

FLYING LINES

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Above: The Portland Stunt clinic on April 25th was a popular event- lots of flying in the Poker Hand fun fly and a good turnout for the seminar on judging and flying. This is the pit lineup at East Delta Park.

And welcome to our "Bi-centennial" issue number 200! No pomp and circumstance, no trumpet fanfare. However, let's give the NW control line modelers (that's all of us!) an "atta-boy" for helping to keep this publication going. As always, your contributions and comments are appreciated. And now..... enjoy this issue!

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Round & Round

The Control-Line
modeler at large

By John Thompson

Modeling thought for the month:

"There is no point at which you can say, "Well, I'm successful now. I might as well take a nap."

— Carrie Fisher

Model airplane university

The stunt fliers have come up with a good idea — no, a *great* idea. This is something that people interested in promoting racing, combat, carrier, speed and scale should consider adapting to their own events.

The concept is the one-day clinic, a seminar on how to succeed in the chosen event.

The spark that ignites this idea was the Northwest Fireballs' April 25 stunt judging clinic and fun fly in Portland's Delta Park at Jim Walker Memorial Field. Thirty-two people attended and participated.

The morning was devoted to stunt judging, and by natural extension, to stunt flying. The afternoon was a poker-hand fun-fly, where any and all fliers could take to the three circles and just have fun flying and perhaps apply some of what they learned.

I've been involved in stunt, including judging, to some extent or another for about 20 years. But I learned a lot in two hours of close-up study with two of the best experts in the business, Don McClave and Paul Walker. These guys not only can *do* the stunt flying and judging, they can *teach* as well. This sharing of ideas made better stunt fliers and judges of all of us.

It's really not very complicated to set something like this up. (That credit in the Portland case goes to Scott Riese, who organized the event, ran the fun-fly, directed the pre-event field preparation, etc. There always has to be a mover and a shaker behind any organized modeling event.)

The Portland event was useful for people who already are stunt judges or who might intend to volunteer as a judge in the future. But it also was a dandy seminar for the people who just wanted to sharpen up their stunt flying. There were a few beginners who have not flown stunt at all yet, and they paid close attention, probably gaining more insight than they would in a year of flying on their own.

To start with, Don led a discussion of the stunt pattern from start to finish, with Paul's help. They went through each maneuver, explained the proper way to fly it and what kind of errors to look for. They answered questions that came up at that stage.

Then the participants broke up into groups, with each having one guy with a clipboard. The groups judged the flying of five volunteers, and after each flight Paul led a discussion of the pattern flown by that "guinea pig."

One of the more fascinating aspects was how different fliers approached each maneuver, how each had different strong points and weak points, and how two very different-looking patterns could result in fairly similar scores.

It was also interesting to note that the student judges

often saw the same errors as the master, and sometimes missed major problems entirely. Seldom did the students see something that Paul hadn't noted.

Everyone came away from the experience with considerable growth in their stunt skills and knowledge.

The fun-fly was useful as well, not just for the fellowship but for the chance to put heads together and immediately apply some of the knowledge. Bruce Hunt noticed that the tops of my square maneuvers have a softness to them. "Yeah, well, that's the plane," I explained, noting that I had always had trouble flying tops with the Lite Wave. Bruce took a flight and confirmed that the tension didn't seem to be adequate at the tops. Difference was, he had an idea how to fix a problem I've just been tolerating for quite some time. A slight movement of one of the leadouts, and all of a sudden there was better definition of maneuvers and much better feel at the handle. More trimming to come, thanks to Bruce's suggestions.

To get to the point about how to make this kind of an event work for other competition categories...

My mind immediately moved toward the event that really needs some help right now: racing.

Something like this was tried a couple of years ago, and I think it's worth trying again. Fellow Nitrohollic Racing Team member Mike Hazel and I have been thinking about where we could put a racing contest on the schedule, because there's not much happening this year. I'm thinking that the seminar idea might be a better one, if we can generate the participation.

The idea is for those of us experienced in the activity to bring out the equipment and work with any novices or potential novices. Here's how racing is done, here's what the various classes of racing involve, here's how they differ, here are some of the finer points of pitting and piloting, here's a demonstration, now let's work with your plane and get your skill level up, now let's spend some center circle time working on your piloting skills.

Combat has the same potential. Again, here's the basic idea, here are the planes for the different classes, here are the pros and cons of the different classes, here's some flying and pitting instruction, and so forth.

As with the Portland event, these seminars are best with no entry fee and no formal prizes, but a couple of door prizes or some nominal award for participants in the "student race" or whateveyou would add an element of fun to the day.

Speed, scale, carrier, all of them could profit from such an event. The value of doing it as a seminar rather than as a *contest* is that the experts, usually focused on their own competitive programs and results, would be mentoring the newer fliers and concentrating on helping others rather than on their own flying.

Again I'm convinced that a day spent working with Todd Ryan would bring a novice racer along faster than a year of Sunday flying with fellow novices — same with Mike Potter and Shawn Parker in Carrier, and so on.

I think there's a bit of genius in the idea of combining the seminar with a poker hand fun fly, or a barbecue, or something of the sort. Such activities bring out fliers who may not be directly involved with the subject of the seminar, but a spark of interest could be generated as they see what's happening.

We often talk about how to promote and increase participation in our various competitive events. This seems like a tremendous opportunity for moving people with a casual interest rapidly along to actual participation in control-line competitive activity.

Stay tuned for details of such events coming up ...

John Thompson can be reached in care of Flying Lines or at JohnT4051@aol.com.

Where the action is!

Coming events in Northwest Control-Line model aviation

July 3-11

World CL Championships, Muncie, Ind. See AMA Web site for info: www.modelaircraft.org.

July 4

PAC "33-1/3" and Balloon Burst Fun Day, Clayburn, B.C.

July 10

WOLF Lucky Hand Fun Fly, Bill Riegel Model Airpark, Salem, Oregon. Contact: Mike Hazel 503-364-8593, or e-mail: zzclspeed@aol.com Sponsored by Western Oregon Control Line Flyers.

July 11-17

U.S. National CL Championships, Muncie, Ind. See AMA Web site for info: www.modelaircraft.org.

July 24-25

PAC Invitational, Rice Mill Road Model Park, for NW Sport Race, .15 Nostalgia Race, Flying Clown Race, Carrier, Scale. Contact: Chris Cox, (604) 596-7635, e-mail ccox1@telus.net Sponsored by Pacific Aeromodelers Club

July 24-25

Wright Brothers Centennial + 1 Precision Aerobatics Fun Fly, Arlington Airport, Arlington, Wash. Saturday: Trimming, coaching and practice, 8 a.m. start. Sunday: PAMPA stunt and judging clinic. For info, contact Steve Helmick, sbasser@yahoo.com.

July 31-Aug. 1

Bladder Grabber triple-elimination fast combat tournament, Harvey Field, Snohomish, Wash. Big prizes! For information, contact Jeff Rein, jeffrey.a.rein@boeing.com

July 31-Aug. 1

Western Canada Stunt Championships, Rice Mill Road Model Park, Richmond, B.C. For info, contact Chris Cox, (604) 596-7635, e-mail ccox1@telus.net. Sponsored by Vancouver Gas Model Club.

Aug. 7

Tailhook 2004 Navy Carrier contest at Auburn Municipal Airport, Auburn, Washington. (New location and date!) All carrier events. Contact: Mike Potter: skyshark58@cs.com Sponsored by Northwest Skyraiders.

Aug. 7-8

Auburn Good Old Days CL flying demo, at elementary school, 200 Main St., Auburn, Wash. For info, contact Chris Gomez, gomez580468@earthlink.net

Aug. 7-8

Prairie Fire Stunt Contest, Edmonton, Alberta. Contact Bruce Perry: abperry@telus.net

Aug. 8

Five Rounds Vintage Diesel Combat and BBQ lunch, Mission Wings RC field off of Highway No. 7, Mission, B.C. Pilots' meeting, 9:45 a.m. E-mail map to the site available. For info, contact Paul Dranfield, (604) 826-3376, e-mail pdran@telus.net

Aug. 14-15

Hillsboro Air Show, Northwest Fireballs flying demonstrations, Hillsboro Airport, Hillsboro, Ore. For info, contact Scott Riese at sries5283@aol.com

Aug. 14-15

Northwest Summer Speed Meet, Bill Riegel Model Airpark, Salem, Oregon. All AMA Speed events plus F2A, and NW Sport Jet Speed. Contact: Mike Hazel 503-364-8593, e-mail zzclspeed@aol.com Sponsored by: Western Oregon Control Line Flyers

Aug. 21

Northwest Skyraiders Fun Fly, at Riverwalk Park, Kent, Washington. BBQ potluck, poker hand fun fly. For information: Chris Gomez: gomez580468@earthlink.net

Aug 29

"The Best BBQ & Fun Fly" at Ole Johansen's place, Sedro-Woolley, Washington. Sport flying, matches in D/Bat, 80 MPH combat, fly anything! Two circles, trainers available for beginners. For directions or more information contact: Mel Lyne at mlyne@sea-to-sky.net (604) 898-5581, or Kenny Johansen at cell (425) 876-4613

Sept. 4-5

M.A.A.C. Record Trials, Richmond, BC. For Speed events. Site: Rice Mill Road Model Park. Contact: abduncan@shaw.ca Sponsor: Vancouver Gas Model Club

Sept. 11-12

Raider Roundup, Seattle, WA. Contest site is Sandpoint Naval Air Station. Stunt, Carrier, and Scale events. Combat may be added. Check Skyraiders website for latest updates. Contact: Steve Helmick, sbasser@yahoo.com Sponsored by Northwest Skyraiders.

Sept. 12

PAC Fun Fly for Carrier, Rice Mill Road Model Park, Richmond, B.C.

Sept. 16-19

Great Intergalactic Fun Fly, Waitsburg, Wash., in conjunction with Lions Salmon Bake and Waitsburg's annual Buffalo Feed. For info, contact Joe Just at ukeyman@justice.com

Oct. 3

PAC Season End Fun Fly, Clayburn, B.C.

Oct. 9-10

Fall Follies, Bill Riegel Model Airpark, Salem, Oregon. NW Sport Race, Classic Stunt, P-40 Stunt, PAMPA Stunt, Sunday BBQ. Contact: Mike Hazel, 503-364-8593, e-mail zzclspeed@aol.com Sponsored by: Western Oregon Control Line Flyers

Contest Directors: As always, please get your event information, including corrections and updates to *Flying Lines* as soon as possible. We can distribute your contest flyers, please allow plenty of lead time for this. Contact the editor for details.

This is the last issue for the following.....

Larry Bell, Karl Caldwell, Jeff Cleaver, Chris Cox, Tom Doucette, Bob Huber, Gary Letsinger, Mike MacCarthy, Leo Mehl, David Miller, Bob Nelson, Robert Smith,

Get those renewals in soon, you don't want to miss the next issue!

Flying Site News

The following information is from Dave Miller of Pasco, Washington, and member of the Miniature Aircraft Association (MAA) He reports on installation of a new control line circle. Also sounds like he is going to revive the Columbia Basin Balsa Bashers.

The field is across from the Rattlesnake mountain rifle range & next to the Yakima river on highway 225 going west towards Benton city. There's a sign on the highway. They gave me the old RC field conveyer belt for the circle. We now have a 400 ft. asphalt runway for RC. Next year I will plant grass for the 1st CL circle. We have enough room to eventually have 3 circles.

I am trying to kick CL up a notch in Eastern Washington. To use this site people would have to be an AMA member and join the club, which is \$55.00 a year. Club website is www.higginsfield.org. My e-mail is dmiller2b@charter.net, and phone number is 509-542-1959 if there are any questions.

The FLYING FLEA MARKET

Free ads for the Flying Lines Subscriber

CONTROL-LINE SUPPLIES: Just arrived: Top Flite Flite Streak ARF: Durable balsa/ply construction covered with MonoKote — a classic is reborn. Regular price is \$89.99. Special for *Flying Lines* readers, \$69.99. Also: Top Flite Nobler ARF: Wood covered with MonoKote, painted fiberglass cowl, leadout already installed!! Regular price is \$139.99. Special for *Flying Lines* readers, \$119.99. Remember — We ship UPS daily. Eugene Toy & Hobby, (541) 344-2117, www.eugenetoyandhobby.com.

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: Two hour videos of the Vintage Stunt Championship 14, 15, and 16. The VSC 16 video is available on DVD, and all three are available in VHS. Also 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

FASCAL: Back by popular demand. The ultimate combat plane covering, good over open frame or foam. Available in full 27"x150' rolls. Contact me for price and availability info. John Thompson, JohnT4051@aol.com.

DIESEL COMBAT BEGINNER HELP: The Diesel Combat Group has beginner trainers and instruction available for new fliers to try control-line flying at most flying sessions. These will commence in March 2004 at Arlington and Sedro Woolley, Wash., and at Richmond and Clayburn, B.C. For information on dates contact Mel Lyne at (604) 898-5581 or e-mail: mlyne@sea-to-sky.net.

FOR SALE: Topping 100 vintage collectable all aluminum plane, with Vivell 35. Very good condition, asking \$350. For more details contact Mike Hazel, zzclspeed@aol.com

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

FOR SALE: Sig Field Boss power panel, only used one season. \$10. John Thompson, JohnT4051@aol.com

ELIMINATOR PROPS - Carbon Fiber Props, Carbon Fiber Landing Gear, 4" Carbon Fiber Bellcranks, Plans on CD's and More. I have 38 new props and several new items. Along with 11 different CD's of plans and articles. For my latest flier just send me your e-mail address or a self addressed stamped envelope. Steve Wilk 3257 Welcome Ave N, Crystal, MN 55422 (763) 531-0604 - e-mail: swilk@cpinternet.com

WANTED: Need the following A.M.A. rule books for my collection..... 1959 thru 1963; 1966; 1968-1969; 1973; 1976-1977. Mike Hazel, contact at Flying Lines.

FOR SALE: We have back issues of *Flying Lines* available for your reading pleasure, going back twenty and more years. Immerse yourself in nostalgia, do control line research, settle bets, look at pictures of people who had hair back then. Request your order list from FL headquarters.

YOUR AD HERE: Remember, classified ads are free to *Flying Lines* subscribers. Send yours in today for publication in the next edition.

2004 Northwest Control Line Regionals Results

May 28-29-30, Albany, Ore.

Total entries: 88 individuals, 228 event entries *

- Combat Champion:** Jeff Rein
Navy Carrier Champion: Jim Schneider
- Racing Champion:** Les Akre
Scale Champion: Don Chandler
Speed Champion: Mike Hazel
Stunt Champion: Bob Smiley
Precision Aerobatics Concours 'd Elegance: Jim Aron
Best Novice Clown Racer: Tortoise and Hare Team

Results

(Number of entries after event name)
 (Northwest Standings points in parenthesis after score)

VINTAGE DIESEL COMBAT (7)

- Mel Lyne, Garibaldi Hghinds, B.C. (7) 5-1/2-1/2
- Bob Smith, Roy, Wash. (6) 4-3
- Bob Carver, Snohomish, Wash. (5) 3-1/2-3-1/2
- Raymond Peter Tribe, Kent, England 3-3
Phil Granderson, Oakland, Calif. 3-0 withdrew
- Paul Vallins, Everett, Wash. 1-4
- Kenny Johansen, Stanwood, Wash. 0-4

80-MPH COMBAT (11)

- Bob Huber, Stanwood, Wash. (11)
- Jeff Rein, Bothell, Wash. (10)
- Mel Lyne (9)
- Bob Smith (8)
- Kenny Johansen
Jay Woods, Portland, Ore.
Milissa Huber, Stanwood, Wash.
Tony Huber, Renton, Wash.
Ken Burdick, Bothell, Wash.
Buzz Wilson, Belfair, Wash.
Jim Green, Bellevue, Wash.

HIGH-PERFORMANCE 1/2-A COMBAT (4)

- Jeff Rein (4)
- Bob Smith (3)
- Buzz Wilson (2)
- Ken Burdick (1)

AMA COMBAT (8)

- Milissa Huber (7)
- Jeff Rein (6)
- Jim Green (5)
- Ken Burdick (4)
- Mel Lyne
Bob Smith
Tony Huber

CLASS I NAVY CARRIER (5)

- Eric Conley, Gardnerville, Nev. 397
- Raymond Tribe 341
- Shawn Parker, Seattle, Wash. (3) 302.6
- Jim Schneider, Livermore, Calif. attempt
Don Chandler, Red Bluff, Calif. attempt

CLASS II NAVY CARRIER (3)

- Jim Schneider 378
- Don Chandler 297.8
Eric Conley attempt

PROFILE NAVY CARRIER (7)

- Mike Potter, Auburn, Wash. (7) 353.52
(Northwest record)
 - Eric Conley 336.75
 - Jim Schneider 320.19
 - James Cox, Delta, B.C. (4) 154.9
 - Dave Shrum, Roseburg, Ore. 94.8
 - Raymond Tribe attempt
- One other entry did not score

.15 NAVY CARRIER (9)

- Jim Schneider 250.6
(Regionals record)
- Shawn Parker (8) 232.7
- Mike Potter (7) 221.7
- Raymond Tribe 218.7
- Don Chandler 207.3
- James Cox 107.3
- David Miller, Pasco, Wash. 80.9
- Allen Hoffman, Greenville, Calif. 80.1
- Dave Shrum attempt

NOSTALGIA NAVY CARRIER (4)

- Rich Salter, Seattle, Wash. (4) 232
(Sets Regionals & NW record)
- Don Chandler 222
- Mike Potter (2) 102
- Dave Shrum (1) 80.1

MOUSE RACE I OPEN (5)

- Vic Garner, Livermore, Calif. 5:22.96
- Todd Ryan, Burbank, Wash. (4) 6:36.37
- Paul Gibeault, Edmonton, Alberta 14 laps
- Bob Murphy, Stockton, Calif. 2:57.17 heat
- Mac Ryan, Burbank, Wash. 13 laps heat

MOUSE RACE I JR.-SR. (2)

1. Milissa Huber (2) 10:33.2
2. Maria Huber, Stanwood, Wash. (1) 30 laps

MOUSE RACE II (4)

1. Mike MacCarthy, Santa Rosa, Calif. 7:12.07
2. Paul Gibeault 127 laps

Two other entries did not score

.15 RAT RACE (5)

1. Les Akre, Calgary, Alberta 7:01.66
(Sets Regionals record)
2. Bob Kerr, El Sobrante, Calif. 85 laps
3. Mike MacCarthy 28 laps heat

Two other entries did not score

AMA GOODYEAR (6)

1. Mike MacCarthy 7:13.76
2. Les Akre 104 laps
3. Todd Ryan (4) 3:26.48 heat
4. Bob Kerr 4:16.15 heat
5. Vic Garner 48 laps heat

One other entry did not score

NORTHWEST GOODYEAR (4)

1. Les Akre 7:06.75
2. Vic Garner 9:32.84

Two other entries did not score

FLYING CLOWN RACE (9)

1. Todd Ryan (9) 313 laps
(Regionals record)
2. Mac Ryan (8) 303 laps
3. Bush-Persson Team, California 276
4. Les Akre 271
5. Nitroholics Racing Team, Oregon 113 heat
6. Tortoise & Hare Team, Ore./Cal. 100 heat
7. Bob Murphy 84 heat
8. Retreads Team, B.C., Canada 70 heat
9. Vic Garner 40 heat

Best Novice: Tortoise & Hare Team**NORTHWEST SPORT RACE JR.-SR. (0)**

No entries

NORTHWEST SPORT RACE OPEN (11)

1. Bush-Persson Team 7:58.04
(Regionals record)
2. Mac Ryan (10) 8:02.89
3. Mel Lyne (9) 8:49.23
4. Retreads Team (8) 9:02.82
5. Kenny Johansen 4:55.59 heat
6. Doug Wood, Idaho Falls, Idaho 5:08.74
7. Les Akre 5:21.07 heat
8. Todd Ryan 6:00.03 heat

Three other entries did not score

NORTHWEST SUPER SPORT RACE (3)

1. Nitroholics Racing Team (3) 7:41
2. Todd Ryan (2) 8:17.45

One other entry did not score

QUICKIE RAT RACE (7)

1. Bush-Persson 6:05.92
(Regionals record)
2. Bob Murphy 6:22.51
3. Les Akre 3:13.51 heat
4. Vic Garner 43 laps heat

Three other entries did not score

PRECISION SCALE (2)

1. Mike Potter (2) 413 points
2. Don Chandler 219

SPORT SCALE (1)

1. Don Chandler 85 points

PROFILE SCALE (3)

1. Don Chandler 102 points

1/2-A SPEED (2)

No entries scored

1/2-A PROTO SPEED (4)

1. Jerry Rocha, Napa, Calif. 115.49 mph
(Regionals record)
2. Bob Murphy 100.32
3. Mike Hazel, Salem, Ore. (2) 90.19

One other entry did not score

A SPEED (3)

1. Jerry Rocha 161.15 mph

Two other entries did not score

B SPEED (1)

No entries scored

D SPEED (1)

1. Loren Howard, Ariel, Wash. (1) 166.45 mph

IET SPEED (2)

1. Jim Rhoades, Salt Lake City, Utah. 166.13 mph

One other entry did not score

FORMULA 40 SPEED (6)

1. Marty Schoenheiter, SLCity, Utah 154.91
2. John Thompson, Eugene, Ore. (5) attempt

Four other entries did not score

FAI SPEED (6)

1. Paul Gibeault 177.54 mph
2. Remy Dawson, Vancouver, B.C. (5) 169.79)
3. Jerry Rocha attempt

Three other entries did not score

.21 SPORT SPEED (5)

1. Mike Hazel (5) 147.6 mph
2. Bob Murphy 138.3
3. Ted Gritzmacher, Btl Gmd, Wa. (3) attempt

Two other entries did not score

.21 PROTO SPEED (3)

No entries scored

NORTHWEST SPORT JET SPEED (3)

1. Mike Hazel (3) 140.02 mph
(sets Regionals and NW record)

Two other entries did not score

EXPERT PRECISION AEROBATICS (22)

1. Paul Walker, Kent, Wash. (33) 556.5
 2. Ted Fancher, Foster City, Calif. 555.5
 3. David Fitzgerald, Napa, Calif. 553
 4. Chris Cox, Delta, B.C. (28.5) 538.5
 5. Brett Buck, Sunnyvale, Calif. 534.5
 6. Gordon Delaney, Kaysville, Utah 532
 7. Bruce Perry, Edmonton, Alberta 521.5
 8. Jack Pitcher, Gresham, Ore. 515.5
 9. Phil Granderson, Oakland, Calif. 509.5
 10. Pat Johnston, Meridian, Idaho 506.5
 11. Randy Powell, Port Orchard, Wash. 503.5
 12. Jim Aron, El Cerrito, Calif. 503
 13. Jerry Eichten, Newburg, Ore. 495.5
 14. Ken Bird, University Place, Wash. 488
 15. John Leidle, Kirkland, Wash. 485
 16. Alice Cotton-Royer, Portland, Ore. 480
 17. Dan Rutherford, Bothell, Wash. 479.5
 18. Carl Shoup, Grand Junction, Colo. 472.5
 19. Bruce Hunt, Salem, Ore. 428.5
 20. Scott Riese, Portland, Ore. 216.5
 21. Keith Varley, Vancouver, B.C. 143.5

One other entry did not score

Judges: Bill Fitzgerald, Mike Conner

ADVANCED PRECISION AEROBATICS (10)

1. Bob Smiley, Kingston, Wash. (10) 468
 2. Dave Royer, Portland, Ore. (9) 458
 3. Scott Urabe, Salinas, Calif. 453
 4. Jim Rhoades 432.5
 5. Mike Haverly, Auburn, Wash. 423
 6. Heman Lee, Hercules, Calif. 404.5
 7. Mark Micheli, Salinas, Calif. 404
 8. Leo Mehl, Portland, Ore. 397
 9. Dave Pellerin, Kirkland, Wash. 342

One other entry did not score

Judges: Allana Perry, Steve Helmick

INTERMEDIATE PRECISION AEROBATICS (2)

1. Derek Moran, Goleta, Calif. 460
 2. James Goss, San Jose, Calif. 402.5

Judges: Pat Johnston, Steve Helmick

BEGINNER PRECISION AEROBATICS (8)

1. Greg Hart, Donald, Ore. (8) 258.5
 2. Doug Wood, Idaho Falls, Idaho (7) 233.5
 3. Rodney Claus, Kent, Wash. (6) 215
 4. Allana Perry, Edmonton, Alberta 187.5
 5. Bill Ledden, Ridgecrest, Calif. 178
 6. Ben Jones, Auburn, Wash. 147

7. Rich Salter 144.5
 8. David Miller 75

Judges: Pat Johnston, Steve Helmick

CLASSIC STUNT (16)

1. Gordon Delaney 541.5
 2. Don McClave, Portland, Ore. (15) 532.5
 3. Carl Shoup 517.5
 4. John Leidle (13) 505
 5. David Fitzgerald 500.5
 6. Dan Rutherford 500
 Phil Granderson 500
 8. Bruce Hunt 499
 9. Scott Riese 498.5
 10. Dave Royer 541.5
 11. Gerald Schamp, Sweet Home, Ore. 469.5
 12. Bob Smiley 454
 13. Mike Haverly 447.5
 14. Heman Lee 432
 Dave Pellerin 432

One other entry did not score

Judges: Bruce Perry, Chris Cox

OLD-TIME STUNT (12)

1. Dan Rutherford (12) 308
 2. Jim Aron 289.5
 3. Carl Shoup 273.5
 4. Scott Riese (9) 271.5
 5. Keith Varley 267.5
 6. James Goss 262
 7. Heman Lee 254
 8. Floyd Carter, Eugene, Ore. 246.5
 9. Mike Conner, Pitt Meadows, B.C. 242.5
 10. Bob Smiley 228
 11. Dave Pellerin 221.5

One other entry did not score

Judges: Dave Fitzgerald, Pat Johnston

SPORTSMAN P-40 STUNT (6)

1. Heman Lee 448.5
 2. Bob Smiley (5) 434
 3. Mike Haverly (4) 416
 4. Scott Urabe 411.5

Two other entries did not score

Judges: Chris Cox, John Leidle

Other stunt officials:

Event director: Dave Gardner
 Chief tabulator: Jan Foster
 Pit Boss: Chris Gomez
 Expeditors: John Leidle, Jack Pitcher

* Event entries: Racing, 56; Speed, 32; Stunt, 76;
 Combat, 30; Carrier, 28; Scale, 6

Racing at the Regionals — a war of attrition

By John Thompson, racing director

The Regionals is always the first major contest of the year for many of the competitors, and for some, it's the only racing contest of the year. For quite a few, it's the season opener/Nats practice session.

Not surprisingly, Regionals racing sometimes turns out to be a "weeding out" of the questionable racing gear. You have this happening:

- Time-tested equipment either works reliably like always or is revealed to have died of old age over the winter.
- New equipment either turns out to be the solution to all problems or turns out to need more shakedown before it's race-ready.
- The natural stresses of high-performance competition cause some planes/engines to self-destruct, sometimes with pilot assist.

As a result, by the time the racing really gets going, the number of entries is sometimes trimmed down to those teams with gear that works well, with the rest of the guys working in the pits, punching watches, or watching from under the canopies alongside the circle.

The 2004 Regionals was perhaps an extreme version of the above scenario, with some excellent races emerging from the litter, but a lot of dropouts along the way.

The Nitroholics Racing Team's quickie rat may have been the most emblematic of the problems, as it went about a half-dozen laps in a warm-up flight before the engine tone changed from ferocious to frightful to deadly silent within a couple of seconds. A look in the exhaust of the K&B .40 showed many metal chips. That's racing!

Nevertheless, a few of the races showed that racing, when done well, can be one of the coolest forms of competition there is. Once again, the .15 rat racers and the Class II mouse racers showed the potential of true unlimited racing, with the gorgeous, sleek little planes turning incredible speeds and clean, fast races. There's nothing like the site of the little inverted rat (derivatives of the Gillott Shark of .40 racing days) in both the .15 and .049 class screaming around the circle in a battle of piloting inches and pitting seconds.

As always, the Regionals produced a couple of records for fantastic team efforts.

Les Akre established the Regionals record for .15 rat (also known as "Hamster"), which was run with the .15 restriction for the first time this year (all the rats were voluntarily .15 last year, too, as the .40 class has pretty much been replaced nationwide with the Hamster.) Les's time for the 140-lap feature was 7:06.66.

Todd Ryan inched the Regionals record for the Clown Race feature up to 313 laps.

The Bush-Persson Team from California led a high-flying Northwest Sport Race feature to a 7:58.04 Regionals record time. (More on that below).

Bush-Persson also pushed the Regionals record for Quickie Rat down to 6:05.92 for the 140-lap feature, a truly excellent time in a great final race with Bob Murphy, no slouch at 6:22.51.

No records were set in Class I Mouse Race, but the racing showed that that event is not dead by any means, with some great heat times. The Junior-Senior class was dominated by the Huber family, with Milissa winning this year over last year's winner, Maria.

In the post-race discussion, as well as in the heat of battle, it was observed that the Northwest's most popular racing event, Northwest Sport Race, is getting a bit out of hand as to some of the flying habits being employed by the pilots.

The philosophy of racing directors toward this event generally has been to be lenient as to some of the piloting, partly because the event caters to novices and partly because the four-up racing with the stunty airplanes causes some heavy traffic that makes tight flying a little difficult at times.

Nevertheless, some pilots have pushed the envelope — particularly the height limit — to the point where the result is some very sloppy (or is it?) racing and some artificially fast times. Besides that, we've ended up in a situation where pilots are pointing at one another and complaining about high flying.

In 2005, pilots in Northwest Sport Race at the Regionals can expect to see a height reference pole and much stricter officiating. Flying above the 20-foot level will be at risk of lap penalties.

In all, the 2004 Regionals in racing was a success, though a bit higher entry and nicer weather would have been nice. We're hoping for a better turnout in 2005.

COMBAT at the NW REGIONALS

Reported by Mel Lyne

Vintage Diesel Combat
Friday May 28, 2004

Combat was again at the south end. Steve Helmick, Robert Smith, Kenny, Austin and Ole Johansen and Mel Lyne took care of the grass cutting chores and marked out the site. Friday's weather was quite damp in the morning with frequent showers. The afternoon dried out nicely. Steve Helmick ran the matches with help from judges Bill Ledden, Rod Claus and Ron Enos. They did a great job.

Bob Carver and Phil Granderson competed as well as ex-Brit Paul Vallins and visiting British combat ace Peter Tribe to make it a bit more high profile, and Santa Rosa photographer Edmond Bridant took some amazing digital photos of the action including a now-famous "Granderson Swamp Flier" shot.

Kenny Johansen and Robert Smith started things off with a damp match using the plastic streamers. One cut only to Robert and too much ground time to Kenny gave Robert the win. Granderson vs Carver was next in what looked to be a great match-up. But Phil was flying with his rather disinterested Fast combat style and didn't really go for full pursuit ("That's hard work" he was heard to say). So after a bunch of near misses the mid-air happened, destroying 2/3 of Phil's Razor Blade. With Phil's flying style it's hard to tell if he's awake or not!

Peter Tribe took on Mel in a tight match. Lots of very tight action in and out of tangles. Mel took it one cut to none. Next was Paul Vallins vs Mel. Another very tight match and both fliers dorking. Paul came out short with one cut to Mel's two.

The rounds rolled on and the weather got dry enough to go to paper streamers at round 4. Phil took on Paul next and won by 4 seconds with cuts even, and kept the new Warlord in one piece. Kenny, a new combat flier, was in tough in every match but gave it a really good try but not quite up

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to the skill level of the seasoned fliers. But he did only damage one model, and that was against Phil in another Granderson mid-air in which Phil's entire right wing was removed.

At the end of 5 rounds Peter Tribe, Robert Smith, Bob Carver and Mel Lyne were out front in wins. The first semi-final had Peter vs Mel. Lots of close action and cuts. Mel took it 3 cuts to 2. The second semi was Bob vs Robert. One cut apiece, but Bob with a "Pit stop" giving Robert the win.

The 3rd and 4th flyoff was Bob vs Peter in a close duel. Peter took all Bob's streamer in one go, then had some ground time. They duelled again and Bob took a cut, then another, then flew out the clock for the win.

The final was Robert vs Mel. Robert took an early cut, but it was the whole streamer so now he had to hide for 4 1/2 minutes. Mel chased him around the sky and finally got his streamer but left the knot. There was closer and closer passes as the clock wound down and just before the 5 minute horn Mel got the knot for the win.

Thanks to all the officials for a great job.

Results:

- | | | | |
|-------------------|----------------------|---------------|-------|
| 1. Mel Lyne | Garibaldi Highlands, | 5 1/2 - 1/2 | |
| 2. Robert Smith | Roy, Wa. | 4 - 3 | |
| 3. Bob Carver | Snohomish, Wa. | 3 1/2 - 3 1/2 | |
| 4. Peter Tribe | Kent, England | 3 - 3 | |
| | Phil Granderson | Oakland, Ca. | 3 - 0 |
| 6. Paul Vallins | Everett, Wa | 1 - 4 | |
| 7. Kenny Johansen | Stanwood, Wa | 0 - 4 | |

Mel Lyne'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. Taipan 8 x 6 nylon prop. "Superline" .015" x 52'-3" lines. Mejzlik handle. Perfect small line connectors. Red Max diesel fuel.

High Performance 1/2 A combat May 29

Gary Harris ran the glow combat events with judges Ron and Inez Enos and Mark Hansen. Double elimination and just 4 fliers in 1/2A. Jeff Rein, Robert Smith, Buzz Wilson and Ken Burdick. The "Screamin' Meanie" Fora and Cyclon motors made a lot of noise at 33,000 rpm and there was model destruction in most matches. The home-

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built foamie models generally proved stronger than the bought open-frame Yuvenkos.

Results:

1. Jeff Rein, Bothell, Wa
2. Robert Smith, Roy, Wa
3. Buzz Wilson, Edmonds, Wa
4. Ken Burdick, Seattle, Wa

Jeff Rein's winning plane was an own-design foamie with Fora .049 power using GRS carbon props.

80 mph combat May 29

12 fliers entered in this event. Amongst them were the 3 Hubers, Tony, Bob and Milissa, Jeff Rein, Mel Lyne, Jim Green, Ken Burdick, Robert Smith, and newcomers Kenny Johansen and Jay Woods. The flying standard was quite good with everyone getting up for some combat.

Kenny did have takeoff problems in his first match, but had a good match in the second round. Milissa went out uncharacteristically early, but Bob Huber kept on winning. Robert Smith had several good matches before he drew Mel, his nemesis, and that put him out. Mel stayed clean for several rounds and it came down to Mel, Jeff and Bob left alive.

Then the wheels fell off for Mel. First he messed up the match against Jeff having 3 "Pit Stops". Then against Bob Huber the Fox kept cutting out. Turned out to be a plug gone bad. So Mel was left in 3rd with the final between Jeff and Bob. It was an entertaining match with full circle flying, some quick exchanges, and a lot of Jeff ducking down low inverted. Jeff was leading until the final minute when Bob tried a desperation move almost head-on and it worked giving Bob the kill and first place.

Bob had been using a taper wing foamie with a rather rich motor run. Jeff was running a Russian-motored 30,000 rpm F2D foamie .15 of his own design. Ken Burdick had similar equipment. The rest of the field were running .36 and .40 motors, mainly Foxes and O.S. Maxes, in a variety of Yuvenko, Mejzlik and foamie planes.

Results:

1. Bob Huber Stanwood, Wa.
2. Jeff Rein Bothell, Wa.
3. Mel Lyne Garibaldi Highlands, B.C.
4. Robert Smith Roy, Wa.

Bob Huber's winning plane was a 46" span foamie using Gotcha-style wings and a wooden boom with an O.S. Max up front.

AMA Fast Combat May 30

The premier event with lots of raw horsepower in Nelsons, Foras and Foxes. 9 fliers were entered. 7 flew. Hair trigger response time. Cold anticipation. Dry mouth... GO! The motors scream to life and pilots race for the handle. Pure adrenalin. Unbelievable pull on the lines. An adrenalin junkie's dream. Ciculating...waiting for the horn...GO FOR IT! Frantic action, mistakes, the mid-air, pieces, getting killed, losing by one second air time. And the "Rush" fades away, the heart no longer pounds in your ears, your palms are sweaty, and you just can't wait for the next time.

Again a mixture of Foamies, Yuvenkos and Mejzliks. A range of shutoffs from swing-arm to leadout-activated to sliding bellcrank. A surprising number of GRS green carbon props. They must be working.

Mel was up early in the round against Tony Huber. Mel's wrist strap got tangled in the grass and he was second up. Tony's Yuvenko and Mel's Fox VI foamie were even in speed. At the horn Tony made a move, Mel went inverted and tried for an "up and under" attack but was off in the timing. Tony looped over as Mel tried to line up his streamer but the timing was off and the resulting crunch ripped off Mel's right wing and munched Tony's Yuvenko fantail. Tony got it on airtime.

KillerCombat Milissa made short work of her first victim and waited for round 2. Jim Green flew well and pulled out several kills. Jeff Rein was rolling along with some victories and Ken Burdick was winning a bunch. Robert Smith won and lost a couple. In round 2 Milissa drew Mel. Motors started together, but can that girl sprint! We just HAVE to tie a brick to these youngsters to

give us old geezers a chance in the run for the handle! Milissa was up first with a Fox Yuvenko. Mel had a Fox foamie. At the horn Mel was supposed to wait and see what the sorceress of combat was up to (that was the plan anyway), but "brain fade" got him and he went straight for the knot. BOOM!! Lotsa pieces. Mel's timing was WAAAAY off. Milissa took it on airtime (curses to her sprinting prowess!). Next time Mel's going to have an oxygen bottle, and maybe some nitro pills.

The final was Jeff vs you-know-who...yeah, Killer Combat Milissa Huber. Jeff played it cool and stayed away hoping for an easy chance or a win on points. But Milissa lined him up late in the match and got him for the victory. Jeff had now lost in 2 finals in 2 days to 2 Hubers. He had beenright royally HUBERNATED!!

Results:

- 1. Milissa Huber Stanwood, Wa.
- 2. Jeff Rein Bothell, Wa.
- 3. Jim Green Bellevue, Wa.
- 4. Ken Burdick Seattle, Wa.

SCALE
at the NW Regionals
by Craig Bartlett

Control Line Scale at this year's Regionals saw two contestants enter 4 models:

Don Chandler from California entered a nice C-47 and flew it in profile scale, as well as his Alon Ercoupe in Sport and a faithfully reproduced Berkeley kit of the F4F Wildcat in Precision. (We called it the Roy Beers' Memorial Wildcat!)

Mike Potter entered an absolutely fabulous restored Precision Scale of the Heinkel 219 Owl, a German WWII Twin-Engine Nightfighter. Loaded with detail and well constructed, the twin Greenhead .45-powered entry came to an inglorious end when Mike made an admittedly "rookie" mistake and took off with his control handle upside down! By the time he figured that out, the model kited

into the nasty and untimely winds that came up Sunday afternoon, and did a nose dive into the unforgiving Albany Airport pavement. Mike says it's repairable...we'll see...Good Luck Mr. Potter!

After that, a pall settled over further scale flying and the competition was concluded with no further flights due to excessive westerly winds. Let's hope for more scale entries next year...too many Scale trophies left unclaimed, guys & gals!

STUNT
at the NW Regionals
by Dave Gardner

To all of you listed below, who made this latest Regionals Stunt Program work: I couldn't have done it without all and any of you!

It was a long day for a lot of folks...and the reason was the entry list!

- OTS: 14 entries, 13 flew
- Classic: 17 entries: 15 flew
- P-40: 6 entries, 4 flew
- PA Beginner: 10 entries, 10 flew!
- PA Intermediate: 2 entries, 2 flew
- PA Advanced: 10 entries, 9 flew
- PA Expert: 23 entries, 21 flew

That's a total of 74 event entries, with a record high in Beginner and Expert!

- Event Director: Dave Gardner
- Tabulator: Jan Foster
- Pit Boss: Chris Gomez
- Old Time Stunt Judging: Dave Royer, Steve Helmick, Dave Fitzgerald, Pat Johnston
- P-40 Stunt Judging: Chris Cox, John Leidle
- Advanced PA Judging: Alanna Perry, Steve Helmick, Dave Shrum
- Expert PA Judging: Bill Fitzgerald, Mike Conner
- Classic Stunt Judging: Bruce Perry, Chris Cox
- Beg/Int PA Judging: Pat Johnston, Steve Helmick.

SPEED

at the NW Regionals by Mike Hazel

Well, in a word.....quiet. Entry level was down this year, with at least three regulars not entering this time round. And of course the weather put a real pall on the enthusiasm.

Here are a few highlights and notes..... Marty Schoenheiter is "Mr. Consistent" in Formula 40, having done all three officials within a narrow speed-band. John Thompson made his official speed entrant debut with a converted rat racer. It looked promising, but unfortunately the bladder tank blew and ran out of time to get another attempt.

In 1/2 A Proto, Jerry Rocha was only one mile off the mark of the national record. Second place Bob Murphy just cracked 100 mph, but did it on using the contest 10% fuel instead of the allowed unlimited fuel in that class. Mike Hazel finished in the basement, but with a story. Before flying, his plane flipped over in the pits breaking the needle valve clean off above the collet. The setting had to be done by mixing nitro content. So with a "that sounds close enough" approach, his official unfortunately wasn't.

In F2A, it was the battle of the Canadians Paul Gibeault and Remy Dawson. Jerry Rocha tried several test flights, but could not get his alky-burner dialed in.

In .21 Sport Speed, we saw the absence of "Mr. 21" Loren Howard, due to a control system failure caught in the pits. This is usually a close event. Mike Hazel took 1st with a nice personal best of 147+, using a Newton ship.

Jet Activity was real light as well. Jim Rhoades did the only official in AMA, and Mike Hazel flew the NW Sport event on the new rules.

Ted Gritzmacher and Loren Howard were playing with their sport jet. They put Mike Hazel on the handle while they fueled up with very economical Coleman lantern juice---was good for 35 laps! Whew!

Thanks to Will Naemura who was co-event director, and of course to everybody who pitched in and helped with stopwatch duty.

And a special thanks to those who do the heavy work..... putting up the safety net and the teardown.

Vintage Diesel Combat 5 Rounds Arlington, Wa, April 17 2004 by Mel Lyne

The first meet of the season and the morning gave us a few heavy showers to make site set-up a bit more challenging, but by 11:00am we had a perfect day with very light wind, sun and some clouds.

Workers Angelo Chies and Bernie took on the scoring chores with Mel Lyne and Paul Dranfield running the matches as our usual crew of Ralph and Alex Simonds, Steve Helmick and Marie Huber were all busy that day.

The early morning rain kept a few fliers away but 8 keen D/Batters got ready for some fun. Chuck Matheny and Paul Dranfield got it going with a hot match with lots of pursuit. Even though Paul had it 3 cuts to 1, he lost on ground time. Bob Nelson took on Robert Smith with Robert flying very steadily, staying away from the ground, and cruising to a win with 2 cuts to 1 plus airtime. Next it was Kenny Johansen vs John Morrow. An interesting match with John getting the only cut but having motor run problems which cost him the win. Zack Van Dyke took on Mel Lyne in a real "strategy" match. Zack likes to fly through the grass which "suckers" his opponent into a dork trying to get his streamer. Zack was victorious.

Five rounds were flown with lots of good combat. Paul and Mel had a barn-burner going in round 5 with Paul getting an early cut then the knot. Mel's Sharma/Razor Blade was matching Paul's fast PAW/Ironmonger through the turns initially, but the "still tight" new Sharma started to lean a bit, get hot and slow a little. Now Paul was getting away up high so Mel used "cut across" strategy to try and guess where he was going. A few close calls then success and one cut, then another. Paul was feeling the heat and made a mistake dumping it in. Back up again and it was all-out pursuit and evasion. Very energetic flying! When Angelo blew the 5 minute horn it was cuts even but Paul with more ground time.

Kenny had been slugging away through the rounds, initially with lots of dorks, but getting better each time. His dad Ole's Warlord was built really solid and took many real whallops.

At the end of 5 rounds we had Chuck, Robert and Zack on top with John and Kenny tied for the 4th spot in the finals. John and Kenny went into a flyoff match. It started well but John's motor was

giving more trouble and he spent a lot of time on the ground which gave the win to Kenny.

The first semi was Chuck vs Kenny with Chuck getting an early cut. Then it was cat-and-mouse. Chuck led Kenny every place in the sky but Kenny's Warlord had several unexpected encounters of the "dirt kind" resulting in a win for Chuck through to the final.

The second semi was Robert Vs Zack who was using a very ancient borrowed Razor Blade. It was a good match with unusual action. Zack flying through the grass inverted as well as upright. But a mistake in ditching cost Zack extra seconds ground time and he narrowly lost to Robert.

The final had Chuck vs Robert in a wide open match. One cut each then a wild mid-air with both planes helicoptering to the ground with Robert's remaining streamer cut away. Robert was quickly back up limping round with a shredded wing. Chuck raced through repairs and got up just before the 5 minute horn. Chuck had 2 cuts to Robert's 1 but had way more ground time giving Robert the win.

Winners took home lines, props and fuel donated by Kenny Johansen, Robert Smith and Mel Lyne.

Best Crash trophies went to Zack Van Dyke for a good wreck and to Kenny Johansen for the most "ground-pounds" of the day. A special "Toughest Luck" trophy went to John Morrow who finally got his motor going well after 6 matches! The final draw for the "Pot" which included the workers was won by John who is also sponsoring some D/Bat goodies.

This was the first contest for the new Sharma .15 Diesel Combat Special motors. Their performance seemed to match the good PAWs, but they must be well broken-in to stay fast right to the end of the match. The closer piston/cylinder fit demands a long break-in.

A pretty nice day of fun Vintage Diesel Combat with lots of flying for everyone. Thanks to Angelo, Bernie, Paul and Kenny for scoring the matches.

Results:

1.	Robert Smith, Roy, Wa	5-2
2.	Chuck Matheny, Arlington, Wa	5-2
3.	Kenny Johansen, Stanwood, Wa	3-4
	Zack Van Dyke, Everett, Wa	3-2
5.	John Morrow	2-4
	Bob Nelson	2-2

7.	Paul Dranfield	1-4
	Mel Lyne	1-2

Open Diesel Combat 5 Rounds Sedro Woolley, WA, May 1, 2004 by Mel Lyne

The Johansen family rolled out the red carpet for us at their farm in picturesque Skagit Valley. They even put on a BBQ lunch for us and asked us when we wanted to do it again. What can I say? Thank you so much to Ole, Jan, Kenny, Ole Jr, Mary Ellen and all of the Johansens.

The day was exceptional with hot sun and no wind. Angelo Chies from Canada and Jim Green ran the matches at a relaxed pace and did a fine job. Angelo and Mel Lyne set up the field as the fliers arrived and set up sun shelters. Paul Dranfield, Mel, John Morrow, Robert Smith, Kenny Johansen and Chuck Matheny brought Open equipment as well as Vintage, while Bob Carver just used Vintage models.

Robert, using a PAW .19 in a foamie, took on Mel using a PAW .15 Vintage Buzzard to get the action going. A good close match with lots of following and Mel getting 2 lucky cuts when Robert made a mistake.

Next it was Paul Dranfield using a PAW .15 in a Warlord against Kenny using a PAW .15 in a 1950s "Missourian", built by Ole. More action with Kenny getting 2 cuts to Paul's 1. But a ditching by Kenny broke the bellcrank and Paul came out on top.

Bob Carver had arrived and took on Paul in a close match. Paul went up by a cut but stuffed it in and lost on ground time. Chuck and John had a good match going with a cut each, but a line tangle and ground time gave John the win. Bob Carver and John had a great match going ending with a win for Bob. Bob was really finding the "groove".

Mel and Chuck had a close match going but 5 minutes of close pursuit combat requires real concentration. After about 4 minutes Mel was fading and a slight lapse led to disaster. Mel got too far behind Chuck and Chuck's carbon leading edge model tight looped and found Mel's bellcrank. The Buzzard was blown to bits, even the bellcrank was busted. It was getting hot, around 80 degrees, and some fliers (Mel included) were feeling it.

Several more matches then Bob Carver vs Mel. Just a great match with 2 identical red Warlords

chasing each other everywhere. Man, can Carver ever fly pursuit!! Mel couldn't shake him and was getting desparate as Bob was 2 cuts up and not even giving Mel a sniff of streamer. Then, 4 minutes into the match "Kaboom", Mel did it again. Some damage to both models and a win for Bob. He was really flying well and said that he planned to fly Fast at Regionals as well as D/Bat.

John and Kenny had a close one going but John developed "Dorkitis" and dug several holes, losing on ground time.

Paul got out his hottest "Hakuna .19" model and took on Mel's Hakuna in a really fast(barely 70 mph legal) barn-burner. Both pilots were cranking everything they had. Paul got up a cut and Mel pushed harder and "Kaboom", pieces again!! But repairable. Mel licked his wounds after the loss and yet another busted toy airplane.

Bob Carver had earned a spot in the finals with 3 impressive wins but unfortunately had to leave early. So the 4 finalists were Kenny, Paul, Robert and Mel.

The first semi had Paul and Mel drawn together again. This time they used Vintage models. Paul's Warlord with a racing PAW .15TBR was hammering around against Mel's well-used Orcrist. Mel took a big cut and then the knot, so it was "hide in the grass time". Paul kept attacking and took a big cut but he dumped it in following Mel's fake. Then Paul had Mel down low and Mel went in. At the curfew it was close but Mel's extra cut held up for the win.

The second semi had Robert vs Kenny. Robert was using a foam Hakuna with a PAW .19. Kenny used a very good Warlord/PAW .15. It was a real cat and mouse game. Robert got a cut ahead and very effectively used the whole sky for evasive flying tactics. There were some close calls but the one cut held up to give him the win.

So the final was Robert using his PAW.19 foam Hakuna vs Mel now using his Oliver .15 foam Hakuna. No limit on number or type of plane in "Open Diesel". The planes were very evenly matched with Robert having a slight horsepower advantage up high. Mel kept the action low down near the ground. Robert got a cut to go ahead and just stayed out of Mel's range. But then Robert made one wrong turn and Mel had 2 quick cuts. Robert pushed hard for the equalizer but couldn't get it.

Many thanks to all who helped out and especially to the Johansen family for such a great site and lunch.

The draw for "The Pot" included everyone and was won by judge Jim Green. Best crash award was reluctantly accepted by Mel who had an all time high in smashed planes. Robert Smith got an honourable mention. Lines, fuel and props went to the winners.

Results:

1.	Mel Lyne Garibaldi Highlands B.C.	5-2
2.	Robert Smith Roy, Wa.	4-2
3.	Paul Dranfield Mission, B.C.	3-3
	Bob Carver Snohomish, Wa.	3-0
5.	Kenny Johansen Stanwood, Wa.	2-4
6.	John Morrow Bellevue, Wa.	1-3
7.	Chuck Matheny Arlington, Wa	0-4

COMBAT TIPS

BY MEL LYNE

Ever wonder what to do with those gazillions of burned out glow plugs?

...Tip weights on combat models, foamies especially. Just grind off the pimple and you've got about a 0.1 ounce weight. On a Granderdog Fast use a 15/64" drill to open holes in the foam next to the tip rib. Epoxy in 2 or 3 plugs close to the balance point then add your tip rib. 80 mph models need more tip weight, maybe 5 plugs. Mejlziks and Yuvenkos need a ton of tip weight, maybe 8 plugs.

If you build lotsa combat models(I know you do as like me you bust your toys in contests) then it's convenient to have tools or jigs set up for each little job that keeps repeating. "It drives ya loony mate 'avin' ta keep changing drill bits" all the time. So what I've found useful is to have a second drill bit set for "hand awl" jobs thast don't need a power drill. I imbed the drill bit shank in a piece of 1 1/4" wooden dowel to use as a handle. Epoxy it if you are really playing for keeps. So I wind up with a row of drill bits in dowel handles for all the repeatable "hand awl jobs". e.g. 15/32" for glow plug tip weights, 7/64" for leadout slots in ribs, 1/8" for cleaning epoxy out of mounting holes, 1/4" and 17/64" for prop hub reaming. And of course your first set of bits go into the 7-1/2 HP Mikita for the BIG jobs where you've got to really "give 'er".

Leadout wire: Really good quality .032" stainless comes as downrigger cable in 150 ft to 300 ft spools. Available in fishing stores it even comes with custom line sleeves for crimping. "Scott" and "Angler" are 2 of the brand names. It is labelled as 150 Lb test.

Northwest Rules Discussion Corner

Information and
exchange of views on regional rules

DBat prop rule update approved in balloting

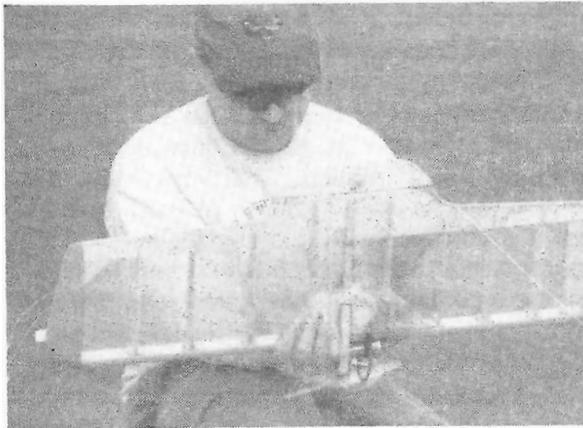
A minor change in the Vintage Diesel Combat rules was approved by voters in response to the ballot published in *Flying Lines* Issue No. 199.

The change, essentially a housekeeping update, brings the rules into compliance with what has been recent standard practice.

Original DBat rules required a Grish 8x6 nylon flexi prop, but that prop became unavailable in the marketplace. As a result, contests in the past year have allowed any 8x6 prop.

The rule update specifies that the diesel combat prop must be any propeller sold as an 8x6.

The complete rules, now in force, are published on the next page.



SHOP TIPS



Clever building ideas
from *Flying Lines* readers

Paint stand:

It's nice to be able to spray a coat of paint on your whole airplane, all at once, but to do so requires a stand to support the plane so you can spray it from all sides. Yes, you can buy an expensive stand from C.F. Slattery that is an excellent product. It's also expensive. If you can afford it, I recommend it!

However, if you are on a tight budget, or happen to be a multi-hobbyist like I am, you might be able to come up with a paint stand that will work nearly as well for a fraction of the cost. I'm talking about an old photography tripod!

Being a photo hobbyist, I happened to have several tripods in various states of repair. I recently took one of those tripods that had a game leg, fixed the leg so it wouldn't collapse (which makes it cumbersome for photography) and made it into an airplane painting stand.

All you have to do is make a fixture to bolt into the plane's engine mounts, and drill a 1/4-inch hole so for the tripod's camera-mounting screw.

If you don't happen to have a tripod in your attic, you might find one cheap at a garage sale. You need a fairly heavy-duty tripod; the ultra-lightweight ones will not be strong enough to hold a plane. Don't spend the money for a new photo tripod — that will cost you more than a purpose-built tripod from Slattery.

But if you can find a sturdy one cheap at a flea market or garage sale, you'll have a usable paint stand in no time.

— John Thompson

Seen at the April 17th Arlington Meet.....

top) Chuck Matheny fuels up plane

bottom) Mel Lyne assists Terry Van Dyke prepare his Vintage Diesel Combat plane.

RULES FOR VINTAGE DIESEL COMBAT

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

1.2 Only suction fuel systems are permitted.

1.3 The propeller may be any prop sold as an 8x6. The original diameter must remain untrimmed. Balancing may be done by sanding one blade.

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

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

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

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

2.3 The following alterations are not permitted:

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

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

3.1 Pull test: 25 lb.

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

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

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

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

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

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

Engines must be started by hand.

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

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

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

10.2 Combat Site: A 3-foot radius pilots' circle and a concentric 65 foot radius safety circle.

ml/jt/FLballot#199

Stunt-a-thon: just Thund-erful

by John Thompson

The Northwest Skyraiders' quest for a suitable contest site led to Puyallup, Wash., on June 12-13, where the annual June stunt meet wound up at Pierce County Airport, also known as Thun Field.

It was thanks to a lot of hard work by Skyraiders members led by Mike Potter, Steve Helmick, Chris Gomez and others that resulted in a successful contest in less-than-ideal conditions.

Yep, following the theme of Northwest contests so far this season, the weather was sometimes wet, usually windy, and sometimes almost a bit extreme.

The Thun Field site turned out to be an eminently usable flying field, with some interesting amenities, and will be better next go-round, when a few minor "issues" are fine-tuned. The contest had the use of one end of the apron where the full-scale airplanes are parked, as well as a nicely manicured grass area for the carrier circle. A row of full-scale airplanes parked adjacent to the two stunt circles was a bit close, so the circles were somewhat tight, but word is that that can be rectified in future contests.

The asphalt was smooth. It was a bit uneven, but not so much as to cause serious problems, and the airplane tie-downs were well covered and not a serious problem, much like the situation in Albany at the Regionals.

A busy restaurant was just adjacent to the site, and the restaurant's parking lot was right next to the stunt pits. Spectators could come right up to the fence, get a close look at the planes, and talk to the modelers. The restaurant provided a captive audience of spectators as well as a nice place for the modelers to eat.

Also near the site was an aviation store, which had lots of interesting products for full-scale planes, some of which have some modeling applications. And the store offered its clean restroom to the fliers. All in all, the site worked out well.

Attendance was held down by the weather, which was intermittently showery and featured a constantly shifting, sometimes blustery wind. A number of the local fliers did not show for the con-

test, particularly in the precision aerobatics events on Sunday. But there were enough for a good contest and the flying filled both days nicely.

Saturday featured Old-Time, Classic and P-40 Stunt along with Navy Carrier events. Sunday was precision aerobatics day.

The wind didn't cause any serious mayhem, but it did cause a few whoops from the spectators when fliers would occasionally pull out of a maneuver at the 1-foot level, which from some angles, due to the unevenness of the site, could look like ground-level flying.

But there were a couple of exciting incidents, one that led to tragedy and one that just provided an excellent story for many years of retelling.

The tragic event was the loss of Dirty Dan Rutherford's nice Oriental, victim of fatigue in the control system, during Classic Stunt. The O took off rather abruptly and soon went into one-line loops, with the down line's leadout clip in view a couple of feet away from the plane. Alas, after three loops, it smacked hard, breaking off the tail, damaging the nose and breaking the Fox .35 stunt engine. The good news was that Dan was allowed to take an attempt and came back with one of his O.S. .20-powered ARF Flite Streaks to get in his official flights.

The truly riveting moments of the contest came during Randy Powell's first flight in expert precision aerobatics on Sunday.

Randy's lovely new plane had a slack moment on its takeoff roll, possibly caused by the tail-wheel touching something on the ground. As Randy pulled his hand back to take in the slack, the lines snagged a button on his jacket. The plane leapt into the air and there followed some wild maneuvering as Randy struggled to gain control of the plane, the lines, the jacket, etc. For a few moments he was flying right over the nearby Piper Aztec, until he got control of his stunter and scuttled back to the center circle.

The scariest moment for Randy may have been when two helpful fliers, Jerry Eichten and Dan Rutherford, dashed into the center of the circle to see if they could help. When Randy saw the huge knife Dan was wielding, he clearly ceased to consider the button-snagged line his biggest problem!

But Randy managed to gather in control of the plane, shoo away the armed intruders, and finish the flight with no harm done. The button came unsnagged before the flight ended.

Randy did decide not to attempt any more official flights, declaring that his luck for the day was used up.

Another, less exciting but possibly more enlightening, highlight of the contest was the demonstration of the Flite Streak-OS.20FP combination, and the similar, and even better combination of the OS .20 with the Sig Skyray. Dan has shown how this setup can be an excellent combination for the novice flier or an viable backup plane for the expert to fly in an emergency or questionable conditions.

The plane, engine, tank, muffler and prop should be done exactly as per the tested setup for best results, and Dan will share all that info with us in an upcoming *FL* article. It will be good reading! (*editor's note: Look for this article elsewhere in this issue.*)

Here are the results of the Stunt-a-Thun contest (Northwest standings points in parentheses):

OLD-TIME STUNT (4 entries)

1. Dan Rutherford, Bothell, Wash. (4) 286
2. Bob Emmett, Sequim, Wash. (3) 269
3. Rich McConnell, Seattle, Wash. (2) 231
4. Bob Smiley, Kingston, Wash. (1) 230

CLASSIC STUNT (8 entries)

1. Don McClave, Portland, Ore. (8) 539
2. Bruce Hunt, Salem, Ore. (7) 512.5
3. John Leidle, Kirkland, Wash. (6) 475
4. Dan Rutherford (5) 457.5
5. Mike Haverly, Auburn, Wash. 448.5
6. Bob Smiley 424.5
7. John Thompson, Eugene, Ore. 416
8. Rich McConnell 346

P-40 STUNT (6 entries)

1. Dan Rutherford (6) 389.5
2. Mike Hazel, Salem, Ore. (5) 371
3. Bob Smiley (4) 369
4. Bruce Hunt (3) 361
5. John Thompson 335.5

One other entry did not score

BEGINNER PRECISION AERO. (1 entry)

1. Matthew Eichten, Newburg, Ore. (1) 54.5

ADVANCED PRECISION AERO. (4 entries)

1. John Thompson (4) 441
2. Mike Haverly (3) 435
3. Mike Hazel (2) 395

4. Rich McConnell (1) 350

EXPERT PRECISION AEROBATICS (4 entries)

1. Dan Rutherford (6) 474.5
2. Jerry Eichten, Newburg, Ore. (4.5) 472.5
3. Bruce Hunt (3) 461.5

One other entry did not score.

PROFILE NAVY CARRIER (3 entries)

1. Mike Potter, Auburn, Wash. (3) 308.45
2. Shawn Parker, Seattle, Wash. (2) 199.99
3. Mike Hazel (1) attempt

.15 NAVY CARRIER (3 entries)

1. Shawn Parker (3) 234.1
2. Mike Potter (2) 208.79
3. Mike Hazel (1) 205.26

NOSTALGIA NAVY CARRIER (2 entries)

1. Mike Potter (2) 238.67
2. John Hall, Sumner, Wash. (1) 234.76

PALMER CUP CLASSIC TROPHY STANDINGS

Don McClave - 17 points
Gordon Delaney - 10
John Leidle - 8
Bruce Hunt - 7
Carl Shoup - 5

The final Palmer Trophy contest will be the Raider Roundup in September. The trophy recipient will be the contestant who amasses the highest cumulative point total at the three contests.

Points are awarded at each of the three contests as follows: 1st = 10 pts, 2nd = 7 pts, 3rd = 5 pts, 4th = 3 pts, 5th = 1 pt.

The Palmer Perpetual was first awarded in 1993 by the Skyraiders to honor Bob Palmer's contribution to the Precision Aerobatics event and encourage participation in the (then new) Classic Stunt event.

The Real Dirt

by Dan Rutherford

Following is a much distilled version of a Stunt News article. For full text obtain July/August 2004 SN.

Superior Power for your Profile Model

Over the past few months I have been enjoying two ARF *Flite Streaks* and a SIG *Skyray*, notable only because these models are powered in a manner which elevates their capabilities to the point where each, given a good hand on the controls, fly well enough to win all Advanced contests in the U.S., more than a few Expert contests.

Caution: To my knowledge, there is only **one combination** that will deliver desired results. While welcome to fiddle, all ya gotta do is change one component, I will deny any responsibility whatsoever.

Powerplant and Related Stuff:

An O.S. 20FP ABC works exceedingly well in this application. When operated as directed below the things just hum along like a turbine, giving smooth, reliable power at all points in the pattern.

1. **Leave it stock.** In particular, you are most emphatically advised against old tricks of grinding on cylinder ports, adding head shims, tossing stock muffler in the trash or even modifying muffler.

2. Use *stock, unmodified* muffler. *Including* the cone-shaped insert. *Stock muffler is an integral part of the way 20FP runs for this very specific application.*

3. If you have a stock O.S. needle valve assembly, use it. Spray bar is correct diameter for stock .257-bore venturi. I sometimes use PA or J&J Sales needle valve assemblies turned down to .140 (O.S. spray bars are 3.5mm, .137 inches in diameter).

4. A good fuel feed system is very important, but short-nosed *Flite Streak* can pre-

sent a problem. Install tank in only free space that will accept a 4-ounce clunk tank: The *left* side of fuselage. I have found Pylon (Sullivan) RST-4 or Du-Bro S-4 tanks to be best, although slant-front tanks will work as well.

Plumb per instructions supplied, including running vent/muffler pressure line to forward, upper left corner of tank. Add third tube for convenience in filling. Attach tank with double-sided tape. Add suitable hooks such that tank can be adjusted 3/8" up or down to even out run, upright to inverted. Clamp in place with rubber bands or zip ties.

Muffler pressure is required, greatly narrowing variance between level-flight and maneuvering speeds. Run muffler pressure to line that extends internally to top of tank. Use this line as an over-flow. Fill tank via added third line.

If beginning with a new ARF FS, it is possible to notch leading edge of wing, reinforcing where required, gaining more room for tank mounted in normal position. Or as suggested by Bob Smiley, try a Hayes 3-ounce tank, these being exactly three inches long.

The SS-4 (slant front) clunk tank on my SIG *Skyray* is mounted in normal position on right side of fuselage and is 1/16" high in relation to motor centerline.

I have had best and most consistent results with tanks plumbed per manufacturer-supplied instructions. They appear to thoroughly violate some long-standing rules for CL Stunt tanks, but we're after results here, not zootness at any cost.

5. Feed motor SIG 10% Champion fuel.
6. For a prop, **use APC 9-4.** This is *only* prop known to deliver expected results.
7. Use Thunderbolt RC long glow plug.
8. Slip on a Bru-Line fine (green element) air filter. Takes a little edge off the power, keeps crud out of motor.
9. Use 20FP on most any 400- to 450-inch profile. Exceptions: *Ringmaster* and *Firecat*. These models will fly too fast, use 15FP instead.

10. Any funkiness in engine run can be traced to bad plug, clogged filter, leaker tank, etc. These engines rarely inexplicably "go bad." Find problem and correct it. *Do not make changes to what is in actual fact a system.* Ver-

sus a random collection of parts and tuning techniques.

Operating Tips:

With *Flite Streak* and inboard-mounted tank, needle engine to peak revs, then back it off enough the edge is gone but it's still in a strong two-stroke. I look for 12,600 with stock plumbing in tank and on muffler pressure.

With a 4-ounce clunker in normal position, on right side of fuselage, you'll want to see 11,200 on the ground.

In both cases and unlike a setup utilizing a non-stock muffler or modified engine, ground setting will relate consistently and accurately to how engine runs in the air. *Not a minor point.*

This comes directly from fact that *stock muffler is tuned to motor*. As muffler is fixed in place, cannot be adjusted in any meaningful way, going off the res with open exhaust, after-market mufflers, goofy props, de-tuning by adding head shims, launching at too-low or -high revs cannot be tolerated. Set properly the 20FP hits a groove and stays there, *a desired characteristic*. Get it wrong and motor/muffler/prop combination surges around trying to hit this groove. Mostly it never does, giving a substandard run.

Use of after-market muffler, especially a tongue muffler, will just ruin your day. Even if a light and free-flowing muffler can be made to work to required standards--and it's a real big "if," as no one has done so--at the very least you'll have to fiddle. *Big hassle for no known benefit. Don't do it.*

In general, one can easily pick out a good used 20FP and it will be fine. They are tough little motors capable of shrugging off all sorts of abuse. Should your results not be as forecast, don't change above combination, order new piston/cylinder set. They are readily available for about \$25.00, part number for 20FP is 22303010. Do not convert a 20 to a 25; a far better option is to convert a 25 to a 20 with new head, gasket set, piston/cylinder, and wrist pin.

Options:

O.S. 25FP is a second choice and not a close one as 25FPs have *too much power*--same deal as 20FP on a *Ringmaster*--and have been known to run away. I have given up on making my 25FP work to expected standards, will soon convert it to a 20.

O.S. 25LA is, in my experience of watching models of others, working with two examples being flown by a good friend, a slightly substandard piece when compared directly to a 20FP run to specifications in this article. The 25LAs are pretty fair sport motors, easy to handle and dealing nicely with a variety of props and fuel. Were it not for Brett Buck's work with 20FP, 25LA would be the best choice for a small-bore unit. However, for specific application, *and results*, being discussed here it must be regarded as a second-tier powerplant.

Where to Get the Stuff:

O.S. 20FP ABC: Again, they are clearly worth searching out. Swap meets are a good source, as would be any RC field. Might even advertise in local RC club newsletter. Mike Conner has a theory that says many RC twins are powered by 20FPs; he frequently runs across them in pairs, has easily come up with four of them for me.

Intake Parts: O.S. remote setups work well. O.S. needle valve assemblies that plug in at venturi are available, order part number 22311000. O.S. 20/25 venturis are same size and readily available, order part number 22312000.

What To Expect:

First, this tune-up, if it is indeed followed *exactly*, works and *it works every time*. With his own model and something like ten to twelve 20FPs, Brett has proven this many times. In some cases he would drop in with a never-run 20FP, its first flight being a full pattern. Within seconds of start, setting would be peaked, backed off to 11,200 launch speed, model flown. Fuel mileage would be relatively crummy, this coming around over next few flights.

My case has not been so extreme--bought-used 20FPs for one thing--but all proofing of setup was done with my first ARF *Flite Streak*, most of which involved finding a suitable tank and a place to put it. When satisfied it was a repeatable setup, second model was assembled to specs in this article, taken to field and flown as if it were a high-time model, including leaning mixture to revs of 12.6K This first flight was to expected standards, lone exception being a tank that was mounted just a bit high.

First flights with my *Skyray 20* were a similar situation with yet another engine: Revs to 11,200, launched that sucker. Full pattern on first flight. Moved tank from centered to 1/16" high. To date, no further changes to power system over a series of about 60 flights.

Magic setting you will be looking for is referred to as a "wet" two-stroke by some, "rich-medium" two-stroke by others. From well into level-flight laps there should never, ever be any four-stroke running. If there is, go in a click, fly again.

Your Cool Thing Profile is going to be on the fast side, lap times of 4.6 to 4.9. This simply is not much of an issue, especially after getting elevator travel close, warping the thing to fly flat and fiddling with tip weight.

Be well advised that model speed cannot, to any significant degree, be dialed up or down with mixture. The 20FP has a rather narrow rev range in which it likes to run. I wish to emphasize there is no real problem in hitting magic number as this is where motor *wants* to run and tune-up described here does nothing whatsoever to fight this natural tendency. It is only a problem when fiddling with rich needle settings and "slower" props--think 10-4, a prop 20FP will swing--as motor hunts around, eventually hitting sweet spot, whereupon it is off to the races, going *faster* than with 9-4.

If using inboard-mounted tank expect a mild surprise as model becomes airborne. Think "One step back, I need to back up at take-off." Also be prepared to add tip weight.

You will quickly learn to totally blow off any input that suggests a lighter muffler will enhance performance of model. My ARF *Flite Streaks* both have all sorts of doo-dads

added, multiple tank mounts, stooge hook, thicker tail surfaces, etc., and are still only 27 ounces. Both could easily pack along another three or four ounces.

My *Skyray 20* is more extreme, as it was built mostly with cast-off wood and I made "modifications," a couple of which may actually be improvements. Fully trimmed it came in at 34.5 ounces. I once intentionally bulked it up to a full 36 ounces. No problem.

What To Do With It:

First, you will have a model so much more capable than first thought, a model for which no apologies be made. As a good friend said recently, "Ya just come around, plant your feet and fly the maneuver. No helping it along, no whipping, no nonsense, it just flies through it all, including a good bit of wind." An old design, coupled with a bottom-feeder entry-level motor, truly is illustrative of old saw about a device being more than sum of its parts.

Getting some quality practice time with not much money spent--especially as model can almost be considered disposable--has to be high on the list. You won't believe how easy it is to get bottoms a lot lower when flying a model in which you have less time invested in assembly than was spent just buffing and waxing your latest beauty.

Classic Stunt is a terrific event in the NW and ARF *Flite Streak*/20FP will be competitive with all but the best models, flown by very experienced fliers, seen at any local contest.

P-40 is obvious and one needn't fear flapped models. In many cases the flaps are confusing those guys when it comes to trim.

Precision Aerobatics in Beginner, Intermediate and Advanced. Look, true Experts, bringing Expert-quality equipment to the party, are just gonna eat your lunch, or at least your dessert, but subjects of this article will prove to be very competitive right up to and including Advanced.

Despite appearances, this is a combination that will not hold you back, especially as one can double or even treble his contest experience with just one model. While teaching a great many basics to look for in future model/engine packages.

The Scoreboard

Northwest control-line
competition standings.

Regionals gets points races under way

The Northwest Regionals, the Stunt-a-Thun and a couple of smaller spring combat contests got things rolling in the 2004 standings competition.

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

Note that the standings reflect the performance of Northwest fliers in Northwest competitions. In cases where no Northwest fliers scored points, no standings are listed below. See the small type at the end of the column for details on how the standings work.

Contests counted to date: April 17, Arlington, Wash.; May 1, Arlington; May 28-30, Albany, Ore.; June 12-13, Puyallup, Wash.

Following are standings for updated events:

2004 STANDINGS

VINTAGE DIESEL COMBAT

- | | |
|-------------------------------------|----|
| 1. Bob Smith, Roy, Wash. | 14 |
| 2. Chuck Matheny, Arlington, Wash. | 7 |
| Mel Lyne, Garibaldi Highlands, B.C. | 7 |
| 4. Kenny Johansen, Stanwood, Wash. | 6 |
| 5. Zack Van Dyke, Everett, Wash. | 5 |
| Bob Carver, Snohomish, Wash. | 5 |

OPEN DIESEL COMBAT

- | | |
|----------------------------------|---|
| 1. Mel Lyne | 7 |
| 2. Bob Smith | 6 |
| 3. Paul Dranfield, Mission, B.C. | 5 |
| 4. Bob Carver | 4 |

80 MPH COMBAT

- | | |
|-------------------------------|----|
| 1. Bob Huber, Stanwood, Wash. | 11 |
| 2. Jeff Rein, Bothell, Wash. | 10 |
| 3. Mel Lyne | 9 |
| 4. Bob Smith | 8 |

1/2-A COMBAT

- | | |
|--------------------------------|---|
| 1. Jeff Rein | 4 |
| 2. Bob Smith | 3 |
| 3. Buzz Wilson, Belfair, Wash. | 2 |
| 4. Ken Burdick, Bothell, Wash. | 1 |

AMA FAST COMBAT

- | | |
|-----------------------------------|---|
| 1. Milissa Huber, Stanwood, Wash. | 7 |
| 2. Jeff Rein | 6 |
| 3. Jim Green, Bellevue, Wash. | 5 |
| 4. Ken Burdick | 4 |

OVERALL COMBAT

- | | |
|-------------------|----|
| 1. Bob Smith | 31 |
| 2. Mel Lyne | 23 |
| 3. Jeff Rein | 20 |
| 4. Bob Huber | 11 |
| 5. Bob Carver | 9 |
| 6. Chuck Matheny | 7 |
| Milissa Huber | 7 |
| 8. Kenny Johansen | 6 |
| 9. Zack Van Dyke | 5 |
| Paul Dranfield | 5 |
| Ken Burdick | 5 |
| Jim Green | 5 |

CLASS I NAVY CARRIER

- | | |
|---------------------------------|---|
| 1. Shawn Parker, Seattle, Wash. | 3 |
|---------------------------------|---|

PROFILE NAVY CARRIER

- | | |
|---------------------------------|----|
| 1. Mike Potter, Auburn, Wash. | 10 |
| 2. James Cox, Delta, B.C. | 4 |
| 3. Shawn Parker, Seattle, Wash. | 2 |
| 4. Mike Hazel, Salem, Ore. | 1 |

.15 NAVY CARRIER

- | | |
|-----------------|----|
| 1. Shawn Parker | 11 |
| 2. Mike Potter | 9 |
| 3. Mike Hazel | 1 |

NOSTALGIA NAVY CARRIER

- | | |
|--------------------------------|---|
| 1. Rich Salter, Seattle, Wash. | 4 |
| Mike Potter | 4 |
| 3. Dave Shrum, Roseburg, Ore. | 1 |
| John Hall, Sumner, Wash. | 1 |

OVERALL NAVY CARRIER

- | | |
|-----------------|----|
| 1. Mike Potter | 21 |
| 2. Shawn Parker | 16 |
| 3. James Cox | 4 |
| Rich Salter | 4 |
| 5. Mike Hazel | 2 |
| 6. Dave Shrum | 1 |
| John Hall | 1 |

CLASS I MOUSE RACE

- | | |
|---------------------------------|---|
| 1. Todd Ryan, Burbank, Wash. | 4 |
| 2. Milissa Huber | 2 |
| 3. Maria Huber, Stanwood, Wash. | 1 |

AMA GOODYEAR

1. Todd Ryan 4

FLYING CLOWN RACE

1. Todd Ryan 9

2. Mac Ryan, Burbank, Wash. 8

NORTHWEST SPORT RACE

1. Mac Ryan 10

2. Mel Lyne 9

3. Retreads Team, British Columbia 8

NORTHWEST SUPER SPORT RACE

1. Nitroholics Racing Team, Oregon 3

2. Todd Ryan 2

OVERALL RACING

1. Todd Ryan 19

2. Mac Ryan 18

3. Mel Lyne 9

4. Retreads Team 8

5. Nitroholics Racing Team 3

6. Milissa Huber 2

7. Maria Huber 1

SCALE (all classes combined)

1. Mike Potter 2

SPEED (all classes combined)

1. Mike Hazel, Salem, Ore. 10

2. Remy Dawson, Vancouver, B.C. 5

John Thompson, Eugene, Ore. 5

4. Loren Howard, Vancouver, Wash. 1

PRECISION AEROBATICS

1. Paul Walker, Kent, Wash. 33

2. Chris Cox, Delta, B.C. 28.5

3. Bob Smiley, Kingston, Wash. 10

4. Dave Royer, Portland, Ore. 9

5. Greg Hart, Donald, Ore. 8

CLASSIC STUNT

1. Don McClave, Portland, Ore. 23

2. John Leidle, Kirkland, Wash. 19

3. Bruce Hunt, Salem, Ore. 7

4. Dan Rutherford, Bothell, Wash. 5

OLD-TIME STUNT

1. Dan Rutherford 16

2. Scott Riese, Portland, Ore. 9

3. Bob Emmett, Sequim, Wash. 3

4. Rich McConnell, Seattle, Wash. 2

5. Bob Smiley, Kingston, Wash. 1

P-40 STUNT

1. Bob Smiley 9

2. Dan Rutherford 6

3. Mike Hazel 5

4. Mike Haverly, Auburn, Wash. 4

5. Bruce Hunt 3

OVERALL STUNT

1. Paul Walker 33

Dan Rutherford 33

3. Chris Cox 28.5

4. Don McClave 23

5. Bob Smiley 20

6. John Leidle 19

7. Bruce Hunt 13

8. Dave Royer 9

Scott Riese 9

10. Greg Hart 8

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.

NORTHWEST CARRIER NEWS

I guess a recap of the Regionals in Albany is in order. We had eleven contestants put in about fifty official flights and a bunch of practice flights. A couple of wind induced crashes took their toll but most fliers escaped without any major damage. The weather was a major factor and the gusty winds made flying difficult however the wind did die down late Saturday and some good scores were recorded.

Peter Tribe came all the way from England to compete. Peter has flown in a few of our Seattle area contests over the past few years but this was his first N.W. Regionals. Peter flew a take apart MO-1 in Class I and a take apart T2J Buckeye in Profile. The MO-1 had a Westley 36 car engine and was controlled with an electric servo arrangement. It flew rather well with nice throttle response and was able to hang at a 45 degree angle without the aid of a slider, due in part to Peter's flying skills. Peter placed 2nd in Class 1. His Buckeye did not fair as well and only was able to get a high speed run before the engine flamed out.

We had two contestants from California, Jim Schneider and Don Chandler and one from Nevada, Eric Conley plus James Cox to represent the Canadian flag. Jim had had his fleet of Marine Corps marked MO-1s and one of Eric's custom designed 15 class planes, but says he has some new planes in the pipe line. I'll bet they too will have Marine Corps markings! Don flew an MO-1 in profile, a Guardian in Class two and a Bearcat in Nostalgia. Eric flew his way cool ME 109 in Profile and MO-1 in Class I. James competed with his proven MO-1 and a Sniper in 15 class.

We had one new comer to the carrier circle this year, Dave Miller. Dave flew a PDQ Clown in 15 Class powered by a OPS 15. He didn't do too badly considering the wind and managed to get an official flight in.

The deck is looking kind of sad in spite of the best efforts of Craig Bartlett. Craig has put a lot of work into the old gal including new sandbags and a coat of paint. I believe it was built about 30 years ago, has taken quite a few hits over the years and is showing her age. Maybe the committee should consider building a new one for next year? We defiantly have gotten our money out of this one!



Eric Conley showing his profile ME-109T to Peter Tribe

THE JAPANESE ZEKE

SINGLE SEAT LAND BASED & CARRIER BORN
NAVY FIGHTER

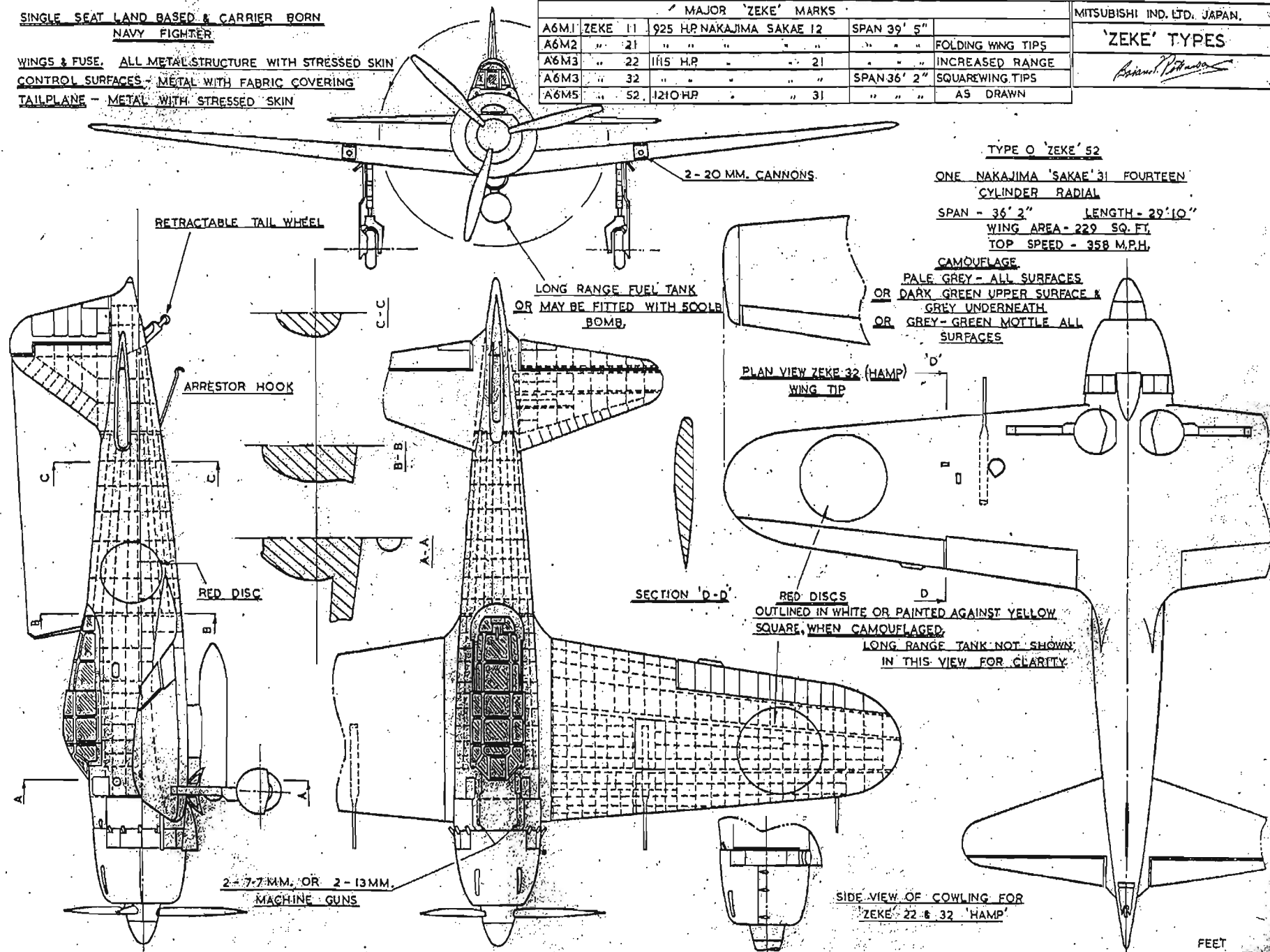
WINGS & FUSE. ALL METAL STRUCTURE WITH STRESSED SKIN

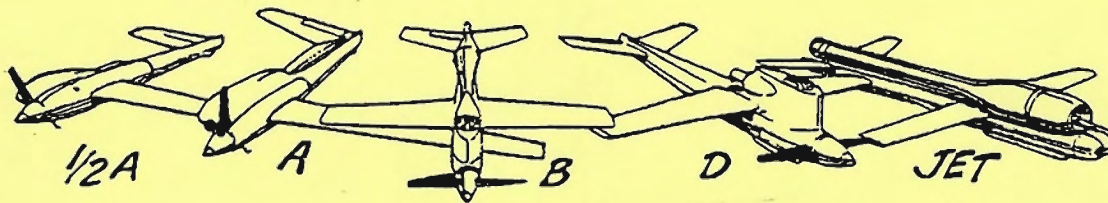
CONTROL SURFACES - METAL WITH FABRIC COVERING

TAILPLANE - METAL WITH STRESSED SKIN

MAJOR 'ZEKE' MARKS					
A6M1	ZEKE 11	925 H.P.	NAKAJIMA SAKAE 12	SPAN 39' 5"	
A6M2	" 21	" "	" "	" "	FOLDING WING TIPS
A6M3	" 22	1115 H.P.	" "	" "	INCREASED RANGE
A6M3	" 32	" "	" "	SPAN 36' 2"	SQUAREWING TIPS
A6M5	" 52	1210 H.P.	" "	" "	AS DRAWN

MITSUBISHI IND. LTD. JAPAN.
'ZEKE' TYPES
Revised 10/20/40





NORTHWEST SUMMER CONTROL LINE SPEED MEET!

**AUGUST 14 & 15, 2004
SALEM, OREGON**

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

Site: Bill Riegel Model Airpark at the Salem Airport

Official flying begins 10 AM on both days

A.M.A. "AA" sanction #04-1551

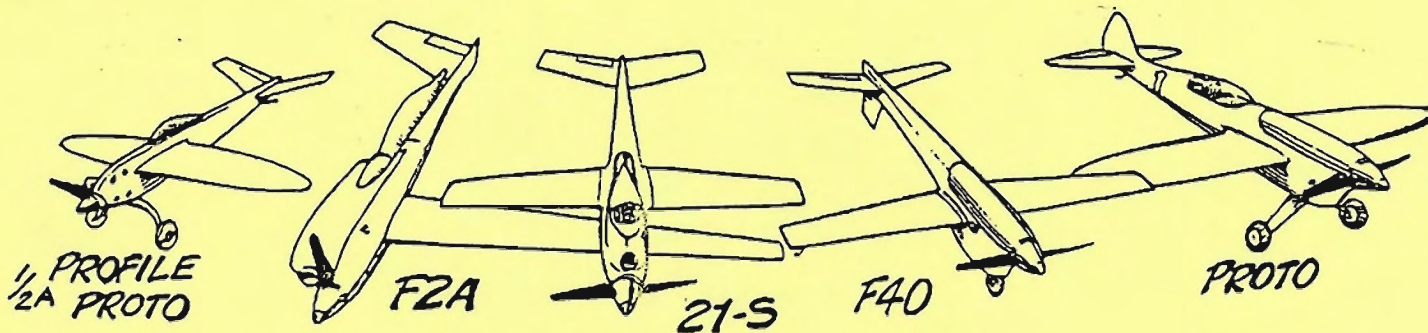
A.M.A. or M.A.A.C. membership required

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

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



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	TOMBROWN	2002
1/2 A PROF. PROTO	115.49	JERRY ROCHA	2004
21 PROTO SPEED	133.03	CHRIS SACKETT	1997
SPORT JET SPEED	140.02	MIKE HAZEL	2004

(RACING RECORDS REFLECT ONLY FINALS)

MOUSE RACE I	4:34.59	PAUL GIBEAULT	1992
MOUSE RACE II	6:10.95	DOUG MAYER	2002
AMAGOODYEAR	5:47.01	LES AKRE	1999
NWGOODYEAR	7:40.05	VIC GARNER	2001
SLOW RAT RACE	5:38.67	BILL CAVE	2000
RAT RACE	4:45.5	BOB FOGG	2002
.15 RAT RACE	7:01.66	LES AKRE	2004
NW SPORT RACE	7:58.04	BUSH-PERSSON TEAM	2004
NW SUPER SPORT	6:38	TODDRYAN	2000
NW FLYING CLOWN	313	TODDRYAN	2004
QUICKIE RAT RACE	6:05.92	BUSH-PERSSON TEAM	2004
BTEAM 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	250.6	JIM SCHNEIDER	2004
NOSTALGIA CARRIER	232	RICH SALTER	2004

Paul Walker has produced another masterpiece, a second version of the Miss America P-51 stunter, bound for the World Championships in Muncie, Indiana.

Photo taken at the Portland stunt clinic in April.



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.

Contributions for publication are welcomed. Material submitted to the editor which is not for publication should be clearly indicated as such. Duplication of contents is permissible, provided source is acknowledged. Contributions may be submitted by postal or e-mail to the address on the cover.

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