

FLYING LINES

1073 Windemere Drive NW, Salem, Oregon 97304

Editor: Mike Hazel zzclspeed@aol.com

Welcome to this heat of the summer issue! The warm weather is nice for awhile, but then one starts thinking of the cooler, crisp fall NW weather. That of course, is our best flying weather and by no coincidence is chock full of neat-o contests. By the way, be sure and review the contest calendar, as there are a couple of minor changes. OK, tell ya what..... I will hold your hand and we will walk it together.....

First up for you blue bird hookers, we have the annual Tailhook Carrier contest held in Lakewood. Mike Potter and Shawn Parker work hard in promoting Carrier in the NW, so you Carrier fliers come on out and support them.

Next up is the NW Summer Speed Meet in Salem. A good turnout is anticipated for this year. Hey, is it the nice weather, the NW's best paved circle, the sound of honking planes, or just the free lunch?

The next weekend will see another round of the Raider Roundup in Seattle. A late addition to the event lineup is that of vintage diesel combat. This will be held on Saturday morning. Please call Mel Lyne a call at 604-898-5581 for more information. You can also check the NW Skyraiders website for any last minute info and updates.

Here's what I really love..... a contest in a new venue: This year features the T.E.A.M. Country Classic held in McMinville, Oregon right outside the Evergreen Aviation Museum. If you haven't been to this field, come on down, it's a good one. Check the flyer in this issue for more information. Jerry Eichten and the guys there are planning for a real super event!

Last and certainly not least, would be the Fall Follies in Salem. This meet is the premier season wrap-up. There will be the usual features, including the super-duper BBQ lunch on Sunday. The event schedule has been given

some tweaking, which we believe will work out nicely. The special season-end Vintage Stunt trophy will also be given out then. Watch for the flyer in the next issue.

As much as I wish, ye olde editor will not be able to make it to all of these meets. We are still deep in taking care of our property on both ends..... selling our present home, and getting our newer one ready for occupancy. So I will just have to be there with you in spirit.

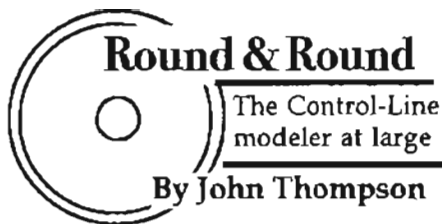
Welcome back to the Northwest..... Scott Newkirk, now in the Seattle area. Scott made the rounds around the country via the Midwest and Southern California, and now will hopefully stay put!

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

Gerry Boyd, Karl Caldwell, Jeff Cleaver, Tom Doucette, Donald Hansen, Steve Helmick, Preston Husted, Tom Kopriva, Gary Letsinger, Mike MacCarthy, Bob Nelson, Robert Smith, Tom Strom, Pat Willcox.

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Modeling thought for the month:

"Doing the best at this moment puts you in the best place for the next moment."

— Oprah Winfrey

Classy Classic?

Everybody loves the look of the classic era stunt planes. Those elegant 1950-60s designs (after they became real stunters but before they all started looking like jets) just have a special charm.

Which, of course, is much of the reason that Classic has become such a popular stunt event. There's also the fact that a few planes can be used in all three types — Old-Time, Classic and Precision Aerobatics — and that many of the classic designs are true switch-hitters, competitive in PA as well as Classic.

So there's a lot of action on the Classic circle. At the Stunt-A-Thun there were 12 entries, and at the Regionals, 17 flew!

This is good. But there's a dark side to this growing participation in Classic. It's that Classic has become what "Stunt" once was: An event dominated in the results by a few expert fliers.

I think it's time to consider making a small modification to our contest administration that would have big benefits for many Classic enthusiasts: A division of the event into skill classes.

I'm not talking about PAMPA's four classes. I suggest that we look to the Northwest P-40 rules for our solution: Simply break up Classic into two groups — sportsman and expert.

P-40 rules say that anyone can enter the expert class, but no PAMPA experts can enter the sportsman class. The division is optional, but many contests now make the split.

All it involves for contest managers is a second set of trophies. You can fly all the flights together, or you can divide them into groups the way PAMPA or P-40 flying is done, but the number of flights and judges you need is the same.

The benefit is that the expert fliers would get

their truly deserved "Expert Classic" trophies, but the advanced fliers would have something to compete for as well — the slightly less coveted but still shiny "Sportsman Classic" trophy.

What do you think about this idea? Let's have some exchange of dialog on this and think about whether this is something we should try in our 2006 aerobatics contests.

Racing rules under revision

The National Control-Line Racing Association has a committee working on a review of the unified racing rules with an eye to clarifying and tightening up the rules as related to pilot conduct.

The rules were to be discussed at the Nats just held, and are being debated in the Delphi Racing Forum online and in the NCLRA newsletter, *Torque Roll*.

If you're interested in racing, now would be a good time to jump into the Delphi discussion and to join up with NCLRA, where you can make your voice heard.

The Delphi Racing Forum is on the Web at forums.delphiforums.com/CLRRacing/messages. You can join NCLRA by sending \$10 dues to Tom Wilk, 301 W. Redwing St., Duluth, MN 55803.

A quick capsule of some of the rules changes proposed:

Flying height for events on 60-foot lines would be reduced to 6-12 feet (from the current 6-20). The various illegal piloting techniques (whipping, backsliding, etc.) would be more clearly defined — as would the system of warnings and penalties.

Make your voice heard now, since what comes out of the discussion will take the form of AMA rules proposals in this cycle.

Super Sport engines?

Someone recently asked whether engines are available for Northwest Super Sport Race airplanes. NWSS is a popular, excellent intermediate racing event designed as a step-up from Northwest Sport Race.

The rules are written to favor the K&B sport .40, a very common engine. Yes, these engines are still available — all you need to do is add a venturi that meets the rules' restriction. Occasional runs are still made by R/L, and there are many available through various sources, including eBay. California racer Vic Garner produces reworked, ready-to-race engines as well.

So, don't let engine availability hold you back if you are interested in this racing event!

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

AUGUST 20

TAILHOOK, for Navy Carrier events. Site: Clover Park Technical College, Lakewood, Washington. Meet is unsanctioned. For information contact: Mike Potter, skyshark58@comcast.net

AUGUST 27

Northwest Skyraiders Fun Fly. Site: River View Park, Kent, Washington. For information contact: Chris Gomez e-mail: 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, and Vintage Diesel Combat. Saturday nite pizza party. Sponsor: Northwest Skyraiders.

SEPTEMBER 17 & 18

T.E.A.M. Country Classic 2005. 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, phone: 503-554-0034, 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. On Sunday there will be the traditional BBQ lunch consisting of burgers, hot dogs, and all the usual accompaniments. The lunch is free of charge to contestants, judges, officials, and all others who are sneaky enough to get in the line un-noticed. Sponsor: Western Oregon Control Line Flyers. Contact: John Thompson, 2456 Quince Street, Eugene, OR 97404 (541) 689-5553, e-mail: JohnT4051@aol.com



Ron Salo works on his speed ship at the NW Regionals. The asymmetrical bird is .15 powered and has monoline control system. (Beers photo)

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

WANTED: March 1979 issue of MODEL AVIATION magazine. Mike Hazel, 1073 Windemere Drive NW, Salem, Oregon 97304

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-S, 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

WANTED: K&B Greenhead.201, O.S. Max .25 VF rear exhaust. Should be in very good plus condition - I plan to fly them, not collect them. Tom Kopriva, 541-484-6048, e-mail: freeflyer123@comcast.net

FOR SALE: The Northwest Skyraiders have the following engines for sale, add \$6.50 for shipping.

Most appear to be new or bench run, many have boxes. We also have many empty new boxes, email me and I'll look for what you want. Mike Potter
skyshark58@comcast.net

OS35stunt	\$35.00 NIB
ST29G21RI	\$40.00
FOX36X parts	\$20.00
Enya35II (6001)	\$30.00
Merco 35RC	\$30.00
ST40RI	\$40.00
FoxEagle60RC	\$50.00 NIB
Fox36 drilled lugs	\$30.00

ST35 G21BB	\$35.00 NIB
Merco49RC	\$40.00
Testors 29	\$40.00 NIB
Wasp049	\$50.00
Atwood.049	\$30.00
Fox35	\$40.00
ST15	\$50.00
OS60RC RI	\$50.00
SilverSwallow42R	\$30.00 NIB
OS60RC	\$50.00
OS40RC	\$40.00 NIB
Fox35stunt	\$30.00
Testors35RC	\$40.00 NIB
Merco49RC	\$50.00
Morris45RC	\$60.00 NIB
Merco35RC	\$40.00
HGK15	\$50.00 NIB
Merco35stunt	\$40.00
Enya40X-RC	\$60.00 NIB
Merco49RC	\$40.00
ST40 G21ring	\$40.00
OS60RC blk head	\$50.00
Veco45RC	\$40.00
K&B29	\$40.00
Leo46RC	\$40.00
Enya29(5002)	\$20.00
ST60RC	\$60.00 NIB
K&B29RI	\$40.00
ST51RC	\$50.00 NIB
K&B40RI	\$30.00
ST29 G21RI	\$40.00
K&B40RI	\$30.00
Gilbert 11	\$5.00
McCoy35 t-bolt	\$35.00
Fox09	\$40.00

FOR SALE: Cox TeeDee .09 nib \$48, Lap Counter \$10, HP Gold Cup 61 w/front and rear intake parts- excellent w/ box and papers \$120. Thunder Tiger Pro-21M-ABC nib \$82. Wood box T-coil for your Dynajet \$48, Custom water jacket head for Veco 19 \$15, Rossi 60 RISE venturi, used \$6.50, Enya spraybar #29420B (29-60 engines) \$5, Enya 35 III high compression head-new \$7, CL plans for sale: original Mechanix II-illustrated "Sharkie" for Hornet 60 \$15; Dmeco Special (60 engine) \$12; Netzeband "Ambush" for .049 \$5; Sterling Junior Ringmaster kit original instructions \$3; Berkeley Mini-Whirlaway (photocopy) \$2; Also have magazines 1960 to 1980 (MAN, AAM, FM, MB, MA, AM, etc) state yer needs. Prices quoted above include shipping in USA. Mike Hazel, 1073 Windemere Drive NW, Salem, Oregon 97304 503-364-8593, e-mail: zzclspeed@aol.com

NOTICE: Due to my impending move, I am temporarily ceasing all new production of **ZZ Prop** products. At this time orders can only be filled with existing stock on hand, and in general, supplies are limited!

For those of you who may be interested, I am making available kits of EPON Shell 815-C resin, with T.E.T.A. catalyst. This is fresh stock. A eight ounce package is ten bucks, postpaid in USA. If you are not familiar with this product, do not order unless you include a note from your mother! Mike Hazel.
(contact info above)

Editor's note..... The Beers clan returned to the NW Regionals speed circle after a long absence. Greg is a skilled in-demand "rent-a-pilot" on the pylon.

FROM THE BEERS BRIGADE

We just had to take the time to write a little note letting you all know how wonderful it was seeing everybody again after missing you all for the last four years.

Much of this is from a woman's point of view, being as there are three of us Beers girls, Greg barely has a chance even our two dogs are girls, but this is definitely coming from each of us.

We hope you all know that it wasn't because of a reluctant wife that we have not been there, because I miss flying as much as Greg, but our lives have been very busy trying to get our business off the ground, and it looks as though we are going to finally be able to breath a little easier and take a little time for ourselves.

Believe me when I tell you that our girls absolutely love flying, our oldest has more fun sitting and visiting with everyone at a flying contest than going to girls camp! Our youngest was a little bored sitting around, she would much rather have been flying, they are both very excited to get building some competition airplanes. So next contest we are hoping to have them in the circle instead of on the side-lines.

We want to say thank-you to all of the guys who put up with us girls asking all our quesitons, we really are interested and want to learn as much as possible, and even though Greg is quite capable in building, flying and working with motors, it is always nice to get another point of view. We also really appreciate those old timers who were willing to let the girls be involved in helping start some airplanes, they really enjoyed being a part of the action.

Greg also wants to let each of you who let him pilot your airplanes know that you're all touched in the head to let him touch your airplane.....just kidding, he couldn't have had a better time anywhere else, he was so relaxed for the first time in quite awhile, it was so great to see him so happy. Thank you all so

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much for your continuing trust in his abilities. He is so psyched now to start competing again.

The girls both are excited about flying speed because there are no other girls who do, and I am on the mend so I will be back in the circle again. We sure would like to see some more young people out there that our girls could relate with, we hope getting them back out there will help. We plan on spending a lot of time practicing in town at the schools and parks this summer.

We dream of being able to hold a contest somewhere in Montana so you all would have an excuse to come and see the beautiful lands it has to offer. If anybody has thoughts on this we sure would like to hear about it, we even have an airbase here that is no longer used that we would like to look into using. It has some beautiful tarmac and no air traffic!

Well, I'm guessing that this is getting to long to print in any space besides a novel, but we just had such a wonderful time and we can't believe we have missed so much time with such awesome friends. I still have a hard time believing I've been doing this with my husband for 17 years and the girls have grown up with a handle in their hands, it's great!!!! And Greg is just an old fart!!!!

Until the next time we meet, we pray that all is well in your lives, that your ships fly true, that you will always find the extra mile an hour to win the next time, and that your crashes are spectacular to keep you humble.

With all of our love and continued friendship from the mountains of Montana.....

Greg, Laura, Danilla and Jenessa.

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Editor's note: The following is a belated report on the combat action at the NW Regionals via Mel Lyne. It is belated because your editor goofed on the last issue! Sorry bout that!

Vintage Diesel Combat Friday May 27, 2005 Albany, Oregon

Combat was again at the south end. Clear skies, 94 degrees. WE FRIED!!! Just great after all that rain.

Steve Helmick ran the matches with help from judges Bill Ledden, Rod Claus and pull-tester Dave Stevenson up from Santa Rosa, Ca with his dad Chuck. They all did a great job.

Combat entry was light in all classes this year. D/Bat had 5. Paul Vallins, Peter Tribe (EX-U.K. Nationals diesel combat champ), Kenny Johansen, Robert Smith and Mel Lyne. E.D. Steve ran a leisurely pace in the heat and we all cruised along with some very close matches with lots of diesel pursuit. We managed to get through 5 rounds with only one mid-air, Peter running into Robert. Kenny flew hard but he was in tough in every match against very experienced fliers. But he learned a lot. Most importantly "Stay out the dirt!"

The first semi had Robert vs Paul. A hard match with Paul taking it 3 cuts to 1. The next semi was Peter vs Mel. Very close. Mel had an extra cut but dorked. Peter took it by 8 seconds.

Robert and Mel fought it out for 3rd and 4th. With only 10 seconds left in the match Mel was cut away going about 100 yards. Mel tok it 2 cuts to 1. The final had Peter vs Paul with identical red Warlords. A very entertaining match by 2 Brit masters of diesel combat. Lots of cat and mouse, gazillions of fakes and much "hauling" or helping the model go faster on the flat, usually inverted. The crowd got their money's worth watching 5 minutes of this stuff. Peter was "on" and took 3 unanswered cuts for 1st place.

Thanks to all the officials for a great job. Next meet is the "Big Money D/Bat" at Arlington, Wa on June 25. See y'all there.

Results:

1. Peter Tribe England 5-2

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2. Paul Vallins Everett, Wa 4-2
3. Mel Lyne, Garibaldi Highlands, B.C. 3-3
4. Robert Smith Roy, Wa. 3-4
5. Kenny Johansen Stanwood, Wa 0-4

Peter Tribe's winning plane: Vernon Hunt "Warlord". Built by Mel Lyne from plans. Balsa-Cedar-plywood-maple construction. Econokote covering. 16.0 ounces. 32 1/2" span. PAW .15 BR motor. Taipan 8 x6 nylon prop. "Superline" .015" x 52'-3" lines. Mejzlik handle. Perfect small line connectors. Red Max diesel fuel.

80 mph Combat May 28

Only 60 degrees and damp. Quite a contrast to the 94 degrees yesterday. Eight fliers flew. Jeff Rein, Mel Lyne, Jim Green, Ken Burdick, Robert Smith, Buzz Wilson, Kenny Johansen and Dave Stevenson. Gary Harris and his crew ran all the glow event matches.

Jeff Rein was flying hard but lost to Mel in the first round. Kenny Johansen really cranked it up and managed to take 3rd, using up 3 models in the process. Mel lost to Buzz in round 2 by conveniently flying in front of him. WAKE UP!! Robert Smith and Jim Green had some hard luck matches and helped pit the guys still alive. Ken Burdick seemed to have shutoff problems. Too late he finally got a good run after the contest.

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

Results:

1. Jeff Rein Bothell, Wa.
3. Mel Lyne Garibaldi Highlands, B.C.
3. Kenny Johansen Stanwood, Wa.

AMA Fast Combat May 29

A cool and damp morning but no real rain to spoil the fun. The premier event with lots of raw horsepower in Nelsons, Foras and Foxes. But only 3 fliers flew. It was a short affair. Mel Lyne

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beat Robert Smith. Mel beat Jim Green. Jim beat Robert. All on technicals with no combat! So in the final Jim had to beat Mel twice to win. That Jim Green luck with finals kicked in and Mel had a fuel system blow apart and then a plug blow. So Jim won by 10 seconds. Now it was one life each. Sudden death. They both got up and the horn went. Jim's motor coughed. Mel swooped in and took the kill.

In 5 matches there was a total of about 25 seconds of actual combat. By comparison in the 5 rounds of diesel combat format every match goes 5 minutes usually with 3 1/2 minutes or more of actual combat. And everybody gets 5 matches or more. Quite a difference. But in the 94 degree heat in D/Bat on Friday several of us more "senior" fliers were just hanging on hoping to make it to the end of the match and a cool drink.

Results:

1. Mel Lyne Garibaldi Highlands, BC, Canada
2. Jim Green Bellevue, Wa.
3. Robert Smith Roy, Wa

WORKSHOP TIP

In my view, the *Impact*-style adjustable leadout guide makes a lot of sense. Hard to describe with the written word, a relatively thick tip is drilled with a series of holes about 1/4" apart, these being a snug fit for eyelets. These holes are connected with a saw kerf. For an *Impact*, a small block of bass wood inlaid into tip gets this treatment. For smaller and lighter models, reinforcement with a single layer of 1/64" ply works nicely.

Finishing such a piece with plastic film can be a challenge. Try this: Finish in the normal manner, wrapping upper layer of film down to and over holes in tip. Heat a pointed tool--I use a scratch awl--with a heat gun. Poke heated tool into each hole. Slice film over saw kerf. Finish with trim tool.

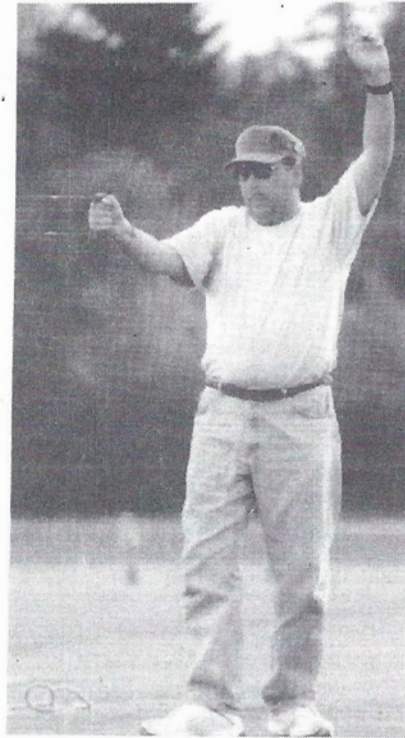
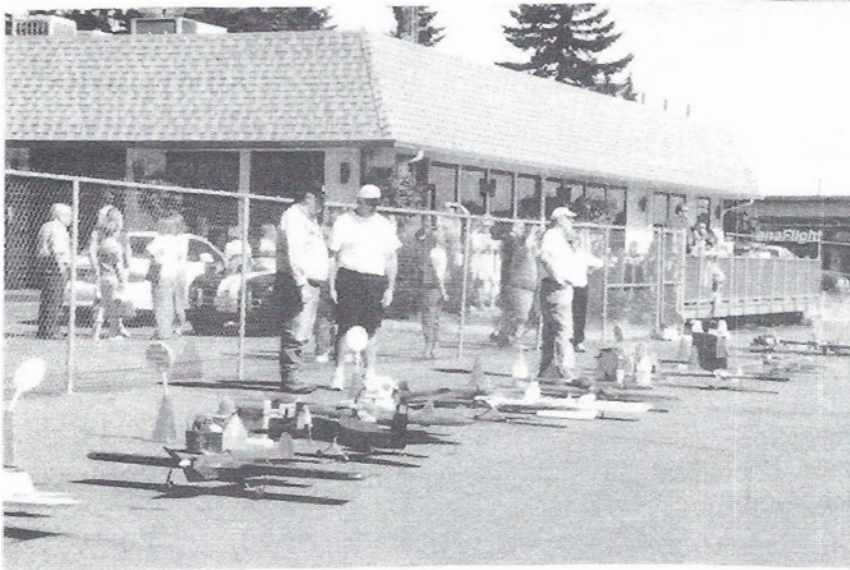
.....Dan Rutherford

Seen at the 2005 NW Regionals in Albany:

On the left is Greg Beers getting ready for a speed plane takeoff.

On the right is Loren Howard's O.S. 65 powered class 'D' speed job resting in takeoff dolly.





Stunt-A-Thun 2005 June 18-19, 2005

Overview and Sunday report

By John Thompson

The Northwest Skyraiders hosted another successful Stunt-A-Thun at the airport in Puyallup, Wash, Thun Field.

This contest takes place on one of the most interesting contest sites in the Northwest.

Thun Field is a very active airport, with skydivers leaving (where do they go?) all day long, many modern and classic airplanes taking off and landing, and Mount Rainier playing peekaboo, seemingly right next to the airport.

One of the most interesting features is the Hangar Inn restaurant, right next to the flying circle, which provides a captive audience of spectators. They watched from the restaurant's deck and inside tables along the windows, and those waiting for seating lined up at the fence alongside the pits and admired the planes.

The contest provided a full slate of stunt events, and entry was strong in most events. The weather was pleasant both days, though a bit windy both afternoons — though never so windy that flying was hampered. It was a very clean contest, with only one crash.

Dan Rutherford (below) reports on the Saturday events.

Seen at the left is the pit lineup in front of the "captive" restaurant.

Scott Riese signals for start of an official flight.

(thompson photos)

On Sunday, the day started early with P-40 (expert and sportsman combined) and it was a hard-fought contest among the expert fliers, with Pat Johnston coming out on top.

Chris and Joan Cox came down from Delta, B.C. They both did some judging and then Chris left no doubt about who would be the Expert champ, flying the beautiful Saturn to a 546 score.

Bob Smiley said farewell to the Advanced class, flying his Impact to a 503.5 score to top the fliers in that class.

Rod Claus showed improvement flying solo in the Intermediate Class.

Beginner featured two juniors — Matthew Eichten and Logan Just — along with Joe Just.

The intrepid Skyraiders crew was on top of things all day long, running an excellent contest and dealing deftly with a couple of distractions caused by full-scale pilots demanding at times that the contest stop so that planes could be moved across the circle area.

In all, it was a great contest and those who missed it should mark their calendars for next year!

Read on for Dan's report on the Saturday activities.

Stunt-a-Thun Saturday report

By Dan Rutherford

Wasn't it a two-day contest? Yep, but I was ambushed. By family. Absent strenuous input from their father, Dear Son had planned a three-generations viewing of the latest Star Wars movie on Sunday; Dear Daughter followed this up with a party in my honor. Kudos to those better able to assert their God-given rights on Father's Day.

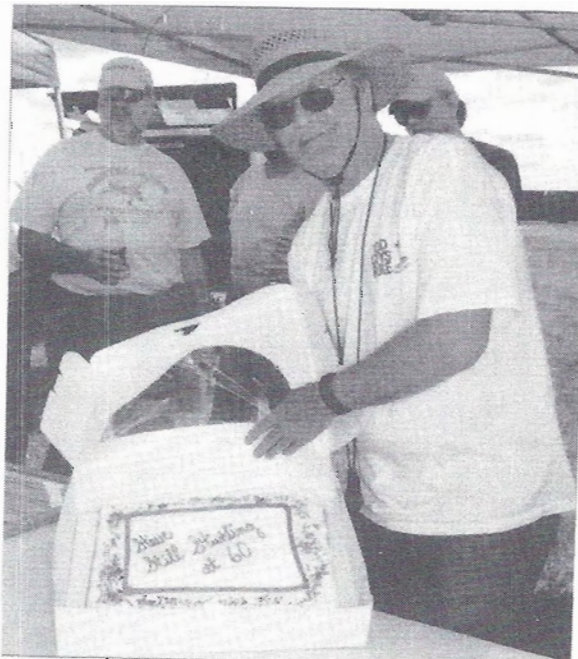
Chris Gomez and Steve Helmick have become quite the effective team when it comes to staging contests for us. Details are really important here, and while Chris comes off as having a cavalier approach, it is nothing more than a facade! He has nearly every detail planned and taken care of in advance, and for last-minute challenges is always and fittingly quick-witted. Chris even took time to be sure I was covered, allowing me to select merchandise awards from Spencer Aircraft, knowing I was not to be back on Sunday. Thanks, Chris! And you are welcome, Bruce! (He paints, I use film. Bruce was allowed to drag "my awards" home to Salem, especially galling as before the fact I had neglected to notice clear dope--of which I could use some--was included. Alas...)



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Steve was of course heavily involved, note only in celebrating his 60th birthday between rounds, but pulling judging duty. I don't want to get into a ranking of our judges--we have quite a number of good judges--but do save those score sheets which have Mr. Helmick as a signatory! Next best thing to having a coach. Honest...



The cake says "Still Stunting at 60". Happy Birthday to NW Skyraider Steve Helmick!

Also an excellent coaching substitute are the judging skills of our favourite Canadian transplant, Ken Bird. How Steve was able to enlist Ken is not known, although this appeared to result in the absence of Rebecca the Lovely. So it was not exactly a fair trade, even if of benefit to the competition on the day.

The site was Thun Field in Puyallup, complete with a spectacular view of Mt. Rainier, all manner of interesting private aircraft flitting around, pretty fair restaurant literally next to the pits and flying circle, contestant parking immediately adjacent to the pits and flying circle.

Dirty Dan attempts to land his stunter on top of the skydiver plane.

New this year was a fair bit of extra room around the circle, this leading to a most unfortunate dearth of jokes about Randy Powell attempting a repeat of the excitement seen in 2004.

Speaking of jokes, I lay claim to the best of the contest. Chris and I were making fun of Ron Canaan and his straw hat. Chris had some decently cutting observations to put forth concerning his longtime friend and our tireless promoter of CL flying. I topped him with, "Man, with that hat and the brim turned up like that, Ron looks like some white-cracker melon farmer!" I thought the newly slimmer Chris was going to explode with laughter!

All contest sites have good, bad and indifferent features, this one being no exception. Personally, and on balance, I like Thun Field for CL Stunt use, would go back on a moment's notice. We probably need to better take advantage of aviation-minded spectator interest in our activities, but that's the only area which needs attention.

Weather? I will only say that Mike Foley had stated his intentions to check the forecast Saturday and about 4:00 in the morning prior to dragging his ARFs (*Flite Streak* and *Oriental*) from College Place, Washington (think "Walla Walla"). Mr. Foley has an identified need for a much more accurate weather service! As demonstrated by Mike being a no-show...



Old Time Stunt was first up and mildly disappointing in seeing only 5 entries, this after something like 18 entrants at the NW Regionals. Scott Riese won going away, leaving me to ponder score sheets from Dave Gardner and Mike Haverly (they were right, I was wrong, go figure...!) and we had a good time putzing around with Old Crocks.

On the other hand, Classic benefited from a pretty fair entry level, although I have misplaced the numbers. I wonder if we shouldn't change the name of Classic to "Diversity R Us," as we saw put into play Randy's beautiful *USA-1*, Bruce's *Shark 45/ST60* combination, Pat Johnston's superb *Bearcat*, Scott's snake plane, Bob Smiley's 25 LA-powered *Stuka*, my 20FP-powered *Super Combat Streak*. And just about everything in between with John Thompson's two-tone (ask to see the bottom of this model, comparing it to the upper surfaces!) *Oriental* holding down the definition of a mainstream Classic model in the NW.

As always, Classic was quite enjoyable in all ways. I mention this as sometimes we begin to take certain events for granted. And should not do so. Classic in the NW has quite nicely evolved into an event which celebrates a different age in CL Stunt, all while offering an Open-comp event in which many participate regardless of skill level. There is an ambiance fitting to our needs in an event which is a bit more kicked-back than PA, a wide variety of equipment is not only allowed but competitive, there is a good bit of supporting "the other guy," even if it means he might beat your brains in on the next flight.

In addition, Classic is a terrific get-ready situation for those taking advantage of two-fer models, in that there is opportunity on Saturday to get tuned-up for PA on Sunday. Many thanks to Don McClave for his years-long promotion of this event, to those staging contests for including this event on a regular basis.

Dave Gardner (left) and Mike Haverly hard at work as judges in the Old Time Stunt class at Stunt-a-Thun.

P-40 Stunt, Profile fuselages, a 40 or less for power. As a sop to Steve, more accurately referred to as P-40. Or Pea-Forty. Maybe Pee-40?

Oooops! For the second time in less than a year (think 2004 Roundup), we simply ran out of time, P-40 set aside for Sunday's schedule. I was gonna *kill* youse guys! Insert smiley-face icon...

Editorial comment: I have several times put forth the thought that three events works well for us, plus having two of what must be viewed as support events on Saturday leaves Sunday to concentrate on what is traditionally our largest draw, Precision Aerobatics.

Four events is a bit much. That's just a fact.

It is my view that contestants are voting with their feet, OTS coming up short in the tally, P-40 gaining in popularity. Lots of pretty good, easily identified reasons for seeing this take place, no need for delving into them here.

While I see no pressure to cut OTS off at the knees in 2005, and in fact we don't want to as contest announcements are already out there, commitments have been made. However, we do need to monitor this situation, as it is all too easy to become a victim of our own successes in offering one too many events on a regular basis.

Note: Only talking about local two-day contests here. OTS draws very well at the NW Regionals. In fact, with P-40 at the Regionals limited to Sportsman entries, OTS has the upper hand. Different story lately at contests such as Stuntathon and Roundup.

I had a great time at Stuntathon 2005. Not enough as I had planned on, family already having been put on notice as to Father's Day plans in 2006!

Results

(Number of entries after event name)

(Northwest Standings points in parenthesis after score)

EXPERT PRECISION AEROBATICS (6)

- | | |
|--------------------------------------|-------|
| 1. Chris Cox, Delta, B.C. (9) | 546 |
| 2. Pat Johnston, Meridian, Id. (7.5) | 531 |
| 3. Bruce Hunt, Salem, Ore. (6) | 508.5 |

- | | |
|---|-------|
| 4. Randy Powell, Pt. Orchard, Wa. (4.5) | 487.5 |
| 5. Ken Bird, University Place, Wa. | 485.5 |
| 6. Scott Riese, Portland, Ore. | 476 |

Judges: Bob Parker, Steve Helmick

ADVANCED PRECISION AEROBATICS (7)

- | | |
|------------------------------------|-------|
| 1. Bob Smiley, Kingston, Wash. (7) | 503.5 |
| 2. Gary Nelson, Tigard, Ore. (6) | 486 |
| 3. John Thompson, Eugene, Ore. (5) | 471 |
| 4. Leo Mehl, Portland, Ore. (4) | 468 |
| 5. Rich McConnell, Seattle, Wash. | 459 |
| 6. Mike Haverly, Auburn, Wash. | 449 |
| 7. Dave Pellerin, Kirkland, Wash. | 437 |

Judges: Bob Parker, Steve Helmick

INTERMEDIATE PRECISION AEROBATICS (1)

- | | |
|-------------------------------|-------|
| 1. Rod Claus, Kent, Wash. (1) | 384.5 |
|-------------------------------|-------|

Judges: Joan and Chris Cox

OPEN BEGINNER PRECISION AERO. (1)

- | | |
|-----------------------------------|-------|
| 1. Joe Just, Waitsburg, Wash. (1) | 191.5 |
|-----------------------------------|-------|

Judges: Joan and Chris Cox

JR. BEGINNER PRECISION AEROBATICS (2)

- | | |
|---------------------------------------|-------|
| 1. Matthew Eichten, Newberg, Ore. (2) | 116.5 |
| 2. Logan Just, Waitsburg, Wash. (1) | 71.5 |

Judges: Joan and Chris Cox

CLASSIC STUNT (12)

- | | |
|---------------------------------|-------|
| 1. Pat Johnston (12) | 546.5 |
| 2. Randy Powell (11) | 545 |
| 3. Bruce Hunt (10) | 511.5 |
| 4. Gary Nelson (9) | 498 |
| 5. Scott Riese | 488.5 |
| 6. Dan Rutherford | 470.5 |
| John Thompson | 470.5 |
| 8. Bob Smiley | 467.5 |
| 9. Jerry Eichten, Newberg, Ore. | 464.5 |
| Rich McConnell | 464.5 |
| 11. Mike Haverly | 440.5 |
| 12. Dave Pellerin | 428.5 |

Judges: Ken Bird, Steve Helmick

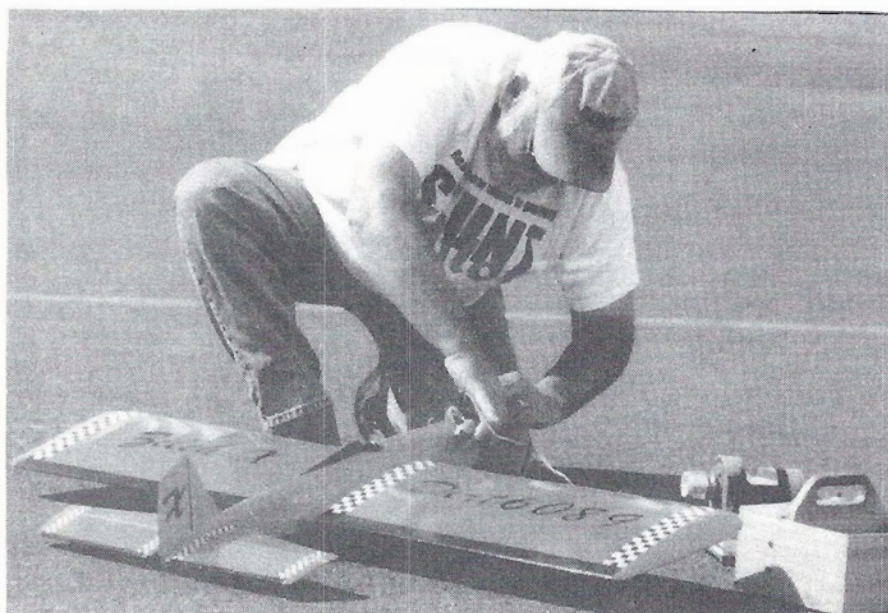
OLD-TIME STUNT (5)

- | | |
|-----------------------------|--------|
| 1. Scott Riese (5) | 276.25 |
| 2. Dan Rutherford (4) | 249.75 |
| 3. Rich McConnell (3) | 221.75 |
| 4. Bob Smiley (2) | 207 |
| 5. Ben Jones, Auburn, Wash. | 173.5 |

Judges: Mike Haverly, Dave Gardner

Dan Rutherford fires up the Zilch for an Old-Time flight at Stunt-a-Thun.

(thompson photo)



P-40 STUNT (8)

1. Pat Johnston (8)	490
2. Scott Riese (7)	486
3. Bruce Hunt (6)	476
4. Bob Smiley (2.5)	453
Jerry Eichten (2.5)	453
6. John Thompson	438
7. Mike Haverly	433.5
8. Rich McConnell	368.5

Judges: Joan and Chris Cox

Other Stunt-A-Thun officials:

Contest Director: Chris Gomez

Administrative assistants: Ron Canaan and Thadd Faussett

Site acquisition and prize donation gathering: Mike Potter

Pit boss and pull testing: Vern Bryant

Field setup and teardown: Steve Helmick, Vern Bryant, Chris Gomez, Faussett and Rod Claus

Johansens Farm July 17 Fun Fly

Reported by Mel Lyne

Ole and Jan Johansen, for the third year, hosted this really nice low-key event at their Sedro-Wooley farm in picturesque Skagit Valley farm country.

The weather was perfect, the 2-circle site nicely mowed by Ole Jr, Ole Sr, plus other Johansens, and the food and refreshments were great served up by three generations of

Johansens. There was a really good turnout of fliers from Canada as well as the U.S. Henry and Isy Hadjik, Barb and Larry Bell with Josh, Jack Oster, Chris Sackett, Rod and Jill Claus, Mel, Travis and Troy Lyne, Lara Brodie, Jeff Rein and Caroline, Buzz Wilson, a whole bunch of Johansens and numerous friends, plus it seemed half the neighbours.

One circle had all the sport fliers and trainers while the second circle had the combat fliers. Larry was teaching Josh to fly and Austin Johansen put in numerous trainer diesel flights. 6-year-old Mariah did really well also flying a diesel. Jeff and Buzz burned the nitro with FASTs, F2Ds and 1/2A combat flights. Caroline put in a ton of flights and really improved her flying skills.

Chris flew a bunch as did Rod Claus, Mel, Troy and Travis Lyne. The Lyne's had a family D/Bat challenge going...the first time in years. Troy and Travis both managed to steal a few cuts on the old man. Lotsa Fun. Kenny Johansen and Ole flew everything from a Bi-Slob to D/Bats, a MVVS .15 glow-powered Missourian and profile stunters. Henry and Jack put in some flights as well.

The BBQ lunch was extended with a couple of "Monty Python" skits, "Nudge, Nudge" and "Albatross" performed by a very talented Lara Brodie with a supporting cast of Mel, Kenny and Ole Sr. This was well received and added to the fun quality of the day.

Many thanks again to all the Johansens who hosted this enjoyable event.



Some of the Speed "Giants" seen at the NW Regionals. L to R, Greg Beers, Ted Gritzmacher, Loren Howard (Moe, Larry, and Curly????)



Loren and Ted prep a Formula 40 speed ship for an official.

Big Money Vintage Diesel Combat Arlington, Washington June 25, 2005

CD Steve Helmick and his crew of judges Ralph and Alex Simonds, Rod Claus, Travis Lyne and Chris Gomez did a first class job running things. 13 fliers entered and there was lots of action with a couple of morning rain showers mixed in. John Thompson and Mike Hazel were up from Oregon. A novice, Caroline Wright-McPherson, entered along with Jeff Rein and Ken Burdick. Robert Smith, Bill Pettersen, Kenny Johansen, Bob Carver, Dave Pellerin, Bob Nelson, Mel Lyne and John Morrow rounded out the field. Once again Paul Vallins of Cascade Aviation generously sponsored the contest with cash prizes. The pilots meeting stressed good sportsmanship and keeping the fun foremost. It is after all just a bunch of fun with toy airplanes.

Round 1 got going with Caroline in tough against Kenny in her first ever match. Unfortunately a loop on takeoff ended it pretty quick. Rain was threatening as Mike took on Mel. Just as the combat horn went the skies opened and it was a soaker! One cut a piece and a few seconds ground time made

the difference. Bob Carver took on Bob Nelson and had a great match going. Carver ran out of air and pancaked in very wet grass. The PAW just wouldn't re-start and Bob Nelson took the match. Ken and Bill had a tough match with Ken just getting it in spite of a wet streamer stuck to the launcher. Robert, John T., and Jeff cruised to victories.

Lunch, generously provided by Bob Carver, arrived just near the end of round 2. Suitably stuffed, the diesel addicts continued the melee through rounds 3, 4 and 5. The weather became hot and dry, and the action got intense in some matches. John T. just kept winning and Robert, Mel, Kenny, Bill and Ken put in some wins. Caroline had some more takeoff problems but undoubtedly learned a lot. A bunch more handle time and she could be the terror of the combat circle taking over from Milissa Huber! Mike, John Morrow and Jeff had some tough luck and lost a few close ones. In D/Bat it ain't over until the 5 minute horn goes. That's a long 5 minutes to keep up the concentration level. Lots of pursuit, fakes, evasive tricks, low inverted flying, the works.

You need to be in shape a bit for this stuff. Not to mention the "Sprinting team" pit crews! There were a few mid-air, line tangles

and an interesting helicopter launch by Robert with his wounded bird.

At the end of 5 rounds John T. had all wins followed by Robert and Mel. The 4th spot in the finals had 3 tied, Kenny, Bill and Ken. A round robin flyoff ensued with Ken getting the best win record. The first semi went with John T. vs Robert. Intense action, John taking 2 cuts to Robert's 1. But John got streamer string jammed behind the prop driver and the resulting ground time to clear it was a killer giving the win to Robert. The second semi had Ken vs Mel. Lots of pursuit flying and Mel coming out on top 3 cuts to 1.

3rd and 4th had John T. vs Ken. It was 1 cut each but John was on the deck way too long giving the win to Ken. The final had Robert up vs Mel. Real hard flying. Mel got a cut, then another. Robert took one, then a tangle and Robert down briefly. Mel took a 3rd cut late in the close-pursuit match to clinch the win. A great match to finish a long day of combat.

Each flier can only use 3 planes in the contest so you have to fly with this in mind. Robert Smith was seen patching up his last plane ready for the final. One coveted "Best Crash" trophy went to Caroline for exemplary performance of looping into the dirt on take-off. The other went to Robert for bashing and repairing his 3 models the most times. We had some fun.

Many thanks to all the hard working officials especially CD Steve Helmick. And thanks to all the fliers who showed up for the fun. A really nice contest at a moderate pace.

Results:

1. Mel Lyne Garibaldi Highlands, B.C. 6-1
2. Robert Smith Roy, Wa. 5-2
3. Ken Burdick Seattle, Wa. 5-3
4. John Thompson Eugene, Or. 5-2
5. Kenny Johansen
Bill Pettersen
7. Dave Pellerin
Jeff Rein
Bob Nelson
10. Mike Hazel
John Morrow
Bob Carver
13. Caroline Wright-McPherson

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

Most planes were Warlords. Pirhanas and Razor Blades were also used. Orcrists, Dominators and Ironmongers were also in evidence. Motors were PAWs and Sharmas.

=====

LUCKY HAND FUN FLY

JULY 02, 2005

SALEM, OREGON

As always a great time had by all, flying all kinds of planes. This year we only had eleven pilots sign up for the event, although there were at least a couple of others about not participating in the poker draw. The lower than usual turnout is no doubt because of holiday weekend schedule conflicts. Oops!

One new feature this year was the special stunt challenge event, in which all manner of total weird flying would be showcased. Can you say "Bi-Slob"!!!!????? The judges probably had more fun than the fliers, what with making up rules and point systems as they went.

Scott Riese was the eventual winner, pictured below with his .60 size Bi-Slob, and the enormous trophy awarded for this prestigious event. (thompson photo)



The Scoreboard

Northwest control-line
competition standings.

Stunt, combat standings juggled

Stunt-A-Thun 2005 and the Big Money Vintage Diesel Combat contest in June mixed up the standings as the first half of the Northwest competition season drew to a close.

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

The standings report below also reflects a correction in the 1/2-A Combat and Overall Combat standings as a result of a correction in the originally posted Northwest Regionals results.

Contests counted to date: April 23-24, Portland, Ore.; May 27-29, Albany, Ore.; June 18-19, Puyallup, Wash.; June 25, Arlington, Wash.

Following are standings for updated events:

2005 STANDINGS

1/2-A COMBAT

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

VINTAGE DIESEL COMBAT

- 1. Mel Lyne, Garibaldi Highlands, B.C. 16
- 2. Robert Smith 14
- 3. Ken Burdick 11
- 4. John Thompson, Eugene, Ore. 10
- 5. Paul Vallins, Bothell, Wash. 4

OVERALL COMBAT

- 1. Mel Lyne 27
- 2. Jeff Rein 22
- Robert Smith 22
- 4. Kenny Johansen, Stanwood, Wash. 17
- 5. Ken Burdick 15
- 6. John Thompson 10

- 7. Paul Vallins 4
- 8. Mark Hansen, Portland, Ore. 3
- 8. Jim Green, Bellevue, Wash. 2
- 9. Buzz Wilson 1

PRECISION AEROBATICS

- 1. Paul Walker, Kent, Wash. 30
- 2. Bob Smiley, Kingston, Wash. 15
- 3. Gary Nelson, Tigard, Ore. 10
- 4. Leo Mehl, Portland, Ore. 9
- Bruce Hunt, Salem, Ore. 9
- Chris Cox, Delta, B.C. 9

CLASSIC STUNT

- 1. Don McClave, Portland, Ore. 14
- 2. Pat Johnston, Meridian, Idaho 12
- 3. Randy Powell, Port Orchard, Wash. 11
- 4. Bruce Hunt 10
- 5. Gary Nelson 9

OLD-TIME STUNT

- 1. Scott Riese, Portland, Ore. 26
- 2. Dan Rutherford, Bothell, Wash. 23
- 3. Chris Cox, Delta, B.C. 13
- 4. Rich McConnell, Seattle, Wash. 7
- 5. Tom Strom, Seattle, Wash. 3

P-40 STUNT

- 1. Bob Smiley 12.5
- 2. Mike Haverly, Auburn, Wash. 8
- Pat Johnston 8
- 4. Scott Riese 7
- 5. Bruce Hunt 6

OVERALL STUNT

- 1. Scott Riese 37.5
- 2. Paul Walker 30
- 3. Bob Smiley 29.5
- 4. Pat Johnston 27.5
- 5. Bruce Hunt 25
- 6. Dan Rutherford 24.5
- 7. Chris Cox 22
- 8. Gary Nelson 19
- 9. Randy Powell 15.5
- 10. Don McClave 14

VINTAGE STUNT SEASON TROPHY POINTS

- 1. Scott Riese 26
- 2. Dan Rutherford 23
- 3. Don McClave 14
- 4. Chris Cox 13
- 5. Pat Johnston 12
- 6. Randy Powell 11
- 7. Bruce Hunt 10
- 8. Gary Nelson 9
- 9. Rich McConnell, Seattle, Wash. 7
- 10. 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.

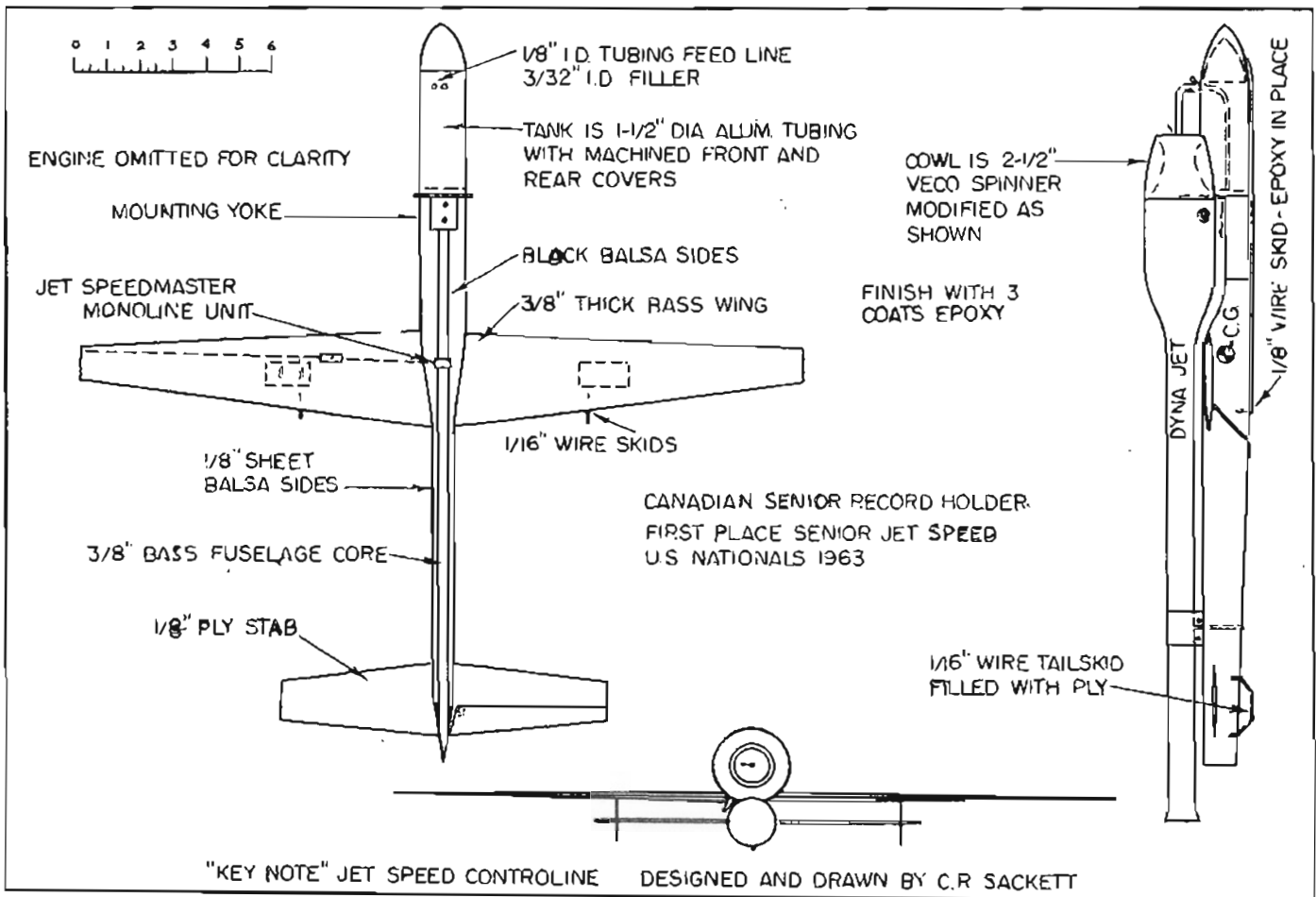
Also, please include in your report the hometown of the contestants. Only Northwest residents are counted in the standings (AMA Dist. XI and British Columbia). The score of each contestant also should be listed for general reporting purposes and for checking against the Northwest records.

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.

"Key Note" Jet Speed design by Sackett. From 1964 *Flying Models* magazine.



*The following was written by Don Nix,
(former) president of GBG Industries,
Inc. (Powermaster fuels)*

FACTS ABOUT FUEL **Storing Fuel for Maximum Shelf Life**

During the Q&A part of countless "Dog & Pony Shows" at hobby clubs all over the U.S., one of the frequently asked questions is, "What's the shelf life of fuel?" The answer is both simple and easy: Properly stored, model engine fuel will last almost indefinitely. So.....what constitutes "properly stored"? Let's take a look.

Contrary to many things you might have read or heard, just about the only thing that adversely affects model fuel is the absorption of moisture from the air. Keep the air away from it, and your fuel will likely be potent longer than you are! Methanol- the major ingredient in model fuel - is hygroscopic. This means it's virtually 100% soluble in water, and absorbs moisture from the air like a vacuum cleaner sucking up dirt.

Most modelers have no idea how rapidly this can and does- happen, and tend to be rather skeptical about the idea. Let me paint a picture for you: Almost everyone has spilled a little fuel on the top of their fuel can in their flight box. If so, you've no doubt noticed that the shallow film of raw fuel takes on a cloudy, milky look. What you are seeing is the methanol sucking moisture right out of the air. Since the quantity of fuel is thin with a lot of surface area, the absorption is rapid, the water won't mix with the oil and the fuel turns cloudy. Just remember how quickly this happens...almost immediately...and it might give you an idea of just how quickly your fuel can be ruined if you leave the cap off, allow a vent tube to remain open, etc.

The wide surface area relative to the quantity of the fuel exposed is disproportionate, of course, to leaving the cap off the fuel jug, but I think you get the idea. In a humid condition such as exists in parts of the U.S., it doesn't take very long at all to adversely affect your fuel. And it doesn't take a large opening.... a cross-threaded cap, a small vent line, etc. is all that's needed to do the damage.

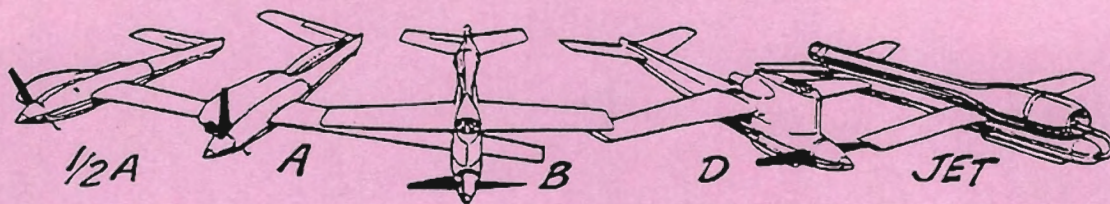
The solution is simple, of course....just keep it tightly sealed. And yet, sometimes that's not enough. Most of us have seen small droplets condensed inside our fuel jugs after it's become partially empty. This is the result of condensation of moisture as the air trapped inside the jug cools. Until about a year ago, there was little we could do about this, but there is now a method to take care of this problem. Since it's not the purpose of this column to commercially promote our own products, those interested are invited to contact the writer and we'll be happy to tell you about the product that will solve the problem.

For the reasons above, it's our opinion that it is rarely a good idea to buy model fuel in 55 gallon drums. Unless all the fuel is poured up the first time the drum is opened, a substantial volume of air is trapped inside the drum each time it's opened. Steel containers of any kind warm and cool much more readily than plastic, and condensation is much more evident in this type container. The result is that the last portion of the drum of fuel is quite likely to be contaminated with moisture, sometimes to the point of being unusable.

There is another downside to buying fuel in drums, especially if more than one person is using it. With no control over the type container the fuel is dispensed into.....perhaps not bearing sufficient or proper warnings, etc.....the liability is incredibly high if an accident of any sort should occur. Model clubs considering this type of fuel purchase for their members should be particularly aware of the potential liability.....which is huge!

While it's true that the UV in sunlight (or in fluorescent lights, for that matter) will cause pure nitromethane to deteriorate over time, it's our experience that once the nitro is in solution and substantially diluted, the deteriorative effect is relatively minor.

To test this, some years ago we put a gallon of 10% fuel out in direct sunlight (in sunny Southern California) for a month. At the end of that time, we tested that fuel in an engine vs. fresh product and could see no difference. While it certainly won't hurt anything to store fuel away from direct sunlight, etc.....it's our personal opinion that the adverse effect of sunlight on fuel under normal operating conditions is too little to worry about.



NORTHWEST SUMMER CONTROL LINE SPEED MEET!

**AUGUST 27 & 28, 2005
SALEM, OREGON**

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

Site: Bill Riegel Model Airpark at the Salem Airport

Official flying begins 10 AM on both days

A.M.A. sanction #05-0839

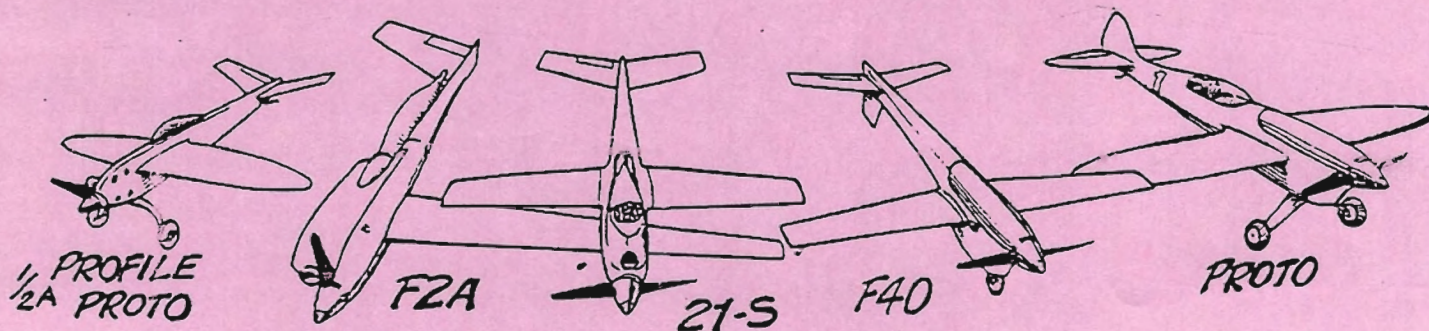
A.M.A. or M.A.A.C. membership required

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

Complimentary lunch for participants provided on both days

Contest is sponsored by the Western Oregon Control Line Flyers

For more information contact: Mike Hazel (503) 364-8593, ZZCLspeed@aol.com



THE EVERGREEN AERO MODELERS
TEAM COUNTRY CLASSIC 2005

**A CONTROL LINE EVENT
 IN THE HEART OF OREGON'S WINE COUNTRY**

SEPTEMBER 17 & 18TH, 2005
 TEAM'S DEALTON FIELD; MCMINNVILLE, OREGON
 CLASS AA SANCTION BY THE ACADEMY OF MODEL AERONAUTICS

SATURDAY, SEPTEMBER 17

8:30 AM REGISTRATION
 9:30 AM PILOT'S MEETING
 9:45 AM CLASSIC STUNT
 1:00 PM P.40 STUNT
 5:00 PM NW SPORT RACE

SUNDAY, SEPTEMBER 18

8:30 AM REGISTRATION
 9:00 AM PILOT'S MEETING
 9:15 AM PRECISION AEROBATICS



TEAM'S DeAlton Field is adjacent to the Evergreen Aviation Museum southeast of McMinnville, Oregon along Highway 18. Model field access is through the employee parking area at the rear of the museum. Please do not use the gravel road through the vineyard.

For more information contact:
 Jerry Eichten, Contest Director
 503 554-0034 JEichten@aol.com
 www.egam.org

Reserve accommodations early - September brings many visitors to Yamhill County.

McMinnville Lodging:

Red Lion Inn & Suites	2535 NE Cumulus Ave	redlion.com/mcminnville	1-800-Red Lion
Best Western Vineyard Inn	2035 S. Highway 99W		1-800-285-6242
McMenamins Hotel Oregon	310 NE Evans Street	www.mcmenamins.com	503-472-8427

RV Parks:

Olde Stone Village	4155 Three Mile Lane	www.OldeStoneVillageNW.com	877-472-4315
Portland-Dayton RV Park	Hwy 18 & Kreder Rd.	www.sites.onlinemac.com/pdrp/RV-park/	1-800-844-1492

RV parking is permitted at the contest site Friday and Saturday night. No services.

Visitor Info:

Yamhill Valley Visitors Associations	www.yamhillvalley.org
McMinnville Area Chamber of Commerce	www.mcminnville.org

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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