

FLYING LINES

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Any kind of flying is fun-flying!

Northwest clubs and even informal groups of fliers are making the most of the "fun fly" concept, and the results are rewarding.

The fun fly is not as intimidating to novice fliers as the formal contest, and it gives everyone, novice and expert alike, a chance to fly together and profit from one another's enthusiasm and expertise.

The Lucky Hand Fun Fly in Salem has become a favorite event of Western Oregon fliers (see report in this issue). There also are regular fun-flies in the Puget Sound area sponsored by the Skyraiders, and at the Arlington, Wash. We hear of plans for more such events elsewhere.

These can be just a day of flying, sometimes with a randomly awarded prize or two, or they can involve a simple competition for any old kind of airplane. It can be combined with a picnic for the whole family. What matters is that folks get together, fly and enjoy each other's company.

It's often not much more than the regular Sunday sport flying session, except that the fun fly seems to bring out more fliers and more flying.

The poker hand fun fly has been quite popular of late. Everyone flies whatever they want, and each flight gets a poker card. The flier with the best hand after five flights gets a prize.

My favorite type of informal event is the "Three-for-all," which provides three low-key competition events for any kind of airplane. I have some informal rules for such an event if anyone would like to try it. (Contact *Flying Lines* for a copy).

We'd love to add reports of the local fun-flying activities in future *Flying Lines* issues. If your club is planning an activity, make sure to get it into the *FL* calendar and send us a report and some



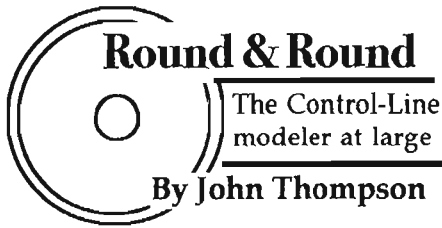
There was no doubt who came the farthest to fly in the Lucky Hand Fun Fly in Salem, Ore, on July 5. Baldeep Singh, of New Delhi, India, had been visiting in Eugene, Ore., when he found out about the contest. Baldeep, a renowned musician in India, is returning to CL flying after a 16-year layoff, and hoping to revive CL activity in his home country. (Jerry Eichten photo)

photos when it's over.

The more flying we do, no matter what kind of flying it is, the more fun we all have!

In this issue ...

• Round & Round	2
• Where the Action Is	3
• Flying Flea Market	4
• On the Contest Trail	5
• Northwest Standings	12
• Northwest Records	14
• Raider Roundup Flyer	15
• The Real Dirt	16
• Flyaways	18
• Letter to Bob Palmer	19
• Shop Tips	19



Round & Round

The Control-Line
modeler at large

By John Thompson

Modeling thought for the month:

"Any tool, when dropped, will roll into the least accessible corner of the workshop."

— Anthony's Law of the Workshop

This hobby would be frustrating, if it wasn't so much fun

Many of us who fly model airplanes competitively also are sports fans, which figures. So that means we're into statistics. And people who contemplate RBI, or combat won-loss records, or racing heat records, and so forth, also contemplate the statistics of daily life. For example, how much of a person's life is spent waiting at red lights? How many wrong numbers have we answered in a lifetime? Etc.

I have time to muse about this while I'm waiting for the Model Magic to dry in a ding I put in the cowling of the stunt plane I am building. I got to wondering, how many pounds of Model Magic and other fillers have I used to repair gouges caused by Dremel tool slips? Over my whole modeling life, I mean, not just on this airplane.

If it weren't for the many little joys of flying, the frustrations would make us give it up in an instant.

We know the joys: The perfect takeoff, one whole lap to five feet high. The perfect kill, with the prop. The perfect pit stop, 14 seconds from shutoff to one lap after launch. The perfect carrier landing, ending with the plane happily hooked and idling mildly. The engine coming up on pipe just right and screaming away for a best-ever speed flight.

All these things are like the perfect golf stroke. There's one in every round — right down the fairway, dead center, big distance. It makes us think it's possible, and keeps golfers playing the stupid game through hundreds of shanks off into the weeds and triple-digit scores.

What could be more frustrating than that wild bonk of the spinning Dremel bit in a nice

piece of soft balsa? I've always wondered how that happens. If I can hit a tennis serve going 100 mph with some precision, why can't I hit a stationary piece of balsa wood sitting on my workbench without first grinding a chunk out of the adjacent, perfectly sanded section?

Or, what could be more frustrating than ...

- Making 10 perfect, smooth, no-hop landings on practice flights, and then bounce-bounce-bounce before the judges?

- Hitting the streamer pulling the knot through your leading edge, then turning and feeding your own streamer into the other guy's prop?

- Having the glow plug blow just as the racing starter yells "Go."

- Finishing up a lovely Old-Time stunt wing, and then noticing that the long panel is on the outboard side, because the original designer flew clockwise and you didn't notice on the plans?

- Longtime combat fliers will appreciate this one: While installing the wrist pin on a Fox Combat Special MkIII, hearing the slightest "ping," and realizing that the last of those microscopic keeper springs has just disappeared forever on your workshop floor?

- Spraying the last coat of clear dope on your new stunter and hearing a whoosh as a gust of wind blows all the dust from the front yard into the garage?

- Taking off in a combat match and seeing the judges waving and pointing at your streamer, which is the same color as the other guy's?

- Hitting the down line on your carrier plane to lower the hook and having it stick on full down?

- Spreading five-minute epoxy all over the parts and finding that the assembly you're doing is a seven-minute job?

- Accidentally letting go of a reel of rat race lines and watching the whole 120 feet of 'em wad themselves up into a neat beachball-sized snarl?

- Taking off with the handle upside-down?

- Hooking the lines up backward?

- Driving 300 miles to a contest to have it canceled because of weather?

We live with this kind of catastrophe, large and small, all the time. Yet how many times, on the way home from a contest or day of flying, or an hour in the workshop, are we not glad we went?

That's one thing that's never happened to me.

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

Aug. 16

Pacific Aeromodellers Fun Fly for vintage diesel combat, stunters, ladies' combat, anything weird on wires. Clayburn Park, B.C., between Abbotsford and Mission, 20 minutes north of the Sumas U.S. border crossing. For directions and more info, contact Mel Lyne, (604) 898-5581, mlyne@sea-to-sky.net

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 1/II, Golden Age Biplane and Nostalgia Navy Carrier. 10 a.m.-5 p.m. For info, contact Mike Potter, skyshark58@cs.com

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. 6-7

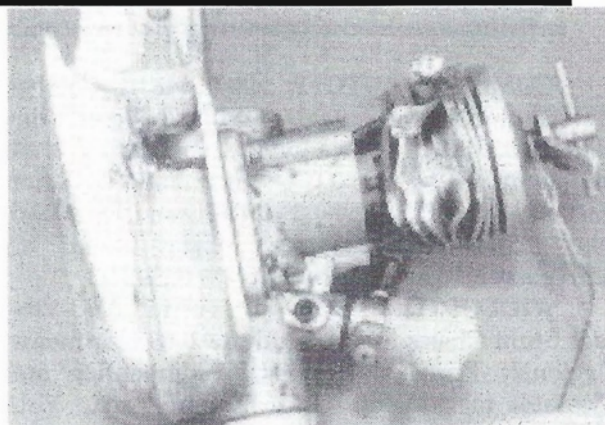
Oregon CL Speed Champs, Bill Riegel Field, Salem, Ore. All speed events. Contact Mike Hazel, (503) 364-8593, ZZCLSpeed@aol.com.

Sept. 6

DBat and All Types Fun Fly, Beginners' Day and BBQ at Ole Johansen's 8-acre site near Sedro Woolley, Wash. Two circles. Trainers available for beginners. Location: Ole Johansen's place, 3188 Hwy 9, Sedro-Woolley, Wash., 6 miles north of Sedro Woolley. 10:00 am until we're too tired to flick another prop! Directions: Coming from the south or north on I-5, take exit number 236 (Bow-Edison) and head east about 7 miles to Hwy 9. Turn north and go about 3 miles to the "Prairie" Fire Station on

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Issue #193



Combat — even slow events such as diesel — can be hard on equipment. Here's Paul Dranfield's destroyed PAW .15 after a prop-stud collision at the Big Money Diesel Combat contest. (FL photo)

the left. Ole's place is right behind the fire station. If you are coming from the Sumas-Abbotsford area, just head straight down Hwy 9 to the Prairie Fire Station. For more info, contact Mel Lyne, (604) 898-5581, mlyne@sea-to-sky.net

Sept. 7

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

Sept. 13-14

Raider Roundup for Navy Carrier, Classic Stunt, Old-Time Stunt, Precision Aerobatics. See flyer on Page 15 of this issue. For info, contact Dave Gardner, DGardner55@aol.com

Sept. 27

Vintage and Open Diesel Combat Fun Fly, Arlington, Wash. 10 a.m. start. For directions and more info, contact Mel Lyne, (604) 898-5581, mlyne@sea-to-sky.net

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.

August 2003

Page 3

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

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

KITS (ETC.) FOR SALE: Call or e-mail with offers, details and shipping. Cardinal 92 (Windy kit), \$150.00. Top Flite Tutor (kit) \$75.00. Control

Line Classics Pow Wow (kit), \$125.00. American Hobbies Commander (like the Chief) (kit), \$75.00. George Aldrich GMA OS 35S stunt engine w/box (new), \$225.00. McCoy Nylint Sprint w/McCoy 19 RR. New axles and tires (ready to run), \$600.00 OBO. Cavalier profile with Double Star .40, flown once. Black and Maroon Paint and Monokote, \$400.00, ready to fly, 38oz. Terry Mitchell, (406) 892-8184, hbff5t@netscape.net.

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 clflyer@tbcnet.com.

RACING INTEREST GROUP: National Control Line Racing Association offers newsletter with technical articles, organizes national events, keeps national standings and more. To Join, send dues of \$10 U.S. (\$12 international) to NCLRA, c/o Mike MacCarthy, 4704 Hillsboro Ct., Santa Rosa, CA 95405. Online: <http://www.NCLRA.org>.

WEBMASTER WANTED: *Flying Lines* seeks the help of a Webmaster-type person to develop a professional quality Northwest CL news Web site. If you would be interested in donating your skills to this project, contact *Flying Lines* for details.

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

Sky is full of CL planes in summer of 2003

Contest and fun-fly activity was going at top-gun speed during July and early August in the Pacific Northwest. Following is a roundup of all the activities, including contests and fun-flies.



All kinds of flying goes on at the informal poker hand fun flies. Here's Gary Harris with his superslow plane, the Yankee Nipper, at the Lucky Hand Fun Fly in Salem. (FL photo)

Lucky Hand Fun Fly

Salem, Ore., July 5

■ Participants at Bill Riegel Field all bet on having a good time — and won!

By Mike Hazel

The Western Oregon Control Line Flyers (WOLF) held their annual fun fly on July 5 under pleasant skies.

Eleven fliers (all of them WOLF members except for one) put in their flights for a poker card draw, looking to win the cash jackpot or a merchandise prize.

After the flights were done and the cards drawn, John Thompson came away 55 bucks richer

for his efforts, or should we say his luck at drawing two pairs. Jerry Eichten had the second-best hand and earned a flying handle. Gary Harris picked up a bag of props for his third place.

If there had been a "farthest participant" award, this would have gone to Mr. Baldeep Singh, who hails from India. Mr. Singh was in the USA, specifically Eugene, on business. In a series of small-world scenarios, this former CL flier was put in touch with John Thompson by the folks at Eugene Toy & Hobby. He then subsequently found out about the fun fly and decided to join in. There's more to the story, and John may have more to say about this elsewhere.

As usual, there was a nice selection of flying going on. Lots of Aerobatic practice, combat test flights, boring-holes-in-the-sky sport flying, and of course a couple of jet flights!

This event may be repeated later this year, so watch your *Flying Lines* calendar for news about that.

Open Diesel Combat

Arlington, Wash., July 12

By Mel Lyne

This was a windy one with high winds and one light rain shower.

Ralph and Alex Simonds took on match running duties and a smallish band of fliers braved the strong winds.

It was the Arlington airshow day and we were treated to fly-overs by many interesting planes including a B-52, Stealth bomber, 16 home-builts in tight formation, F-16s, many biplanes and STOL aircraft.

The very light high-performance CS Oliver-powered "Open" class models were quite tricky to fly in the high wind. The smaller Vintage models with faster motors on them to make 70 mph proved to be easier handling.

Robert Smith, using a PAW .19TBR in a fast Warlord, took on Mel Lyne using a PAW .15TBR in an Orcrest in a very fast opening match. Lots of near misses and the streamers hanging way outside the planes on the downwind side made it

tough to line up. The attacker's handle needed to be about 2 feet outside the defender's to line up on the streamer! Upwind maneuvers were high-risk, causing crashes in the wind. Dave Pellerin took on Jeff Riechel in a close bout with one cut each and Jeff taking it on ground time. Four rounds were flown, with Dave splitting matches against Mel 1 and 1. Jeff was flying well with wins over Mel and Dave, but had the wind blow him in to crash on the rock hard ground in two matches.

In the first semifinal, Dave and Mel had a hot match going when a big gust of wind hit during some very tight action. Dave's plane was blown right through Mel's, with only the motor, tank, and leading edge of Mel's Warlord left to fly. Dave's plane seemed intact. Dave had one cut in the midair for the win. Jeff had retired with no flyable planes, so the final was Robert vs. Dave. The match got under way but something was not right with Dave's plane. It was vibrating badly. It had been in a big midair the previous match and looked OK. But the leading edge was snapped behind the motor, loosening up the whole engine mount. Dave's Warlord flew with ever-increasing dihedral until it dorked. Robert went on to win on airtime.

PAW motors went to first and second places.

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

OPEN DIESEL COMBAT (4 entries)

- | | |
|---------------------------------------|-----|
| 1. Robert Smith, Roy, Wash. (4) | 3-2 |
| 2. Dave Pellerin, Kirkland, Wash. (3) | 3-3 |
| 3. Jeff Riechel, Snohomish, Wash. (2) | 2-2 |
| 4. Mel Lyne, Squamish, B.C. (1) | 2-3 |

Next "Open and Vintage" combat fun fly is September 27 at Arlington. See you all there.

Wright Brothers Centennial Control Line Stunt Flying Clinic

Arlington, Wash., July 19-20

By Steve Helmick, contest director

We had two gorgeous days, maybe about 20F. too hot, but a good time was had by all.

Most models were improved at least a little,

some owners said they were just astounded at how much better their airplane flew.

Don McClave and Paul Walker flew and flew and flew, suggested various adjustments. Howard Rush manned the electric steam kettle, powered by Paul's generator. A set of "flap tweakers" was available. Control ratios were revised on at least two airplanes. Both I was aware of were Brodak Cardinals; apparently the plans show the control system improperly! The BC-flap pushrod should go to the top hole of the flap horn, not the bottom hole. Officially, no airplanes were crashed, though Dirt's friend Rick did a nose-job on his antique Tutor. Drag him out again, Dan!

The contest on Sunday, four classes of PAMPA PA, went off OK. Randy Powell and Danny Dirt judged Beginner and Advanced. Paul Walker and Mike Conner judged Expert. There were no entries in Intermediate. Chris Gomez grilled burgers on Saturday and hot dawgs on Sunday for all. Steve Helmick tabulated the scores and did the usual incompetent imitation of Alice & Dave. Thanks to all the worker bees. :)

Dinner at the Buzz Inn was well supported and enjoyed by all ... good chow, good beer, free refills on pop, coffee and iced tea, and fair prices.

Prizes were a very nice "certificate of participation" created by Dave Gardner. It has the famous photo of Flight #1 as the background ... faded maybe a touch too much ... but very cool and well received. Everybody got the same certificate, including Howard and Paul. I hope Don got one, but he had to leave Saturday afternoon. We didn't have enough folks on hand to run the Judging Clinic as threatened, but maybe next year we can do it as advertised, during the contest.

Next year? Well, we have had such a positive response from participants on the Stuka Stunt Forum, including enthusiastic comments from Paul, Howard, and some who couldn't attend, that we are looking for a date for next year. The July date was to replace Nils Norling's COLD event this year. Next year it will have to be earlier or later. Ideas welcome.

Note that the flying site is key to this event. Gary Letsinger and I had mowed three grass circles, and at one time, we had models flying in four circles! This is the beauty of the Arlington flying site ... lots of room. The bad part about Arlington is that the weather is either very good or very bad. I have had extremely good accuracy from the online weather website provided by The Orego-

nian, by the way. Also, while it is nice and close for the Dreaded Canadian Stunt Team, it is a bit of a drive for the folks on the South side of Seattle, and it is definitely a long haul for the Onerous Oregon Stunt Team.

Here are the results (Northwest standings in parentheses):

BEGINNER PRECISION AERO. (43 entries)

- 1. Steve Helmick, Renton, Wash. (3) 254.5 pts
- 2. Chris Gomez, Auburn, Wash. (2) 126.5
- 3. Thadd Faussett, Graham, Wash. (1) 100.5

ADVANCED PRECISION AERO. (6 entries)

- 1. Keith Varley, Vancouver, B.C. (6) 479
- 2. Mike Conner, Pitt Meadows, B.C. (5) 473
- 3. Bob Smiley, Kingston, Wash. (4) 466.5
- 4. Mike Haverly, Auburn, Wash. (3) 464
- 5. Dave Pellerin, Kirkland, Wash. 445.5
- 6. Rich McConnell, Seattle, Wash. 388.5

EXPERT PRECISION AEROBATICS. (4 entries)

- 1. Dan Rutherford, Bothell, Wash. (6) 512
- 2. Randy Powell, Pt. Orchard, Wash. (4.5) 496
- 3. Lee Uberbacher, Lynnwood, Wash. (3) 488.5
- 4. John Leidle, Kirkland, Wash. (1.5) 476.5

PAC Contest

Richmond, B.C., July 26

By Larry Bell, contest director

The Pacific Aeromodellers Club's PAC Annual Invitational CL Contest was a small contest, but a lot of fun with great flying and weather. Our Annual Invitational Contest will be much bigger next year, with a re-energized club and resurgence in C/L interest in the Greater Vancouver area.

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

NORTHWEST SPORT RACE (4 entries)

- 1. Mel Lyne, Squamish, B.C. (4) 8:55.38
- 2. Henry Hajdik, New Wstminstr, B.C. (3) 9:04.27
- 3. Bruce Duncan, Langley, B.C. (2) 12:22.84
- 4. Dave McCheyne, Delta, B.C. (1) 135 laps

FLYING CLOWN RACE (2 entries)

- 1. Larry Bell, Clayburn, B.C. (2) 248 laps
- 2. Dennis Matthews, Langley, B.C. (1) DQ

15 NAVY CARRIER (4 entries)

- 1. James Cox, Delta, B.C. (4) 196.8 pts
- 2. Mike Conner, Pitt Meadows, B.C. (3) 177.18
- 3. Frank Boden, Revelstoke, B.C. (2) DQ

4. Dennis Matthews (1)

PROFILE CARRIER (4 entries)

- 1. James Cox (4) 235.75
- 2. Mike Conner (3) 224.72
- 3. Dennis Matthews (2) DQ
- 4. Frank Boden (1)

Western Canada Stunt Contest

Richmond, B.C., July 27

By Bruce Hunt

Great contest, Great location, Great Hosts. This was my first trip to Richmond, B.C. for this contest, so everything was new to me. Not a cloud in the sky sunny weather and a steady breeze made for an enjoyable day.

Bruce and Allana Perry brought a whole contest of participants from Edmonton all decked out in club shirts. Bruce even had caps and T-shirts for sale. Dan and I, managed to score a couple hats and T-shirts that read "Stunt Pilot — Real stunt pilots know when to pull out."

Saturday night we were all treated to a feed at the Cox's. Beer, margaritas in several colors, Da Dirt's famous pickled onions, Jalapeño-stuffed olives, burritos and chicken quesadillas and all the trimmings. Oh yes we managed to fly on Sunday too! Here are the results (Northwest standings points in parentheses):

BEGINNER PRECISION AERO. (3 entries)

- 1. Allana Perry, Edmonton, Alberta 248.5
- 2. Dave McCheyne, Delta, B.C. (2) 177.5
- 3. Bill Ledden, Ridgecrest, Calif. 121.5

BEGINNER PRECISION AERO. (2 entries)

- 1. Rob Duckering 473.5
- 2. Neil Rogers, Calgary, Alberta 450.0

ADVANCED PRECISION AERO. (6 entries)

- 1. Keith Varley, Vancouver, B.C. (6) 485.0
- 2. Mike Conner, Pitt Meadows, B.C. (5) 475.5
- 3. Will Reeb, Calgary, Alberta 433.5
- 4. Bob Smiley, Kingston, Wash. (3) 428.0
- 5. Hube Smart, Abbotsford, B.C. 413.5
- 6. Dave Richardson 375.5

EXPERT PRECISION AEROBATICS (7 entries)

- 1. Chris Cox, Delta, B.C. (10.5) 548.5
- 2. Al Resinger, B.C. (9) 518.5
- 3. Bruce Hunt, Salem, Ore. (7.5) 512.0

4. Dan Rutherford, Bothell, Wash. (6) 499.5
5. Ken Bird, St. Albert, Alberta 497.5
6. Bruce Perry, Edmonton, Alberta 447.0
7. Randy Powell, Port Orchard, Wash. attempt

OLD-TIME STUNT (6 entries)

1. Chris Cox (6) 282.5
2. Dan Rutherford (5) 280.5
3. Keith Varley (4) 269.25
4. Mike Conner (3) 254.0
5. Rob Duckering 209.0
6. Bill Ledden 177.75

Bladder Grabber XXVI

Snohomish, Wash, Aug. 2-3

The biggest fast combat contest in the Northwest — and perhaps the most prestigious fast combat tournament in the country (and thus the world) is held every summer in Snohomish, Wash. This year was the 26th time that American fast combat top guns competed for the most generous array of prizes offered in a control-line contest, about \$16,000 worth in all.

The Bladder Grabber is a contest of such prominence that any CL flier who has not seen this event owes it to himself — whatever his personal specialty — to go and watch it at least once. You will see a level of flying skill — at 120 mph — that you will never see anywhere else.

This year, we have two reports on the contest, one from Contest Director Jeff Rein and the other from FL columnist Mel Lyne. Enjoy!

By Jeff Rein, Contest Director

There is a 16 year old flier here in the Northwest who learned to fly diesel combat a couple of years ago, and progressed to 80 mph and fast combat in a very short time. At the Bladder Grabber this year, she showed everyone that she is not one to be trifled with.

Saturday she flew multiple Bladder Grabber winner, and third place winner at a previous World Champs, Phillip Granderson. She decisively beat the pants off of him, only to receive a forfeit because of an infraction committed by the pit crew.

How did she deal with this adversity? In her next match she promptly killed the current MACA-rated No. 1 fast combat flier Bill May-

wald in a tough match. She next drew Richard Stubblefield. About half way through that match, Stubby wound her up in a tangle. Did she panic? NO. She stood her ground, extended her arm, leaned into him and fought hard through the line tangle for about 15 seconds until she killed him, and then ran him into the ground.

Next, she drew Chuck Rudner. Not wanting to look bad in front of his wife or his son, Chuck went up with his best equipment. I believe that Chuck got the first cut and went defensive. Well you can't hide from Melissa for 4 -1/2 minutes. After watching Chuck's defense for a while, she timed his exit from inverted, pulled a roundhouse diesel move, and killed him dead. That's two years in a row that Melissa has killed Chuck at the Grabber!

I talked with her at lunch, and commented that I thought she had beaten just about all of the big names out there. She replied back that, "Well I haven't flown Michael (Willcox) yet" Guess who she drew next round. There is a sidebar on all of this. You see, Howard Rush has this unique sense of humor. After each of Melissa's wins, he would call the loser's wife's on the cell phone and explain how her husband was just killed by a 16-year-old girl, and then hand them the phone so they could explain to there wife of their shortcomings. Back to Michael. Now Michael had been watching all of these events transpire, and did not want Howard calling his mom and explaining how the World Champion got beat by a teen-age girl, so Michael was prepared for a good fight.

The match started a little cautious, feeling each other out, not knowing what to expect. It soon turned aggressive, and the match was on. As you might expect, EVERYONE was watching this one. Michael got the first cut, then Melissa charged right back. Feeling the pressure, Michael went inverted and on the defense. Melissa was fooled by Michael's next move and pancaked into the ground. The pit crew got her back up in no time, and they were at it again with even more intensity. Melissa was in control of the match now and just missed the kill twice in about 6 seconds. Michael was just trying to get back on the offensive, when he ran out of fuel. Michael's plane was refueled, and then Michael paid Melissa the highest of all complements. To assure a win he chose to use a strategy that is used on his fiercest of competitors. Ahead on points, he chose to stay down for another minute and 10 seconds until Melissa's fuel

supply was almost exhausted so as not to put himself at risk of that pesky kill. He went up for one lap and Melissa was out of fuel, leaving Michael with a very smartly flown win, and advance into the next round.

Melissa was done for the weekend, knocking off more big names in a weekend than most do in a year. She was flying a Fox all weekend on a Wakkerman. At the end of the contest, just for fun, Tom put her up for a ride on a Fora 36. When I asked what she thought of it, she said, "I Like It".

The Grabber was flown on a new date this year in hopes to get better weather. Well, it worked. The weather was as good as it gets in the Northwest with temps between 75 and 82 degrees with a slight breeze all three days. Half-A was Friday. Only four decided to fly so we all flew each other once and the two top finishers flew a final. Steven Stewart took first, killing me twice for a decisive win and \$80 cash. Jeffrey Rein (that's me) took second, John Salvin got third, and Robert Smith took fourth.

Saturday we had 31 contestants ready to battle it out for the coveted Bladder Grabber cup, \$1,000 cash, and a bunch of neat loot donated by longtime supporter Bob Carver, George Cleveland, and H&R. Current U.S. F2D team member and defending Champion David Owen flew 12 rounds to repeat as Bladder Grabber Champion.

Only one other person has ever successfully defended the championship, who was Phillip Granderson back in the early 80's. What sticks out in my mind about David is his aggressive test flying technique. He yanks and whips the plane around so hard that he folded 4 or 5 brand new barracuda's running a Fora just test flying. He finally decided to stop testing, and just fly combat since he only had 5 planes left, and as you can tell in the matches he did quite well.

Second place went to multi-Grabber winner John Salvin flying Granderdogs and prebuilts using Fox and Nelson power. Third place went to Michael "The World Champion" Willcox. Once he got past Melissa, he made it look easy using his own foamy and Nelson power. Fourth place went to the man who supplies us with all of our planes and multi-champion George Cleveland, using Fora-powered Barracuda's. It is fun to watch George watching the other matches. Every time there is a midair, He gets a big smile on his face and says "Cha-Ching". And pulling up the rear in

fifth place was the Contest Director and Event Director and NO time Grabber winner Jeffrey Rein (Hey, that's me) flying the legendary G.F.A.P. with Nelson power. The G.F.A.P. racked up 4 kills over the weekend against the likes of Michael Willcox and Chuck Rudner.

There were four flyaways that I recall. The first was Mike Petri's Granderdog using a swing arm shutoff dragging no lines. It stopped just short of Alice's house. She is the nice lady that lives next to the field that hates combat. She extorts a little money from us each year, in return she doesn't call the cops. The next flyaway was Ken flying the G.F.A.P. using an H&R shutoff. The lines broke at the handle, and the plane came to rest inside the circle. The third was Mike Petri again. He wanted to prove that he could make his swing arm work, so he reworked the spring, and it shut down about 15" outside of the circle, with no lines attached. The last one was the worst for the contest. Michael Willcox flew away with a full set of lines heading straight for the main office at the Airport. The motor was sagging, but the lines were too much for the spring in the shutoff to overcome. He was using his own design. The plane did come down well short of the office, and everything ended up OK. I believe everybody had a good time. Ron and Inez Enos brought fresh pineapple and papaya for everyone to enjoy, and Tom Strom arranged for concessions on the site. Hope to see you next year.

A contestant's view

By Mel Lyne

I didn't take notes and was very busy pitting Saturday before my "accident", so the only matches I can accurately comment on are my own.

Half-A was tried on the Friday this year, but drew only four entries. Jeff Rein, Robert Smith, John Salvin and Steve Stewart flew each other once and then the top two flew for first and second. Fast action with the "screaming meanies" with a mix of Fora and Cyclon engines. Half the planes were GRS Yuvenkos and half were homebuilt foamies. Jeff Rein flew his foamies very effectively, triumphing over Steve in the final.

The main event Saturday had 31 entries with the Northwest well represented by Milissa and Tony Huber, Mike and Cayce Rule, Gary Harris, Dave Baxter, Tom and Tim Strom, Dick Salter, Robert Smith, Bob Nelson, Mel Lyne, Jeff Rein,

Ken Burdick, Rich McConnell, Howard Rush and first time Fast flier Preston Briggs.

Some of the "Biggies" from out of state were Michael Willcox, Phil Granderson (nice to see him back), Chuck and Mark Rudner, John Salvin, Mike Petri, George Cleveland, Richard Stubblefield, Bill Maywald, Allan Deveuve, Steve Stewart (from Phoenix), Darren Albert, David Owen (from Tennessee) and Rich Lopez.

Now, in past years (too many to remember), five planes was usually enough to get you through six or seven matches, even into Round 9. But this year leading-edge kills were curiously hard to get, with the smallish knot repeatedly pulling right through the foam and taking out a piece of spar without breaking the string. Mel alone had five of these. This meant the matches went on longer and the attempts to get the kill got closer to the plane resulting in Kamikaze or "suicide" maneuvers. So you busted a lot of planes unless you were brilliant enough to get the prop on the string in every pass.

First match off had Preston "First time in Fast" Briggs vs. a "biggie." In 23 -1/2 seconds Preston had the kill. AMAZING! Good on ya Preston!! A little bit later "Killer Milissa Huber", using a Fox, took on a "biggie" and killed him, but disappointingly got a forfeit due to a pitting infraction. But she was "On her game!" Tony Huber flew well, Cayce Rule got some wins, as did Gary Harris. And the rest of the Northwesters slugged it out in the trenches for those hard to get kills.

Quite a number were out by the end of Round 4 including Rush, Smith, and Baxter. There were several "biggie" quick exits, also including Petri. It was convenient that Howard went out early (did he plan it?) as it left him free for PA announcements including some dry and teasing humor. After Chuck got his butt kicked by Milissa, Howard got Chuck's other son on the cell phone hooked up to the PA for some "Gee whiz dad!" comments. The same was done for Mike Willcox after one of his less than stellar matches, with comments from mom. A bit of levity to lighten things up.

Last match in round one was Jeff Rein vs. Mel Lyne. Mel got the whole streamer but the knot was still there. Furious tight action and Jeff had the kill. Another inglorious start for Mel. Jeff and Ken were using Jeff's motors in Ken's "Great Big Sucker" enormous foamies. They seemed to work

well for Jeff but Ken couldn't seem to find the range.

Most fliers were using Nelsons or Foras, with just a couple using Foxes. Milissa Huber with her slower Fox planes proceeded to kill the biggest names in combat. Chuck Rudner was just one of her victims.

Cayce Rule was flying a bit slower also (I think he used Novarossis) and used different tactics to kill his opponents. Mike Rule was going fast but not getting enough kills. Robert Smith had some tough luck with a forfeit and an untrimmed model to put him out. But most fliers were hammering around at high speed. It seemed that 75% of the planes were GRS Yuvenkos with the rest being homebuilt foamies. Steve Stewart used a very light 44" span foamie with fast Fora motors. The Fora seems every bit as fast as the Nelson and GRS has them for \$210, which looks like the best option in a motor for Fast right now. Mel used one borrowed from Robert Smith for seven rounds and it gave great starts and big power.

In Round 2, Mel took on Rich Lopez in an odd match. Mel dorked inverted, catching the down line on Rich's shoulder, after getting a cut. At the restart Rich didn't hear the combat horn, and a center "discussion" followed with Mel yelling "Combat!!" and going for it. Mel won on cuts.

Not very satisfying.

In Round 3 Mel got up against Steve Stewart and had a great match going with cuts 3 to 1 when Mel AGAIN dorked inverted catching the down line. (Some people are REALLY slow learners!) Something about "monkeys can fly better" went through his mind as he dragged the model to the pit crew of Ralph Simonds and Robert Smith. Some fast repairs to the spar were needed and Mel had his sunglasses pushed up to c/a the break when the bladder exploded sending high-nitro fuel into Mel's eyes and nose. A mad dash for the water and saline at the pits. Many helping hands applied repeated flushes, laid Mel down and got the 911 Snohomish Fire and Rescue on the way. Just before they led Mel to the ambulance, Buzz Wilson, running the matches, said "Well, you won it by 14 seconds if that's any consolation." Four medics attended Mel, relayed vitals etc. and talked to a doc on the cell phone. Things sounded good even if Mel's eyes burned and felt sandy. That evening during four hours at Evergreen Hospital emergency Mel had a rather uncomfortable

but necessary 15 minute eye flush and numerous eye tests. Antibiotic cream and painkillers were prescribed, and on the Sunday Mel could fly again, albeit with rather burning sandy-feeling eyes.

Mel wishes to say a big thanks to all who helped to turn this accident into a positive outcome with no lasting damage to his eyes. Special thanks to Ralph and Alex Simonds for all the chauffeuring around, Mike, Diane and Casey Rule, Dave, Terry, Bill and all those helping hands that he could feel but not see at the time, the Fire Rescue team and of course the staff at Evergreen who did a really thorough job on him.

Chemical burns to the eyes require immediate flushing with water and saline. Seconds count. So it is a good idea to have saline eye irrigation close at hand when working around bladders. Eye protection is of course the best safety measure.

Sunday, and Mel was first up with a catch-up match vs. Darren Albert. Fast action, then Mel thought he had the kill but Darren said he still had a knot. More action and a double kill with Darren getting it first. Lots of honking matches and then Mel was up vs Mark Rudner. Fast action, several cuts and a mid air to end it. Mel had the kill.

Round 6: Mel vs. Allen Deveuve. Allen flies a fabulously fast and tight extra-large Allenplane. Right away Mel had his hands full. No way to keep up with that thing. Some wild exchanges and cuts and a midair. Mel had the win.

Round 7: Mel vs George Cleveland. Fast early action and Mel had the kill in a midair. That was the end of Mel's good Fora-powered models. Dave Baxter and Terry VanDyke had repaired one of Mel's wrecks while Ralph Simonds had been swapping the Fora motor at the end of each match. But the repaired model had a loosened spar causing it to come in, so the Fox radial model was used in Round 8 vs John Salvin. Right away the Fox was a lot slower. Sneaky inverted stuff was tried, but the wise old Salvin stayed up top and waited. Finally Mel went up to get him, and there was an immediate line tangle. Mel was trapped up high and John nailed him. Mel's third loss.

A short time later there was a flyoff for 5th between Jeff Rein and Mel Lyne. The Fox sounded bad, but that was the last model. It loped around the circle and Jeff took a cut and won on points. Later it was discovered that the Fox had rotated the cylinder about 45 degrees to give a very ane-

mic run.

David Owen was victorious over John Salvin in the final. George Cleveland and Mike Willcox were in third and fourth. Official results elsewhere from CD Jeff Rein.

\$1000 cash and a cold shower (compliments of Mike Petri) went to David Owen for first place, and stereo components went to second, third and fourth. Pewter tankards were also presented.

Many thanks to all the workers and judges for putting Bladder Grabber together, and to Bob Carver for his sponsorship.

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

AMA COMBAT (31 entries)

1. David Owen, Tennessee
2. John Salvin, California
3. Mike Willcox, California
4. George Cleveland, Louisiana
5. Jeff Rein, Bothell, Wash.
6. Mel Lyne, Squamish, B.C.

Can-Am Speed Championships

Coquitlam, B.C., Aug. 2-3

By Ron Salo

Here are the results from the eighth annual Vancouver Gas Model Club Can-Am Speed Championships. This year's contest was held in gorgeous weather at the beautiful Coquitlam site. The site is situated next to the Upper Coquitlam River in a small valley with a beautiful view of the surrounding mountains, a very enjoyable site.

This years attendance was a little low compared with previous years but a good time was had by all and a few respectable speeds were turned in. First I'll give you the result's and then a few of the highlights. One point to make here is that this is a record ratio contest and that all flights are scored against the standing Northwest speed records.

So to continue. First place went to Les Akre of Edmonton, Alberta with a speed of 154.31 mph in .21 sport speed giving him a score of 100.34% against the record.

Second place went to Mike Hazel of Salem, Ore., with a speed of 153.78 in Sport Jet giving

Mike a score of 100.25% and just nudging his record a little higher.

Third spot was claimed by Ron Salo of Surrey, B.C., with a speed of 183.06 mph and a score of 98.06%, this was also a personal best for Ron in this class.

A few points of interest that should be mentioned were the setting of a new Canadian record by Marty Higgs in Formula 40 at 154.18 and the fact that Les's winning speed was faster than his U.S. Nats-winning speed of 153+ mph.

This year, Loren Howard's stranglehold on first place was broken; as near as we can figure Loren has taken first the previous four years.

It was interesting to watch Mike's reaction as he watched his jet speed model catch fire and also singe our circle center though the damage to the model was just cosmetic, as he proceeded to break his own Northwest record a little later.

All in all but we had a great time a few laughs and got to play with our toys so everyone went home satisfied. I'd like to thank our out-of-town attendees Jim Booker, Loren Howard and Ted Gritzmacher, Mike Hazel and Les Akre plus all the local flier's for making this another very successful contest. I hope all of you that couldn't make it to this year's contest will be able to join us next year, till then take care all.



Darrell Rupnow shows off his MO-1 carrier plane at the Northwest Regionals on Memorial Day weekend in Albany, Ore. Carrier fliers will gather on Aug. 23 for the Tailhook contest at Clover Park Technical College in Lakewood, Wash. (FL photo)

The Scoreboard

Northwest control-line
competition standings.

Points begin piling up

Northwest competition standings got their usual midsummer juggle with several contests in July and August.

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.; July 12, Arlington; July 19-20, Arlington; July 26, Richmond, B.C.; July 27, Richmond, B.C.; Aug. 1-3, Snohomish, Wash.; Aug. 1-3, Coquitlam, B.C.

Following are standings for updated events:

2003 STANDINGS

PRECISION AEROBATICS

- | | |
|------------------------------------|----|
| 1. Paul Walker, Kent, Wash. | 42 |
| 2. Keith Varley, Vancouver, B.C. | 31 |
| 3. Alan Resinger, B.C. | 18 |
| 4. Dave Royer, Portland, Ore. | 17 |
| 5. Mike Conner, Pitt Meadows, B.C. | 16 |

OLD-TIME STUNT

- | | |
|-----------------------------------|----|
| 1. Dan Rutherford, Bothell, Wash. | 23 |
| 2. Keith Varley | 18 |
| 3. Mike Conner | 17 |
| 4. Roy DeCamara, Vancouver, Wash. | 9 |
| 5. Chris Cox, Delta, B.C. | 6 |

OVERALL STUNT

- | | |
|--------------------------------------|------|
| 1. Keith Varley | 49 |
| 2. Paul Walker | 42 |
| 3. Dan Rutherford | 40 |
| 4. Mike Conner | 33 |
| 5. Don McClave, Portland, Ore. | 20 |
| 6. Alan Resinger | 18 |
| 7. Dave Royer | 17 |
| 8. Chris Cox | 16.5 |
| 9. Randy Powell, Port Orchard, Wash. | 14.5 |

10. Bruce Hunt, Salem, Ore. 13.5

OPEN DIESEL COMBAT

- 1. Bob Smith, Roy, Wash. 4
- 2. David Pellerin, Kirkland, Wash. 3
- 3. Jeff Riechel, Snohomish, Wash. 2
- 4. Mel Lyne, Squamish, B.C. 1

OVERALL COMBAT

- 1. Bob Smith 29.5
- 2. Mel Lyne 23
- 3. Cayce Rule, Black Diamond, Wash. 19
- 4. Milissa Huber, Stanwood, Wash. 17.5
- 5. Paul Dranfield, Mission, B.C. 15.5
- 6. John Thompson, Eugene, Ore. 14
- 7. Mike Rule, Black Diamond, Wash. 11
- 8. Tony Huber, Renton, Wash. 10
- Paul Vallins, Lynnwood, Wash. 10
- 10. John Morrow, Bellevue, Wash. 9

PROFILE CARRIER

- 1. James Cox, Delta, B.C. 11
- 2. Mike Potter, Auburn, Wash. 9
- 3. Shawn Parker, Seattle, Wash. 8
- 4. Mike Conner 3
- 5. Dennis Matthews, B.C. 2

.15 CARRIER

- 1. James Cox 9
- 2. Shawn Parker 8
- 3. Mike Potter 7
- 4. Mike Conner 3
- 5. Frank Boden, Revelstoke, B.C. 2

OVERALL CARRIER

- 1. Shawn Parker 20
- James Cox 20
- 3. Mike Potter 19
- 4. Mike Conner 6
- 5. Frank Boden 3
- Dennis Matthews, B.C. 3

FLYING CLOWN RACE

- 1. Mac Ryan, Pasco, Wash. 10
- 2. Todd Ryan, Pasco, Wash. 4.5
- S&S Racing Team, Seattle, Wash. 4.5
- 4. Mike Conner 2
- Larry Bell, Clayburn, B.C. 2

NORTHWEST SPORT RACE

- 1. Mel Lyne 18
- 2. S&S Racing Team 8
- 3. Todd Ryan 7
- Henry Hajdik, New Westminster, B.C. 7
- 5. Jim Booker, Arlington, Wash. 6

OVERALL RACING

- 1. Todd Ryan 27.5
- 2. S&S Racing Team 22.5
- 3. Mel Lyne 18

4. Mac Ryan 10

5. Nitroholics Racing Team, Oregon 7

Henry Hajdik 7

7. Jim Booker, Arlington, Wash. 6

8. Milissa Huber, Stanwood, Wash. 3

Marty Higgs, B.C. 3

10. Mike Conner 2

Dave Shrum, Roseburg, Ore. 2

Maria Huber, Stanwood, Wash. 2

Bruce Duncan, Langley, B.C. 2

Larry Bell 2

SPEED (All classes combined)

1. Mike Hazel, Salem, Ore. 12

2. Loren Howard, Vancouver, Wash. 11

3. Ken Kortness, Spokane, Wash. 10

4. Ron Salo, Surrey, B.C. 9.5

5. Chuck Schuette, Vancouver, Wash. 4

Jim Booker 4

S&S Racing Team 4

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.

Uh, oh! A few people are about to experience withdrawal symptoms. *FL* subscriptions are running out for the following. Time to re-up!

Mark Conner, Pat Johnston, Kevin Klaviter, Scott Riese, Buzz Wilson.



Northwest Competition Records

Best performances established between Northwest CL modelers in sanctioned competition

One Northwest record was inched up slightly in the Canadian-American Speed Championships in Coquitlam, B.C. on Aug. 2-3.

Mike Hazel of Salem, Ore., pushed the

Northwest Sport Jet Speed record up to 153.78 mph, nudging out Loren Howard's 1999 flight of 153.40, set at the Regionals that year.

Below are the updated records.

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	153.78	Mike Hazel	8-3-03	Coquitlam, B.C.
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 8/15/03

Updated records in boldface

Raider Roundup 2003

Washington State Controline Championships

_ September 13th and 14th , 2003 _

Clover Park Technical College, Lakewood, Washington

Sponsored by the Northwest Skyriders — AMA Sanctioned

Main Flying site is at the West end of the aircraft runway, south of the school bus parking, off Steilacoom Boulevard, Lakewood (South Tacoma)

Take 84th St or Hwy 512 exit west to S.Tacoma Way, then to Steilacoom Blvd SW.

Entrance is at Market St entrance to campus, off Steilacoom

SCHEDULE

Saturday

- | | |
|---------------|---|
| 9 a.m.-4 p.m. | Carrier (Nostalgia, .15, Profile, Class I-II) |
| 9 a.m. | Old-Time Stunt |
| 11 a.m. | Classic Stunt |
| 2 p.m. | Profile 40 Stunt |

Sunday

- | | |
|---------------|--------------------------------------|
| 9 a.m.-4 p.m. | Precision Aerobatics (PAMPA classes) |
|---------------|--------------------------------------|

SORRY GUYS....NO COMBAT THIS YEAR!....NO ROOM AT THE SITE!

ALL EVENTS ARE JUNIOR - SENIOR - OPEN CLASS COMBINED

THERE WILL BE 1ST PLACE AWARD FOR BEST JUNIOR IN ANY EVENT

1. Registration is from 8:00 am until start of event, or Noon, whichever is earlier.
2. Entry fees: Senior / Open: \$15.00 ENTRY, \$5 for each additional event, \$20.00 max.
(US Funds) Junior: FREE (\$0.00) FREE for all events
3. AMA or MAAC Membership is required of all participants and mechanics
4. AMA membership is available at registration.
5. AMA events are per 2002-2004 (Latest) Rule Book.....KNOW THE RULES !!!!
6. Stunt Events are per latest PAMPA / AMA Rules.
7. Profile 40 Stunt: Profile only-.40 engine max-NO appearance points-NO skill classes! Just Fun!
8. Northwest Events to be per current NW rules. (Nostalgia Carrier, 15 Carrier, Profile 40 Stunt)
9. CARRIER: Multiple Entries allowed in each event, but separate entry fees apply to each entry.
10. ALL SATURDAY EVENT AWARDS WILL BE PRESENTED BY 5 PM SATURDAY.
11. ALL EVENTS TO BE FINISHED BY 4 PM ON SUNDAY
12. AWARDS PRESENTATION WILL BEGIN AT 4:30 PM ON SUNDAY.

For details, contact:

Steve Helmick, (425) 255-1887, e-mail: sbasser@yahoo.com

Dave Gardner, C.D. (425) 235-5190 (days), e-mail: david@process717.com

The Real 'Dirt'

Some tight lines from the bad boy of CL flying, "Dirty Dan" Rutherford

SEALING HINGE LINES. It has been my experience that a great many models of all types simply fly better and more consistently if the hinge line is sealed. In the past this has probably been a little more fraught with fiddles than ideal, strips of FasCal being cut and then applied to both fixed and movable surfaces.

A relatively new product, "Crystal Clear Tape" from 3M, has changed that. To the point where there are no longer any excuses. To apply this tape first get the surfaces reasonably clean. Somehow convince the flaps or elevators to stay in a full-deflection position. As we like to hide stuff like this, the tape will be on the bottom of the model, meaning elevators will be full up. Rip off a long strip of tape, center it on the hinge line and apply. Okay, not so fast. I like to concentrate on getting the tape applied to the fixed surface first, pressing it into place. Then the tape can be worked to hinge line and then to movable surface. If you don't like your first effort, and you won't, rip it off and try again.

Your controls will now have stiffened a bit. To relieve this, squirt a tiny shot of WD-40 at each hinge location. (Yes, from the side opposite tape installation!) Work the controls vigorously a few times and they will be free again. Or I suppose one could use shorter pieces of tape, sealing only between hinge locations. More trouble than it's worth, in my opinion.

Removal of the tape is easy, at least it's easier than removing FasCal. No warming required, although one should be careful to avoid tearing the material.

To illustrate the importance of this process, at one time during the early flights on my Impact I had quickly tired of peeling FasCal off surfaces, removing flaps, tweaking flap horn, reinstalling, resealing, etc. And so I simply flew with open hinge lines. Wrong. Wasted several flights doing this, as once I had the model flying level and the hinge line was sealed it was once again was flying bent. Other effects were more pronounced, even if not quite such a waste of time.

Seal those hinge lines before the first flight and keep them sealed. Especially now that it is so

easy to accomplish.

MUSTARD PUMPS: By now you have all seen us Stunt Guys using these things to transfer fuel from gallon jug to airborne tank. I must admit that the first time I saw one of them I thought they were, uh, just a bit effeminate. And I determined they were surely not an item I needed to add to my list of Stunt Stuff.

Wrong. These are terrific devices, pumping almost exactly one ounce per stroke. Doing so very reliably and with an absolute minimum of hassle. They will even pump up a bladder. Yes, including those heavy-duty, yellow-sleeved bladders.

Hey, I have used virtually every single fuel pump out there. Two- and four-ounce syringes, those 5-ounce aluminum syringes I had made in Russia, fuel bulbs, a couple electric pumps when flying RC, even one of those totally substandard hand-crank jobs. For general use, especially for Stunt flying, there simply is no better way to get fuel from jug to tank.

The first problem is where to get them. I have found them in hardware stores such as McLendon's in the Seattle area, sold as pumps for various sorts of resin. Just today I bought one from DeYoung's Feed & Seed down in Woodinville. The clerk said horsey folk use them to dispense soaps and lotions from gallon jugs. (I was actually looking for 60cc syringes, something else they sell to those with oversize pets.) My favorite brewer of epoxy, System Three in Auburn, Washington, sells them as cheap dispensers for epoxy. Scott Riese relates the fact that he found pumps, albeit 1/2-ounce per stroke units, in an art-supply store, being sold as dispensers for tempera paints. They are used in many workplaces, dispensing soap from gallon jugs. If frustrated in your search, just rip one out of the condiments section down at 7-11. You see, we aren't kidding when referring to them as mustard pumps ...

When you get one, notice that the plastic is not porous, is hard and very slick. Such is the nature of plastic used with foodstuffs; it must be a material which can easily and completely be cleaned of all contaminants. Such as low-quality

mustard. However, this characteristic makes it difficult to simply glue in a large nipple-type fitting. You've been warned.

I convert these pumps by first whacking off an inch or so from the outlet. It doesn't need to be that long, is easier to pack in a tool box. A large pressure fitting is then installed in the outlet. While this can just be forced in place, I like to tap the hole first. Even so, one of my pumps broke from the stress created by screwing a fitting into a hole that was less than fully threaded. No problem, I cut the outlet back further, got it right the second time. Adding some mechanical reinforcement in the form of wrapping wire around the snout of the pump.

Once fitting is installed in outlet, add a length of fuel line, a fuel filter, some kind of probe and you're almost ready to go. Finish the job by installing a stud in the side of top of pump, connecting the fueling line to this piece between fueling operations.

(Editor's note: For those who want to skip the prep work, mustard pumps modified almost-ready-to-use are available from Windy Urtnowski. --jt)

CLEAN FUEL: I've got bad news for you guys: I don't care how clean you think your fuel is, you be wrong. No, I mean *really* wrong!

I would never have believed preceding statement until I had a few thousand color-coded fuel filters made in Russia and began using them. No, not all at once! (You've all seen these things, many fliers have them here in the Northwest. They are red on the tank side and what was supposed to be green on the engine side.) Other than the color coding, an idea I stole from Hi Johnson, they are pretty normal O-ring sealed filters. With the notable exception of a much finer filtering element.

When beginning to fly Stunt, with the expected increase in fuel consumption, I started noticing these Commie Filters tend to get clogged frequently. Not a real problem until I began using one of those mustard-pump things for dispensing fuel. I would have to clean the filter two or three times just to get through a full gallon. And this is commercially mixed fuel, a brand with a very good name, high quality stuff.

For quite a while I thought the problem was mine and mine alone. Somehow I was contaminating the fuel. And then Paul Walker mentioned he

had been having the same problem with his CFs, made worse by the fact that, at the time, he was flying the second B-17 which in its early days was burning more than 12 ounces per flight.

Paul's answer was to splice in an automotive type of fuel filter, a piece using a large paper element and thus giving a lot of capacity for junk. I tried one of these but the unit selected had a plastic body which would swell a bit with mild pressure from the mustard pump, this resulting in a messy squirt of fuel when removing probe from tank plumbing. Down at Local Motorcycle they had a huge selection of fuel filters, I picked one that is designed for dirt bikes, is relatively small but has a hard plastic body and a sintered bronze filtering element.

No more problems. The unit I am using, while not offering the capacity of a paper element, can be flushed back'ards, doesn't pee on my leg, and gets *all* the crap out of the fuel. I know this because one of those Commie Filters backs up the bike filter, placed as it is downstream a few inches. The CF has not had to be cleaned one time since changing to this setup. Highly recommended. Even if you don't believe a word I have had to say about all the crap floating in your fuel. Ignorance is not bliss in this case ...

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!

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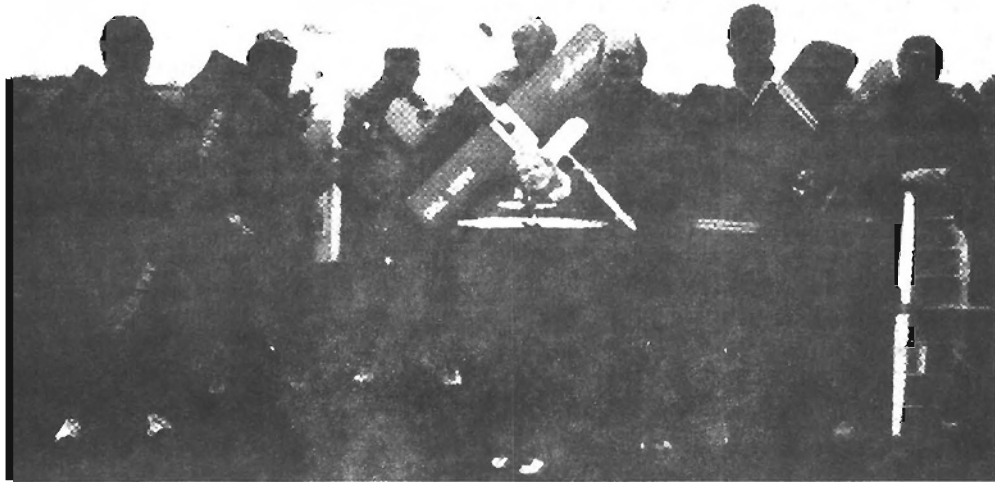
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Send \$14 (\$15 in Canada) U.S. to *Flying Lines*, 2456 Quince St., Eugene, Ore., for a nine-issue subscription to the independent newsletter of Northwest control-line model aviation.

Flyaways

Random tips and ribs
from the *Flying Lines* workshop floor

The gang was all there one spring day at the Eugene flying field. Prop Spinners out for the Sunday morning were (from left) Mel Marcum, Mike Hazel, Raymond Edmiston, Floyd Carter, Allen Hoffman, Dave Shrum and John Thompson. Sorry, we didn't get the name of the young flier who came with Allen. (FL photo)



Be on the lookout for a stolen airplane

By Scott Riese

Those of us that attended the Pearson Air Museum festivities on July 4th had a great time flying control line models.

Some of us stayed to see the Fort Vancouver fireworks display from 10:15 p.m. until 10:45 p.m.

It was during this display that one on Dave Shrum's models was stolen. A search of the immediate premises by Jim Cameron, John Anderson, Wayne Spears, and Dave produced no positive results. Dave's model was unattended and not in his car, but in a roped off area underneath the tail of a displayed DC-3. His model was within 10 feet of his car.

Description: A "Green Box" Nobler — Gray and Green painted in a camouflage pattern. The bottom was light blue. The engine was an O.S. .35.

Please help us by being alert to any trace of Dave's model. If you find any info, contact:

Jim Cameron (Portland) — (503) 287-9620
e-mail: iflycontrolline@hotmail.com

Scott Riese (Portland) — (503) 246-4631 e-mail: SRiese5283@aol.com

John Anderson (Portland) — (503) 452-2459
e-mail: Fezers@aol.com

Dave Shrum (Roseburg) — (541) 672-8893 e-

mail dwsr3c2@yahoo.com

Eastern Washington Update

By Joe Just

After 9 weeks of therapy I am just now able to hold a flying handle again. I expect to try some flying this week. (Editor's note: Joe recently suffered a nasty encounter with a propeller, doing serious damage). Now to the news:

There was a meeting in the Tri-Cities two weeks ago to determine if there was enough interest in two different considerations concerning the future of organized control-line activity in eastern Washington.

There is an RC club that is interested in the building of at least one circle on their property to the West of Richland. Usage of this circle would entail joining their club.

The second consideration is the forming of a CL club in the Tri-Cities or encompassing all of Eastern Washington.

The attendees of this meeting took both ideas into consideration and expect to find a consensus in the near future. Anyone with any ideas should contact David Miller or Joe Just.

There was once again some discussion of a "Fun Fly"/Poker Run" get together in either the Tri-Cities or in the Walla Walla area in the Fall. More to come on this soon.

Letter to Bob Palmer

A look back at some "classic" airplanes and idyllic days of flying.

(Editor's note: Don McClave recently shared with us some recent correspondence with Bob Palmer, the legendary airplane designer. It tells a lot about the early days of the hobby and the attraction of those wonderful old-time and classic designs. Here's Don's letter to Bob. --jt)

Hi, Bob:

The T-Bird project has been put on hold for the time being in favor of another Smoothie. The reason is that I'd like to fly Old Time Stunt again next year and the Smoothie lets me do both with one airplane. I just don't have the time to build two planes in one year. I'm building the Brodak kit (with your wonderfully redesigned wing!) and making only a couple of changes. First, the engine will be inverted and cowled. Second, I'm not going to use a crankshaft extension. Third, I'm going to use a better gear than the one in the kit.

The first model I ever saw fly was a Smoothie, in the early spring of 1953, in a junior high school playground a block from my home in Great Falls, Montana. The pilot was a gentleman named Byron Kemper, a railroad dispatcher from the tiny town of Judith Gap, Montana, whose wife had talked him into taking up a hobby during the winter of 1952-1953. Byron was 50 years old at the time.

Byron built a Venus, a Mars and a Smoothie that winter. He learned to fly and do the stunt pattern using the Venus and Mars (neither survived the experience!). In the spring of 1953, Byron began making the ninety-mile trip to Great Falls on Saturdays so that he could fly with the club members there and get some advice. By the time June rolled around, Byron was ready to enter his first contest, the Plymouth International qualifier in Billings. He won that contest with his Smoothie, and every other contest he entered in the Northwest through 1957. However, in that year, we went to a large regional contest in Spokane, where Byron won Open stunt, but was outscored by 50 points by the Junior winner - a young man flying a beat-up old black Chief. His name was Ted Fancher!

After the 1957 season, Byron hung the Smoothie on the wall and it never flew again. He

had flown the same airplane for five years with the same Fox .35, and probably fewer than half a dozen propellers! An amazing record, even in an area where the level of competition was at a lower level than in the more heavily populated areas of the West.

He tried his hand at R/C, but his health soon began to fail and he didn't get very far with it. He passed away in 1961.

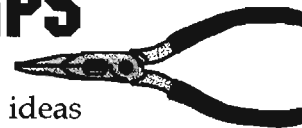
I saw Byron fly so many flights with his "Great Northern Railway Orange and Green" Smoothie that, to me, the design will always look like just the "right" plane for the stunt event. His version had the engine inverted, per the picture on the Veco kit box, as did most of the Smoothies built by Montana flyers.

Hope you are well and enjoying life in Montana.

Best regards,

Don McClave

SHOP TIPS



Clever building ideas
from *Flying Lines* readers

Helpful Tips for Diesels:

- If your diesel is low on compression (having digested too many meals of mud and grit!) and is hard to start, two or three drops of pure castor oil in the exhaust ports followed by a choke or two usually gets results. Priming the exhaust with fuel tends to wash away the castor, so choking the motor works better. The pure castor oil helps the piston seal a lot better. Eye and ear-dropper bottles as well as nasal mist bottles are ideal "Castor Droppers."
- Yellow Jacket bladder tubing works well as a dork tube. But before installing it, file a radius on the sharp outside edge of the PAW venturi. This will help prevent it being cut in hard dorks. The dork tube only needs to go 3/8" past the venturi end. Any longer can get into "flutter" problems. If you do start to get erratic running, check that the dork tube is not split at the venturi top.
- With the PAW NVA sloped back, the fuel pipe connection is pointed forward. This connection takes a lot of "wear" on landings. To help prevent the fuel pipe from splitting, file a radius on the sharp corner of the spray bar end.
- Some diesels tend to "back-off" the compression in flight from where it is set on the ground. To prevent this wrap small rubber bands tightly around the compression screw threads against the cylinder head. This acts as a locking device.

Everybody knows some technical trick or clever technique that will help others enjoy the control-line model aviation hobby more successfully. Send your shop tips to Flying Lines.

FLYING LINES
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