

 **FLYING LINES** 

---

1073 Windemere Drive NW, Salem, Oregon 97304

Editor: Mike Hazel    zzclspeed@aol.com

---

Happy New Year, everybody! At FL headquarters, we are looking forward to another great year of control line flying in the Northwest! Make sure you check out the "Where the Action is" section this issue, and every issue for the latest word on relevant modeling events in the NW.

Kicking off the season is the Bi-club fun fly series hosted by both the Eugene Propspinners, and the Western Oregon Control Line Flyers. (see flyer this issue). Not noted on the flyer is that these are free events, no entry fee.

The Northwest Model Expo in Puyallup is a favorite event among most NW control line modelers. As reported much earlier, the hosting club had decided to discontinue this show. However, a new group came in to fill the vacuum and the show continues. Will be interesting to see what kind of changes might be made.

Ye olde editor is greatly looking forward to the Jim Walker Memorial meet hosted by the NW Fireballs in Portland. I have missed their last couple of events, but their meet in April will be a doozy with a pretty full event schedule. They have even included a day of speed flying. Hmmmm, don't think there has been a bona fide speed event in Portland in nearly fifteen years!

Like I said, check out the calendar!

Elsewhere in this issue is some more commentary on the NW Sport Race event, and ideas on possible changes. Dan Rutherford kicked this off last month, so go back and review the complete argument as needed. His suggestion is basically change this one-engine event to a different engine--one that is perhaps a bit more user friendly, and also go to just one airframe design, among other concepts. *Flying Lines* welcomes additional input on this subject.

And also elsewhere (not even in this newsletter!), there is raging debate going on within the PAMPA troops (Precision Aerobatics Model Pilots Association) regarding proposed by-

laws changes by PAMPA prexy John Brodak. It would appear that he is wanting to shift the focus of this special interest group, and change some operating procedures of the executive of the organization. If you want to read up on this, then go to the StukaStunt CL forum.

Next issue we will go back to a "full" size publication, complete with photos, etc. Activity is kind of light in these winter months, so the issue size has reflected that. Just another reminder to you that this is your newsletter, and contributions are welcomed! Worthy contributions will also extend your subscription, so get busy on that technical article, event report, or drawing!

The last page of this issue has a sign-up form for helping out at the NW Regionals, the Northwest's premiere control line event. If you haven't taken a turn lately, please strongly consider taking part of the weekend to assist!

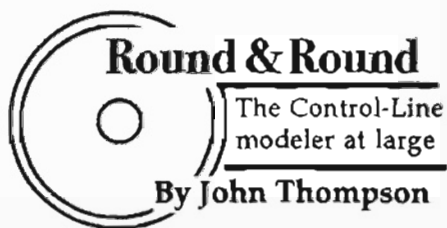
-----  
*Hey, don't get disconnected! If your name follows, then this is the last issue of your subscription. It's time to re-up!*

Bill Badstubner, Burt Brokaw, Mike Haverly, Greg Layng, John Leidle, Jack Pitcher, Michael Potter, Larry Price, Mike Reeves, Doug Wendt, Steve Wilk.

---

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

* Round & Round, by John Thompson	2
* Where The Action Is!	3
* More Racing Comments	4
* The Flying Flea Market	6
* Painting Techniques, by Glenn Powers	7
* The Scoreboard	8
* NW Regionals Volunteer Sign up Form	11



Modeling thought for the month:

*"Work consists of whatever a body is obliged to do, and play consists of whatever a body is not obliged to do."*

— Mark Twain

## Bits and pieces

### A dubious source of inspiration:

Ye olde editor tells me that my tongue-in-cheek lament in Issue 204 about my travails with dope finishes has inspired an article about how to do dope finishes, elsewhere in this issue.

I'm happy to be a source of inspiration on this topic — technical articles on all control-line topics are what makes the planes go 'round, so to speak. Never mind the fact that my own troubles with dope finishes are not for lack of information — I've read every article on dope published in the past 40 years, and painted at least 40 airplanes. I will read this one, too, and no doubt will learn something from it. Alas, no amount of book learning can cure comic ineptitude, which is my affliction when it comes to dope finishes. Oh, if only we could cover stunt planes with FasCal!

### And now for something completely different:

We get into competition and sometimes we get to taking our hobby (and ourselves) too seriously. Once in a while it's a good idea to take a step backward and just do a modeling project that's purely for the heck of it.

So I set aside the competitive projects for a while and plunged into building a Bi-Slob — the Brodak kit of the goofy biplane designed for hovering, tumbling, saber-dancing, etc.

Of course, a competitive mind never stops thinking about contests. So, I've combined the three aspects: A project just for the heck of it, a tremendously silly airplane, and the need for competition, into a new competitive event. So, just for the heck of it, I now present to you a tremendously silly contest:

### The Bi-Golly Biplane (or not) Stunt Challenge

This will be done (if I can talk CD ZZ Hazel into allowing it) at the Lucky Hand Fun Fly on July 2 in Salem. I'm pretty sure ZZ will allow it, because he has a perfect plane for the event!

Here are the rules (subject to change at the last minute, and even as the contest goes on):

1. **Airplane:** Any airplane allowed, but biplanes are better and Bi-Slobs are best.

2. **Maneuvers:** Any maneuvers you want, but hovering, saber dancing, tumbling and other foolishness are encouraged.

3. **Flights:** Everybody gets one flight. If you crash, you can start and go again. No penalty for crashing; in fact, the judges may see fit to score the crash as a maneuver.

4. **Judging:** A panel of judges will be recruited from the bystanders. They can use any scoring system they want. They can give you points for each maneuver, or assign an overall score — whatever they agree on. Scores are based on what the judges like. They can deduct points for things they don't like.

5. **Entry fee:** \$1 to \$100 on a sliding scale. The first \$1 goes to the club for a cheap prize, and the rest goes to the judges. Pay whatever you feel you can afford (does anybody not from Eugene know about this "sliding scale" system?).

There's plenty of time to search your attic for a plane that will be perfect for this event. If you don't have a Bi-Slob, an overweight stunt plane will do, or an underpropped combat plane, or ... you name it! See you on the circle, you CL slobs!

### A fabulous year is coming!

This is being written on Jan. 2, and the happiest thing about the new year is the fast-developing, excellent schedule of contests. For the first time in many years, the contest directors and clubs are actually *working together* to plan out the schedule and getting the info to *FL* early.

The result should be that we can all attend more contests and have more fun flying in 2005!

### Vector postscript:

When the dope spray had cleared out of the air, the Vector 40 described in comic detail in Issue 204 came out not too badly (for me) and seems to be a great flier — or will be as soon as I figure out how to compensate for that warped flap without making the wing pop in turns. A minor problem!

*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

---

## JANUARY 30

**Winter Fun Fly.** Site: Eugene Airport, Eugene, Oregon. Sponsor: Eugene Propspinners. Contact: John Thompson, JohnT4051@aol.com

## FEBRUARY 4 - 6

**Northwest Hobby Expo,** Puyallup, Wash. Contact: [www.nwhobbyexpo.com](http://www.nwhobbyexpo.com)

## FEBRUARY 26 & 27

**Evergreen Aviation Museum Model Static Display.** McMinnville, Oregon. Sponsor: The Evergreen Aero Modelers.

## MARCH 12

**Winter Fun Fly,** Site: Bill Riegel Model Airpark, Salem, Oregon. Sponsor: Western Oregon Control Line Flyers. Contact: Mike Hazel 503-364-8593, [zzclspeed@aol.com](mailto:zzclspeed@aol.com)

## APRIL 23 & 24

**Fireballs Spring Meet.** Site: Delta Park, Portland, Oregon. Events: Record Ratio Speed, Carrier & Racing events TBA, 80 MPH Combat, Old Time Stunt, Precision Aerobatics. Sponsor: Northwest Fireballs. Contact: Scott Riese (503) 246-4631

## MAY 27 - 29

**Northwest Control Line Regionals.** Site: Albany Municipal Airport. Albany, Oregon. Events: Most classes of Aerobatics; Combat; Navy Carrier; Racing; Scale; and Speed. Sponsor: Northwest Regionals Management Association. For more information contact either Flying Lines or the NW Regionals website:  
<http://groups.yahoo.com/group/NWCLRegionals>

## JUNE 18

**Swap Meet.** Toledo, Washington, at high school. Contact: Jim Bassett, [duckair@toledotel.com](mailto:duckair@toledotel.com)

## JUNE 18 & 19

**Skyraiders Stuntathon.** Site: Thun Field in Puyallup, Washington. Events: P-40 Stunt, Old Time Stunt, Classic Stunt, Precision Aerobatics, Carrier. Sponsor: Northwest Skyraiders

## JUNE 25

(tentative)

**Big Money Vintage Diesel Combat.** Site: Arlington Airport in Arlington, Washington. Event: Vintage Diesel Combat in Five rounds. Contact: Mel Lyne (604) 898-5581, e-mail: [mlyne@sea-to-sky.net](mailto:mlyne@sea-to-sky.net)

## JULY 2

**Lucky Hand Fun Fly.** Site: Bill Riegel Model Airpark in Salem, Oregon. Sponsor: Western Oregon Control Line Flyers. Contact: Mike Hazel (503) 364-8593

## JULY 10 - 16

**A.M.A. Control Line Nationals.** Muncie, Indiana.

## JULY 30 & 31

**Western Canadian Stunt Championships** Site: Rice Mill Road in Richmond, B.C. Events: Old Time Stunt, Classic Stunt, Precision Aerobatics. Sponsor: Vancouver Gas Model Club. Contact: ChrisCox (604)596-7635 e-mail: [ccox1@telux.net](mailto:ccox1@telux.net)

## AUGUST 6 & 7

(tentative)

**Bladder Grabber.** Site: Harvey Field in Snohomish, Washington. Event: triple elimination AMA Fast Combat. Contact: Jeff Rein [i\\_fly\\_combat@yahoo.com](mailto:i_fly_combat@yahoo.com)

## AUGUST 6 & 7

**Prairie Fire Stunt Contest.** Edmonton, Alberta. Events: Classic Stunt, Old Time Stunt, Precision Aerobatics. Sponsor: Alberta Control Line Flying Club. Contact: Bruce Perry (780) 472-9000, e-mail: [abperry@telus.net](mailto:abperry@telus.net)

## AUGUST 27 & 28

**Northwest Summer Speed Meet.** Site: Bill Riegel Model Airpark in Salem, Oregon. Events: All speed classes. Sponsor: Western Oregon Control Line Flyers. Contact: Mike Hazel (503) 364-8593

**SEPTEMBER 3 & 4**

**Raider Roundup.** Site: Magnuson Park at Sandpoint N.A.S., Seattle, Washington. Events: P-40 Stunt, Old Time Stunt, Classic Stunt, Precision Aerobatics, Carrier, Sport Scale. Sponsor: Northwest Skyraiders.

**SEPTEMBER 17 & 18  
(tentative)**

**T.E.A.M. Contest.** Site: DeAlton Field at the Evergreen Aviation Museum, McMinnville, Oregon. Events: P-40 Stunt, Classic Stunt, Precision Aerobatics. Sponsor: The Evergreen Aero Modelers. Contact: Jerry Eichten, e-mail: JEichten@aol.com

**OCTOBER 8 & 9**

**Fall Follies.** Site: Bill Riegel Model Airpark in Salem, Oregon. Stunt and Racing events TBA. Sponsor: Western Oregon Control Line Flyers

=====

## More Racing Comments

Before getting too far into this note I am sure that someone will offer the statement that "Stunt guys should not offer rule changes to racing guys!" I am not about to offer that statement in this letter, but I am positive the feeling is out and about and there has to be an admonition that that type of "us against them" is still rampant here in the NW.

With that out of the way as being irrelevant, I wish to offer my view on Dan's la la racing suggestions.

First, locally here in the Eastern part of Washington State there is a growing interest in NWSR as it is. We have 6 new Fox 35's on order and there are at least 4 Super Fly kits in the offering as well. I think there is a possibility of 6 or 7 NWSR teams about to make plans on attending and competing in contests around the NW in '05.

If the rule is changes to only Super Fly kits I don't see any problem. In spite of what one hears, we find the SF to be stable and fast and have noticed no vibration whatsoever. Admittedly, the plane calls for an engine catch and not a wing catch which could lead to fractures that could lead to vibration. Changing to a one plane NWSR event presents no problem.

Changing to the LA .25 does present some problems however. First, at least one of our group uses a LA .25 in a Flite Streak. Initial starts for the day are easy. After that, and after getting the engine a bit hotter than one might usually need for stunt it is very very hard to restart. I think running the LA series at stunt speed is not conducive to using it for hot restarts. Right now none of the possible 7 teams here have a LA .25 and changing to that engine this year would be a bit of a hardship. As an addendum, we also think running mufflers on Fox .35's is an overheated situation.

So, this is what I am hearing here. We have at least 3 possible situations.

- 1) Change the NWSR to Dan's ideas.
- 2) Leave the event as is.
- 3) Allow the use of muffled .25LA's along with the Fox .35 Stunt on a one or two year trial basis to see what is really wanted.

Let me close these thoughts with the following ideas. It is too late in the Winter to change rules that would take effect in April in Portland. Poll the F/L readership to vote on these 3 above ideas to get a true feeling of what is wanted in the future (2006).

I wish to thank Dan at this point for his continuing interest in keeping control line activity viable. I just dont think his latest idea has enough merit to make a radical change at this point.

.....Joe Just

Counterpoint: Joe has rather neatly avoided mention of my fairly extensive background in CL Racing events of years ago. And my article in most recent issue of FL was based upon two things: 1) What appeared at the time as being necessary to breathe some life back into the category; 2) The sort of event to which I might be attracted, as I once in awhile consider building a model for a Sport Race type of event.

Look, if my timing was bad, y'all are prepping for a rousing season of CL racing, that's good! My ideas for bringing Racing back to the fore are most certainly not needed, if what I'm hearing proves out.

In other words, show me. I am not yet convinced. Especially as impetus for article was a mere four entries in NWSR at Fall Fol-

lies, last contest of 2004.

Hard to imagine a hot 25LA being harder to hot-start than a Fox 35. I mean, the Fox 35, with its small case and all, is just trouble looking for a place to happen. That folk have actually figured out how to make them hot-start has always surprised me.

I suspect the quoted 25LA is being run open exhaust and/or with a standard hard tank, with or without uni-flo. My experiences indicate that set up as I outlined, the runs are solid, setting does not go over-lean, cut-offs are quick and clean. This is about as good as it gets when looking for a fast hot-start on any CL engine.

I still like my ideas as presented. Wouldn't change a thing. Might even build one just to say, "I told you so!" But if the suggestions are not needed at this time, go for it...

.....Dan Rutherford

#### MORE ON THE NW SPORT RACE

I would like to respond to Dan Rutherford's article on the new proposals for NW Sport Racing. I'm not a contest participant, but this talk of going with the LA .25 has me interested. I have seven LA .25's and it's no longer a secret that they are a great motor to replace the old Fox .35 "SYNDROME." They are easy to start, run strong, smooth, and they don't slime, slime, double slime your plane like all the old, obsolete motors do. Also I buy mine for under \$52.00.

I want to add two of my preferences to the proposed NWSR agenda. Stay with the stock, easy to get, less cost, RC version LA .25. I run all but one of my .25's this way. To convert the RC carb for CL:

1. Loosen the retainer screw on top of the carb (need good screw driver fit) they are tight.

2. Rotate the black lever from down to up, tighten the loosened screw down just enough to retain the now upside down barrel with the Venturi hole.

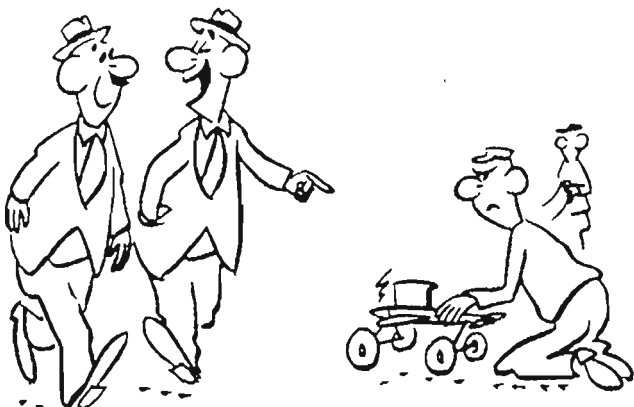
3. Then loosen the black lever screw, move it down out of the way and relighted. Presto! You have a great CL motor.

For sport and stunt flyer you can rotate the barrel back toward the motor as a restrictor. For racing, leave it so the hole is wide open. Don't mess with a CL Venturi, it's a waste of effort. The RC quick conversion carb runs great. It's good for keeping things stock for racing, (no CL Venturi, no "soup up"). Also the remote NV works fine. Don't mess with that.

I would like to see the LA muffler be mandatory. I would prefer a one design plane, maybe a Sig Skyray 35, kit or scratch. If you hold the speed down a little the less experienced and the duffers like me are more encouraged to participate.

Those "old nuisance super slimers" need to be replaced eventually, why not now?

.....Glenn S. Powers



# THE FLYING FLEA MARKET

## Free ads for the Flying Lines Subscriber

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

**RACING MADE EASY:** Get the Nitroholics introduction to racing packet, and you'll be on your way to success in NW racing competition. Packet includes general racing tips, articles on how to set up a NW Sport and Super Sport racer, and NW racing rules. Send \$2 to *Flying Lines*, and get the packet via mail.

**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](mailto: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](mailto: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](mailto:JohnT4051@aol.com).

**FOR SALE:** Old magazine plans on CD's. Thomas Wilk, 301 W. Redwing Street, Duluth, MN 55803 e-mail: [Tawilk36@cpinternet.com](mailto:Tawilk36@cpinternet.com)

**FOR SALE:** Sig Field Boss power panel, only used one season. \$10. John Thompson, [JohnT4051@aol.com](mailto: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](mailto:swilk@cpinternet.com)

**PRICE LISTS** for ZZ! PROP are available from Mike Hazel. Glass and Carbon props for speed, racing, free flight, and other applications. Reliable service for over ten years. E-mail: [ZZCLspeed@aol.com](mailto:ZZCLspeed@aol.com)

**WANTED:** K&B greenhead .201, OS Max .35FP, Cox Medallion .051. Condition from excellent to NIB. Tom Kopriva 541-484-6048

**The USM (Universal Stunt Machine)** can take you from raw novice to expert. Easily assembled in two or three evenings. I have overview, contest results, details, excruciating details, needless details and mind-numbing details. I am not selling anything but CL Stunt; send large, triple-stamped S.A.S.E. to Dan Rutherford, 4705 237th Place SE, Bothell, WA 98021. Contact me at: [dlr111845@yahoo.com](mailto:dlr111845@yahoo.com)

**WANTED:** Fox "Blast" fuel can, hopefully in really good condition. (contents optional!) Mike Hazel, [ZZCLspeed@aol.com](mailto:ZZCLspeed@aol.com)

**COMPUTER CONSULTING:** If you own a computer and are having problems uploading your pix of that Profile you built, give me a call! In-house computer support and training for home, small & mid-size businesses. I am a Control Line flyer as well. [www.qjwconsulting.com](http://www.qjwconsulting.com), [quincyw@qjwconsulting.com](mailto:quincyw@qjwconsulting.com), 360-936-7829

**FOR SALE:** one O.S. 40 FP-S, new in box with new in package after-market NVA. \$99 postpaid. Mike Hazel, 1073 Windemere Drive NW, Salem, Oregon 97304 503-364-8593

# **PAINTING TECHNIQUES**

*By Glenn S. Powers*

*(editor's note: After reading about John Thompson's trials and tribulations with dope finishing last month, Glenn offers this "antidote" method for those of you looking for another way)*

When I show up at Delta Park (which is seldom) the guys like the way my planes look. So let me run it by you how I finish planes. The new guys might be more apt to try it than the "Old Timers" that have methods and materials that work for them.

First off, I only use Butyrate Dope (clear) for applying to the wing frame, sticking the covering material (Polyspan, Plyspan, silkspan.) Then I give the wing 2 thinned coats of clear Butyrate.

Here is where the "New" finish material comes in. I buy my finish materials at Fred Meyer. You can pick up your model paint while you grocery shop. Go to the paint department, get a quart can of Flecto Varathane Diamond Wood Finish (gloss outdoor.) It's waterborn varnish and won't turn yellow like Polyurethane does. Then brush 2 coats of that over the Butyrate on the wing and the rest of the plane.

Next, put some cornstarch or talc powder in a small jar and mix it with the clear Diamond varnish for filler. Brush about four coats on all wood parts. Sand between all coats with 320 grit. Never sand Polyspan covering.

I like to finish my planes in transparent color and trim in solid colors. For the transparent diamond finish, get a bottle of acrylic artist paint at any art supply store (Michael's.) A rich "School Bus" yellow or apricot is best. Squeeze out some in a small jar, add the clear diamond finish, mix and brush on the whole plane. Do Not sand between coats any more. Apply 4-6 coats with a 3/4" or 1" water color brush.

Then, before I tell you about the color trim a word about masking tape. It never did work well for masking lines even if you brush clear over the edges. The word is "Masking tape is crap", you will need it to attach newspaper or plastic bags over the wings when you spray can the color trim.

Do this: Go to most any auto supply

(NAPA) store and ask them for a roll of scotch 3M #218 fine line tape. Get a roll of 3/8" and a roll of 1/8" for striping. It costs almost \$8.00 a roll, but it works well. Later if you want to mask some curved lines on the next plane ask them for : Scotch 3M plastic tape #471 (Blue Package, Blue tape.)

Mask your color separations with this tape and then "block" everything else with newspaper and or shopping bags. This is where you need the masking tape and that's all it's good for.

Now, more good stuff from Fred Meyers: Get their "rattle can paint" (HD Designs.) It "shoots good, good gloss, it's dirt cheap and like the diamond varnish, it's fuel proof! Gray is a good color for canopies. While you're at it, get a red spray handle by Krylon for your HD Designs spray cans.

Some last words on "shooting " the spray paint in the garage. Make sure the car is outside. Put 1 mil. plastic drop covers over everything. Be sure the furnace won't come on. Have a bright flood light shine directly on the plane. Have a stick attached to the motor mount to hang on to. Use a respirator mask to save your lungs. Don't wear your good glasses.

Then: snap the red handle into the "HD" spray can. Set the can in hot tapwater to get the paint warm, not hot. Always be sure paint surfaces are clean. A lint free rag lightly saturated in alcohol may help for the transparent coats. You can use a tack rag for the color coats.

When you start the spray sequence, shoot the first coat as a light fuzz coat (sort of a over spray coat) keep it light, fuzzy and just sticky. Don't try to get it covered good yet. Let it set for 5 to 10 minutes to get sticky. Then warm the can again. Take it back to the bright light and with the warm can fuzz it over again. Look it over, give it a couple of minutes to get sticky and then give it a good "hosing" so it starts to get shiny, careful, not so heavy you get runs. You'll have a mess. Set the plane aside and let the paint get sticky (about 10 minutes.) Then one more time . Fuzz it first, look it over and give it a good shiny hose down, (No runs.) Get it back in the warm house.

That should be a good coat. Don't mask or paint over a previous coat for 3 days min. The back of the can (read it) says leave it for a week. I get by with three days. Four days should be pretty safe.

Try it, it works for me. It all takes practice and experience.

# **The Scoreboard**

## Northwest control-line competition standings.

## Rutherford repeats as points champ

"Dirty Dan" Rutherford of Bothell, Wash, was the 2004 Competitor of the Year, repeating the championship he captured in 2003 and raising his score to 68.5 points, all in stunt events. His 2003 score was 63.5.

Rutherford again scored points in all four stunt events — P-40, Old-Time, Classic and Expert Precision Aerobatics.

Congratulations, Dan, on another fantastic year of flying!

Second place in the *Flying Lines* annual compilation of total competition points was Paul Walker, the former world champion in precision aerobatics. Paul scored 67 points, including 64 in stunt events and three in carrier. In third place was 2001 champion Chris Cox, who scored 50 points, all in stunt.

The number of people scoring points in competition in 2004 was down from 2003, with 67 people or teams scoring, compared with 78 the previous year. Note that this is *not* the total number of competitors, only the number of people placing first through fourth place in sanctioned competition.

As usual, stunt had the greatest distribution of people scoring points, with 32 people, down from the the 35 in 2003. Combat came in next with 16 scoring, down from 19 in 2003. There were 12 carrier fliers, down from 14 in the previous year. Racing fell off to only 10 people scoring points, down from 19 in 2003, as the number of racing contests on the schedule dropped sharply. Eight people scored in speed events, compared with nine in 2003. Two fliers scored points in scale, compared with three the previous year. Again, these totals reflect only

placement, not actual number of competitors. The presence of out-of-region fliers in a contest can result in no points, or fewer points, being scored toward Northwest standings.

The Competitor of the Year recognition has been given since 1980, the second year of *Flying Lines* publication. Here is the history, giving the top three finishers each year:

### Competitor of the Year, 1980-2004

1980: 1, John Thompson 2, Bill Varner 3, Jim Cameron

1981: Dick Salter, Thompson, Dave Green

1982: Dick Salter, Thompson, Mike Hazel

1983: Green, Thompson, Glenn Salter

1984: Green, Dick Salter, Gary Byerly

1985: Glenn Salter, Green, John Hall

1986: Not available

1987: Dick Salter, Glenn Salter, Green

1988: Not available

1989-90: *Flying Lines* not published

1991: Joe Rice, Rich McConnell, Tom Strom

1992: Rice, Todd Ryan, Hall

1993: Ryan, Rice, McConnell

1994: Ryan, Chris Cox, Nitroholics Racing

### Team

1995: Ryan, Jeff Rein, Don McClave

1996: Ryan, Stephen Cox, Rick Meadows

1997: Ryan, Paul Gibeault, Stephen Cox

1998: Ryan, Mel Lyne, Dan Rutherford

1999: Ryan, Shawn Parker, Mike Conner

2000: Ryan, Lyne, Scott Riese

2001: Chris Cox, Ryan, Lyne

2002: Jeff Rein, Bruce Hunt, Nils Norling

2003: Dan Rutherford, Keith Varley, Lyne

2004: Rutherford, Paul Walker, Cox

Anyone who would like a printout of the complete 2004 Competitor of the Year standings can get one by sending a stamped, self-addressed envelope to the standings coordinator. The address is at the bottom of the column.

It's 2005 now and time to remind contest organizers to keep score through fourth place in all of your sanctioned contests, and send those results to *Flying Lines* for calculation in the standings.

Final standings in each 2004 event were published in *Flying Lines* past issues.

One the next page are the Final 2004 Competitor of the Year rankings. Initials after the names indicate the events in which points



were scored.

C=Combat.  
NC=Navy Carrier.  
R=Racing.  
Sp=Speed.  
Sc=Scale.  
St= Precision, OTS or Classic Stunt

## 2004 OVERALL STANDINGS

1. Dan Rutherford — St	68.5
2. Paul Walker — St, NC	67
3. Chris Cox — St	50
4. Bruce Hunt — St	48
5. Bob Smiley — St	46
6. Mel Lyne — C, R	44
7. Robert Smith — C	42
8. Mike Potter, NC, Sc	28
9. Mike Hazel — NC, Sp, St	25 *6R
10. Jim Green — C	24
11. John Leidle — St.	23.5
12. John Thompson, C, Sp, St	23 *6R
13. Don McClave — St	23
14. Mac Ryan — R	22
Todd Ryan — R	22
16. Shawn Parker — NC	21
17. Jeff Rein — C	20
18. Keith Varley — St	19
19. Dick Salter — C	18
20. Scott Riese — St	18
21. Randy Powell — St	16.5
22. Mike Haverly — St	16
23. Pat Johnston — St	15
24. Bob Emmett — St	13
25. Greg Hart — St	12
Doug Wood — St	12
Jerry Eichten — St	12
28. Bob Huber — C	11
Retreads Team — R	11
30. Howard Rush — St	10.5
31. Mark Conner — R, St	10
32. Kenny Johansen — C, R	9
Bob Carver — C	9
Dave Royer — St	9
Milissa Huber — C, R	9
36. Pau IVallins — C	8
37. Chuck Matheny — C	8
38. Rodney Claus — St	6
Nitroholics Racing Team — R	6
Loren Howard — Sp	6
41. Remy Dawson — Sp	5
Zack Van Dyke — C	5
Ken Burdick — C	5
Paul Dranfield — C	5
Rich McConnell — St	5

46. Jack Pitcher — St	4.5
47. Joe Just — St	4
Bob Parker — NC	4
49. Rich Salter — NC	4
Ken Kortness — Sp	4
James Cox — NC	4
52. Ted Gritzmacher — Sp	3
Dave Pellerin — St	3
Mike Conner — NC, St	3
55. Buzz Wilson — C	2
Harold Youds — R, Sc	2
David Miller — St	2
58. Alan Resinger — St	1.5
59. Rich Cochran — St	1
Matthew Eichten — St	1
Jason Parker — NC	1
Maria Huber — R	1
Marty Higgs — Sp	1
John Hall — NC	1
Chris Gomez — NC	1
Dave Shrum — NC	1
Chuck Shuette — Sp	1

\* Also scored with a team entry. Symbol after score indicates category and team's points.

*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.

**Remember**, only results that we receive can be counted, so send them in. If you flew in a contest that doesn't appear to be counted, contact the contest director or *FL* and let us know.

**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.

Send contest results, corrections and other correspondence regarding Northwest Competition Standings to John Thompson, 2456 Quince St., Eugene, OR 97404, e-mail john14051@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.

Eugene Prop Spinners  
and  
Western Oregon Control-Line Flyers  
present ...

# ***Winter flying fun!***

A pair of joint control-line fun-fly events

Everyone invited!

10 a.m.-3 p.m.

**Sunday, Jan. 30**, at Eugene Airport, Eugene

**Saturday, March 12** at Bill Riegel Field in Salem

- Bring any and all airplanes ... do any kind of flying!
- Every flight is an entry in the "flying raffle." The more flights, the more entries you get.
- Flying raffle prizes will be awarded after a drawing.
  - If you don't have a flyable plane, one will be available for you!

Come to *both* fun-flies and support *both*  
great CL flying clubs!

For information, contact:

Prop Spinners: John Thompson, johnt4051@aol.com, (541) 689-5553

WOLF: Mike Hazel, zzclspeed@aol.com, (503) 364-8593

## Regionals needs you!

The Northwest Regionals is our showcase contest, and it's also our biggest work party of the year. There's always more work to be done than people to do it. Every serious CL modeler in the Northwest loves the Regionals and looks forward to attending. If everyone can also help just a little bit, the contest will go better for everyone.

Each year, the Regionals management team tries to get a little better organized. As part of that effort, a list of volunteer workers is essential.

Please take a look at the list of jobs at right and see if one or more are something you could help with — or recruit someone you know who'd be perfect for the job. Either fill out the form below and mail it back to *Flying Lines* or e-mail your signup info to the NWRMA at [john4051@aol.com](mailto:john4051@aol.com).

You can also express your willingness to help and make other comments or suggestions about the regionals via the Regionals planning web site: <http://groups.yahoo.com/group/NWCLregionals>.

Some of the positions below have been filled or tentatively filled, but express your interest anyway. If the job you seek is filled, we can put you in touch with the person penciled in to do it, and perhaps you can work together.

There are written duties for each job, so if you don't know what the job entails, inquire, and we'll let you know what you'd have to do.

## Northwest Regionals Staff — 2005

- Registration director
- Registration worker (three needed)
- Field setup crew chief
- Field teardown crew chief
- Field setup worker (10 needed)
- Equipment manager
- Prize acquisition chairman
- Trophy chairman
- Award ceremony chairman
- Security chief
- Advance materials chairman
- Advance mailing chairman
- Volunteer recognition chairman
- Combat event director
- Combat judge (two needed at all times)
- Combat pit boss
- Navy carrier event director
- Navy carrier judges (two needed)
- Racing event director
- Racing timer (three-four at all times)
- Racing pit boss
- Speed event director
- Speed timer (two needed at all times)
- Scale event director
- Scale judges (two needed)
- Stunt event director
- Stunt judges (two needed for each event)
- Stunt tabulator
- Stunt pit boss

### Regionals volunteer signup form

Name \_\_\_\_\_

E-mail address \_\_\_\_\_

Phone number \_\_\_\_\_

I would be willing to do the following Regionals jobs:

\_\_\_\_\_

\_\_\_\_\_

List more than one job, in case your first choice is taken!

Mail your form to: Northwest Regionals Management Association, 2456 Quince St., Eugene, OR 97404 or e-mail the information to [john4051@aol.com](mailto:john4051@aol.com).

*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*.

Please help support control line flying by supporting this newsletter. Have a non-subscribing friend??? Do them a favor get them signed up!

***FLYING LINES***  
***1073 WINDEMERE DRIVE NW***  
***SALEM, OREGON 97304***

***RUSH TO:***

**FIRST CLASS MAIL**