

FLYING LINES

2456 Quince St., Eugene, OR 97404 JohnT4051@aol.com Editor: John Thompson/Publisher: Mike Hazel



Vintage Diesel Combat's speed limit allows for lots of streamer-chasing, with five minutes of combat in many matches. Here's action from the Big Money Diesel Combat Contest on June 21. (FL photo)

Special summer double issue

W hoo-whee!

After not much activity in the spring, the Northwest contest season took off with the Regionals, followed by several other contests and events.

There was so much data to assemble — and so much flying to do — that the first summer issue of *Flying Lines* had to turn into a double issue, double-size as well as covering two months of activity.

There are some new faces on the contest trail this season and quite a few new fliers showing up at the local fields and on the *FL* subscriber list. It all bodes well for CL flying in the future.

The Northwest Regionals was bigger and better, and much was learned that will go into making the Northwest's big CL blowout even better in 2004.

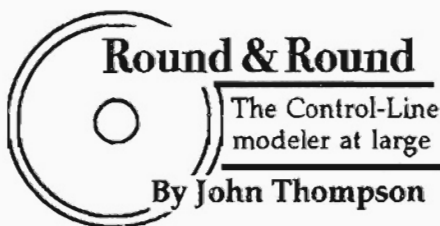
Puget Sound area contests returned to the schedule, another bright spot.

Some exciting new CL products are now on the market, some marketed here in the Northwest.

All in all, 2004 has to be described, so far, as a great year for CL model aviation. Read on inside this issue for details of our summer of fun!

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Round & Round

The Control-Line
modeler at large

By John Thompson

Modeling thought for the month:

"It takes no more time to see the good side of life than to see the bad."

— Jimmy Buffett

CL product bonanza

Stop us if you've heard this one before, but ... this is a great time to be flying control-line airplanes. There are so many great products on the market that it has to be the "good old days" of modeling — right now!

I mean, hey, is there anything left that Brodak hasn't put in its product line?

Recently we've come across a few items of interest produced right here in the Northwest, worth a few words in case you haven't heard of them.

• **Bruce Hunt's Videos:** Bruce, a fast-rising stunt flier from Salem, Ore., initiated his contest video production with a Northwest Regionals video. I've enjoyed reliving the Regionals — and seeing parts of it I couldn't see — by watching the video. Bruce's company is called "Heavy Stunt." If you're interested in getting his contest videos, see Bruce's ad in the Flying Flea Market section on Page 4.

H&R shutoffs: Jeff Rein and Tony Huber have come up with a line of shutoffs for combat planes that should represent the ultimate in combat safety. These are tension-activated bellcrank shutoffs that can be mounted either externally or inside the plane. They come in sizes for different events. They are well made and appear to be pretty much foolproof. Watch *FL* for more info on this in a future issue. See the add in the Flying Flea Market for ordering info.

Mel Lyne's DBat help: The hardest working man in training fliers for combat has to be Mel Lyne, who is the driving force behind the popular Vintage Diesel Combat. Mel offers to help anyone interested in getting going in the hobby. He, along with Paul Dranfield, can supply airplanes ready to fly, engines, fuel, lines, props and other accesso-

ries, and Mel will provide all the instruction one needs to learn how to use all the equipment. See his ad in the Flying Flea Market for details.

Top Flite ARF: They said it couldn't be done, but it has been. Top Flite has made an almost-ready-to-fly Flite Streak that, by all reports, is extremely well built, and an excellent flier in the tradition of the old kit Flite Streak. (Kits are still available from Brodak, by the way.) The ARF takes a couple of hours to put together, and flies great with an O.S. .25. It comes all covered. All you have to do is glue the wing into the fuselage, attach the tail section, drill and mount the engine and tank, and you're ready to fly. We hear they're selling like hotcakes at hobby shops.

• **J&J Sales:** Good news and bad news from Joe Just, a longtime Northwest supplier of various CL supplies. Because of a modeling injury Joe suffered some time ago, as well as a supply problem, Joe has ceased manufacturing his very popular UKey ARF trainers. When the current supply is gone, there will be no more made. Joe hopes that somebody else will pick up production of the planes. On the good side, Joe is still in business, selling Brodak .40 engines, ASP engines, LEO engines, and various other supplies. Contact Joe at ukeyman@cheerful.com, or write J&J Sales Co., P.O. Box 99, Waitsburg, WA 99361.

Rats, mice, now — hamsters?

It had to happen, I guess.

First there was rat race. Then, when people started racing .049-powered planes, it seemed logical to call them mouse racers.

Now, the National Control-Line Racing Association is promoting a move to .15 power for rat racers. It appears to be a successful effort — all the rats at the Regionals had .15 engines. The purpose of the move is to solve the age-old rat race problem: that the pull of .40-size rat racers at their speed requires pilots to have athletic ability beyond that of the average flier. The .15 rats at the Regionals were fast, the races were exciting, and the pilots appeared to be able to handle the planes without being stressed to the limit.

But now, in discussions of the event on the NCLRA Web forum (<http://forums.delphiforums.com/CLRacing>), we find that the new racing class has a picked up a nick name: Hamsters.

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

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

July 19-20

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

July 26

PAC Contest, Rice Mill Road site, Richmond, B.C. Carrier, Northwest Sport Race, Clown Race, Sport Scale, sponsored by Pacific Aeromodelers Club. Sunday: Precision Aerobatics sponsored by Vancouver Gas Model Club. For info, contact Larry Bell, thetwobells@shaw.ca.

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, Riverwalk flying site, Kent, Wash. For info contact Dave Gardner, DGardner55@aol.com.

Aug. 23

Tailhook Navy carrier contest, Clover Park Technical College, Tacoma, Wash. .15, Profile, Class I/II, Golden Age Biplane and Nostalgia Navy Carrier. 10 a.m.-5 p.m. For info, contact Mike Potter, skyshark58@cs.com

Sept. 6-7

Oregon CL Speed Champs, Bill Riegel Field, Salem, Ore. All speed events. 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.

Aug. 30-31

Jim Walker Memorial, Delta Park, Portland, Ore. Saturday: Old-Time Stunt, Classic Stunt, Flying Clown race, 1/2-A Combat (42' wires, electric starters). Sunday: Precision Aerobatics and 80mph combat. For info, contact Gary Harris, slowcombat@att.net

Sept. 13-14

Raider Roundup. Many CL events, somewhere in Puget Sound area, details to be announced. For info, contact Dave Gardner, DGardner55@aol.com

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

Your contest ???

Send info, to *Flying Lines* early!!!

The Flying Flea Market

Classified advertisements — FREE for FL subscribers

COMBAT SHUTOFF: H&R MKIII Combat Fuel Shutoff now available. Sliding bellcrank design. CNC milled 7075 anodized and hard coated aluminum. Brass bushing and line buttons. 3" for Fast and 80MPH, all new 2" for F2D and 1/2A. \$25 plus \$5 S&H. Contact Jeffrey Rein at jeffrey.a.rein@boeing.com, or (425) 823-6053.

VIDEOS FOR SALE: Videos of the 2003 Vintage Stunt Championship and the 2003 Northwest Regionals Precision Aerobatics competition are available for \$15 plus \$3.85 shipping, each. Videos are 2-hour summaries of the highlight flights, with stills and captions. Available from Bruce Hunt. Call (503) 361-7491 or e-mail at bhunt@swbell.net

DBAT HELP OFFERED: I can provide 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, P.O. 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: 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.

FREE: Old model magazines, in lots of five. Free plus cost of shipping, unless I deliver them to you at a contest, then free. Contact John Thompson, JohnT4051@aol.com

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.

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 clflier@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.

ON THE CONTEST TRAIL

RESULTS OF NORTHWEST CONTROL-LINE COMPETITION

Albany Regionals bigger and better!

■ The second year in the new location has more entries, great weather, great flying.

The 32nd annual Northwest Regional Control-Line Championships was a resounding success, in its second year in Albany, Ore.

Entries were up, weather was good and there were some new activities such as the swap meet and hangar feed that helped make the Regionals continue to be the special contest that it always has been.

The Albany Municipal Airport site actually is the fourth venue for the Regionals since they began in Oregon in the 1970s. A previous Regionals had been held in the Seattle area for some years.

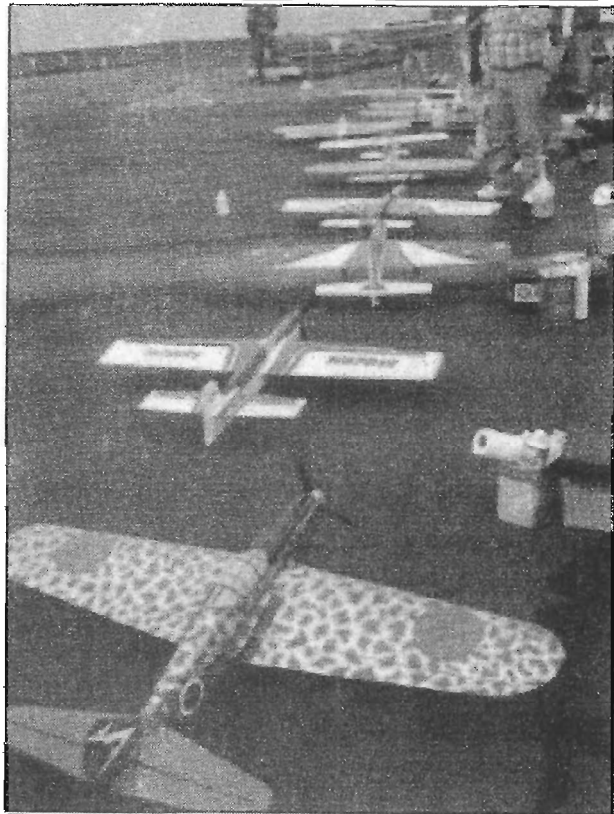
Previous Regionals sites in Oregon included at Eugene Airport (old field near the terminal), Eugene Airport (overflow parking area across the road from the terminal), Roseburg Regional Airport, and now Albany.

This was a key year, as it was uncertain how much help there would be as the novelty of the move to Albany in 2002 wore off. Northwest modelers were true to form in responding to help out in all areas.

The 2003 contest was considered to be a major learning experience for the Northwest Regionals Management Association, and many notes were made about how to improve all aspects of the contest for 2004. Planning for 2004 already is under way!

Among plans for the 2004 Regionals is a return of food concessions; advance event entries, T-shirt reservations and Saturday night dinner reservations and increased site security. Lots of other ideas for improving the contest are being considered. Everyone's input is welcomed by the Northwest Regionals Management Association. You can contact the NWRMA in care of *Flying Lines*.

This year, each of the event directors has provided a report on their circle's activities. First, the results, then the details from the event directors.



Expert precision aerobatics flight line at the Regionals in Albany on Memorial Day Weekend. Gordon Delaney's plane in foreground. (Bruce Hunt photo)

2003 Northwest Control Line Regionals Results

May 23-24-25, Albany, Ore.

Total entries: 91 individuals, 232 event entries *

Combat Champion: Bob Smith

Navy Carrier Champion: Jim Schneider

Racing Champion: Les Akre

Scale Champion: Don Chandler

Speed Champion: Jerry Rocha

Stunt Champion: Gordon Delaney

Precision Aerobatics Concours 'd Elegance: Gordon Delaney

Best Novice Clown Racer: Cayce Rule

Best .15 Rat Racer: Bob Kerr

Results

(Number of entries after event name)

(Northwest Standings points in parenthesis after score)

VINTAGE DIESEL COMBAT (8)

1. Bob Smith, Roy, Wash. (8) 5-2
2. Cayce Rule, Black Diamond, Wash. (7) 4-3
3. Milissa Huber, Stanwood, Wash. (6) 4-3
4. John Thompson, Eugene, Ore. (5) 4-3
5. Tony Huber, Renton, Wash. 2-2
6. Mike Rule, Black Diamond, Wash. 1-4
Dave Baxter, Scappoose, Ore. 1-4
Craig Bartlett, Corvallis, Ore. 1-1

80-MPH COMBAT (12)

1. Mel Lyne, Garibaldi Highlands, B.C. (12)
2. Mike Rule (11)
3. Tony Huber (10)
4. Burt Brokaw, Pullman, Wash. (9)
5. Bob Smith
6. Dave Baxter
Milissa Huber
Cayce Rule
Mark Hansen, Portland, Ore.
David Pellerin, Kirkland, Wash.
Jeff Rein, Bothell, Wash.
Gary Harris, Banks, Ore.

1/2-A COMBAT (5)

1. Jeff Rein (5)
2. Cayce Rule (4)
3. Bob Smith (3)
4. Mel Lyne (2)
5. Mike Rule

CLASS I NAVY CARRIER (5)

1. Jim Schneider, Livermore, Calif. 434.56
(Regionals record)
2. Shawn Parker, Seattle, Wash. (4) 347.73
3. Mike Potter, Auburn, Wash. (3) 311.16
4. Don Chandler, Red Bluff, Calif. 198.75
5. Dave Shrum, Roseburg, Ore. 121.07

CLASS II NAVY CARRIER (3)

1. Jim Schneider 439.68
(Regionals record)
2. Don Chandler attempt
Mike Potter (1) attempt

PROFILE NAVY CARRIER (10)

1. Jim Schneider 372.27
(Regionals record)
2. Mike Potter (9) 330.17
(Northwest record)
3. Shawn Parker, 281.32 (8)

4. James Cox, Delta, B.C. (7) 256.31
(Canadian record)
5. Mike Conner, Pitt Meadows, B.C. 235.21
6. Darrel Rupnow, Orting, Wash. 216.97
7. Rich Salter, Seattle, Wash. 207.51
8. Dave Shrum 164.31
9. Don Chandler 84.74
10. Craig Bartlett attempt

.15 NAVY CARRIER (8)

1. Shawn Parker (8) 233.31
2. Mike Potter (7) 230.37
3. Jim Schneider 229.14
4. James Cox (5) 193.17
5. Don Chandler 180.78
6. Mike Conner 180.23
7. Allen Hoffmann attempt
Dave Shrum attempt

MOUSE RACE I OPEN (9)

1. Les Akre, Edmonton, Alberta 5:09.03
2. Mac Ryan, Pasco, Wash. (8) 5:37.66
3. Doug Haas, Lodi, Calif. 81 laps
4. Scott Jackson, Lincoln, Calif. 2:59.86 heat
5. Paul Gibeault, Edmonton, Alberta 3:02.24 heat
6. Todd Ryan, Pasco, Wash. 303.13 heat
7. Robert Murphy, Stockton, Calif. 3:10.42 heat
8. Bush/Persson Team, California 3:15.26 heat
9. Bruce Duncan, Vancouver, B.C. 3:46.08 heat

MOUSE RACE I JR.-SR. (2)

1. Maria Huber, Stanwood, Wash. (2) 8:44.47
2. Milissa Huber (1) 12:31.99

MOUSE RACE II (4)

1. S&S Racing Team, Seattle, Wa. (4) 10:58.07
2. Mike MacCarthy, Santa Rosa, Calif. 11:43.87
3. Bob Kerr, El Sobrante, Calif. 3:14.76 heat
4. Robert Murphy 3:58.99 heat

RAT RACE (3) (all entries .15-powered)

1. Bob Kerr 5:55.24, Best .15
2. Les Akre 9:18.77
3. Mike MacCarthy 48 laps heat

SLOW RAT RACE (1)

1. Mike MacCarthy, 1 lap

AMA GOODYEAR (4)

1. Todd Ryan (4) 5:51.22
(Northwest record)
2. Les Akre 6:25.66
3. Bob Kerr 2:59.72 heat
4. Mike MacCarthy 3:01.11 heat

NORTHWEST GOODYEAR (1)

1. Les Akre 8:21.15

FLYING CLOWN RACE (10)

- | | |
|--|-----------------------|
| 1. Mac Ryan (10) | 307 laps |
| (Regionals record) | |
| 2. S&S Racing Team (4.5) | 274 |
| Todd Ryan (4.5) | 274 |
| 4. Scott Jackson | 220 |
| 5. Bush/Persson Team | 122 heat |
| 6. Allan Hoffmann, Greenville, Calif. | 113 heat |
| 7. Henry Hajdik, New Westminster, B.C. | 109 heat |
| 8. Cayce Rule | 106 heat, Best Novice |
| 9. Dave Shrum | 77 heat |

One other entry scratched

NORTHWEST SPORT RACE JR.-SR. (2)

- | | |
|----------------------|---------|
| 1. Milissa Huber (2) | 8:43.66 |
| 2. Cayce Rule (1) | 3 laps |

NORTHWEST SPORT RACE OPEN (10)

- | | |
|------------------------|--------------|
| 1. Bush-Persson Team | 8:06.59 |
| (Regionals record) | |
| 2. Mel Lyne (9) | 8:27.56 |
| 3. S&S Racing Team (8) | 9:01.88 |
| 4. Todd Ryan (7) | DQ |
| 5. Bruce Duncan | 4:39.73 heat |
| 6. Mike Rule | 5:17.46 heat |
| 7. Dave Shrum | 21 laps heat |

Three other entries scratched

NORTHWEST SUPER SPORT RACE (4)

- | | |
|--|--------------|
| 1. Todd Ryan (4) | 7:10.31 |
| 2. Nitroholics Racing Team, Oregon (3) | 7:46.56 |
| 3. Dave Shrum (2) | 64 laps |
| 4. S&S Racing Team (1) | 36 laps heat |

QUICKIE RAT RACE (7)

- | | |
|--------------------------------|--------------|
| 1. Doug Haas | 6:29.02 |
| 2. Robert Murphy | 6:32.51 |
| 3. S&S Racing Team (5) | DQ |
| 4. Nitroholics Racing Team (4) | 3:13.68 heat |
| 5. Bob Kerr | 3:15.02 heat |
| 6. Mike MacCarthy | 3:17.59 heat |

One other entry scratched

PRECISION SCALE (2)

- | | |
|--|------------|
| 1. Leonid Derbarmdiker, Duarte, Calif. | 527 points |
| 2. Don Chandler | attempt |

SPORT SCALE (1)

- | | |
|-----------------|--------|
| 1. Don Chandler | 137.33 |
|-----------------|--------|

PROFILE SCALE (3)

- | | |
|--------------------|--------|
| 1. Mike Potter (3) | 137.98 |
| 2. Don Chandler | 110.96 |
| 3. James Cox (1) | 98 |

1/2-A SPEED (3)

- | | |
|---|------------|
| 1. Jerry Rocha, Napa, Calif. | 135.93 mph |
| 2. Chuck Schuette, Vancouver, Wash. (1) | 128.87 |

One other entry did not score

1/2-A PROTO SPEED (4)

- | | |
|--------------------------------|--------|
| 1. Jerry Rocha | 111.55 |
| 2. Chuck Schuette (3) | 104.38 |
| 3. Karl Caldwell, Sparks, Nev. | 95.35 |
| 4. Doug Haas | 91.41 |

A SPEED (4)

- | | |
|------------------|---------|
| 1. Jerry Rocha | 183.73 |
| 2. Paul Gibeault | attempt |
| Ron Salo (1.5) | attempt |

One other entry did not score

B SPEED (2)

- | | |
|-------------------------------------|--------|
| 1. Ken Kortness, Spokane, Wash. (2) | 147.24 |
|-------------------------------------|--------|

One other entry did not score

D SPEED (2)

- | | |
|-------------------------------|--------|
| 1. Ken Kortness (2) | 160.12 |
| 2. Ron Salo, Surrey, B.C. (1) | 155.92 |

JET SPEED (4)

- | | |
|---------------------------------------|--------|
| 1. Loren Howard, Vancouver, Wash. (4) | 168.62 |
| (Regionals record, Northwest record) | |

Three other entries did not score

FORMULA 40 SPEED (6)

- | | |
|---|--------|
| 1. Ken Kortness (6) | 157.48 |
| 2. Paul Gibeault | 156.96 |
| 3. Marty Schoenheiter, Slt Lake City, Ut. | 149.44 |

Three other entries did not score

FAL SPEED (5)

- | | |
|--------------------------------------|--------|
| 1. Paul Gibeault | 176 |
| 2. Jim Booker, Arlington, Wash. (4) | 171.82 |
| 3. Ron Salo (3) | 171.48 |
| 4. Jim Rhoades, Salt Lake City, Utah | 158.71 |

One other entry did not score

.21 SPORT SPEED (7)

- | | |
|---------------------|--------|
| 1. Loren Howard (7) | 151.45 |
| 2. Les Akre | 150.76 |
| 3. Karl Caldwell | 144 |
| 4. Ron Salo | 130.67 |

Three other entries did not score

.21 Proto Speed (3)

- | | |
|--------------------------------|---------|
| 1. Karl Caldwell | 132.30 |
| 2. Arnold Nelson, Napa, Calif. | attempt |

One other entry did not score

NORTHWEST SPORT JET SPEED (7)

- | | |
|--------------------------------|--------|
| 1. Mike Hazel, Salem, Ore. (7) | 151.16 |
| 2. Jerry Rocha | 146.88 |
| 3. Jim Rhoades | 146.52 |
| 4. S&S Racing Team (4) | 146.46 |
| 5. Loren Howard | 143.42 |
| 6. Ron Salo | 137.04 |

One other entry did not score

EXPERT PRECISION AEROBATICS (20)

1. Paul Walker, Kent, Wash. (30) 580
2. David Fitzgerald, Napa, Calif. 568.5
3. Gordon Delaney, Kaysville, Utah 566.5
4. Brett Buck, Sunnyvale, Calif. 564.5
5. Ted Fancher, Foster City, Calif. 561.5
Chris Cox, Delta, B.C. 561.5
7. Howard Rush, Bellevue, Wash. 555
8. Jim Aron, El Cerrito, Calif. 543
9. Bruce Perry, Edmonton, Alberta 542.5
10. Jack Pitcher, Gresham, Ore. 541
11. Pat Johnston, Meridian, Idaho 537
12. Dan Rutherford, Bothell, Wash. 527
13. Scott Riese, Portland, Ore. 525.5
14. Phil Granderson, Oakland, Calif. 522
15. Randy Powell, Port Orchard, Wash. 517
16. John Leidle, Kirkland, Wash. 512
17. Bruce Hunt, Salem, Ore. 510.5
18. Gerald Schamp, Sweet Home, Ore. 508.5
19. Lee Uberbacher, Lynnwood, Wash. 494.5
20. Jerry Eichten, Dundee, Ore. 484

Judges: Mike Conner, Steve Helmick

ADVANCED PRECISION AEROBATICS (13)

1. Pete Peterson, Valley City, Utah 508
 2. Keith Varley, Vancouver, B.C. (12) 500
 3. Dave Royer, Portland, Ore. (11) 491
 4. Phil Juarez, Fresno, Calif. 486.5
 5. Mark Micheli, Salinas, Calif. 478.5
 6. Bob Smiley, Kingston, Wash. 477.5
 7. Will Reeb, Calgary, Alberta 474.5
 8. Walter Hicks, Kingsburg, Calif. 473.5
 9. Scott Urabe, Salinas, Calif. 468.5
 10. Roy DeCamara, Vancouver, Wash. 467.5
 11. John Miller, Salt Lake City, Utah 239
- Two other entries did not fly

Judges: Chris Cox, Pat Johnston

INTERMEDIATE PRECISION AEROBATICS (5)

1. Heman Lee, Hercules, Calif. 469
2. Neil Rogers, Edmonton, Alberta 437.5
3. Mike Haverly, Auburn, Wash. (3) 427
4. David Pellerin, Kirkland, Wash. (2) 414
5. Mike Foley, Walla Walla, Wash. 403.5

Judges: John Miller, Dave Fitzgerald

BEGINNER PRECISION AEROBATICS (4)

1. Rich Salter, Seattle, Wash. (4) 203.5
2. Bill Ledden, Ridgecrest, Calif. 199.5
3. Allana Perry, Edmonton, Alberta 148
4. David Miller, Pasco, Wash (1) 37.5

Judges: John Miller, Dave Fitzgerald

CLASSIC STUNT (15)

1. Gordon Delaney 540
2. Ted Fancher 527.5

3. Don McClave (13) 523.5
4. Phil Granderson 502.5
5. Dan Rutherford 494.5
6. Pete Peterson 482.5
7. Bruce Hunt 478.5
8. Gerald Schamp 456
9. Roy DeCamara 448.5
10. Scott Urabe 438.5
11. John Miller 436
12. Lee Uberbacher 426
13. David Pellerin 414.5
14. Mike Haverly 250.5

One other entry did not fly

Judges: Dave Fitzgerald, Scott Riese

OLD-TIME STUNT (12)

1. Dan Rutherford (12) 321.5
2. Mike Conner (11) 320.75
3. Keith Varley (10) 311.75
4. Roy DeCamara (9) 311
5. David Fitzgerald 308.5
6. Jim Aron 307
7. Pete Peterson 270.5
8. Floyd Carter, Eugene, Ore. 254
9. Heman Lee 180.75
10. Mike Haverly 176.5
11. Bill Ledden 136

One other entry did not fly

Judges: John Miller, Scott Riese

Aerobatics pit bosses: John Leidle, Hube Start

* Event entries: Racing, 57; Speed, 47; Stunt, 69; Combat, 27; Carrier, 26; Scale, 6

Regionals combat report

By Jeff Rein

Five rounds of diesel plus finals were flown on Friday. Eight contestants. Laid back fun and slow-flying combat, average speed about 58 mph. Veteran Robert Smith took first. Our rising 11-year-old star Cayce Rule took second. Junior and always competitive Melissa Huber took third. John Thompson, a newcomer to diesel, took fourth. Tony Huber, who is the H of the H&R shutoff took fifth. Dave Baxter, Mike Rule, and Craig Bartlett also flew.

Double elimination 80 mph with shutoffs was flown Saturday. First place went to Mel Lyne, who was on his game all day. Mike Rule took second, but was the only one who racked up a win against Mel earlier in the contest. Tony Huber flew six rounds to take third. Fourth went to Burt Brokaw from Idaho, soon to move to Arizona. Rob-

ert Smith took fifth. Also were Gary Harris, Mark Hansen, David Pellerin, Melissa Huber, Jeff Rein, Cayce Rule and Dave Baxter. Most planes were .32-.40 powered, except the Rule gang used Rossi .20. They were very effective, and consistently were running 79.5 mph.

Sunday was double elimination 1/2-A on 42' lines. Only five contestants, but took a long time as some of the fliers went off to Northwest Sport Race at 11:00. After losing my first match and boosting my perfect record for the year to 0 and 8, I changed my tactics a little and came back with four kills to take first. Young Cayce Rule, who's flying style reminds me of Greg Hill, took second. Robert Smith flew five rounds to take third. Mel Lyne took fourth, and Mike Rule took fifth.

Highlights:

Ron Enos and his lovely wife flew in from Honolulu to help time and count cuts, and have fun. What a pleasure it was to have them there. They brought fresh pineapple, and boy was it a treat. Ron also mentioned that he might like to host a contest in Honolulu in about a year or so. Maybe three days, double 1/2-A, speed limit and fast. Sounds good to me.

The weather was between 68 and 85 degrees, with no rain!

My match with Mel was a barn burner. And I accomplished one of my goals, which was to win a 1/2-A competition using a shutoff in every match. Thanks to everyone that helped to put on this AAA control-line championship for over 30 years now. See you next year.

See also Mel Lyne's report in *Combat Cornucopia*, elsewhere in this issue.

Regionals racing report

By John Thompson

It was 2-1/2 days of exciting racing at the 2003 Northwest Control-Line Regionals.

Entry was down slightly from normal due to the absence of one group of "regulars" from California, but the quality of racing was excellent. Les Akre of Edmonton, Alberta, was racing's overall event champion based on his scores in all events.

The most hotly contested event of the weekend was Quickie Rat, as the best-heat times demonstrate: 2:58, 3:01, 3:08, 3:13, 3:15, 3:17, and the feature was equally close at 6:29 to 6:32 for the first two finishers. Typical of the quality of racing was the double-heat set between two Northwest teams, the Nitroholics from Oregon and S&S

from Seattle, Wash. Two 70-lap heats were run without a single pass!

A Regionals record was set in the Northwest Sport Race feature, with the Bush-Persson team from California turning an excellent 8:06.59. An unusual engine teardown for the top four finishers in NWSR showed that all engines were true stock Fox .35 stunt engines. Again, as with Quickie, all the heat times were close.

There was also a Regionals record in Clown Race, with Mac Ryan turning 307 laps, and a Northwest record in the AMA Goodyear feature with Todd Ryan turning 5:51.22.

Rat Race offered a trophy for the best .15 rat racer and — surprisingly — all four entries were .15-powered. Racing was excellent, with the best heat time the 3:22.93 turned in by Les Akre. Bob Kerr was the winner at 5:55.24. All the planes were mini-Shark type planes, inverted rat racers. They looked and flew like rats, but the pilots appeared to be able to handle the planes with much less stress than the monster-pulling .40 traditional rats. We're looking forward to a lot more of this type of racing in the future.

Northwest Super Sport Race, a favorite event in the Northwest because of a tradition of close races dating back 20 years, again had close racing in both the heats and the feature, with the traditional pairing of Todd Ryan and the Nitroholics battling it out in the feature, Todd winning at a good 7:10.31. NWSS is sort of a "what slow rat was supposed to be" event, with an engine rule almost the same as Quickie Rat, slow rat-style airplanes with tanks restricted to the outboard side to prevent trick carburetion. Typical airspeeds are in the 100 mph range.

The small-bore events also had excellent racing, with nine Mouse I entries battling it out with some excellent heat times. Les Akre won the feature at 5:09.03.

Four Mouse II entrants battled it out, with S&S taking the feature. Heat times were good, but the feature ended up less exciting, with the winning time only 10:58.

There were two junior/senior entries in Northwest Sport Race and Mouse I, and both events had trouble-free races, with Milissa Huber taking NWSR and Maria Huber taking Mouse I.

Two events, Northwest Goodyear and Slow Rat, had only single entries and may be dropped from the schedule next year.

The cooperation of the competitors was excel-

lent all weekend. The contest ran on schedule, there were no major disputes and very few mishaps of any kind.

Many thanks to the people who helped run the events: Dave Green, Paul Gibeault and Todd Ryan, as well as all the competitors who helped with timing and other administrative duties, including (among others) Bruce Duncan, Allen Hoffmann and Mike MacCarthy.

Thanks to all who attended the 2003 Racing Regionals.

Regionals Speed Report

By Mike Hazel

The 2003 edition of this meet saw about an average entry of speedsters. The 47 total event entries was a slight increase from the previous year. As is typical, there were several entries that for whatever reason, never made it out of the pits.

Fastest flight was Jerry Rocha's class A, at 183+mph. Jerry holds the national record in this class, but was a bit off the mark this time.

The big-block events were poorly entered; for some reason they are just not very popular in the Northwest. Ken Kortness grabbed firsts in both B and D. Speeds also were way down in these classes. By the way, Ken had to leave the contest early because of an emergency. He only got to fly on Friday, so that left some possible voids in the results.

The Formula 40 event had the potential of a real shootout. Ken K put in a single solid 157 mph flight. Paul Gibeault used all of his officials and some testing to try and best Ken, but could only come within 1/2 mph.

In F2A (FAI), Paul Gibeault came out on top with a good 176.00 run. Second place entrant Jim Booker had an interesting observation about this class, citing as how everything operates and responds backwards from the other speed events. As usual, and perhaps backing up Jim's statement, the guys in this event do more testing than most of the other classes combined.

In .21 Speed, Loren "Mr. 21" Howard turned in a good 151 flight, and Les Akre worked hard to catch him. This event is becoming more popular in our region, and there were at least a couple of Northwest people with planes for this not even entered.

The .21 Proto event was once again a low entry affair. Karl Caldwell came real close to

breaking the Regionals record with his 132 mph flight. Arnold Nelson came out of retirement, and put up an attempt after being away for decades. His Proto job looked pretty nice, and clocks on the side got him for 138 mph in the air. However, Arnie couldn't get into the pylon and started to get behind, to which he responded with a couple of laps with arm following the plane but with both feet planted! This was quickly dubbed "The Full Nelson" by the speed pit spectators. He got the plane done OK, but a subsequent attempt found the engine uncooperative.

Loren Howard put up the only AMA Jet plane official of 168 mph, which also established a new region record.

The Sport Jet class is always well entered, and there were many flights in the air on Saturday. Mike Hazel came out on top with his light weight all-wood plane. Note the close grouping of speeds in the results summary.

Turnout was kind of light for the bitty-bore events. In 1/2-A, Jerry Rocha once again came away victorious with his upright conventional mini-pipe C.S. powered plane. Chuck Schuette followed with a tuned-pipe asymmetrical entry. Jerry Rocha also grabbed first in the 1/2 A proto event.

Thanks to all the contestants who helped out on timing, and also to those who helped set up and tear down the circle.

Regionals Stunt Report

By Dave Gardner

This was a very well-attended Regionals, at least at the Stunt circles! The number of flyers and the quality of airplanes was astounding, along with some very serious close competition. Some places were decided by 1/2 point!

There were 11 entries in Old-Time Stunt (down one from the previous two years), 14 entries in Classic (up five from 2002) and 39 entries in Precision Aerobatics (up nine(!) from 2001 and 2002). That broke down to four Beginners, five Intermediate, 10 Advanced and 20 Expert flyers! The only entry list which was down was Advanced, and only one down from 2001-2002, mostly because of a shift into the Expert ranks! Good going, Stunt Flyers!

The weather had promised earlier in the week to be threatening, but turned fair for the contest. The wind was iffy and inconsistent, but never overwhelming and the temperatures could not

have been more ideal. Sunday presented a quandary, with all the overcast, since normal "downwind" is usually directly into the sun and we didn't have any sun!

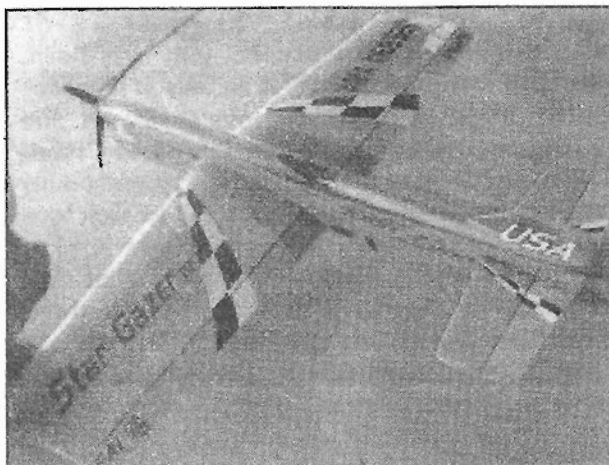
In Old Time Stunt, Dan Rutherford aced his longtime nemesis (other than himself!), Keith Varley — and so did Mike Conner, putting Keith in third, still far better than his sixth place in 2002!

Classic Stunt had a major turnabout — Don McClave was NOT the winner! Gordon Delaney brought over his "Colossus" from Salt Lake City and showed everyone how it was done! Ted (Ringer) Fancher had major engine problems with his "Chizler," so "borrowed" Don McClave's airplane and proceed to beat him with it, with no pattern points. So much for the gracious lender, Don, who had to be satisfied with third this time!

Beginner Precision Aerobatics had four entries this time, with Rich Salter, of combat and racing heritage picking off first. Bill Ledden was a close second and Alanna Perry from Edmonton, Alberta had a credible third in her first serious competition — and yes, she is the wife of Bruce Perry, a serious Expert flyer, on the Canadian World Championship Team. With this kind of coaching, we could see another Alice Cotton-Royer in a few years!

Intermediate had six entries (up from one in 2002!), but was reduced to five when, after noting his amazing first-round score, Bob Smiley graciously acceded to a move up to Advanced. Well, 481 points was just bit much for Intermediate! — Good going, Bob! With that change, Heman Lee pulled off a first with 469 point (dangerous ground, Mr. Lee!), while Neil Rogers was second with 437.5. Mike Haverly (the only 2002 entrant) took third with a best flight 50 points higher than the winning 2002 flight! Interestingly, enough, every Intermediate flyer had a best score over 400 points. For reference, Intermediate is for flyers scoring between 300 and 400 points! These guys were smokin'!

Advanced, normally the most competitive class, was down an entrant from last year, but the battles were no less hard-fought. Pete Peterson played hard and won with a 508! Second was Keith Varley with a very credible 500 points even, on his second flight. Keith, you have to get more consistent; your first flight was only 499.5! Super Dave Royer came out with his Super Chief



The array of beautiful stunt planes at the Regionals had to be seen to be believed. Here is one of many, Dave Fitzgerald's Star Gazer. (Bruce Hunt photo)

and earned third with 491 points, so you can see how close this class is. Even Bob Smiley, moved up from Intermediate, scored a 477.5 (new judges from above) for sixth, missing Mark Micheli's 5th place score of 478.5 by one point! Mark is a bit inconsistent as well, only scoring 478 on his first flight! Fourth place was taken by Regionals newcomer Phil Juarez, with a 486.5. Phil says he'll definitely be back next year.

Expert PA had 20 entries, way up from 15 last year and 13 in 2001! All the "heavies" came out to play this time, with incredible airplanes! The appearance points looked like the first 3 rows at the Nats with only three planes below 15 appearance points! A lot of 17s, 18s and 19s. Paul Walker brought out the latest Mustang iteration with the Saito 72 four stroke and proceed to show that "lots of practice" pays off, with a blazing 580 point flight! Showing the caliber of competition, Dave Fitzgerald was second with 568.5, while Gordon Delaney was third with 566.5 and Brett Buck was fourth with 564.5. Chris Cox and Ted Fancher tied for fifth with 561.5 and Howard Rush was sixth with 555. Jim Aron was seventh with 543 and Bruce Perry was eighth with 542.5! In most any other venue, any one of these scores would have finished first!

The "skill seeding" seemed to be well placed, with only two Advanced flyers beating the scores of the 19th and 20th position Expert flyers. The best Intermediate score would have beaten ninth and 10th in Advanced — and only by a few points! Ya can't call 'em much closer than that!

A special mention for Gordon Delaney, for his

excellent "nearly scale" Kawasaki KI-61 Tony/Hien/Swallow, which not only was flown well, but won the pilots' Concours d'Elegance award. By dint of his placings in Expert and Classic, he also won the Regionals Stunt Champion award, beating Keith Varley by one point! The Stunt Champion award COULD be won by a first place finish in one event only, but the level of competition at the Regionals requires that the winner has to place in at least two of the three categories (OTS, Classic and PA).

A note on the judging: The judging in all classes was more consistent than it has ever been, with two judges rarely differing by 10 points in overall scores, and in some cases, scoring identical totals, even with different interpretations of individual maneuvers. This is truly World Class judging, and very serendipitous, considering that some of the judges were not finalized until Sunday morning! Super work, guys!

The recently liberated Alice Gardner did her usual great job at the official's table, setting up score sheets, flight orders and tallying scores — and giving hugs, as requested/required! Dave Gardner kinda hung around, settling arguments and putting out fires, then taking all the credit for an event well run! All in all, great contest, good venue, super help and the best competition this side of Muncie!

Regionals trophy sponsors

The fine trophies and prizes that help make the Regionals a special contest couldn't be offered without the support of many generous donors.

Eugene Toy & Hobby of Eugene, Ore., provides both outright donations of prizes and an unlimited purchase power for the contest at half-price.

Each year, modelers are offered the chance to sponsor trophies of their choice. Their names are on the trophy plaques.

Here are the sponsors for the 2003 Regionals. Trophies not listed did not have sponsors:

TROPHY	SPONSOR
Stunt champion	FAI 2003 Team
Concours D'Elegance	Dave Gardner
Carrier Champion	Eric Conley/NCS
Speed Champion	Don Chandler
Prec Aerobatics-Beg	Mark & Kathy Conner
Prec Aerobatics-Int	Mark & Kathy Conner
Prec Aerobatics-Adv	Mark & Kathy Conner
Prec Aerobatics-Exp	Mark & Kathy Conner
Classic Stunt	Dave Gardner

Mouse Race I -Jr/Sr	Don Chandler
AMA Goodyear	H&R
Rat Race	H&R
Best .15 Rat	H&R
Profile Carrier	Eric Conley/NCS
.15 Carrier	Eric Conley/NCS
Class I Carrier	Eric Conley/NCS
Class II Carrier	Eric Conley/NCS
Sport Scale	Hobby Center
1/2 A Speed	H&R
1/2 A Proto	Jerry Rocha
A Speed	H&R
B Speed	H&R
D Speed	H&R
FAI Speed	H&R
Jet Speed	Fred & Joyce Margarido
Formula 40	H&R
21 Sport Speed	H&R
21 Proto	H&R
NW Sport Jet Speed	H&R

VGMC Spring Thing

April 27, Richmond, B.C.

Results reported by Bruce Duncan

Here are the results of the Vancouver Gas Model Club "Spring Thing" at the Rice Mill Road flying site (Northwest standings points in parentheses).

Good weather, about 60 F and light winds.

FLYING CLOWN RACE (2 entries)

1. Mike Conner, Pitt Meadows, B.C. (2) 218 laps
2. Gerry Boyd, B.C. (1) 154

NORTHWEST SPORT RACE (6 entries)

1. Jim Booker, Arlington, Wash. (6) 9.07.06
2. Mel Lyne, Garibaldi Highlands, B.C. (5) 9.15.17
3. Henry Hadjik, New Wstmnstr, B.C. (4) 9.44.55
4. Marty Higgs, B.C. (3) DQ.
5. Mike Conner 5:53.53 heat
6. Dave McCheyne, B.C. dnf heat

BALLOON BURST (6 entries)

1. Mel Lyne 5 balloons
2. Dave McCheyne 4 balloons
3. Harold Youds 2 balloons
4. Mike Conner 1 balloon
5. Keith Varley, Vancouver, B.C. 0 balloons
6. Bruce Duncan withdrew



Randy Powell keeps coming out with beautiful, originally decorated, original-design planes. Here's his latest, seen at Stunt-a-thon. (FL photo)

Stunt-a-thon returns!

June 14-15, Tacoma, Wash.

The Puget Sound's annual celebration of aerobatics, the Jim Parsons Memorial Stunt-a-thon, was back on the schedule this year after one year of hiatus. It was well attended and well flown, despite some shifty winds. Here's a report from Contest Director Dave Gardner:

Saturday: Early cloudy, blowy wind, changing to clear overcast with mild erratic wind. 65°F Max. Saturday events were Old-Time, P-40 and Classic stunt.

Sunday: Partly cloudy, clear air, light variable winds, 75° F Max. Precision aerobatics all day long.

Overall: Excellent turnout, good flying, some ground 'smackers', but no serious crashes. Wind was weird!

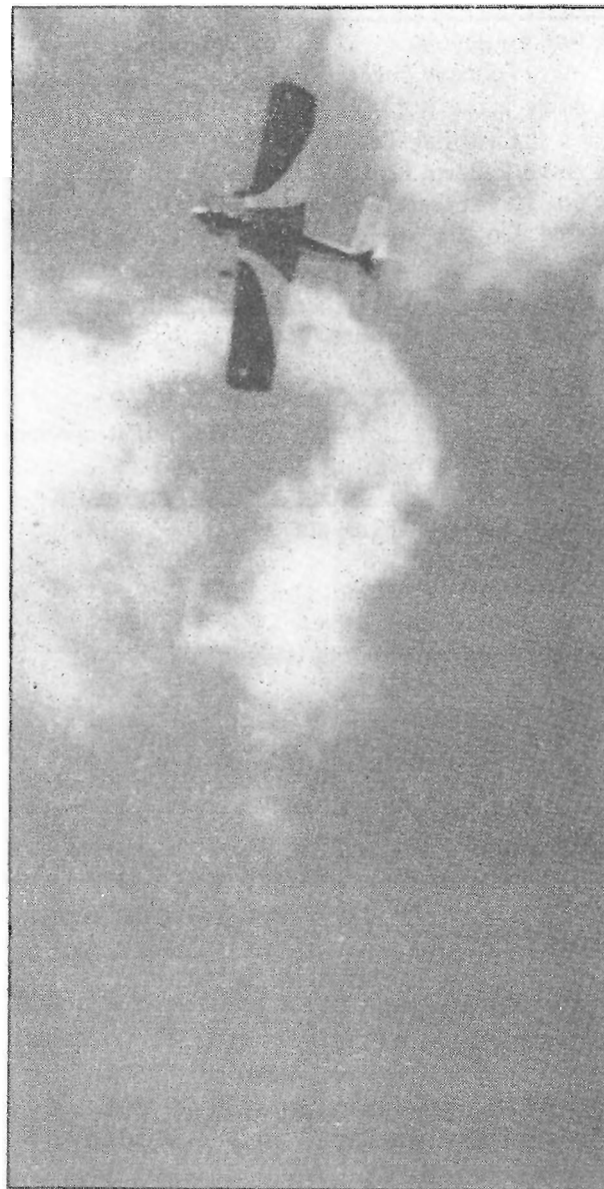
Pit Bosses, Steve Helmick, John Leidle
Tabulators, Ginny Emmett, Alice Gardner

Here are the results (Northwest standings points in parentheses). Plane/engine info provided where available.

OLD-TIME STUNT (6 entries)

1. Dan Rutherford, Bothell, Wash. (6) 297.5
2. Bob Emmett, Sequim, Wash. (5) 288
3. Keith Varley, Vancouver, B.C. (4) 271
4. Mike Conner, Pitt Meadows, B.C. (3) 259
5. Dave Gardner, Renton, Wash. 240.5
6. Mike Haverly, Auburn, Wash. 201.5

Judges: Bob Parker, Gary Letsinger



Paul Walker's Miss America is a fine sight in the air. It was in a class by itself at Stunt-a-thon. (FL photo)

CLASSIC STUNT (7 entries)

1. Don McClave, Portland, Ore. (7)
Oriental, Fox .35 545.5
2. Bruce Hunt, Salem, Ore., (6) Shark 529.5
3. Dan Rutherford (5), Oriental, Fox 35 527.5
4. Randy Powell, Port Orchard, Wash. (4) 518.0
5. John Thompson, Eugene, Ore.
Oriental, O.S. .35 468.5
6. Dave Pellerin, Kirkland, Wash.
Thunderbird 451
7. Bob Smiley, Kingston, Wash.
Tomahawk 385.5

Judges: Bob Parker, Gary Letsinger

P-40 STUNT (4 entries)

1. Bob Smiley (4)
Primary Force, OSLA25 464
2. Mike Haverly (3)
Cardinal, Tower .40 448.5
3. Dave Pellerin (2) Banshee 175
4. Thadd Faussett, Graham, Wash. (1)
Gotcha Streak 69.5

Judges: Bob Parker, Gary Letsinger

BEGINNER PRECISION AERO. (2 entries)

1. Chris Gomez, Auburn, Wash. (2)
Black Tiger 151.5
2. Thadd Faussett (1) Gotcha Streak 69.5

Judges: Paul Walker, Pat Johnston

ADVANCED PRECISION AERO. (7 entries)

1. Keith Varley (7) Impact 492
2. Mike Conner (6) 478.5
3. Dave Royer, Portland, Ore. (6)
Super Chief, Merco .61 471
4. Dave Gardner, Renton, Wash. (5)
Raptor, OSVF40 450.5
5. John Thompson
Light Wave, O.S. .40 446.5
6. Mike Haverly
Cardinal, Tower .40 444.5
7. Bob Smiley
Primary Force, OSLA25 438.5

Judges: Paul Walker, Pat Johnston

EXPERT PRECISION AEROBATICS (7 entries)

1. Pat Johnston, Meridian, Idaho (10.5)
Bearcat, Saito 56 515
2. Alan Resinger, B.C. (9)
Sukhoi (Beringer), Saito 56 506
3. Jerry Eichten, Dundee, Ore. (7.5) 504
4. Randy Powell (6) 502.5
5. Bruce Hunt, Impact 493.5
6. Dan Rutherford, Oriental, Fox .35 493
7. John Leidle, Kirkland, Wash., Junar 489.5

Judges: Bob Parker, Bob Emmett

MASTERS PRECISION AEROBATICS (1 entry)

1. Paul Walker, Kent, Wash. (12)
Mustang, Saito .72 578

Judges: Bob Parker, Bob Emmett

Dave Gardner, CD

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Flying Lines

Issue #191-192

Big Money Vintage Diesel Combat

Arlington, Wash., June 21 2003

By Mel Lyne

After 2-1/2 weeks of heat waves and drought, regular Northwest weather moved in to make the ground suitably soft and a tad soggy. Truly vintage diesel combat weather. Cool, too.

An amazingly keen band of workers including Contest Director Steve Helmick, Event Director Mel Lyne, judges, center marshals and score keepers/tabulators Larry Bell, Ralph Simonds, Norm McFadden, Jim Green and Travis Lyne, score runner Alex Simonds, and pull tester Chris Gomez pulled together to do an outstanding job running an exceptionally smooth contest. No real hassles — just a bit of rain. Okay, so it WAS torrential for about an hour around lunchtime!

But Paul Vallins from sponsoring company Cascade Aviation very generously brought in a load of Alfie's pizza and pop, and we all grazed quietly under the tarps while the rain came down. And then, almost miraculously, the rain let up and the contest continued with the weather ever-improving until we were in clear sunshine.

Round one got under way with Mike Rule taking on Paul Vallins in a very hot match with lots of streamer hits by both fliers, but only one cut in the 5 minutes. Those dreaded plastic streamers will only cut on the prop, and the rain ruled out the paper streamers. Mike narrowly lost on ground time, but a great match to start it off. John Thompson took on Bob Nelson in another close match. One cut each and ground time in John's favor for the win. John Morrow took on Robert Smith. Lots of following and near misses with Robert taking it 2 cuts to 1 and ground time. Paul Dranfield took on Milissa Huber with some wild action and then a solid midair which removed Paul's motor. Paul was a cut ahead but stuck on the ground, Milissa taking the win and Paul getting a "Welded" PAW doorstep!

Next was Dave Pellerin vs. Jeff Riechel. Just light drizzle for this match. Lots of following, cautious moves and staying away from the ground, both planes staying up for the full 5 minutes. Dave managed the only cut to take the win. Cuts were hard to get with the plastic streamers. Cayce Rule then took on Paul Dranfield. It was one cut

June-July 2003

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The enthusiastic fliers and contest officials gathered for a group photo at the Big Money Diesel Combat Contest in Arlington, Wash., on June 21. Winner was Bob Smith (holding trophy). (Larry Bell photo)

apiece but a line tangle with Paul going in. Too long on the ground for Paul, and Cayce took the win.

The rain stayed light for a while and some excellent matches were flown, although low on cuts but many streamer hits. Then the heavy rain started and round 3 was delayed while we all enjoyed a pizza feed lunch. With everyone well fed the rains let up and combat resumed. Some more quality matches with 5 minutes of continuous combat. After Milissa's first round win she hit some tough matches with losses to Robert Smith, Paul Vallins, and Bob Nelson. Cayce Rule was really rolling with 4 wins before losing to John Thompson. John was winning them all until a crazy match had him up with the wrong color streamer, then ground time problems, finally losing 2 cuts to one against Robert Smith. Robert was really hammering, winning convincingly in all 5 rounds, and Paul Vallins only took one loss, as did John Thompson and Cayce Rule. John Morrow, Dave Pellerin and Jeff Riechel flew well in some very entertaining matches but just came up a tad short.

Paul Dranfield, Mike Rule, Bob Nelson and Milissa Huber all flew hard, but again were just a bit short on points.

Midway through round 4 the sun blessed us and things dried out, so we went to paper streamers for round 5 and the finals, and the cut count immediately went up. At the end of 5 rounds we had John Thompson, Cayce Rule, Paul Vallins and Robert

Smith as the semifinalists.

First semi had John vs. Paul in a potentially hot match, with Paul getting an early cut. But then a midair and John's Warlord had the tank opened up which kept him down, giving the win to Paul.

The second semi had Cayce vs. Robert. Lots of action, Cayce with a cut, but then a midair putting Cayce on the ground with half a plane. Robert got up and Cayce tried the half wing launch, but it spun in on him, Robert taking the win on ground time.

Third and fourth had John vs. Cayce. Both were charging, and the \$100 prize difference had them pumped! A great match with lots of exchanges and cuts, and only a little ground time. When the dust settled (it really had dried out!) John had it 3 cuts to 1 in a highly entertaining match with almost 5 full minutes of combat.

And then the final, Robert vs. Paul. They were both up right away, dead even in speed, several exchanges and a double kill! They flew out the 5 minutes for a tie, one cut each. So a re-fly. Both were up early again and lots of following, fakes, avoidance and tricky moves. They exchanged cuts, then Paul slowed a tad, a bit over-compressed. Robert saw his chance and in the exchange took 3 cuts. He held Paul off until the 5 minute horn for the win. A great final match.

First through fourth place took home cash plus a first place trophy. Fifth place had lines,

prop and plans. Best crash trophy, lines, prop and plan went to Mike Rule for exceptional "rekitting" in one match. And the "Toughest Luck" trophy, lines, prop and plan went to Jeff Riechel who came very close to winning several matches but just came up short. All the officials, workers and fliers' names went into a draw for the "Pot" of money. Maria Huber drew Chris Gomez, our hard-working pull tester.

Paul Vallins very generously donated his cash winnings to Childrens Orthopedic Hospital of Seattle.

Thanks again to all the helpers and workers, and for the use of Robert Smith's trailer, and to the major sponsor Cascade Aviation. Merchandise prizes were also donated by Mel Lyne.

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

1. Robert Smith, Roy, Wash. (11) 7-0-1
2. Paul Vallins, Lynnwood, Wash. (10) 5-2-1
3. John Thompson, Eugene, Ore. (9) 5-2
4. Cayce Rule, Black Diamond, Wash. (8) 4-3
5. Paul Dranfield, Mission, B.C. 3-2

Next D/Bat is "Open Diesel Combat" July 12 at Arlington during the "Air Show" weekend. See you all there.

The Scoreboard

Northwest control-line
competition standings.

Points begin piling up

The contest season got into full swing with the Northwest Regionals over Memorial Day Weekend, followed by the Stunt-a-Thon, the Big Money Dbat contest and more coming thick and fast through the summer. Standings were established for the season in nearly every CL event.

A few notes on standings points: Not every flier in a contest gets standings points; only those residing in the Northwest (AMA Dist. XI and British Columbia) receive points. Therefore, if

there are events where no Northwest fliers placed, there will not be standings — or there may be only one or two fliers scoring points despite several entries in the competition.

There's often a twist to the month's standings. In this month's activity, a separate "Masters" stunt class was created at Stunt-a-thon, with only Paul Walker flying in that class. For standings purposes, his score was counted as part of the expert class. The fine print at the end of this column explains the standings system.

See the contest reports in this issue for details, which show how many points were scored by each flier in each event.

Contests counted to date: March 29, Arlington, Wash.; April 12, Arlington; May 23-25, Albany, Ore.; June 14-15, Tacoma, Wash.; June 21, Arlington, Wash.

Following are standings for updated events:

2003 STANDINGS

PRECISION AEROBATICS

- | | |
|----------------------------------|------|
| 1. Paul Walker, Kent, Wash. | 42 |
| 2. Keith Varley, Vancouver, B.C. | 19 |
| 3. Dave Royer, Portland, Ore. | 17 |
| 4. Pat Johnston, Meridian, Idaho | 10.5 |
| 5. Alan Resinger, B.C. | 9 |

CLASSIC STUNT

- | | |
|--------------------------------------|----|
| 1. Don McClave, Portland, Ore. | 20 |
| 2. Bruce Hunt, Salem, Ore. | 6 |
| 3. Dan Rutherford, Bothell, Wash. | 5 |
| 4. Randy Powell, Port Orchard, Wash. | 4 |

OLD-TIME STUNT

- | | |
|-----------------------------------|----|
| 1. Dan Rutherford | 19 |
| 2. Keith Varley | 14 |
| Mike Corner, Pitt Meadows, B.C. | 14 |
| 4. Roy DeCamara, Vancouver, Wash. | 9 |
| 5. Bob Emmett, Sequim, Wash. | 5 |

P-40 STUNT

- | | |
|-----------------------------------|---|
| 1. Bob Smiley, Kingston, Wash. | 4 |
| 2. Mike Haverly, Auburn, Wash. | 3 |
| 3. Dave Pellerin, Kirkland, Wash. | 2 |
| 4. Thadd Faussett, Graham, Wash. | 1 |

OVERALL STUNT

- | | |
|-------------------|----|
| 1. Paul Walker | 42 |
| 2. Keith Varley | 33 |
| 3. Dan Rutherford | 23 |
| 4. Mike Conner | 20 |
| Don McClave | 20 |
| 6. Dave Royer | 17 |

- 7. Pat Johnston 10.5
- 8. Randy Powell 10
- 9. Alan Resinger 9
- Roy DeCamara 9

NOSTALGIA DIESEL COMBAT

- 1. Bob Smith, Roy, Wash. 22.5
- 2. Cayce Rule, Black Diamond, Wash. 15
- 3. John Thompson, Eugene, Ore. 14
- 4. Paul Vallins, Bothell, Wash. 10
- 5. Milissa Huber, Stanwood, Wash. 9.5

80 MPH COMBAT

- 1. Mel Lyne, Garibaldi Highlands, B.C. 12
- 2. Mike Rule, Black Diamond, Wash. 11
- 3. Tony Huber, Renton, Wash. 10
- 4. Burt Brokaw, Pullman, Wash. 9

1/2-A COMBAT

- 1. Jeff Rein, Bothell, Wash. 5
- 2. Cayce Rule 4
- 3. Bob Smith 3
- 4. Mel Lyne 2

OVERALL COMBAT

- 1. Bob Smith 25.5
- 2. Mel Lyne 22
- 3. Cayce Rule 19
- 4. Milissa Huber 17.5
- 5. Paul Dranfield, Mission, B.C. 15.5
- 6. John Thompson 14
- 7. Mike Rule 11
- 8. Tony Huber 10
- Paul Vallins 10
- 10. John Morrow, Bellevue, Wash. 9

NAVY CARRIER CLASS I

- 1. Shawn Parker, Seattle, Wash. 4
- 2. Mike Potter, Auburn, Wash. 3

PROFILE CARRIER

- 1. Mike Potter 9
- 2. Shawn Parker 8
- 3. James Cox 7

.15 CARRIER

- 1. Shawn Parker 8
- 2. Mike Potter 7
- 3. James Cox 5

OVERALL CARRIER

- 1. Shawn Parker 20
- 2. Mike Potter 19
- 3. James Cox 12

MOUSE RACE CLASS I

- 1. Mac Ryan, Pasco, Wash. 8
- 2. Maria Huber, Stanwood, Wash. 2
- 3. Milissa Huber, Stanwood, Wash. 1

MOUSE RACE CLASS II

- 1. S&S Racing Team, Seattle, Wash. 4

AMA GOODYEAR

- 1. Todd Ryan, Pasco, Wash. 4

FLYING CLOWN RACE

- 1. Mac Ryan 10
- 2. Todd Ryan 4.5
- S&S Racing Team 4.5
- 4. Mike Conner 2
- 5. Gerry Boyd, B.C. 1

NORTHWEST SPORT RACE

- 1. Mel Lyne 11
- 2. S&S Racing Team 8
- 3. Todd Ryan 7
- 4. Jim Booker, Arlington, Wash. 6
- 5. Henry Hajdik, New Westminster, B.C. 4

NORTHWEST SUPER SPORT RACE

- 1. Todd Ryan 4
- 2. Nitroholics Racing Team, Oregon 3
- 3. Dave Shrum, Roseburg, Ore. 2
- 4. S&S Racing Team 1

QUICKIE RAT RACE

- 1. S&S Racing Team 5
- 2. Nitroholics Racing Team 4

OVERALL RACING

- 1. Todd Ryan 27.5
- 2. S&S Racing Team 22.5
- 3. Mel Lyne 14
- 4. Mac Ryan 10
- 5. Nitroholics Racing Team 7
- 6. Jim Booker 6
- 7. Henry Hajdik 4
- 8. Milissa Huber 3
- Marty Higgs, B.C. 3
- 10. Mike Conner 2
- Dave Shrum 2
- Maria Huber 2

SPEED (All classes combined)

- 1. Loren Howard, Vancouver, Wash. 11
- 2. Ken Kortness, Spokane, Wash. 10
- 3. Mike Hazel, Salem, Ore. 7
- 4. Ron Salo, Surrey, B.C. 5.5
- 5. Chuck Schuette, Vancouver, Wash. 4
- Jim Booker 4
- S&S Racing Team 4

SCALE (All classes combined)

- 1. Mike Potter 3
- 2. James Cox 1

TOP JUNIOR/SENIOR CONTESTANTS

- 1. Milissa Huber 20.5
- 2. Cayce Rule 20
- 3. Maria Huber 2

Flying Lines keeps track of standings in all AMA rulebook and Northwest official events, in all Northwest

sanctioned contests.

Your FL editors do their best to keep up with the results, but contest directors can help keep the standings up to date by making sure to send the results to FL immediately after the contest. If you spot errors, please let us know.

Results must include the placing in each event through fourth place and the report also must list the number of contestants in the event, in order for the point standings to be counted accurately.

Also, please include in your report the hometown of the contestants, and note which contestants are juniors. Only Northwest residents are counted in the standings (AMA Dist. XI and British Columbia). The score of each contestant also should be listed for general reporting purposes and for checking against the Northwest records.

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

Special notes: Precision aerobatics expert fliers' scores are multiplied by a factor of 1.5. When an individual is allowed more than one entry in a single event, only the highest-placing score shall be counted. Events run by nonstandard rules will be counted only in the overall standings for the category.

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.

Palmer Cup Standings

Classic Stunt fliers in Northwest contests compete for the annual Palmer Cup, a perpetual trophy awarded to the top Classic flier in three Northwest meets.

Here are the top fliers in the Palmer Cup standings after the first two contests, the Regionals and the Stunt-a-thon:

1. Don McClave	15 points
2. Gordon Delaney	10
3. Ted Fancher	7
Bruce Hunt	7
5. Dan Rutherford	6
6. Phil Granderson	3
Randy Powell	3
8. John Thompson	1

The final event in the Palmer Cup competition will be the Raider Roundup in September.

Total points for the three contests determine the winner. Points are awarded in each competition to the top five entrants, as follows: 1st - 10 points, 2nd - 7, 3rd - 5, 4th - 3, 5th - 1.

Combat Cornucopia

Combat news
and views by
Mel Lyne

Regionals combat A play-by-play

Vintage Diesel Combat

The weather was great. Warm and sunny. The field was nicely manicured by Steve Helmick and John Thompson (... said he chopped up a large snake with the mower!). And a keen band of diesel combateers assembled in the boonies at the south end of the airport. The only suitable turf at the airport has kept combat a long way from the other events for two years now. Maybe a closer site can be leveled for 2004. Honestly — combat fliers don't smell THAT bad, even if it is diesels. There were a few "Leper Colony" jokes about our location, but we are now fully rehabilitated and ready for reintegration into the mainstream modelers' fraternity, with precision aerobatics fliers even!

Judges Steve Helmick and Bill Ledden did a great job with the scoring, with Mel Lyne keeping things going. We even finished at a decent hour!

Round 1 got going with a Robert Smith vs. John Thompson match that started well but ended when Robert jumped the horn on a relaunch, resulting in a forfeit and a win for John. Milissa Huber took on Cayce Rule in a classic rematch (about their 15th go at it), and the girls prevailed with Milissa taking it with 1 cut and small ground time compared to Cayce's 2 cuts but very large ground time deficit. Mike Rule took on Tony Huber in a match with lots of action. One cut each, but too much ground time for Mike gave Tony the win.

We had Regionals "celebrities" Craig Bartlett (Contest Director) and John Thompson (Racing Director) taking part in D/Bat as their schedules permitted. Using a "rounds" system makes this possible with "catch-up" matches through the day.

Dave Baxter took on John in a close match with Dave using low inverted flying repeatedly. It was one cut each and John with less ground time

to take the win. Next came Craig's first combat appearance since the days of Moses! It was against Mike Rule, and the combat gods smiled on Craig, giving Mike all kinds of technical problems. Craig took a lucky win.

The rounds continued on and several pilots were flying very consistently. Milissa Huber ran up 3 wins (including a trouncing of John) before she had a pair of losses against her uncle Tony and Dave Baxter. Milissa's dad, Bob, handled the pitting for her, Tony, and a few others. Cayce Rule started slow with 2 losses, but then found the groove and took 3 wins against Tony, Dave, and dad Mike. First-time D/Batter John Thompson was really in the "zone," taking 4 wins in his 5 matches. And Robert Smith just kept flying better with some convincing wins and smart flying staying out of the dirt and taking his time. A number of fliers took all the streamer in one go and then had to "hide" for the rest of the match. Very difficult to do, but it sure pushes you to crank up your evasive flying skills.

Mike Rule was having tough luck in his matches. He was getting cuts but was spending way too much time on the ground. I think Cayce was getting the best equipment. (He'd better have something nice for dad on Father's Day!)

Dave Baxter took on Robert Smith in a bit of a wild match. It was one cut apiece with a minute or so left and Dave was exploiting his inverted evasive flying with a Turncoat when just as he came over the top to chase Robert, Robert decided to go over the top to chase Dave. The Turncoat was neatly sliced in half right down the middle with only minor damage to Robert's Warlord. In fact the motor didn't miss a beat. Dave qualified for "Best Crash," and Robert took the win. Robert then very sportingly loaned Dave a Warlord for his next 2 matches.

Next came a classic match we really wanted to see, Craig vs John. It was a pretty decent show with John getting one cut up, then a mid air, and then Craig's Warlord quickly taped up and re-launched. John took it with a cut and less ground time.

At the end of 5 rounds we had 4 fliers out front and Tony Huber a round behind with a chance to make the finals. We were attempting to line up a match for Tony, but he very graciously offered to forego it and let the 4 finalists fly off. What a guy!

First semi had Robert vs. "Killer Milissa."

Now some guys were having trouble flying against someone as cute as Milissa, but Robert was really pumped for this one. Milissa took one cut, then another, was down briefly, then up again. But then Robert found the range and took 2 quick cuts. Milissa got another, then Robert took 2 more! A real cut-fest! When it was over Robert had it 4 cuts to 3 with a little ground time for Milissa. A real crowd-pleaser. So Robert was into the final.

The next semi was Cayce vs John. This had the makings of a barn-burner. They were both up in the one minute starting time. A brief lull sizing each other up, then it was "go for the guns!!" Dangerously close action and one complete streamer was off. Then John was down briefly in a tangle. Then more tight chasing and the second complete streamer floated down. End of combat. At the curfew it was one cut each and ground time for John giving Cayce the win. The classic mistake of getting too close and taking the whole streamer in one go.

So it was Killer Milissa vs John for 3rd and 4th. Another potentially awesome match. Fast action right away. One cut to Milissa, one to John, then another to Milissa. Then a midair and John was down for good. Milissa took the win. She doesn't look like a tough match but just ask anyone who has flown her. She is good. John found this out twice!

The final for all the marbles (and bragging rights too!): Cayce "I'm gonna clean yer clock" Rule vs. Robert "Cool Hand" Smith. They had flown each other before and knew what to expect. Did either of them have any new surprise moves? They were both up early and into the chase. Robert took 2 cuts and Cayce countered with one. Then a tangle and Cayce was down well into the match. Cayce got up again, but without a wrist strap — meaning an automatic forfeit. It's easy to forget in the heat of combat, but it's a mandatory safety requirement. A tough break, but a lesson learned.

So Robert Smith is the new "King of Vintage D/Bat." Well done Robert. You flew very consistently.

Thanks again to Steve Helmick and Bill Ledden for a super judging job.

Next D/Bat is the Big Money Vintage Diesel Combat at Arlington, Wash., June 21. See you all there!

(See results in Regionals report elsewhere in this issue.)

Robert Smith's winning plane: Vernon Hunt

Warlord, built by Mel Lyne from plans. Balsa-Cedar-plywood-maple construction. Econokote covering. 16.0 ounces. 32 1/2" span. PAW .15 BR motor. Kavan 8 x 6 prop. "Superline" .015" x 52'-3" lines. Mejzlik handle. Perfect small line connectors. Red Max diesel fuel.

80mph Combat

It was double elimination and 12 fliers with Jeffrey Rein running the show in cloudy conditions.

Jeffrey's first match gave him technical problems, resulting in a loss.

Milissa Huber also had technical problems in her first match and took a loss. Mel Lyne was drawn against Gary Harris, but Gary had technical problems and took a loss.

Tony Huber was flying well and made it through to the finals.

Cayce and Mike Rule were flying an interesting new plane. A Nova-Rossi .21 in a flat air-foil foamie, with the engine doing about 25,000 rpm. They were quite effective although a tad wobbly in the wind.

In the second round Jeffrey took on Mel in a barn-burner. All out chasing with pit stops in the match. At the curfew Mel just had it with a cut but no kill. Burt Brokaw from Pullman, Wash., was flying well. He and Mel had a great match with Burt very gentlemanly finding Mel's lost glasses in the grass. Great sportsmanship. Burt hit Mel's streamer a few times but couldn't get the winning cut.

The final was Mike Rule vs. Mel Lyne. The first match was a disaster with a forgotten streamer then a broken model. So a re-fly was agreed to and the crowd got a real barn-burner. Mike and Mel followed each other all over the sky, trading cuts. With black and orange streamers trailing from leading edge cuts on both planes there was still some streamer left. Mike missed Mel's knot leaving 15" of streamer. Then Mel got in really close and took Mike's knot for the win. Really good combat and a great show for the spectators.

(See results in Regionals report elsewhere in this issue.)

Mel's winning plane: Kamikaze Warrior. 48" span foamie using Gotcha 400 wings. Arrow shaft boom, wood mounts, FasCal covering, 23 ounces. Fox Mk IV iron piston Combat Special with venturi restrictor. 8-3/4x6 Taipan prop, 15% nitro/28% castor oil fuel. Mejzlik handle, Lone

Star brown .018" lines, Mel Lyne "wand" return-spring type leadout bridle-operating flyaway shutoff.

1/2A Combat

Double elimination and just five fliers. Four used Fora motors. Mel Lyne used Tee Dees. The performance level of the large Fora-powered planes on 42-foot lines has to be seen to be appreciated. It is very fast action.

Jeffrey Rein took on Robert Smith but Robert got the kill. This would be Jeffrey's only loss.

Mel took on Cayce Rule in one match, then a rematch ending in a cutaway giving Cayce the win.

Mike Rule's luck was not running well with engines coming off and other technical problems.

Mike and Cayce used an interesting very high aspect ratio foam model. The Flying Yardstick. It got the job done when the motor mount held. A bit larger mount should fix the problem.

Robert Smith used Fora motors in Yuvenko Barracuda planes. Jeffrey Rein had Foras in a new Russian-style foamie that he builds. Mel Lyne used Tee Dees in smaller rather dated foamie Lyne Cutters.

When the dust settled Jeffrey Rein had won 1/2A again. A repeat from last year.

(See results in Regionals report elsewhere in this issue.)

Sign up a friend!

Help your flying buddies keep in touch with the Northwest's CL flying activities. Clip or copy this form and have them fill it out and mail it in!

Flying Lines subscription form

Name _____

Address _____

Send \$14 (\$15 in Canada) U.S. to *Flying Lines*, 2456 Quince St., Eugene, Ore., for a nine-issue subscription to the independent newsletter of Northwest control-line model aviation.

NW REGIONALS COMPETITION RECORDS

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

1/2 A SPEED	143.89	JERRY ROCHA	2002
A SPEED	186.07	JERRY ROCHA	2002
B SPEED	161.37	KEN KORTNESS	2002
D SPEED	170.31	KEN KORTNESS	2002
JET SPEED	168.62	LOREN HOWARD	2003
FORMULA 40	159.58	KEN KORTNESS	2002
21 SPORT SPEED	151.84	LOREN HOWARD	2001
FAI SPEED	177.97	TOM BROWN	2002
1/2 A PROF. PROTO	113.3	JERRY ROCHA	2002
21 PROTO SPEED	133.03	CHRIS SACKETT	1997
SPORT JET SPEED	151.97	DICK SALTER	1998

(RACING RECORDS REFLECT ONLY FINALS)

MOUSE RACE I	4:34.59	PAUL GIBEAULT	1992
MOUSE RACE II	6:10.95	DOUG MAYER	2002
AMA GOODYEAR	5:47.01	LES AKRE	1999
NW GOODYEAR	7:40.05	VIC GARNER	2001
SLOW RAT RACE	5:38.67	BILL CAVE	2000
RAT RACE	4:45.5	BOB FOGG	2002
NW SPORT RACE	8:06.59	BUSH-PERSSON TEAM	2003
NW SUPER SPORT	6:38	TODD RYAN	2000
NW FLYING CLOWN	307	MAC RYAN	2003
QUICKIE RAT RACE	6:19.7	JIM HOLLAND	2002
B TEAM RACE	4:35 ???	BOB WHITNEY	2000
CLASS I CARRIER	434.56	JIM SCHNEIDER	2003
CLASS II CARRIER	439.68	JIM SCHNEIDER	2003
PROFILE CARRIER	372.27	JIM SCHNEIDER	2003
.15 CARRIER	244.8	TODD RYAN	2001

Ten rules for living (and CL modeling)

1. People are illogical, unreasonable, and self-centered. Love them anyway.
2. If you do good, people will accuse you of selfish ulterior motives. Do good anyway.
3. If you are successful, you win false friends and true enemies. Succeed anyway.
4. The good you do today will be forgotten tomorrow. Do good anyway.
5. Honesty and frankness make you vulnerable. Be honest and frank anyway.
6. The biggest men and women with the big-

gest ideas can be shot down by the smallest men and women with the smallest minds. Think big anyway.

7. People favor underdogs but follow only top dogs. Fight for a few underdogs anyway.

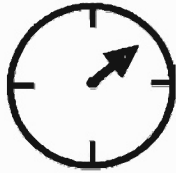
8. What you spend years building may be destroyed overnight. Build anyway.

9. People really need help but may attack you if you do help them. Help people anyway.

10. Give the world the best you have and you'll get kicked in the teeth.

Give the world the best you have anyway.

— Kent Keith



Northwest Competition Records

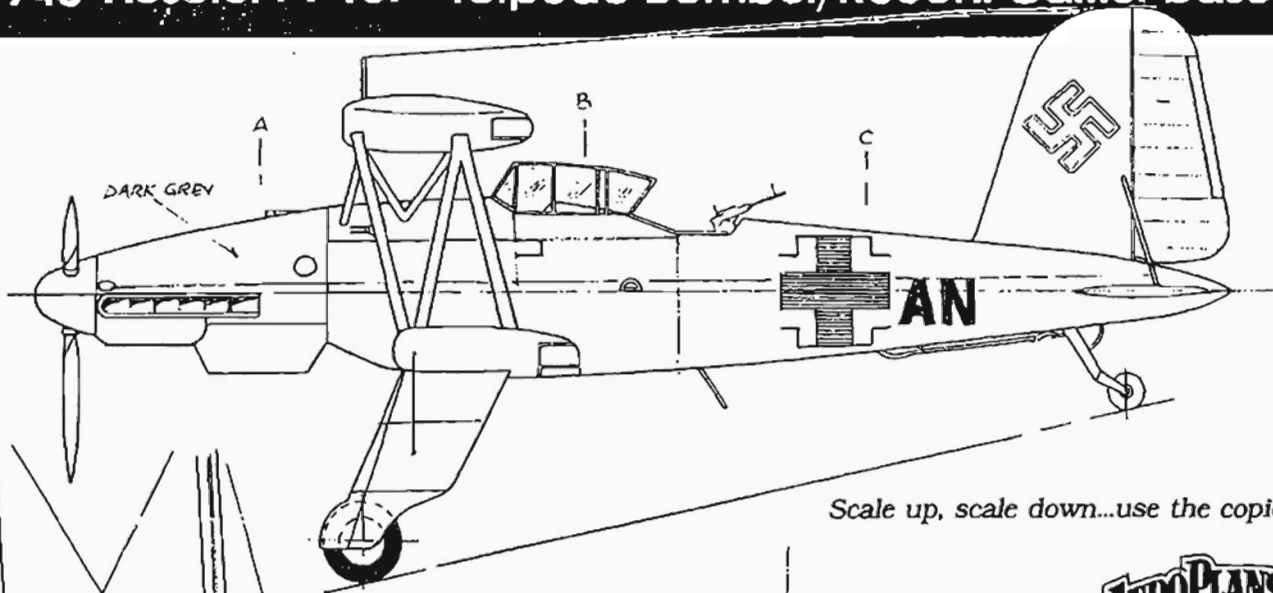
Best performances established between Northwest CL modelers in sanctioned competition

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	168.62	Loren Howard	5/23/03	Albany, 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	5.51	Todd Ryan	5-25-03	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	330.17	Mike Potter	5-23-03	Albany, 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 6/30/03

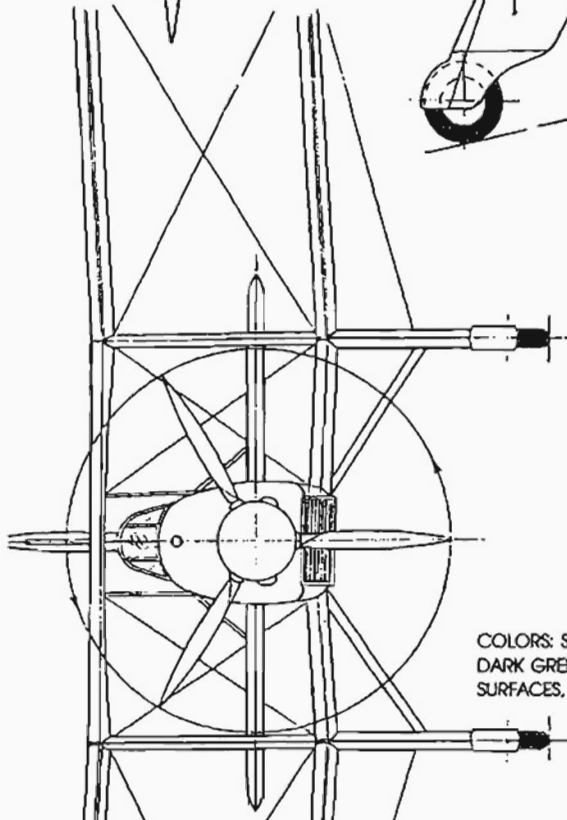
Updated records in boldface

1940 Fieseler Fi 167 - Torpedo Bomber/Recon. Carrier based

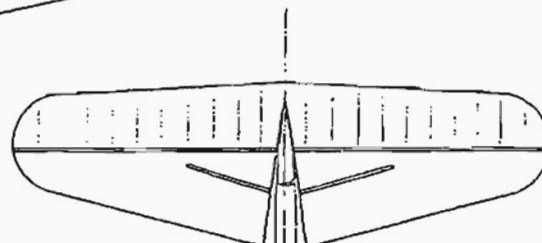


Scale up, scale down...use the copier!

AEROPLANS



COLORS: SEA CAMOUFLAGE,
DARK GREENISH GREY UPPER
SURFACES, LIGHT SEA GREY UNDER.



POWER PLANT: One Daimler-Benz DB 601B liquid-cooled inline motor, maximum level power, 1,175 hp; cruising rating, 1,000 hp at 2,400 rpm at 14,760 ft.; take-off, 1,175 hp at 2,500 rpm at sea level.

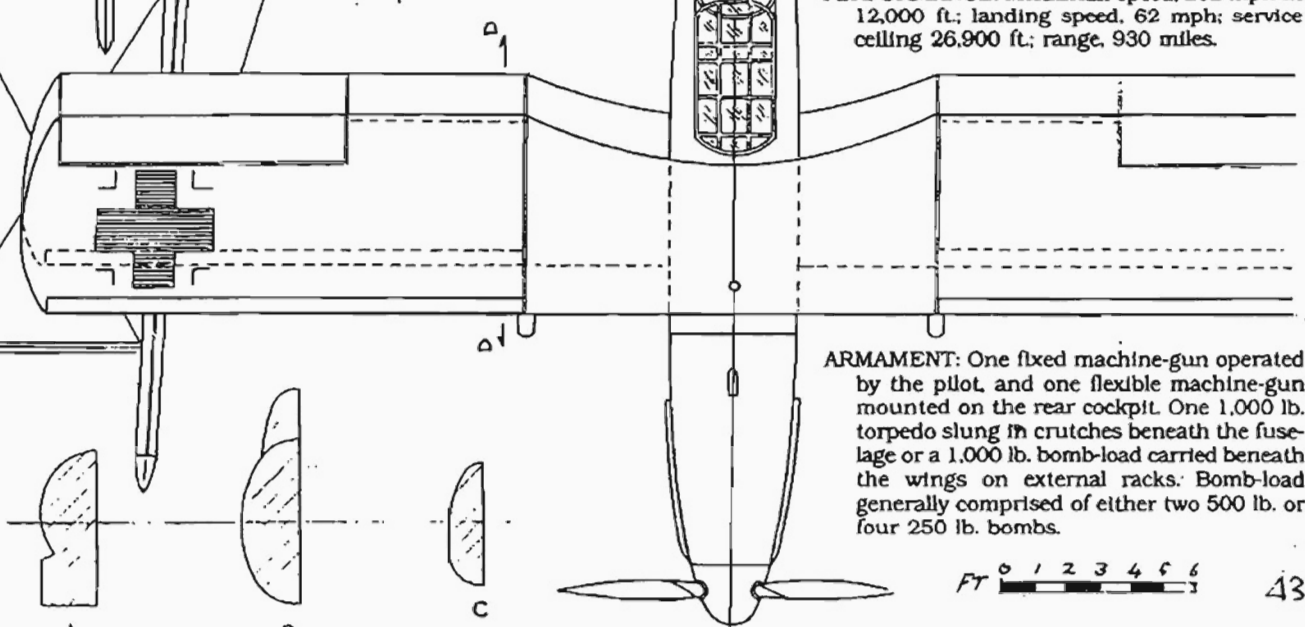
CONSTRUCTION: Wings—All-metal structure with upper wing in three sections and lower wing in four sections. Automatic leading-edge slots on upper and lower wings and slotted chamber-changing flaps on lower wings. Fuselage—Oval all-metal monocoque structure with stressed-skin covering.

DIMENSIONS: Span, 44'3 1/2". Length, 37'5". Height, 14'6".

AREAS: Wings, 489.8 sq. ft.

WEIGHTS: Empty, 6,170 lbs. Gross, 9,920 lbs.

PERFORMANCE: Maximum speed, 202 mph at 12,000 ft.; landing speed, 62 mph; service ceiling 26,900 ft.; range, 930 miles.



ARMAMENT: One fixed machine-gun operated by the pilot, and one flexible machine-gun mounted on the rear cockpit. One 1,000 lb. torpedo slung in crutches beneath the fuselage or a 1,000 lb. bomb-load carried beneath the wings on external racks. Bomb-load generally comprised of either two 500 lb. or four 250 lb. bombs.

FT 0 1 2 3 4 5 6

NORTHWEST CARRIER NEWS

ALBANY REGIONALS

This years Regionals brought a few new faces to the carrier deck. Rich Salter and Dave Shrum both brought out some profile carrier planes that had been hanging on the wall too long and gave them a go. After a few engine problems both aviators were able to get in an official flight and get on the deck.

Dave Shrum and Allen Hoffman both fielded a couple of 15 class models but had engine trouble and were forced to ditch at sea and didn't get a score! Darrell Rupnow and his Crewchief (wife Marilyn) came down from Orting, Wa. With an almost new MO-1 powered by a new reverse rotation bar stock Jett 30. This was Darrell's first MO-1 with a slider and he managed to keep it under control for an official flight complete with a 100-point landing! Needless to say he was one happy member of the Tailhook club.

Jim Schneider and Don Chandler came up from Ca. to compete in all classes. Jim put in some very impressive flights as usual to take 1st place in three classes, leaving only 15 class for Shawn Parker and myself to scrap over. I managed to come out on top by only 3 points when all the dust settled.

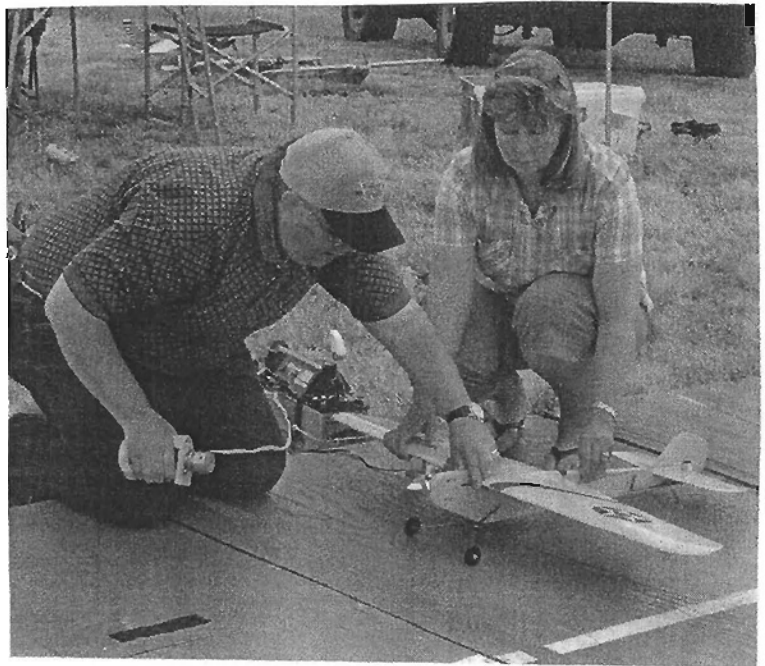
From the frozen north Mike Conner and James Cox ventured south and gave us Yanks a run. Mike flew his tried and true Sterling Hellcat in profile and set a new Canadian record only to be bettered the next day by James Cox with a MO-1 using Mike's engine he had borrowed!

Shawn Parker and myself were the event directors again this year and flew most classes too! We were very busy with over 75 flights logged by the ten contestants.

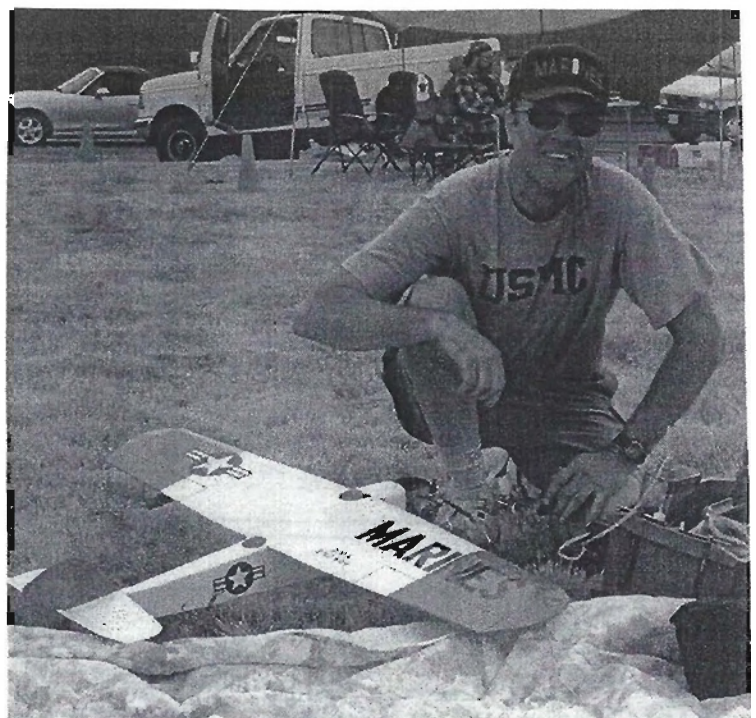
Dave Scrum who raked a huge pile of grass the day before the contest in a valiant effort to get the cut grass under control handled Field duties. I would have hated to see what it looked like before Dave raked! Thanks a heap Dave! (Pun intended)

We all had fun in the sun, wind and almost rain and hope to see all you expert and not so experts in Tacoma on August 23rd for Tailhook 2003.

Mike Potter



Marilyn holds Darrell's MO-1

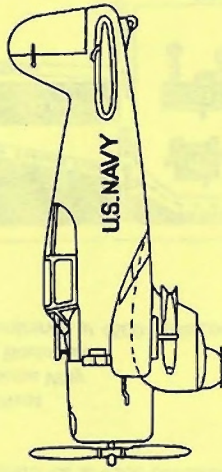
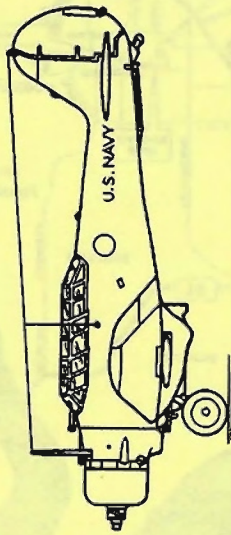


Smilin Jim Schneider who claims to have some connection with the U.S. Marine Corps in a past life

TAILHOOK 2003

Junior, Senior, Open and Combined Events

15, Profile, Class 1&2 Combined + Golden Age Bi-Plane & Nostalgia



***** Where *****

**4500 Steilacoom Blvd.
Lakewood, WA**

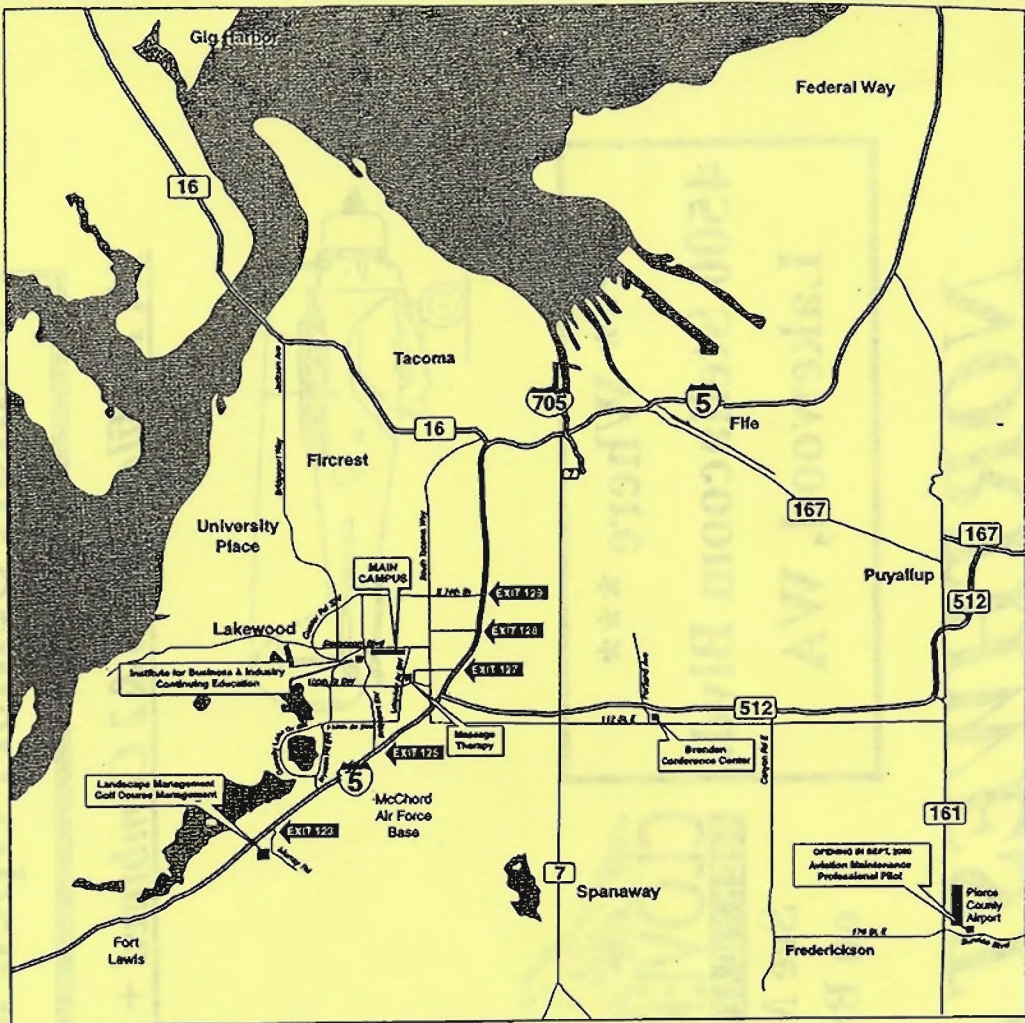


See Map
on Back

***** When *****

**Saturday - August 23rd
10am to 5pm**

NORTHWEST SKYRAIDERS



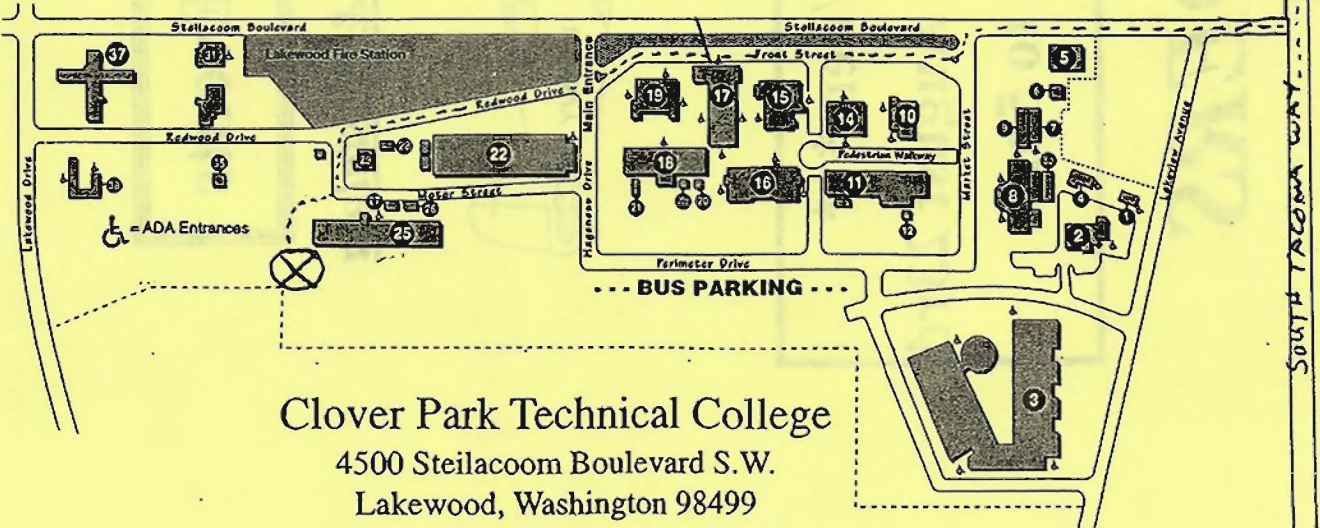
Clover Park Technical College – Main Campus

Traveling South on I-5
 Take Exit 129 for 72nd Street and 84th Street
 Follow the signs for 84th Street
 Turn Left at the stoplight onto Tacoma Mall Boulevard
 Turn Right onto 84th Street
 Turn Left onto South Tacoma Way
 Turn Right onto Steilacoom Boulevard
 Turn Left into the college entrance at 4500 Steilacoom Boulevard

Traveling North on I-5
 Take Exit 127 for SR 512 West
 Turn Right onto South Tacoma Way
 Turn Left onto Steilacoom Boulevard
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4500 STEILACOOM BOULEVARD S.W.
 LAKEWOOD, WASHINGTON 98499
www.cptc.ctc.edu



Clover Park Technical College
 4500 Steilacoom Boulevard S.W.
 Lakewood, Washington 98499

Bladder Grabber XXV9

Triple elimination fast combat tournament

August 1-3, 2003

Harvey field, Snohomish, Washington

Prizes include:

\$15,000 worth of home theater components
donated by
Bob Carver
\$1,000 cash, pending entry level

Friday: full double elimination 1/2a combat
Saturday and Sunday: triple elimination fast combat

Entry fee: 1/2a \$20, Fast \$50
Pilots' meeting 9:00, flying begins at 9:30

No motor running before 8:00 am

Contact: Jeffrey Rein, contest director
14326 102nd Ave N.E., Bothell WA 98011
(425) 823-6053

The Western Oregon Control-Line Flyers cordially invite
you to the 17th annual ...

Fall Follies

At Bill Riegel Field in Salem, Oregon

Oct. 11-12, 2003

Two days of control-line competition!

On Saturday ...

- Northwest Sport Race
- Northwest Super Sport Race
 - Flying Clown Race
 - Classic Stunt
 - P-40 Stunt

On Sunday ...

- Precision Aerobatics
in four PAMPA classes

The details ...

Prizes: Trophy certificates

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

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

Complimentary barbecue lunch on Sunday for participants!

Contest Director: John Thompson, 2456 Quince St., Eugene, OR
97404, (541) 689-5553, JohnT4051@aol.com

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

Jim Walker Memorial C/L Contest

August 30 & 31st, 2003

(Labor Day weekend)

AMA sanction # 03-1631

Hosted by: The NW Fireballs

E. Delta Park, Portland, OR

Sat.....9:30 am start, entry \$10 first event

\$5 next

\$20 Max.

1/2a combat (42' lines & starters OK)

Old Time Stunt

Clown Race

Classic Stunt

Sun.....9:30 am start

NW 80 mph combat (shut-offs)

PA.....Expert, Adv, Int. & Beg.

CD.....Gary Harris 503-324-3450

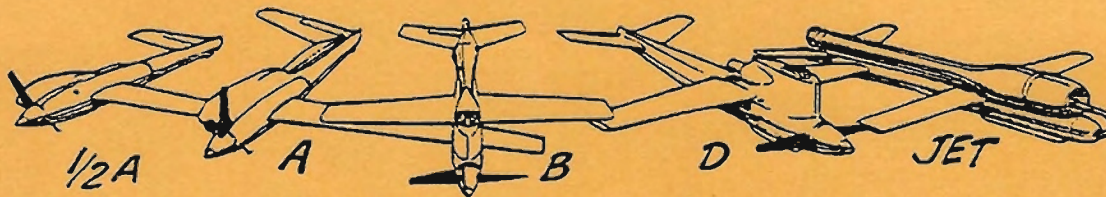
e-mail.....Slowcombat@att.net

Motels close by

Bar-B-Que

Prizes, awards and stuff





OREGON CONTROL LINE SPEED CHAMPIONSHIPS

SEPTEMBER 6 & 7, 2003
SALEM, OREGON

Contest features all A.M.A. CL speed classes, plus F2A & NW Sport Jet

Trophies thru second place awarded in each class.

Site: Bill Riegel Model Airpark at the Salem Airport

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

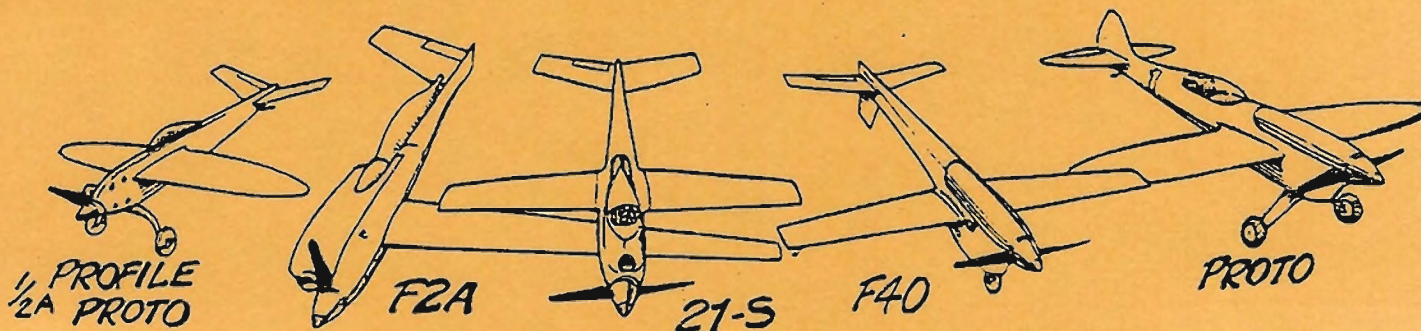
A.M.A. "AA" sanction #03-0826

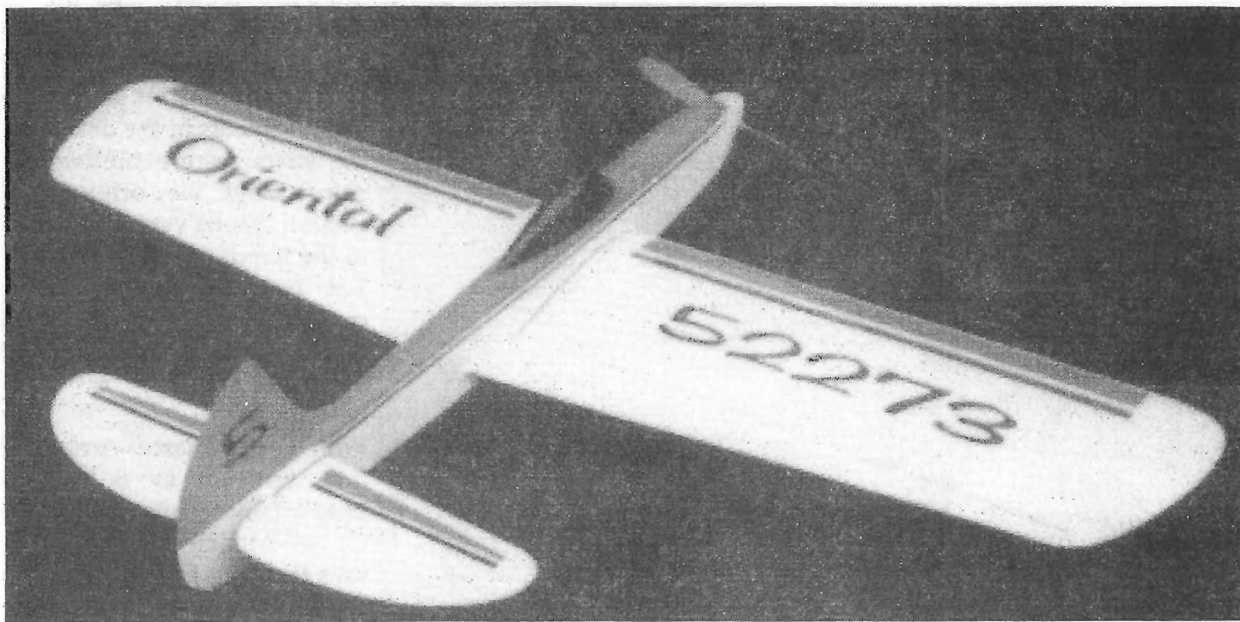
A.M.A. or M.A.A.C. membership required

Complimentary lunch for participants provided on both days

Contest is sponsored by the Western Oregon Control Line Flyers

For more information contact: Mike Hazel (503) 364-8593, ZZCLspeed@aol.com





One of five Dee Rice Orientals built by Don McClave. Classic plane available as a Brodak kit. (FL photo)

Classic Thoughts

By Don McClave

Nearly fifteen years ago, I found myself increasingly interested in the famous stunt planes of my teen-age years in the 1950s. Because I grew up in Montana, there was little opportunity to see the top pilots at major national competitions, and since the best modelers in my area flew speed or free flight, I soon gravitated in those directions. When I finally had a chance to attend my first NATS at Glenview Naval Air Station in 1958, I wandered out to the practice area one evening and stood in awe watching people I'd read about flying airplanes that looked so magnificent and graceful on a peaceful summer evening I can still remember it to this day: George Aldrich and a Nobler that flew so slowly it appeared to be on the verge of stopping; Jim Ivy landing his breathtaking Stuka after a two lap gliding descent; all the beautiful I-beam stunters built by the Strathmoor club members lined up along the side of the practice runway; two magnificent Thunderbirds in the Navy work hangar, both hand-painted in an American Indian motif.

Those memories had to last a long time, because the next year I went off to college and didn't have any contact whatsoever with model air-

planes for more than 20 years. In 1979, I chanced upon a local contest in Portland, where I got hooked again and thought that this time I'd give stunt a try. I built a plane that winter, assuring my wife, Chris, that I was just going to fool around and wasn't thinking of actually competing seriously. My first "casual" contest was the 1980 Northwest Regionals in Eugene. At my second contest, I met a recently hired Boeing engineer named Paul Walker, who had a beautiful plane called the Seahawk that flew as if it were on rails. My interest level rose abruptly, Paul and I soon became friends, he showed me how to build an airplane properly, I started watching his practice flights, and — But that's another story!

By the time that Classic Stunt was added as an unofficial event at the NATS in 1991, I was more than ready to give it a try. I'd flown at the NATS a number of times during the 1980s, had qualified for the "top twenty" flyoff every time except the first year, but had gone as far as I was going to go and it was beginning to become repetitious. I was ready for a new challenge, and set out to build the planes I had admired as a youngster — especially the designs of the great Bob Palmer. Thus far, I've built 17 classic stunt ships, representing the efforts of six different designers. Much



Don McClave with his Hemstrought PT-19. (FL photo)

of the fun has been to experience the different approaches taken by each designer and the rapid evolution that took place during the 1950s. By the end of the decade, the aerodynamics of stunt designs had evolved to a level very close to what exists today.

Because I've built quite a few different types of planes, I'm often asked which was my favorite. My answer is that they all were, for different reasons. However, for those who might be interested, what follows is a summary of the different airplanes.

- The Palmer airplanes: Bob's upright engine designs generally have the wing closer to the thrust line, which minimizes vertical C.G. problems. The rounded wingtips on the Smoothie and Thunderbirds really do help in the wind, plus they're awfully pretty. The Thunderbirds have a much better airfoil than the original Smoothie, which is the version I built. Palmer stabs tend to be larger than the popular fifteen-percent-of-wing-area norm of the 1950s – hence more flexibility in trimming the aircraft. The Pow-Wow was an exception, and didn't fly as well as the others.
- The Aldrich airplanes: I've built and flown the

original Nobler, plus the Top Flite and Gieseke versions. Probably the most-built design of all time, and for good reason. Improvements in the design over the years were evolutionary in nature, and the original 1950 version can be very competitive in the hands of a good flyer – as Ted Fancher demonstrated so convincingly a few months ago at the Vintage Stunt Championships in Tucson.

Wild Bill's Fierce Arrow: The first sentence in Bill Netzeband's famous construction article in *Model Airplane News* says that "the Fierce Arrow was conceived mainly to be different." Believe him, for the Fierce Arrow is definitely different

and its soft corner puts it at a disadvantage against conventional aircraft. Still, it was wonderful fun to build (the actual construction is quite simple) and fly.

- Dave Hemstrought's PT-19: What a beauty! Wing is a bit low relative to the engine thrust line, and you have to work to keep the weight down because there's a lot of wood in that airplane. Mine, unfortunately, had a fairly short life due to a leadout wire that failed after about 100 flights, but it had faired pretty well in competition to that point.
- Lew McFarland's Ruffy: This project was a great disappointment, because I was careless in turbulent conditions and lost the airplane on its fourteenth flight. It showed real promise prior to the accident and I plan to build another someday. It's a very good design.
- Dee Rice's Oriental: Everyone has an "old reliable" standby, and the Oriental surely is mine – I've built five, usually in haste because I needed a plane quickly and didn't have one. Opinions on its homely appearance are mixed, but it trims easily, flies

well and is especially well suited for less experienced builders. This is a late 1950s design with the gear in the right place for good landings, the leadouts are in the correct position, etc.

Some general suggestions for those of you contemplating a classic stunt project: first, use adjustable leadouts. Most plans of this era show an incorrect position and you'll want to experiment to find the right one (generally speaking, the center point of the leadouts should start out about 1" behind the center of gravity). Second: be sure to use an adjustable tip weight box. Third: use a 4:3 elevator/flap ration on ships calling for 3:2, and shorten the elevator horn length 1/16" on designs calling for a 1:1 control ratio. Better yet, use a slider.

The biggest change that's taken place in the stunt world during the last three decades or so is the tremendous improvement in the engines that are available today. There's no question that almost every design can be made to fly better with modern engines. However, Hall of Famer Bob Gieseke came out to VSC several years ago with a Fox .35 powered Nobler and opined that "using modern powerplants isn't Classic stunt." I admit to being in this camp and continue to use Foxes prepared by Lew Woolard (Silver Foxx engines) and Larry Foster (L&J engines). Paul Walker has a win and a near miss in two appearances at VSC with his Fox .35 powered Cobra, proving that one can be "pure" and very competitive at the same time.

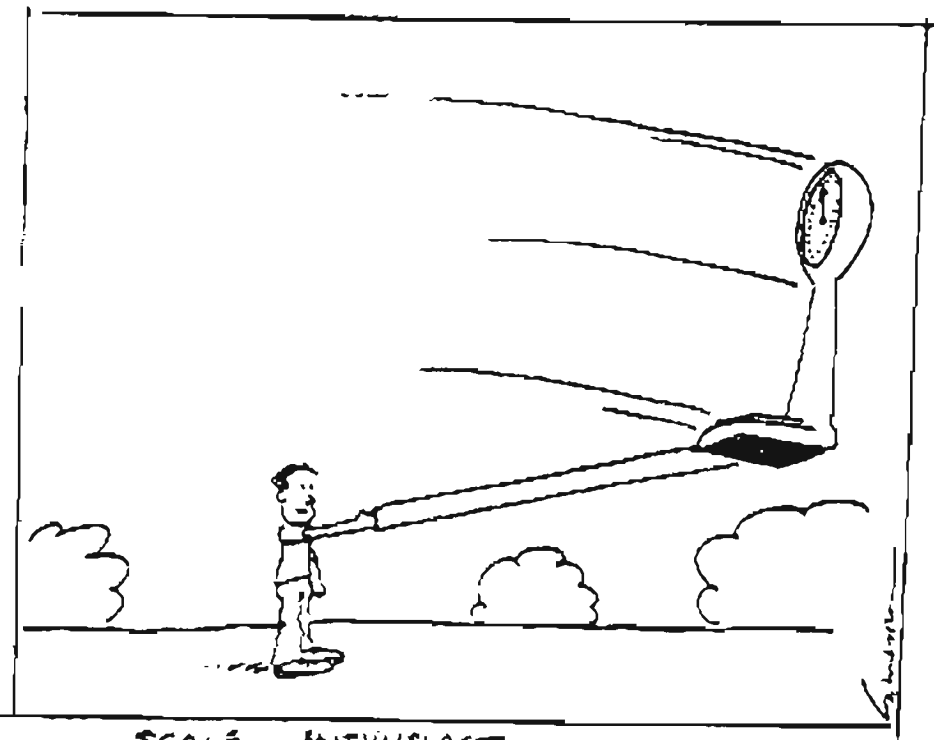
On the other hand, not everyone is interested in training Foxes to perform! Luckily, there are a number of reasonably priced alternatives for those who are in this camp - and also for those who want a bit more power for larger

ships. One good choice is the new Brodak .40, which is well made, powerful, and light enough to fit in the older designs with little or no need to add tail weight to balance the ship. Be sure to use the special "Big Art" muffler, which is also available from Brodak. While I've not used the engine myself, I've seen several fly and have been quite impressed with their performance.

A couple of months ago I had an opportunity to visit the Pima Air Museum in Tucson, Arizona, where more than 4,000 no-longer-needed military aircraft rest quietly in the desert. It was very impressive, and a wonderful day with friends, but somehow not the same as the day in 1998 when Chris took me to the Royal Air Force Museum at Duxford, England.

As we walked around the grounds, Spitfires, Thunderbolts and DeHavilland Moths filled the skies above our heads, a living connection to earlier times when a different generation of designers and pilots applied their skills to the challenge of flight. It's the same sense of curiosity and anticipation I still feel each time I begin a new classic project.

Don McClave can be contacted in care of Flying Lines.



SCALE ENTHUSIAST

FLYING LINES

2456 Quince St.
Eugene, OR 97404

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

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