flap. It did not affect how the plane flew, but it is not as pretty as before. Again our German friends were fantastic. They offered the clubhouse and shop with materials to help repair my plane. It was kind of funny, everyone was very concerned about my plane but me!

We had a variety of weather conditions. This made it difficult for the four-cycle crowd to predict run times. On the first day of qualifying flights, the first couple of flights ran overtime. The weather varied from wind, 12-28C, overcast, extremely dense fog, humidity, more wind, thunderstorms, rain, gust fronts, and clear skies. This could change in the course of a half hour. Qualifying was spread over four days, making it very difficult for the judges to compare any flights

from the first or second rounds, let alone the first part of qualifying to the end of each day. Due to the altitude, about 330m, wind, and humidity we ended up increasing the nitro content in our fuel. Rob Gruber and I ended up running about 12-1/2% nitro, and Bill Werwage and Todd Lee ran about 18%.

Qualifying went relatively well. We ended up having to adjust our style of flying to what the judges seemed to be scoring. We Americans prefer to fly as close to the rulebook as possible. This means all of the parameters correct, size (45 degrees), shape, intersections, and bottoms. As in past world championships, it seemed that the only consistent thing we could identify the judges were scoring well was good bottoms and a smooth, large pattern (50-55 deg). The Chinese, as usual, misshaped all their rounds to show the judges a good 5-foot mark. Unfortunately for us, this scored well. This also meant for us, backing way off on corners. So we had to open up the pattern, significantly soften corners, and concentrate on 5 feet. However, having said that, this time the judges did seem to pay more attention to the F2B judging guide, so progress has been made in the judging area, and it is more consistent.

My impressions of the pilots, the French and Bill Werwage, were the ones to beat. After four days of competition, all of the American team, French, and Chinese made it into the finals, thus determining the players for the team trophies.

Our junior, Rob Gruber, was a real prodigy. His family made the trip to watch and for support. Rob made huge progress in his flying in the course of the week. His improvements were sensational. Rob made the cut for a junior finals held at the end of qualifying. The weather for the junior finals was very good, light breezes, good air for the most part, sometimes dead. Rob's ability to function well in pressure situations paid off. He almost was able to beat the Chinese. Out of more than 6,000 points, he took second by only three points. Keep in mind that Rob is only 14 years old. Congratulations also to Ritchie Friedhelm from Germany, who placed third.

Sunday, finals day. The weather started off clear, which usually meant a good early morning with wind to come up early. After only half of Round 1 was complete, large wind gusts came up throughout the rest of day. It was pure luck of the draw what conditions you flew in. I was unlucky in that I flew all three rounds in extreme wind,

gusts, and turbulence. Bill Werwage was able to get a good first round in, but had terrible wind for the second round. Todd Lee was hanging on to just complete good patterns. There was a lunch break in the middle of the second round, afterwards the wind got worse. Serge Delabarde, French, had some severe gusts of wind, and stopped flying in the middle of an official flight. The judges were not able to watch because they were trying to hang on to chairs and score sheets. Serge did a great job getting down with the plane in one piece. The officials ruled the wind out of limits for a world competition and granted Serge a re-fly, as well as some other flyers later on. However, this had the effect of penalizing fliers that had successfully completed flights in the same or worse conditions earlier in the day. Those are the breaks.

In the end, the Chinese won again and the best us Americans could do was Bill Werwage at third. Bill was doing some of the best flying I've ever seen him do, and in the wind. To summarize, it was a great trip and great people.

The contest was run in a most professional manner by the F2B event director Claus Maikis. However the weather did not make it a fun event, much more like work.

The closing ceremony was held in a large auditorium adjacent to the model field. The food was similar to the lunch program during the week. An excellent hot meal, meat potatoes, and a vegetable. I learned only later that the food was provided by the German army from a field kitchen outside in the back. What a great idea! A good party at the end with lots of good German beer and band. I got to meet new people and renew old friends.

Next time will be in Muncie, Indiana for 2004.

Precision Aerobatics results from 2002 World Championships:

1. Xinping Han, China	6,083.5
2. Jiri Vejmola, Czech Republic	6,045
3. Bill Werwage, United States	6,042
4. Remi Beringer, France	6,005
5. Serge Dalabarde, France	5,999.5
6. Wei Zhang, China	5,989
7. Anlin Niu, China	5,926.5
8. Hiromi Ohata, Japan	5,933
9. Gilbert Beringer, France	5,874.5
10. Igor Burger, Slovakia	5,874.5
14. David Fitzgerald, United States	5,779
15. Todd Lee, United States	5,738

## The Scoreboard

### Northwest control-line competition standings.

## Points leaders emerge

Lots of competition since the last issue have juggled the standings in many categories.

The Salem Summer Meet, PAC Classic, Can-Am Speed Champs and Tailhook were the main events.

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.; July 27-28, Richmond, B.C.; Aug. 3-4, Coquitlam, B.C.; Aug. 24-25, Salem, Ore.; Aug. 25, Tacoma, Wash.

Following are standings for updated events:

### 2002 STANDINGS

#### SPEED (all classes combined)

1. Chuck Schuette, Vancouver, Wash.	17
2. Paul Gibeault, Richmond, B.C.	12
Jim Booker, Arlington, Wash.	12
Loren Howard, Vancouver, Wash.	12
5. Ken Kortness, Spokane, Wash.	8
6. Mike Hazel, Salem, Ore.	4
7. Ron Salo, Surrey, B.C.	3

#### 80 MPH COMBAT

1. Jeff Rein, Bothell, Wash.	35
2. Mel Lyne, Garibaldi Highlands, B.C.	25
3. Mike Rule, Black Diamond, Wash.	23
4. Bob Huber, Stanwood, Wash.	13
5. Cayce Rule, Black Diamond, Wash.	12
Mark Hansen, Portland, Ore.	12

#### OVERALL COMBAT

1. Jeff Rein	82
2. Mel Lyne, Garibaldi Highlands, B.C.	49
3. Tim Strom, Seattle, Wash.	37
4. Bob Smith, Roy, Wash.	35
5. Bob Huber	28

6. Mike Rule	23
7. Tony Huber, Renton, Wash.	22
8. Cayce Rule	12
Mark Hansen	12
10. Jody Taylor, Everett, Wash.	11

**OLD-TIME STUNT**

1. Don McClave, Portland, Ore.	17
Emil Kovac, Issaquah, Wash.	17
3. Keith Varley, Vancouver, B.C.	7
4. Chris Cox, Delta, B.C.	4
5. Dave Royer, Portland, Ore.	3

**CLASSIC STUNT**

1. Don McClave	27
2. Nils Norling, Metolius, Ore.	18
Bruce Hunt, Salem, Ore.	18
4. Keith Varley	6
Dan Rutherford, Bothell, Wash.	6

**PRECISION AEROBATICS**

1. Paul Walker, Kent, Wash.	43.5
2. Chris Cox	39
3. Howard Rush, Bellevue, Wash.	34.5
4. Bruce Hunt, Salem, Ore.	30
5. Nils Norling	28

**OVERALL STUNT**

1. Bruce Hunt	48
2. Nils Norling	46
3. Don McClave	44
4. Paul Walker	43.5
5. Chris Cox	43
6. Howard Rush	34.5
7. Keith Varley	30
8. Dave Royer	19
9. Emil Kovac	17
10. Scott Riese, Portland, Ore.	16.5

**QUICKIE RAT RACE**

1. Nitroholics Racing Team, Salem/Eugene, Ore.	1
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**FLYING CLOWN RACE**

1. Todd Ryan, Pasco, Wash.	11
2. Mac Ryan, Pasco, Wash.	9
3. Nitroholics Racing Team	4
4. Mike Conner, Pitt Meadows, B.C.	3
5. Allen Hoffman, Sutherlin, Ore.	3

**NORTHWEST SPORT RACE**

1. Mel Lyne	10
2. S&S Racing Team, Seattle, Wash.	7
3. Ron Salo	6
4. Cayce Rule	4
Mike Rule	4

**OVERALL RACING**

1. Todd Ryan	23
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2. S&S Racing Team	18
3. Mac Ryan	16
4. Nitroholics Racing Team	12
5. Paul Gibeault	9
6. Mel Lyne	8
7. Remy Dawson, Vancouver, B.C.	7
8. Ron Salo	6

Cayce Rule	6
10. Mike Conner	4
Henry Hajdik, New Westminster, B.C.	4
Mike Rule	4

**15 NAVY CARRIER**

1. Shawn Parker, Seattle, Wash.	12
Mike Potter, Auburn, Wash.	12
3. James Cox, Delta, B.C.	4
4. Mike Conner	3
5. Bob Parker, Renton, Wash.	2

**PROFILE NAVY CARRIER**

1. Shawn Parker	12
2. Mike Potter	8
3. Mike Conner	2
James Cox	2
5. Mike Hazel	1

**CLASS I NAVY CARRIER**

1. Dave Shrum, Roseburg, Ore.	3
2. Shawn Parker	2
3. Mike Potter	1

**OVERALL NAVY CARRIER**

1. Shawn Parker	27
2. Mike Potter	26
3. James Cox	6
4. Mike Conner	5
5. Hansen/Gritzmacher, Portland, Ore.	4
Dave Shrum	4
7. Mike Hazel	3
8. Bob Parker	2
9. Mark Hansen	1
Allen Hoffman	1

**TOP JUNIOR/SENIOR CONTESTANTS**

1. Cayce Rule, Black Diamond, Wash.	19
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 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.*

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## Northwest rules discussion corner

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### More on P-40 Stunt

P-40 Stunt was a big success at the WOLF summer meet and seems to have caught on with the aerobatics and sport flying community as a nice niche in the aerobatics competition milieu.

In Salem, the event was run in a "sportsman" and "expert" class division.

What follows is a continuation of the discussion of P-40. A proposed formal set of Northwest rules will appear in an upcoming issue, followed by a ballot for approval or rejection (see Issue No. 183 for details and earlier comments).

**From Alice Cotton-Royer**

*(This comment repeated from issue No. 183, to provide context for Dave Gardner's remark below)*

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 flyers 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" flyers 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 Dave Gardner:**

The reason for the "no experts" rule was to (hopefully) keep P-40 from becoming just another identical event, to end up being populated by experts, as many of the racing and carrier "entry level" events have become.

The intent is to have an event which can be flown in lieu of PA at lower level contests (how low do we go?). In that case, it may be advantageous to have split skill classes. It was not necessarily to be used as an additional event at full stunt contests, due to the logistics of running another event (more time, more judges, more trophies, more administration, etc.). In some areas, profile stunt is combined with OTS as a simple event. The places I have seen P-40 listed, it was usually in place of the PA events, and with very simple rules.

The thinking behind the "any exhaust" item was just to be nonrestrictive, particularly if it were a "no experts" event. The question came up about the MACS muffler, which seems to add a good boost to the engines it is used on. MACS claims pipe-type advantages, but stops short of calling it a "pipe." Do we have to write the MACS in/out of the rules?

My original thoughts were to have one season of the basic rules to see how it works out. I'm all for as much stunt flying as we can get, but generally being on the operations side of things, I see the problems with additional events. I really like the concept of P-40 because of its simplicity, yet it affords a natural progression towards full PA participation, far more than OTS and without the restrictions of Classic or the appearance issues of PA. Maybe we just switch over to the newly proposed FAI F2B rules for everything (!) ... there was actually a profile airplane at Sebnitz! ... and Igor Burger from Slovakia used an OS46LA (blue) with a pipe! ... and placed 10th in the final 15 (out of 96 flyers!)

I would hate to see the rules for a stunt event degrade to the picky rules of carrier, or the "limited" racing events! The essence of P-40 is to have large-enough airplanes to fly well, with a large range of commonly available engines, without the press of trying to build "pretty" airplanes. The no-pipe rule is probably a good

idea, with the only issue being the MACS muffler. The wording can be adjusted to suit this fairly well, and BTW, I agree with you on not having pipes ... the original thought was that if someone wanted to screw around with a pipe as well as trimming an airplane, in a profile event ... well, more power to them! ... but someone always will, if the door is left open ... but success is normally a matter of skill and practice, and not always a matter of superior hardware.

As far as logistics is concerned for a contest, it fits a two-day contest program, with OTS, Classic and P40 on Saturday, and the PA on Sunday. As for the two (or more) classes in P-40, they could all be flown together (as John T proposed) with separation by class administratively during scorekeeping. The WC runs this way, with all flyers in the basic event, with separation (in that case) by age classification. I could see the event broken in to just two "skill" classes, such as expert/advanced, or pro/sportsman, or whatever you want to call it. This is not a "beginner" event, in the sense of the word ... that's why we have Beginner PA. A beginner could build a P-40, use it to progress out of beginner, then use it for Intermediate/Advanced as well as Advanced P40. (Do we call it P40A and P40E ? ... or Flying Tigers and Flying Kittens? ;-))

Anyway, let's just get the general rules in place, try it, and then figure out how it works after a season. It could just be run as a provisional event, with regular judging/scorekeeping, but no trophies (or paper certs, or something simple) to see how it works. I think we need to see how it fits in to the overall contest calendar of events, and whether it gets used as a main event, an addition to other stunt, or a stunt addition to other contests. The basic rules could have some local options at individual contests to see how the options could work. Just some more ideas.

I think it has a future.

**From Pat Johnston:**

I had a great time at Salem. Actually won the profile stunt event (P-40). They did make two classes, standard and expert, so that was good for the guys starting out and the rest of us could duke it out, too. Finally got the QED trimmed out and flying well. That only took six years! I guess it wasn't important since I hadn't ever used it for competition before. It appears to me that there is quite a bit of excitement over this event from the beginners to the experts. Gerald Schamp had a

really cool template for a Mustang fuselage. Now he is talking about coming up with an easy-to-build warbird routine. Not bad.

My input is to use this event as a good local contest event, but not as an event at the Regionals. Personally, I like the appearance points because it encourages people to do nice-looking ships. I think that as a local event it will add to the draw of the local contests in that there can be an additional event to fly, providing more incentive to come.

Retaining the two classes is good so the expert class fliers don't blow everyone out and it just becomes an expert class event. As an interesting twist, the Classic event could be combined with the P-40 event, and the profiles wouldn't receive appearance points unless they were classic legal.

That idea may not be all that well received, though. You never know. Could be an option for the local clubs.

## **NCLRA taking hard look at national racing rules**

The National Control-Line Racing Association, now under the leadership of racing legend Bill Lee, is studying racing rules in a couple of area of interest to Northwest teams.

In a continuing effort to improve participation in the unlimited racing event, rat race, NCLRA some time ago began experimenting with a limitation of engines to .21 size. The idea was to reduce the weight and pull of the planes, which when powered by the traditional .40 are too physically demanding for many pilots. However, the .21 size did not really catch on. Now, NCLRA is looking at a .15 size rat category for experimental racing at the 2003 National Championships.

Also, NCLRA is interested in trying Clown Race at the Nats, and is trying to come up with a set of NCLRA rules. These would be NCLRA rules to be used at the Nats, and would not supersede the rules used locally.

Clown Race started about 10 years ago in the Northwest and has spread nationally, but some regions have drifted away from the strict Northwest rules. NCLRA is trying to reconcile these regional differences.

Below is info on both matters. Detailed discussion is on CL racing forum on Delphi, <http://forums.delphiforums.com/CLRacing/messages>.

Here's a little more information on each matter:

### **Clown Race:**

Bill Lee is attempting to set up a committee to reconcile regional differences and draft a set of Nats rules. The committee would have members from each region where the event is flown. He has contacted *Flying Lines* editor John Thompson to act as chairman, but I have advised bill that I would carry a strong Northwest-rules bias into the process; Bill may change his mind and appoint someone more neutral as chairman. In any case, there should soon be a set of NCLRA rules in the works. Note that these would be NCLRA rules, and would not appear in your AMA rulebook. As far as I know, there are no plans to propose an AMA Clown event.

Major differences to be reconciled as identified by Lee include:

1) *Landing gear. Northwest requires two, East Coast allows one. Northwest requires minimum size of 1", EC requires minimum size of 2". Some disagreement over whether titanium (or any flat sheet) gear is allowed. All are silent on this. Some say that the 7" separation is not enforced as long as it "looks" OK.*

2) *Shutoffs. Northwest disallows use in a race but allow on the model. EC allows for reasons of safety.*

3) *Seems there is a separation regarding the construction of the inboard side of the nose: Northwest allows full ply nose doubler, but is silent on whether a nose doubler with an engine cutout is OK. EC allows a cheek cowl, NW does not.*

Also, I've noticed that some other regions have run races restricting the engine choices, and allowing other (non-Clown) airplanes, such as Circus Princes and Junior Ringmasters.

Stay tuned; there will be more on this.

### **15. Rat**

The following is lifted verbatim from the racing forum, where Bill Lee laid out the current status of the .15 rat development effort.

The NCLRA officers have agreed that Rat at the NATs will be limited to engine sizes no larger than .15 cu. in. displacement (2.5cc).

The previous efforts at resurrecting Rat using .21s was an abject failure. Discussion at the NATs and at earlier contests in the season indicated

that there would be more support with .15s since that is an engine size already in the hands of most competitors.

It was also agreed that the reduction to .21s did not solve the problem of models that are too fast and too difficult to fly safely. While the 15 Rats will be fast, their weight will reduce the problem of piloting in actual races.

The NCLRA Officers also agreed that support for this event must be shown at the 2003 NATs or the event will probably be dropped in the future. (The NATs is NOT the place to fly events which have no local following.)

Rules are below.

### **NCLRA .15 RAT RACING**

**1. Applicability.** All rules from the Unified Control Line Racing rules apply to this event except as modified, appended, or specified here.

#### **2. Model Specifications.**

**2.1** If the model is of cast pan construction (two (2) or more parts held together by screws or bolts), it must be, in the Contest Director's opinion, as strong as the methods suggested in the CL Speed section.

**2.2.** Only constant diameter exhaust extensions are allowed. Such extensions shall be no more than 5-1/4 inches in length as measured along the center line from the center of the piston bore to the end of the pipe.

**3. Engine Specifications.** The maximum engine shall be a .15 cu.in. (2.5cc) displacement.

**3.1** There shall be no restrictions on the type, size, or location of the needle valve assembly.

#### **4. Races.**

**4.1.** Each contestant shall be allowed two (2) qualifying heats of 70 laps in length. One (1) refueling stop is mandatory in each heat.

**4.2.** Final races shall be 140 laps in length with three (3) mandatory refueling stops.

#### **5. Flying Regulations.**

**5.1.** All flying shall be done between six (6) and twenty (20) feet altitude.

#### **6. Field Layout.**

**6.1.** The Inner Circle shall be 68-foot radius.

**6.2.** The Outer Circle shall be 76-foot radius.

**7. Lines.** For the .15 engine, lines are to be .014 solid.

**7.1** Lines shall be 60' +/- 6"



## July 13 Arlington D/Bat Fun Fly Report

The weather was great. We had the Arlington EAA fly-in happening with tons of vintage planes flying over, and we had a nice bunch of flyers come out to let the novices combat them on a handicap system. We also had a number of new people, adults and kids, try a trainer, and several people got planes and diesel motors to get them going in Nostalgia Diesel Combat.

D/Bat newcomer Ed Storts borrowed some equipment from Chuck Matheny and flew some great matches. Jeff Riechel cranked out three wins before "Killer" Milissa Huber "whacked" him. Milissa was flying like a demon. Cayce Rule figured he'd clean her clock, but she whooped him. And good sport Mike Rule took on Milissa in two matches, both going to Milissa. Bob Huber flew well, but ground time once again did him in. Dave Baxter flew up from Scappoose, Ore., in his homebuilt "Starduster" biplane for the fly-in and to D/Bat. He flew some great matches with lots of following, inverted laps and tight reversals in the mix using an Orcrist. Paul Dranfield was chewing up opponents until he drew Paul Vallins. The Paul vs. Paul match was a classic with very close following and very little ground time. Great combat! Chuck Matheny was using borrowed motors and managed a couple of wins. Mike and Cayce Rule had a real selection of models from Warlords and Dominators to a Wild Bill Netzband "Splinter" and a very rare Chinese "Love" design. Mike likes to build them all and use some interesting construction methods. This fella is seriously afflicted with D/Bat-itis because he says it's so much fun.

When supper time rolled around it was Milissa Huber alone who had a clean string of wins. So she is now the BIG KAHUNA of diesel combat with a well-fought first place. Well done, Milissa! I think too that pitman Dad (Bob Huber) should get a portion of the credit, especially starting those engines in the afternoon heat.

Many thanks to the seasoned flyers for being such good sports, especially Mike Rule, who managed to re-kit a few airplanes and took away the coveted "Best Crash" trophy. I think everybody enjoyed themselves.

We had Jim Knight and his grandson Joe getting into CL and flying their Warlord. And Jeff Byers with his two sons now has three sets of equipment for some serious family fun.

Maria Huber, Joe Knight, Cayce Rule, Dave Baxter, Paul Dranfield and Jeff Riechel all helped fun-fly director Mel Lyne cut-count the laid-back matches until it was time to go to Paul Vallins' Aero Industries BBQ party. Thanks to all these people for their help and to Paul and Lisa Vallins for hosting the BBQ. Thanks also to Buzz Wilson, Milissa and Bob Huber for helping at the beginner's circle.

As soon as Paul Dranfield gets the next batch of motors in from PAW we'll set a date for a practice, delivery, and diesel tune-up and "how to" diesel operating and troubleshooting session.

### Fun-fly results:

- |                  |        |
|------------------|--------|
| 1. Milissa Huber | 4 wins |
| 2. Jeff Riechel  | 3 wins |
| Paul Dranfield   | 3 wins |
| 4. Cayce Rule    |        |
| Chuck Matheny    |        |
| Paul Vallins     |        |
| 7. Bob Huber     |        |
| 8. Mike Rule     |        |
| Ed Storts        |        |
| Dave Baxter      |        |

*Mel Lyne can be contacted in care of Flying Lines.*

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### More great stuff coming up!

While the news of a busy contest season has been filling up *FL* pages, our technical columnists have been hard at work coming up with great how-to articles for your winter reading.

Stay tuned to upcoming issues for such regular features as Stunt Stuff, The Cognitive Modeler, The Real Thing, The Real Dirt, Combat Cornucopia, Zoot's Mixture, Fast Laps, Shop Tips and some great special articles.

# News from the Northwest Skyraiders

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

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

## ACTIVITY REPORT:

Auburn "Good Old Days"

On August 10 and 11, the Skyraiders had two full days of flying demonstrations, essentially being a club fun-fly with spectators! For those of



you who missed it (or signed up and didn't show (?), it was a very good time, with several new prospective members lined up. Ron Canaan's report for Saturday is:

There were 9 of us at the Auburn Good Old Days on Saturday. The

weather was great and the plane God only ate one plane — mine again. There seemed to always be people standing around watching us fly and asking questions. The flying was constant with someone always ready to go up to fly. It was better than any TV or news coverage we could have, since the parade route went within 50 feet of our flying circle. We got to look at the parade and its attractions (wink, wink, nudge, nudge —ed) and the spectators got to look at us! The planners of the event have already asked us to come back next year, PLEASE they said. If anyone deserves credit for this event it is Chris Gomez. He handled all the details and set things up.

Thank you, Chris, for a job well done. Next year we hope to have some .15-size trainers for the kids to fly as a lot of kids wanted to but we didn't have anything for them to fly.

Sunday was a lower key day with not as many spectators, but a really great day! For those of you who missed it, we had a rare activity. Bob Einhaus made an appearance at a Skyraider event, and was seen actually flying a plane! Al Fernandez had two sorta D-Bat airplanes, one with a PAW .15 and another with a Chinese 2.5 diesel. Bob made a couple of very interesting and successful flights with one of these little hummers!

They met his criteria of "no mufflers" and "fairly fast"! ... Fortunately, diesel .15's have a fairly acceptable noise level — less than Dave Gardner's Fox 19BB All-American Sr. (by Bob Emmett), with a rear tongue muffler(?).

This was a learning experience for all of us — next year, we'll get the grass cut a little shorter, and request a little less irrigation. We'll have trainers of some sort, to give demo/training flights for spectators — and we did have a couple of eager ones. We could probably even have a concession stand with grilled brats and cold drinks. We're just far enough from the main concessions to be an oasis! — and maybe even a drawing!

## MORE TO COME

The Skywriter's last issue also had a lengthy flying site report — lots of news developing on that front in the Puget Sound area. Not enough space in *FL* to contain it this month. We will publish an update in a later issue.

## Eastern Washington report

By Joe Just

After returning from the COLD stunt meet the phone rang several times asking how the contest went.

Interest in contests out of our area is growing, with Mike Foley of Walla Walla completing a Brodak P-51 with plans on attending a meet or two.

Mark Conner of Othello is working daily this time of the year as a crop duster, but has started building a Pat Johnson P-40 that will house a Saito 56 or some other 4 banger. Mark has called and said that he intends to be in Salem in October for sure and may even be able to get to the Roundup as well. He also indicated that he may be building some interest in getting into racing.

Control-line activity is still growing slowly here in Eastern Washington, and there even may be some sort of contest planned in the near future.

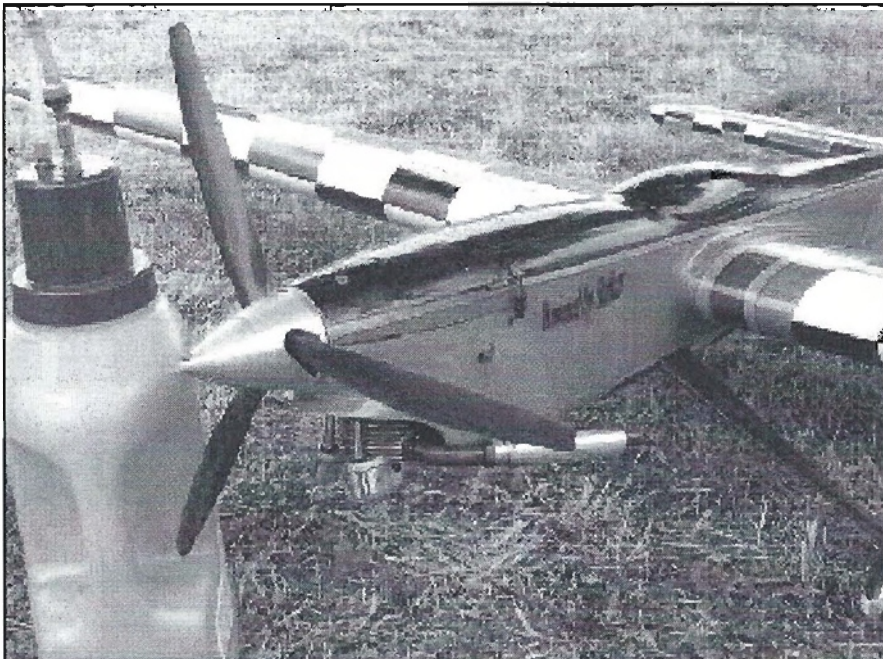
My personal thanks go out to the members of the COLD club for their contest. It was two days of great weather (albeit a bit smokey) and really fun competition.

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# WOLF Summer Meet in pictures



On the flying field in Salem for the Summer meet: ...

- Top two left photos are two *gorgeous* examples of the Gee Bee Sportster, top by Chris Cox, center by Alan Resinger.
- Top right shows Dan Rutherford calling out maneuvers for beginning stunt flier Cayce Rule.
- Bottom photo is the business end of Randy Powell's beautiful stunter, with a four-stroke providing power.
- Center right, Mike "ZZ" Hazel and one of the prizes, a bottle of cyanoacrylate glue.

*Howard Rush photos.*

# FLYING LINES

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