

FLYING LINES

1073 Windemere Drive NW, Salem, Oregon 97304

Editor: Mike Hazel zzclspeed@aol.com

Yowsa! Welcome to this huge issue. Lots of activity the last few weeks from B.C. to Oregon and inbetween. So of course we have plenty of contest reports and the other usual updates, such as the NW Scoreboard, new speed records, and updated points tally for the NW Vintage Stunt Trophy.

Below: Loren Howard (on left) assists Todd Ryan's F2A Speed ship prep for a test flight at the NW Summer Speed Meet in Salem. (flying lines photo)

Some of the flying not done this season, has been that of the Carrier persuasion. Mike Potter reported that his vehicle was robbed and he lost a good deal of officiation equipment, along with a bit of his personal flying stuff. Subsequently, Carrier flying was cancelled at a couple of the venues.

Also in the news is possible loss of the Arlington, Washington flying site. The airport there is developing the area that the local CL folk were using. However, Dave Pellerin is working with local officials on using another area on the airport grounds. More on that later.

OK, now get reading dudes!.....

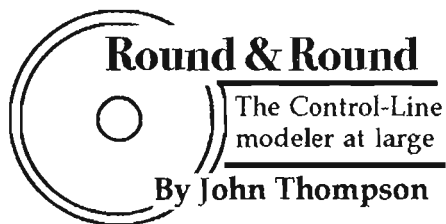
Hey, don't get disconnected! If your name follows, then this is the last issue of your subscription. It's time to re-up!

Craig Bartlett, Chris Cox, Roger Hebner, Allen Hoffman, Ken Kortness, Brian McPhail, Dave Pellerin, Howard Rush, Ron Salo, Dave Shrum, Edward Shunk, John Waldorf.

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Modeling thought for the month:

"Impossible is a word only to be found in the dictionary of fools."

— Napoleon

A mushrooming hobby

A while ago there was a small notice in my local newspaper announcing a meeting of the local mushroom club. It mentioned in passing that the club had about 100 members.

One hundred members in a club about mushrooms. Toadstools. Puffballs. Fungus, for Pete's sake!

If there are 100 members in a *mushroom* club, why aren't there 100 members in our local control-line model flying club?

Well maybe it has something to do with the fact that you can collect mushrooms anywhere — in the back yard, in the basement, out in the woods. But it takes a *flying site* to participate in model aviation.

And that's an ongoing problem for model clubs everywhere. We've got some nice sites in the Northwest. Richmond, B.C., has a dedicated CL site. There's one dedicated site and several part-time sites in the Puget Sound area, though the quest for a full-service, topnotch site there continues (see Ron Canaan's article elsewhere in this issue). Portland has East Delta Park, Salem has Bill Riegel Field, and Eugene.

Well, Eugene, my home field, is an interesting story, with a new chapter just being written.

The Eugene site is at the Eugene Airport. There's been a flying site at the airport for nearly 40 years. Longtime attendees of the Northwest Regionals will remember the old Eugene site, which was right near the passenger terminal — now covered with rental cars. When the terminal (and the rental car area) was expanded in the mid-1980s, the old flying site was lost. But cooperative staff members at the airport helped assure the continuing CL flying at the airport by designing an overflow parking lot to accommodate our flying when there were no cars to be parked.

That site, across the road from the airport

terminal, was the site of the Regionals from the mid-'80s to the mid-'90s. At that time, the airport management had changed, and the current management decided that it could no longer promise that the site would be available on Memorial Day Weekend. So the Regionals moved to Roseburg (then to Albany). But the site has remained available for informal flying.

It's a dandy site for a Sunday flying session — room for three asphalt and four grass circles! On occasion, we can't fly there because of the cars being parked, but expansion of the parking across the road has made the flying site much more of a flying site and much less of a parking lot.

Here's the latest development:

While members of the local club, the Eugene Prop Spinners, were manning a booth at a local air fair, an airport official dropped by and asked if the club would be interested in a permanent, dedicated CL flying site at the airport.

An airport expansion project is under way and the airport management wanted to make sure the modelers were included in the planning, since the future of the overflow parking lot is uncertain.

As a result, the Prop Spinners have drafted a proposal for a two-circle site with parking, pit areas, storage shed, rest rooms, tables and other amenities. The proposal is now in the hands of the airport management. It's unknown where the proposal will go from here, but indications are that there could be another great, dedicated CL site in the Northwest soon.

It would not be a site big enough to hold the Regionals, but it is hoped that it would be one that could hold at least small events.

Stay tuned for more on the developments of the Eugene flying site.

In the meantime, I'm planning to join the local mushroom club. They must know something about organizing a hobby that we don't.

2006 schedule???

By the time you read this, it will be the first of October, and you know what that means, don't you? Yes, the 2006 contest schedule is already developing. Now is the time to plan for contests and other organized activities in the coming year. With the modern computer age, contest directors can coordinate via e-mail. What we hope for is a wide range of activities spread out over the year, for maximum attendance at each.

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

The Western Oregon Control-Line Flyers cordially invite
you to the 19th annual ...

Fall Follies

At Bill Riegel Field in Salem, Oregon

Oct. 8-9, 2005

Two days of control-line competition!

On Saturday ...

- Classic Stunt — 8:30 a.m. pilots' meeting
- Northwest Sport Race — After Classic
 - Flying Clown Race — After NWSR
- Northwest Super Sport Race — After Clown
- P-40 Stunt (Sportsman and Expert classes) —
After Classic, on grass

On Sunday ...

- Precision Aerobatics
in four PAMPA classes

The details ...

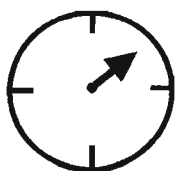
Prizes: Trophies through third place

Entry fees: \$10 per event, \$25 unlimited events

Complimentary barbecue lunch on Sunday for participants!

Contest Director: John Thompson, 2456 Quince St., Eugene, OR 97404
(541) 689-5553 — JohnT4051@aol.com

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



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	176.05	Dick Salter	8-28-05	Salem, 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	85.68	Chuck Schuette	8-27-05	Salem, Ore.
21 Proto Speed	133.03	Chris Sackett	5-25-97	Roseburg, Ore.
NW Sport Jet Speed	150.69	Dick Salter	8-28-05	Salem, 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	Coquiltam, 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 August 31st, 2005

Updated records in boldface

The NW Summer Speed Meet saw a trio of records established. Dick Salter did a clean sweep with both the AMA and NW Sport Jet classes, taking away Loren Howard's marks in those. In the 1/2 A Profile Proto class, Chuck Schuette posted a score in this previously vacant category.

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

ST35 G21BB	\$35.00 NIB
Merco49RC	\$40.00
Testors 29	\$40.00 NIB
Wasp 049	\$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
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
ST29G21RI	\$40.00
FOX36X parts	\$20.00
Enya35II (6001)	\$30.00
ST40RI	\$40.00
FoxEagle60RC	\$50.00 NIB
Fox36 drilled lugs	\$30.00

FOR SALE: Lap Counter \$10, , Custom water jacket head for Veco 19 \$15, Enya spraybar #29420B (29-60 engines) \$5, Enya 35 III high comp. head-new \$7, CL Plans: 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)



The Scoreboard

Northwest control-line
competition standings.

Excitement builds as season end nears

August and early September contests started shaping the standings into their final form, but two more meets yet to come could yet yield some surprises because there are close races in several categories.

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

Contests counted to date: April 23-24, Portland, Ore.; May 27-29, Albany, Ore.; June 18-19, Puyallup, Wash.; June 25, Arlington, Wash.; July 30-31, Richmond, B.C.; Aug. 6-7, Snohomish, Wash.; Aug. 27-28, Salem, Ore.; Sept. 3-4, Seattle, Wash.

Following are standings for updated events:

2005 STANDINGS

VINTAGE DIESEL COMBAT

1. Mel Lyne, Garibaldi Highlands, B.C.	25
2. Robert Smith, Roy, Wash.	20
3. Ken Burdick, Kent, Wash.	11
4. John Thompson, Eugene, Ore.	10
5. Gary Harris, Banks, Ore.	8

AMA COMBAT

1. Milissa Huber, Stanwood, Wash.	15
2. Howard Rush, Bellevue, Wash.	14
3. Mel Lyne	3
4. Jim Green, Bellevue, Wash.	2
5. Robert Smith	1

OVERALL COMBAT

1. Mel Lyne	36
2. Robert Smith	28
3. Jeff Rein, Bothell, Wash.	22
4. Kenny Johansen, Stanwood, Wash.	17
5. Ken Burdick	15
Milissa Huber	15

7. Howard Rush	14
8. John Thompson	10
9. Gary Harris	8
10. John Morrow, Bellevue, Wash.	7

PRECISION AEROBATICS

1. Paul Walker, Kent, Wash.	30
Chris Cox, Delta, B.C.	30
3. Pat Johnston, Meridian, Idaho	22.5
4. Bruce Hunt, Salem, Ore.	16.4
5. Bob Smiley, Kingston, Wash.	15

CLASSIC STUNT

1. Pat Johnston	27
2. Randy Powell, Port Orchard, Wash.	17
3. Don McClave, Portland, Ore.	14
Bruce Hunt	14
5. Bob Smiley	13

OLD-TIME STUNT

1. Dan Rutherford, Bothell, Wash.	31
2. Scott Riese, Portland, Ore.	30
3. Chris Cox	17
4. Rich McConnell, Seattle, Wash.	7
Bob Smiley	7

P-40 STUNT

1. Bob Smiley	12.5
2. Pat Johnston	12
3. Bruce Hunt	11
4. Scott Riese	10
5. Mike Haverly, Auburn, Wash.	8

OVERALL STUNT

1. Pat Johnston	61.5
2. Scott Riese	57.5
3. Bob Smiley	47.5
4. Chris Cox	47
5. Bruce Hunt	41.5
6. Dan Rutherford	38.5
7. Paul Walker	30
8. Randy Powell	21.5
9. Gary Nelson, Tigard, Ore.	19
10. Don McClave	14

VINTAGE STUNT SEASON TROPHY POINTS

1. Dan Rutherford	38
2. Scott Riese	37
3. Pat Johnston	27
4. Bob Smiley	20
5. Chris Cox	17
Randy Powell	17
7. Don McClave	14
Bruce Hunt	14
9. Gary Nelson	9
10. Rich McConnell	7

SPEED (All classes combined)

- 1. Loren Howard, Ariel, Wash. 19
- 2. Dick Salter, Tenino, Wash. 15
- 3. Ted Gritzmacher, Battle Ground, Wash. 10
- 4. Ron Salo, Surrey, B.C. 7
- 5. Rich Salter, Tenino, Wash. 5
- 6. Mike Hazel, Salem, Ore. 4
 - Chuck Schuette, Vancouver, Wash. 4
 - Ken Kortness, Spokane, Wash. 4
- 9. Remy Dawson, Vancouver, B.C. 1
 - Craig Bartlett, Corvallis, Ore. 1
 - William Allen, Lake Stevens, Wash. 1

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 SUMMER SPEED MEET
AUGUST 27 & 28, 2005
SALEM, OREGON
by Mike Hazel**

Super weather thru most of the weekend for this contest, although it was more of a test and practice session / picnic than really a contest. However, this seems to be how the participants like it.

We had twelve people show and enter, which is an all-time high number for our summer speed thing. The results don't reflect this, as some were just more interested in testing than posting official flights, so there were far more entries on the field than the results show, but that's OK!

A few highlights..... Ken Kortness was Mr. Consistent in Formula 40 - two identical flights with different props, yet! Ted Gritzmacher was hot on his heels. Rich Salter got some more pylon time under his belt flying both Formula 40 and sport jets. Bill Allen showed up with a nice first-effort profile Formula 40 ship, it flew nice. Dick Salter dominated the jet classes. The sport jet class saw plenty of entries, but a few flame-outs and no-starts. Ron Salo had a brand new sport jet which flew pretty nice.

1/2 A PROTO SPEED (1 ENTRY)

- 1) Chuck Schuette 85.68

D SPEED (2 ENTRIES)

- 1) Loren Howard 159.65
- 2) Ted Gritzmacher attempt

.21 SPORT SPEED (1 ENTRY)

- 1) Loren Howard 107.74

FORMULA 40 SPEED (4 ENTRIES)

- 1) Ken Kortness 156.45
- 2) Ted Gritzmacher 152.15
- 3) Rich Salter 112.37
- 4) William Allen 106.86

AMA IET SPEED (1 ENTRY)

- 1) Dick Salter 176.05

NW SPORT IET SPEED (5 ENTRIES)

- 1) Dick Salter 150.69
- 2) Ron Salo 141.68
- 3) Rich Salter 111.55
- 4) Craig Bartlett attempt
- Mike Hazel attempt

NASS SPORT IET SPEED (1 ENTRY)

- 1) Ron Salo 137.56

**Vancouver Gas Model Club
Western Canada Stunt Championships
July 30 & 31st, 2005
Richmond, B.C.**

by Dan Rutherford

It is really hard to know where to begin. So much so that I cannot hope to cover the depths of the Good Times offered by this contest.

To back way up and get a running start, I am reminded of a time some years ago when at the completion of this annual contest, faced with a dearth of entrants from the U.S., Mike Conner and Chris Cox just flat put it to me: "What do we do to attract more entries, especially from south of the border?"

My advice was hardly stunning: "Look, it's your contest, done your way. This is a real special weekend every single year. I don't think you should change a thing. Either the boys in the States will come to appreciate across-the-border contests as much as you do, or they won't. Simple as that."

I don't believe there have been any further discussions of this sort. They did in fact continue to stage their contest their way. I came home to blab about what I view as one of the very best annual contests in our area. Over the years others were persuaded to make an appearance, in many cases this turning into an annual trek up I-5.

This year Jack and Marilyn Pitcher were back, following an appearance in 2004. Ditto with Bruce and Kristen Hunt, even following a week at the AMA Nationals. Bob Smiley was back, as was Randy Powell. There were others, of course, this is only a short list.....as we had none other than Pat Johnston in attendance for the first time, clear from Meridian, Idaho, and late in the afternoon on Sunday, facing the trip home, he was still pumped! I cannot recall exactly what was said, but Pat made it exceedingly clear that he regrets not having made this contest in the past, will never again make that mistake!

An added bit for me personally this year was first offering Derek Moran use of a 20FP-powered ARF *Flite Streak*, all he had to do was fly from SoCal to Vancouver, B.C. We

talked this over a couple times, I related my view that his wife Wendy would also enjoy the people, this contest, the surrounding area and sights.

They went for it! Well, the rental car company hosed them, the ubiquitous sedan reserved in advance not being available. "Sorry, we don't have your second choice. How about a new, arrest-me-red Mustang GT?" Done deal!

Details not now, but Derek flew "*The World's Most Labor Intensive ARF Flite Streak*," a piece last used by Bruce Hunt and myself at Stuntathon 2004. This is a *perfect* use for this particular version of ARFs! The model flies well, the powerplant is boringly reliable, there is no ego involvement whatsoever on the part of either the owner or the flier. The three days were more like an extended, casual practice session with friends who live a good distance away, all with contest flying on the side. Quite simply, we had a fantastic time, and as a very nice bonus Wendy enjoyed the trip as well, indeed her presence added to the hard-to-define ambiance which makes this contest so special.

Sadly, I must report that Wendy doesn't quite get it. Following an official where Derek kinda squished the four-leaf clover a little tightly, I thought to create the illusion that she was actually monitoring Derek's flights, to the point of being a coach. "Wendy, when Derek comes back for a cold drink, this is what I want you to tell him: 'Hey, that was a good flight! But I thought it looked like you pushed the four-leaf through a trash compactor!' He'll be impressed at your knowledge of what we're doing here!"

Good line. Alas, the delivery was substandard. We'll get it right the next time as I see Wendy and Da Dirt as partners in mischief..

Another highlight was Ron Salo, out both days, all day. As all know, Ron has suffered setbacks with lower extremities, is currently wheeling around in a 'chair. Ah, but he is trim and fit, best of all Ron is looking for challenges he *can* do, seems totally unconcerned about activities in which he can no longer participate.

So it was that not only was I pleased to see my long-time friend actually at the field, he was *very* interested in *TWMLIARFFS* that

Derek was flying!! Oh man, canyadiggit?!

Yeah, me too. We dug *Dirtmobile II* out of the car, Derek made his loaner available for inspection, several other models were put into play, both in the pit area and at the circle. Ron responded with enthusiasm, even after I dumped upon him the bulked-up packet of information on 20FP-powered models of various sorts, going on a week or so later to snag a really nice 20FP from eBay for only 27 bucks. (Yes, setup information still available. Contact me at dlr111845@yahoo.com, asking for info on the Universal Stunt Machine.)

Big Hit of the Weekend, as ever in the past, was the Saturday evening barbecue at the home of Chris and Joan Cox. After a couple years of a real crowded deck, not only was the structure reinforced recently, but the party spread to the lawn!

And how can one top a CL Stunt Party in a home which has big, substantial parts of an RV-7 homebuilt scattered around? Wings and various other flying surfaces are in...the living room! The fuselage is abuilding, looks a lot like a boat at this stage, is in the garage. Workmanship appears to be to a very high standard, Chris and Joan are building an excellent example of this design. As if we expected less from these two outstanding people...

Other Stuff: Allana Perry is not involved merely to support Bruce or to avoid the Pit Tootsie label! She is flying with purpose, pulls that ARF *Nobler* around to the point of whipping, the model is never ahead of her, there are no surprises during the pattern. I was impressed from her first practice flight on, suggesting she enter Classic as well. And so it was that we picked up another entry in this class, a flier who is just on the cusp of moving to Advanced PA.

Randy Powell suffered the most impressive crash any of us had ever seen. His *USA-1* made the second lap through outside squares. Low, really low. How low? Well, Randy Powell low, plus it looked as if he ran into some turbulence, the bottom dropped out. Yep, the prop tapped asphalt, shattered into severe imbalance. As Randy whipped it up and over, back to upright flight, the model seemed to hang in the air, at which point the

prop simply shook the model apart in front of our eyes! Big, gaping holes began appearing in the covering; it looked as if several skeet shooters were using it for practice! Truly, the model was junk before actually hitting the ground, the impact merely arranging parts differently, as opposed to doing more damage.

As usual, Randy handled the loss with aplomb and an attitude we (almost) take for granted. Randy, thanks for the excellent example of sportsmanship. Even if you kicked the cat when arriving home, you set the bar very high for the rest of us.

Nicely lowering the bar was none other than Dave Gardner! I mean, how many times have we depended upon his excellent judging skills? And then he borrows *Dirtmobile II* for Intermediate PA, in winning the event enters both the reverse wingover and the overhead eights from downwind! Hello, what's with that?!

Will Reeb continues to fly very well, his models all really good stuff. Alas, no room for all the equipment needed to put on his "Tribute to Elvis" show, and probably some sort of zoning problem if he were to crank it up late at night. However, I am pleased to note that Will handed over a DVD my family is enjoying!

One of our very best judges elected to make this contest, in that Steve Helmick came to this site for only the second time ever, working out in the hot sun all weekend. And consuming a healthy amount of food, yes, including the marinated onion rings and cucumber slices. Steve went on the next weekend to fly into Edmonton, Alberta, to work the Prairie Fire contest!

Finally, and certainly not the least, we need to acknowledge the many contributions of Joan Cox in not only supporting her husband Chris, but all attendees of this contest. How do you think your scores were posted before you even thought of checking the board? Who do you think was managing the judging cadre? Who got you signed up for the contest? Who was so efficiently minding all the details that the purported CD--none other than Chris Cox--spent much of the weekend relaxing in the pits, marveling out loud how smoothly things were going?

Who was responsible for the rather large dinner party? Noting that the final details of this affair were put into place after a full day at the contest site, exactly who do you think was working on this project while we were practicing for Sunday's events?

Yep, it was Joan Cox, a.k.a. "Dragon Lady." I suppose I have a different view of Joan's efforts, as James gets kicked out of his bedroom so I've got a place to sleep Friday and Saturday night, thus I get to see more of what it takes to make these weekends such a success.

An example I am ashamed to mention: It was nearly midnight Saturday evening. Joan was rooting around, in the dark, pulling cans and bottles which carried a substantial return-for deposit penalty for merely being discarded. Which I had done, roaming deck and serving tables on the lawn, gleefully tossing empties and partials into a large plastic bag. Duh...

Give Joan a big "Thanks!" the next time you see her. And know that most of all what she wants to see next year is even more of us in attendance!

(editor's note: the following scores and comments are courtesy of Chris Cox)

Old Time: Judges - Keith Varley and Pat Johnston

1. Dan Rutherford (295.75 / 296.5) - Wash
2. Chris Cox (276.75 / 291.5) - BC
3. Bob Smiley (268.5 / 275.25) - Wash
4. Mike Conner (258.0 / 246.0) - BC
5. Dave Gardner (yes, that was Dave Gardner!) (226.75 / 254.75) - Wash

Classic: Judges - Keith and Steve Helmick

1. Pat Johnston (539.0 / 507.0) - Idaho
2. Bob Smiley (509.5 / 520.5) - Wash/Arizona
3. Dan Rutherford - (yes, behind Bob Smiley) (514.0 / 493.5) - Wash
4. Randy Powell (512.0 / 224.0) - Wash
5. Bruce Hunt (511.5 / 492.5) - Ore
6. Will Reeb (aka: Elvis) (418.5 / 494.0) - Alberta
7. Derek Moran (482.0 / 463.5) - Calif
8. Rob Duckering (449.5 / 460.0) - Alberta

9. Allana Perry (token blue eyed blonde stunt chick) (419.5 / 404.0) - Alberta

Beginner: Judge - Joan Cox

1. Alex Steele (113.0) - B.C. (jr)

Intermediate: Judges - Chris Cox and Steve Helmick

1. Dave Gardner (yes, it's none other than Dave Gardner, yet again) (422.5 / pass) - Wash

2. Allana Perry (405.5 / 417.0) - Alberta

3. Gordie Jack (up and coming Expert flyer - really!) (374.5 / 371.0) - BC

Advanced: Judges - Chris Cox and Steve Helmick

1. Will Reeb (Elvis is back for second day in a row) (485.0 / 485.5) - Alberta

2. Derek Moran (borrowed Arf Arf Flight Steak, no appearance points!) (460.0 / 473.0) - Calif

3. Rob Duckering (SV-22 and PA 65 for power!) (377.5 / 462.5) - Alberta

4. Neil Rogers (448.5 / 442.0) - Alberta

5. Don Richardson (flew with Bob Baron and Paul Walker when they were kids!) (405.5 / 444.5) - BC

6. Lee Uberbacher (423.0 / pass) - Wash

7. Mike Conner (422.5 / 417.0) - BC

Expert: Judges - Keith Varley and Mike Conner

1. Chris Cox (hey, it's my contest after all) (534.5 / 550.0) - BC

2. Jack Pitcher (can you guess what airplane he was flying?) (518.5 / 529.0) - Ore

3. Bruce Perry (order determined by convincing win in glow plug spitting) (518.0 / 515.5) - Alberta

3. Pat Johnson (spitted glow plug down further than away) (496.5 / 518.0) - Idaho

5. Bruce Hunt (472.5 / 502.5) - Ore

6. Bob Smiley (yes, he is ahead of Dan again) (482.0 / 466.5) - Wash/Arizona

7. Dan Rutherford - (less pattern points, flaps and engine of particular note) (475.0 / 436.5) - Wash

BLADDER GRABBER XXVIII AUGUST 6 & 7, 2005 SNOHOMISH, WASHINGTON

Reports by Jeffrey Rein and Mel Lyne

This year was the 28th Bladder Grabber, a triple elimination fast combat contest that has been going on for 30 years now. I believe 1992 and 1993 were the only years that we did not hold the event.

This year we had 15 contestants, less than half of the norm, but that's understandable because of the timing of the Chicago contest and the team trials. A special note from Bob Carver. He plans to have next years Grabber "The biggest, baddest Grabber ever, with big cash prizes, and tons of stereo loot up to sixth place. We want to adjust the schedule so that everybody who wants to come, can without conflict from other contests. We are thinking the third weekend of August.

Buzz Wilson was the event director and ran all of the matches without a written protest. The contestants were Richard Lopez, Charles Rudner, Gary Harris, Tim Strom, Tom Strom, Milissa Huber, Dick Salter, Jeffrey Rein, Darrin Albert, Tony Huber, Buzz Wilson, Jim Green, Mel Lyne, Rich McConnell, and Howard Rush.

Both days the weather was perfect. Sunny and 82 degrees, with just enough breeze to help cool you down a bit. We had a nice field, about 10 acres to work with. We got started about 10:30 at a leisurely pace, a luxury not common with the Grabber.

About half of the people were flying pre-built planes, and half were home brewed foamies. We flew six rounds on Saturday, with some very good matches without too much destruction. I will report on the matches I remember, sorry, mostly mine.

The first match of the day, was me and Darrin. We were going at it fast combat style for about 20 seconds, then my motor went sour for about 10 laps. Darrin being very sporting backed off till my motor cleared out and then we went at it again. Darrin was on the mark flying very well, almost F2D style and promptly put the kill on me in about another 15 seconds. Next, it was me and Tim Strom. Tim flies very aggressive and is always tough. In and out of tangles we went at it till I took a shot and got the kill. Then we got back in a tangle which we could not get out of this time. We both went into the ground AFTER the match was over. I hate that. Mel and I had another one of our great matches. I fly him a lot and we both know each others style. Lots of dukes and fakes till I saw him come out of an outside loop, pulled the trigger and got the kill.



Top placers at BG: (left to right in order of finish)
Millisa Huber, Howard Rush, Rich Lopez, Darrin Albert, Jeff Rein, Tony Huber
(Bob Huber photo)

Howard and I had a different type of match. I knew his first move real well so I flew defense, not giving him the opportunity to use it. While doing consecutive inside loops, Howard got a bit impatient and jumped in with me. We flew three inside loops then reversed and did outsides. While directing me to do outsides in the normal Rush fashion, I out turned him, caught up with his plane and killed him. We came directly out of the tangle, and I enjoyed flying level while explaining to him how I gave him his only loss of the day.

Rich Von Lopez and I had another smokin match. There was lots of following through eights and such using the entire circle. After the match a couple of people came up to me to compliment me on how good my plane was flying, out turning him on every maneuver...., just before he killed me. I guess superior skill wins out over equipment most of the time.

My best match was with Tony Huber. Mostly figure eights, some chasing for 25 seconds. I saw a shot and took it to get all but two inches of the streamer. Now it was his turn and took half my streamer in about fifteen seconds. Back at the figure eights again for about twenty seconds when I took another shot and got the kill. We both were jumping, grinning, and laughing after that one which might have been the longest and best of the day.

At the end of the day there were six people left in the contest. Bob Carver gave it some thought and decided that everybody coming back on Sunday was a winner, so he went up to his factory and got some more loot. "What a guy!"

On Sunday, first match was me and Milissa. She got up first, so I am down on points for now. She likes to fly high, overhead eights, I don't, so I tried to lure her down, but she wouldn't bite. I whipped upside down to get behind, but pulled up too soon. She saw the target and took the string and the elevator for good measure, handing me my third loss.

My last match was with Tony Huber again. This was for fifth and sixth place. There was about 15 seconds of intense action when I killed him going into an outside. I ended up with five kills and three losses.

The best match of the weekend was for

third and fourth between Darrin Albert and Rich Lopez. Both had perfect motor runs and equipment for some hot, fast action. There were lots of figure eights, chasing, and Darrin put in lots of fakes F2D style. Don't remember the cut count, but after about a minute, Rich got the kill.

Now for first and second place, Milissa had to beat Howard twice. In the first match, Howard missed on his opening move and they went into overhead eights. Shortly thereafter there was a line tangle, Howard crashed, Milissa crashed, two broken planes, Milissa wins.

The final match started the same way and both planes went into the ground. Howard's pit crew was getting used to repairing his plane now and after about 3 minutes they super glued the back end on and taped the bag on. Milissa got up, then Howard got up, some combat action, the horn ends the match, and after a careful look at the watches, Milissa wins by 10 points. Milissa not only won the Bladder Grabber, but the wet tee-shirt contest as well.

It was great to have Ron and Inez Enos fly in from Hawaii to judge along with World Champ Paul Walker, Preston Briggs, Adrian Barraclough, Stephen Cox, Mary lou Rush and the rest who helped with concessions, pull test, streamers and such. A lot of work, and a lot of fun. We are already planning for the "Best Grabber Ever" next year, so save your vacation and plan to attend.

..... Jeffrey Rein

Just 15 entries this year but the weather was perfect and the contest ended nice and early at lunchtime Sunday. Many thanks to sponsor Bob Carver, CD Jeffrey Rein, ED Buzz Wilson, Judges Stephen Cox, Preston Briggs, Adrian Barraclough, Ron and Inez Enos, and Mel Lyne, pull tester Dave Robinson and organisers Marilou and Howard Rush. Plus all the workers and behind the scenes people who made it happen.

The Strom family and friends put on a BBQ lunch service each day which was great. The whole weekend ran very smoothly. Jeffrey started off the pilots meeting with a live rendi-

tion of "Fokken A". For those who don't know it it's a song about a combat plane in a slow rat race...to the tune of "Hot Rod Lincoln".

KillerCombat Milissa Huber got great instant starts from the T & T Strom pit crew, flew well killing a lot of surprized fliers ("how'd she do dat, huh??") and of course had great luck. Rich Lopez flew hard as did Darrin Albert, Tony Huber, Jeff Rein and Howard Rush.

Six rounds were flown on Saturday leaving only 6 fliers alive for Sunday. Gary Harris started well with 3 ins but then faded. Chuck Rudner went out early as did a bunch of fliers. Also in the contest were Jim Green, Mel Lyne, Buzz Wilson, Dick Salter, Tim and Tom Strom and Dick McConnell. There seemed to be very little pursuit combat, mainly intersection flying. Yuvenko planes and Nelson engines were prominent. Numerous Foras were seen and a few amazingly fast Foxes. A minority of fliers used home-built foamies. There were no fly-aways as shutoffs worked well several times in line breaks and mid-air.

The final was Milissa vs Howard. She had to beat him twice...and she did. "The Hubernator" lived up to her rep. A college co-ed kicked the butts of the best combat fliers. UNBELIEVABLE! But Milissa has a flying style that still surprises her victims. I ought to know, being one quite regularly. Personally I think it's in her perfume, "Game Over!" It temporarily switches off male brains. That's got to be it!! I wonder if Howard would agree? Brief amounts of combat with a few attack passes, line tangles, dorks and a mid-air. Very little pursuit flying.

Bob Carver served up nice high power stereo to 6th place and Jeffrey Rein donated "Fokken A" CDs. There were Bladder Grabber tankards too. And the winner, Milissa Huber, even got the traditional "ice-water" shower along with some greenbacks.

Winners:

- | | |
|------------------|-----------------|
| 1. Milissa Huber | Stanwood, Wa |
| 2. Howard Rush | Bellevue, Wa |
| 3. Rich Lopez | Los Angeles, Ca |
| 4. Darrin Albert | Escondido, Ca |
| 5. Jeffrey Rein | Covington, Wa |
| 6. Tony Huber | Renton, Wa |

Bob Carver announced that Bladder Grabber 2006 will be bigger and better than ever. A very large cash prize plus mega amounts of power-packed stereo equipment. And he promised to definitely fly in the contest himself. He wants a really big contest with all the big guns there. The hype and publicity has already started. Tell your friends.

..... Mel Lyne



Millisa Huber, Bladder Grabber Winner

(Bob Huber photo)

**NORTHWEST SKYRAIDERS
RAIDER ROUNDUP
SEPTEMBER 3 & 4, 2005
SEATTLE, WASHINGTON
by Dan Rutherford**

Contest Director, Chris Gomez. Much more than merely competent assistance from Steve Helmick, Ron Canaan, Vernon Bryant, Thad Faussett III. Not to mention tow-truck duty from Helmick. Whoa, those self-contained basketball dealiebobs look to be real heavy, but Steve pulled 'em out of the way in an expeditious manner.

Okay, but where were *you*?!

Yep, attendance was on the light side. Paul Walker, Howard Rush and Don McClave were off to the FAI Team Trials. It is a holiday weekend in both Canada and the U.S., there are apparently quite a number of conflicts here in the planning of family activities.

Still, y'all missed out! This was a real good contest, your basic Gomez/Helmick production and these just never go awry. Two full circles on concrete. Area enclosed to prevent intrusion. Huge parking area. Flying site surrounded by a monstrous park.

There was something weird, however. Saturday morning there was some wind, but not enough to prompt discussions (read: "whining") in the pit area. No problem. Until one flew, however. I still don't understand it, unless there is some sort of boundary layer just about 10 feet above ground level.

My *Zilch X* just roared! I am accustomed to it being a calm, mild-mannered model, flying at a constant speed. Which it did on this day, just a *whole lot* faster! About the bottom of the third of five inside loops I was thinking, "I'm flying this 38-ounce, 600-inch Old Crock on .012s?! Oh, dread!" And it was not a casual thought, made in passing...

Second round I lowered the ground setting by 400 rpm. Nearly the same story. Ah, but not for Scott, he having a solid 4-2-4 run, a nicely trimmed model, putting it all to use with quite good manipulation of the handle, comfortably winning this class for his first NW Skyraiders camp chair (the best!) of the weekend.

Classic Stunt looked to be there for the taking by our favorite arm-waver Stunt flier, Pat Johnston with his *Rabe Bearcat*, a really spec-

tacular model. Scott thought otherwise, plus he figured on heading home with a matched set of NW Skyraiders camp chairs (still the best, honest!) and so he did, albeit by the narrowest of margins.

To further illustrate the nature of the wind, Pat's model--quite well trimmed, as we have come to expect from him--picked up quite a lot of speed in the insides, tamed right down in the outsides. Sure, a simple shimming of the tank is all that is required, but never before had conditions brought this need to light.

P.40 Stunt looked to be a kicked-back end to the day, and that proved to be the case. As sometimes happens in this class it was Bruce and I duking it out, Pat having all the right stuff (including an appropriately named model--*P-40*--that he designed), but suffering from having to adapt to a Pukey Profile after having flown the *Bearcat*. That muscle memory stuff can get ya!

P.40 continues to draw better than OTS, 50% better, six to four, at this contest. Not only that, we are seeing new entrants to P.40, no new faces in OTS. Look, I enjoy flying the Old Cocks--even if the event is a warm-up to, uh, no other class for the rest of the weekend. But one must wonder if in 2006 this is a viable class for NW contests outside the annual NW Regionals where it does indeed draw quite well, 15 or 16 entries in 2005.

On Sunday we had what are regarded as excellent conditions. Some breezes to mild wind, pleasant temperatures, mostly overcast, almost always flying away from the sun. In all ways it was a day for CL Stunt...

Intermediate PA only had two entries, but was Good News nonetheless as we had Bob Huber out for his second Stunt contest, Rick Cochran for his first CL outing in many a year. Following the example of Tom Strom, Bob puts in beyond-use-of-a-cheat-sheet patterns, nevertheless checking a cheat-sheet prior to each maneuver!

Rick was flying his blimped Top Flite *Tutor*, now called the *Heap*. Not an ARF, he was ahead of the curve by 12 years when beginning to build this recently completed model, having shot kit plans through an enlarging copy machine.

Both Bob and Rick are using 40LAs--complete with stock muffler--for power, and I continue to be impressed with this engine for CL Stunt. Not only does it appear to be the best 40-size engine for a wide range of models, it is also the least expen-

sive! Ah, but is it plug-and-play? Not quite, but almost, the only variables of significance being prop and fuel. Will Reeb says the APC 10.5 - 4.5 is the prop, so that's what I would try first.

Leo Mehl used his *Grinder* to good effect, even though his competition failed to be in attendance. Another NW Skyraiders camp chair (did I say they are the best and comfy?) to load in Scott's car, heading south on I-5.

In a complete reversal of many contests back when I started flying CL Stunt, Expert PA was the big draw. Chris and Joan Cox came down Sunday morning, Steve immediately put Dragon Lady to work in judging PA, Chris put up a series of practice flights and just whomped all of us with a nicely-flown 559.

Pat had his *Miss America P-51* working real well, even though it's still a little new, coming in second. Bruce Hunt put up what I believe is his high score to date, a 538 with that old *Shark 45* a few of us are really tired of seeing. Scott's *Cobra* was flown noticeably better than on Saturday, Dirt hit a new personal high with the *Skyray 35* and Bob with his *Impact* suffered the loss of pattern points in first- and second-round flying. This had to have been especially galling in second round as the four-leaf was exited following the first loop, and then the model cruised through enough laps to indicate that mild cough might have been a head-fake after all.

Said earlier, deserving another mention, a real good contest, as we have come to expect when Chris Gomez and Steve Helmick are involved. Sure, would have been nice to see a lot more entrants, but on the other hand the schedule was relaxed, we had adequate time to run P.40 on Saturday, leaving Sunday an all-PA day, this schedule being preferred by many.

Pull Test, General Harassment: ("Thanks!" "Thank you!" "No, thank you!" "No, thank you!") ("Stop! STOP!! STOP!! Yeah, you, the head-phone wearing 60s-reject air-head who just ignored helpful barriers erected to keep idiots like you from stomping on our lines! Yes, lines exactly like those upon which you are now standing!") All this and more courtesy of Thad Faussett III, Vernon Bryant.

Tabulation: Our favorite white-cracker melon farmer, Mr. Ron Canaan.

Finally, the best line of the weekend was not spoken. Instead, it was written on the horizontal stabilizer of *Randy's Tango Red II*. "Drawn by

hand on real paper." Take that, you CAD Dudes!

Old-Time Stunt

Scott Riese	279.5
Dan Rutherford	272.0
Bob Smiley	233.0
Doug Wood	222.0

Judges: Gary Letsinger, Dave Gardner

Notable moment: Doug Wood and his wife came in from Idaho Falls, Idaho, so Doug could get first-hand information on the orientation of overhead 8s. Okay, there were other considerations, but it's always good to see Doug!

Classic Stunt

Scott Riese	510.0
Pat Johnston	508.0
Bob Smiley	502.5
Bruce Hunt	498.5
Dan Rutherford	491.0
Rick Cochran	458.0
Dave Pellerin	431.0

Judges: Steve Helmick, Randy Powell

Notable moment: First round. Pull tests. Boing! "I don't have a spare set of lines!" Uttered in mild shock by Bruce Hunt. Randy Powell to the rescue, whereupon behind his back we made fun of his modded line reel.

P.40 Stunt

Dan Rutherford	510.5
Bruce Hunt	502.0
Pat Johnston	500.5
Scott Riese	481.5
Bob Huber	444.0
Rick Cochran	264.5

Judges: Dave Gardner, Steve Helmick

Notable moment: I had flown just before Bruce. Told him the wind was solid, didn't vary my placements by more than four feet. He took off from the downwind position, by the time overhead 8s were due, he had been working nearly half the circle, entered from *directly* over the point of launch. Yep, a 180-degree shift! Never give my advice any credence whatsoever...

Intermediate PA

Bob Huber	417.5
Rick Cochran	387.5

Notable moment: Neither Bob nor Rick are long for this class. Look for two new Advanced contestants real soon.

Judges: Steve Helmick, Joan Cox

Advanced PA

Leo Mehl 433.0

Judges: Steve Helmick, Joan Cox

Notable moment: Leo fought off all the guys who didn't show up, but it was still a close call. Low effort but maximum gain, what with walking away clutching one of those highly sought after NW Skyraiders camp chairs. (Have you ever seen better trophy substitutes? I have not!)

Expert PA

Chris Cox 559.0

Pat Johnston 539.5

Bruce Hunt 538.0

Scott Riese 536.5

Dan Rutherford 523.0

Bob Smiley 488.5

Randy Powell DNF

Judges: Steve Helmick, Joan Cox

Notable moment: Chris just killed us, but look at the knife fight for second place! Fourth on this day was a notable result! And might that be a high-water mark for a Pukey Profile used in NW Precision Aerobatics? Ah, a small victory, but satisfying in a perverse way...

Epilogue: All was a wrap. Those not heading straight home were going to Burgermaster, local hamburger joint of legend.

Bruce Hunt was waiting for Kristen. I stayed to keep him company. One never knows what might happen to an innocent from Oregone, left on his own in a city which celebrates way too much of what is charitably referred to as "diversity" amongst its citizens...

Ah, but Kristen chose to get lost later, pulled in with the Ford Exploder. Not empty. Definitely not empty. In fact, from the front passenger seat into which even a baby could not fit, to the cargo area which was crammed with boxes, loose odds 'n ends, and some mutated three-dimensional paper star with pointy ends that were really pointy, there did not appear to be any room for a Shark 45 and the attendant support equipment.

Scratch that. There was lots of room for a Shark 45. *If it was still in kit form.* Or if one wanted the built model seriously poke-a-hole-damaged in all sorts of amusing ways.

Following a short discussion, Kristen left to get rid of The Stuff. And to get thoroughly lost,

even though I'm not supposed to tell anyone about it. Especially someone named Jen.

Well. Still not about to abandon a friend, I stayed. As did Scott Crichton. We ambled over to the hated Honda Civic I have been driving of late. Bruce leaned up against the left rear window, one of those things which is hinged and will pop out a bit for ventilation.

KABLOWIE!!

That sucker literally blew up. There were glass shards on the ground, in the car, on my models, in my Model Stuff. There was even glass--indeed, quite a lot of it--on the roof! I assume that when the window blew up--*and that is no stretch of the truth*--the glass ending up on the roof had ricocheted off Bruce's back.

What happened? I assumed there was a rivet on his jeans or something similar which caused highly localized pressure on the glass, as that's what it takes to break it. After which it just went into a quadrillion (by actual count) pieces.

However, we don't really know, as I was not interested in being caught frisking a male friend within walking distance of the University District or Volunteer Park, thus tapped for participation in the next Gay Pride parade, Toy Model Aircraft sub-division, placed just before the naked-guy-on-a-bicycle, just after the naked-chick-on-a-bicycle divisions, of which there are many. Especially not interested in patting him down in the area most likely to be placed firmly against a small car's side window by this big man. As Seinfeld famously and wrongly said, "Not that there's anything wrong with that!" but I definitely don't swing that way.

Kristen managed to get not lost, dumped all the stuff someplace, back to pick up Bruce and his stupid, precious little toy airp...Uh, back to get Bruce, the sophisticated piece of competition equipment in which he has untold hours invested, and the usual Modeling Junk which is of immeasurable value to its owner, is worth about \$7.64 on eBay.

We split. After a great weekend, most of it beautiful for flying CL Stunt models, I was about five miles from home--not far from the point where Kristen realized she was truly and thoroughly lost--an extra bit of breeze flowing through the car. And then I hit rain. Not a rain shower. What is called a gully-washer. Motorcy-

clists were taking cover under overpasses. I was taking on water.

It was so bad, the rain falling at such an impressive rate, that I backed the car into the garage just to unload my stupid, precious little toy airp...Uh, my Pukey Profiles.

The car is still in the garage a couple days later.

I am still picking shards of glass out of my tool box, the flight box, the lines-and-stuff box.

I'll clean the car later. After all, I hate it. I mean, how can one love, or even like-like, a front-wheel-drive car, one which is by definition missing one of the best things known to man, rear-wheel-drive (all the truly lovable cars can be steered at both ends); is missing several cylinders; is missing a whole bunch of displacement; is missing a gear or two; and is missing a spacious cargo area?

And of course a left rear window.

Raider Roundup
Vintage Diesel Combat
Sand Point, Seattle, Washington
September 3, 2005
by Mel Lyne

ED Mel Lyne and a crew of judges Ralph and Alex Simonds, Bob and Jesse got the show started with 9 entries in very gusty conditions with cement-like ground. Jeffrey Rein and Caroline Wright-McPherson were in there with Caroline duking it out with Mel in the first match. Gary Harris took on Jim Green with Jim taking a cut but getting blown in resulting in lots of airframe damage. Robert Smith and Dave Pellerin went at it with several cuts, but Dave's extra ground time gave the win to Robert. John Morrow and Jeffrey Rein had a great match going with John taking it 3 cuts to 1. Bob Carver had a blow-in on takeoff and had Robert Smith taking that match.

After a couple of rounds the gusty wind died a bit and the flying was easier. John, Robert, Gary and Mel had survived most of the "cement ground" carnage with models reasonably intact. Bob, Jeffrey, Jim and Caroline had crunched a few models. Dave alternated between combat and stunt and flew cautiously in both, picking up a couple of wins in combat. Robert was really charging with all wins including a victory over Mel. Gary

and John both flew well with only one loss each in the rounds.

At the end of the rounds Gary, John, Mel and Robert were out front. The first semi was Robert vs Mel. Robert had beaten Mel in the rounds. Could he do it again? Both fliers were up right away and the whole match was close following with only one cut going to Mel. Very strenuous flying with Robert leading Mel up high and overhead a lot. The wind had finally died so it was full-circle pursuit. Mel took it with the one cut. A real 3 beer match! The second semi was John vs Gary. Gary took an early cut then both planes came down. John had damage and made repairs. Both up again but John couldn't get in close enough for the 2 cuts he needed to win, and Gary took it.

3rd and 4th was John vs Robert with Robert's experience making him the odds-on favourite. But in combat anything can happen. John got hot and took 4 cuts to Robert's 1 giving him a well-flown 3rd place. The final was Gary vs Mel. Lots of following, with Gary doing lots of little fakes to try and lose Mel. Gary came down once but got up again and took a cut in response to 2 cuts Mel had taken. They were still chasing at the final horn...another 3 beer match with 5 minutes of following. You need to be in shape for a 5 minute D/Bat match against the better fliers!

Many thanks again to Ralph, Alex, Bob and Jesse for running all those matches. And to Steve Helmick, Chris Gomez and the grounds crew for getting the site ready. I think we all had some fun. A Skyraiders folding chair went for first and a nifty mug for second.

Results:

- | | |
|--|-----|
| 1. Mel Lyne Garibaldi Highlands, B.C., | 5-1 |
| 2. Gary Harris Banks, Or. | 4-2 |
| 3. John Morrow Bellvue, Wa. | 4-2 |
| 4. Robert Smith Roy, Wa. | 4-2 |
| 5. Dave Pellerin | 2-2 |
| Bob Carver | 2-2 |
| 7. Jim Green | 1-3 |
| 8. Caroline Wright-McPherson | 0-4 |
| Jeffrey Rein | 0-4 |

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 FasCal. Most planes were Warlords. Pirhanas and Razor Blades were also used. Motors were PAWs and Sharmas.

Editor's Note: the following piece is from Orin Humphries, one of the NW's finest Scale and Carrier enthusiasts, who has been AWOL for a few years.

Long Time, No See
Orin Humphries
9/8/05

I was great to see you all again at the Regionals this year. My long absence from the circle is not by choice, but by circumstance. The end of this will come with retirement, planned for three years, four months hence. And I'll be back. The plan is to field a warm up Scale project, a Noorduyn Norseman, at the 2007 Regionals.

It was a bit of a shock to see how our shapes have changed in 13 years and how much grayer we are. I guess we aren't the buckaroos we once were, but we seem to be hanging in there. I was saddened to learn of Ron Salo's illness, and I wish him the best. Thank God he is still with us. I had a serious illness three years ago which nearly cost me my left arm, but I got through it. We are of an age now, where things will be happening in our group. In the '70s and '80s with ten thousand days in front of us, no one could imagine getting here and so fast, in retrospect. Yet we do get here one day at a time. So, let's enjoy what we have and appreciate every flight we get!

Some observations I would toss out for reflection. There is a problem in the Carrier circle where the participants are not sharing the Event Director load. This is being left to two individuals who deserve a break. One of them has leaned on me to step in and spread it around a bit. I wish I could, but you must not imagine that I am sitting out here completely uninvolved and have loads of weekends free for that. In my absence I have been doing what I can do, which is High Power Rifle competition with the Navy Shooting Team at the fleet level and up to international. That takes as many afternoons and weekends as CL competition. And Service Rifle/ Service Pistol costs ten times as much as CL. You folks only think you have an expensive hobby. So, there isn't an extra set of weekends in a month that I can devote to running a circle. Can't help for the time being, guys. When I do come back my emphasis will be on Scale. This is the thing that running four classes of Carrier

prevented me from doing when I was active in CL, and why I never replaced my A-26. I am prototyping the technology for a huge multi-engine project and doing the proof testing, now, for my eventual return.

In the Carrier circle my suggestion is for the ones doing the officiating to take a break and let the rest see what it's like with no Carrier for a bit. Until you stop, they won't start.

For all areas of CL, I can see that half of the pilots out there now came into the Northwest from other parts of the country. They probably never saw a couple of the central subjects I covered in this column in decades now past. One of them was on finding the proper place to bring out the leadouts. The wingtip at the chord line is wrong for many models. I will dig that one out and re-run it in the near future.

For all areas, it seems a reminder is right about the requirement to fly a model successfully before a contest. Have you been doing this? One Profile Scale model lost a fuel tank in flight that came close to some people in the Speed circle. Maybe it just picked that time to do it. I saw that the tank was glued to the paint on the fuselage. Think about it. How much strength is there in the bond between paint and wood? That was all that was holding that tank on. It never was secure enough just to glue things to paint.

Another pilot had a twin-engine Scale project. It would not start and was scratched. Let me share a few thoughts on that. First, I NEVER pulled a model out of the pits and into the flight circle until I had it started at least twice. It looks unprofessional, otherwise, and the crowd expects more of us Scale pilots and Aerobatic pilots than some others. This isn't meant to slight anyone. Second, the engines were mounted in the inverted mode. That is the single most troublesome approach in modeling. A sideward mount is far superior when you don't want to have the heads sticking up in view. Here is why. The pilot did everything seemingly right before the contest. He pulled off the cowls and started both engines and adjusted them at home days before. Everything seemed ready to go. But that guaranteed they would not start at the contest.

You see, they picked up an engine-load of oil in those runs. In the intervening days, the oil drained downward and pooled in the heads. Over the years I had tried every means of lighting the glo plugs there was. Every electronic gadget

failed sooner or later, and with my luck it ALWAYS was when called out of the pits for a record flight. Even when you get the oil in the plugs cleared you still are "in jail" and not passing GO. There is more oil in the heads waiting to move into the plugs. It couldn't before then because the plugs were full. Clearing the plugs and not getting a start will go on numerous times in a session.

My solution was to avoid the problem instead of fighting it. I found that the only effective strategy for inverted mounts is to remove the plugs immediately upon returning to the pits or upon shutting down if still in the pits. Never let the oil stay in the engines. Not for a minute. Only reinstall the plugs when you are ready to start flipping the prop. Between flying days, wrap a rag around the nacelles to keep the oil off your rug and out of the divorce court. Finally, prime only with the piston blocking the port. (This is assuming the muffler doesn't prevent that, otherwise use the intake). Just enough fuel for a good light will seep past the piston/cylinder fit. I primed with Ronson lighter fluid two out of three times and with fuel (for the oil) on the other. So good seeing all of you again, and making new friends.



Tom Strom Jr. launches for Millissa Huber at Bladder Grabber, while Tom Sr. steps away after starting.

(Bob Huber photo)

SEATTLE AREA FLYING SITE NEWS By Ron Canaan

EMERALD DOWNS

Good news from the Seattle area, I have just completed an agreement with Emerald Downs, the race track in Auburn, to use the paved parking lots #10,11,12. The folks who were leasing them have moved out and we can use them anytime we wish for day to day flying. These parking lots are at the far north end of the complex. They are flat and smooth with no seams and about 200'X200.'

The restrictions are;

- 1 Leave if the police want to use the lots for practice pursuit driving.
- 2 Move to another lot if the fire dept. uses the same lot your on to lay out their hoses.
- 3 Please use a piece of carpet or such so as to not leave a fuel spot on the pavement.
- 4 Use a muffler, this may be overkill as we did noise tests with the man from Emerald Downs and it is not an issue, but lets not take a chance on losing this site over noise just in case.

RESTORING C/L MODEL AVIATION TO MARYMOORE PARK

Dave Pellerin, Howard Rush and I met with Nora Gaynor the park director for Marymoore park to discuss allowing C/L flying back into Marymoore after losing our original circles in the early 1980s when the park was reconfigured. To our surprise Nora and her deceased husband were both heavy into model aviation for many years. She has flown C/L at Marymoore for many years before the sites were lost. Her husband was a member of Sam 8 the free flight club and she spent many hours flying at Ft Lewis.

Dave made a great presentation booklet with facts and lots of color pictures to leave with the parks dept. There are several sites that will work but for only one circle, so this will not be a contest site if we get it. The meeting lasted two and a quarter hrs and was very positive, as R/C flying is all ready established at this park. We meet again around the middle of October to go over our request and questionnaire that the Park had us fill out.

JOINT FLYING SITE

The joint flying site with the RAMS in Sumner is on hold for about a year. The city council may relocate a new sewer plant to this site. John Seager site rep for the Rams has worked very hard and attended many meetings to get this project to this stage. The city planner Bill Shoemaker has talked to me about the use of the large field across the road from the proposed site. It is in rough condition and would require a lot of work to make it usable, but would make a good site when finished, 3 or more circles and parking. I don't know if we can have it for long term use is the only question at present.

RIVERVIEW PARK

Looks like the Corps of Engineers didn't get the money again this year to develop Riverview so we are good to stay another year. This site has 2 grass circles that Chris Gomez cuts and maintains for the club whenever he can. Riverview has been the clubs home field for almost 7 years now and we are no closer to having a permanent site here than we were 7 years ago. Even with friends on the city council we are still stuck on the issue of PASSIVE USE ONLY, that the city planner keeps bringing up.

CARKEEK PARK

This site has a carrier deck and paved center circle and is maintained by the City of Seattle for our use. Granted it is only one circle and can't be expanded because of the hills around it and the shore birds nesting areas, it is still usable. Well, it is if you fly on 60' lines. The City refuses to cut the trees back that are inching closer into our flying space all the time.

AUBURN GOOD OL D DAYS

What a great event this was again this year. We fly right downtown on Main Street and on the parade route in the playground of Washington Elementary School. This year was even better than last year as Vern Bryant and Chis Gomez gave 57 kids a chance to fly on this 2 days event. Each kid got a really nice first flight CERT and a pair of gold wings thanks to Royce Childress of the RAMS club. We only busted up 2 Cox PT 19. The rest of the clubs members had a great time just flying and talking to the many spectators that came

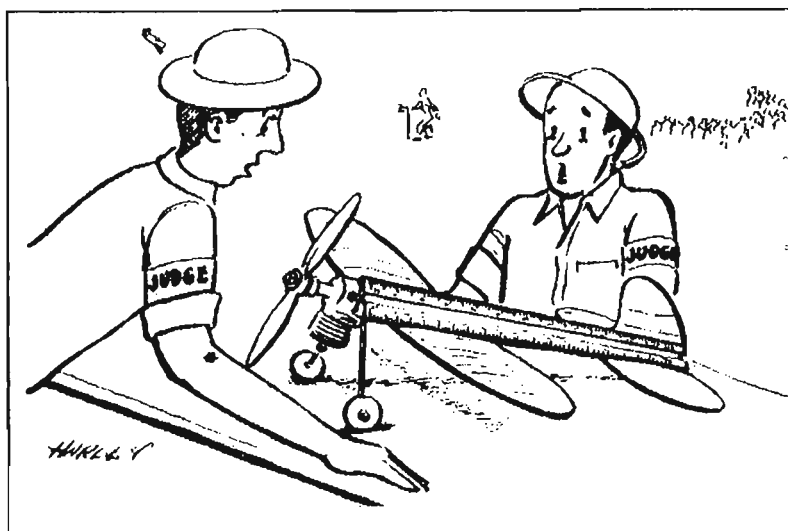
by. Our club works closely with the city for many months to put on Auburn Good Ol Days. We have members on the steering committee who meet twice a month for 8 months during the year.

A MODEL MUSEUM IN AUBURN?

During Auburn Good Ol Days the city of Auburn gave Gil Coughlin, a local well known model collector, a store front right down town on main street to display some of his wonderful collection of models that date back to the mid 1930. City officials have been so impressed that they are talking about establishing a permanent model museum at the airport for Gil and his huge collection. The Masonic lodge may offer him space in their building until the city builds the new addition to the airport. They even made Gil the Grand Marshal of the parade. The only bad thing to happen was the stores resident kitty decided to eat one of Gill's micro planes. However he was able to restore it to flying condition the next day. So between the City and the Masons the event was a great success as many folks stopped by and watched Gil fly his indoor planes and talk about when they used to build and fly models.

WHO SAYS CL. FLYING IS DEAD, WELL NOT HERE IN THE SEATTLE AREA.

Ron Canaan, ama256041@aol.com
Northwest Skyraiders Site rep.



"That's what he said —flying scale."

the Real Dirt

by Dan Rutherford

Another class for CL Stunt?! Several times over the past few months I have heard it proposed that we accommodate the growing number of ARF and ARC models now on the market. There are a wide range of ideas on how exactly to do this, ranging from ARF- and ARC-only events, to club- or competitor-owned models used in some sort of One-Design competition.

I happen to think catering to those with ARF and ARC models is a good idea.

And we are already covered here, there is no need whatsoever for an additional class of competition.

Look, P.40 is where the action is, well, at least a good portion of the action, when it comes to ARFs. There are no appearance points in P.40, no matter if you sweated blood in building and finishing that sucker. Thus there is no bonus of Lookin' Good! points when flying a kit- or plans-built model.

The pattern is the same AMA schedule used in all other events less OTS. We even (sometimes) stage Expert and Sportsman P.40, although I think it is a better deal for the up-and-coming fliers to have ready access to an Open Comp event so they know where they stand in progressing up the ladder.

In my mind, the only thing missing might be better promotion of an existing event which appears--even though it was not--designed expressly for the proper application of ARF and ARC models.

Mention here is good, mentioning this at local flying sites might be better, inclusion of what might be obvious to seasoned contest fliers in contest announcements would help as well.

Love 'em, hate 'em, treat 'em with total indifference, the fact is ARF and ARC models are currently a part of the CL Stunt scene. We must continue to capitalize on these relatively inexpensive, low-effort models, especially as almost without exception they fly to a very nice standard.

Big Tip for Those Flying Four-Stroke

Courtesy of Pat Johnston, during Classic Stunt at the NW Skyraiders Roundup, I saw something just recently noticed on my second *Impact*, currently with a Saito 56 stuck up its nose.

The tank is *not* known to be shimmed to the perfect height until you fly the model in wind which is normally serious enough to close your practice session.

My *Impact* had been "fine" for a number of flights. Sure, one really ought to be able to hear the difference inside/outside if the tank is maybe .030 to .060 too high or too low. But these things sound different than a two-stroke, mostly because they have a "soft" sound, the result of most of the fuel/air burn taking place in a closed chamber. The exhaust valve opens *a lot* later than does the exhaust port on a two-stroke, plus there is much more muffling mass in the head of a four-stroke.

So it was that Pat and I both were satisfied with tank position. Until I put up a just-one-more flight in pretty windy conditions, he flew Saturday afternoon during the Roundup.

Whoa! These things just roar around in one direction. And here is the other problem in seeing/hearing clues: When going the opposite way the engine calms right down, giving no hints at all as to an adjustment needed to tank height.

Confusing? Possibly. Just be advised that one needs to fly in a good wind, *and* even at that you will only get a clear signal something is amiss in either insides or outsides. Not in *both* insides and outside, as we get with a two-stroke.

Why? I don't know the cause. I only know the conditions required for fine tuning, that further shimming of the tank may well be required, even if already judged to be perfect.

Between Stunt Judge and Tabulator...

The next time you mumble to yourself, "Good Lord, why isn't my score posted?" you may be able to readily answer your own question. And you might not like the answer you'll be giving yourself!

Following discussions with Steve Helmick, Dave Gardner's work load as Event Director at the NW Regionals still on my mind, there is a consistent challenge with admini-

stration of CL Stunt events: Running score sheets from the judges to the tabulator.

Yes, many is the time when you are hovering around the score board, disappointed in the response time, it is simply a matter of paper not having changed hands.

I've got a win-win solution to put forth: Let's make each entrant responsible for getting his score sheets to the tabulator. After all, fliers are responsible for getting their airplane and lines cleared from the circle after a flight, what's the big deal in getting the helper to snag score sheets on the way from the circle to the pits?

In the ideal situation the flier would proceed as always, putting in his official flight. In clearing the circle his helper would swing by the judges on the way out of the circle, get the score sheets, assist in getting the model to the pits and then to immediately deliver score sheets to tabulator.

Especially in the beginning, some would forget until this act became as automatic as getting a pull test. Not a big problem, as the next flier/helper combination would pick up the slack, getting two sets of score sheets, peer pressure well applied used to note--as loudly as possible!--the lack of cooperation during previous flight.

Yes, there is opportunity here for mischief. That's why I suggest the helper deliver score sheets, not the flier. As a competitor, there is *no way* I would want to even be seen in the same general area as my score sheets prior to tabulation. And I say that as someone who can add columns of figures in his head real, real fast, thus knowing my score well in advance of it being posted.

Besides, in our crowd, can you imagine the repercussions from even a hint of a score sheet having been altered prior to being tabulated?! Oh yeah, don't want my finger prints on that sucker!

This is merely a suggestion, each Contest Director or Event Director will of course have responsibility for rejecting or implementing this procedure, but it makes sense to me.

APC props

The line of APC props continues to gain acceptance within the CL Stunt community. As I have found, having used quite a

number of 9-4 APC props--I have had a recurring problem with buzzing them down on a couple models!--they are very consistent one example to the next. Unlike wood or CF props, once one finds *the prop* for his engine/model combination, replacement props can be counted upon to work in exactly the same fashion as the original.

While some sizes do not need balancing, others will and I merely scrape the blades with a real sharp blade, a #11 knife blade being convenient. Before balancing use same tool and scraping technique to remove flashing from leading and trailing edges of prop.

Be careful here! While dulling the meat-slicer feature is nice, I don't think it a very good idea to blunt the trailing edge on these props, which is just one of the reasons you will see me using an electric starter frequently.

While I thought it was common knowledge, some have mentioned to me recently that re-pitching APC props is not done. Well, yes it is. Not by me, so I have no hints, but just as with CF props one can heat the blade, twist to a new setting, check with a prop-pitch gauge. Well, one hint is that the Prather Pitch Gauge is back on the market and readily available. And another hint is that you'll lose the supreme consistency of these props when you start twisting them around.

While I have seen it done with apparent success, I would like to caution one and all against reflexively cutting APC props back in diameter. In certain events--RC Pattern comes to mind--trimmed APC props are known to *not* work as well as a full-blade prop of the correct diameter.

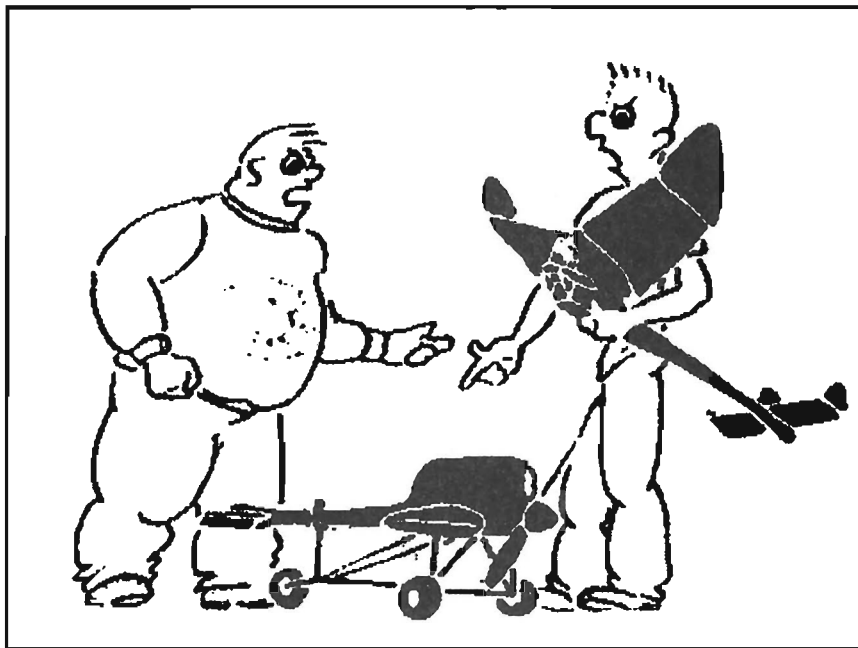
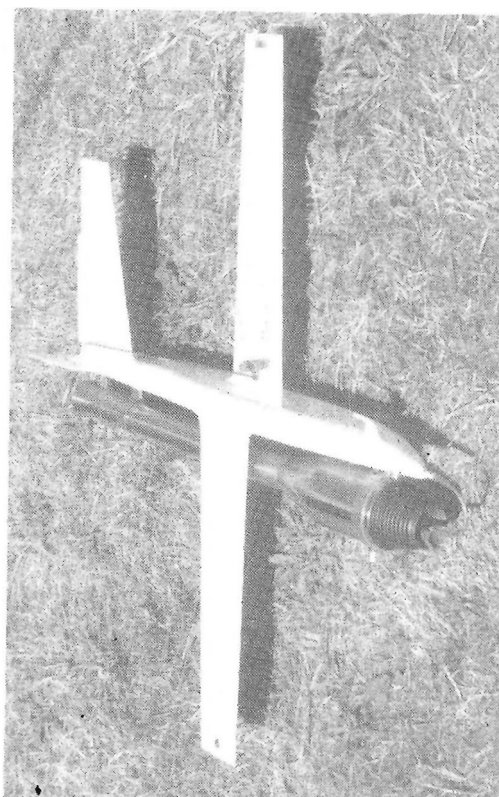
Plastic spinners can sometimes be a problem in that the cone needs trimming to clear the wide cuff at root of APC props. SIG Mfg. has a complete line of spinners which have been altered to accept the APC props, at the most needing minor trimming.

Yes, the gray color is something less than attractive. I have been dyeing my props in an old crock-pot, using Rit (powdered) dye. I have been told Rit dye works better if a tablespoon or so of salt is added to the mix.

Black has been my color of choice, although I have seen APC props dyed red. You're on your own when it comes to colors other than black!

For those wanting a wood prop for the sake of appearance, I once saw an APC prop which had been dyed or painted to look like maple, lines of grain drawn on the blade by hand. You laugh, it actually looked pretty neat!

The only issue of significance with APC props is that the line is so unbelievably extensive very few shops--or even wholesale and discount outlets--stock the entire line. No problem. Look to Central Hobbies at 1.800.723.5937 or www.centralhobbies.com for more information. And a catalog. We all need a Central Hobbies catalog! Yes, yes, this is a specialty supplier for the RC Pattern Dudes, but Vaughn stocks an amazing variety of Rilly Kewl Stuff for CL models in addition to the entire line of APC props.



"Why, that don't even look like an airplane!"

Pictured here is Ron Salo's latest jet ship, this one for the Sport class. Ron labored hard to have this one ready for the NW Summer Speed Meet in Salem. The ship features generous surface areas, including use of the staggered wing concept. (i.e., inboard wing is centered on engine thrustline, outboard wing is on top of fuselage to clear engine). Like all Sidewinder jets, it uses a takeoff dolly. For nice smooth landings Ron installed a couple of small wheels on the bottom of fuselage. Power is provided by a Bailey Machine Service sport jet engine.

(flying lines photo)

Northwest Rules Discussion Corner

Information and exchange of views on regional rules

Racing safety proposal

By John Thompson

As a result of discussion at the racing circle in recent years, and as a result of a few mishaps during races, I'm offering a proposal for change in both the Northwest Sport Race and Northwest Flying Clown racing rules.

This is a safety proposal that will not have any affect on races as they have traditionally been conducted, and it will not mandate any changes in equipment. It will, however, provide a safety option for racers who choose to use it.

Both NWSR and Clown have always prohibited use of shutoffs, along with other "trick" racing equipment such as fast-fills, hot gloves, etc. The purpose of this prohibition is to make the airplanes and races as simple as possible for novice and casual fliers.

However, there are times in racing conditions in which a shutoff could be used to prevent an accident. Without use of the shutoff, planes can be wrecked and there even could be a safety threat to the individuals involved in the competition.

The proposal would allow airplanes to be equipped with shutoffs, but they could be used only in emergencies. They could not be used for racing purposes, and once used, could not be reset — and the airplane could not continue in the race.

Under this proposal, planes without shutoffs would be at no competitive disadvantage, but shutoffs would be allowed to prevent accidents.

The proposal gives the event director the discretion — if he determines that a shutoff was used to prevent an accident — to offer a refly to the contestant who used the shutoff.

The proposal would not affect Northwest racing records.

Proposed 2006 rules for Northwest Sport Race and Clown Race are published elsewhere in this issue. The altered language is marked so that you can see the exact wording of the chan

How the process works

Northwest rules are promulgated under a proposal/ballot system coordinated by *Flying Lines*.

The proposal and rationale are published in *FL* and then a period is left for discussion. Comments can be submitted to *FL* in the form of letters to the editor, which will be published in the next edition

Also in that next edition, the proposed rules are published again, along with a ballot.

The results of the voting determine whether the proposal will be approved or rejected. Then, final, approved rules are published once again in the annual *FL* rules issue, which appears sometime in the spring.

The process gives every interested Northwest modeler the opportunity to have a part in the decisions that lead to the rules that are used for contests throughout the region, and also which guide our Northwest standings and records.

Any Northwest resident can vote on the proposals. Details of voting will be in the next issue.

For information, contact Northwest Rules Coordinator John Thompson.

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



RULES FOR NORTHWEST SPORT RACE
Proposal for 2006
New language is underlined

1. Purpose: It is the intent that that this event will provide the novice competitor a beginning racing event, racing with other competitors using similar equipment which is readily obtainable and operates in a basic fashion.

2. All pertinent rules from AMA unified racing rules shall apply, in regard to safety and conduct of races, except as follows.

3. Engine: The only allowed engine shall be the Fox stunt .35, which shall be a stock, unmodified engine operated on suction feed. ("Stock" is defined as absolutely unmodified except for needle valves and spray bars.) No exhaust extensions are allowed except bona fide mufflers that do not increase engine performance. The Fox Manufacturing Co. hemi/stuffer kit modification is **prohibited**.

4.1. Aircraft: The model shall be built from, or an exact duplication of, a commercially manufactured kit. In the case of obscure or rare kits, some documentation, such as a set of plans, may be required by the contest director for confirmation of the airplane's kit status. Kits need not be in current production or distribution to qualify.

4.2. Models must be of profile fuselage type, and must conform to the general profile definition. The model must have a minimum fuselage length of 24" when measured from the propeller thrust washer face to the leading edge of the movable elevator surface.

4.3. The minimum wing area shall be 300 square inches. The wing must have a minimum thickness of 1 inch when measured at any point along the span, with the exception of the last two inches before each wingtip.

4.4. All models must have a canopy, horizontal stabilizer, elevator and vertical fin. Models must have a fixed landing gear with a minimum of one wheel, 2 inches in diameter or larger.

4.5. Modifications: Major changes to the kit design such as clipped wings, shortened fuselage, partial omission of the tail assembly, etc., are prohibited. Reinforcement of the nose and engine mount areas is permitted. Landing gear location and construction are entirely optional from what may be included in the kit, except as specified in section 4.4.

5. Fuel tank: The fuel tank shall be fully external and forward of the wing leading edge, and located on the outboard side of the fuselage. The tank may not be designed so as to cowl the engine. All tank vents are limited to a maximum size of 1/8-inch outside diameter. The tank may not be pressurized, but the vents may be directed forward into the airstream.

6. Prohibited equipment: Equipment and devices standard to full-race aircraft are prohibited. These include fuel shutoff, pressure refuelers, fast-fill systems, "hot glove" electrical contact systems, and centrifugal carburetor switches.

6.1. Shutoffs: Airplanes may be equipped with shutoffs for use in testing and for safety-emergency use during races. If a shutoff is used during a race, it may not be reset or bypassed and the plane may not continue in the race. If the event director determines that the shutoff was used for safety reasons, the contestant may be granted a re-fly at the event director's discretion.

7. Pull test: The plane and entire control system shall undergo a pull test of 35 pounds.

8. Lines shall be of a minimum .018-inch diameter, and lines shall be of the stranded type, with a length of 60 feet measured from the handle grip to the fuselage, plus or minus 6 inches.

9. Races: Preliminary heats shall be of 70 laps duration, with one pit stop minimum required. Feature races shall be of 140 laps with two pit stops minimum. All races shall be flown with at least two entrants, and not more than four entrants. At contestants where entrants fly preliminary heats to determine finalists, at least three entries shall proceed to the final races. The decision on the number of final entries shall be made by the event director and made in advance before the start of any preliminary heats.

10. It is assumed that the usual sportsmanship of Northwest modelers will prevail in this event. The event director may disqualify any entrant that is not in keeping with the spirit or intent of this racing event.

FL/jmt9/29/85 //Ed:4/15/93//rev2/12/95//prop9/05

Northwest rules are coordinated and sponsored by *Flying Lines*,
the independent voice of Northwest Control-Line model aviation.
Subscriptions cost \$14 per year.
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Eugene, OR 97404
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NORTHWEST FLYING CLOWN RACE

Proposal for 2006

New language underlined, deleted language struck through

1. **PURPOSE:** This event is intended for all fliers and pit crews interested in a simple racing event which uses a common aircraft, emphasizes both speed and economy, and encourages the use of a wide variety of engines.

2. All AMA control-line unified racing rules apply, except as follows:

2.1. Airplanes and the entire control systems shall undergo a pull test of 25 pounds. Lines are .015 stranded steel. Length is 52 feet, plus or minus 6 inches, measured from the center of the handle to the fuselage.

3. **Engine:** Any design or make of piston engine is allowed, except that maximum engine displacement is limited to .19 cubic inches. Modifications are not restricted within the limits of the AMA safety code.

4. **Fuel tank:** Any design of fuel tank is allowed, including pressure systems, except as follows:

4.1. Fuel capacity is restricted to 1 ounce, with a +5% tolerance, 31cc maximum.

4.2. The fuel tank shall be fully external of the plane, on the outboard side of the fuselage, and entirely in front of the leading edge.

4.3. All tank vents are limited to a maximum size of 1/8-inch outside diameter. A spring-loaded pinchoff device capping the overflow vent on a uniflow tank is permitted.

5. **Fuel:** Glow fuel shall contain a maximum of 10 percent nitromethane with 20 percent lubricant and the rest methanol. Glow fuel will be supplied by the contest management. Diesel engines may use diesel fuel.

6. **Aircraft:** The only aircraft allowed is the PDQ Flying Clown or faithful replica. Changes to the planform, profile, or wing thickness are prohibited. Cheek cowls are prohibited. Wheels must be at least 1 inch in diameter, and be spaced laterally about 7 inches.

7. **Prohibited equipment:** Hot glove electrical contact systems, fast-fill setups and fuel shutoffs are prohibited. ~~Shutoffs may be installed on the plane for test flying, but must be bypassed during races.~~

7.1. Shutoffs: Airplanes may be equipped with shutoffs for use in testing and for safety-emergency use during races. If a shutoff is used during a race, it may not be reset or bypassed and the plane may not continue in the race. If the event director determines that the shutoff was used for safety reasons, the contestant may be granted a refly at the event director's discretion.

8. **Races:** All preliminary heats and the final race will be timed for 15 minutes from start to finish. The contestant with the most laps wins. Preliminary heats may be 7-1/2 minutes if agreed to by a majority of contestants or required by contest time constraints. Records shall not be established for heats less than 15 minutes. There shall be either two or three pilots in heat races. At least three aircraft shall advance to the feature race. The decision on the number of feature entries shall be made by the event director in advance before the start of any preliminary heats. If more than three planes advance to the feature, races will involve at least two and no more than three airplanes.

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Editor's note: The following article is by Ted Kraver, from the newsletter of the Central Arizona Control Line Club. written in 2004.

Brodak Throttle Control Handles

I have had a great time during a few weeks in August chasing down causes for the "Three Line Handle Problem." I have four Brodaks, one GS, two J. Roberts/Sturdibuilt and two J. Roberts handles. The Brodaks (one I have used for 5 years and three I just purchased) had excessive friction pull on the throttle trigger. Check around it seems that everyone I talked to had had this problem over a number of years.

I thought it was in the pin-slot sliding mechanism. I wrote a letter John Brodak. When he got back from a trip, he saw the letter and immediately inspected 100 handles in stock. He verified the primary friction problem and is fixing all his current stock. Future handles are expected to be a lot better.

In the time between me sending the letter and John getting back to me with the news, I had decided to work on my set of 4 Brodak handles.

I contacted Leon Ryktarsyk (Detroit) and we spent a delightful hour and half talking while taking apart handles and measuring clearances and homing in on the problem. During the 1980's the parts for the GS - J. Roberts bellcranks and handles passed to Leon. As he assembled them he stamped his initials on each item. When John Brodak took over the line in 1992 there was no tooling for the stamped parts. The tooling for the GS parts produced in the 1970's was a one time use tooling. So the new tooling for the current Brodak line was created by measuring the GS parts. I believe this is at the core of the problem.

Leon walked me through the quality testing of the Brodak handle: Take out the mechanics and holding it as if you were flying, raise the finger loop and let it drop. It should drop freely without binding. Brodak is spot welding the two pins vs peening over brass pins like Leon did. The Brodak trigger arm gap for the trigger is less than the GS, but I got all the Brodak's to drop freely.

Leon then had me take the plates apart and check for flatness against the perpendicular edge of a steel rule. Mine were bowed about .020 inch. We wiggled the "frog" and it was nice and loose.

Then I use my dial caliber to measure the slide pins and the plate slots. All four handles had di-

mensions consistent between + 0.001. The sliding pins averaged 0.1065 inches and the slots averaged: .107, .108, .104, and .105 for the four handles. Oops, close to line to line.

Thanks to Leon, I got busy in the right direction on the Brodak handles.

1. Pins-Slots Slide Mechanism: With 100 to 200 strokes of a small flat file I opened up the 8 slots to provide a minimum of .006 clearance.

2. I filed a bevel long the side of the plate the throttle cable passes to assure the crimping tube does not catch when it slides back into the mechanics.

3. I replaced the three mechanics assembly screws with 4/40 hex head and slid in a .020 washer on top of the aluminum spacer to give a little more clearance. This reduced the trigger pull from .75 and 1.25 pounds to .50 pounds for handles #3 Yellow and #4 Blue. Could be due pinch on pins in slide mechanism by .020 warp in plates.

4. I provided the mechanics with a liberal dusting of Dupont Moly Powder.

5. I restrung almost all of the cables to bring them into identical tolerance of + .06 inches. The as-is supplied variance can be as great as + one inch. I also positioned the crimping tubes outside the handle so there is no chance of crimper entry hang on either the plastic casing or metal plate, or have the throttle cable get stuck in the center slot. I tested cable each to 50 lbs.

The trigger pull test used a fish scale and is not very accurate at less than 1 lb. The handle was gripped in a vise and with unloaded cables the free sliding throttle trigger was tested for break away friction. Earlier I had tested another unmodified Brodak at 3.5 lb trigger pull. My current set of four was greatly improved from initial trigger pull test to post modification pull test.

Brodak:		
1 - Blue (1998)	1.0	0.25
2 - Red (2003)	1.5	0.25
3 - Yellow (2003)	1.25	0.50
4 - Blue	1.5	0.50

The 0.25 feels fine. The 0.50 is usable and OK but I would not want any more stick-drag than that.

GS - J-Roberts 1970's	
5 -- Red	.25

J-Roberts - Sturdibuilt 1960's	
6 - Orange	.25
7 - Dark Orange	.75 - hang-up in middle of pull???

J-Roberts - 1950's	
8 - Red	.25
9 - Red	.00

This fixes are that are being made at Brodak's are very important. When I was flying at Ron's (Duly) contest on August 18th, I was talking with one of the flyers, who had a son trying to learn to fly a carrier plane. They bought a new Brodak handle and it was hard to control the airspeed because the throttle was hard to operate. The Brodak handle has no competition and is a critical element for any Navy Carrier and scale flyer. With our experience we can rework the handle. But novices could become discouraged very quickly. Fortunately this quality problem is now being addressed.

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