

FLYING LINES

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Rules: A level playing field

We're lucky here in the Northwest.

Like many parts of the country, we have some control-line competition events that are unique to our region. Unlike many parts of the country, we have a formal, coordinated and consistent set of rules.

That means that every time we see one of our favorite Northwest events on a contest schedule — whether it's in Coquiltam or in Salem — we'll know what to expect when we show up.

The standardized rules also allow us to compete for Northwest records and know that everybody else flew under the same standards. We can look at Northwest competition standings and know that they fairly reflect how we've done in competition.

Just to make sure that we all understand the rules, once a year *Flying Lines* publishes the complete Northwest rulebook in one of its spring issues. This issue is the 2003 Northwest rules issue. Turn to Page 8 for the full set. Feel free to photocopy and distribute the rules as needed. Also, copies of any Northwest rules can be obtained by writing or e-mailing *Flying Lines*.

By the way, don't be confused with the Open Diesel Combat rules on Pages 6 and 7. These are *proposed* rules that are not yet approved (see the article and ballot on Page 5). The formal rules are the ones starting on Page 8.

Standings will start appearing in *FL* as soon as contests begin. Also, records will be published whenever they change.

We also keep a separate set of Northwest Regionals records. Those will be published after



Dave Pellerin, his wife Satomi, and their son are among the group that flies at the Arlington, Wash., site. They're from Kirkland, Wash. Dave shows off his new Thunderbird at the field. It has a Double Star .50 for power. (Steve Helmick photo)

the Regionals, if there's any change.

Let the games begin!

In this issue ...

- | | |
|------------------------------|----|
| • Round & Round | 2 |
| • Where the Action Is | 3 |
| • Flying Flea Market | 4 |
| • Northwest Rules Discussion | 5 |
| • Complete Northwest Rules | 8 |
| • Eastern Oregon News | 17 |
| • Northwest Skyraiders News | 18 |
| • VGMC News | 19 |

Round & Round

The Control-Line
modeler at large

By John Thompson

Modeling thought for the month:

"When eating fruit, think of the person who planted the tree."

— Vietnamese proverb

Down to earth ...

It was one of those delightful days at the flying field — nice weather, a pleasant group of modelers with all manner of CL airplanes.

After a few flights on my stunter, I flew three or four flights on an 80mph combat plane. Had it running quite well by the end, and did a nice practice flight with all the shakes and wiggles, fakes, S-turns, reversals of direction, and shots at the far-off passing geese. Scored a couple of theoretical kills, if I do say so myself. Feeling pretty proud of my obvious skills. Helping boost this swelled-headedness was a new guy at the field, who had come with one of our regulars. He was brand new to CL modeling, but very interested.

I was showing him the 80mph combat plane, and he marveled at the fact that it was made in the Czech Republic. Finally, he made the defining remark of the moment:

"Gosh, you're good enough, you could almost start making these yourself."

Out of the mouths of babes ...

Honoring our ancestors

Every one of us comes to this hobby as the beneficiary of the work that has gone before. Modelers who made their mark and died before we were born left us a legacy of creativity, skill and excellence that we profit from today. That snappy Czech combat plane would not exist had it not been for the work of people who spent decades learning how to make combat planes fly.

Back when I *did* have time to make combat planes myself, I was involved in the design of a couple of successful planes. I get part of the credit for the Underdog, Gene Pape's design which became my standard plane of the '80s and '90s. The Underdog was an improvement of the Undertaker, my own design. But the



Academy of Model Aeronautics District XI Vice President Bruce Nelson presents Shirley St. Clair the plaque honoring her father, Oba St. Clair, in the AMA Hall of Fame. Oba is considered by many to be the inventor of CL model aviation. (FL photo)

Undertaker/Underdog project was a combination of ideas descending from perhaps a dozen airplane designs.

Any modern stunt plane is a tribute to its designer — and to the designers of stunt planes going all the way back to the first one that did a loop. It's probably safe to say that the B-17 or the Impact or the SV-11 or any other hot current design would not exist if there had not been a Fireball, a Nobler, or a Miss Shirley.

Maybe the Miss Shirley causes a moment's puzzlement, but where would we all be if had not Oba St. Clair devoted his passion for aviation in the 1930s to construction of a huge — massive — control-line airplane? It's the one many consider to be the very first CL airplane, notwithstanding that it had four lines, ailerons and a throttle! Or where would we be without Jim Walker, who brought CL planes to the masses in the '40s?

So every time we find ourselves at the flying field impressing some newcomer with our fancy planes and our great flying skills, a moment's reflection on the fliers who have gone before would not be a bad idea. Thanks, Obie, Jim, George, Riley, Bob and the rest of you!

John Thompson can be contacted by mail c/o Flying Lines, or by e-mail at JohnT4051@aol.com. Web site: <http://members.aol.com/JohnT4051/NorthwestCL.html>.

Where the action is!

Coming events in Northwest Control-Line model aviation

March 29

Diesel Fizz outlaw Vintage Combat contest, Arlington Airport, Arlington, Wash. All-day feed. Prizes. No entry fees. See flyer in *Last* issue for details. For more info, contact Ken Burdick, (425) 273-5997, ps@zipcon.net.

April 12

Vintage Diesel Combat Fun Fly, standard rules, Arlington, Wash. 10 a.m. start. Contact Mel Lyne, (604) 898-5581, mlyne@alpha.sea-to-sky.net.

April 27

Vancouver Gas Model Club, contest for Northwest Clown Race, Northwest Sport Race and Balloon Burst, Rice Mill Road, Richmond, B.C. Contact Bruce Duncan, (604) 513-9450, a.b.duncan@shaw.ca.

May 18

Seattle Skyraiders Spring Fun Fly. Details to be announced.

May 23-24-25

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*.

June 14-15

Stuntathon, aerobatics contest sponsored by Seattle Skyraiders. Details to be announced.

June 21

Big Money Vintage Diesel Combat, Arlington, Wash., 9 a.m. start. Contact Mel Lyne, (604) 898-5581, mlyne@alpha.sea-to-sky.net.

July 5

WOLF Lucky Hand Fun Fly. Bill Riegel Field, Salem, Ore. Bring any plane, fly any kind of flight and maybe win a prize. Contact Mike Hazel, ZZCLSpeed@aol.com, (503) 364-8593.

July 12

Open Diesel Combat Fun Fly, Arlington, Wash. 10 a.m. start. Any plane, any diesel engine, 70 mph speed limit, match rules same as

Flying Lines

Issue #159

standard dBat. Contact Mel Lyne, (604) 898-5581, mlyne@alpha.sea-to-sky.net.

July 19-20

Stunt Clinic sponsored by Seattle Skyraiders. Saturday: Trimming, setups, coaching. Sunday: Four PAMPA classes, judging clinic. Contact Steve Helmick, sbasser@yahoo.com.

July 27

Western Canada Stunt Contest Rice Mill Road, Richmond, B.C. Contact Chris Cox, (604) 596-7635, ccox1@telus.net.

Aug. 1-3

Bladder Grabber triple-elimination fast combat tournament, Harvey Field, Snohomish, Wash. Friday: Double-elimination 1/2-A Combat on 42-foot lines, starters OK. Fast on Saturday and Sunday. Contact Jeff Rein, Jeffrey.Rein@PSS.Boeing.com.

Aug. 2-3

Can-Am Speed Championships, Upper Coquitlam River Road Park, Coquitlam, B.C. Contact Ron Salo, (604) 599-8301, salor@shaw.ca.

Aug. 17

Seattle Skyraiders Summer Fun Fly. Details to be announced.

Aug. 23

Tailhook Navy carrier contest, Clover Park Technical College, Tacoma, Wash. Details to be announced.

Sept. 6-7

Oregon CL Speed Champs, Salem, Ore. Contact Mike Hazel, (503) 364-8593, ZZCLSpeed@aol.com.

Sept. 7

Bruce & Gerry's 1/2-A Stunt Contest + Balloon Bursting, Rice Mill Road Park, Richmond, B.C. Contact Gerry Boyd, (604) 275-9192.

Sept. 13-14

Raider Roundup. Details to be announced.

Oct. 11-12

Fall Follies, Bill Riegel Field, Salem, Ore. Saturday: Northwest Sport Race, Northwest Super Sport Race, Clown Race, P-40 Stunt, Classic Stunt. Sunday: 4 PAMPA aerobatics classes and barbecue. Contact John Thompson, (541) 689-5553, JohnT4051@aol.com

The Flying Flea Market

Classified advertisements — FREE for FL subscribers

DBAT HELP: Assistance and advice on Diesel Combat engines, planes and equipment. Mel Lyne, (604) 898-5581 e-mail: mlyne@sea-to-sky.net.

FOR SALE: K&B 45 Sportster RC, LNIB only \$50.00 shipped. Mike Hazel 1073 Windemere Drive N.W., Salem, OR 97304, (503) 364-8593, ZZCLspeed@aol.com

SPEED INTEREST GROUP: Join the North American Speed Society. USA and Canada dues are \$25 annually, membership includes "Speed Times" newsletter. Write to: NASS, Po Box 371, Fenton, MI 48430

FOR SALE: New, never started, OS .15 cv-a, ABC, no carb. or muffler, with or without large venturi for pressure. \$55. Gary Harris, (503) 324-3450 or e-mail: Slowcombat@att.net

WANTED: Old AMA rulebooks, looking for 1966, 68-69, 73, 76-77 contact Mike Hazel. (503) 364-8593.

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

CONTROL-LINE SUPPLIES: Remember — We ship UPS daily. Eugene Toy & Hobby, (541) 344-2117, www.eugenetoyandhobby.com.

WANTED: K&B 4.9 engines and parts. 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!)

Flying Lines Issue #189

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. 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://www.NCLRA.org>.

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.

Northwest Rules Discussion Corner

Information and
exchange of views on
regional rules

Time to vote on two Open Dbat proposals

In the past two issues of *Flying Lines*, proposals have been published for an "open" class of diesel combat.

Now it is time to vote on which, if any, will become part of the Northwest rulebook.

The proposals are similar, though not exactly the same. The goal is the same: to create a less-restrictive form of diesel combat to be offered as an alternative to the existing Vintage Diesel Combat.

It should be noted that neither proposal would eliminate the current Vintage Diesel Combat event. It would continue as it is. These proposals are for an entirely new event that would coexist with VDC.

The two proposals are published on the two following pages.

Because two proposals have been offered to accomplish basically the same goal, the ballot will be multiple choice. You are being asked 1) if you approve creation of this new event and 2) which version you favor.

How voting works: Following is a ballot. You may clip out the ballot and mail your vote to *Flying Lines*. You can photocopy the page and mail the copy to *Flying Lines*. You can e-mail your vote to *Flying Lines*. Voters need not be *Flying Lines* subscribers but they must be residents of the FL Northwest Rules coverage area — Academy of Model Aeronautics District XI and British Columbia. All ballots or e-mail votes must include the name and address of the voter, and a way to contact that voter. Ballots received anonymously will not be counted.

Results will be published in an upcoming issue, and if rules are adopted, they will be used at future Open Dbat contests and the event will become part of the Northwest standings reported periodically in *Flying Lines*.

This issue has generated considerable interest recently. There are likely to be quite a few votes cast. If you are interested in this issue, *make sure to vote now*, so that you have a say in the future of diesel combat in the Northwest.

Deadline for votes is **May 1, 2003**. Ballots received after that time will not be counted!

Ballot Open Diesel Combat

1. Should there be an Open Diesel Combat event in the Northwest rules?

Yes _____ No _____

2. If there is an Open Diesel Combat, which version should it be?

Option 1 _____

Option 2 _____

Consequences: If Question 1 above is approved, the option in Question 2 with the most votes will also be approved. If Question 1 is rejected, then no Open Diesel Combat rules will be adopted.

Voter information (required)

Name _____

Address _____

E-Mail _____

Phone number _____

Mail completed ballots to *Flying Lines*, 2456 Quince St., Eugene, OR 97404, or e-mail them to JohnT4051@aol.com

Option 1

RULES FOR .OPEN DIESEL COMBAT

Proposal — Mark Hansen — 2003

1.1. Engine: Any non-AAC, non-ABC, non-ABN, diesel of .15 c.i.d. maximum.

1.2 Only suction fuel systems are permitted.

2.1 Aircraft: A nostalgia combat model must be a design which was in common use or kitted prior to December 31, 1970. It must have been designed for a .15 cu in engine.

2.2 Models must be an accurate plan view of the original. The following alterations are permitted:

- Addition to or omission of sheeted areas. Omission of vertical fins.
- Changes to airfoil or internal structure. Additional booms or substitution of wire for wood, or vice-versa.
- Recessing engine into leading edge.
- An upright engine mount may be changed to side mount.
- A balanced elevator may be changed to a conventional, and vice-versa. The elevator must retain the original outline.

Such changes must be done using constructional techniques that were commonly used at the time the model was in use. Carbon, Kevlar or boron fiber is not permitted. Modern adhesives and coverings are permitted.

3.1 Pull test: 25 lb.

4.1 Lines shall be a minimum .015" diameter, stranded type, with a length of 52'-3" measured from the handle grip to the fuselage, plus or minus 6 inches.

5.1 Speed limit: 64 mph = 7.0 seconds/2 laps towing a streamer.

6.1 Number of models. One model per match. 3 models maximum per contest.

7.1 Pit crew. Two pit crew are allowed per contestant. A contestant may start his own engine.

8.1 Officials: A contest shall be run by a circle marshal who shall be the overall timekeeper, plus one scorer per contestant.

9.1 The match: One minute for engine starting and launching. The 5-minute match clock is started as the second plane launches or at the end of the one minute, whichever comes first. The match lasts 5 minutes.

Engines must be started by hand.

9.2 Scoring: One point is deducted for each second a contestant's plane is on the ground during the 5 minute match. 50 points are awarded for each cut of their opponent's streamer or string with knot. There are no kills.

The match shall continue after a mid-air collision or line break. Lines may not be changed during a match.

10.1 Contest Procedure: Each contestant shall compete in 5 rounds. 2 points for a win, 1 point for a tie, 0 for a loss. The top 4 flyers will then compete in 2 semifinals and a final to determine the winner.

10.2 Combat Site: A 5 foot radius pilots circle and a concentric 65 foot radius safety circle.

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Option 2

RULES FOR .OPEN DIESEL COMBAT RULES FOR .15 NOSTALGIA DIESEL COMBAT Proposal — Mel Lyne — 2003

- 1.1. **Engine:** Any diesel engine up to .21 c.i.d.
 - 1.2 Only suction fuel systems are permitted.
- 2.1 **Aircraft:** Any design is permitted.
- 3.1 **Pull test:** 25 lb.
- 4.1 **Lines** shall be a minimum .015" diameter, stranded type, with a length of 52'-3" measured from the handle grip to the fuselage, plus or minus 6 inches.
- 5.1 **Speed limit:** 70 mph = 6.4 seconds/2 laps.
- 6.1 **Number of models.** One model per match.
- 7.1 **Pit crew.** Two pit crew are allowed per contestant. A contestant may start his own engine.
- 8.1 **Officials:** A contest shall be run by a circle marshal who shall be the overall timekeeper, plus one scorer per contestant.
- 9.1 **The match:** One minute for engine starting and launching. The 5-minute match clock is started as the second plane launches or at the end of the one minute, whichever comes first. The match lasts 5 minutes.

Engines must be started by hand.
- 9.2 **Scoring:** One point is deducted for each second a contestant's plane is on the ground during the 5 minute match. 50 points are awarded for each cut of their opponent's streamer or string with knot. There are no kills.

The match shall continue after a mid-air collision or line break. Lines may not be changed during a match.
- 10.1 **Contest Procedure:** Each contestant shall compete in 5 rounds. 2 points for a win, 1 point for a tie, 0 for a loss. The top 4 flyers will then compete in 2 semifinals and a final to determine the winner.
- 10.2 **Combat Site:** A 5 foot radius pilots circle and a concentric 65 foot radius safety circle.

ml/jt/FL3-2003p/ballot189

Oops... The end is near!

Subscriptions are expiring for the following *Flying Lines* members. To make sure you don't miss an issue, send the renewal in today!

Frank Boden, Jim Drury, Mark Heppe, Orin Humphries, Gregory Larson, Nils Norling, Shawn Parker, Rich Salter

FL bits and pieces

Save FL a stamp:

Mail or e-mail contributions of *text or photos for the newsletter* to editor John Thompson at the address on the covers.

If you are mailing in your *renewal*, send it directly to Publisher Mike Hazel at 1073

Flying Lines Issue #189

Windemere Drive, Salem, Ore. 97304. Inquiries about your subscription can be e-mailed to Mike at ZZCLSpeed@aol.com

Spread the word, etc.:

You can get nifty toolbox stickers promoting your favorite Northwest newsletter by sending a self-addressed, stamped envelope to the editor.

To make your contest reporting easier, ask *FL* for winner airplane data sheets.

Subscription forms also are available. Ask *FL* to send you some to distribute to your club members, flying buddies, and contest entrants.

Remember, your contributions of technical articles, photos, columns, etc., are rewarded with extended subscriptions. You're a part of the Northwest CL communications network!

March 2003

Page 7

Northwest Rules update

Presented here are the current official rules for all Pacific Northwest control-line special competition categories. These rules have been approved by Northwest model aviators as coordinated by *Flying Lines* newsletter. For more information about the Northwest rules, contact the *Flying Lines* editor. Extra copies of the rules are available at any time from *Flying Lines*.

RULES FOR NORTHWEST SPORT RACE

1. Purpose: It is the intent that that this event will provide the novice competitor a beginning racing event, racing with other competitors using similar equipment which is readily obtainable and operates in a basic fashion.

2. All pertinent rules from AMA unified racing rules shall apply, in regard to safety and conduct of races, except as follows.

3. Engine: The only allowed engine shall be the Fox stunt .35, which shall be a stock, unmodified engine operated on suction feed. ("Stock" is defined as absolutely unmodified except for needle valves and spray bars.) No exhaust extensions are allowed except bona fide mufflers that do not increase engine performance. The Fox Manufacturing Co. hemi/stuffer kit modification is **prohibited**.

4.1. Aircraft: The model shall be built from, or an exact duplication of, a commercially manufactured kit. In the case of obscure or rare kits, some documentation, such as a set of plans, may be required by the contest director for confirmation of the airplane's kit status. Kits need not be in current production or distribution to qualify.

4.2. Models must be of profile fuselage type, and must conform to the general profile definition. The model must have a minimum fuselage length of 24" when measured from the propeller thrust washer face to the leading edge of the movable elevator surface.

4.3. The minimum wing area shall be 300 square inches. The wing must have a minimum thickness of 1 inch when measured at any point along the span, with the exception of the last two inches before each wingtip.

4.4. All models must have a canopy, horizontal stabilizer, elevator and vertical fin. Models must have a fixed landing gear with a minimum of one wheel, 2 inches in diameter or larger.

4.5. Modifications: Major changes to the kit design such as clipped wings, shortened fuselage, partial omission of the tail assembly, etc., are prohibited. Reinforcement of the nose and engine mount areas is permitted. Landing gear location and construction are entirely optional from what may be included in the kit, except as specified in section 4.4.

5. Fuel tank: The fuel tank shall be fully external and forward of the wing leading edge, and located on the outboard side of the fuselage. The tank may not be designed so as to cowl the engine. All tank vents are limited to a maximum size of 1/8-inch outside diameter. The tank may not be pressurized, but the vents may be directed forward into the airstream.

6. Prohibited equipment: Equipment and devices standard to full-race aircraft are prohibited. These include fuel shutoff, pressure refuelers, fast-fill systems, "hot glove" electrical contact systems, and centrifugal carburetor switches.

7. Pull test: The plane and entire control system shall undergo a pull test of 35 pounds.

8. Lines shall be of a minimum .018-inch diameter, and lines shall be of the stranded type, with a length of 60 feet measured from the handle grip to the fuselage, plus or minus 6 inches.

9. Races: Preliminary heats shall be of 70 laps duration, with one pit stop minimum required. Feature races shall be of 140 laps with two pit stops minimum. All races shall be flown with at least two entrants, and not more than four entrants. At contestants where entrants fly preliminary heats to determine finalists, at least three entries shall proceed to the final races. The decision on the number of final entries shall be made by the event director and made in advance before the start of any preliminary heats.

10. It is assumed that the usual sportsmanship of Northwest modelers will prevail in this event. The event director may disqualify any entrant that is not in keeping with the spirit or intent of this racing event.

FL/jmt9/29/85 //Ed:4/15/93//rev2/12/95

RULES FOR NORTHWEST SUPER SPORT RACE

1. Purpose: It is the intent that this event will serve as an intermediate racing class between Northwest Sport Race and the AMA racing events.

2. All pertinent rules from the AMA control-line racing unified rules section shall apply in regard to safety and the conduct of races, except as follows.

3. Engine:

3.1 The "engine" is defined as the complete unit, ready to run, needing only prop, fuel and starting voltage, except that the glow plug, venturi and/or restrictor and spraybar and needle valve, gaskets, bolts, drive washer, front washer, prop nut, shims, piston ring(s) (if used), and ball bearings (if used) need not be considered part of the production unit. These parts are not subject to the rules regarding quantity or source.

3.2 No tuned pipes or exhaust extensions are allowed except bona fide mufflers which do not increase engine performance. Engines shall operate on suction feed. No variable or in-flight adjusting carburetors are allowed; however, any other modification of the intake is permissible except as noted below.

3.3. Two types of engines will be allowed:

3.3.1. Engines of .36 c.i.d. maximum with single bypass intake port. These engines shall not be restricted in regard to venturi dimension. There is also no restriction regarding engine rework, except that all major components shall be produced by the original manufacturer. No material or part may be added.

3.3.2 (a). Engines of maximum total nominal displacement of 0.4020 cubic inches (6.6 cc). Engines must be production units assembled from factory available production parts. Engines and parts, with the exception of the venturi-spraybar assembly, must have been produced in quantities greater than 500, and all must be available through normal retail outlets in the U.S.A. Parts substitution shall be limited to catalog listed parts produced in quantities greater than 500 units for the engine being altered and available commercially to anyone from the manufacturer of the engine. Engines may only be modified by removing parts or material from parts. No material or part may be added.

3.3.2 (b). The engine must be of the front-intake, single-bypass configuration. All air for the combustion process must come through the crankshaft. Altering nominal subport induction, timed holes in the case and the sleeve, or other techniques to circumvent the requirement that all air come through the specified venturi opening, are prohibited.

3.3.2 (c). No ABC or AAC piston/sleeve configurations are allowed.

3.3.2 (d). Each engine shall be equipped with a venturi and spraybar meeting the following restrictions: The venturi shall have an inside circular bore of not more than 0.315 inch. The venturi will maintain this diameter for at least 0.25 inch above and below the spraybar centerline. The spraybar assembly will be located precisely through the centerline of the venturi bore and shall have a circular cross section of diameter not less than 0.155 inch for the portion in the throat of the venturi. Exception: R/C carburetors may be used with the opening fixed in one position.

3.3.2 (e). The complete engine/venturi/spraybar system shall weigh less than 10.5 ounces (excluding muffler).

4. Aircraft: The model shall conform to the AMA slow rat specifications:

"Models must be of profile fuselage type, and must conform to the general profile definition. The model must have a minimum fuselage length of 24" when measured from the propeller thrust washer face to the leading edge of the movable elevator surface.

"The minimum wing area shall be 300 square inches. The wing must have a minimum thickness of one inch when measured at any point along the span, with the exception of the last two inches before each wing tip.

"All models must have a canopy, horizontal stabilizer, elevator and vertical fin ... Models must have a fixed landing gear with a minimum of one wheel."

5. Fuel tank: The fuel tank shall be fully external and forward of the wing leading edge, and located on the outboard side of the fuselage. The tank may not be designed so as to cowl the engine. The tank may not be pressurized, but the vents may be directed forward into the airstream.

6. Pull test: The plane and entire control system shall undergo pull test of 35 pounds.

7. Lines: The minimum diameter of lines shall be .018". Lines shall be of the stranded type, with a length of 60 feet measured from the handle grip to the fuselage, plus or minus 6" tolerance.

8. Races: Preliminary heats shall be of 70 laps duration, with one pit stop minimum required. The final or feature race(s) shall be of 140 laps duration, with three pit stops minimum required. All races shall be flown with at least two entrants, and not more than three entrants. At contests where entrants fly preliminary heats to determine finalists, at least three entries shall proceed to the final race(s). The decision on the number of finalist entrants shall be made by the event director and be made before the start of any preliminary heats.

10/89/DC/jmt//Ed:jmt/4/15/93

NORTHWEST FLYING CLOWN RACE

1. **PURPOSE:** This event is intended for all fliers and pit crews interested in a simple racing event which uses a common aircraft, emphasizes both speed and economy, and encourages the use of a wide variety of engines.

2. All AMA control-line unified racing rules apply, except as follows:

2.1. Airplanes and the entire control systems shall undergo a pull test of 25 pounds. Lines are .015 stranded steel. Length is 52 feet, plus or minus 6 inches, measured from the center of the handle to the fuselage.

3. **Engine:** Any design or make of piston engine is allowed, except that maximum engine displacement is limited to .19 cubic inches. Modifications are not restricted within the limits of the AMA safety code.

4. **Fuel tank:** Any design of fuel tank is allowed, including pressure systems, except as follows:

4.1. Fuel capacity is restricted to 1 ounce, with a +5% tolerance, 31cc maximum.

4.2. The fuel tank shall be fully external of the plane, on the outboard side of the fuselage, and entirely in front of the leading edge.

4.3. All tank vents are limited to a maximum size of 1/8-inch outside diameter. A spring-loaded pinchoff device capping the overflow vent on a uniflow tank is permitted.

5. **Fuel:** Glow fuel shall contain a maximum of 10 percent nitromethane with 20 percent lubricant and the rest methanol. Glow fuel will be supplied by the contest management. Diesel engines may use diesel fuel.

6. **Aircraft:** The only aircraft allowed is the PDQ Flying Clown or faithful replica. Changes to the planform, profile, or wing thickness are prohibited. Cheek cowls are prohibited. Wheels must be at least 1 inch in diameter, and be spaced laterally about 7 inches.

7. **Prohibited equipment:** Hot glove electrical contact systems, fast-fill setups and fuel shutoffs are prohibited. Shutoffs may be installed on the plane for test-flying, but must be bypassed during races.

8. **Races:** All preliminary heats and the final race will be timed for 15 minutes from start to finish. The contestant with the most laps wins. Preliminary heats may be 7-1/2 minutes if agreed to by a majority of contestants or required by contest time constraints. Records shall not be established for heats less than 15 minutes. There shall be either two or three pilots in heat races. At least three aircraft shall advance to the feature race. The decision on the number of feature entries shall be made by the event director in advance before the start of any preliminary heats. If more than three planes advance to the feature, races will involve at least two and no more than three airplanes.

jmt/cbbb/FL/rev:6-10-94/4/15/96*

rev1-10-98* rev2-12-99*

* ballot

Modelers can be funny!

In the early 1980s, Steve Lindstedt entertained *Flying Lines* readers with his funny and insightful control-line cartoons. We've decided to go to the archives and begin publishing Steve's work again, for the entertainment of those

who may not have seen them the first time around.

Also, we hear that Steve's back, and may be involved in control-line — and cartooning — again soon. We can't wait for some new laughs from the best CL cartoonist we've ever encountered.

Enjoy his very first cartoon, in this issue!

RULES FOR NORTHWEST GOODYEAR RACING

1. **Purpose:** It is the intent that this event will provide a form of Scale Racing similar to the AMA Scale Racing (Goodyear) class but without the expense and high speeds required in that class.

2. All rules for AMA Scale Racing shall apply except as follows:

3. **ENGINES:** The following list of .15-size engines are those permitted in this event. The engine used shall be a standard production unit; no prototypes or "factory specials" are allowed.

AME/Norvel: Any aircraft version.

Fox: Any aircraft version.

K&B: Any aircraft version.

Cox: Any aircraft version.

Conquest: Any aircraft version from K&B, Cox or RJL

Enya: Any aircraft version.

O.S.: Any aircraft version.

Magnum XL-15A

MDS: Any aircraft version.

Mecoa Wildcat EP15

Moki: Any aircraft version.

MVVS 15 DF5/R

MVVS 15 GF5/R

Picco: Any aircraft version.

Supertigre: Any front-intake version

Thunder Tiger GP15

Engine reworking is permitted, providing that all major engine components are from the original manufacturer. (No hybrids or scratch-built major engine components permitted.)

4. Lines shall be 60 feet long, plus or minus 6 inches. Lines shall be .014" single strand lines (per AMA rulebook) or .015 multistranded.

5. Pull test will be 25 pounds.

mwh/jmt 3-27-93 // revFL 1/20/99* revFL12/1/99*
*ballot

RULES FOR NORTHWEST .15 CARRIER

(Provisional)

1. **PURPOSE:** It is the intent that this event will provide an entry level Navy Carrier competition using a simple airplane.

2. **AIRPLANES:** Any model is allowed; it is not required to be a model of a full-scale aircraft. Working functions are strictly limited to throttle, hook and elevator; no working flaps, ailerons, rudder, etc. The tail "wheel" may be a non-moving hook.

3. **ENGINES** are limited to .15 displacement. Muffler pressure is allowed. Mufflers are recommended but not mandatory.

4. **LINES**, as measured from the center of the handle's grip to the center line of the aircraft, must be between 52 feet and 52 feet, 6 inches, with a diameter of .012 inch or larger.

5. All AMA general rules, control-line rules and Navy Carrier rules shall apply unless specifically addressed above.

oh/jmt/4/16/93

RULES FOR NORTHWEST 80MPH COMBAT

1. **PURPOSE:** It is the intent that this event will provide a form of combat that is slower, more relaxed, and less destructive to equipment than all-out AMA combat events.

2. All rules for AMA (fast) combat shall apply except as follows:

3. **ENGINES:** Any engine up to .40 displacement is permitted.

4. **SPEED LIMIT:** The airspeed limit for all contestants shall be 80 mph, which is defined at 6.43 seconds for a two-lap period at 20-foot height. No devices capable of varying the speed of the airplane in flight, such as throttles or carburetors adjusted by elevator trim, are allowed.

5. **MATCH PROCEDURE:** Flying of matches shall be exactly the same as in AMA combat except as follows:

Airspeed timing:

The first airplane to launch will be timed for two laps after the first full lap, at a height of approximately 20 feet (brief deviations in height for safety reasons are permitted). If the time for those two laps is greater than 6.43 seconds, the airplane will be judged eligible to compete. Pilots must keep the plane near the 20-foot height; failure to do so will delay timing.

If the second airplane launched appears to the circle marshal to be slower than the first plane, after the first plane has been declared eligible, the circle marshal may waive the timing of the second plane and signal the start of combat. If the second plane appears equal to or faster than the first plane, the circle marshal may time the second plane as well before beginning combat.

In the case of a simultaneous launch, the faster airplane will be timed.

Airplanes will not be timed on successive launches in the same match, unless the circle marshal has reason to believe that a plane has passed the 80mph speed limit. The circle marshal retains the right to stop combat at any point and re-time any airplane that appears to have passed the 80mph speed limit.

Exceeding the speed limit

If, on the initial launch, a plane is judged to be flying in excess of the 80mph speed limit, that plane's airtime watch will be cleared, and airtime will not be counted until the plane is judged to be consistently flying below the airspeed limit; combat will not be started until both airplanes are within the speed limit. If a plane is judged to exceed the limit at sometime during the match — after the initial timing — the airtime watch will be stopped and not restarted until the plane is judged to be consistently flying below the speed limit; combat will be stopped until both planes are below the speed limit.

6. **SCORING:** Per AMA Combat.

jmt/FL/1-21-94/rev:2-18-94/6-10-94/4-15-96*

* ballot

NORTHWEST SPORT JET SPEED

All AMA rules from the control line-general and control line speed sections shall be applicable, except as follows:

1) AIRFRAME:

1.1 Any design configuration and construction method is permissible so long as the contest management considers the model to be safe and sound.

1.2 The engine and engine mounts shall receive a 30 pound pull test.

1.3 The control system must be mounted external to the normal aircraft contours. This includes the bellcrank, leadouts or control lines, pushrod, and elevator horn. No more than one inch of the leadouts or control lines can be enclosed by the leadout guides.

1.4 The maximum weight of the aircraft in ready-to-fly condition, but not including fuel shall be 40 ounces.

2) LINES & PULL TEST:

2.1 The model must be flown on two single strand steel control lines of .018 inch minimum diameter. The distance between the centerline of the fuselage and the center of the control handle grip shall be a minimum of 60 feet.

2.2 The model and entire control system, lines and handle shall receive a 32G pull test.

3) ENGINE:

3.1 The allowed jet engines are the Dyna-Jet (standard or Redhead), Bailey Sport Jet, and the O.S. II-G.

3.2 It is required that the engine shall be in stock condition internally. No material may be removed or added to the engine, except as follows:

a. **Engine head:** Part or all of the head fins may be removed. Holes may be drilled into the head for purposes of engine mounting. Valve face may be lapped as needed for routine maintenance. Engine cowling is permitted, but the front of the cowl must be behind the intake throat.

b. **Flowjector:** Fuel feed holes may be drilled out to larger size, or filled and redrilled. (holes allowed in original location only) A short piece of metal tubing may be installed into the tire pump connection to facilitate quick removal of the air supply hose. Alternatively, the threads on the tire pump connection may be filed off, or filled in so as to make a smooth surface to facilitate quick removal of the air supply hose.

c. **Metering Jet:** Any metering jet may be used, and may be located anywhere between the tank and the flowjector.

d. **Tailpipe:** A stock tailpipe with ignition plug in place must be used. (starting ignition may be by means of a starting probe). Repaired tailpipes are permissible, provided stock dimensions have been faithfully adhered to. The front surface of the tailpipe (combustion chamber screw ring) and the lock ring may be lapped.

e. **Reed Valve:** Any commercially available valve may be used.

3.3 Interchanging of parts between the above listed engines is permissible.

3.4 Fuel delivery to the engine shall be by suction, no pressure feed is allowed.

4) FUEL:

4.1 Fuel used shall be the A.M.A. formula: 80% methanol & 20% propylene oxide.

5) OTHER:

5.1 Timing will be for 1/2 mile (7 laps).

5.2 All other general rules for control line speed flying (attempts, number of models, competition flying from pylon, timing of flights, etc.) shall be applicable.

5.3 Builder of the model rule is not applicable to this event.

5.4 Entrant of the model shall either be the pilot, or shall start the engine.

mwh2000

RULES FOR .15 NOSTALGIA DIESEL COMBAT

1.1. Engine: Any production .15 c.i.d. maximum diesel having a single ballrace or plain bearing, non-Schneurle, iron piston/steel cylinder.

1.2 Only suction fuel systems are permitted.

1.3 The propeller must be a Grish Tornado 8" x 6" White Nylon Flexi prop. The diameter must remain at 8", balancing may be done by sanding one blade face.

2.1 Aircraft: A nostalgia combat model must be a design which was in common use or kitted prior to December 31, 1970. It must have been designed for a .15 cu in engine.

2.2 Models must be an accurate plan view of the original. The following alterations are permitted:

- Addition to or omission of sheeted areas. Omission of vertical fins.
- Changes to airfoil or internal structure. Additional booms or substitution of wire for wood, or vice-versa.
- Recessing engine into leading edge.
- An upright engine mount may be changed to side mount.
- A balanced elevator may be changed to a conventional, and vice-versa. The elevator must retain the original outline.

Such changes must be done using constructional techniques that were commonly used at the time the model was in use. Carbon, Kevlar or boron fiber is not permitted. Modern adhesives and coverings are permitted.

2.3 The following alterations are not permitted:

- Foam construction may not be used. Exterior controls may not be used.
- Metal motor mounts may not be used. Any changes to the original plan view except those outlined in 2.2 are not permitted.

The CD may decide to not accept a model which has been altered from the original design outline.

3.1 Pull test: 25 lb.

4.1 Lines shall be a minimum .015" diameter, stranded type, with a length of 52'-3" measured from the handle grip to the fuselage, plus or minus 6 inches.

5.1 Speed limit: 64 mph = 7.0 seconds/2 laps towing a streamer.

6.1 Number of models. One model per match. 3 models maximum per contest.

7.1 Pit crew. Two pit crew are allowed per contestant. A contestant may start his own engine.

8.1 Officials: A contest shall be run by a circle marshal who shall be the overall timekeeper, plus one scorer per contestant.

9.1 The match: One minute for engine starting and launching. The 5-minute match clock is started as the second plane launches or at the end of the one minute, whichever comes first. The match lasts 5 minutes.

Engines must be started by hand.

9.2 Scoring: One point is deducted for each second a contestant's plane is on the ground during the 5 minute match. 50 points are awarded for each cut of their opponent's streamer or string with knot. There are no kills.

The match shall continue after a mid-air collision or line break. Lines may not be changed during a match.

10.1 Contest Procedure: Each contestant shall compete in 5 rounds. 2 points for a win, 1 point for a tie, 0 for a loss. The top 4 flyers will then compete in 2 semifinals and a final to determine the winner.

10.2 Combat Site: A 5 foot radius pilots circle and a concentric 65 foot radius safety circle.

mJ/jt/FL5/00p/ballot#164

NORTHWEST P-40 STUNT

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 cowlis 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

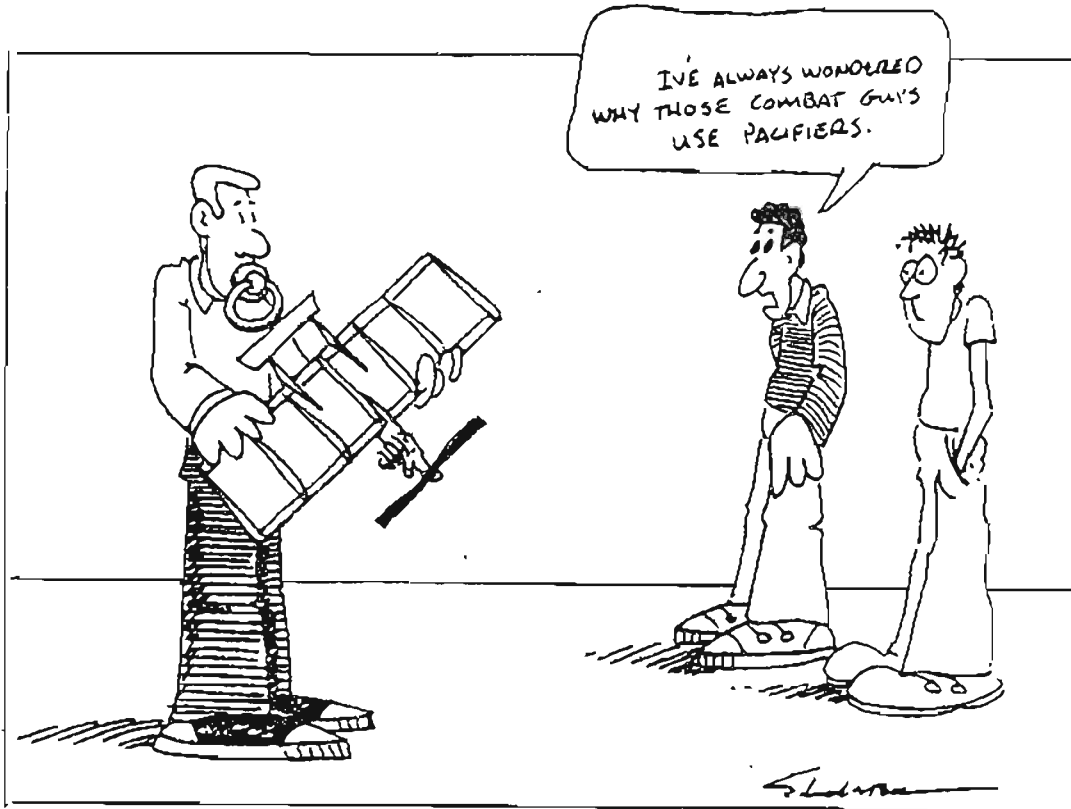
6. **Pattern:** Standard AMA Precision Aerobatics pattern.

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.



QUICKIE RAT (NCLRA 1998 RULES)

1. OBJECTIVE: To provide a racing event that may easily be flown "three up" and which employs relatively inexpensive and easily constructed control line racing models. To encourage and promote the success of the "average" control line flyer in control line racing competition.

2. GENERAL:

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

2.2 Maintenance: It is imperative that the performance level of this event be maintained such that it is always possible to safely race "three up" on stranded lines. If at any time it is felt that the event must be changed from the three up format for safety concerns or that solid lines are required, then the event rules should be immediately modified so as to reduce the aircraft performance level. It is recommended that this event be reviewed by the National Control Line Racing Association on a yearly basis. As a guideline, if nominal speeds surpass 105 MPH (17.14sec/7 laps), then the allowable venturi (part 4.7.1) should be reduced by 0.010". The sport of three up control line racing should be preserved at all costs even if individual equipment is temporarily obsolete.

3. MODEL SPECIFICATIONS:

3.1 Models will be of profile construction only. Refer to profile definition in Control Line General section. The use of cast pan or metal engine crutch is not allowed.

3.2 The control system, consisting of leadouts, bellcrank, pushrod and control horn will be totally exposed and external to normal airplane contours. The leadout wires will not be recessed into the wing, the pushrod will not be mounted inside the fuselage, nor will the bellcrank be allowed to be mounted inside the fuselage. The leadout tip guides may be inset into the wing but should not be more than 1/2 inch in length.

3.3 The line connections to the model will be external to the aircraft wing tip.

3.4 The fuel tank shall be totally outboard of the centerline of the crankshaft of the engine.

3.5 Pressure fuel systems are not allowed, with the exception that the fuel tank vent tubes may be directed into the airstream.

4. ENGINE SPECIFICATIONS:

4.1 Maximum total displacement shall be 0.4028 cubic inches (6.6cc). Engines must be production units assembled from factory available production parts. Engines and parts must have been produced in quantities greater than 500 and all must be or have been available through normal retail outlets in the USA. Parts substitution shall be limited to catalog listed parts produced in quantities greater than 500 units for the engine being altered and available commercially to anyone from the manufacturer of the engine. Engines may only be modified by removing parts or material from parts except as noted in the following paragraphs. No material or part may be added except as noted in the following paragraphs under this section.

4.2 The "engine" is defined as the complete unit, ready to run, needing only prop, fuel and starting voltage except that the glow plug, venturi and/or restrictor, spraybar and needle valve, gaskets, bolts, drive washer, front washer, prop nut, shims, piston ring(s) (if used) and ball

bearings (if used) need not be considered part of the production unit. These parts are not subject to the rules regarding quantity or source. In addition, chrome plating of a production cylinder is allowed.

4.3 The glow plug must have a thread dimension of 1/4-32.

4.4 The engine must be of the front intake configuration. All air for the combustion process must come through the crankshaft. Altering nominal sub-port induction, tuned holes in the case and sleeve or other techniques to circumvent the requirement that all air come through the specified venturi opening are not allowed.

4.5 Only single by-pass port engines are allowed. The engine as purchased and as used shall be of the single by-pass configuration. No Schneurle or PDP porting is allowed.

4.6 No ABC or AAC piston/sleeve configurations are allowed.

4.7 No variable area carburetors shall be allowed. Each engine shall be equipped with a venturi and spraybar meeting the following restrictions.

4.7.1 The venturi shall have an inside circular bore of not more than .315". The venturi will maintain this diameter for at least 0.25" at the throat of the venturi where the spraybar will be located at the midpoint of the area.

4.7.2 The spraybar assembly will be located precisely through the centerline of the venturi bore and shall have a constant circular cross section of diameter not less than 0.155" for the portion in the throat of the venturi.

4.8 No tuned pipes, mufflers or exhaust extensions are allowed.

4.9 The complete engine/venturi/spraybar system shall weigh less than 10.5 ounces.

5. FUEL SPECIFICATION:

5.1 The fuel for this event shall be supplied by the contest organizers and shall contain not more than 10% Nitromethane not less than 20% lubricant and the rest shall be methanol.

6. RACES:

6.1 Each contestant shall be allowed at least two qualifying heat races.

6.2 Qualifying heat races shall be 70 lap races with one required pit stop. It is suggested that only the best time of the two qualifying attempts be used as the basis for advancement to the finals.

6.3 Finals race shall be 140 lap races with three mandatory pit refueling stops.

6.4 All races shall be run with no less two or more than three flyers, races should be flown three up.

7. LINES:

7.1 Shall be minimum of two .018 diameter multi-strand only, and length shall be 60 feet plus or minus 6" as measured from center line of handle to center line of fuselage.

7.2 Pull test 35 Lbs.

8. FLYING REGULATIONS:

8.1 All flying shall be done between 6 and 20 feet altitude.

9. SPECIALTY ITEMS:

9.1 Shutoffs: allowed; fuel shutoffs are recommended for safety.

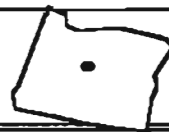
9.2 Hot gloves: allowed

9.3 Prop: open

NCLRA 12/99 ed/jmt

Eastern Oregon News

By Nils Norling



COLD 2004 IS ON!

I am very happy to be able to report that I went flying today at the new site of the 2004 Central Oregon Lawn Darts Stunt Contest! Yessiree, guys and gal (Hi Alice!), I put up a few flights at the Jefferson County Fairgrounds today and as I was putting away my gear I saw that the new Head of the Fairgrounds lady was in her office, so I went over to talk to her.

As luck would have it, she is the new wife (whom I hadn't met) of an old buddy of mine. Her assistant turned out to be a friend of my wife, although I'd never met her either. I asked Lottie (the lady in charge) if she had noticed me flying and asked if it was a problem. (I was pretty sure she had at least heard me since I was only a hundred yards away.) She told me she'd seen me and wanted to come out & watch but she had too much work to do. She had absolutely no problem with me flying there.

I of course, took this a very good sign. I told her who I was and told her I was an old buddy of her husband and named off her brother-in-law, mother-in-law, father-in-law and so forth.

Things were really looking promising by then, so I asked if there was a chance we could hold a stunt contest there next year on the third week in July. I told her about the AMA sanction program and AMA insurance and so forth and told her we generally have a barbecue on Sunday. She checked the calendar and said no problem! We are in, folks!

The Madras Modelers Club has already agreed to sanction the event with their AMA Club Charter as soon as I could locate a site. I talked to the president of the M.M. Club this evening and told him it's a go.

The site is on the fringe of Madras on a large grass area that was at one time the pasture for the old (now preserved) homestead on the site. It's not perfectly flat all over, but it's not bad at all. It's in the shape of a large "L" with a low fence all the way around it. There might be enough room for two circles, although I haven't measured it yet. There is a part of the area that is flatter than the

part I usually fly on (because it's close to the gate and I am notoriously lazy).

I know the guy that is charge of maintaining the area and he has already been keeping the grass trimmed short. It's always been pretty good anyway, but I'm confident that he will make sure it's in top shape for our contest.

The air here is pretty good. Although it is not quite as steady as the Field of Dreams circle, it's also not usually as strong. There are some trees on the (usually) downwind side, but the air is (usually) coming across a very large open parking lot.

I will have to ask Lottie if we can use a camping area. I know they have several regular functions there where people stay in their RV's, so I'm guessing it will be OK. I will continue working on the details and keep everyone posted through *Flying Lines* and the *Skywriter*.

See you all in the spring!

Spontaneous Salem Fun-Fly

By Craig Bartlett

Mike Hazel, Craig Bartlett, Bruce Hunt and Ron McBurnett met at the Salem Airport "WOLF Circle" at about 4 p.m. for an impromptu, leisurely afternoon fly-in, prior to the evening's February WOLF Club meeting at Bruce's house.

All were treated to flights with the "Pape Nudie" Buster Sport Racer, ZZ's "Mr. Stubby," and CB's "Yeller Peril", a Fox powered 15 Goodyear, Ole Tiger. Mr. Stubby is an interesting original from ZZ's famous stable of offbeat-named birds, with a wing aspect ratio of about 3-1/2-to-1, powered by a reliable running K&B .28 Sportster w/ muffler. Highlight of the afternoon:

McBurnett's "Free-Flight" on the yellow "Ole Tiger," a "lousy flying plane," by Mikee's estimation ... "builds character," was my response.

This session was a brief but enjoyable afternoon outing, with hundreds of Canada Geese circling the nearby city pond, followed by dinner at Roscoe's Landing, the close-by eatery for airport types. There are several large RC Scale ships hanging from the ceiling, and the menu was good.

All-in-all, a great Weekday afternoon out!

March 2003

Page 17

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

MODELING ACTIVITIES:

Steve Helmick has posted nearly all the local and regional contest activities on the website, at www.nwskyraiders.org.

For our reader's sake, a lot of the activities are better viewed there, so this list is just of the Skyraiders' official activities, along with whatever swap meets and other local non-contest activities ye editor knows about.

April 19: Swap Meet: Josephine County Fairgrounds in Grants Pass, Oregon. Coordinator is Jim Fowler, 3290 Neamar Drive, Grants Pass, Ore., (541) 476-9927, or 2fowlers@terragon.com.

April 19: Swap Meet: Sanderson Field RC Flyers, at Shelton High School, N. 3737 Shelton Springs Road, Shelton, Wash. Coordinator is Bob Beatty at (360) 426-5601, or bigbird06@earthlink.net. Tables are \$5.00 each or two for \$8.00.

2003 SKYRAIDERS' CONTEST SCHEDULE:

May 17: Spring Fun Fly, at Riverwalk Park, Kent, Wash. Same format as last time. Potluck, Skyraiders will furnish hamburgers, hot dogs and buns, fixin's and sodas, along with cooking grills. YO salads and desserts to share, and tables, chairs or ground covers for your dining area. Poker Hand Fun-Fly ... fly a flight, draw a card, best poker hand wins, 5 cards max. Prizes will include merchandise from our local hobby shops, who appreciate your support. 10 a.m. to 6 p. m. official hours. Remember, it is a GRASS field, so put on the big wheels. Chris says a Porta-Potti has been arranged for so bring the girls. See you all there, this time! Contact Chris Gomez.

June 14-15: 22nd Annual Stuntathon, Clover Park Technical College, Tacoma, Wash. Northwest Skyraiders. All Stunt Events. For information, e-mail Steve Helmick. Dave Gardner, C.D.

Other / Additional events and activities are noted for the dates, for your planning. More information will be included as we get closer to these dates.

July 19-20: Stunt trimming and judging Clinic.

Flying Lines

Issue #189

Arlington site.

Aug. 9-10: Auburn Good Old Days, Fun Fly and demonstrations, Auburn, Wash.

Aug. 17: Summer Fun Fly at Riverwalk Site, Kent.

August 23: Tailhook: All-Navy Carrier Contest. Clover Park Site. Mike Potter, C.D.

September 13-14: Raider Roundup: Lots of events, Clover Park? Steve Helmick, C.D.

EXPO REPORT / BEGINNER FLIGHT TRAINING PROGRAM:

The Skyraiders had their usual excellent presence at the Northwest Model Expo in Puyallup. The booth was well staffed and well received (and it IS a great location by the door!). Two Ringmasters were raffled off, videos were shown, handouts were handed out and flying demos were flown. We coulda used a couple more large airplanes, but the weather was iffy ... and wet ... nd windy ... but a good time was had be all (see the 'trainer' report below!) THIS WAS EXCELLENT EXPOSURE FOR THE SKYRAIDERS!!

The Ringmaster Raffle winners were: Greg Wilson of Tacoma and Nikki Gomez of Covington.

Congratulations!

Ron Canaan and Chris Gomez have built several 1/2A Sig Skyray airplanes with reed valve .049's. A lot of you will say that these little airplanes don't fly well enough to teach new flyers, and that you need bigger airplanes. Our experience at Expo was quite the converse! ... these little hummers go like bats! The Skyray is capable of flying the whole AMA pattern ... at 4-second laps! We are working on getting them slowed down to trainer speeds and controls! This flying was done on nearly 40 feet of Kevlar lines, so it wasn't for lack of GO!

The small tank setups need some cleaning up to utilize all the fuel in the tank. We were getting about 45 seconds after launch (note lap speeds above!). Some tank mods, a 6-3 prop, and perhaps a lightweight streamer will drag these little bombs down to learning flying speeds. We need to get these trainers to act like trainers, with slow controls and relatively slow laps.

The whole reason behind this project is at the Auburn Good Old Days we were besieged by kids who wanted to try it. If we can hook a kid and his dad then we have done what we wanted to do and that is make control line grow along with getting kids involved.

March 2003

Page 18

The Hot Head

News from the
Vancouver Gas Model Club

President: Ron Salo
Vice-President: Dick Postgate
Sect-Treasurer: Gerry Boyd
Free Flight Chairman: Art Lander
Control Line Chairman: Alan Resinger

VGMC Hall of Fame Members

Frank Rutland, Gogi Goguillot, Frank Boden,
Al Jupp, Pat Jupp, Glenn Matthews, Chris Sackett,
Doug Hannay, George Moul.

V.G.M.C. Contest and Event Schedule

March 20-23: Vintage Stunt Championships,
Tucson, Ariz.

Apr. 27: Clown, 35 Sport Race and Balloon
Burst, Richmond, B.C. Contact: Bruce Duncan
(604) 513-9450.

July 27: Western Canada Stunt Championship
Richmond, B.C. Contact: Chris Cox, (604) 596-
7635.

Aug. 2-3: Can-Am Speed Championship
Coquitlam, B.C. Contact: Ron Salo, (604) 599-8301.

Sept. 7: Bruce and Gerry's 1/2A Fun Stunt &
Balloon Burst, Richmond, B.C. Contact: Gerry
Boyd, (604) 275-9192.

RULES

2003 Annual "Fun Event" Bruce & Gerry's 1/2A Stunt & Balloon Busting

Location: Rice Mill Rd., Richmond, B.C.
Date: Sept. 7, 2003

PRIZES PRIZES PRIZES

Stunt Rules:

- 1) 1/2A (.049 or .051) Single or multi engine
- 2) Built up or profile
- 3) Required to fly (or attempt to) the following pattern; Takeoff, Level flight, Wing over, 3 Inside loops, 2 laps Inverted, Maneuver of choice, Landing. Whew !!

Balloon Bust Rules:

- 1) 52 ft. or longer lines
- 2) one attempt
- 3) Bust as many balloons as you can within 3 minutes after takeoff.
- 4) Fly-off if one or more are tied.

Flying Lines

Issue #189

For more Info: Contact: Gerry Boyd, (604) 275-9192 or Bruce Duncan, (604) 513-9450.

VANCOUVER GAS MODEL CLUB'S SPRING RACING & BALLOON BURST EVENT

April 27, 2003, Rice Mill Road Park,
Richmond, B.C.

Registration and processing 10 a.m.

Clown Race, First Heat 10:30 a.m. (entries
closed at 10:30 a.m.)

NW 35 Sport Race, First Heat 1/2 Hour after
completion of Clown Race (entries closed at start
of first heat)

Please know and follow all of the Northwest
Approved Rules for these Events, copies of these
rules are available from *Flying Lines* (John
Thompson) or VGMC (Bruce Duncan).

Balloon Burst (same rules as above) will start
1/2 Hour after NW Sport Race completed.

Awards to third place in all events
Bruce Duncan CD, (604) 513-9450

Arlington Fun fly, Feb. 8

By Mel Lyne

In spite of it being a cold foggy day at Arlington, we had a load of fliers come out. Early on it was newcomers Art Pickering with Ryan and Chris. Chris was amazing, looping on his first-ever C/L flight. He's a natural. They took away D/Bat kits and have engines coming. John Morrow (an ex-Brit retread from the '60s) and friend Nadeem Sheikh showed up and spent all day relearning the game. They too now have a load of equipment and are raring to fly again. Regulars Preston Briggs (D/Bat Orcrist), Mike and Cayce Rule (D/Bats, 1/2A Foras, '80s), Ken Burdick, Buzz Wilson, Jeffrey Rein, Chuck Matheny, Bob Huber, Jim and Joe Wright and Jim Booker were all there flying every level of combat plane, Jeffrey even putting up a Fast. John and Mel had a couple of friendly D/Bat matches in the afternoon, and Ken took on Jeffrey in a screaming loud F2D match which was a real attention grabber. Cayce Rule even had a new stunt ship out there practicing the pattern. A regular three ring circus. It's nice that Arlington has the space for numerous circles.

Several groups of interested people came over to check us out. Lots of new prospects. Nick and friends are getting hooked up and have ordered all the equipment. We just need a warmer day next time.

Jim Wright organizes the Arlington Model Show and Swap Meet April 5 and 6. He has pressed a half dozen D/Bat fliers to put on some demo matches there this year. Should be fun and great exposure.

Get well wishes to the flu-challenged fliers who couldn't make it or left early, Ralph Simonds and Steve Helmick.

March 2003

Page 19

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