

 **FLYING LINES** 

---

1073 Windemere Drive NW, Salem, Oregon 97304

Editor: Mike Hazel zzclspeed@aol.com

---

OK, you are no doubt wondering why this issue is labeled "August", and you are just now receiving it in September. Well..... the intent was to get this thing out a couple of weeks ago, but things just did not work out that way.

Soooooo, a lot of the news here may seem a bit stale by now. Other events have passed by, such as Tailhook and the NW Summer Speed meet, etc., but we will catch up to those in the September issue. Will the September issue be coming out in September???? We shall see!

-----  
Hopefully everyone got the word on the Raider Roundup date change-up. This Skyraiders fall tradition normally would fall on the second weekend of the month, but site considerations made this change necessary.

That's the bad news. The good news is that the local powers that be are working with the Skyraiders to establish a location at Sand Point for a permanent control line flying field. This would be in exchange for giving up the old Carkeek Park site, which isn't such a great place anyway. Sounds like a good trade. More on this as things develop.

-----  
Too late to add in the Where The Action is section: Swap Meet sponsored by the Willamette Modelers Club, Sept 11th, 7 PM in Tangent, Oregon. For information: e-mail Steve Burtchett: burtc@proaxis.com

Everybody please consider making it over to the Intergalactic Fun Fly in Eastern Washington. Yeh, I know it's a long way for most readers, but sounds like an interesting event. Ye Olde Editor is going, and is looking forward to meeting some of our subscribers from the East side. Endless flying, eating, show and tell, (mostly telling tall tales!). I can't wait for Waitsburg! Read more about it in this issue.

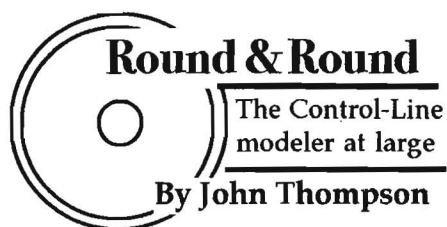
-----  
Now that everybody knows that the NW Model Expo was retired by the Mt Rainer RC Society, it appears that it is now resurrected by another group. Check out the press release on page 5.

-----  
Here's another reminder that this is your newsletter..... please participate. Sign up a friend, write an article, send in a hot news tip, utilize the classifieds, tell the editor that he's handsome, etc. etc.

Subscription issue credits are given for worthy contributions.

-----  
**In this issue.....**

* Round & Round, by John Thompson	2
* Where the Action is!	3
* The Flying Flea Market	4
* Intergalactic Fun Fly, by Joe Just	5
* Contest Reports & Photos!	6 - 14
* The Real Dirt, by Dan Rutherford	15
* The Scoreboard (NW competition pts)	17
* Northwest Competition Records	18
* "And More Props" by Orin Humphries	19



Modeling thought for the month:

*"Inside of a ring or out, ain't nothing wrong with going down. It's staying down that's wrong."*

— Muhammad Ali

## A racing rebound

The pendulum swings.

Control-line racing in the Northwest has been on a downswing in the past few years, but there are several indications that the pendulum is beginning to reverse course.

We hear of several scattered efforts from new teams hoping to jump into racing. Maybe this will be the catalyst that brings out some of the old teams and gets one of CL's most intriguing competition categories back to its former popularity.

For those who haven't done it: Racing is a great way to get into CL competition. There are some racing experts in the Northwest that can help you learn quickly. Piloting and pitting can be learned fairly quickly with some expert help. Planes take a little expertise to set up correctly, but there's help there, too, and once you've got a plane together, it should last for a while.

And once you get into it, the challenge of getting the best out of your equipment, employing the best strategy and constantly improving your performance can be captivating.

One brief historical note: The people who put on most of the Northwest racing contests over the past several years have gradually stopped scheduling such events because of the low participation. An indication of some interest in participation would result in those events being put on the schedule again for next year.

The teams we have heard of have been working in the most popular CL racing categories: Northwest Sport Race, Clown Race, Super Sport, and Mouse I.

**IF YOU ARE INTERESTED IN RACING, pay close attention here:**

The Nitroholics Racing Team, in the past the sponsor of several racing events a year in Oregon, would be willing to resume doing this, starting

with perhaps one major racing meet (aside from the Regionals) in 2005 *if* we can sense that there would be adequate participation.

If you are interested in racing, please contact the Nitroholics to express that interest and indicate *firmly* whether you would participate in a summer racing meet in 2005. If we can put together one successful contest, maybe we can follow up with more in the future. Remember, that not everyone may see this notice in *Flying Lines*, so if you know someone interested in racing, please pass this info along to them.

The Nitroholics can be contacted at [johnT4051@aol.com](mailto:johnT4051@aol.com), or [zzclspeed@aol.com](mailto:zzclspeed@aol.com).

There are a couple of good places where we might be able to have some group discussion of Northwest racing. I suggest the Yahoo CL forum: [groups.yahoo.com/group/controllineflyingforum/](http://groups.yahoo.com/group/controllineflyingforum/) or the Delphi racing forum: [forums.delphiforums.com/CLRacing/messages](http://forums.delphiforums.com/CLRacing/messages). The Yahoo forum is a general CL forum with quite a few Northwest members. The Delphi forum is the general meeting place of members of the National Control Line Racing Association.

If we work together on this, we can get racing going strong again in 2005! Everyone is going to have to help to bring this about, new people and old! So let's hear from you: Bob Cooke, Kenny and Ole Johansen, Jimmy and Ryan Banks, Byrd Nelson, and all you old-timers. Do you want to race?

## Regionals planning board

The Northwest Regionals Management Association, in an effort to broaden decision-making and workload, has formed an online discussion forum so that "meetings" of the organization can be attended by more people and more input and volunteerism can be promoted.

If you would like to participate in planning of the 2005 Northwest Control-Line Regionals, join this group, which is a Yahoo discussion forum: [groups.yahoo.com/group/NWCLregionals/](http://groups.yahoo.com/group/NWCLregionals/)

## Speaking of Regionals, and racing ...

Yours truly has been racing director at the Regionals for quite a few years now, and would like to turn the job over to some "new blood" and return to competition and devote more time to the general work of the contest.

Racing people, please be thinking about who among you might volunteer or "be volunteered" to take over the job of Regionals racing director in 2005.

*John Thompson can be reached in care of Flying Lines or at [JohnT4051@aol.com](mailto:JohnT4051@aol.com).*

---

# Where the action is!

Coming events in Northwest Control-Line model aviation

---

**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](mailto: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](mailto: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](mailto: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](mailto:abduncan@shaw.ca) Sponsor: Vancouver Gas Model Club

**Sept 4-5**

**Raider Roundup**, Seattle, WA. Contest site is Sandpoint Naval Air Station. Stunt, Carrier, and Scale events. Combat may be added. Contact: Steve Helmick, [sbasser@yahoo.com](mailto: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](mailto:ukeyman@justice.com)

**Sept 26**

**TopDog III** Combat Fun Fly and Barbeque, Arlington, Washington. Contact: Ken Burdick 425-205-0366

**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](mailto: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.

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

**Craig Bartlett,  
Mike Conner,  
Chris Cox,  
Bruce Duncan,  
Allen Hoffman,  
Jim Johnson,  
Ken Kortness,  
Dave Pellerin,  
Howard Rush,  
Ron Salo,  
Dave Shrum,  
Edward Shunk,  
Elmer Tidmarsh, Jr,  
John Waldorf**

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

-----

# 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 bell-crank 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.

**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:** Magnum XL-28, n.i.b., no muffler, no carb. \$40.00; Fox 15 BB Sch, new (no box) \$55.00. Mike Hazel, 503-364-8593

**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 for publication in the next issue.

# Intergalactic Fun Fly

by Joe Just

The 4 day Intergalactic Fun Fly will be held in Waitsburg, WA from Sept 16th thru the 19th.

Why 4 days for a contest (non-contest) that offers very little in the way of prizes, entry fees, or various AMA event numbers?

Well, the basic idea of this event is simply to hold an AMA sanctioned event where there is absolutely no pressure to compete, impress or keep one's NW standings intact. It is simply a fun fly, a place to just get together and fly and fly and fly and have a lot of no pressure fun.

We set it up to start on a Thursday because the Fairgrounds area where we will be holding the get-together is where the local Lions will be having their annual Salmon bake.

Flying on Thursday for the 2 or 3 of you that come early will end about 4PM. Friday and Saturday the fun continues and on Sunday the Lions will hold their annual Buffalo feed about a mile into the town of Waitsburg.

If you're coming from Walla Walla on Route 12 you can get to the flying site by turning right on 8th Street and follow the signs.

If you are coming from either the Tri-Cities or Dayton, 8th Street is a left hand turn off Route 12. The fairgrounds are very easy to find, just follow the yellow signs we will have up.

There is one motel in Waitsburg. It is suitable as a place to just crash. It is clean but offers no amenities. Phone: 509-337-8455. The town of Dayton is just 10 minutes away from the fairgrounds and has two very nice motels as you enter town from the West. Phone : 509-382-4503. Blue Mountain Motel, Dayton. Phone 509-382-3040.

Walla Walla is 20 minutes South of Waitsburg and has many motels. The most convenient is Super 8 on the Westernmost WW exit. Phone 509-525-8800.

The Fairground site has two softball diamonds for our use. We will be flying over grass. There are RV facilities on site.

Also, Waitsburg has three sitdown restaurants with good food. Dayton has many places to eat, and WW has numerous wineries etc., etc.

**BRING A PLANE TO SHARE!!** For example, bring a carrier profile for someone that has never flown one. Bring a speed limit combat ship for someone that has always wanted to try combat.

We are hoping that you will consider this event and hope to see you there. If you come, bring as many planes as you wish. Simply show your AMA card, sign up on the flying sheet and have fun!

---

## FOR IMMEDIATE RELEASE:

The Largest Radio Control Hobby Show in the Northwest is Back.

NW Model Expo - has been renamed the NW Hobby Expo and will be held at the Puyallup Fairgrounds Feb 4th - 6th 2005. The Hobby Group Inc., a consortium of Radio Control hobby manufacturers, has taken over the hosting of the HW Hobby show, and is leveraging a significant advertising budget and its full time staff promising to make the "Expo" an affordable and profitable venue for manufacturers and distributors to display and sell their products.

This show which annually brings in over 10,000 hobby enthusiasts has many new features incorporated that are designed to both provide great value to the exhibitors and great pleasure to the guests, including Indoor race Track and flying, Static Competition in over (20) Categories and a live auction to name a few. This year's "Expo" also offers a Newcomers Pavilion and an additional level dedicated to hobby retailers. Currently more than 45 exhibitors have already confirmed, among them Castle Creations, Peak Electronics, GWS, the updated exhibitor information will be posted on [www.hobbygroup.org](http://www.hobbygroup.org). The Hobby Group is committed to support the local Radio Control clubs especially the Mount Rainer Radio Control Society.

For more details, contact information: Ron Abir, The Hobby Group Inc. Phone 562-240-2134 [www.hobbygroup.org](http://www.hobbygroup.org)

**BIG MONEY VINTAGE DIESEL  
COMBAT  
JUNE 26, 2004  
ARLINGTON, WASHINGTON  
by Mel Lyne**

Absolutely perfect weather greeted us, warm and sunny and very little wind. A keen band of volunteers including CD Steve Helmick, lunch chef Chris Gomez, judges Jim Green, Larry Bell, Norm McFadden, Rod Claus and Travis Lyne, pull tester Vernon Bryant, scoreboard wiz/tabulator Lara Brodie, sponsor Paul Vallins of Cascade Aviation and organizer Mel Lyne had everything ready to go nice and early.

Round one started off with Kenny Johansen taking on Paul Dranfield and both pilots going for it right away. Kenny had some close misses on Paul's streamer and stuffed it a couple of times. Paul, the veteran, played it a bit cool and waited for good opportunities to take 2 cuts and kept it in the air for the win. Bob Nelson had a good match going with Paul Vallins, Paul taking it 2 cuts to 1. John Morrow and Bob Carver had a nice pursuit match going and Bob taking it 2 cuts to 1. Gary Harris had the misfortune to forfeit vs Zack Van Dyke and John Thompson had a barn-burner of a match going against Mel Lyne. A full 5 minutes of pursuit with Mel just taking it 3 cuts to 2 and still some streamer left on both planes. You really need some good legs to keep up "Pursuit" combat for a full 5 minutes!

Robert Smith took on Kenny next and showed us how to fly consistently, staying out of trouble, taking cuts and keeping it in the air. The matches continued on with some very close ones. Gary Harris was the only flier to beat Robert Smith in the 5 rounds, but he narrowly lost several of his other matches. John Morrow had Lady Luck play some sneaky tricks on him. One match a line broke in a dork. Another match a line clip opened at launch creating a one line loop and a forfeit. Another match the elevator horn snapped clean off. And luck played a hand in several other matches with suddenly hard to start motors. At least we couldn't blame it on bad plugs!

The lunch break was fantastic. Chris Gomez, Steve Helmick and NW Skyriders had brought in a full BBQ spread of Teriyaki chicken, 4 Alarm bean pot, barely spicey bean pot, drinks, salad, buns etc, the works. Heck, it was worth attending just for the lunch feast! And we all got happily stuffed.

Some of us were feeling a tad sluggish as the matches resumed, but Kenny Johansen was charging hard, banging them in a few times, but getting a couple of wins. Zack managed a couple of wins as did Bob Nelson, Bob Carver and Paul Dranfield. With only 2 matches to go in the 5 rounds there were 3 fliers out front and 5 fliers tied for the 4th spot in the finals. It was looking like we would have a 6-man fly-off for that 4th spot. But when John Thompson took on Gary Harris he was definitely going for that last spot in the finals. He took 4 cuts for a convincing win.

Last match of the rounds was John Morrow vs Paul Vallins. Paul got up by a cut but came down and had a long pit stop. His motor decided not to start. John took it on air time.

The first semi-final was Paul Vallins vs Mel. At the start Mel's motor suddenly riched out. Paul took a quick cut. Mel came down to re-set the needle knowing he needed 2 cuts to take the lead now. Back up and continuous close pursuit combat, cuts exchanged, very low flying with "S" fakes, all the tricks each flier knew to try and force a mistake. A very close match. At the end it was 3 cuts to 2 for Mel, but 38 seconds of ground time. This left Mel with a win by 12 points. A nail biter!

The second semi had Robert Smith vs John Thompson. Another good match with John up by 2 cuts to 1 but a dork and cut-killing ground time. Robert took it by 14 points by staying in the air the whole match.

3rd and 4th flyoff was Paul Vallins vs John Thompson. A match timing error drew a refly and John flew hard to take it 2 cuts to 1.

The final was Robert Smith vs Mel. Lots of early action and suddenly both streamers and knots were gone with 2 cuts for Mel and 1 for Bob. There was 4 minutes match time left to be flown out and Lady Luck played her hand again, this time using dirt in Mel's tank to stop the motor. The PAW needle was plugged and Robert took the win on air-time.

# Big Money DBat Contest



Vintage Diesel Combat is a hoot, and it doesn't even get too intense even when there are a few bucks at stake. Everybody still has great fun. Thanks to sponsor Paul Vallins, there were dollars at stake in the third annual Big Money Diesel Combat Contest in Arlington, Wash., on June 26. Here's the winners lineup, from left: John Thompson (third place), Paul Vallins (fourth), Mel Lyne (second) and Bob Smith (Champion). *FL photo.*



Mel Lyne is "Mr. Diesel Combat, running the contest and seeming to be everywhere, helping everyone, at once. Here he's helping Kenny Johansen set the needle on his diesel engine. the plane is a Warlord. Most of the planes in the contest were Warlords built by — who else? — Mel. *Bob Huber photo.*

*Big Money Vintage Diesel Combat,  
continued.....*

A really nice contest with a fairly relaxed pace. A few more entries next time would add to the fun. Thanks again to all the helpers and workers, and for the use of Robert Smith's trailer, and to the major sponsor Cascade Aviation.

Cash prizes were presented to the top 4 with first place also getting a trophy. "Best Crash" trophy went to the flier who tried very hard and pounded in lots of planes, Kenny Johansen. The "Toughest Luck" trophy went to Gary Harris.

Results:

- |                   |                          |       |
|-------------------|--------------------------|-------|
| 1) Robert Smith   | Roy, WA                  | 6 - 1 |
| 2) Mel Lyne       | Garibaldi Highlands, B.C | 5 - 1 |
| 3) John Thompson  | Eugene, OR               | 4 - 3 |
| 4) Paul Vallins   | Lynnwood, WA             | 4 - 3 |
| 5) Kenny Johansen |                          |       |
|                   | Paul Dranfield           |       |
|                   | Zack Van Dyke            |       |
|                   | Bob Carver               |       |
|                   | Bob Nelson               |       |
| 10) John Morrow   |                          |       |
|                   | Gary Harris              |       |

Robert Smith's winning plane: Warlord, PAW .15 BR, Taipan 8 x 6 nylon prop, Mejzlik handle, Red Max diesel fuel. Vernon Hunt 1968 Warlord design, 32 1/2" span, 16 ounces, balsa, red cedar, plywood, yellow cedar construction. Covered in Econokote.

***Wright Brother Centennial + 1  
Precision Aerobatics Fun Fly  
July 24 & 25, 2004  
Arlington, Washington  
Reports by  
Steve Helmick & Dan Rutherford***

For the trimming clinic on Saturday, we had Paul Walker and Howard Rush tuned up and ready to work their magic.

John Leidle was seen to have PW fly his own Impact based PA .65 powered model

**Flying Lines**

**Issue #201**

tested, along with Mike Haverly's excellent Oriental/Magnum XLS .36, and Dave Pellerin's Saito .72 powered RSM Whitely "Shoestring". Mike's Oriental got the tipweight reduced slightly.

Dave's Shoestring got a major overhaul, with venturi, prop, tank height and various trim changes. It went from nearly crashing on the first couple of flights to placing 1st in Advanced against some good competition.

The weather was a bit toasty on Saturday, but Sunday was as perfect a day for Stunt (or combat) as you could ask for...solid overcast until the flying was done, light steady breeze from the SW, a good wind direction for Arlington.

Chris Gomez fed us all...BBQ Pork Sandwiches Saturday, Burgers Sunday. You should have been there..... Steve

Intermediate Precision Aerobatics ( 1 entry )

- |    |              |       |
|----|--------------|-------|
| 1) | Rick Cochran | 419.5 |
|----|--------------|-------|

Advanced Precision Aerobatics ( 3 entries )

- |    |               |       |
|----|---------------|-------|
| 1) | Dave Pellerin | 458   |
| 2) | Mike Haverly  | 457   |
| 3) | Mike Conner   | 447.5 |

Expert Precision Aerobatics ( 5 entries )

- |    |                |       |
|----|----------------|-------|
| 1) | Chris Cox      | 540.5 |
| 2) | Dan Rutherford | 506   |
| 3) | John Leidle    | 487.5 |
| 4) | Keith Varley   | 473.5 |
| 5) | Ken Bird       | 457.5 |

Saturday was dedicated to practice and trimming with none other than Paul Walker there, ready and willing to evaluate work product of NW CL Stunt fliers. While a lot of advice was given--by a guy who had just spent three weeks living out of motels in model aircraft-related pursuits, please note--the two big winners seemed to be Mike Haverly and Dave Pellerin.

Mike is flying a new Oriental fitted with a box-stock Magnum XL36. He was anxious to see what Paul thought and was awarded coveted PW Seal of Approval, meaning Mike's new model is easily his best so

**August 2004**

**Page 8**



far. Well done, especially as it is my understanding Paul's only comment of consequence was model seemed just a touch nose heavy.

Dave had crashed his Saito 72-powered RSM Shoestring at NW Regionals earlier this year, rebuilding it recently. According to reliable sources, model was far enough out that Dave almost crashed it again this weekend. Scratch that. The thing was a load, Dave could barely get it through a pattern. Walker stepped in, flew it, gave Dave a list of things to change, this including tip weight, sealing of flap hinge line, leadout position, tank shims, venturi size, and prop selection. During a lull in the action, Dave up to his elbows in modifications, Paul came by the Dirty Pits looking for almost any prop with 5 inches of pitch; luckily we came up with an APC 14-5N, this to replace an APC 14-4W.

While not immediately, model did come alive. In fact, it was transformed into a piece with which Dave won Advanced PA the next day. In my view, he has been saved another big crash and/or months of fruitless trimming. Again, well done.

Possibly due to the heat, forecasts of record-setting temperatures this very weekend, attendance was on the light side. In fact, discussions post-contest from the organizers centered on Why bother? For next year, hopes that Nils picks up date in 2005. Good point, and I submit to one and all that unlimited access to extraordinary evaluation and trimming skills of Paul, results seen by Dave most of all, are a powerful motivation to take advantage of this critiquing session next year. If it happens...

An excellent lunch consisting primarily of pork sandwiches, sweet corn, marinated onion rings and cucumber slices, watermelon, soft drinks, and all extras was beautifully prepared by Chris Gomez. This man can really cook!

The afternoon was dedicated primarily to sport flying, although some of us were acting as if we were practicing. Rick Cochran, a long-time friend of mine and fresh from several years of RC Pattern competition, had a new Oriental out. We tried to come to grips with it, got in 5 or 6 flights, but fuel feed problems and a lot more down thrust than seems wise kept us from further work with it.

That evening a whole bunch of us sat around Gomez camping trailer consuming adult beverages while some annoying fellow (Da Dirt) convinced Steve Helmick and Scott Chrichton to take a ride on his "demo" ARF Flite Streak and 20FP combination. As the sun dipped behind a ridge this same miscreant was seen putting up a whole series of flights on a Skyray 35, again powered with a 20FP.

Mike Conner, Dirt, Chris and Tony Gomez stayed at the field that night, waking to fresh coffee and near immediate flying of model aircraft. (No noise restrictions when flying right next door to an airport, what a gift...)

While Saturday was hot, as in really hot, this scaring off some of the weenies, Sunday was a Stunt day of the sort we dream about. Comfortably warm, high overcast meaning sunglasses were rarely used, light breezes. Absolutely perfect conditions. Unfortunately, previously mentioned weenies took seriously forecasts of record high temperatures...

While Keith Varley had some problems in Expert PA at NW Regionals, this time out I got lots of opportunity to see his Magnum 36-powered Saturn in action. Very impressive and using what I suppose we can begin calling the PTG Tune-Up, this consisting of a box-stock Magnum 36XL fitted with side-to-rear header, feeding a CF tuned pipe. When Keith came to CL Stunt from RC Pattern he had a real good handle on operation of both two- and four-stroke engines, has only rarely had engine-related issues. Still, this setup, centering on a \$70.00 engine, no rework of any kind, is nothing short of superb.

Ken Bird showed up a little late, but as long as this Canadian is now working in the U.S., contributing to our GDP, we ignored his tardiness just this one time and let him fly both flights during second round. Always good to see Ken and his engaging smile, appreciate his sense of humor, even if the man has not one shred of pigmentation in his skin. Somebody commented maybe that's why his home country is called the Great White North, but I don't think so...

In all, another exceedingly enjoyable Helmick Production with Chris, Tony, Gary, Mike and the "volunteer" judges in strong sup-

porting roles. Yep, we would liked to have seen more stalwarts of NW CL Stunt scene, but it was they who missed out on a great trimming opportunity, followed by what will probably be remembered as the best flying conditions of all 2004 contests. And another excellent lunch served up by Chris!

A most interesting bonus provided by close proximity to Arlington airport was sight of a P-51 not built by PW roaring around. In close formation with a Spitfire! Good Lord, I had never seen a Spitfire in flight, it's been years since I saw a P-51 passing by overhead. And here, right next door, flying out of this small, local airport were one of each making repeated passes! I am told both warbirds owned by Paul Allen, co-founder of a local software company. Other than establishing a business which involves nubile women wrestling in a mud-filled pit, there are few better ways to spend one's fortune...

Intermediate PA Notable Moment: Rick's first CL Stunt contest after years of RC Pattern competition, he pulled two inside loops. Rookie!

Advanced PA Notable Moment(s): Mike's Magnum 36 rips! Wet two-stroke throughout pattern (Mike says forget the 4-2-4 run!), very nice speed regulation. Dave's model rips just one point better! Could it be that PW trimmed both models to within one point of parity? Naw, even he's not that good. Or is he...?

Expert PA Notable Moment(s): Did Chris kill us or what? And his PA 40 is real new, he's fiddling still to get it just right. For those looking to make a beginning in CL Stunt, Keith Varley underlined the basic goodness of a box-stock Magnum 36, this time breathing through a pipe. For \$69.95 there are few better buys in CL modeling.....Dan

**Bladder Grabber Fast Combat  
Snohomish, Washington  
Harvey Field, July 31-August 1, 2004  
by Mel Lyne**

Fabulous sunny warm dry weather greeted the fliers with just a little early morning fog. The U.S. U/C Nationals and the World Champs had just finished in Muncie, Indiana and as a result a number of fliers who usually attend Bladder Grabber were absent this year.

George Cleveland and his van full of goodies was one of the no-shows which limited the supply of RTF replacement planes. But a good group of 21 fliers started off with one late entry added at noon. The Stroms and friends put on a BBQ lunch service each day which was great. Jeffrey Rein and Howard Rush had lined up a crew of officials and the whole weekend ran very smoothly. For the first time ever there was not a single fly-away. Bill Maywald was cut away but his plane quickly shut down.

Tony and Milissa Huber, Tom and Tim Strom, Dick Salter, Jim Green, Gary Harris, Mel Lyne, Robert Smith, Buzz Wilson, Ken Burdick, Howard Rush, Paul Vallins and Jeffrey Rein were the local northwest fliers.

John Salvin, Rich Lopez, Chuck Rudner, Mike Petri, Don and Chris Jensen and Bill Maywald came from California. Bob Burch flew in from back east.

Action was very fast and furious right from the go, with many Yuvenko and Mejzlik planes not surviving their matches. The majority of fliers were using the RTF planes which are now more common than kit-built or scratch-built foamies. Even Rudner, Lopez and Salvin used the RTF planes. Motors were predominantly Nelsons with about 25-30% Foras. Both brands were very fast. Shutoffs varied from the swing arm type to bellcrank-operated to leadout-operated. Only 2 matches seemed to have shutoff technical problems.

Right from his first match Gary Harris was charging, flying with a new aggressiveness. He ran up a string of wins getting into Sunday with 2 lives still. Robert Smith was in tough in some matches but survived with one life for Sunday. 4 rounds were flown on Saturday

with several re-matches. Mel got into Sunday with one life left after some good matches and two "Stupido" fly-in-front-of-him mistakes. Jim Green was really charged up and had some amazing kills on flyers like Petri, Tim Strom and Rush. Paul Vallins entered late and flew 3 matches in one round using his "Diesel-style" tactics. On a very rich run he managed to kill Tim Strom, but lost in the other matches. Tony Huber flew hard but came up short in several matches. Milissa started slow but then found the groove.

Last match on Saturday was Milissa vs Howard Rush, with P/A system commentary by Mike Petri. All eyes were on this one, and the bets were heavily against Rush as the "Hubernator" reputation had got out. They were both up at the horn and Howard opened with a couple of maneuvers, trying to play it safe. Milissa watched him, stayed away, then flicked a quick pass as Howard's faster plane came close. And the combat gods did smile on Milissa for she now had Howard's streamer and knot trailing from her Yuvenko fantail. Mike Petri boomed over the P/A "Mary Lou is on the phone and wants Howard to explain what just happened!"

And so ended day one. A number of fliers were out early in 3 or 4 matches, including Lopez, Rush and Jeff Rein. Jeff went out in a bizarre match against Ken Burdick when Jeff's plane shut down, circled in and became tangled in Ken's lines. Bill Maywald had stayed clean with 4 wins. 2 of these were "saves" where it looked like Bill had been killed but the large string loop on his boom had slipped off intact at a mid-air. Ken Burdick had 4 wins and Chuck Rudner had been flying hard racking up some wins.

Sunday at 9:00am the matches resumed. Mel was up early against Petri. A bad start not having his opponent's airplane in view at the horn and Mel got killed before he could say "wotwazat??" Robert Smith followed and had a great match but lost also. Milissa mis-cued vs Chuck Rudner and took a loss. Gary Harris, still charging, had a win and a reflly. Having nothing ready for the reflly he used Mel's Fora and got the kill on Tim Strom.

Dick Salter was still winning and Jim Green just kept killing his opponents to the

chorus of "GO GREEN!" Ken Burdick, after 4 wins on Saturday, went out in 3 straight losses on Sunday. Buzz Wilson didn't show up for his Maywald match so Bill got the only "Easy win" of the contest. By noon there were only 5 left alive. Fatigue was showing in some fliers as it was a constant effort to get engines and shutoffs changed into new planes for the next match.

Gary Harris was drawn against Jim Green. We wanted them both to win!! Gary lost his concentration and stuffed it and lost on airtime. Dick Salter lost to Rudner. Then Maywald lost to Rudner. And this put Rudner ahead of everybody in wins and was the only flier left alive.

Green and Maywald flew off for 2nd and 3rd. Maywald flew away (but shut down) in a line tangle leaving Jim Green to just fly his bladder out for the win. But he forgot that the match was still running and did a maneuver, giving the win to Bill. Gary Harris and Dick Salter flew off for 4th and 5th. There was a mid-air only seconds into the match and Dick took it.

#### Winners:

1. Chuck Rudner
2. Bill Maywald
3. Jim Green
4. Dick Salter
5. Gary Harris

Jeff Rein says that Bladder Grabber 28 will be on the same weekend at the same site in 2005 but with more contestants.

An interesting post-contest discussion on the "Kill" rule wording revealed a possible ambiguity. A line in AMA rule 12.e. reads "A kill consists of... , or breaking it(the string) from its attachment to the aircraft, ..." It was pointed out that the loop of string attaching to the aircraft can be broken from it's attachment point(i.e. breaking a part of the plane) without breaking the string loop and still be called a kill.

**VGMC Western Canada Stunt  
Championships, July 31 - August 1  
Richmond, B.C.  
by Dan Rutherford**

Weather. We had some. No clouds. Full sun. Fresh breezes to keep us cool. The only issue was flying into sun early in the mornings, several of us doubling up on the sunglasses. Fabulous conditions for CL Stunt.

Friday began with usual suspects in a day early for some practice on the new-and-improved (fresh coat of smooth, sealed asphalt) circles. Keith began having engine-run problems, Rob Duckering almost instantly diagnosed this as a failing rear bearing. Chris and I, being much too smart for such nonsense, persevered with fuel-feed theories. Rob was not only exactly correct, he was the only one who understood the problem.

(The engine: Magnum XL-36, these recently having suffered from cheap bearings, although engine itself is excellent in all other ways. Symptoms: Sagging lean run, very hot spinner upon landing, a graunchy feel as crank spun by hand, plug element ruined by trash running through engine.)

Bob Smiley began weekend with a new-everything setup. While not suggested, he did fight through some minor annoyances, ending up with a competitive profile Oriental and Brodak 40 combination.

Will Reeb has a very nice Olympic, but I thought Brodak 40 ran well something like 98% of the time, tending to give up on him right when he needed power in the worst way. Always after a better setup, Will pulled off the APC 10-6, going with APC 10-5. A remarkable improvement.

James Cox provided only broken model excitement, plugging in an ARF Flite Streak. After which I retracted offer of demo ARF FS/20FP for back-up.

Saturday began with kicked-back fun of OTS. This quickly turned ugly, Keith beating me back into 3rd place with a super landing as opposed to my usual frog-marching end to each flight. Congratulations to Chris and Keith. (Baggers both...)

Classic was pretty much a triumph of

experience, old age, treachery, a most unlikely model, an equally unlikely engine over a superior and very well-finished Olympic. While results were suspenseful and a little slow in coming, Will and I had a really good fight. I'm hoping most of 600-mile (Oops, 960-klick) trip home saw him mumbling over and over, "Stupid 20FPs! With a huge muffler! Spinning a puny 9-4 prop! An ancient Combat design! DaDirt at the handle! I had a real Classic Stunt plane! One approved by none other than PTG! Is there no justice in this world?"

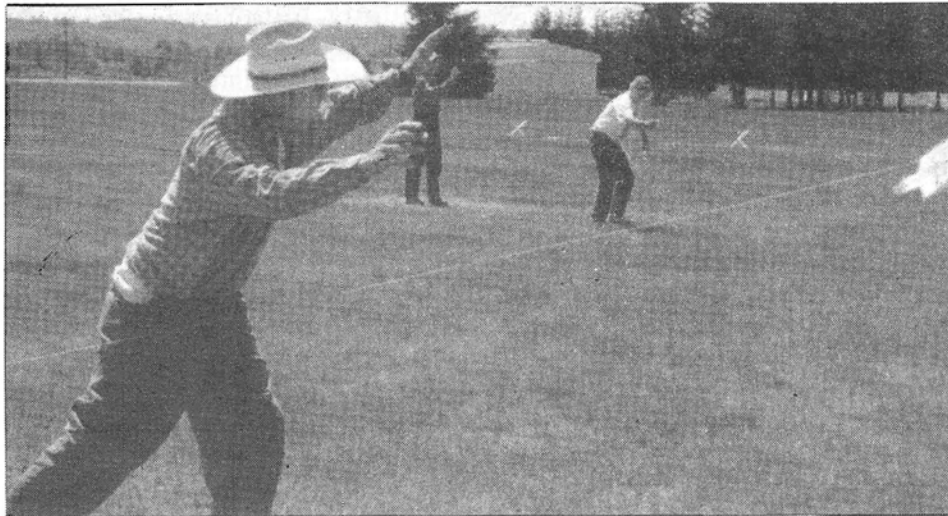
There was smallest of delays following Classic as many of us began putting up practice flights for PA on Sunday. In a contest with many positives, this trim-and-kibitz session is always one of the year's highlights. The temperature is down a bit, breezes get a little milder, competition is pushed aside in favor of all--no matter class in which each competes--getting the best from their model/engine combination.

This while Joan bailed early in order to prepare for another season highlight...

--Cox Family Hosts the Dregs of Society, CL Stunt Fliers--

I am tempted to say all was as usual, hamburgers, smokey dogs, salads, chips, dip, marinated onion rings, pop, beer, cake, ice cream, etc., etc. And it was. But, darn, this is always a special gathering, even if never same exact gathering each year. I am always amazed at how such a diverse grouping of people--in many cases, CL Stunt is almost literally all we have in common--can get together and so quickly slip into a relaxed and jovial group where conversation and laughter flows so freely.

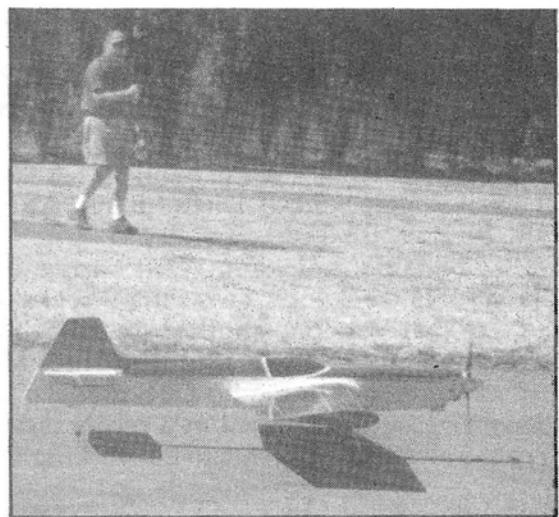
Of course it always takes at least one negative turn, this time a friend of James and the Cox family was sicced on me by none other than Joan Cox. Whoa, let's make a pact: No one is to teach Stacy to fly CL Stunt. Agreed? And to what possible purpose was Joan busily snapping various pictures of this crazy young woman and myself? I failed to see if PhotoShop is on their computer. Oh, dread...



An action photo from the Big Money Diesel Combat contest. Gary Harris launches the Warlord for John Thompson while John Morrow, already up, waits for action. Bob Huber photo.

## W. Canada Stunt Contest

The Western Canada Stunt Championships was an excellent aerobatics meet on July 30 and Aug. 1. At right, Alan Resinger's Firecracker. Below left, Chris Cox (center) accepts Expert championship trophy. Bottom right, how's that for a nice landing — Jack Pitcher greases the Centennial in smoothly. Norm Porter photos.



Sunday and PA was great. No Beginners or Intermediates, nice field in Advanced, small entry in Expert. While all of us would have enjoyed seeing more contestants, this is one of those contests where raw numbers simply does not count for much.

Will Reeb flew really well in winning Advanced. As in I heard Chris telling him, "You're only smaller maneuvers and tighter corners away from flying in Expert." True enough, but Will flies in a nicely relaxed, very smooth and consistent manner.

Do highlight this contest on next year's schedule. It's a can't-miss opportunity for SSSF (Some Serious Stunt Fun).

### Old Time Stunt

Judges: Will Reeb, Joan Cox

- 1) Chris Cox 270.50. Barnstormer, 25FP w/stock muffler
- 2) Keith Varley 256.75. Humongous, 40FP
- 3) Dan Rutherford 251.75. Zilch X, Fox 35
- 4) Bob Smiley 246.00. Ringmaster, Fox 35
- 5) Rob Duckering 232.50. Nobler, LA 46
- 6) Mike Haverly 225.00.
- 7) Mike Conner 219.25. Something weird, Fox 35
- 8) Bruce Duncan 50.00. Firecat, Fox 35

Notable moment: While it's nice to see Chris win in this event, this time he actually used his own equipment.

### Classic Stunt

Judges: Joan Cox, Chris Cox

- 1) Dan Rutherford, 473.5. Super Combat Streak, O.S. 20FP w/BB-TU\*
- 2) Will Reeb, 466.0. Olympic, Brodak 40
- 3) Bob Smiley, 456.0. Profile Oriental, Bro 40
- 4) Keith Varley, 454.0. Humongous, 40FP
- 5) Mike Haverly, 442.5. Oriental, Magnum XL-36
- 6) Rob Duckering 424.0. Nobler, LA 46
- 7) Neil Rogers 385.0. Dirt's "demo" ARF FS, O.S. 20FP w/BB-TU\*

Notable moments: What happened to Classic this weekend? Two Flite Streaks, one the Combat version, another an ARF. Sure, two Orientals; but one was a profile. Keith and Mike were flying their OTS models. \*BB-TU is 20FP setup detailed in a recent issue of Flying Lines. Yes, it seems to be working quite well...

### Advanced PA

Judges: Chris Cox, Alan Resinger

- 1) Will Reeb, 453.0. Trivial Pursuit, PA 40, pipe
- 2) Bob Smiley 451.5. Profile Oriental, Brodak 40
- 3) Rob Duckering 438.0. Modified Twister
- 4) Neil Rogers 426.5. Yellow Jacket, LA 46
- 5) Mike Haverly 423.5. Oriental, Magnum XL-36
- 6) Mike Conner 391.5. Buccaneer, Tower 40

Notable moment: This time when Mr. Haverly smacked it in there was only light damage to an excellent model. Mike's better half--as in much better--served grilled cheese sandwiches Saturday morning, so he doesn't get all that much attention from us now.

### Expert PA

Judges: Mike Conner, Keith Varley

- 1) Chris Cox 547.0. Saturn, 40VF, pipe
- 2) Jack Pitcher 532.5. Centennial, PA 65 side exhaust
- 3) Dan Rutherford 507.0 Impact, Saito 56
- 4) Alan Resinger 494.0. Sukhoi, Saito 72

Notable moments: While Chris flew to a high standard as usual, Jack is really coming to grips with that new engine. My score was correct, but the born-again Impact felt nicer than ever. Alan's low-time model was so poor--by his standards--that it was back in the van come second round.

# The Real Dirt

by Dan Rutherford

It was with great surprise that news hit recently of a survey in Stunt News, official publication of PAMPA. Premise of this survey was--choke, choke, gag--Almost-Ready-to-Fly (ARF) and Almost-Ready-to-Cover (ARC) CL models are not allowed in CL Stunt skill-level classes we use exclusively here in the NW. And we need to "do something," one of the most destructive of human impulses.

**Let's get it perfectly clear:** *There is no requirement--as in none at all--which requires contestants in any class or event in any NW Stunt contest to have built model(s) with which he is competing.*

We don't care if it was jig-built in China. We don't care if you bought it at a garage sale. We don't care if your common-law wife built it and your illegitimate children covered it. We don't care if you found it lying by the road, which may very well have happened should you live in Jerry Eichten's neighborhood. We don't even care if you stole the sucker, although when flying your character will be called into question.

Referring to the 2002--2004 AMA rule book, page 61, under Beginner Class, section 5.3 states: "**BOM Rule and Appearance Points.** The builder-of-the-model rule will not apply to the Beginner class and no appearance points will be awarded."

Clearly, models used in Beginner class can come from *any* source, *including an ARF or ARC kit*. There can even be multiple pilots using same model, a nice deal as crashes during practice, even on contest days, need not prevent participation.

In Intermediate, Advanced and Expert the following AMA skill-class rule applies, refer to sections 6.2, 7.2, and 8.2: "**BOM Rule and Appearance Points.** The contestant need not be the builder of the model to compete; however, no appearance points will be awarded to the contestant who does not build and finish his/her own model. For contestants who do build and finish their own models, appearance points will be awarded per the Ap-

pearance section of the CL Precision Aerobatics event."

Again, there is no consideration whatsoever given--*in official AMA rules*--as to source of model(s), although I am reconsidering my stance on fly-it-like-you stole-it option.

Yes, there is a bonus for having built your own model and typically this will range from 10 to 18 points at NW contests. This aspect of the rules has for many years been supported by a large majority of NW fliers. Especially in their strict adherence to the letter, intent and spirit of BOM rule as it applies to an appearance-points bonus.

Old Time Stunt and Classic Stunt are not AMA events, instead are run to PAMPA-developed rules. There are no appearance points in OTS, no requirement to have built your own model. In Classic, appearance points are awarded, we frequently even apply fidelity points to this class. But still there is no rule requiring you to have built the model with which you are competing; that new ARF *Flite Streak* will be just fine, we look forward to seeing you.

In P-40 (Profile fuselage, engine no larger than a 40), an event run to NW rules adapted from other clubs, there is no requirement to have built your own model.

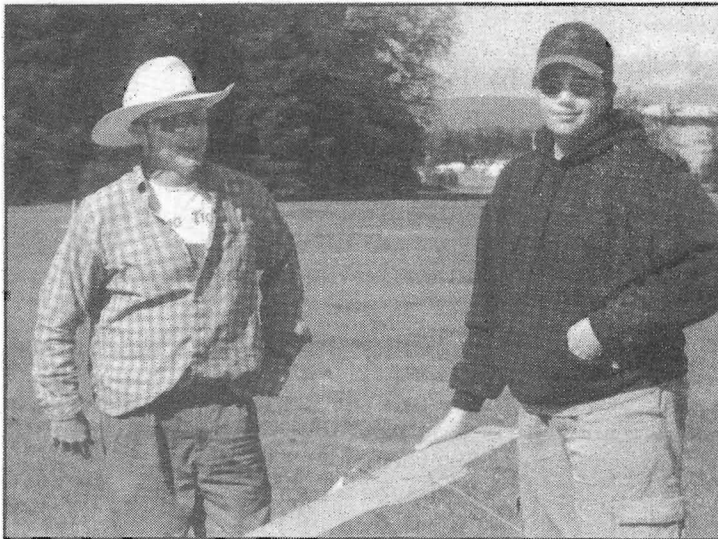
While this missive may prompt a universal response of, "C'mon, Dirt, *everybody* active in CL in the NW already knows they can use ARFs, ARCs and OPMs (Other People's Models) in Stunt competition. We can even borrow your models to use in pushing you out of first place in OTS, as both Don McClave and Chris Cox have done repeatedly and to your total disgrace."

Well, maybe we all know. *Are you sure?* I count at least five of PAMPA's supposed heavy hitters who totally dropped the ball with publication of a survey dealing with a non-issue, something better put out in a special April Fool's Stunt News.

Let's be certain, absolutely certain, that anybody and everybody in the NW--particularly those known to have required equipment, an interest in CL flying--are aware of fact they are overtly welcomed to CL Stunt circles. That the old, very old, requirement that one have built his own model does not apply. Indeed, has not applied for many years.



One of the biggest names in Northwest combat — both as a flier and as a contest sponsor, is the amiable Bob Carver, seen (above) repairing a DBat plane for a match during the Big Money Diesel Combat contest. At right, one of the best of the Canadian fliers and a driving force behind the success of DBat, Paul Dranfield. *Bob Huber photo.*



Veterans and young faces — a great thing to see at a model contest. At left, Gary Harris and young Zack Van Dyke prepare for a match. At right, John Morrow test-runs an engine. *Bob Huber photo.*

Remember to send your contest photos to  
**Flying Lines!**

Photos can be e-mailed to [johnt4051@aol.com](mailto:johnt4051@aol.com)  
or mailed as hard copy to *Flying Lines*.



# The Scoreboard

Northwest control-line  
competition standings.

## Summer juggles stunt, combat races

The action was mostly in the aerobatics and dogfighting arenas in late June and July.

The Big Money Diesel Combat contest in Arlington, Wash., the Bladder Grabber in Snohomish, Wash., and the Western Canada Stunt Championships in Richmond, B.C., juggled the standings. No results have been received yet from the PAC Invitational racing and carrier meet. We'll update standings when the latter are received.

Contests counted to date: April 17, Arlington, Wash.; May 1, Arlington; May 28-30, Albany, Ore.; June 12-13, Puyallup, Wash.; June 26, Arlington; July 31-Aug. 1, Snohomish, Wash., and Richmond, B.C.

Following are standings for updated events:

### 2004 STANDINGS

#### VINTAGE DIESEL COMBAT

- |  |    |
|--|----|
| 1. Bob Smith, Roy, Wash.               | 25 |
| 2. Mel Lyne, Garibaldi Highlands, B.C. | 17 |
| 3. John Thompson, Eugene, Ore.         | 9  |
| 4. Paul Vallins, Bothell, Wash.        | 8  |
| 5. Chuck Matheny, Arlington, Wash.     | 7  |

#### AMA FAST COMBAT

- |                                   |    |
|-----------------------------------|----|
| 1. Jim Green, Bellevue, Wash.     | 24 |
| 2. Dick Salter, Tenino, Wash.     | 18 |
| 3. Milissa Huber, Stanwood, Wash. | 7  |
| 4. Jeff Rein, Bothell, Wash.      | 6  |
| 5. Ken Burdick, Bothell, Wash.    | 4  |

#### OVERALL COMBAT

- |                |    |
|----------------|----|
| 1. Bob Smith   | 42 |
| 2. Mel Lyne    | 33 |
| 3. Jim Green   | 24 |
| 4. Jeff Rein   | 20 |
| 5. Dick Salter | 18 |

- |                                 |    |
|---------------------------------|----|
| 6. Bob Huber, Stanwood, Wash.   | 11 |
| 7. Bob Carver, Snohomish, Wash. | 9  |
| John Thompson                   | 9  |
| 9. Paul Vallins                 | 8  |
| 10. Chuck Matheny               | 7  |
| Milissa Huber, Stanwood, Wash.  | 7  |

#### PRECISION AEROBATICS

- |                                |    |
|--------------------------------|----|
| 1. Chris Cox, Delta, B.C.      | 42 |
| 2. Paul Walker, Kent, Wash.    | 33 |
| 3. Bob Smiley, Kingston, Wash. | 15 |
| Dan Rutherford, Bothell, Wash. | 15 |
| 5. Dave Royer, Portland, Ore.  | 9  |

#### CLASSIC STUNT

- |                                 |    |
|---------------------------------|----|
| 1. Don McClave, Portland, Ore.  | 23 |
| 2. John Leidle, Kirkland, Wash. | 19 |
| 3. Dan Rutherford               | 12 |
| 4. Bruce Hunt, Salem, Ore.      | 7  |
| 5. Bob Smiley                   | 5  |

#### OLD-TIME STUNT

- |                                  |    |
|----------------------------------|----|
| 1. Dan Rutherford                | 22 |
| 2. Scott Riese, Portland, Ore.   | 9  |
| 3. Chris Cox                     | 8  |
| 4. Keith Varley, Vancouver, B.C. | 7  |
| 5. Bob Smiley, Kingston, Wash.   | 6  |

#### OVERALL STUNT

- |                             |      |
|-----------------------------|------|
| 1. Dan Rutherford           | 55   |
| 2. Chris Cox                | 50   |
| 3. Bob Smiley               | 35   |
| 4. Paul Walker              | 33   |
| 5. John Leidle              | 23.5 |
| 6. Don McClave              | 23   |
| 7. Keith Varley             | 14   |
| 8. Bruce Hunt               | 13   |
| 9. Dave Royer               | 9    |
| Scott Riese                 | 9    |
| Mike Haverly, Auburn, Wash. | 9    |

*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.

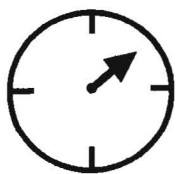
Results must include the placing in each event through fourth place and the report also must list the number of contestants in the event, in order for the point standings to be counted accurately.

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](mailto: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 Competition Records

Best performances established between Northwest CL modelers in sanctioned competition

1/2 A Speed	132.56	Chuck Schuette	9-21-02	Salem, Ore.
A Speed	187.23	Paul Gibeault	12-2-01	El Monte, Calif.
B Speed	161.37	Ken Kortness	5-25-02	Albany, Ore.
D Speed	171.20	Craig Bartlett	9-7-03	Salem, 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.
<b>NW Sport Jet Speed</b>	<b>140.02</b>	<b>Mike Hazel</b>	<b>5-29-04</b>	<b>Albany, Ore.</b>
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.
.15 Rat Race - 70-lap	Vacant			
.15 Rat Race - 140-lap	Vacant			
FAI Team Race 100-lap	3:28.49	Ryan/Gillott	7/12/03	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	7:58	Todd Ryan	10-11-03	Salem, Ore.
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.
<b>Profile Carrier</b>	<b>353.7</b>	<b>Mike Potter</b>	<b>5-29-04</b>	<b>Albany, Ore.</b>
.15 Carrier	244.7	Todd Ryan	5-26-01	Roseburg, Ore.
<b>Nostalgia Carrier</b>	<b>232</b>	<b>Rich Salter</b>	<b>5-29-04</b>	<b>Albany, Ore.</b>
AMA Endurance	39:56	Mark Hansen	7-12-98	Salem, Ore.

Records as of 6/5/04

Updated records in boldface

# AND MORE PROPS.....

*by Orin Humphries*

My CORSAIR had a Tigre .61 Pumper and if memory serves, I swing an 11-6 on it. Typically, it would turn 92 mph over the seven laps. The plane had the usual well-forward main wheels to help it stay upright on landing. Since it weighed 53 oz., the gear would completely flatten out on impact. I had to have scuff pads on the lowest parts of the underside. That led to a prop change after every flight if I swung wood ones on it. Five flights took care of five props. At some point, I started using Master Airscrew props although they were strictly a sport prop. They lasted. To get performance out of them I put a little work into them.

I first sanded a scimitar shape onto the blade's planform. That made them resemble the APC's that were starting to come out. I then thinned the tips so I wouldn't have as much profile drag (what you get from the thickness you are moving through the air). I dressed up the leading edges to get an airfoil back onto them. Finally, starting  $\frac{1}{2}$  of the way in from the tip, I slightly de-pitched the tips. This all probably sounds old technology to you, now, but then, it was before 1990.

I got 94 mph out of the rig. That was a 2% increase in performance. As you know, once you are optimized, getting any more out of a vehicle is like climbing a mountain with your lips. Progress comes in tiny amounts. That 2% increase in speed was a 4% increase in delivered horsepower. Horsepower goes as the square of the speed. Two percent squared is four percent.

You have to buy a very good prop balancer. Too many designs have a little friction still in them and you miss seeing what you need to. I like the one where

each end of the "axle" rested upon a pair of disks.

I was a little shy at the time about using APC props, partly because of their sharpness. Also, the cost was a factor for one prop per flight. Finally, if a blade were to come off on landing, I wasn't too wild about exposing the crew to pieces that sharp.

The last year I competed in .15 Carrier in Richland, the Canadians kicked our tails. We all had Cox .15 rear exhaust engines and had settled on one prop. Their high speeds ate us up. They used a prop one inch shorter than we did. We didn't think we'd get enough blade area with a shorter prop. They had found that the increased RPM from using a shorter blade let the engine get closer to its peak. We were running ours slower than we needed to. The lesson was, don't think about it that much. Try it and look at your watch.

Paul Gibeault had told me up at the VGMC contests that only good comes from mounting an engine to metal instead of wood. I was worried about the weight. My Cox .15 gained 1100 RPM when mounted to a metal fixture as compared with the wood nose of the model. That was because all engines distort from the ideal shape with each firing impulse. Wood is so soft it lets the engine warp as it will. The metal mount held it much closer to its best shape. (Can you hear the Speed guys saying, "Duh!")?

Let me say in closing that I stayed down around 330 points for a reason. I had seen what technology it would take to get to the national level of around 440 points. That would take virtually ALL of the fun out of Carrier and leave only a LOT of work. As it was, at 330 points, there was still a little fun left. No record was worth giving it all up to my mind. Also, pushing farther meant risking early flight terminations from this problem or that. I put up a package and approached it in a way that all but guaranteed a complete flight sans the landing. The longevity of my mark does say a small amount.

# TOP DOG III

## Fun Fly and Barbeque

Fly 3 events, 2 rounds each to see who will be Top Dog in 2004

**First Place: \$1,000 and a steak dinner**

**Second place: Stereo equipment**

**Third place: Dinner for six**

Events Include

**“Diesel Combat”**

**“ 80 MPH Combat”**

**“Freestyle”**

The total score for all three events will determine who wins and eats **Steak**, or who eats **hot dogs**. Ken's famous *Real Southern Gumbo* will be provided for breakfast and lunch

**Entry Fee: \$10**

**Sunday September 26<sup>th</sup>, at Arlington 9:00 AM**

**For Hotel and Airline information, Contact:  
Ken Burdick at 425-205-0366**

\*In Diesel Combat, Duck Duck Goose rules apply

\*80 MPH Combat will be flown using NW rules

\*Freestyle will be a two, one minute flights. Any airplane, any pattern, anything you want to do. You will be scored by all of the contestants for **entertainment** value only.

\*\$1,000 first place pending entry level and after expenses

# RAIDER ROUNDUP 2004

→ September 4th and 5th , 2004 ←

NAS Sand Point/Magnuson Park, Seattle, Washington

Sponsored by the Northwest Skyraiders--- AMA Sanctioned  
Flying site is at Sand Point / Magnuson Park, 7400 Sand Point Way NE,  
Seattle

Take NE 45th exit from I-5, East to Sand Point Way NE, (approximately 7 miles)  
Or, from the North, take the NE 130<sup>th</sup> exit, East to Sand Point Way NE (approx 9.7 mi.)  
Enter to the East, then straight ahead to the ball fields. We'll be just to the North.

## S C H E D U L E

SATURDAY, September 4th:		SUNDAY, September 5th:	
9:00 am	OLD TIME STUNT	9am - 4 pm	PRECISION AEROBATICS:
11:00 am	CLASSIC STUNT		BEGINNER / INTERMEDIATE
2:00 pm	Profile 40 STUNT		ADVANCED
			EXPERT
9 am- 4 pm	CARRIER: Nostalgia Carrier		
	15 Carrier	10:00 am	SCALE STATIC JUDGING
	PROFILE	11:00 am	Sport SCALE: FLYING
	CLASS I / II		

***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, (425) 235-5190 (days), e-mail: davegardner55@msn.com

The Western Oregon Control-Line Flyers cordially invite  
you to the 18th annual ...

# Fall Follies

At Bill Riegel Field in Salem, Oregon

**Oct. 9-10, 2004**

Two days of control-line competition!

## On Saturday ...

- Northwest Sport Race
  - Classic Stunt
- P-40 Stunt (Sportsman and Expert classes)

## On Sunday ...

- Precision Aerobatics  
in four PAMPA classes

## The details ...

**Prizes:** Trophies through third place

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

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

**Complimentary barbecue lunch on Sunday for participants!**

---

Contest Director: Mike Hazel, 1073 Windemere Drive N.W.  
(503) 364-8593, ZZCLSpeed@aol.com

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

**FLYING LINES**  
1073 Windemere Drive NW  
Salem, Oregon 97304

*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.

*FLYING LINES* is published nine times per year. Subscription rate is \$14 for USA, and \$15 for Canada (U.S. funds). Expiration is noted on the mailing label --- issue number listed after name. Make your check or money order payable to *FLYING LINES*.

---

**FIRST CLASS MAIL**