

# **FLYING LINES**

P.O. Box 126, Mehama, Oregon 97384

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Above: Scott Riese's fine classic "Cobra" rests on its stand as Greg Hart flies in the background on the McMinnville asphalt circle. Photo from the TEAM Country Classic meet in September.

Greetings all! Sorry this issue has taken so long to get out. You sharp-eyed readers will have already noted the new address on the mast-head. Yup, ye olde editor has finally got his move complete. The official change-over was on October 25th, but much unpacking and organizing remains to be done. I was in the last home for 22 years, stuff sure accumulates when you have a hobby!


In the last issue (#210), we had a rules proposal presented to allow use of engine shutoffs in Northwest Sport Race, and NW Flying Clown Race for emergency purposes only. The current rules do not allow for this. Please go back to the last issue and review this proposal and our voting procedure in detail. The voting will take place before long, but we have had no input as of yet. All you racers and interested parties please make your views known, and watch for this in the next issue.

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

Bruce Duncan, Wayne Esauk,  
Mike Foley, Wayne Spears, Quincy  
Whitfield, Buzz Wilson

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## Round & Round

The Control-Line  
modeler at large

By John Thompson

Modeling thought for the month:

*"If you can find humor in anything, even poverty,  
you can survive it."*

— Bill Cosby

## What a finish!

We wrapped up the 2005 contest schedule in smashing fashion with those contests in McMinnville and Salem. Well, the "smashing" applies more to my own results than to the contests, I guess, but it was a great finish, anyway.

We settled a couple of really interesting points races in the aerobatics section of the Northwest standings. Congratulations to Pat Johnston for a strong finish and the top spot in the combined skill-class Precision Aerobatics division. And again, congrats to Pat and Scott Riese fighting to a tie in the Overall Stunt standings — which combine results of all the stunt events. Wow! One more congrats — to Scott for capturing the Vintage Stunt Champion trophy (combined Old-Time and Classic performance). See details elsewhere in this issue.

The Fall Follies was truly smashing (oh, that was me again). Well, it was — two yummy barbecues, some fabulous stunt flying, an upturn in racing entries. And I'm writing this enough days later to have forgotten those little "intermittent" bits of weather. Hey, Sunday afternoon was sunny and everybody left feeling good! Smashing! (Ooops.)

OK, smashing: I finally have named the maneuver that brought the smashing end to the Oriental. I shall call it a "Z-bend." Tip for novice stunt fliers: If you find yourself flying a third outside square loop, just finish the loop and give up the pattern points. The Z-bend maneuver is only useful when you want to retire the airplane. The drawback is that it also retires the engine. That's smashing, but not in a good way.

## Classic classes — some positive feedback

In Issue 209, I proposed that we start running Classic Stunt in two skill classes, the same way we do P-40, more or less.

Since then, I've had my ear to the ground for comments from fliers, and the result is mostly positive.

As might be expected, the advanced-level fliers loved the idea; expert fliers seemed to need a little convincing, but most came around after hearing my sales pitch.

The sales pitch is this:

Classic is one of our most popular events (11 entries at the Follies). Running all fliers together as we have in the past has the drawback of shutting out all but the top experts from the trophy celebration. Look at the results of the Follies: Experts in positions 1, 2, 3, 4. Advanced fliers need not apply.

The only argument against splitting the classes was that it would require more work for contest organizers. This argument seemed to go away when it was suggested that the contests be run exactly as they are now — but

simply give away two sets of trophies. You would fly all flights in front of the same judges, just as classic is flown now. You would simply give out a set of trophies for the top non-expert fliers.

This scenario also would tighten up the Vintage Stunt Championship trophy race. Could get interesting if a hot advanced flier participates in a lot of contests!

There would be no rule change needed to do this. There would simply be two sets of trophies at contests who choose to use the system.

I envision the class split being just as it is in the P-40 rules: Anyone could fly in the expert class; PAMPA experts would not be allowed to fly in the sportsman class.

I plan to push for this arrangement in contests I'm involved with in 2006 — hopefully the Regionals and Follies — and urge directors of other contests to consider it, too.

## Eugene field update

Meetings with the Eugene Airport administration were very positive this fall. The new flying field mentioned in Issue 210 fell by the wayside as it was made clear that the Eugene Prop Spinners would be able to continue to use the overflow parking lot at the airport for many years to come.

The big stride forward was that the airport management indicated that it is once again open to the possibility of holding the Regionals at the Eugene Airport, as it was for many years before it moved to Roseburg in the mid-1990s. There are details to be worked out and some pitfalls, so nothing is set in stone yet. But it could happen, even as early as 2006. Stay tuned for updates when we get them!

## Airplane trophies

Seeing the classic old trophies we had recycled for some of the Fall Follies trophies, someone remarked that he had been unable to find trophy tops featuring airplanes. Well, here's a source:

I came back from the contest and stumbled on to a brochure that Academy of Model Aeronautics had sent out with the contest paperwork. The brochure lists the AMA's screen printing, award engraving and trophy engraving services, along with banners, badges and whatnot.

The brochure shows a whole line of airplane-topped trophies. Yep, like most AMA souvenirs, they're a bit spendy. But, hey, you want airplane trophies, there they are. Contact AMA to get a copy of the brochure.

## What's on tap for 2006?

What airplane are you building? Have you thought of sending *Flying Lines* an article about how your latest construction project has turned out?

More to the point, however, for 2006, is what's going to be happening on the contest trail? It's not too soon to be thinking about that. It's almost holiday time — and then it'll January and the schedule will be developing.

We hear of a number of proposals for juggling dates of various contests next year. Now's the time for contest directors to be talking with one another.

Get your tentative schedules in to *Flying Lines* so that we can start putting together the 2006 "Where the Action Is" column, and then everyone will be able to start making their plans to attend your meet next year!

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

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# Where the action is!

Coming events in Northwest Control-Line model aviation

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December 10, NW Skyraiders swap meet

(see flyer this issue)

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The Northwest Aeroliners,  
in conjunction with  
The North West Firecats,  
Present:

## The 2nd Annual Polar Bear Fun Fly!

An AMA Sanctioned Event

January 1, 10:00am, At East Delta Park,  
In Portland, Oregon.

### Entry is Free!

*All events will be announced the day of the event, and will be open to the whimsy of the entrants.*

*Bring whatever you want to fly, and fly it, we will hold the watches, count the cuts, laps, decide how pretty the plane flies, or whatever.*

*If you have any questions contact C.D. Mark Hansen at: FastCombat@aol.com, or (503) 234-1971*

## Cox 1/2A Plastic Plane Clinic

Sponsored, by the North West Firecats, AMA show team.

*Are you new to the hobby? Can't make your Cox plane work? Bring it to the field and members of the North West Firecats, will help you make your plane work, then they will happily teach those 10 and older to fly!*

*Don't have a plane? Don't Worry—the Firecats will bring trainers, for use by those interested.*

For directions contact Jim Cameron at:  
(503) 287-9620

Or at: Iflycontrolline@hotmail.com

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## Feb 3 - 5, NW Model Expo, Puyallup, Washington

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**May 26 - 28, Eugene, Oregon. Northwest CL Regionals. All details tentative. Yes, that's right.....looks like we are moving back to Eugene. This will be confirmed in December, stay tuned!**

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**Western Canada Stunt Championships**  
host club: Vancouver Gas Model Club  
Site: Rice Mill Road, Richmond, B.C.  
July 29th & 30th. Contact: Chris Cox, or Keith Varley

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The NorthWest Skyraiders'  
**Winter 2005**  
**SWAP MEET**

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**The Best Control Line Swap Meet of the  
Northwest!**

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**Saturday, December 10th, 2005**

**9 AM - NOON**

**WHERE?**

**Clover Park Tech College Aviation Center  
17214 – 110th Avenue East  
Puyallup, Washington**

To get to CPTCAC, take Hwy 512 to the Puyallup Meridian Exit, up to South Hill....and go South forever (!)...in a little over 4 miles, turn East at the light at 176th/Sunrise

Turn left again at 110th Ave E. (approx \_ mile). Take the entrance to the left at the sign for Clover Park Technical College Aviation Center. The open hanger will be straight ahead through the open gate to the runways.

**The remainder of Steve Stevenson's engines and bits and pieces will be there. Some will be priced; the engines will have a silent auction, with bids closing at 1 pm.**

*There is no table charge, since they are furnished by the college!  
Bring your stuff, lots of money and the usual BS to fill the morning!*

for information, contact:  
Mike Potter, [skyshark58@comcast.net](mailto:skyshark58@comcast.net)

**TEAM Country Classic 2005**

The Evergreen Aero Modelers

McMinnville, Oregon

September 17 &amp; 18

Contest Director – Jerry Eichten

Beautiful Oregon weather – Sunny with temps in the 70's. Light &amp; variable winds.

Inaugural contest by The Evergreen Aero Modelers.

**Classic Stunt – Judges: Steve Helmick, Leo Mehl Pull Test: Mark Conner**

Scott Riese	538	555.5	Cobra	Brodak 40
Bruce Hunt	513.5	541.5	Shark 45	Aldrich ST60
Pat Johnston	512	539.5	Rabe Bearcat	Magnum 53
Mike Haverly	466.5	460	Oriental	Magnum 36
John Thompson	444.5	457.5	Oriental	OS 35FP
Greg Hart	449	440.5	JD Falcon	OS 46LA

**Sportsman Profile 40 Stunt – Judges: Bruce Hunt, Scott Riese Pull Test: Bill Veselik**

Greg Hart	463	467	Profile Cardinal	OS 40 LA
Mike Haverly	444.5	457.5	Profile Oriental	Tower 40
Todd Ryan	419.5	440	Profile Cardinal	OS 40 FP
John Thompson	422.5	437	Cierra	OS 35 FP
Rod Claus	401	423	Tomahawk II	FP 25
James Holmack	376	384.5	'52 Profile Nobler	OS 40FP

**Expert Profile 40 Stunt – Judges: John Thompson, Steve Helmick Pull Test: Bill Veselik**

Pat Johnston	501	524	Johnston/Brodak P-40	OS 35FP
Bruce Hunt	507	517	Profile Cardinal	OS 40FP
Scott Riese	513.5	437.5	RD-1	Lay OS 32F

**Northwest Sport Race – Timers: Leo Mehl, Bill Lawrence, Scott Riese, Jerry Eichten**

Todd Ryan	7:58:53	Vulture	Fox 35
Mark Conner	9:01:87	Artesian	Fox 35
Nitroholics	9:18:56	Super Clown	Fox 35
Pat Johnston	10:01:40	Artesian	Fox 35
James Holmak	4:49:38 heat	Bearcat	Fox 35
Mike Holmak	45 laps heat	Bearcat	Fox 35

**Beginner PA – Judges: Nils Norling, Scott Riese Pull Test: Mark Conner**

Art Zehner	215	165	U-key 35	OS 40FP
Mike Holmack	147	128	U-key 40	OS 40LA

**Intermediate PA – Judges: Nils Norling, Scott Riese Pull Test: Mark Conner**

Todd Ryan	443.5	473	Profile Cardinal	OS 40FP
Greg Hart	458.5	472.5	Profile Cardinal	OS 40LA
Mike Foley	451.5	469.5	Oriental ARF	Fox 35
Bill Veselik	465	429	P-40 ARC	OS 46LA
James Holmack	407.5	422	'52 Profile Nobler	OS 40LA
Rod Claus	393	421	Cardinal ARF	Dixon OS 46LA

**Advanced PA – Judges: Scott Riese, Bruce Hunt Pull Test: Rod Claus**

Mark Conner	476.5	485.5	Miss Kate	Saito 72
Leo Mehl	465.5	482	Grinder	OS 46LA
Mike Haverly	463	474.5	Oriental	Magnum 36
John Thompson	460.5	470	Vector 40	OS 40LA
Floyd Carter	428.5	368	Larceny	ST 51

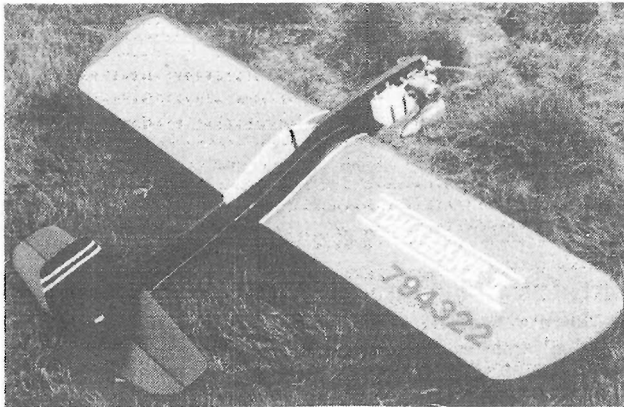
**Expert PA – Judges: Steve Helmick, John Thompson Pull Test: Rod Claus, Art Zehner**

Howard Rush	552	553	Impact	OS 40VF
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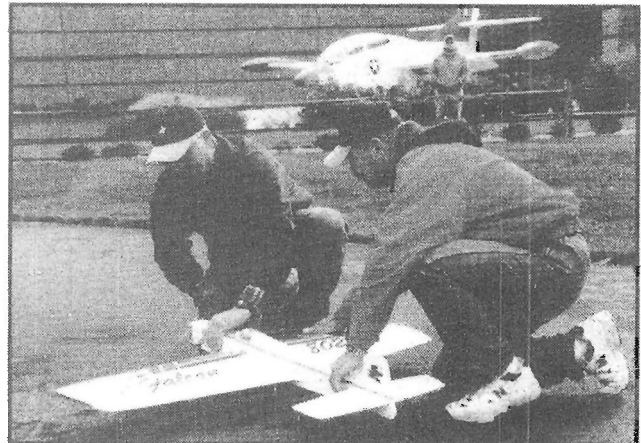
Scott Riese	537	551	Cobra	Brodak 40
Pat Johnston	548.5	537	Johnston P51	Magnum 53
Bruce Hunt	532.5	534.5	Shark 45	Aldrich ST60
Nils Norling	488	491	Shark 45	Lay ST60

Registration & Tabulation: Dave Bibbee  
 Score Runners: Todd Ryan, Mark Conner, Steve Helmick  
 Raffle Donations: Jerry Eichten, Scott Riese, Eagle's Nest Hobbies  
 The Evergreen Aero Modelers: [www.egam.org](http://www.egam.org)

Thank you to everyone involved for making this first TEAM contest a big success!



Rod Claus's Tomahawk II at the TEAM Country Classic in McMinnville.



Greg Hart starts his very nice Falcon at the McMinnville event, with Jim Veselik holding.

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*Announcing updated contact numbers for:*

*Mike Hazel, Flying Lines, and ZZ prop!*

*Post Office Box 126, Mehama, Oregon 97384*

*telephone: 503-859-2905*

*e-mail: [zzclspeed@aol.com](mailto:zzclspeed@aol.com)*

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# Fall Follies 2005

Salem, Ore., Oct. 8-9, 2005

By John Thompson

The 19th annual running of the traditional autumn season-ender was typical of the 18 that have gone before.

Weather was variable but mostly all right, the competition was low-key but interesting, the barbecues (two of them) were outstanding, and a good time was had by all.

The site was Bill Riegel Field at the Salem, airport, which has one asphalt circle and one grass circle.

The contest also was the occasion for the awarding of the first Vintage Stunt Champion trophy to the top flyer in combined Old-Time Stunt and Classic Stunt during the entire Northwest season. The trophy, to be awarded annually, replaces the perpetual Palmer Cup which was retired last year. The idea was conceived and sponsored by Don McClave.

The winner for 2005 was ... drum roll ... Scott Riese of Portland, Ore. See the standings elsewhere in this issue for the full tabulation.

Saturday started off cool and a bit breezy with the running of Classic Stunt, with 11 entries. Following Classic, P-40 was held in two classes on the grass circle, as the racers took over the asphalt. Unfortunately, the worst weather of the weekend occurred on Saturday afternoon, with rain showers dampening the contest a bit.

Racing continued its rebound with seven entries in Northwest Sport Race, six in Clown Race and three in Northwest Super Sport Race.

Northwest Sport Race was excellent, with Todd and Mac Ryan setting the pace. Todd established a new NWSR heat record with a 3:53.55 race, besting the 4:00 that has held up since 1987.

Clown Race ended up with a bit of an anticlimax, as the Ryan team, after turning excellent 15-minute heats, decided to pass on the feature race to let a couple of other entries in. Alas, the subs had technical problems and the race turned into a solo.

Super Sport Race was canceled because of the weather and the late hour.

On Sunday, the weather was cool and breezy to begin with but it had turned beautiful, sunny and comfortable, by the end of the day.

Entry was excellent throughout the stunt

events, with 11 in classic, 10 in P-40, and 19 in the precision aerobatics classes.

Those of us putting on the contest got a little education about how much work Mike "ZZ" Hazel usually does to make the Follies a success. Mike was not able to participate this year because of his house move, and the rest of us had to pick up the slack — mowing, lifting, toting, roping, hauling, organizing, flipping burgers ...

Bruce and Kris Hunt hosted two fine barbecues, one on Saturday evening at their home and the traditional Sunday lunch break feast at the field.

Bruce also was in charge of the field mowing and setup detail. A lot of the contestants helped with the equipment and furniture hauling and other grunt work.

Other names of note: Gary Harris came down from Banks to assist with running the racing events. Chris Gomez took on the thankless job of tabulator for the whole weekend. Don McClave, Steve Helmick and John Leidle came just to judge. Other judges were Jerry Eichten, Bob Smiley and Bruce Hunt. Several of the contestants from both stunt and racing pitched in to time races (sorry, I didn't keep a list). Undoubtedly others should be acknowledged for their help — if I forgot to mention your name, give yourself a pat on the back!

If you're into statistics, there were 23 individuals participating as contestants, amounting to 55 event entries.

It was a great contest all in all and plans already are under way for the 20th anniversary meet in 2006!

## Results

(Number of entries after event name)

(Northwest Standings points in parenthesis after score)

### NORTHWEST SPORT RACE (7)

1. Todd Ryan, Burbank, Wash. (6) 8:03.38  
(3:53.55 heat was NW record)
2. Mike Holmack, Silver Lake, Wa. (5) 8:55.09
3. Mark Conner, Othello, Wash. (4) 9:05.30
4. David Shrum, Roseburg, Ore. (3) 42 laps
5. Mac Ryan, Burbank, Wash. 4:01.59 heat
6. S&S Racing Team, Tenino, Wash. DNS
7. One other entry scratched

### FLYING CLOWN RACE (6)

1. S&S Racing Team (5)	250 laps
2. Mike Holmack (4)	0 laps
3. Todd Ryan (3)	314 heat *
4. Mac Ryan (2)	300 heat
5. David Shrum	112 heat

#### 6. One other entry scratched

\* Heats are specified three-up. Ryan team chose not to race in the feature to allow others to advance; however, Shrum was unable to appear for the feature, so placing below second is based on the heats.

### NORTHWEST SUPER SPORT RACE (3)

Race canceled because of weather.

### CLASSIC STUNT (11)

1. Pat Johnston, Boise, Idaho (11)	510
2. Bruce Hunt, Salem, Ore. (10)	496
3. Scott Riese, Portland, Ore. (9)	491
4. Bob Smiley, Kingston, Wash. (8)	483
5. Mike Haverly, Auburn, Wash.	470.5
6. Jerry Eichten, Newburg, Ore.	454
7. Nils Norling, Metolius, Ore.	453.5
8. Greg Hart, Donald, Ore.	453
9. Mike Foley, College Place, Wash.	449.5
10. Dan Rutherford, Bothell, Wash.	406
11. John Thompson, Eugene, Ore.	371

Judges: Don McClave, Steve Helmick

### SPORTSMAN P-40 STUNT (5)

1. Greg Hart (5)	442.5
2. Mike Foley (4)	440
3. Leo Mehl, Portland, Ore. (3)	435
4. Mike Haverly (2)	429.5
5. Jim Holmack, Silver Lake, Wash.	413

Judges: Steve Helmick, Jerry Eichten

### EXPERT P-40 STUNT (5)

1. Scott Riese (5)	520
2. Bruce Hunt (4)	505
3. Jerry Eichten (3)	492
4. Pat Johnston (2)	486
5. Dan Rutherford	477.5

Judges: Steve Helmick, Bob Smiley

### BEGINNER PRECISION AEROBATICS (1)

1. Art Zehner, Portland, Ore. (1)	71
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Judges: John Leidle, Bruce Hunt

### INTERMEDIATE PRECISION AEROBATICS (2)

1. Jim Holmack (2)	430
2. Rich Salter, Tenino, Wash.	385.5

Judges: John Leidle, Bruce Hunt

### ADVANCED PRECISION AEROBATICS (8)

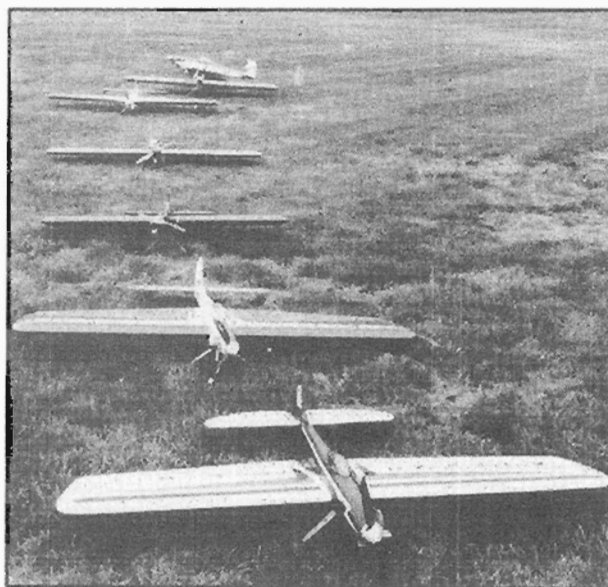
1. Mark Conner (8)	474
2. Todd Ryan (7)	472.5
3. Leo Mehl (6)	470
4. Mike Haverly (5)	467.5
5. John Thompson	441.5
6. Mike Foley	437.5
7. Floyd Carter, Eugene, Ore.	418
8. Greg Hart	399

Judges: John Leidle, Don McClave

### EXPERT PRECISION AEROBATICS (8)

1. Howard Rush, Bellevue, Wash. (10.5)	546.5
2. Scott Riese (9)	515.5
3. Pat Johnston (7.5)	509
4. Bruce Hunt (6)	498
5. Bob Smiley	480.5
6. Dan Rutherford	463
7. Nils Norling	458
8. One other entry did not fly	

Judges: John Leidle, Don McClave



From the pits at McMinnville: Mike Haverly's Oriental leads a lineup.

(Sorry! no photos from the Fall Follies!)



# THE FLYING FLEA MARKET

## Free ads for the Flying Lines Subscriber

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

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

**COMBAT SHUTOFF:** H&R MKIII Combat Fuel Shutoff now available. Sliding bellcrank design. CNC milled 7075 anodized and hard coated aluminum. Brass bushing and line buttons. 3" for Fast and 80MPH, all new 2" for F2D and 1/2A. \$25 plus \$5 S&H. Contact Jeffrey Rein at [jeffrey.a.rein@boeing.com](mailto:jeffrey.a.rein@boeing.com), or (425) 823-6053.

**VIDEOS FOR SALE:** Two hour videos of the Vintage Stunt Championship 14, 15, and 16. The VSC 16 video is available on DVD, and all three are available in VHS. Also the 2003 Northwest Regionals Precision Aerobatics competition are available for \$15 plus \$3.85 shipping, each. Videos are 2-hour summaries of the highlight flights, with stills and captions. Available from Bruce Hunt. Call (503) 361-7491 or e-mail at [bhunt@swbell.net](mailto:bhunt@swbell.net)

**FASCAL:** Back by popular demand. The ultimate combat plane covering, good over open frame or foam. Available in full 27"x150' rolls. Contact me for price and availability info. John Thompson, [JohnT4051@aol.com](mailto:JohnT4051@aol.com).

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

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

**The USM (Universal Stunt Machine)** So ya wanna fly CL Stunt, huh? For a painless beginning, using equipment which can take you from first flights to Expert PA, contact me at [dlr111845@yahoo.com](mailto:dlr111845@yahoo.com). Ask for Universal Stunt Machine package. It's free, but only available by E-mail.

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

**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](mailto: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](mailto:skyshark58@comcast.net)

Merco49RC	\$40.00
Testors 29	\$40.00 NIB
Wasp 049	\$50.00
Atwood.049	\$30.00
Fox35	\$40.00
ST15	\$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
Merco35 stunt	\$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
ST60RC	\$60.00 NIB
ST51RC	\$50.00 NIB
Gilbert 11	\$5.00
McCoy35 t-bolt	\$35.00
Fox09	\$40.00
FOX36X parts	\$20.00
Enya35II (6001)	\$30.00
ST40RI	\$40.00
FoxEagle60RC	\$50.00 NIB
Fox36 drilled lugs	\$30.00

**WANTED** : Cylinder head for an old ST 51 or 56 Plain Bearing engine. This Head will have the fore and aft mounting holes right on the Shaft centerline - not straddling the Centerline like all of the later Tigres. No broken Fins please. I'd even take a whole , beat-up engine - as long as it had a decent Head.  
Please contact Nils Norling at 541-546-9132 or email hogrider@crestviewcable.com

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## WORKSHOP TIPS

I just saw some more postings on Newmans' web site about leaking fuel jugs. After the first batch of complaints awhile back I checked my jugs. Only one had a slight oiliness at the top of the seam. To head off a problem I put my fuel in heavy duty fruit juice jugs. I have been using jugs like this for my yard weed chemicals with no problems. The jugs come from Safeway and are Langers-brand fruit juices.

John Clemans - Longview, WA.

# the REAL DIRT

by Dan Rutherford

New PAMPA President for 2006-2007

While it has been intentionally low-key here in Flying Lines, indeed there has been remarkably little discussion during 2005 NW contests, PAMPA has gone through some difficult times on Mr. John Brodak's watch as PAMPA President.

Details not now, no need for same, as our own Paul Walker stepped forward and was nominated for the PAMPA presidency.

As predicted, there was a very high percentage of PAMPA members participating in this election.

Also as predicted, Paul comfortably won the election with approximately 55% of the vote, 45% to Brodak. (I don't have exact totals as of this writing.)

This really good news for CL in general, CL Stunt in particular. Paul has all of the desired traits for a leadership position, from strong managerial experience, a willingness to listen to all ideas put forth, total enthusiasm for CL Stunt in its many forms, an exceedingly strong background in CL Stunt.

There has been an early resolution to a particularly troublesome situation in that Tom Morris--for many years editor of the superb Stunt News magazine--has chosen to retire from those duties effective with completion of the Jan/Feb. 2006 issue. While the name of the individual (individuals, plural?!) has/have been kept confidential per a request to Paul, this is now a non-issue in that we're covered when it comes to this critical position.

While I have not spoken to Paul about this, I would like to suggest that all of us unite behind him, offering our services. There really have been some very divisive issues within PAMPA over the past year or so, and even two months before Paul was due to take office there was some totally unwarranted sniping, albeit confined to the Internet.

An immediate renewal of your PAMPA membership, or maybe joining for the first time, would be an excellent way to show support for

Paul. PAMPA membership is \$35.00. Send payment to Shareen Fancher, 158 Flying Cloud Isle, Foster City, CA 94404. Tell her Dirt sent ya!

Worth noting for the enthusiasm seen in Paul serving as PAMPA President, Nils Norling started a campaign in which he and quite a number of others nation-wide are sending \$70.00 to Shareen, joining for two years.

Congratulations, Paul! I know you went into this task understanding the challenges in leading PAMPA to an even stronger position, to unite one and all in the further promotion of CL Stunt.

Your many friends here in the NW are ready to help in any way possible.

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### **Controversy? Within the NW CL Stunt Scene? Say it isn't so!**

Nothing tragic, but above is so, and as this is the off-season, now seems the best time to deal with a bit of unpleasantness--mostly, thank goodness, confined to the SSW Internet site and so well removed from being a contest weekend distraction.

While there is nothing to be gained from dealing with the actual incident or even the principals--especially as in the larger scheme of things it ended up being rather trivial--the upshot must be acknowledged...

During an AMA-sanctioned contest--other than safety-related items--we simply cannot change any rules the day of the contest.

Yes, there is an AMA-allowed exception, but advance notification is required and I believe the minimum period for said notification to contestants is 30 days prior to the contest.

Further, this rule applies to AMA-sanctioned *contests*. Thus unofficial events--P.40 as an example, the rules we use being specific to the NW--are covered under this advance-notification rule.

I don't believe there can be any debate on this matter: It is both an AMA ruling and self-evident that contestants simply must know well in advance what the rules will be prior to making the investment in equipment, travel and lodging.

Tied to this situation is a somewhat revised view of the application of the B.O.M. (Builder Of the Model) rule, appearance points,

the 2005 Nationals being cited as the example.

Here is the bottom line: The AMA rules for 2005 through 2006 have not been changed in respect to appearance points and/or the B.O.M. rule.

However, I understand a certain amount of confusion on this issue.

In short form, on the national scene, there is a small but highly vocal crowd which is against the B.O.M. rule. This goes back for years, it worth noting that during every rule-making cycle there is an effort to remove this rule or to drastically reduce its benefits to the event.

These efforts have always failed. To my knowledge it's never even been a close call.

Ah, but that's not good enough for some; again, those few with an approach to the AMA Nationals which is rather extreme, to say the least. In advance of this year's Nationals there was talk of mass B.O.M.-related protests to be filed, the effort designed by the usual suspects to "bust up" (a partial quote from one of said suspects) administration of the Nationals, and to alter AMA rules as they relate to B.O.M.

According to the stories and an Internet posting by Rich Peabody--self-declared anti-Christ of CL Stunt--Peabody had a list of 23 competitors whom he was planning to protest. There was a real sharp point on this stick when it came to competitors to be protested and whom were flying in Open. While *only* the Nationals still uses Junior, Senior and Open categories, in these classes one is *not allowed to compete* with a model which the contestant did not build. It's much more than a matter of a few appearance points.

Word got to Brenda Schuette, for many years the CL Events Director for the Nationals. Brenda launched a pre-emptive strike, asking the AMA CLACB (Control Line Aerobatics Contest Board) for an interpretation of the B.O.M. rule. This was successful in rebuffing the planned protests, in large part saving the 2005 Nationals being thrown into a total mess, in effect "busting up" the efforts of a great many truly dedicated people.

However, in my view that was the extent of this pre-emptive strike. Again, the AMA rules have not been changed. We don't fly Jr./Sr./Open, we fly PAMPA skill-level classes. In my view established rules certainly apply--as written, as honored for many years--to all contests and competitors in the NW.

In order to make any B.O.M.- or appearance points-related changes on the weekend of a NW contest, in order to have a situation with parallels to the 2005 Nationals, would not one also need to have gained the concurrence of the CLACB for that specific contest?

If not--and I am not taking a strong position either way on CLACB involvement--a bare minimum requirement seems to me at the *very least* to have taken the issue to NW competitors via Flying Lines, thus having gained a majority decision prior to springing such a scheme at the last moment. And even if this were done there is still the AMA-mandated requirement of advance notification.

Having said all that, and being of the opinion the vast majority of CL Stunt flyers in this region much prefer to honor both existing rules and long-standing tradition, I am aware that we have something less than universal belief in the B.O.M. rule, the traditional manner of awarding appearance points.

That's fine, especially as we have a forum for discussing exactly this sort of thing, and it is the excellent regional newsletter you are reading at this very moment.

Thanks primarily to John Thompson there is even a mechanism in place to vote on exactly how we will be applying--or "interpreting," should that be your choice of words--the B.O.M. rule and awarding the attendant appearance points in 2006.

If you have thoughts on the B.O.M. rule, the awarding of appearance points, specifically as to be applied during our contests for 2006, compose your thoughts and send them to Flying Lines editor Mike Hazel.

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#### **In Favor of AMA B.O.M. Rule and Appearance Points**

Over a period of many years, the bonus of appearance points, in conjunction with a B.O.M. (Builder-Of-the-Model) rule, has become institutionalized in CL Stunt.

The details have changed over the years, for example I have been told that at one time the upper value of appearance judging was a jaw-dropping 80 points!

Much closer in time--indeed during all the time I have been flying CL Stunt--this bonus for

builders of their own models has been set at a 20-point maximum. I don't recall seeing any 20-pointers, but believe there have been 18- and (maybe) 19-point models in NW contests; the average seems to be notably less than 15 points.

Another bit of history worth noting--and I am open to input on the actual timeline--is that about 20 years ago the rule was changed from *not allowing at all* contest use of a CL Stunt model not built by the flyer, to allowing free use of borrowed models, second-hand models, even new models commissioned by the flyer.

The compromise position then and since? The bonus of appearance points being awarded, but only one if one has actually built the model. This has been a policy enthusiastically and stringently followed since, most especially here in the NW.

I am always reminded of three examples: 1) I once saw John Thompson literally place his body between the judges and his (purchased) CL Stunt model when there was an attempt to judge his entry for appearance points; 2) Joe Just once pulled a *Ukey* kit off the shelf, a kit he is assumed to have fabricated, assembled it and entered a contest--Joe refused to accept appearance points; 3) Howard Rush began flying CL Stunt--in Expert PA, please note--with an old *Bad News* from Paul Walker's stable, never lining it up for appearance points.

Fast-forward to today, we've got Almost-Ready-to-Fly (ARF) and Almost-Ready-to-Cover (ARC) models seemingly coming out our ears. I am an enthusiastic promoter of these models. I am equally enthusiastic when it comes to the B.O.M. rule as it has been applied for many years. Heck, I was the first in the NW to actually fly one of the new wave of ARFs in competition, proving without doubt the competence of even the low-bucks ARF *Flite Streak*. No less than three of my ARF models have been used by myself and friends, frequently at practice sessions, but also in NW contests.

But has anything really changed? Nope. Nothing has changed. Well, the numbers of models not built by the flyer has gone up, and that is a Good Thing in expanding our ranks, but the circumstances (the rules) which allow for this option have not changed one whit: Build the sucker, benefit from the bonus of appearance points being added to your flight score.

The really interesting thing here is that I

am serious in stating that nothing has changed. I hear talk of ARC models being nicely finished as deserving appearance points. That's a defensible position, although not compelling. Over the years we have seen used models passed around, sometimes flown as-is, sometimes refinished to a pretty nice standard. To my knowledge, never has a competitor considered his second-hand model eligible for appearance-points judging. I personally view ARC models--or an ARF stripped to the basics and refinished--as being the functional equivalent to buying a completed model from a fellow competitor.

Further, any efforts to award appearance points to used, ARC and/or ARF models is very much a robbing-from-Peter-to-pay-Paul situation in that the *net effect* of so doing is not to elevate the efforts of the owner of an ARC model, for example, but to devalue the efforts of those whom are campaigning plans- or kit-built models specifically to gain from the experience and to be awarded appearance points.

The math simply does not work out to the benefit of the builder of the model, as the rule is intended and has been used since the very early days of CL Stunt, an event steeped in tradition. This is most definitely not a zero-sum game.

One of the reasons I am a bit taken aback in hearing of a reduced-benefits package put forth in sidestepping AMA rules and long-standing tradition is that there have always been, and still are, benefits to be accrued by those choosing, for whatever reasons, to compete with loaner, bought-used, ARF or ARC models.

One is *a lot more* practice, as many of the months of building from plans or a kit can be applied to practice flying. Not only that, but as ARF and ARC models begin life as jig-built and so nearly identical fabrications, it is a simple matter to call a friend using the same design for setup information.

For example, with the ARF *Flite Streak* I can, and do, give out very specific information as it relates to numerous variables which ought be incorporated in order take a proper model out for first flights. This setup information can easily result in a contest-ready, fully-trimmed model coming from merely one flying session.

From the 2005 season I see an impressive database abuilding for the Top Flite *Tutor II*, the *Nobler*, the *Profile Cardinal*, and there already exists a database for *Oriental*s and *Smoothies*, to

name just two designs with a long history in our event. More to come here in the future, of that there is no doubt.

These factors seem to quickly and thoroughly offset any perceived disadvantages in fielding a competitive ARF or ARC CL Stunt model in all NW CL Stunt events, the only possible exception being Expert PA. Those in Beginner, Intermediate, Advanced PA, either class of P.40, Classic Stunt, even OTS with the ARF or ARC *Smoothie* for example, are golden from the very beginning.

Ah, but can we quantify this? Well, that depends upon quite a number of factors, does it not? From what I see in the NW, the proper application of a decent ARF, ARC or second-hand model is worth, at the very least, 15 to 20 points in one's flight score. Further, depending upon the effort put forth with practice flying, potentially one can easily realize a *higher* score than one augmented with appearance points gained from a perfectly turned-out PA model.

There are numerous examples which can be cited, to me the most salient being Mike Hazel flying *Dirtmobile I* during the 2004 Fall Follies. The model is an ARF *Flite Streak*, set up exactly as I have detailed in so many articles in [Stunt News](#) and [Flying Lines](#), posting on SSW, one and all--including me--are ready to puke.

Mike had never flown *Dirtmobile I* until Saturday morning. He put up a single test flight. On his third flight he gained a 418 in Classic. The fifth flight netted 412.5 for second place in Sportsman P.40. With only his 6th flight--in Advanced PA--Mike pulled down fourth place, a score of 453.

*This is important:* The results in Classic and P.40 were right in line with Mike's previous results *with* appearance points and his own model. The 453 in Advanced PA--no appearance points, of course--blew away his best efforts to that time!

Thus it is that from here the playing field looks to be close enough to level that we can all easily deal with it, no matter the source of our models. Indeed, I am quite pleased with current balance of the rules, the ease with which new friends can enter into CL Stunt competition.

I see no reason whatsoever to fiddle with appearance points as they relate to any CL Stunt model, no matter if it was built in a garage, a dank basement, or in China.

# FALL FOLLIES OCTOBER 8 & 9, 2005

By Dan Rutherford

For nearly 20 years this contest has been known to be a bad idea: A season-ending affair way down in Oregon; tossing Racing and Stunt events into a single weekend, onto a single circle; luring contestants with phony-baloney promises of a free lunch at the field; of late literally flying in the front yard of the Salem airport; and, worst of all, to hold this contest in October. I mean, this is the NW, what could the organizers possibly have been thinking for all these years?

An improbable idea or not, this has come to be a *gotta-be-there* contest, one with a long history. This was no less than the 19th of these contests, although not always at the Salem site.

While we had a terrific time again this year, I had just been through a 15-day thrash in spiffing up a neighbor's home for sale, never gathering up enough energy to get my ducks lined up. Following will no doubt suffer due to this...

The weekend began with a seriously increased workload for John Thompson and Bruce Hunt. Mike Hazel spent the weekend moving to his palatial 8-acre estate out in the country, we saw him not a single time. Mike was missed and *Dirtmobile II* sat unmolested all weekend, although during the pilots meeting John let slip a particularly tasty bit of information concerning this move. Details not now, but the "You might be a redneck if..." jokes will surely be coming soon. (editor's note: better watch it DD, or I will come after you on my tractor! .... mwh)

Speaking of Mike, he has been working toward this move for months, all to the exclusion of many of his usual modeling activities. Less the Flying Lines newsletter, please note. Talk about efforts above and beyond, efforts we don't even deserve! Let Mike know of your appreciation...

Classic was up first, 11 entries. I told you this contest is a bad idea. One could literally see John's shoulders slump at the task ahead...

Further, John casually mentioned that this would probably be the last contest for his *Oriental*, a model which has been consistently problematic in the trim department. Hey, good call! In the second round, flying his *third* outside

square, exiting stage left as gracefully as possible--Splat! Not even a graceful splat...

Mike Haverly has been having an interesting time trying to tame the Magnum 36 in his *Oriental*. Success, finally. He simply plugged the boost port with J-B Weld. Very nice, controlled runs, still with plenty of power.

Greg Hart had his new *JD Falcon* out, first time I had seen it. Looks great on the ground and in the air. Bruce Hunt has flown it, pronouncing this project a success in all ways. This is another of those models one can fly in both Classic and PA, which is what Greg is doing to good effect.

Amazingly enough, given just a couple prods, Classic was flown in an expeditious manner, clearing the paved circle for Racing events, which included NWSR, NW Super Sport and Flying Clown.

This worked out very well for all interested parties as there was a nice crowd going around level while the Stunt Dudes moved to the grass circle for P.40 competition. Yep, entry levels in Racing were high enough that over the coming winter none will be subjected to proposed "Racing Events for Girls" from this source.

Off to the grass circle, Stunt continued plugging along--10 entries in P.40, even split between Sportsman and Expert. While I think the Experts favored kit- and plans-built models, I was personally pleased to see quite a number of ARFs put to good use in Sportsman with two or three of them being Top Flite *Tutors IIs*.

There was concern over flying from grass, even though Jim Holmack had massaged the field that morning. Pat Johnston greased one in, no further comments from the fans of hard surfaces.

We ended the day with a new-for-2005, Don McClave-sponsored award for season-long results in OTS and Classic Stunt. Scott Riese won going away, Pat Johnston (flying in not a single OTS event all year) was a strong second, I was a distant third. Many thanks to Don for his tireless and continued promotion of these two events, in this case a dedicated trophy, one which need not be returned! (The Palmer Cup has been retired. Uh, with something like 8 out of 10 dash plaques bearing Don's name!)

As was the case last year, Bruce and Kristen Hunt opened their beautiful home to all contestants, serving up a dinner of monstrous proportions. Good food, good friends, good conversation, a very successful and popular way to end the day.

Sunday morning there was a pretty good crowd out early. There really is a nice bonus to flying at an airport: No noise restrictions. There were 8 in Expert PA, Advanced had the same, Beginner and Intermediate had a total of three entries.

Todd Ryan brought his girl friend out for public viewing. Oh, yeah! Queen-of-the-Hop material. And she seemed to put up with all the toy-airplane foolishness quite nicely.

Randy Powell had a new RO-Jett 65 out to play, some rather interesting runs, mostly of the flame-out variety. Turns out the tricky tank, suitable for many two- and four-stroke engines, just couldn't feed the engine fuel fast enough. An easy fix, made later by switching to a tank with standard plumbing, albeit taking Randy out of action for the weekend.

The first round in PA was a bit of a struggle with the conditions. Some wind, some bumps, overcast skies, no rain.

None of this seemed to effect Jim Holmack as he made a solid entrance to Advanced PA for 2006. Also of note was that in his first-round flight Jim banged a super triangle the first time 'round. I muttered, "No way," he duplicated the act second time through, several of us applauded and hooted, the maneuver was that nice.

Howard slipped a different set of flaps on his *Impact*. Actually, I had seen them before, or at least a very similar set, but I believe this was the first time they have been used in NW competition. I think all we really need to know here is that Howard refers to the add-on bits as "booster tabs," they didn't ruin the flight characteristics of a superb model, he is already off to fiddle with other aero tricks.

More food. Yep, all that was left over from the night before was heated on a grille by Bruce and Kristen, plus brats and marinated Walla Walla sweet onion rings and chips and brownies and buns were added to the mix. There were even some nasty-looking patties referred to as "veggie burgers" for those who would eat such a thing. (If you enjoyed a veggie burger, thank Kristen, she being to the detail-oriented side of things; Bruce and I had merely snorted at the very idea.)

Conditions were notably improved for the second round, although the wind was a little shifty. In the second-best line of the weekend Howard noted the wind direction: "Clockwise."

Ah, but once again the best line of the weekend came from Leo Mehl, shortly after buzzing down another prop with his *Grinder*. "I've done that enough times that I now have more souvenir props than I have good props!"

Full disclosure is the name of this game and I took a good idea and a good concept to just one contest too many. The *Skyray 20* simply did not handle the conditions very well, particularly during the first round of Expert PA. Lack of practice, sure, and a new all-up weight of 39.2 ounces for the modded and 450-inch model.

Still, I have had a lot of fun with that model, some pretty good scores during 2005, and think something very similar would measurably improve the scores of many in the NW, even if never used in anger. Just shoot for 36 ounces or less, easily achieved with a stock SIG *Skyray 35* kit.

As mentioned above, there were a number of Top Flite ARF *Tutor IIs* put to good use. I'm thinking a square-head Magnum 36, out-of-the-box stock or its breathing reduced by sticking a wad of J-B Weld in there someplace appropriate, as Mike Haverly has done, would make a Killer engine for this model. This would give one the choice of a 4-2-4 run with a 40LA, a pipe-like run with the Magnum 36. I would probably prefer the latter style of run, but that's the advantage here, trying both, making an informed choice.

Classic Stunt, 11 entries

**Judges:** Don McClave, Steve Helmick

Pat Johnston	510
Bruce Hunt	496
Scott Riese	491
Bob Smiley	483
Mike Haverly	470.5
Jerry Eichten	454
Nils Norling	453.5
Greg Hart	453
Mike Foley	449.5
Dan Rutherford	406
John Thompson	371

Notable moment: Pat's flying and his beautiful model have clearly been the class of the Classic field all during 2005. Congratulations, Pat!

Sportsman P.40, 5 entries

**Judges:** Steve Helmick, Jerry Eichten

Greg Hart	442.5
Mike Foley	440

Leo Mehl	435
Mike Haverly	429.5
Jim Holmack	413

Notable moment: Close, close competition, look at the scores of Greg and Mike! And quite the showcase for ARF models, mostly Top Flite *Tutor IIs* this time around. Next up, the SIG ARF *Primary Force*?

Expert P.40, 5 entries

**Judges:** Bob Smiley, Steve Helmick

Scott Riese	520
Bruce Hunt	505
Jerry Eichten	492
Pat Johnston	486
Dan Rutherford	477.5

Notable moment: A new high for an ARF--another, and borrowed, *Tutor II*--in this event. The previous high was a win in this class, score in the mid-490s, gained at 2004 Fall Follies with an ARF *Flite Streak*. If looking to add another event to your schedule, P.40 might be it, and ARFs are clearly more than merely competent! Again, look to the SIG ARF *Primary Force* for the next escalation in the P.40 wars.

Precision Aerobatics, Beginner, 1 entry

**Judges:** John Leidle, Bruce Hunt

Art Zehner	71
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Notable moment: Uh, Art, sorry, I did not see your flight. Congratulations on making a beginning, however. The first couple contests are the most difficult. Trust me on this: We might not say much about it, but no one gets more respect for just showing up than those new to the contest scene.

Precision Aerobatics, Intermediate, 2 entries

**Judges:** John Leidle, Bruce Hunt

Jim Holmack	430
Rich Salter	385.5

Notable moment: Ah-ha, another Advanced flier for 2006! And a very nice guy to boot, Jim almost instantly fitting right in at the Stunt circle, also at the Racing circle with his son, Mike Holmack.

Precision Aerobatics, Advanced, 8 entries

**Judges:** John Leidle, Don McClave

Mark Conner	474
Todd Ryan	472.5
Leo Mehl	470

Mike Haverly	467.5
John Thompson	441.5
Mike Foley	437.5
Floyd Carter	418
Greg Hart	399

Notable moment: Again, real close competition, Mark was flying better than I have ever seen him fly in the past. Many congratulations to the most enthusiastic Stunt--and now Racing--flyer we see at only one contest per year!

Precision Aerobatics, Expert, 8 entries

**Judges:** John Leidle, Don McClave

Howard Rush	546.5
Scott Riese	515.5
Pat Johnston	509
Bruce Hunt	498
Bob Smiley	480.5
Dan Rutherford	463
Nils Norling	458
Randy Powell	DNF

Notable moment: Rush again killed us. In both rounds. We now have a settled issue: Howard is the go-to guy for trimming advice. Please badger him concerning all manner of trimming and setup tips for all of your models as he so obviously has his act together. Do not take "I don't know," for an answer!

Many thanks to all for this contest, special mention for John Thompson, Bruce Hunt, John Leidle (judging, but not flying). Don McClave (ditto), Steve Helmick (ditto), Chris Gomez (ditto), along with an exceedingly diligent and constantly nagging pull-test crew. (Of course it's an inside joke!)

Political sidebar: Despite gut-wrenching difficulties on John Brodak's watch as PAMPA President, this was also the weekend when we got a serious hint--a couple days later confirmed as being true--that our own Paul Walker will be PAMPA President for 2006 and 2007.

Good news in all ways for PAMPA and CL Stunt. Let's unite behind Paul--he's *always* been there for us, ya know--offering our help and support.



# The Scoreboard

Northwest control-line  
competition standings.

## September-October stunt shootout settles standings

Stunt and racing contests in McMinnville, Ore., in September and in Salem, Ore., in October wrapped up the points scrambles in most of the stunt categories and the busiest racing categories.

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

Because the Fall Follies in October was the last contest on the Northwest schedule for 2005, the complete standings are published below. These will be the final standings for the season unless a contest materializes that is not on the schedule at press time.

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.; Sept. 17-18, McMinnville, Ore.; Oct. 8-9, Salem, Ore.

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

### 80 MPH COMBAT

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

Buzz Wilson, Belfair, Wash. 3

### 1/2-A COMBAT

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

### 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	22
4. Kenny Johansen	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. Pat Johnston, Boise, Idaho	34.5
2. Chris Cox, Delta, B.C.	30
Paul Walker, Kent, Wash.	30
4. Bruce Hunt, Salem, Ore.	25.5
Scott Riese, Portland, Ore.	25.5
6. Howard Rush	24
7. Leo Mehl, Portland, Ore.	20
8. Bob Smiley, Kingston, Wash.	15
9. Todd Ryan, Burbank, Wash.	13
Mark Conner, Othello, Wash.	13

### CLASSIC STUNT

1. Pat Johnston	42
2. Bruce Hunt	29
3. Scott Riese	22
4. Bob Smiley	21
5. Randy Powell, Port Orchard, Wash.	17

### OLD-TIME STUNT

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

### P-40 STUNT

1. Pat Johnston	17
Bruce Hunt	17
3. Scott Riese	16
4. Mike Haverly, Auburn, Wash.	15
5. Bob Smiley	15

### OVERALL STUNT

1. Pat Johnston	93.5
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Scott Riese	93.5
3. Bruce Hunt	70.5
4. Bob Smiley	55.5
5. Chris Cox	47
6. Dan Rutherford	38.5
7. Paul Walker	30
8. Mike Haverly	28
9. Howard Rush	24
10. Leo Mehl, Portland, Ore.	23

**VINTAGE STUNT SEASON TROPHY POINTS**

1. Scott Riese	52
2. Pat Johnston	42
3. Dan Rutherford	38
4. Bruce Hunt	29
5. Bob Smiley	28
6. Randy Powell	17
Chris Cox	17
8. Don McClave, Portland, Ore.	14
9. Gary Nelson, Tigard, Ore.	9
10. Rich McConnell	7

**CLASS I NAVY CARRIER**

1. Dave Shrum, Roseburg, Ore.	1
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**PROFILE NAVY CARRIER**

1. Mike Potter, Auburn, Wash.	6
2. Mike Conner, Pitt Meadows, B.C.	5

**.15 NAVY CARRIER**

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

**NOSTALGIA NAVY CARRIER**

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

**OVERALL NAVY CARRIER**

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

**NORTHWEST SPORT RACE**

1. Todd Ryan	23
2. S&S Racing Team, Tenino, Wash.	17
3. Kenny Johansen	16
4. Nitroholics Racing Team, Oregon	10

5. James Cox, Delta, B.C.	9
Mark Conner	9

**NORTHWEST SUPER SPORT RACE**

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

**FLYING CLOWN RACE**

1. S&S Racing Team	17
2. Todd Ryan	13

3. Mac Ryan	9
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4. Mike Holmack, Silver Lake, Wash.	4
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5. Nitroholics Racing Team	3
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**CLASS I MOUSE RACE**

1. Austin Johansen, Stanwood, Wash.	2
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2. Milissa Huber	1
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**AMA GOODYEAR**

1. Todd Ryan	3
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**.15 RAT RACE**

1. Todd Ryan	1
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**QUICKIE RAT RACE**

1. Todd Ryan	3
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**OVERALL RACING**

1. Todd Ryan	48
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2. S&S Racing Team	38
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3. Kenny Johansen	16
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4. Nitroholics Racing Team	16
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5. Mike Holmack	10
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6. James Cox	9
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Mac Ryan	9
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Mark Conner	9
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9. Pat Johnston	3
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David Shrum	3
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**SCALE (All classes combined)**

1. Chris Gomez, Auburn, Wash.	2
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Ron Canaan, Auburn, Wash.	2
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3. Mike Potter, Auburn, Wash.	1
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**SPEED (All classes combined)**

1. Loren Howard, Ariel, Wash.	19
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2. Dick Salter	15
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3. Ted Gritzmacher, Battle Ground, Wash.	10
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4. Ran Salo, Surrey, B.C.	7
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5. Rich Salter	5
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6. Mike Hazel, Salem, Ore.	4
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Chuck Schuette, Vancouver, Wash.	4
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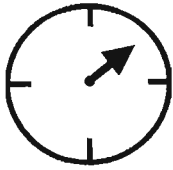
Ken Kortness, Spokane, Wash.	4
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9. Remy Dawson, Vancouver, B.C.	1
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Craig Bartlett, Corvallis, Ore.	1
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William Allen	1
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*Flying Lines* keeps track of standings in all AMA rulebook and Northwest official events, in all Northwest sanctioned contests.



# 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
<b>NW Sport Race - 70-lap</b>	<b>3.53.55</b>	<b>Todd Ryan</b>	<b>10-08-05</b>	<b>Salem, Ore.</b>
NW Sport Race -140-lap	7:58	Todd Ryan	10-11-03	Salem, Ore.
NW Super Sport - 70-lap	3:12	Todd Ryan	5-27-01	Roseburg, Ore.
NW Super Sport - 140-lap	6:38	Todd Ryan	5-28-00	Roseburg, Ore.
Quickie Rat - 70-lap	3:20.35	Todd Ryan	5-29-05	Albany, Ore.
Quickie Rat - 140-lap	VACANT	(NEW RULES)		
Flying Clown Race, Laps:	319	Todd Ryan	8-4-00	Coquitlam, B.C.
Class I Carrier	370	Todd Ryan	8-6-00	Richmond, B.C.
Class II Carrier	330.25	Orin Humphries	9-19-87	Kent, Wash.
Profile Carrier	353.7	Mike Potter	5-29-04	Albany, Ore.
.15 Carrier	244.7	Todd Ryan	5-26-01	Roseburg, Ore.
Profile Nostalgia Carrier	258.39	Dick Salter	5-27-05	Albany, Ore.
Class I/II Nostalgia Carrier	323.44	Dave Shrum	5-27-05	Albany, Ore.
AMA Endurance	VACANT	(NEW RULES)		

Records as of October 15, 2005  
Updated records in boldface

One updated record for this report..... Todd Ryan finally eclipsed Bruce Duncan's long standing four minute NWSR heat race, set way back sometime in the last century. (1987)

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