

FLYING LINES

1073 Windemere Drive NW, Salem, Oregon 97304

Editor: Mike Hazel zzclspeed@aol.com

Whew! The Regionals are over, and now we can relax. At least after the after-the-Regionals-work is completed! There's always putting the stuff away, doing a complete contest report and financial accounting. And then of course.....this issue of Flying Lines!

The parking situation was perhaps not quite as bad as has been suspected, but it was tight and thanks go to all who were considerate and mindful of their vehicle placement. We hear rumors of the city expanding parking areas at the airport this next year, so things may be better then.

YE OLDE EDITOR GOES COUNTRY! No, we're not talking country music, but country location. I recently purchased a few acres outside of the city on which I will eventually live on. Meanwhile, I am getting ready to put our present home on the market. The upshot of all of this is that my time for modeling will be very limited the next year or so. So don't be surprised to not see me around much for awhile. The good news???? Sometime in the future there will be a "Zoot Field" being very suitable for flying control line models, and conveniently located not far from my back door.

Just picked the following up from the Stuka Stunt Works forum, which was sent in by Scott Riese.


"Last Monday "Northwest Fireballs" (LIFE member) Jim Drury of Portland, Oregon passed away. Jim was a life long taxi driver and loved model airplanes. Jim flew Carrier and three line projects in the ten years that I knew him. Jim was always making neat gadgets to improve bellcranks, line sliders, and throttle throw dookickys. Jim was in his late 70's. He will be missed."

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

JIMMIE BANKS, DON CHANDLER, PAUL GIBEAULT, PRESTON HUSTED, RICHARD KULAAS, FRED MARGARIDO, JEFF REIN, CHRIS SACKETT.

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Round & Round

The Control-Line
modeler at large

By John Thompson

Modeling thought for the month:

"I'm a great believer in luck, and I find the harder I work, the more I have of it."

— Thomas Jefferson

Dazed and confused

The Regionals leaves all of us involved in hosting it a bit rummy; it takes weeks to recover our full faculties.

I go home with a pickup load full of boxes of — stuff. Racing equipment, combat equipment. Registration materials, all in a heap.

It takes days to sort it all out. Paperwork! Results! Web postings. FL reports. Standings. Corrections! Mike and Craig are at it, too: AMA memberships to forward, financial accounting. Bills to pay. Dave Shrum trying to debrief the field work.

Negotiations with the airport and final cleanup keep Craig busy for days. Grumpy pilots to be soothed. What to do about parking for next year? Stunt pits — how to improve those? Lawn mowing issues! Storing the equipment, since the hangar is being torn down. (Put it here for now — now move it there. Load and unload the pickup!)

Yep, we stagger into June thinking, "Never again!" and "Can't wait 'til next year" at the same time.

I go roaring out of there on Sunday night thinking, "Finally, that's done, now I'm gonna do some *flying!*" (After a week of sorting, paperwork, and just a plain day or two to recover.)

So, the next Saturday, I load up all the planes to practice with for next contest, the Stunt-A-Thun. Cierra for P-40, not flown since repairs (hope to keep the inboard wing on for another season). Oriental, not flown since last summer because, well, it's a pain to fly, but it's what I have for Classic at the moment (Smoothie officially under construction!). Vector, my PA plane, getting better all the time.

Get to the field. Get out the cart with the cones, mark off the circle so the rental car guys don't join me in the middle while I'm flying (not

that they appear to have been introduced to the meaning of traffic cones, based on past experience). Unload all the planes, tool boxes, etc. Plane on the circle, toolbox out there to weight down the stooge ... the stooge ... the stooge. The stooge is back at home, a 15-minute drive away! Arg!

Pack up all the planes, toolboxes, etc. (leave the cones out), head home, get the stooge, back to the field, and unload it all again.

But it's a lovely day with a light wind blowing from the north, south, east and west (well, it is the Eugene field, where the prevailing wind is all directions at once, but I'm used to that).

A real practice session. Cierra: It takes three flights to dial in; that plane is so quick that it takes 70-foot lines and 5.75-second laps to tame it, but after a few flights, it's starting to look OK. Oriental: Still won't turn insides, but I've learned to fake it. Vector: Getting better every flight. Takes a flight to get over the Oriental (ugh) but then it's looking good, like a real stunt plane!

Half the fun of competing is the preparation and practice. I've done a lot of it this winter. Will it pay off? Only the judges know the answer. I may still score my usual 442, but it will be a *better* 442 than last year!

Memory aid

I've started something this year that I am really enjoying, and would recommend it for everybody.

I am keeping a flying journal.

Every time I go flying, I come home and log in the computer where I flew, who was there, weather conditions, other field conditions, what planes I flew and how many flights on each one, and any notes about the performance of the planes, etc.

Already, after five months, I can see that it is going to be a delightful diary to look back on and see just how much I flew and to recall the experiences. Also, an interesting way of tracking performance issues with the airplanes, improvements or difficulties, etc.

Try it out — I guarantee you'll enjoy it and learn from it.

For the record: At this writing on June 6, I have been flying 13 times, including contests, and have flown four different stunt planes, an 80mph combat plane, and a racer, for about 50 flights. Not a bad start to the year!

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

Where the action is!

Coming events in Northwest Control-Line model aviation

JUNE 25

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

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

AUGUST 6 & 7

Bladder Grabber. Site: Harvey Field in Snohomish, Washington. Event: triple elimination AMA Fast Combat. Contact: Jeff Rein 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

AUGUST 20

TAILHOOK, for Navy Carrier events. Site: Clover Park Technical College, Lakewood, Washington. Meet listed as "unsanctioned" (????) For information contact: Mike Potter, skyshark58@comcast.net

AUGUST 27

Northwest Skyraiders Fun Fly. Site: River View Park, Kent, Washington. Contact: Chris Gomez: Gomez580468@earthlink.net

AUGUST 27 & 28

Northwest Summer Speed Meet. Site: Bill Riegel Model Airpark in Salem, Oregon. Events: All AMA speed classes, plus NW Sport Jet Speed. 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

T.E.A.M. Contest. Site: DeAlton Field at the Evergreen Aviation Museum, McMinnville, Oregon. Events: P-40 Stunt, Classic Stunt, Precision Aerobatics, NW Sport Race. 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. Events: Classic Stunt, P.40 Stunt in Sportsman and Expert, NW Sport Race, Flying Clown Race, NW Super Sport Race, Precision Aerobatics in four PAMPA classes. Sponsor: Western Oregon Control Line Flyers. Contact: John Thompson, 2456 Quince Street, Eugene, OR 97404 (541) 689-5553, e-mail: JohnT4051@aol.com

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.

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, 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.

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

FOR SALE: O.K. 60 ignition with Champion plug and coil. \$100.00 Rex Abbott 360-681-5067, e-mail: rex1945@juno.com

FOR SALE: One NW Regionals T-shirt, XXX size. Send check for \$12 to Northwest Regionals, 2456 Quince Street, Eugene, OR 97404. Or, contact: JohnT4051@aol.com for information.

FOR TRADE: Very nice Super Tigre G21 - 35, factory stock. Trade for K&B 40, or Fox C.S. Mk III or Mk IV, or Fox 40. Gary Harris, 503-324-3450 e-mail: harisgari@comcast.net

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

FOR SALE: Packet of racing plane plans. For GY: "Mike Argander Special", "Li'l Rebel", "Buster" (from Sig kit). Plus: Mayer "Alley Rat" for Quickie Rat; Streaker IV (Mouse Race I), and 8-1/2 x 11 inch reduced plan of "Nashville Rat IV" (slow rat). The Alley Rat plans are new and pristine, the other full size plans are used, but in useable shape. All for \$25 postpaid. Mike Hazel, 1073 Windemere Drive NW, Salem, Oregon 97304

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, quincyw@qjwconsulting.com, 360-936-7829

FOR SALE: Stunt Engine package deal: O.S. 40 FP, after-market NVA, and Mac's Muffler, all stuff new in package. Only \$100 postpaid. Mike Hazel, 1073 Windemere Drive NW, Salem, Oregon 97304 503-364-8593

2005 Northwest Control Line Regionals Results

May 27-28-29, Albany, Ore.

Total entries: 97 individuals, 214 event entries *

Combat Champion: Jeff Rein
Navy Carrier Champion: Don
Chandler
Racing Champion: Todd Ryan
Scale Champion: Don Chandler
Speed Champion: Jerry Rocha
Stunt Champion: Bob Smiley
**Precision Aerobatics Concours 'd
Elegance:** Jim Aron

Results

(Number of entries after event name)

(Northwest Standings points in parenthesis after score)

VINTAGE DIESEL COMBAT (5)

1. Peter Tribe, Kent, England
2. Paul Vallins, Mukilteo, Wash. (4)
3. Mel Lyne, Garibaldi Highlands, B.C. (3)
4. Robert Smith, Roy, Wash. (2)
5. Kenny Johansen, Stanwood, Wash.

80-MPH COMBAT (9)

1. Jeff Rein, Bothell, Wash. (9)
2. Mel Lyne (8)
3. Kenny Johansen (7)
4. Mark Hansen, Portland, Ore. (3)
Buzz Wilson, Belfair, Wash. (3)
6. Robert Smith
Ken Burdick, Bothell, Wash.
Jim Green, Bellevue, Wash.
David Stevenson, Pleasant Hill, Calif.

HIGH-PERFORMANCE 1/2-A COMBAT (5)

1. Jeff Rein (5)
2. Buzz Wilson (4)
3. Robert Smith (3)
4. Ken Burdick (1)
David Stevenson

AMA COMBAT (3)

1. Mel Lyne (3)
2. Jim Green (2)
3. Robert Smith (1)

Combat officials:

Event directors: Gary Harris, Mel Lyne (Diesel)
Judges: Richard Entwistle, Jim Holmack, Quincy Whitfield

CLASS I NAVY CARRIER (4)

1. Peter Tribe 367.93

2. Don Chandler, Red Bluff, Calif. 193.22
3. Jim Schneider, Livermore, Calif. 183.03
4. Mike Potter, Auburn, Wash. (1)

CLASS II NAVY CARRIER (3)

1. No scores.

PROFILE NAVY CARRIER (5)

1. Mike Potter (5) 310.7
2. Mike Conner, Pitt Meadows, B.C. (5) 131.31
3. Jim Schneider 108.5
4. Don Chandler
5. James Cox, Delta, B.C.

One other entry did not score

.15 NAVY CARRIER (7)

1. Jim Schneider 253.23
(Regionals record)
2. Don Chandler 180.7
3. Mike Conner (5) 177
4. Mike Potter (4) 106
5. David Shrum, Roseburg, Ore. 76.8
6. Allan Hoffmann, Greenville, Calif. 74.23
7. David Miller, Pasco, Wash. 62

CLASS I/II NOSTALGIA NAVY CARRIER (2)

1. Dave Shrum (2) 323.44
(Sets Regionals & NW record)
2. Mark Hansen (1) 96.92

PROFILE NOSTALGIA NAVY CARRIER (4)

1. Dick Salter, Tenino, Wash. (4) 258.39
(Sets Regionals & NW record)
2. Don Chandler 230.85
3. Mike Potter (2) 219.5
4. Retreads Team, B.C. (1)

Carrier event director: Mike Potter

MOUSE RACE I OPEN (2)

1. Les Akre, Edmonton, Alberta 5:03.04
2. Paul Gibeault, Edmonton, Alberta 50 laps

MOUSE RACE I JR.-SR. (2)

1. Austin Johansen, Stanwood, Wa. (2) 7:16.23
2. Maria Huber, Stanwood, Wash. (1) 10:48.66

MOUSE RACE II (2)

1. Mike MacCarthy, Santa Rosa, Calif. 6:42.45
2. Paul Gibeault 9:51.07

.15 RAT RACE (3)

1. Mike MacCarthy 5:47.55
(Regionals record)
2. Les Akre 6:12.88
3. Todd Ryan, Burbank Wash. (1) 2:56 heat
(Sets Northwest record)

AMA GOODYEAR (3)

1. Todd Ryan (3) 8 laps
2. Mike MacCarthy DQ
3. Les Akre 31 laps heat

NORTHWEST GOODYEAR (2)

1. Les Akre 6:54.94
(Regionals record)

2. Murphy-Jackson Team, California 8:28.16

FLYING CLOWN RACE (9)

1. Todd Ryan (9) 280 laps
 2. S&S Racing Team, Tenino, Wash. (8) 245
 3. Mac Ryan, Burbank, Wash. (7) 107
 4. Les Akre 111 heat
 5. Randy Bush, San Lendro, Calif. 98 heat
 6. Allen Hoffmann 91 heat
 7. David Miller 56 heat
 8. Jim Persson, Pleasanton, Calif. 50 heat
 9. Retreads Team 0 laps

NORTHWEST SPORT RACE IR.-SR. (1)

1. Mike Holmack, Silver Lake, Wa. (1) 10:54.92

NORTHWEST SPORT RACE OPEN (11)

1. Todd Ryan (11) 7:58.16
 2. S&S Racing Team (10) 8:52.15
 3. James Cox (9) 9:13.43
 4. Kenny Johansen (8) 9:51.8
 5. Mac Ryan 4:10.13 heat
 6. Mel Lyne 4:35.66 heat
 7. Retreads Team 4:49.26 heat
 8. Les Akre 4:50.68 heat
 9. Dave Shrum 4:59.69 heat
 10. Paul Gibeault 5:32.63 heat
 11. Jim Holmack, Silver Lake, Wash. 7:07.71 heat

NORTHWEST SUPER SPORT RACE (5)

1. Todd Ryan (5) 7:05.93
 2. S&S Racing Team (4) 7:50.9
 3. Nitroholics Racing Team, Ore. (3) 7:51.27
 4. Murphy-Jackson Team 3:57.7 heat
 5. Les Akre 34 laps heat

QUICKIE RAT RACE (5)

1. Les Akre 6:36.74
 2. Jim Persson 6:38.69
 3. Todd Ryan (3) 3:20.35 heat

Racing officials: Event directors: John Thompson, Mike MacCarthy (SS). Timers: Tom Kopriva, Allen Hoffmann, Bruce Duncan, Scott Jackson, Rich Salter, Will Naemura, Matt Masters, Scott Riese and several others

PRECISION SCALE (2)

1. Don Chandler
 2. Mike Potter (1)

SPORT SCALE (2)

1. Chris Gomez, Auburn, Wash. (2) 125 points
 2. Don Chandler 94

PROFILE SCALE (2)

1. Ron Canaan, Auburn, Wash. (2) 167 points
 2. Don Chandler 86

Scale Event Director: Craig Bartlett.
 Assistants: Bob Govro, Orin Humphries, Dave Shrum

1/2-A SPEED (3)

1. Jerry Rocha, Napa, Calif. 126.35 mph
 2. Chuck Schuette, Vancouver, Wa. (2) 123.35
(Sets Northwest record)

3. Paul Gibeault 88.75

1/2-A PROTO SPEED (3)

1. Jerry Rocha 105.9 mph
 2. Murphy-Jackson Team 97.38
 3. Chuck Schuette (1) attempt

A SPEED (3)

1. Jerry Rocha 186.84 mph
 2. Bill Ledden, Ridgecrest, Calif. 79.61
 3. Luke Roy, Fairfield, Calif. attempt

B SPEED (2)

1. Loren Howard, Ariel, Wash. attempt
 Ron Salo, Surrey, B.C. attempt

D SPEED (3)

1. Loren Howard, Ariel, Wash. (3) 169.74 mph
 2. Ted Gritzmacher, Bttl. Grnd., Wa. (2) 164.57
 3. Karl Caldwell, Sparks, Nev. 160.07

JET SPEED (4)

1. Dick Salter, Tenino, Wash. (4) 163.27 mph
 2. Jim Rhoades, Salt Lake City, Utah 154.5
 3. Ron Salo (1) attempt
 Loren Howard (1) attempt

FORMULA 40 SPEED (2)

1. Paul Gibeault 150.14 mph
 2. Ted Gritzmacher (1) 149.88

FAI SPEED (3)

1. Jim Rhoades 169.4 mph
 2. Paul Gibeault 165.22
 3. Remy Dawson, Vancouver, B.C. (1) 120.59

21 SPORT SPEED (5)

1. Loren Howard (5) 151.49 mph
 2. Murphy-Jackson Team 148.91
 3. Mike Hazel, Salem, Ore. (3) 143.37
 4. Jerry Rocha 141.78
 5. Ron Salo 134.27

21 PROTO SPEED (2)

No attempts

NORTHWEST SPORT JET SPEED (6)

1. Loren Howard (6) 147.6 mph
(Regionals record, NW record)
 2. Dick Salter (5) 147
 3. Jim Rhoades 142.54
 4. Ted Gritzmacher (3) 137.14
 5. Mike Hazel 134.58
 6. Rich Salter attempt

Speed officials:
 Event Director Mike Hazel
 Assistant ED, Will Naemura
 Timers: Most contestants

EXPERT PRECISION AEROBATICS (20)

1. Paul Walker, Kent, Wash. (30) 577
2. David Fitzgerald, Napa, Calif. 575
3. Brett Buck, Sunnyvale, Calif. 567
4. Ted Fancher, Foster City, Calif. 566.5
5. Chris Cox, Delta, B.C. 560
6. Howard Rush, Bellevue, Wash. 558.5
7. Bruce Perry, Edmonton, Alberta 558
8. Gordon Delaney, Kaysville, Utah 551.5
9. Jim Aron, El Cerrito, Calif. 548
10. Scott Riese, Portland, Ore. 543
11. Phil Granderson, Oakland, Calif. 542
12. Pat Johnson, Meridian, Idaho 539.5
13. Bruce Hunt, Salem, Ore. 534.5
14. Randy Powell, Port Orchard, Wash. 533.5
15. Jack Pitcher, Gresham, Ore. 529.5
16. John Leidle, Kirkland, Wash. 524.5
17. Gerald Schamp, Albany, Ore. 514.5
18. Dan Rutherford, Bothell, Wash. 509.5
- Ken Bird, University Place, Wash. 509.5
20. Nils Norling, Metolius, Ore. 499

Judges: Bill Fitzgerald, Keith Varley

ADVANCED PRECISION AEROBATICS (11)

1. Pete Peterson, West Valley City, Utah 485.5
2. Jim Rhoades 473
3. Scott Urabe, Salinas, Calif. 470
4. Bob Smiley, Kingston, Wash. (8) 462.5
5. Roy DeCamara, Vancouver, Wash. 450
6. Derek Moran, Goleta, Calif. 449
7. Leo Mehl, Portland, Ore. 446
8. Robert Duncan, Fair Oaks, Calif. 442.5
9. Mike Haverly, Auburn, Wash. 428.5
10. Mark Micheli, Salinas, Calif. 387.5
11. Gary Nelson, Tigard, Ore. crash

Judges: Steve Helmick, Mike Conner

INTERMEDIATE PRECISION AEROBATICS (5)

1. Tom Strom, Seattle, Wash. (5) 361
2. Bob Huber, Stanwood, Wash. (4) 351
3. Dave Shirley Jr., Orangeville, Calif. 342
4. Mike Foley, College Place, Wash. (2) 316
5. Tony Huber, Renton, Wash. 297

Judges: Scott Riese, Bill Fitzgerald

BEGINNER PRECISION AEROBATICS (7)

1. David Shirley Sr., Fremont, Calif. 186.5
2. David Miller (6) 106.5
3. Rodney Claus, Kent, Wash. (5) 84.5
4. Mike Holmack (4) 84.5*
5. Matt Masters, Covington, Wash. 81.5
6. Quincy Whitfield, Vancouver, Wa. 59
7. Mack Brown, Metolius, Ore. 30.5

* First flight broke tie

Judges: Scott Riese, Bill Fitzgerald

CLASSIC STUNT (17)

1. Ted Fancher 525.5
2. Gordon Delaney 522.5
3. Phil Granderson 512.5
4. Don McClave, Portland, Ore. (14) 506
5. Pat Johnston 487
6. Gary Nelson 480
7. Dan Rutherford 475.5
8. Bruce Hunt 475
9. Scott Riese 467.5
10. Pete Peterson 465
11. Bob Smiley 462.5
12. Nils Norling 440
13. Roy DeCamara 435
14. Greg Hart, Donald, Ore. 427.5
15. Dave Shirley Jr. 420.5
16. Randy Powell 389
17. Mike Haverly 370

Judges: Brett Buck, Paul Walker

OLD-TIME STUNT (15)

1. Scott Riese (15) 294.5
2. Dan Rutherford (14) 293
3. Chris Cox (13) 289.5
4. Jim Aron 278.3
5. Pete Peterson 273.25
6. Bob Smiley 259
7. Robert Duncan 254
8. Roy DeCamara 253.5
9. Mike Conner 252.4
10. Alice Cotton-Royer, Portland, Ore. 236.5
11. Floyd Carter, Eugene, Ore. 226.75
12. Tom Strom 195.75
13. Tony Huber 180
14. Ben Jones, Auburn, Wash. 176.75
15. Bob Huber 171.75

Judges: Paul Walker, Pat Johnston

SPORTSMAN P-40 STUNT (10)

1. Bob Smiley (10) 462.5
2. Derek Moran 455.5
3. Mike Haverly (8) 421.5
4. Dave Shirley Jr. 413.5
5. Mike Foley 405
6. Greg Hart 387.5
7. Bob Huber 386
8. Tony Huber 345.5
9. Tom Strom 332
10. Floyd Carter 302

Judges: Steve Helmick, Jerry Eichten

Other stunt officials: Event director: Dave Gardner.
 Tabulators: Steve Helmick, Gary Nelson, Howard Rush, Phil Granderson, Dave Gardner, Rebecca from Canada. Pit Boss: John Leidle, Chris Gomez. Expeditors: John Leidle, Jack Pitcher

* Event entries: Racing, 43; Speed, 34; Stunt, 85; Combat, 22; Carrier, 25; Scale, 6

Racing at the Regionals

By John Thompson

The Northwest's homegrown regional events were the big story on the racing circle at the Northwest Regionals this year.

Turnout was good for the Northwest events and down a bit for the AMA and NCLRA classes. Some of the decline in attendance was attributed to the retirement of legendary Vic Garner, the California racing guru who often bought others with him to the meet. We missed you, Vic!

Despite low numbers in the AMA events, there was plenty of good racing over the 2-1/2 days of the contest.

The contest also was characterized by excellent sportsmanship and cooperation. The addition of a height marker pole was welcomed by all — and seemed to solve the "altitude" problem noticed in the past couple of years, particularly in Northwest Sport Race.

Weather, while sometimes a bit gloomy looking, did not cause any problems and all races went off more or less on schedule.

Another new feature this year was an informal B Team Race demonstration organized by Les Akre. We actually organized a race for the two planes. The BTR planes are all dolled up and look nice to the spectators as well as to the contestants. We will see if the interest catches on in the region as well as it has in some other parts of the country.

Another bright spot was the three junior-senior entries who competed. This is another area we'd like to see grow. Not that long ago, we had quite a good turnout of juniors at area racing events, due to the help of some mentor-group leaders who had organized groups of kids to try racing. Mouse Race I and Northwest Sport Race are great starting points for young fliers.

The results elsewhere in this issue tell the story, but a few highlights:

- Mike MacCarthy set a Regionals record of 5:47.55 with his gorgeous .15 rat racer (hamster). If you haven't seen these works of art up close, take a look next chance you get. The other two entries in Hamster were actually Goodyear planes, which are competitive despite their profile configuration. It gives Goodyear entrants a chance to make double use of their planes.

- AMA Goodyear's feature race ended up with a crazy-looking final score. The winner, Todd Ryan, turned in a full eight laps — and second

place was Mike MacCarthy's DQ. The story behind the story is that the two-up feature race ended with a line snag as Todd's plane came past Mike's pit. That's racin'!

- Les Akre knocked off the Northwest Goodyear record with a fine 6:54.94 in this restricted class. NWG is an event that is slowly dying out and may soon disappear altogether, but there still are some good performances to be seen, and they often involve Les!

- A strong field of nine entries in Flying Clown Race didn't set any records, but there was some good racing — and a couple of mishaps in an early heat. We are glad to see the continuing local popularity of this Northwest-invented category which now is a nationwide racing staple.

- Northwest Sport Race had 11 entries, most of them pretty competitive. With the strict rule being enforced against high flying, we expected to see nobody close to the Regionals or Northwest record this year, but the teams showed that you can go fast flying under 20 feet high! Todd Ryan turned a blistering 7:58.16 to take the feature race, and the heats were very competitive as well.

- Northwest Super Sport Race continues to be the most hard-fought on the Northwest slate, with very even air speeds. This is a race where piloting and pitting really come into play. Todd Ryan was again the class of the field with a very good 7:05.9 — but the rest of the story was the 1.5 seconds separating the second- and third-place teams, S&S (Dick and Rich Salter) and the Nitroholics (Mike Hazel and John Thompson). Again, the heats also were excellent for all the entries except poor Les Akre. Les entered his O.S. LA.25-powered Fox Racer in Super Sport, and was keeping up nicely until a mishap smashed the plane (and engine!) to small bits. Another entry kited on landing, Les's plane barreled underneath. With no shutoff on Les' plane, there was an instant line tangle. Man, that LA.25 was made into a lot of pretty blue pieces!

- Quickie Rat was another hard-fought feature, with two seconds separating the finishers. This time, Les Akre was the winner, but the Bush-Persson Team was right there all the way.

We're hoping all the West's racers will recruit some new blood over the coming year and turn out in force for the 2006 running — which will be the 35th Regionals!

The Real Dirt

by Dan Rutherford

CL Stunt, NW Regionals 2005

Can life for a NW CL Stunt enthusiast get any better than the 2005 version of this contest? Every year we seem to ask that question, the next year it's even better. This bodes very well for 2006, but we need not get ahead of schedule.

First we must recognize those who work so hard in allowing us to thoroughly enjoy ourselves.

Craig Bartlett, NW Regionals CD for-life. A common refrain: "Where's Craig?" "He just went by." "What was he doing?" "Working his butt off; you're new to this contest, aren't you?"

Dave Gardner is the consummate ED for CL Stunt. Always low-key and yet getting the job done. However, this year and for various reason his workload went through the roof. To the point where we need to make some changes. (Ideas are being put forth.) Example: Dave managed *five* events, *128 official flights* on Saturday alone! Many, many thanks Mr. Gardner! You constantly and consistently anticipated and met the needs of each individual contestant. Can't do better than that!

And how about that Dave Shrum?! Talk about a *worker*! Even during the awards ceremony, during which he was given many thanks and sustained applause, Dave was not actually in attendance. Why? Well, he was out in what had been the Speed circle. Yes, still working! An amazing, amazing man.

Mike Hazel and John Thompson are pivotal, not only in the annual production known as the NW Regionals, but promotion of CL in the NW. I submit to you that if it were not for their work product--the very newsletter you are reading at this moment--plus all the promotional efforts and coordination in which they have been involved for many years, our total remembrance of the NW Regionals would be when it was located in Eugene, Oregon. Oooops! Lost the site, too bad! But it was a good run of twenty-some contests, huh?

That this didn't happen, that we are still focusing on the NW Regionals as our premier contest of the year, is the result of many hours of work by many different people, as both John and Mike would be quick to point out. Still, these two men are indeed central to the annual efforts put forth. Let 'em know how much they are appreciated!

Judges. We simply *cannot* have a meaningful competition in CL Stunt without qualified, conscientious judges. This is not the same thing as running a stopwatch and clicking a lap counter!

Old Time Stunt: Paul Walker, Pat Johnston.

Classic Stunt: Brett Buck, David Fitzgerald.

Sportsman P-40: Steve Helmick, Jerry Eichten.

Beginner PA: Scott Riese, Bill Fitzgerald.
Intermediate PA: Scott Riese, Bill Fitzgerald.

Advanced PA: Steve Helmick, Mike Conner.

Expert PA: Bill Fitzgerald, Keith Varley.
Appearance, Classic: Chris Cox, Keith Varley.

Appearance, Precision Aerobatics: Mike Conner, Keith Varley.

Pitt Boss: John Leidle, Saturday. Pit Bosses: Chris Gomez, John Leidle, Sunday.

Tabulation: Howard Rush, Gary Nelson, Phil Granderson, Rebecca the Lovely.

For the contest itself, weather? We had some. No surprise there. And no surprise that once again attendance was up, this year to 96 contest entries, multiple-event entries being common. How's about we limit this to stuff of interest and/or furtherance of the art of flying CL Stunt?

Or not, as the two days of competition began with the Dreaded Canadian Contingent, Stunt Division, again presenting Da Dirt with Stunt Underwear. This time in the form of three custom T-shirts. For those who weren't in attendance I will only say that when Joan Cox popped off a mildly compromising, semi-candid picture of me and a most attractive young woman--this on the deck of the Cox family home and during a rather rowdy Stunt Party--it was pretty well understood said picture would get, um, wide distribution.

Look, I was only pointing out the beautiful symmetry of the tattoo on Stacy's--how do I say

this?--lower back.

The T-shirts were individually captioned, my favorite being "Looking for Low Bottoms in All the Wrong Places." Sheesh, one weak moment of the flesh and Dragon Lady has her camera at the ready?! I was set up, I tell ya...!

And set up was one of the Northwest's own. It was a little awkward as the circle was being cleared by another competitor and the spot chosen for beginning the flight was on the far side of the circle. But I yelled out, "Thanks, Ted!" and there ensued a standing ovation in appreciation of this hobby's most dedicated, most influential man, Mr. Ted Fancher. It was tremendously satisfying to see and hear, as both Ted and his wife Shareen have been made to endure some really outrageous accusations during mostly unpleasant discussions concerning proposed changes to PAMPA bylaws. (Please see separate article on the results.)

With all the decades-old talk of really light models, Ted had porked-up his *Tucker Special* with nearly 8 ounces of lead. Top and bottom of wing, astride the balance point. Yes, it flew better than before! Go figure...

This led directly to me introducing Brett Buck to Tom Strom. Tom's ARF *Nobler* is 37 ounces. Brett's advice was to either ballast it up (46 to 47 ounces) or to crank in more elevator than flap. (Clue: Your *Nobler* ought to change direction abruptly; if it tends to "swoop" through hard corners, well, it was *designed* to be flown at around 48 ounces.) Excellent advice from a master in trimming CL Stunt models, do make a note.

Derek Moran was again up clear from So-Cal. This Advanced PA flier snagged *Dirtmobile II*, no practice flight, laid in a 455.5 in P-40 for a solid second place! No appearance points, per NW rules. These ARF *Flite Streak*/O.S. 20FP combos really work well, full details by asking for info on "Universal Stunt Machine" by e-mail to dlr111845@yahoo.com.

Scott Riese was really on in OTS, coming through with the win. Yes, po' ol' Dirt and the *Zilch X* (20FP for power! Honest!) were shoved to second. To give an idea of the level of competition in OTS this year, we had 18 entries, the top three were covered by 5 points. And Chris Cox with his *Trixter* was third, having never finished out of first or second in any previous competition.

Can't tell you how pleased all of us were to see Alice Cotton-Royer flying in OTS. Alice

had punched in and thoroughly destroyed *Artemis* two days previous. So that was that. Until Jim Aron offered his *Ringmaster*/20FP. Then he had the audacity to break the tail off. In flight, no less. No problem, it was repaired on the spot.

After the fact it has been pointed out OTS had no Group Hug assemblage of models for the taking of pictures, comparison of features, general giddiness over all the Old Crocks being put to good use. Let's do so next year, even if on an informal basis. (There are no appearance points awarded in OTS, thus from an event management perspective there is no need to invest time in gathering models and fliers.)

Classic Stunt had 22 entries! What's going on here? Especially when it's an Open Comp event, no skill-level classes? This event is popular because it affords opportunity to go back in time, there are lots of neat models out there, they fly very well, suitable power plants are numerous. And our own Mr. Don McClave has been exceedingly consistent in promotion of the event, this including his dedication to use of period-correct models.

It was a brutal fight with Ted just nipping Gordan Delaney by three points, none other than Phil Granderson close in third, Don just a few points back in fourth.

A point I wish to emphasize to those new to CL Stunt is that one would be hard-pressed to come up with a better strategy than to build a Classic-legal model which is also used in Precision Aerobatics. Yes, this would include an ARF *Flite Streak* properly powered and setup, especially nice if you just want to try the event, seeing what all the hooting is about. Note that I was using a most unlikely design, the *Super Combat Streak*, to decent effect.

Someplace in there, an old adage was again proven. Those plated brass line clips with the handy little slide are generally met with, "It's only a matter of time..." meaning that sooner or later said clips will fail in flight, either just pulled open or not secured properly and then pulled open. Most unfortunately, it was Greg Hart and his still-new *Oriental* underlining the preceding quote from PW. Don't use these clips! Please?!

In Advanced PA, Bob Smiley debuted his new *Impact*, PA40 for power, breathing through a pipe. As always, Bob is very enthusiastic, his overall approach packed with energy. But the

model was just a bit too fresh. Look for substantially improved performance, quite likely a new Expert-class entry soon.

Nils Norling is back! We have missed him quite a lot, and not only is he back on point, he's more serious than ever. Remember when just before he dropped from the scene we were predicting a jump to Expert PA? Well, Nils came back *and* entered Expert right off the bat! Truth be told, for this contest he was not quite ready to make the move, but for Nils it's a matter of pride and wanting the challenge.

And how is that Nils always seems to have a youngster or two or three in tow, flying with him in competition? If only half of us did this the future of our hobby would be secure.

I was very pleased--as we all should be--to see the team of Tom Strom, Tony Huber and Bob Huber entering CL Stunt in a big way. They each entered multiple events, jumping in at the deep end of the pool. All seemed to have a good time, their modeling skills are without question, albeit in the past centered upon CL Combat and RC Pylon. And they too had a pack of kids with them, Maria Huber taking second in Mouse Race I, Jr./Sr.

Expert PA was, of course, center stage. I don't care what your favorite form of modeling might be, look at the entry list of fully 20 Experts! Then notice that not only did we have good numbers here once again, check the depth of the field, the number of Nationals wins, Walker Cup triumphs, a World Championship, U.S. FAI Team members represented. Stunning! It is not often one will see an assemblage of so many top-level fliers in *any* modeling event, at any venue short of the AMA Nationals, let alone stumbling across them at a small regional airport in Albany, Oregon!

David Fitzgerald drew the opening flight in first round, set the bar real high right off the bat, and I believe his score stood up as the best of the first round. Paul was surprisingly off the pace, buzzing a prop into oblivion and Howard's collection of munched CF, going up a little rich on the second attempt. The door looked to be wide open. And there were all manner of people fixin' to drive right on through.

Ah, but early in the second round, light breeze shifting around a bit and frustrating PW, he came through with a 577, high score to this point. It was a terrific performance as I have been around Paul enough to know what he was dealing

with. There just wasn't near as much breeze at his back as he likes and with probably a third of the maneuvers there was a trade-off between an ideal presentation to the judges and their positioning on the circle. In many ways, this flight was equally as impressive as the many Big Wind flights for which Paul has developed quite the reputation.

This set up a knife fight in pretty good conditions as the breeze seemed to pick up a bit and settled down as to direction. Gawd, it was great! We just kicked back and watched David, Brett, Ted, Chris, Howard, Bruce and Gordan take their best shots.

That only David threatened with a 575 was beside the point. Some of the very best, most dedicated PA fliers on the planet were putting it on the line. The last half of the second round was the best block of CL Stunt flying I personally have ever seen. Awesome!

Use of a word I rarely utter reminds me that Howard Rush flew the most awesome hour-glass figure of the weekend. Really?! Oh yeah, I was standing behind Ted, he and I both hooted and clapped, and we weren't alone in so doing! Howard's *Impact* exited the maneuver low and with not a single wiggle or bump of any kind. Y'all want to see a PA model trimmed to perfection, we'll see you at the practice field in Arlington.

Great contest, really good people, beautiful models, pretty tricks being carved in the sky. It simply does not get any better than what we enjoyed at the 2005 NW Regionals. We'll see *you* next year!

PAMPA Vote on Revised Bylaw--Thumbs Down!!

Under John Brodak's leadership an aggressive campaign was undertaken, the goal being to completely re-write the PAMPA bylaws. There was significant opposition to the proposed changes. There was disbelief at a goodly number of the tactics being employed by Mr. Brodak. For example, Bruce Hunt, our PAMPA District XI Director, was completely shut out during deliberations over the proposed bylaws changes, as was Brett Buck, District 10 Director.

So it was that your basic fur-ball fight resulted. While I do not have at hand the actual numbers, any changes to PAMPA bylaws requires 2/3 of those voting to be in favor.

Not a single proposal achieved even a 50% margin.

This must be regarded as nothing less than a stunning defeat of the centerpiece of Mr. Brodak's agenda during his two-year term as PAMPA President. For those who might have been in favor of any individual proposal(s), that may be a harsh statement. But there is no other way to read the results.

What happened? And why? The short form is that several highly vocal people in the NJ/PA area concocted a West Coast versus East Coast conspiracy theory, and this had its beginning about 12 years ago. This conspiracy theory seems to center on Windy Urtnowski not winning the Nationals, not being on an FAI Team, not being in the PAMPA Hall of Fame. (Quit laughing! Some of these guys are really serious!)

The tactic, in the beginning, was a good one, gathering like-minded people to the cause.

Meanwhile, those of us on the West Coast, especially in the Pacific NW and British Columbia, but District X as well, approached our hobby as, well, a hobby. Political machinations known by a very few to be taking place elsewhere, while not ignored, were not regarded as of much importance, having no basis in fact.

This changed with the election of Mr. Brodak who lives in Carmichaels, PA.

The upshot was that those who did not even know of this simmering, one-sided "dispute" were drawn into the fight.

At the end of the day, there had been a huge miscalculation: The membership numbers favor those on the West Coast.

Once these members became aware of a supposed conspiracy against anybody--let alone a very few people in the NJ/PA area--they took it upon themselves to become more informed.

And I was part of a group which supplied--via a mailing to all PAMPA members--the only open and fully honest presentation of proposed changes to PAMPA bylaws.

So it is that PAMPA will retain a set of bylaws which has served well in creating by far the most successful SIG (Special Interest Group) in Control Line modeling. That a significant portion of the margin of victory came from districts and their members who had been shunned during efforts to formulate changes to PAMPA bylaws is deliciously ironic.

Many thanks to all who took the time to vote on this important issue.

It was off-the-wall NUTS!

Saturday evening at the 2005 NW Regionals. Don McClave had made plans to meet for dinner. This in itself was funny, as Don just couldn't get the principals involved to make a commitment as to time, location having already been decided.

Then PW put up a flight, got blown out of *two* maneuvers. All of a sudden thoughts of practice flights were no longer a consideration. Statements of, "So, lets go eat, huh?!" were being made even as PW flew out the tank.

Those actually staying next door were getting cleaned up, it was Bruce Hunt, Gordan Delaney, Pete Peterson, and I hanging around the front door of the restaurant. What followed was mundane ordinary. At least at first.

A fellow, a rather large fellow, came by, saw my T-shirt (not the one with me and a tattooed chick) and asked if we were flying models. Replying in the affirmative and giving a brief sketch of the weekend's activities, again the conversation followed the general direction of similar discussions all of us have had many times: Blah-blah-blah; when do we eat; yeah, these models are on strings; you used to fly, huh; where are those guys; Flite Streaks, pshaw, today you can buy them as ARFs; yep, things have changed; does this place specialize in seafood or beef; we're back flying at Sand Point again, although the site has changed considerable since you last saw it; how long does it take to freshen up and change clothes...

And then a man who had introduced himself as Dick Shannon began dropping names.

Dick: "Nelson? What was his first name? Right, Henry! Oh man, I remember him, always fiddling with those stupid diesels, flippity-flip-flip in his backyard."

Dirt: "Henry's crazy; you know that, don't you?" (Said in jest, by the way.) "But within easy walking distance tomorrow you can see his superb engines in operation, both in CL Combat and CL Stunt, quite likely in CL Racing and CL Speed. Cool stuff."

Dick: "What about Chris Sackett?"

Dirt: "Crazy as well, of course! But still active in CL Speed."

Dick: And what about, what is his name, uh, his dad sold airplanes at the Renton airport, hm, Fancher? Yeah, Terry!

Dirt: "Well, we know him as Ted Fancher, he hasn't actually lived in this area for many years, but he's here, competing in CL Stunt. In fact, he's had a stellar career in CL Stunt and is one of the guys we're waiting for right now."

This bit of news just about laid Dick back on his heels. Well before Ted was a Big Deal on the national scene, Ted/Terry was a Big Deal here in the Pacific NW and there ensued tales of flying with Ted, both models and in full-scale aircraft.

Ah, but Dick was on a roll, only getting warmed up...

Dick: "Dad and I went to the Los Alamitos Nationals in 1959. I was flying Combat, we had 5 or 6 planes all laid out, fully prepped. And some (expletives deleted) stepped right in the middle of my number one model!"

Gordan Delaney: "Yeah, that was me. I stepped on your airplane." This stunning--and most unlikely--revelation was delivered in a fashion typical of Gordan. No animation, no surprise, it was as if he was talking about having found a nickel in the parking lot. The rest of us just about choked. Especially Dick.

Dick: "No way! C'mon now!" Dick had quite a lot more to say, but I had begun laughing by then. And Gordan just stood there, calm and cool as always, waiting for Dick to run down a bit.

Gordan: "Dad and I had also gone to Los Alamitos in 1959. I was standing in the pits, a match started, I took a step back. And stepped right on one of your models." Gordan went on to describe enough details that there was no question as to the validity of his statement.

Dick: Mostly unintelligible, although impressive in quantity.

Gordan: "I'm sorry I stepped on your model."

Dirt: "Gordan, this is not believable! I mean, it took you **46 years** to apologize! Give me a break!"

There is more, including that Dick is now a drag racer, something pretty stout, as they run 7.70s. And Gordan works for, or used to work for, a guy who specializes in head work for Pro-level drag racers and they had done the heads for Dick's engines over the years.

It was one of those on-and-on deals where it would not have surprised any of us to see Dick and Gordan discover they were somehow separated at birth. Except for a remarkable difference in body build and stature...

After one of the most entertaining conversations to which I have ever been a witness, Dick had to leave. But he promised to come back, as he really wanted a reunion with Ted.

And so he did, fully meeting my stated predictions as to a presence which simply overwhelms a room full of people. He and Ted had a great time, reliving old stories.

We fully expected to see Dick the next day. Never made an appearance. It seems that one of his businesses is in selling...cats!! Uh, high-end pedigreed cats. For outrageous prices. He and his wife were involved in some hoity-toity cat show that weekend. Count me out!

Still, just after consuming some pretty good steak I was taking a little break outside the restaurant. As was a man of about 35 years old. We made small talk to no good effect.

Until I mentioned why I was in Albany and he responded that he was there for a cat show.

Dirt: "Really? Do you know Dick Shannon?"

New acquaintance: "How could I *not* know him!???"

Six degrees of separation, indeed. Not in Albany, Oregon. It's more like one.

Jim Walker Memorial Contest Results

Here are the results of the Jim Walker Memorial contest in Portland on April 22-23. Northwest standings points in parentheses.

NORTHWEST SPORT RACE (9 entries)

1. Mike Rule, Palm Springs, Calif. 9:16.48
2. Kenny Johansen, Stanwood, Wash. (8) 9:27.37
3. Rich Salter, Seattle, Wash. (7) 9:56.56
4. Nitroholics Racing Team, Oregon (6) 10:10.66

FLYING CLOWN RACE (4 entries)

1. Rich Salter (4) 279 laps
2. Nitroholics Racing Team (3) 201 laps
3. Joe Just, Waitsburg, Wash (2) 106 laps
4. Todd Ryan, Burbank, Wash. (1) DQ

SPEED (record ratio) (7entries)

No flights due to weather.

PROFILE NAVY CARRIER (1 entry)

1. Eric Conley, Gardnerville, Calif. 210.9

PROFILE NOSTALGIA CARRIER (3 entries)

1. Rich Salter (3) 246.9
2. Mike Potter, Auburn, Wash. (2) 207.3
3. Dave Shrum, Roseburg, Ore. (1) 138

CLASS I NAVY CARRIER (1 entry)

1. Dave Shrum (1) 186.7

.15 NAVY CARRIER (2 entries)

1. David Miller, Pasco, Wash. (2) 171.5
2. Dave Shrum (1) 70

OLD-TIME STUNT (6 entries)

1. Scott Riese, Portland, Ore. (6) 297
2. Dan Rutherford, Bothell, Wash. (5) 277.5
3. Rich McConnell, Seattle, Wash. (4) 269
4. Tom Strom, Seattle, Wash. (3) 250.5

Judges: Don McClave and Dave Royer

NOVICE PRECISION AEROBATICS (3 entries)

1. Joe Just (3) 134
2. Quincy Whitfield, Vancouver, Wa. (2) 82
3. David Miller (1) 81

Judges: Don McClave, Alice Cotton-Royer and Dave Royer

INTERMEDIATE PRECISION AERO (4 entries)

1. Mike Foley, College Place, Wash. (4) 425
2. Tom Strom (3) 407
3. Bill Veselik, Portland, Ore. (2) 395
4. Greg Hart, Donald, Ore. (1) 367

Judges: Don McClave, Alice Cotton-Royer and Dave Royer

ADVANCED PRECISION AERO. (5 entries)

1. Leo Mehl, Portland, Ore. (5) 481
2. Gary Nelson, Tigard, Ore. (4) 464
3. John Thompson, Eugene, Ore. (3) 445
4. Mike Haverly, Auburn, Wash. (2) 352

Judges: Don McClave, Alice Cotton-Royer and Dave Royer

EXPERT PRECISION AEROBATICS (4 entries)

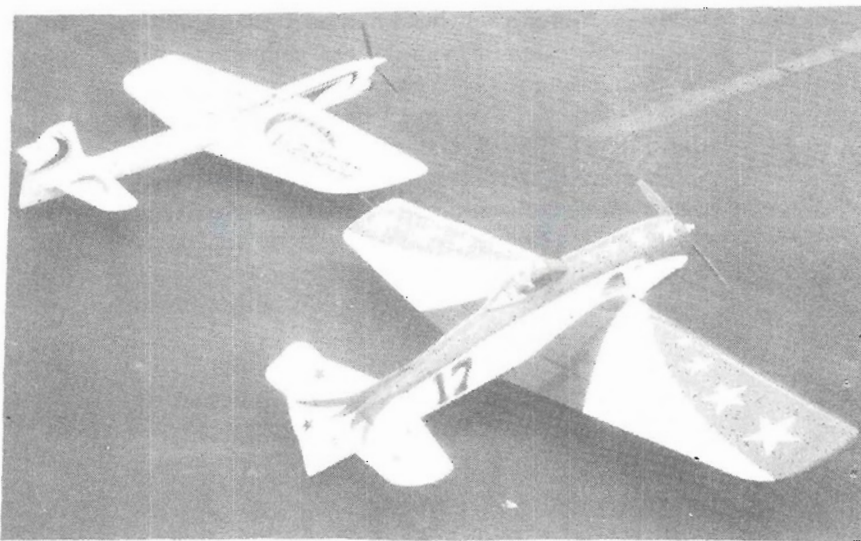
1. Howard Rush, Bellevue, Wash. (6) 560
2. Scott Riese (4.5) 523
3. Bruce Hunt, Salem, Ore. (3) 522 *
4. Dan Rutheford (1.5) 522 *

* First flight broke tie

Judges: Don McClave, Alice Cotton-Royer and Dave Royer

80 MPH COMBAT (8 entries)

1. Jeff Rein, Bothell, Wash. (8)
2. Robert Smith, Roy, Wash. (7)
3. Mike Rule
4. Kenny Johansen (5)



Stunt birds seen at the 2005 NW Regionals: On the left is Gordon Delany's "Colossus". To the right is Pat Johnston's "Bearcat". (photos by Tom Kopriva)

The Scoreboard

Northwest control-line
competition standings.

Northwest points races get under way

The Northwest Regionals and the Jim Walker Memorial contest in April in Portland kicked off the scramble for the season's competition bragging rights.

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

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

Contests counted to date: April 23-24, Portland, Ore; May 27-29, Albany, Ore.

Following are standings for updated events:

2005 STANDINGS

AMA COMBAT

- 1. Mel Lyne, Garibaldi Highlands, B.C. 3
- 2. Jim Green, Bellevue, Wash. 2
- 3. Robert Smith, Roy, Wash. 1

1/2-A COMBAT

- 1. Jeff Rein, Bothell, Wash. 5
- 2. Buzz Wilson, Belfair, Wash. 4
- 3. Robert Smith, Roy, Wash. 3
- 4. Ken Burdick, Seattle, Wash. 1

80 MPH COMBAT

- 1. Jeff Rein 17
- 2. Kenny Johansen, Stanwood, Wash. 12
- 3. Mel Lyne 8
- 4. Robert Smith 7
- 5. Mark Hansen, Portland, Ore. 3
- Buzz Wilson 3

VINTAGE DIESEL COMBAT

- 1. Paul Vallins, Bothell, Wash. 3

- 2. Mel Lyne 3
- 3. Robert Smith 2

OVERALL COMBAT

- 1. Jeff Rein 22
- 2. Kenny Johansen 17
- 3. Mel Lyne 14
- 4. Robert Smith 10
- 5. Paul Vallins 4
- Buzz Wilson 4
- 7. Mark Hansen 3
- 8. Jim Green 2
- 9. Ken Burdick 1

CLASS I NAVY CARRIER

- 1. Dave Shrum, Roseburg, Ore. 1

PROFILE NAVY CARRIER

- 1. Mike Potter, Auburn, Wash. 8
- 2. Mike Conner, Pitt Meadows, B.C. 5

.15 NAVY CARRIER

- 1. Mike Conner 5
- 2. Mike Potter 4
- 3. David Miller, Pasco, Wash. 2
- 4. Dave Shrum 1

NOSTALGIA NAVY CARRIER

- 1. Dick Salter, Tenino, Wash. 4
- 2. Rich Salter, Tenino, Wash. 3
- 3. Dave Shrum 3
- 4. Mike Potter 2
- 5. Retreads Team 1
- Mark Hansen 1

OVERALL NAVY CARRIER

- 1. Mike Potter 12
- 2. Mike Conner 10
- 3. Dave Shrum 5
- 4. Dick Salter 4
- 5. Rich Salter 3
- 6. David Miller 2
- 7. Mark Hansen 1
- Retreads Team 1

CLASS I MOUSE RACE

- 1. Austin Johansen, Stanwood, Wash. 2
- 2. Milissa Huber, Stanwood, Wash. 1

AMA GOODYEAR

- 1. Todd Ryan, Burbank, Wash. 3

.15 RAT RACE

- 1. Todd Ryan, Burbank, Wash. 1

FLYING CLOWN RACE

- 1. S&S Racing Team, Tenino, Wash. 12
- 2. Todd Ryan 10
- 3. Mac Ryan, Burbank, Wash. 7
- 4. Nitroholics Racing Team, Oregon 3
- 5. Joe Just, Waitsburg, Wash. 2

NORTHWEST SPORT RACE

- 1. S&S Racing Team 17
- 2. Kenny Johansen 16
- 3. Todd Ryan 11
- 4. James Cox, Delta, B.C. 9
- 5. Nitroholics Racing Team 6

NORTHWEST SUPER SPORT RACE

- 1. Todd Ryan 5
- 2. S&S Racing Team 4
- 3. Nitroholics Racing Team 3

QUICKIE RAT RACE

- 1. Todd Ryan 3

OVERALL RACING

- 1. S&S Racing Team 33
- Todd Ryan 33
- 3. Kenny Johansen 16
- 4. Nitroholics Racing Team 12
- 5. James Cox 9
- 6. Mac Ryan 7
- 7. Joe Just 2
- 8. Austin Johansen 2
- 9. Maria Huber 1
- Mike Holmack 1

SCALE (all classes combined)

- 1. Chris Gomez, Auburn, Wash. 2
- Ron Canaan, Auburn, Wash. 2
- 3. Mike Potter 1

SPEED (all classes combined)

- 1. Loren Howard, Vancouver, Wash. 16
- 2. Dick Salter 9
- 3. Ted Gritzmacher, Battle Ground, Wash. 6
- 4. Mike Hazel, Salem, Ore. 3
- Chuck Schuette, Vancouver, Wash. 3
- 6. Ron Salo, Surrey, B.C. 2
- 7. Remy Dawson, Vancouver, B.C. 1

PRECISION AEROBATICS

- 1. Paul Walker, Kent, Wash. 30
- 2. Tom Strom, Seattle, Wash. 8
- Bob Smiley, Kingston, Wash. 9
- 4. David Miller, Pasco, Wash. 7
- 5. Howard Rush, Bellevue, Wash. 6
- Mike Foley, College Place, Wash. 6

CLASSIC STUNT

- 1. Don McClave, Portland, Ore. 14

OLD-TIME STUNT

- 1. Scott Riese, Portland, Ore. 21
- 2. Dan Rutherford, Bothell, Wash. 19
- 3. Chris Cox, Delta, B.C. 13
- 4. Rich McConnell, Seattle, Wash. 4
- 5. Tom Strom 3

P-40 STUNT

- 1. Bob Smiley, Kingston, Wash. 10
- 2. Mike Haverly, Auburn, Wash. 8

OVERALL STUNT

- 1. Paul Walker 30
- 2. Scott Riese 25.5
- 3. Dan Rutherford 20.5
- 4. Bob Smiley 18
- 5. Don McClave 14
- 6. Chris Cox 13
- 7. Tom Strom 12
- 8. Mike Haverly 10
- 9. David Miller 7
- 10. Howard Rush 6
- Mike Foley 6

VINTAGE STUNT SEASON TROPHY POINTS

- 1. Scott Riese 21
- 2. Dan Rutherford 19
- 3. Don McClave 14
- 4. Chris Cox 13
- 5. Rich McConnell 4
- 6. Tom Strom 3

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. Only Northwest residents are counted in the standings (AMA Dist. XI and British Columbia). The score of each contestant also should be listed for general reporting purposes and for checking against the Northwest records.

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

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

Send contest results, corrections and other correspondence regarding Northwest Competition Standings to John Thompson, 2456 Quince St., Eugene, OR 97404, e-mail JohnT4051@aol.com. For a printed copy of complete standings for any event, or for a copy of the rules for any Northwest event, send a self-addressed, stamped envelope.



Northwest Competition Records

Best performances established between Northwest CL modelers in sanctioned competition

1/2 A Speed	123.35	Chuck Schuette	5-27-05	Albany, 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	171.85	Ron Salo	5-27-00	Roseburg, Ore.
Jet Speed	168.62	Loren Howard	5-23-03	Albany, Ore.
Formula 40 Speed	162.54	Marty Higgs	9-04-04	Richmond, BC
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	VACANT	(NEW RULES)		
21 Proto Speed	133.03	Chris Sackett	5-25-97	Roseburg, Ore.
NW Sport Jet Speed	147.60	Loren Howard	5-28-05	Albany, Ore.
Mouse Race I - 50-lap	2:14.35	Todd Ryan	7-13-01	Muncie, Ind.
Mouse Race I - 100-lap	4:22	Paul Gibeault	7-15-99	Muncie, Ind.
Mouse Race II - 70-lap	3:01.02	S&S Racing Team	5-24-02	Albany, Ore.
Mouse Race II - 140-lap	6:31.41	S&S Racing Team	5-24-02	Albany, Ore.
AMA Scale Race-70-lap	2:53	Todd Ryan	7-00	Muncie, Ind.
AMA Scale Race - 140-lap	5.51	Todd Ryan	5-25-03	Albany, Ore.
NW Goodyear - 70-lap	3:42.22	Todd Ryan	5-24-02	Roseburg, Ore.
NW Goodyear - 140-lap	8:01	Julie Rice	5-27-95	Eugene, Ore.
Slow Rat Race - 70-lap	2:41	Todd Ryan	7-00	Muncie, Ind.
Slow Rat Race - 140-lap	5:49	Todd Ryan	7-16-98	Muncie, Ind.
AMA Rat Race - 70-lap	2:24.21	Todd Ryan	5-25-02	Albany, Ore.
AMA Rat Race - 140-lap	5:38	Todd Ryan	5-24-98	Roseburg, Ore.
.15 Rat Race - 70-lap	2:56	Todd Ryan	5-28-05	Albany, Ore.
.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	3:20.35	Todd Ryan	5-29-05	Albany, Ore.
Quickie Rat - 140-lap	VACANT	(NEW RULES)		
Flying Clown Race, Laps:	319	Todd Ryan	8-4-00	Coquitlam, B.C.
Class I Carrier	370	Todd Ryan	8-6-00	Richmond, B.C.
Class II Carrier	330.25	Orin Humphries	9-19-87	Kent, Wash.
Profile Carrier	353.7	Mike Potter	5-29-04	Albany, Ore.
.15 Carrier	244.7	Todd Ryan	5-26-01	Roseburg, Ore.
Profile Nostalgia Carrier	258.39	Dick Salter	5-27-05	Albany, Ore.
Class I/II Nostalgia Carrier	323.44	Dave Shrum	5-27-05	Albany, Ore.
AMA Endurance	VACANT	(NEW RULES)		

Records as of May 31st, 2005

Updated records in boldface

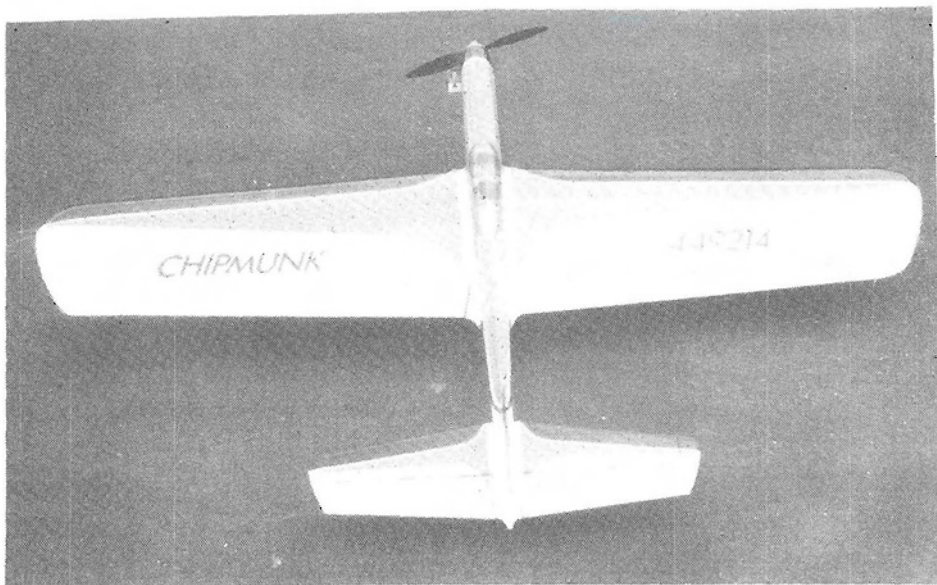
NW REGIONALS COMPETITION RECORDS

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

1/2 A SPEED	126.35	JERRY ROCHA	2005
A SPEED	186.84	JERRY ROCHA	2005
B SPEED	161.37	KEN KORTNESS	2002
D SPEED	171.85	RON SALO	2000
JET SPEED	168.62	LOREN HOWARD	2003
FORMULA 40	159.58	KEN KORTNESS	2002
21 SPORT SPEED	151.84	LOREN HOWARD	2001
FAI SPEED	177.97	TOM BROWN	2002
1/2 A PROF. PROTO	105.90	JERRY ROCHA	2005
21 PROTO SPEED	133.03	CHRIS SACKETT	1997
SPORT JET SPEED	147.60	LOREN HOWARD	2005

(RACING RECORDS REFLECT ONLY FINALS)

MOUSE RACE I	4:34.59	PAUL GIBEAULT	1992
MOUSE RACE II	6:10.95	DOUG MAYER	2002
AMAGOODYEAR	5:47.01	LES AKRE	1999
NWGOODYEAR	6:54.94	LES AKRE	2005
SLOW RAT RACE	5:38.67	BILL CAVE	2000
RAT RACE	4:45.5	BOB FOGG	2002
.15 RAT RACE	5:47.55	MIKE MacCARTHY	2005
NW SPORT RACE	7:58.04	BUSH-PERSSON TEAM	2004
NW SUPER SPORT	6:38	TODDRYAN	2000
NW FLYING CLOWN	313	TODDRYAN	2004
QUICKIE RAT RACE	6:36.74	LES AKRE	2005
B TEAM RACE	4:35 ???	BOB WHITNEY	2000
CLASS I CARRIER	434.56	JIM SCHNEIDER	2003
CLASS II CARRIER	439.68	JIM SCHNEIDER	2003
PROFILE CARRIER	372.27	JIM SCHNEIDER	2003
.15 CARRIER	250.6	JIM SCHNEIDER	2004
PROF. NOST. CARRIER	258.39	DICK SALTER	2005
CL I/II NOST. CARRIER	323.44	DAVE SHRUM	2005



Pete Peterson of Utah took 1st place in Advanced P.A. at the NW Regionals. This is his "Chipmunk"

(photo by Tom Kopriva)

SHOP TIPS

Clever building ideas
from *Flying Lines* readers



Carbon fiber bonanza: I usually avoid impuls purchases but could not resist carrying off a whole bunch of really cool carbon fiber building materials I found at Eugene Toy & Hobby the other day.

Midwest Products' line of carbon fiber rods, strips and tubes would have a wide range of uses in our models. Check them out at your local hobby shop. See the ETH ad in *Flying Lines* if your shop doesn't carry the products.

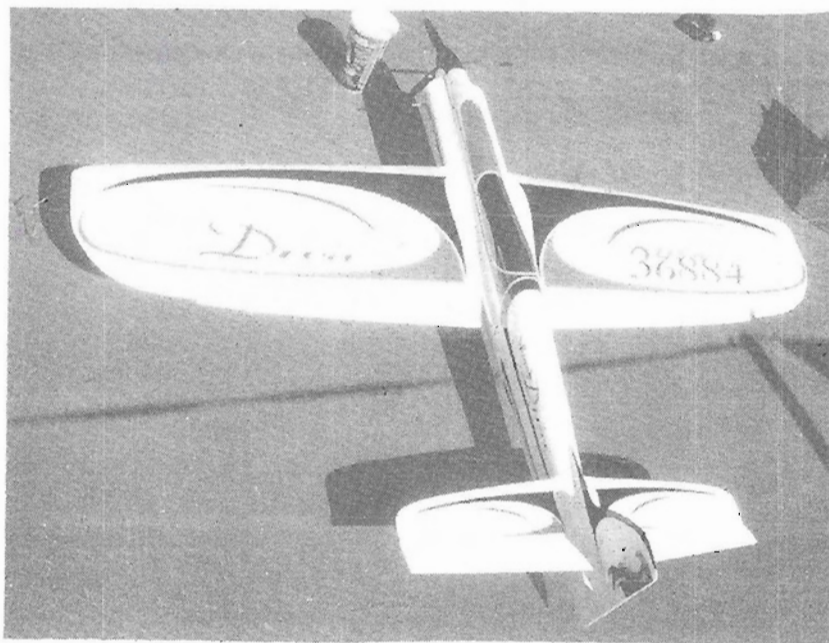
— John Thompson

Excellent Engine Cleaner.....

Buy a cheap "crock pot." Buy any kind of cheap automobile anti-freeze. On "Low" setting, heat the latter in the former. Drop in complete engines or engine parts. Wait 12 to 24 hours. Wash parts or engines in hot, soapy water. Rinse under hot water. Let dry. Oil. Keep anti-freeze away from pets. Do not cook any food in anti-freeze contaminated crock pot.

Now that you own a crock pot, use it to add some color to those pukey-gray APC props. I use Rit liquid dye in black. Other colors are possible--I have seen APC props dyed red, for example--but with a base color of gray have no suggestions as to the evil mix which might be required for anything other than black.

--- Dan Rutherford

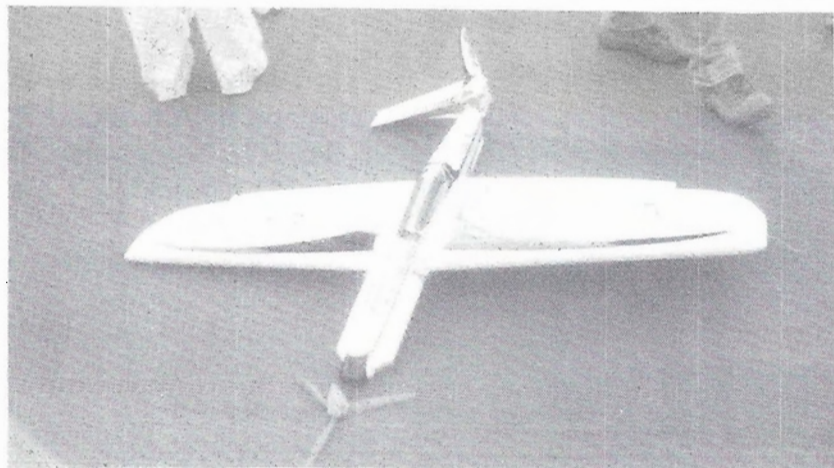


"BEFORE AND AFTER"

Phil Granderson's beautiful "Diva" aerobatics ship had a very unfortunate meeting with the Albany tarmac.

Apparently he suffered an engine flameout on entering a maneuver, and was not able to recover in time.

Phil had an excellent article published in *Model Aviation* not long ago featuring this design.



(photos by Tom Kopriva)

"ACCELERATION"

The following was gleaned from an article I ran across regarding fuel dragsters. You performance freaks and motorheads read this, it's way cool!

* One top fuel dragster 500 cubic inch hemi engine makes more horsepower than the first four rows at the Daytona 500.

* Under full throttle, a dragster engine consumes 1-1/2 gallons of nitromethane per second; a fully loaded 747 consumes jet fuel at the same rate with 25% less energy produced.

* A stock Dodge Hemi V8 engine cannot produce enough power to drive the dragster supercharger.

* With 3000 CFM of air being rammed in by the supercharger on overdrive, the fuel mixture is compressed into a near-solid form before ignition. Cylinders run on the verge of hydraulic lock at full throttle.

* Nitromethane burns yellow. The spectacular white flame seen above the stacks at night is raw burning hydrogen, dissociated from atmospheric water vapor by the searing exhaust gases.

* Dual magnetos supply 44 amps to each spark plug. This is the output of an arc welder in each cylinder.

* Spark plug electrodes are totally consumed during a pass. After the run, the engine is dieseling from compression plus the glow of exhaust valves at 1400 degrees F. The engine can only be shut down by cutting the fuel flow.

* If spark momentarily fails early in the run, unburned nitro builds up in the affected cylinders and then explodes with sufficient force to blow cylinder heads off the block in pieces or split the block in half.

* In order to exceed 300 mph in 4.5 seconds, dragsters must accelerate an average of over 4 G's. In order to reach 200 mph well before half-track, the launch acceleration approaches 8 G's.

* Dragsters reach over 300 miles per hour before you have completed reading this sentence.

* The current Top Fuel dragster elapsed time record is 4.441 seconds for the quarter mile. The top speed record is 333.00 as measured over the last 66 feet of the run.

* The engine redline is actually quite high at 9500 rpm. However, including the burnout the engine must only survive 900 revolutions under load.

Now putting all of this into perspective, let's say you are driving the average Lingenfelter "twin-turbo" powered Corvette Z06. Over a mile up the road a Top Fuel dragster is staged and ready to launch down a quarter mile strip just as you pass him.

Now you have the advantage of a flying start, and you run the 'Vette hard up through the gears and blast across the starting line and past the dragster at an honest 200 mph.

The "tree" goes green for both of you at that moment. The dragster launches and starts after you. You keep your foot down hard, but you hear an incredibly brutal whine that sears your eardrums and within three seconds, the dragster catches and passes you.

Think about it....from a standing start, the dragster had spotted you 200 mph and not only caught, but nearly blasted you off the road when he passed you within a mere 1320 foot long race course.

That folks,..... is acceleration.

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

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

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