

FLYING LINES

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McClave, Dirt capture the "classic" aura

As previewed in issue No. 184, the race for the Bob Palmer Award's big prize, a Brodak Oriental kit, went down to the last of the three contests counted toward the Classic Stunt world's Northwest special honors.

Don McClave had clinched the Palmer Award with wins in the first two contests, but he generously made the prize available to the second-place finisher. With Don unable to attend the final meet, the Fall Follies, the prize was up for grabs.

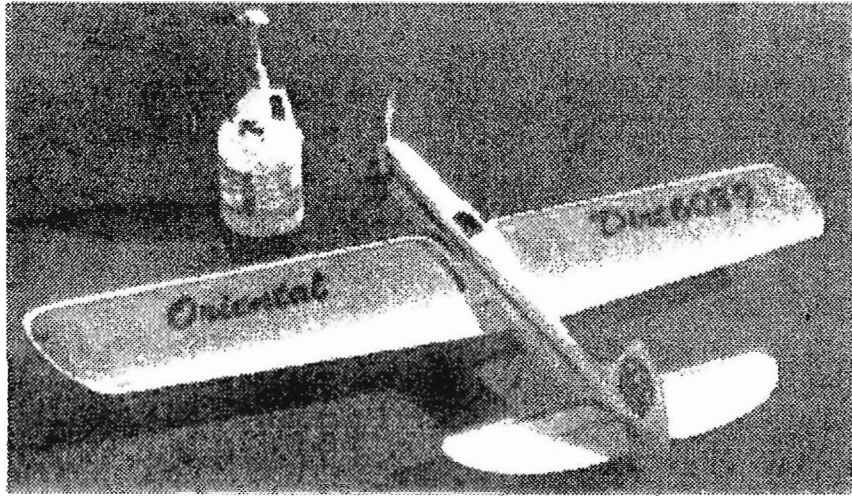
Dirty Dan Rutherford edged Bruce Hunt by three points, jumping ahead of Nils Norling in the standings to take the second spot. (Complete results of the contest are inside this issue.)

Here are the final Bob Palmer Award standings:

- | | |
|-----------------------------------|----|
| 1. Don McClave, Portland, Ore. | 20 |
| 2. Dan Rutherford, Bothell, Wash. | 17 |
| 3. Bruce Hunt, Salem, Ore. | 13 |
| 4. Nils Norling, Metolius, Ore. | 11 |
| 5. Pat Johnston, Boise, Idaho | 5 |
| Gerald Schamp, Lebanon, Ore. | 5 |
| 7. Loren Anderson, Bend, Ore. | 1 |
| Keith Varley, Vancouver, B.C. | 1 |

Congratulations to all the top finishers, and thanks to Don for organizing this entertaining subplot to the aerobatics competition season.

P-40 Stunt has turned out to be a popular event in the past couple of years, and has earned itself a spot in the official standings. A proposal is inside this issue for formal rules to be used for **P-40** competition starting next year. Take a look, and get ready to vote "yea" or "nay."



"Dirty Dan" Rutherford is a Master of Monokote and Micafilm. Here's his fabulous Oriental, seen at the Fall Follies. FL photo.

While we're building for the 2003 season, we ought to be planning the contest schedule as well. The "Where the Action Is" calendar is wide open for next year — so it's time to get your spots reserved on the contest calendar.

Free lunch! Well, no, there's no free lunch, but classified ads in *Flying Lines* are free to FL subscribers. It's a great way to clean out your garage — or add to the clutter!

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Round & Round

The Control-Line
modeler at large

By John Thompson

Modeling thought for the month:

"Life is a long lesson in humility"

— Barrie

Sign me up for U-control U

Just call me "442."

I've been flying stunt lately, and that's my score, more or less. Doesn't matter what plane I'm flying or who the judges are: 442, give or take.

Somehow I'd like to concentrate on edging that number up over the winter, up to maybe, oh, 450 or so. It could happen.

But there's no class you can sign up for or university you can attend to boost your skills in any CL event. Or is there?

Well, sure there is, and the professors are all our fellow modelers. There is no competitive activity in the world where competitors are more willing to share their knowledge with their "rivals." All you have to do is watch, ask, and listen. Advice is free, and in this rare activity, worth far more than the price paid!

Yes, we'll get conflicting advice, but so, what? There are different ways of doing things. I would have bet \$100 that using stunt fuel with *less* oil was not among the options for making my O.S. stunt engines run better. Well, what did I know? Both the .35 and the .40 are much happier on 10/10/10 than they are on all-castor 20 or 25% oil. Who knew — until somebody gave me some off-the-wall advice that happened to be correct. Sometimes, things are worth a try, no matter what you "know" about the hobby!

A couple of things on the plate this winter: One is getting a good, reliable 80mph combat engine set up, to replace the old Combat Specials I used on the old Underdogs. The Udogs are about gone now, and I want to find an engine for the Mejzliks that is a little easier to work with. The O.S. .40 has been cranky to needle. I'm out there fiddling every flying session, but that rework advice I got from one flier — which seemed like a lot of trouble at the time — is sounding better and better. I didn't want to start fiddling with engine insides, but maybe I'll have to. Free advice!

On the stunt side, this may be my winter to learn how to do dope. (Yes, I've said this before.) My mentor this season is Mel Marcum, a flier in my club whose health has made it hard for him to fly the several very nice stunts he has, and somehow they're migrating over to my workshop.

We were out with one just the other day — a .60-powered bird of Mel's design, "Magma," that has been hanging up for several years with only four or five flights on it. I put eight flights on it last Saturday, and — whoo — now there's a plane you can fly a pattern with. I could be at 450 next year just with that hand-me-down!! Maybe 460!

Mel has another plane partly built, and it also wound up in my shop. Another .60 ship called a "Cascade." Mel's going to hold my hand when I get it to the point of painting. He's a master of very nice, light dope finishes. Doesn't use too much paint and get 'em all heavy. On my own, planes get heavy because I keep pouring the paint on to cover the mess made with the previous coats. Finally solved that problem, sort of, with the Oriental, by not painting — I just used colored tissue. But there's the little matter of all that fuel soaking through ...

The trouble is, now, how would I ever convince judges I built a plane if it actually came out looking good? They know me! "No bubbled fillets on this plane — Thompson couldn't have built that one!" Well, we'll see!

CL model airplanes wouldn't be fun if they weren't a challenge. If you could just go down to the store and buy a plane ready to fly, how rewarding would that be? That would be like ... like ... like RC!

We have to build to get the full range of enjoyment out of our hobby. The more we fly, the more we have to build.

Guys like Mel make it possible for the rest of us to succeed in the hobby. Look around — they're all over the flying field, willing to help. Some are top competitors who will make time to answer questions, and some are just guys who have built a lot of planes for the sheer fun of it — competition aside. Our hobby has the benefit of more than 70 years of study and development, and most of it's in the heads of fliers like Mel, like you, even me!

Sharing that knowledge is part of what makes CL special.

Send comments, questions and topics for discussion to John Thompson, 2456 Quince St., Eugene, OR 97404. E-mail JohnT4051@aol.com. World Wide Web: <http://members.aol.com/JohnT4051/NorthwestCL.html>.

Where the action is!

Coming events in Northwest Control-Line model aviation

May 23-24-25, 2003

Northwest Control-Line Regionals, Albany Municipal Airport, Albany, Ore. Full schedule of AMA and Northwest competitive categories in the West's biggest CL contest. All details tentative at this point. 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*.

Send FL your local news! Northwest club newsletter editors are invited to condense their news down to a page for inclusion in *Flying Lines*. Similarly, anyone in an area without a club is invited to join the region's CL news network!

How time flies!

Yep, for some loyal subscribers, the time has come to renew. Lots of great stuff is planned for winter editions, so don't miss an issue. Send your renewal now. You can use the fancy new subscription form below!

Here's the list of subscribers "on the bubble."

Loren Anderson, Bobby Arledge, David Baxter, Lyman Burk, Robert Burks, Scott Crichton, Scott Dinger, Jerry Eichten, Dave Gardner, Ted Gritzmacher, Henry Hajdik,

Bruce Hunt, Ronald Ingham, Tom Knoppi, Mel Marcum, Ron McBurnett, Cecil Mead,

Will Naemura, Jeff Rein, Mr/Mrs CE Ryan, Philip Straka, Homer Smith.

If you have already renewed, thanks!

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

The staff: Jim Cameron; Chris Cox; Fred Cronenwett; Bill Darkow; Dave Gardner; Paul Gibeault; Mark Hansen; Steve Helmick; Mel Lyne; Nils Norling; Mike Potter; Howard Rush; Dan Rutherford; Gerald Schamp; Buzz Wilson; John Thompson, editor; Mike Hazel publisher; and *you*.

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

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Flying Lines subscription form

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City _____ State _____ ZIP _____

Send the above information along with \$14 (\$15 U.S. funds in Canada) to *Flying Lines*, 2456 Quince St., Eugene, OR 97404.

The Flying Flea Market

Classified advertisements — FREE for *FL* subscribers

WANTED: New Magnum .65 GP plain bearing engine. contact Rick Wallace, (360) 683-9860, or preferably by e-mail, toolman50@prodigy.net.

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: 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 control-line hardware, 10% off! all CL kits, 10% off Fox Hemi kits — 2 only — WOW! \$19.99 each (price correction — not \$199.99 as advertised last month!) We ship UPS. Eugene Toy & Hobby, (541) 344-2117, www.eugenetoyandhobby.com.

WANTED: K&B 4.9 engines and parts. Also early version of Veco Tom Tom kit. Craig Bartlett, (541) 745-2025.

AEROBATICS INTEREST GROUP: Right now — as in **TODAY** — is the very best time to join PAMPA! Your \$25.00 will see a full year's worth of the world's best CL-specific magazine (at 100-plus pages we no longer call it a newsletter!) dropped in your mailbox. Send check or money order to: Shareen Fancher, 158 Flying Cloud Isle, Foster City, CA 94404.

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
Flying Lines Issue #185

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. To join, send dues of \$10 U.S. (\$12 international) to NCLRA, c/o Mike MacCarthy, 4704 Hillsboro Ct., Santa Rosa, CA 95405. 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.

A little model engine collectors' humor

A preacher was making his rounds to his parishioners on a bicycle, when he came upon a little boy trying to sell a GHQ model engine. "How much do you want for the engine?" asked the preacher.

"I just want enough money to go out and buy me a bicycle," said the little boy.

After a moment of consideration, the preacher asked, "Will you take my bike in trade for it?"

The little boy asked if he could try it out first, and after riding the bike around a little while said, "Mister, you've got yourself a deal!"

The preacher took the engine and began to try to crank it. He flipped the prop a few dozen times with no response. The preacher called the little boy over and said, "I can't get this engine to start."

The little boy said, "That's because you have to cuss at it to get it started."

The preacher said, "I am a minister, and I cannot cuss. It has been so long since I have been saved that I do not even remember how to cuss."

The little boy looked at him happily and said, "Just keep flippin' on that prop; it'll come back to ya!"

— From the Skywriter

On the contest trail

Results of Northwest Control-Line Competition

Flurry of activity winds up contest season

The beautiful fall weather of September and early October had control-line fliers out in big numbers enjoying a burst of late-season contest activity. This issue's report contain what most likely is the last contest wrapup of the season. We also catch up on reports in more detail on a couple of earlier events. We'll start with the most recent activity and work backward through the season.

Fall Follies

Oct. 12-13, 2002
Salem, Ore.

By Mike Hazel

Yet another meet at Bill Riegel Model Airpark with near-perfect weather! We had just enough racing action to make things interesting, and what can you say about the Stunt turnout but fantastic! Good depth of competition in virtually every class made for a lot of flights in precision aerobatics on Sunday.

Event director Jerry Eichten wisely scheduled the second of round of beginner and intermediate to run on the grass circle concurrently with the advanced and expert classes to speed things up. It was a very full day of flying, broken up just briefly by the traditional burgers and dogs barbecue between the rounds.

Take a look at the scores and you will see that there is some mighty close competition. The Classic Stunt event also enjoyed a good turnout.

Thanks to all of the officials and participants for making the last major flying event of the season a memorable one.

Watch for additional commentary in Dan Rutherford's district column report in Stunt News magazine.

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

NORTHWEST SPORT RACE (3 entries)

1. Nitroholics Racing Team, Oregon (3) 9:43
Data: Brodak **Super Clown**, built from kit by John Thompson; 38" span; 355 sq. "; 30 oz.; balsa/plywood construction; Monokote/K&B Super Pox finish; one-wheel aluminum sheet landing gear; Fox .35 stunt; contest racing fuel; Thunderbolt standard long plug; Thompson uniflow suction tank with spring overflow cap; ZZ NWSR epoxy/glass prop; .018"x60' stranded lines with crimped terminations and slider connectors; Fox racing handle; pilot Mike Hazel; pit crew John Thompson.

2. Mike Conner, Pitt Meadows, B.C. (2) 13:11

3. Allen Hoffmann, Sutherlin, Ore. (1) 16:27

NORTHWEST SUPER SPORT RACE (2 entries)

1. Nitroholics Racing Team (2) 7:57

Data: Sterling **Ringmaster**, modified from kit by Mike Hazel; 33.5" span; 305 sq. "; 31 oz.; balsa/plywood construction; Monokote/clear epoxy finish; Veco bellcrank; tube crusher shutoff; rubber valve fastfill; one-wheel landing gear; kit modifications include clipped wing and tail, relocated tail; K&B .40 #4011; Hazel venturi; contest racing fuel; K&B 1L plug; Fox 3.5-oz. uniflow suction tank; ZZ Super Zoot 9x7 epoxy/glass prop cut to 8.25"; .018"x60' stranded lines with crimped terminations; Fox racing handle; pilot John Thompson; pit crew Mike Hazel. Article on plane with details in *Flying Lines* Issue #172, May 2001.

2. Dave Shrum, Roseburg, Ore (1) 99 laps

FLYING CLOWN RACE (4 entries)

1. Allen Hoffmann (4) 255 laps

Data: **Flying Clown**, built from Mac Ryan by Hoffmann; 19 oz.; balsa/plywood construction; silk/dope finish; Moki .15 sport, deburred and carefully assembled by Hoffmann; contest racing fuel; GloBee plug; Mac Ryan 1-oz. uniflow suction tank; Superior Propellers 6.5x5 carbon fiber prop; .015"x52' stranded lines with crimped terminations; homemade aluminum and myrtlewood handle; pilot Allen Hoffmann; pit crew Dave Shrum.

2. Nitroholics Racing Team (3) 251

3. Mike Conner (2) 204

4. Dave Shrum (1) 134

CLASSIC STUNT (8 entries)

1. Dan Rutherford, Bothell, Wash. (8) 521.5

Data: **Oriental**, Dee Rice design built from Rutherford from *Model Airplane News* plans; 55" span; 550 sq. "; 41 oz.; balsa/maple construction; Micafilm/Monokote finish; adjustable tip weight, leadouts, elevator throw; Sig 3" bellcrank; aluminum sheet 1/16" landing gear; Fox .35 stunt reworked by Rutherford with ABC, hemi-head, stuffer kit; Thunderbolt standard plug; 4.5-oz. uniflow suction tank; BY&O 10x5 prop by Clarence Bull;

.015"x60' stranded lines with wrapped terminations and homemade .047 wire connectors; Rutherford custom hard-point handle; airplane built to Don McClave specifications and tips.

2. Bruce Hunt, Salem, Ore. (7) 517
3. Pat Johnston, Meridian, Idaho (6) 483.5
4. Nils Norling, Metolius, Ore. (5) 479.5
5. Loren Anderson, Bend, Ore. 443
6. John Thompson, Eugene, Ore. 430.5
7. Mike Haverly, Auburn, Wash. 410.5
8. Jim Johnson, Olympia, Wash. 369

Judges: Scott Riese, Mike Conner
Tabulator: Mike Hazel

BEGINNER PRECISION AERO. (4 entries)

1. Mike Wisnieski, Keizer, Ore. (4) 201.5
Data: Sig **Skyray 35**, built from kit by Wisnieski; 48" span; balsa/lite ply construction; Towerkote/Rustoleum finish; **Thunder Tigre .25** plain bearing; Powermaster 10% nitro 18% half/half oil fuel; Thunderbolt standard long plug; Acme 3-oz. pressure tank; Tornado 9x4 prop; .015"x58' stranded lines with wrapped terminations; RSM handle.
2. Steve Helmick, Renton, Wash. (3) 196
3. Rich Walbridge, Salem, Ore. (2) 181
4. Montana Marlatt, Metolius, Ore. (1) 70.5

Judges: Round one, Alice Cotton-Royer, Pat Johnston
Round two, Alice Cotton-Royer, Scott Riese

Tabulator: Mike Hazel

INTERMEDIATE PRECISION AERO. (4 entries)

1. Mark Conner, Othello, Wash. (4) 449
Data: **Mustang**, designed and built by Conner; 57" span; 610 sq. in.; 63 oz.; balsa construction; Sig Koverall/Dupla Color/Auto Clear Coat finish; adjustable leadouts and weight box; **Tower .46** reworked by Byron Barker; hemi head; Powermaster GMA 10/22 fuel; Thunderbolt RC long plug; Conner 5-oz. uniflow suction tank; Rev-Up 12x5 prop cut to 11x5; .018"x63' stranded lines with wrapped terminations; Edom Enterprises handle.
2. Bob Smiley, Kingston, Wash. (3) 398
3. Mike Anderson, Bend, Ore. (2) 389.5
4. Mike Haverly (1) 380.5

Judges: Round one, Alice Cotton-Royer, Pat Johnston
Round two, Alice Cotton-Royer, Scott Riese

Tabulator: Mike Hazel

ADVANCED PRECISION AERO. (9 entries)

1. Bruce Hunt (9) 501
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. (8) 491
3. Nils Norling (7) 484.5
4. Mike Conner (6) 474.5
5. Dave Royer, Portland, Ore. 470
6. John Thompson 442.5

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7. Loren Anderson 440
8. Leo Mehl, Portland, Ore. 416
9. Jim Johnson 400.5

Judges: Jerry Eichten, Randy Powell
Tabulator: Mike Hazel & Others

EXPERT PRECISION AEROBATICS (8 entries)

1. Paul Walker, Kent, Wash. (12) 580
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. (10.5) 562
3. Howard Rush, Bellevue, Wash. (9) 560.5
4. Jack Pitcher, Gresham, Ore. (7.5) 539.5
5. Scott Riese, Portland, Ore. 528
6. Pat Johnston 520.5
7. Dan Rutherford 514
8. Alice Cotton-Royer 496

Judges: Jerry Eichten, Bruce Hunt
Tabulator: Mike Hazel & Others

October Nostalgia Diesel Combat

Oct. 5, Arlington, Wash.

By Mel Lyne

It was a drizzly, misty morning as the pilots arrived and awaited the "scramble" command for their first "sortie" of the day. Typical WWII combat weather. Low overcast. No wind.

Double length strings, "no-midairs" bonus cash prizes, a new PAW, line sets, props and plans awaited the winners.

Ten fliers braved the damp conditions. Gary Harris and Dave Baxter were up from Portland area. Locally, Milissa Huber (with dad Bob pitting), Jody Taylor, Robert Smith (prize sponsor), Bob Nelson, Cayce and Mike Rule, Buzz Wilson and Chuck Matheny made up the field. A nice even number for flying rounds.

Steve Helmick and Ralph Simonds took care of the scoring with Mel Lyne keeping it running.

Amazingly it went three full rounds without a midair. O.K., so Buzz was flying most of his matches within 2 feet of the ground! But there were definitely different tactics being used. The 14-foot string leaders kept the attackers well back, and the "money pot" for the "clean" fliers seemed to have the pilots flying more conservatively. The "money pot" was a neat idea from Bob

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Huber.

Dave Baxter and Robert Smith had two excellent matches, Robert just getting the wins, flying very consistently. Dave was using a Turncoat, flying very effectively with lots of low inverted stuff. Milissa started well with a win against Chuck, but then lost to Gary. Another win over Mike and she just needed a tie or a win to make the finals. But her fourth round matchup with Cayce Rule had Cayce taking it 3 cuts to 1. Cayce had previously tied with Jody for a single point. But two losses to Buzz and Bob Nelson kept him out of the finals.

Gary Harris was flying well with wins over Mike, Milissa and Chuck. And Bob Nelson racked up three wins over Cayce, Dave and Buzz. Jody was flying hard as ever with two wins over Buzz and Bob Nelson, and a tie with Cayce.

Robert Smith was quietly racking up a string of four wins. Very impressive.

For some reason in round 4, THE ROOF FELL IN! And the majority of matches had midairs. With the drizzle, a slightly late start and a slower pace, it looked like we'd only get four rounds. So they were flying harder for the win in round 4!

At the end of four rounds, Robert Smith, Bob Nelson, Gary Harris and Jody Taylor were out front. These were the semifinalists.

First semi had Gary vs. Robert in a close duel. Not much ground time for either pilot, but Robert had the edge in cuts and took it. The second semi had Jody vs. Bob. A hard-flying match, a crunching midair. Lots of packing tape repairs. It was a battle of the ground times. Jody had the only cut, buy way more ground time, and Bob took the win.

Flyoff for third and fourth had Gary vs. Jody. Another hard-flying match with a solid midair. Gary didn't go up again and Jody took third on ground time.

The final: Smooth, steady-flying Robert Smith vs. a surprisingly hard-flying Bob Nelson. Bob was a tad lean at the start with the engine missing in maneuvers. They exchanged cuts. Then the long string hooked Robert's lines, causing a spin-in. Minor damage and he was back up. More chasing and another cut. Bob was ahead two cuts to one and he'd pitted and now had full power. Another exchange and another cut each. Robert thumped it in and now his Warlord was a bit crunched. Performance was down. Bob Nelson could sense a victory. He was ahead three cuts to

two plus ground time.

Bob copied Buzz's grass-mowing tactics and ran out the clock. And that's how it ended, with Bob Nelson winning it all. Well done Bob. Now you've got a brand new PAW to start breaking in.

Best Crash trophies went to Gary Harris and Jody Taylor for the most midairs. And the only two fliers who were clean all the way, no midairs, were Buzz Wilson and Mike Rule. So they split the pot.

Many thanks to Steve Helmick and Ralph Simonds for the long day officiating. The 14-foot streamer strings were different, and they did cause some extra problems at pit stops and line tangles. The fliers felt they were a bit long, so next contest we'll try 10-foot strings. Seven feet has been used in this class up to now.

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

1. Bob Nelson, Redmond, Wash. (10) 5-1
Data: Warlord, Vernon Hunt design built by Mel Lyne; 32.5" span; 16 oz.; balsa/red cedar/spruce/plywood construction; Towerkote finish; PAW .15BR motor; .015" lines, Meizlik handle, Grish 8x6 prop, Red Max diesel fuel.
2. Robert Smith, Roy, Wash. (9) 5-1
3. Jody Taylor, Everett, Wash. (8) 3.5-2.5
4. Gary Harris, Banks, Ore (7) 3-3
5. Milissa Huber, Stanwood, Wash. 2-2
6. Cayce Rule, Black Diamond, Wash. 1.5-2.5
7. Mike Rule, Black Diamond, Wash. 1-3
Buzz Wilson, Edmonds, Wash. 1-3
Dave Baxter Scappoose, Ore. 1-3
Chuck Matheny Arlington, Wash. 1-3

The majority of planes were Warlords. Buzz had an FAI Nemesis, there was a Dominator and a Turncoat, with an Orcrest and a Buzzard waiting for combat duty.

Some testing sessions are being planned, especially a fuel improvement program. The engine starting needs to be a lot better. We are working towards a better-starting fuel for the PAWs. Fun flys and contests will start up again in the spring. And don't forget the Big Money D/Bat contest in June or July 2003.

Scan-dalous! *Flying Lines* headquarters now has a scanner, so *FL* can accept photos in any form now. We were accepting only e-mail photos for a while, but now can take prints, negatives, etc.! Send yours!

Oregon CL Speed Champs

Sept. 21 & 22, 2002

By Mike Hazel

The weather was warm and dry for the Northwest's last speed contest of the year. The site was Bill Riegel Model Airpark in Salem, Oregon. It was very windy on Saturday, which held down the number of flights a bit, and so there was some "catch-up" to do on Sunday. However, there were quite a few planes that did not make it to the circle for officials.

The contestant count was nine, with participants from Washington, California, Nevada, B.C., and of course Oregon. Also helping at the meet (but not flying) were Allen Hoffmann, Bruce Duncan and Chris Hazel. Thanks guys!

Some good speeds were turned. In 1/2-A, Jerry Rocha of Napa, Calif., zoomed to 140 mph, and Chuck Schuette blasted his old Northwest record with a new 132 mph mark. In 1/2-A proto, Jerry came within 1 mph of the National record, but just couldn't put it together to break that one.

Ken Kortness of Spokane filled the vacant Jet category for the Northwest with a good flight of 167 mph. Ken was the only Formula 40 entry but his 158 mph score is close to the national standard. His Northwest record is higher than this, so it's just a matter of time before he breaks through here.

Here are the scores. Northwest standings points in parentheses.

1/2 A SPEED (2 entries)

1. Jerry Rocha, Napa, Calif. 140.53 mph
2. Chuck Schuette, Vancouver, Wash. (1) 132.56*

1/2 A PROTO SPEED (2 entries)

1. Jerry Rocha 115.15
2. Karl Caldwell, Sparks, Nev. NT

A SPEED (2 entries)

1. Jerry Rocha 171.20
2. Ron Salo, Surrey, B.C. (1) NT

B SPEED (2 entries)

1. Ken Kortness, Spokane, Wash. (2) 158.66
2. Craig Bartlett, Corvallis, Ore. (1) NT

D SPEED (2 entries)

1. Ken Kortness (2) 166.96
2. Craig Bartlett (1) 164.16

(AMA) JET SPEED (2 entries)

1. Ken Kortness (2) 167.69*
2. Mike Hazel, Salem, Ore. (1) 150.56

NW SPORT JET SPEED (4 entries)

1. Mike Hazel (4) 152.68
2. Loren Howard, Vancouver, Wash. (3) 149.69
3. Ron Salo (1.5) NT
- Ken Kortness (1.5) NT

FORMULA 40 (1 entry)

1. Ken Kortness (1) 158.01

.21 SPORT SPEED (5 entries)

1. Loren Howard (5) 152.22
2. Chuck Schuette (4) 145.92
3. Ken Kortness (3) 124.34
4. Ron Salo (1) NT
- Mike Hazel (1) NT

21 PROTO SPEED (1 entry)

1. Karl Caldwell 112.79

F2A (FAL SPEED) (2 entries)

1. Ron Salo (2) 166.07
2. Jim Booker, Arlington, Wash. (1) 161.40

* indicates Northwest record

1/2-A and Dogs

Sept. 14, Arlington, Wash.

By Jeff Rein

Had a nice little 1/2-A combat contest Sept. 14 at Arlington. Eleven were going to attend, but with schedule changes and the Fora 1/2-A engines that didn't arrive in time, it cut the contestants down to six. The weather was perfect, sunny and 78 degrees. The contestants were Mike Rule, Buzz Wilson, Gary Harris, Chuck Matheny, Bob Smith and Jeffrey Rein.

This contest featured 42-foot lines, electric starters, one-minute starting period, and a LeMans start. This combination led to no ties. The Cyclons and VA MKII were fast, but the AME and Tee Dee were marginal on 42-foot lines. The rest of the Country has moved on from Old Time 1/2-A combat (Tee Dee and 35-foot lines) and is using the Cyclone and Fora on 42-foot lines. It's time we do also.

There are 12-15 of these performance engines in the Northwest now and it is time to support this event. The engines start, run and needle very well, and on 42-foot lines the speed and performance is excellent. This was a triple-elimination money meet, and after three rounds we broke for lunch. We cooked up some polish dogs and invited the stunt fliers over for food and chat.

After we had our fill, we went back to combat. Lots of good matches with cuts and kills, and no flyaways.

At the end, Jeffrey got first, Mike second, and Buzz third. I would like to recommend that we run 42' lines at the Regionals, as the speeds are now too fast to be safe and have quality matches on 35-foot lines.

5 Rounds Vintage Diesel Combat

Sept. 8, Arlington, Wash.

By Mel Lyne

We had 10 flyers out for a damp start but the day dried out nicely to make it a fun, relaxed contest. Morning wind gusts were a bit dicey causing a few more dorks and midairs than usual. Bill Pettersen and Buzz Wilson both retired before the fifth round, having used up their 3-model limit.

Gotta fly more conservatively, especially when it's windy.

Steve Helmick, Maria Huber, Jeff Byers, Tony Huber plus other flyers all helped out with the scoring chores. Thanks a bunch especially to Steve and Maria, our cut counters.

Bob Nelson, in his first ever D/Bat contest, did really well, making it through 5 rounds and into the flyoff for the finals. Robert Smith flew very solidly, racking up five victories and going as far as the semifinal, but just losing to Cayce Rule. Cayce was flying very well and dispatched almost all his opponents. Bob Huber had a bit of a tough day but flew some good matches. Jody Taylor made it through to the semifinals only to lose to Paul Vallins. Paul was flying very precisely with lots of wiggles, fakes and avoidance tricks. Chuck Matheny flew well to get as far as the flyoffs, but lost to Robert Smith. Mike Rule flew hard with some interesting planes such as the Splinter (Wild Bill Netzband) and the Dominator, but missed the finals.

The final, after five rounds, three flyoffs and two semis was Cayce Rule vs. Paul Vallins. Paul seemed to have the match in control with skilled avoidance flying and a few opportunistic passes. Then Paul got a cut. Cayce flew hard, but Paul took another pass. Paul was outside Cayce's plane and the streamer snagged Paul's leadouts causing a spin-in. Alas, the Warlord hit on the wingtip

going sideways and the motor mounts snapped clean off.

Cayce flew on to take it on air time.

A nice day of low-key combat flying with everyone getting lots of matches. Tons of fun. The winner took home a new PAW donated by Robert Smith, and D/Bat plans were handed out to second through fourth. The coveted Best crash trophy went to a very deserving Robert Smith.

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

1. Cayce Rule, Black Diamond, Wash. (10) 6-1
Data: Warlord, 32.5" span with small fantail; Dominator, 28.5" span with stab on trailing edge; PAW BR and PAW .15 plain bearing; Tornado 8x6 nylon flexi props; Mezzlik handle. Pit crew Mike Rule.
2. Paul Vallins, Bothell, Wash. (9) 5-1
3. Jody Taylor, Everett, Wash. (8) 4-3
4. Robert Smith, Roy, Wash. (7) 5-2
5. Chuck Matheny, Arlington, Wash. 3-3
6. Bob Nelson, Redmond, Wash. 2-4
Mike Rule, Black Diamond, Wash. 2-3
8. Bob Huber, Stanwood, Wash. 1-4
9. Buzz Wilson, Edmonds, Wash. 0-4
Bill Pettersen, Everett, Wash. 0-3

Vintage Diesel Combat Regionals

May 24, Albany, Ore.

By Mel Lyne

The weather was great. The Albany airport site was a bit uneven so you had to watch your footing, but a whole bunch of great D/Bat matches were flown from noon until 8:15 pm. Mel Lyne ran it assisted by timekeeper/cut judges Steve Helmick and Jimmie Banks.

Eleven fliers did battle for four rounds, a three-match flyoff, then two semis and finals. Dave Baxter, Chuck Matheny and Bill Pettersen were in their first ever D/Bat contest and they did great, taking fifth, third and second respectively. Chuck had built some exceptional Warlords and he had a nice used PAW to power them. A great combination. Gary Harris was in his first D/Bat contest in a while and took a while to get "dieselized" again. Milissa, Bob and Tony Huber were charging hard, as were Jody Taylor, Cayce and Mike Rule. Robert Smith was hot from his second place in the Big Money D/Bat, but luck

wasn't with him this time. He flew some great matches against Chuck, Gary and Bill, but narrowly lost on ground time in spite of scoring two cuts in each match. Milissa was flying hard but too many dorks kept doing her in. Both Cayce and Mike Rule had ground time problems causing losses. A bit more equipment fine-tuning and practice will correct this.

Jody Taylor, in spite of having only flown Ukie for less than a year, was flying like a demon, racking up the victories. Bill Pettersen and Chuck Matheny were also charging, flying very well and keeping in the air. Dave Baxter was quietly practicing his stunt flying during his matches, especially low inverted, and racked up a few wins. Bob Huber was pitting his whole clan plus Jody, and just came up short for the finals. Cayce Rule flew well but couldn't stay away from the ground. Both he and dad Mike Rule had fun but needed a little bit extra to get the wins.

At the end of four rounds there were three leaders and four fliers tied for the fourth spot in the finals. So a flyoff was needed. First flyoff was Dave Baxter vs. Bob Huber. A very close match. One cut each and some good close combat. But then a bad midair and both models damaged. They both got up, Dave with half a wing gone. They still kept going for cuts. At the end cuts were even, but Dave took it with eight seconds less ground time. Next flyoff was Chuck Matheny vs Mike Rule. It was close again, one cut each. But Mike was on the ground too long and Chuck took it on ground time.

So the last flyoff was Chuck vs. Dave. Another very close match. Lots of following, two cuts each, and Dave doing lots of low inverted to stay out of trouble. The score was tied and a third cut would win it, but Dave got a little low on an inverted pass and stuck it in. A 17-second pit stop put him up again, but he was behind now and needed a cut to win. But Chuck was too crafty and the win went to Chuck.

So the four semifinalists were Tony Huber, Bill Pettersen, Jody Taylor, and the flyoff winner Chuck Matheny. First semi was Bill and Chuck. Both engines were hauling and the planes, both Warlords, looked dead even. Bill took one cut, then another. A small midair, both planes down. Both up again and more action. But Bill shut out Chuck for the win. Second semi was Jody Taylor vs. Tony Huber. Some pursuit and a couple of close calls, then a big midair. Tony was wrecked but

Jody got up again for the win.

For third and fourth it was Tony vs. Chuck. Both had now switched models after midairs. Another match with some close calls. Tony was ahead two cuts to one but he was down, and the PAW wouldn't start. It was a well-used motor and the contra piston had worked loose at the worst possible moment. They finally got him started but with a lot of ground time. The match went to Chuck, tough luck for Tony.

The final: Bill vs. Jody. Bill had only flown in a combat contest once before, and Jody first flew CL 10 months ago. The match started and it looked very even. One took a cut, then the other. A couple of dorks, more combat, another cut to Bill, then another cut to Jody. Not really close following, but lots of opportunities and near misses. Several wing hits on streamers but no cuts. Two cuts apiece as the match wound down with ground time about even. A third cut would win it. But neither flier could get the third cut by the 5 minute curfew. The result: a win for Jody by 2 seconds less ground time. Talk about a close final!

There were lots of great matches, all of them going the full five minutes. A really nice contest. Thanks to all who took part and special thanks to Steve Helmick and Jimmie Banks, the timekeeper/judges.

Big Money 5 Rounds Vintage Diesel Combat

May 4-5, Arlington, Wash.

By Mel Lyne

It truly was vintage British diesel combat weather. Wet and cool. Great stuff for the combat grunts who don't mind a bit of mud and water. Contest Director Gary Harris had a stellar crew of Dave Baxter, Ralph Simonds, Travis Lyne and Lara, Norm McFadden, Preston Briggs, Chuck Matheny, Bob Huber and Mel Lyne. Main sponsor was Cascade Aviation Services with Paul and Lisa Vallins hosting the Saturday evening barbecue at Aero Industries. Arlington Municipal Airport provided the site and Paul Dranfield the trophy plaques.

Many thanks to all these people for helping to make Paul Vallins' idea of a Big Money D/Bat
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meet a success.

Seventeen flyers turned out in the wet weather, including 12 year-old Cayce Rule with his flying hand in a cast! But he was still going to fly.

First match was big Mike Rule vs. novice Jody Taylor. Lots of action, a few dorks, but no cuts. And no winner! Scores within one second, so a tie.

Fifteen-year-old Milissa Huber took on Robert Smith but had too many dorks and lost two cuts to one and ground time. Novice Ben "Skycraper" Mullen (seemed like 7 feet tall at least) went against Bob Carver and lost two cuts to none and ground time. Cayce Rule took on ex-Brit ace Paul Vallins with a brave effort and managed a win. Tony Huber took on Mel Lyne and narrowly lost on ground time with cuts even. Same old story: Ya gotta keep it in the air for five minutes to win! Jeff Rein took on Bob Huber, Bob getting the win.

Paul Dranfield and Jeff Riechel had a non-match with a loop on takeoff. Paul took the win. Buzz Wilson and Tom Strom had a close one, Buzz taking it by eight seconds. Ken Burdick and Paul Vallins had an action match. Paul was ahead two cuts to one but lost on ground time.

The rain seemed to get a little heavier at the end of the third round, so the decision was made to break here and get out of the rain at the Aero Industries BBQ social. Lisa and Paul Vallins hosted this in the Aero Industries hangar. An excellent burger and hot dog feed was had by all, and some of the Vintage Combat T-Shirts that every entrant and official received were in view.

Sunday morning the rain was coming down in Buckets. BIG buckets! Everyone was there on time and as if on cue the rain suddenly lessened to a medium drizzle. We went for it at a fast pace. The match quality had been improving through the rounds and some great battles were fought. Bob Carver was having a great time but was totally "wasted" by the end of a couple of the matches. Five minutes of pursuit combat where you are physically working the planes, whipping them from the handle to get more speed, really takes some stamina. Engine starting and runs were generally good. All matches went five minutes. There were no flyaways, and only one flier got busted for "speeding." Milissa Huber was having a tough time with way too many dorks in her matches. But in her fifth Round match against Bob Carver she got it together and took Bob's streamer for a long-awaited win. Ben Mullen, a

new flier in his first ever contest, was improving with every match, finally getting a win in round 4.

Toughest luck would have to be Jeff Riechel. Nothing seemed to go right. Just one of those contests. One of the hottest matches was Paul Vallins vs. Mel Lyne in Round 5. Their two Warlords were dead even, with lots of fakes to within 2 feet of the ground, both pilots really working the models, exceptionally close following, no line tangles, but some close calls. Paul was ahead two cuts to one but made a pit stop and came up short by 16 seconds.

Models were predominantly "Warlords" with a few Turncoats, Yetis, Pirhanas, Orcrist, Super Twisters, Chilton Warlords, a Dominator, a Buzzard, a Scrapper, and an FAI Nemesis.

Sunday lunch break was skipped to push through the last matches in round 5, as the rain was getting heavier. There were two fliers with four wins, one flier with five wins, and six fliers with three wins. And one of the three-win fliers, Robert Smith, still had to fly his fifth match. We needed the four top fliers for the finals. But if Smith lost his fifth match, then there would have been six fliers tied for the fourth spot, meaning a flyoff would be required. The rain got really heavy. But then it let up and everyone watched Robert Smith vs. Cayce Rule. Robert was victorious and we had the final four: Bob Huber, Robert Smith, Mel Lyne and Tony Huber.

The first semi had Tony Huber vs. Robert Smith. Tony had a cut on Robert but had way too much ground time, and the match went to Robert. The second semi had Bob Huber vs. Mel Lyne. A close tight-turning pursuit match. Mel took two early cuts but then lost it in the rain (soggy brain fade) causing a midair. Frantic repairs followed, but time ran out and Mel took it on cuts.

The duel for third and fourth was a repeat of Tony and Bob Huber's fifth-round matchup. Tony had won by 11 seconds in Round 5, and now Bob was after some sweet revenge. It was a classic. One cut apiece, a couple of ground hits and lots of crafty moves. At the end of five minutes Bob was 16 seconds ahead to take third.

The final had Robert Smith vs Mel Lyne. Robert had been quietly chewing his way through the field, making very few mistakes, keeping it in the air and saving his models. At the match start both fliers went into pursuit mode and were never more than a half loop apart. It was a turning and

faking duel. Mel took a cut. Robert got it back to even the score. Some very close following. Mel took a second cut. Robert cranked the model tight to the ground to lose Mel, who had to break off. But Mel came in close again, Robert underlooped away but hit the grass. When the excellent final was over Mel had it two cuts to one for the victory.

Cayce Rule took "Top Novice" receiving a PAW .15BR and vintage diesel model plans. First place through fourth shared the \$1,000 purse. The midair destruction had been surprisingly low throughout the contest (I think the rain lubricated the planes making them ricochet off each other with less damage).

As the rain shelters, etc., were packed up, the rain stopped and the sun came out, making a beautiful Northwest evening for the drive home.

Thanks again to all who made this contest possible. Paul Vallins says we'll do it again next year but on a dry weekend.

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

1. Mel Lyne (Warlord & Orcrist) Garibaldi Highlands, B.C. (17)
2. Robert Smith (Warlord) Roy, Wash. (16)
3. Bob Huber (Warlord) Stanwood, Wash. (15)
4. Tony Huber (Warlord) Renton, Wash. (14)
5. Paul Dranfield
 - Ken Burdick
 - Tom Strom
 - Jeff Rein
 - Bob Carver
10. Buzz Wilson
 - Cayce Rule (Novice)
12. Mike Rule
 - Jody Taylor (Novice)
14. Ben Mullen (Novice)
 - Jeff Riechel
 - Milissa Huber (Novice)
 - Paul Vallins

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Champions revealed

September and October contest activity did what is most likely the final sort of Northwest competition standings for 2002.

Unless there is some further sanctioned competition that we are currently unaware of, the standings below will be the final standings for the season.

This report includes results from the Fall Follies, Oregon CL Speed Champs, 1/2-A and Dogs and Vintage Diesel Combat contests in September and October. Also, the overall precision aerobatics standings are corrected to add points for P-40 at the Salem Summer Meet, which were left out of the report in Issue No. 184.

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.; Sept. 8, Arlington; Sept. 14, Arlington; Sept. 21-22, Salem; Oct. 5, Arlington; and Oct. 12-13, Salem.

Following are standings for updated events:

2002 STANDINGS

1/2-A COMBAT

- | | |
|--|----|
| 1. Jeff Rein, Bothell, Wash. | 15 |
| 2. Bob Smith, Roy, Wash. | 8 |
| 3. Mel Lyne, Garibaldi Highlands, B.C. | 7 |
| 4. Gary Harris, Banks, Ore. | 6 |
| 5. Mike Rule, Black Diamond, Wash. | 5 |

VINTAGE DIESEL COMBAT

- | | |
|--------------------------------|----|
| 1. Bob Smith | 32 |
| 2. Jody Taylor, Everett, Wash. | 27 |
| 3. Tony Huber, Renton, Wash. | 22 |
| 4. Mel Lyne | 17 |
| 5. Bob Huber, Stanwood, Wash. | 15 |

80 MPH COMBAT

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

AMA COMBAT

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

OVERALL COMBAT

1. Jeff Rein	88
2. Bob Smith	51
3. Mel Lyne	49
4. Tim Strom	37
5. Bob Huber	28
Mike Rule	28
7. Jody Taylor	27
8. Tony Huber	22
9. Chuck Matheny, Arlington, Wash.	18
10. Gary Harris, Banks, Ore.	13

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. Mark Hansen	1
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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 Hoffmann	

FLYING CLOWN RACE

1. Todd Ryan, Pasco, Wash.	11
2. Mac Ryan, Pasco, Wash.	9
3. Nitroholics Racing Team, Salem/Eugene, Ore.	7
Allan Hoffmann, Sutherlin, Ore.	7
5. Mike Conner, Pitt Meadows, B.C.	5

NORTHWEST SPORT RACE

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

NORTHWEST SUPER SPORT RACE

1. Nitroholics Racing Team	6
2. S&S Racing Team	5
3. Dave Shrum, Roseburg, Ore.	1

QUICKIE RAT RACE

1. Nitroholics Racing Team	1
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RAT RACE

1. Todd Ryan, Pasco, Wash.	1
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CLASS I MOUSE RACE

1. Paul Gibeault *	9
2. Remy Dawson, Vancouver, B.C.	8
3. Maria Huber, Stanwood, Wash.	2

CLASS II MOUSE RACE

1. S&S Racing Team	6
2. Todd Ryan	5

NORTHWEST GOODYEAR

1. Todd Ryan	4
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AMA GOODYEAR

1. Mac Ryan, Pasco, Wash.	5
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OVERALL RACING

1. Todd Ryan	23
2. Nitroholics Racing Team	20
3. S&S Racing Team	18
4. Mac Ryan	16
5. Paul Gibeault	9
6. Mel Lyne	8
Mike Conner	8
Allen Hoffmann	8
9. Remy Dawson, Vancouver, B.C.	7
10. Ron Salo	6
Cayce Rule	6

SPEED (all classes combined)

1. Chuck Schuette, Vancouver, Wash.	22
2. Loren Howard, Vancouver, Wash.	20
3. Ken Kortness, Spokane, Wash.	19.5
4. Jim Booker, Arlington, Wash.	13
5. Paul Gibeault, Richmond, B.C. *	12

- 6. Mike Hazel, Salem, Ore. 10
- 7. Ron Salo, Surrey, B.C. 8.5
- 8. Craig Bartlett, Corvallis, Ore. 2

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. Bruce Hunt, Salem, Ore. 25
- 3. Nils Norling, Metolius, Ore. 23
- 4. Dan Rutherford, Bothell, Wash. 14
- 5. Keith Varley, Vancouver, B.C. 6
- Pat Johnston, Meridian, Idaho 6

PRECISION AEROBATICS

- 1. Paul Walker, Kent, Wash. 55.5
- 2. Chris Cox 49.5
- 3. Howard Rush, Bellevue, Wash. 43.5
- 4. Bruce Hunt, Salem, Ore. 39
- 5. Nils Norling 35

OVERALL STUNT

- 1. Bruce Hunt 67
- 2. Nils Norling 65
- 3. Paul Walker 55.5
- 4. Chris Cox 53.5
- 5. Don McClave 44
- 6. Howard Rush 43.5
- 7. Keith Varley 38
- 8. Dave Royer 24
- 9. Bob Smiley, Kingston, Wash. 18
- 10. Pat Johnston 18

TOP JUNIOR/SENIOR CONTESTANTS

- 1. Cayce Rule, Black Diamond, Wash. 29
- 2. Milissa Huber, Stanwood, Wash. 12
- 3. Mike Anderson, Bend, Ore. 6
- 4. Montana Marlatt, Metolius, Ore. 5
- 5. Maria Huber, Stanwood, Wash. 2

* This contestant has moved out of the Northwest; these points were scored before he left.

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.

D-Licious D-Bate

The great thing about a free society is that you can express your opinion about matters close to your heart — and someone will say right back what *they* think. Discussion can rage, and the most likely consequence usually is compromise and resolution. Viva la difference of opinion!

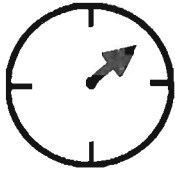
If you want to get a modeling debate going, just step into a group of combat fliers, offer a comment about Vintage Diesel Combat, and then step back and enjoy the show.

VDC, or Nostalgia Diesel Combat as it is also called, is a popular event with devotees who just love it exactly as it is — and some fliers who would just love it if it were different.

The forum for a very lively debate on the topic of this popular combat event this fall has been e-mail. Ye olde *FL* editor returned from a vacation to find dozens of messages on the topic. Originally, my idea was to compile them all and run the thread as an article — but it would have taken 45 pages of the newsletter!

It was too much of a task to take on for this issue, but my hope is to condense the discussion for Issue No. 186 to a page or two. The invitation has been issued for all parties with thoughts on the subject to contribute a paragraph or two.

Stay tuned for this interesting topic, which can be entertaining even to those who don't fly the event, because it shows how many ways different people can approach an event with the same goal — to have fun flying a low-key competitive event. Watch for it in issue No. 186!



Northwest Competition Records

Best performances established between Northwest CL modelers in sanctioned competition

Two records were set at the Oregon CL Speed Champs in Salem, Ore., on Sept. 21-22. Chuck Schuette hit 132.56 mph in 1/2-A Speed, beating

his own 117.4, set last May at the Regionals. Ken Kortness set a Jet Speed record of 167.69 mph. That category had no record due to a rules change.

1/2 A Speed	132.56	Chuck Schuette	9-21-02	Salem, Ore.
A Speed	187.23	Paul Gibeault	12-2-01	El Monte, Calif.
B Speed	161.37	Ken Kortness	5-25-02	Albany, Ore.
D Speed	170.31	Ken Kortness	5-25-02	Albany, Ore.
Jet Speed	167.69	Ken Kortness	9-21-02	Salem, Ore.
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	Coquitlam, 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 11/2/02

Updated records in boldface

Northwest rules discussion corner

P-40 Stunt Proposal

There has been discussion in earlier issues of *Flying Lines* about the shape of formal rules for the P-40 Stunt event, which has been growing in popularity when run as an experimental event at contests during the past couple of years.

The experimental contests, most recently the Salem Summer meet, gave us a chance to try out some ideas, find out what works, and sample opinions about the subject.

Based on all the discussion, your Northwest rules coordinator has compiled the proposal below (which is based on original work by Dave

Gardner). Now comes the process of formal approval for use at contests beginning in 2003.

Here's how it works:

A ballot will be published in the next issue of *Flying Lines*. The proposal will be published again, too, in case there is some editing or revision based on comments received between now and then.

The ballot will ask whether the proposal should be approved — yes or no.

There will be a period of voting, and results will be announced in the following issue.

Anyone can vote on the proposal, whether a *FL* subscriber or not.

If the proposal is approved, the rules will become part of the Northwest official rules, and will be used for forthcoming contests. Standings will be created for P-40 next year. (P-40 points have been included only in the Overall Stunt standings up to this time.)

Watch for the ballot — and cast your vote!

NORTHWEST P-40 STUNT Proposal

1. PURPOSE: This event is intended to provide a competitive opportunity for fliers of all ability levels using profile-fuselage airplanes limited to .40 engine displacement.

2. All rules for AMA precision aerobatics shall apply except as follows:

3. Airplane: Any profile airplane is allowed.

3.1. The engine may be mounted in any configuration — side-mounted, upright or inverted.

3.2. Doublers or triplers and cheek cowls are allowed, including faired spinners, but the fuselage must meet the "profile" definition of 3/4" thickness by the trailing edge of the wing/flap hinge line, and the engine must be fully exposed from lugs to plug.

4. Engine: Any engine up to .40 size, including four-strokes (no 60% rule for four-strokes).

3.1. Mufflers are allowed, but not mandatory. Any exhaust system is allowed.

5. Lines: Line sizes must follow AMA Precision aerobatics guidelines

6. Pattern: Standard AMA Precision Aerobatics pattern.

7. Appearance: There are no appearance points.

8. Skill classes: Whenever possible, competition shall be divided into two skill divisions, as follows:

8.1. Expert: Any flier may enter this class.

8.2. Sportsman: PAMPA expert-class skill fliers may not fly in this class.

jmt/mwh/dg/FL/11-02/proposal

Northwest rules are coordinated and sponsored by *Flying Lines*, the independent voice of Northwest Control-Line model aviation. Subscriptions cost \$14 per year. *Flying Lines*, 2456 Quince St. Eugene, OR 97404, JohnT4051@aol.com

The
**Cognitive
Modeler**
Thinking about our hobby ... By Mark Hansen

Let's talk about bladders. Not the kind of bladder that fills on a long road trip, or the kind that sails through the uprights on the grid iron, the kind of bladder that supplies a model engine with fuel. The reason for the somewhat ambiguous name is that at one time these little elastic fuel tanks were made from the commonplace fountain pen bladder; in their current surgical tubing and vacuum line configuration, bladder is something of a misnomer, a better name might be high-pressure elastic polymer fuel delivery system. But, since there is a long-standing tradition of calling them bladders, I will do so here.

Before I go into all of the details of using a bladder, let me illuminate why the reader would want to use a bladder. Bladder pressure is simply the most reliable, simple, lightweight, and durable of all pressure-fed fuel systems. Bladder pressure also gives the most consistent engine runs of any fuel system. Regardless of engine position, upwind or down, upright or inverted, round maneuver or square corner, the engine will run at precisely the same speed! In fact about the only time the engine does not run at a consistent speed is during the final few laps before running out of fuel.

Now that you know why you are running a bladder, let's talk about how to get started. Supplies needed are readily available at the medical supply shop and the auto parts store. First thing is to get some 1/4" diameter, 1/16" wall thickness latex tubing. Phil Cartier of the Core House (1249 Jill Drive Hummelstown, PA 17036, (717) 566-3810 6-10 p.m. EST) sells several grades reasonably cheap, and medical supply stores carry all sorts of the stuff, and will usually sell it by the foot. My own personal preference is to buy from Phil because the grades he sells are jacketed and are not susceptible to ultraviolet radiation. Next you'll need some 1/4" by 1/8" "Nylon" vacuum line fittings, these sell for around a quarter dollar each, most industrial supply companies and auto part stores carry them. Third item needed is a 4" cable tie, also available at the auto parts store. There is only one kind of fuel tubing that will work for

bladders, it is the 1/8" pink hard silicone fuel tubing sold at most hobby shops; the blue in the same size is not tough enough and the larger 3/16" size tubing will not stay on most needle valves.

With all of the materials mentioned above at hand, start by tying a knot in the bladder material approximately 3.5 inches from the free end. In order for the knot to pull tight, some sort of lubricant will be needed, I prefer saliva, but water or even fuel will work fine. Once the knot is pulled good and tight, cut the bladder material leaving 1/4" past the knot. Insert the large end of the vacuum line fitting into the open end of the bladder and secure with the 4" cable tie. Place an appropriate length of pink silicone fuel tubing on to the small end of the vacuum line fitting and your bladder is almost finished.

The very best way to pinch off the fuel tubing (to stop the flow of fuel) is to make a "Perfect" style line clip into a pinch clamp. Start with the large line clip that Sig puts into the line sets it sells, solder the slide into place (that would be the closed position same as when it is in flight), and cut it in two. Remove any sharp edges that were left from the cutting and insert the fuel line into the loop at the end of the former line clip.

A new bladder requires breaking in and training. Using a 2-ounce syringe, start blowing the bladder up with air. It will bulge in a spot somewhere in the middle; most of the time this will lead to problems when the bladder is in the plane, so pinch the bladder off and work the bulge to one end of the bladder (either is fine but be consistent); let the bladder sit for a minute or so. Now fill the bladder up completely with air and let it sit for a minute or so. Deflate the bladder and repeat the above process to make sure the bladder inflates at one end first, and fills consistently the whole length.

With the bladder installed inside the bladder tube or compartment of the model, the reader is ready to fill the bladder with fuel. Fill a 2-ounce syringe with 1.75 ounces of fuel. Connect the syringe to the bladder and release the pinch. Pull the syringe out the last 1/2 ounce to remove air trapped inside the bladder, and then with the air at the top of the top of the syringe, slowly fill the bladder. When the bladder is full it will become harder to fill, this is caused by the bladder stretching lengthwise; stop filling before this occurs, as it will cause the pressure to vary and lead to an erratic engine run.

Some would have you believe that getting an initial needle setting on an engine that has not previously been run on a bladder, can be tricky — but it not with the *dribble* test. With the fully fueled bladder connected to the needle valve, and the piston of the engine in the bottom dead center position, point the engine straight down and unpinch the fuel line. A steady stream of fuel should spill from the venturi opening and spill on the ground. Adjust the needle until the solid stream is 1-1/2" inch for fast, 1" for an 80 mph plane or 3/4" for a 1/2-A. Repinch the fuel line and start the engine, and fine-adjust the needle.

In brief, starting an engine on a bladder is as follows:

1. Fill Bladder as above.
2. Prime engine.
3. Unpinch bladder, while pinching fuel line with your thumb and index finger.
4. Flip propeller as needed.
5. When engine starts, let go of fuel line. But keep your hand nearby. If engine is too rich, pinch the fuel line and lean needle setting. If engine is lean let go of fuel line and open needle valve.

If a bladder is taken care of, kept clean, and stored in cool dark place, it may actually give good reliable service for several seasons.

As usual address your comments regarding this article to me via e-mail at FastCombat@aol.com.

News from the Northwest Skyraiders

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FLYING SITE REPORT:

(Condensed for space — FL ed.)

CARKEEK PARK

The space is ours, but still tight with the trees, but the Parks folks are going to cut back the maple tree to fit. We have signs to use when flying, to keep people out of the flying area. These are a 20x30" sandwich board. The signs are white with black lettering that says "CAUTION — MODEL AIRFIELD IN USE."



FORT DENT

Fort Dent is open for our use now 7 days a week on first-come, first-use basis. We have permission to use Fort Dent anytime we wish until April next year.

RIVERWALK

River Walk is being maintained by Chris Gomez and is generally in very good shape. The Salmon Works initial construction work on the river is scheduled for 2003, with the Salmon Rest Stop going in through 2004. Apparently, we will be able to use the site, until (1) they throw us out, or (2) the construction activity destroys our circles.

CLOVER PARK

The **buses are gone!** Mike Potter has confirmed that the rest of the barriers are removed. The condition of the main circle is excellent, according to **Paul Walker**. It is suitable for our activities, but the suitability for a future contest site is limited, with the removal of the grass area.

SHELTON AIRPORT

Mike Potter, Chris Gomez and Ron Canaan went to Shelton last week to pick up a FREE riding mower. When we were there, the guy who gave us the mower took us to where they fly R/C at the Shelton Airport. He showed us a huge paved runway and grass area that is not being used and suggested that we might like to hold contests there. What a great site it would make!

BPA SUBSTATION

The Bonneville Power Administration Power substation site is a bit south of John Hall's area. It has a LOT of available ground, and even though it has high voltage power lines, it meets all requirements for separation, including AMA, BPA and National Electric Code. It is flat with scrub brush and grass. It is fenced, in an industrial area, with no local codes to deal with! **NOISE WOULD NOT BE A PROBLEM.** There is a paved road in front of the site, and a paved drive into a developable flying site. BPA Real Estate and Management have given our activity a tentative approval. We can clear and pave the area if we wish. Our layouts for approval are in process now.

The address is 4320 180th E., Tacoma. It is 4.2 miles south of John Hall's shop. Ron has submitted a site use proposal to BPA, including site plans.

Modeling people and planes



Lots of contest activity occurred during the past couple of months, including plenty on the Nostalgia diesel Combat Circuit.

- Top left: Milissa Huber and Gary Harris in serious combat. *Bob Huber photo.*

- Top right: Oct. 5 Diesel Combat winners (from right) Bob Nelson, 1st; Bob Smith, 2nd; Jody Taylor, 3rd; Gary Harris, 4th. *Bob Huber photo.*

- Center right: Last spring's Big Money DBat Contest winners (from left) Tony Huber, 4th; Mel Lyne, 1st; Bob Huber, 3rd; and Bob Smith, 2nd. In foreground, Top Novice Cayce Rule. *Paul Vallins photo.*

- Below: Bi-slobs are spreading. Here are two seen at the Fall Follies. At left, Scott Riese's new one. The other is Nils Norling's. The Bi-Slobs are very entertaining fun-fliers, capable of all kinds of incredible tricks! Can combat with Bi-Slobs be far behind?

