

FLYING LINES

P.O. Box 126, Mehama, Oregon 97384

Editor: Mike Hazel zzclspeed@aol.com

Finale Finis Done Over Outa Here This Is It

Here we are folks, issue number 215, the last paper version of this informational entity. Yeh, it took me awhile to get around to squeezing this last one out. You did remember that another one was coming, didn't you????

Back when the big announcement was made about the conversion of FL to a website, yer editor made two promises: One, that there would be two more printed issues. And secondly, that there would be provision made for those who might want a refund on remaining issues not delivered. Well, here in your hot hands is the last issue fulfilling the first portion.

Now in regards to the refund portion, here's how that will work: First of all, remember that your mailing label indicates the length of subscription, the second number after the slash mark signifying the last issue you have paid for. This is issue #215, so if the second number says 215, this was the last one anyway. If your label indicates a number higher than 215, then you have some unused subscription.

Refunds will be done on a pro-rated basis, minus one fifty cent charge for processing. (Hey, postage isn't free, ya know!) Please send your written request for refund to the address on the masthead, and please do so within ten days of receiving this issue. Late requests will not be honored. We would like to wrap up this bit of business and not have it

be a long drawn-out affair. Also bear in mind that left-over monies will not be going into the editor's retirement fund, but rather will be used to maintain the FL website. We had a substantial setup fee, and then there are the annual renewals, but the usual miscellaneous things that seem to come along. We anticipate that many of you will just allow your leftover subscription funds to be rolled over into taking care of the website.

At this point it would seem logical for some thoughtful reflections on the last several years of putting out this publication. However, I don't feel like being logical right now. After handling nearly a quarter-million sheets of paper over the years, it is somewhat a relief to have that behind me. But I am a newsletter junkie, and expect to continue putting out the local rag for the Western Oregon Control Line Flyers. (named the WOLF CALL, incidentally)

With the paper version of Flying Lines behind me, I look forward to making contributions to the website location. Hope to visit with you there!

As some well known journalist used to say, "Good night and good luck!"

..... Mike Hazel

IN THIS FINAL ISSUE

Round & Round, by John Thompson	2
Where the Action Is	3
The Flying Flea Market	4
The Real Dirt, by Dan Rutherford	5
Way Over the Top, by Combat Maniac	6
Jim Walker Memorial Spring Tune-Up	7
Stunt-a-Thon 2006	8
2006 NW CL Regionals reports	10
The Scoreboard	16
NW CL Competition Records	18
Regionals Records	19

Round & Round

The Control-Line modeler at large

By John Thompson

Modeling thought for the month:

"If the 20th century taught us anything, it is to be cautious about the word impossible."

— Charles Platt

End of an era — and beginning of another

Flying Lines started amid a crisis in Northwest control-line model aviation. Gas was in shortage and expensive. Contest attendance had fallen off. People were saying control-line was dead.

It was a pretty simple idea: Maybe a newsletter would help all of us keep in touch. Maybe it would help keep things in the hobby together.

"OK, let's do it."

There wasn't much more thought given to it than that. It came up as an idea on the flying field one day. The next day, *Flying Lines* was a monthly independent control-line newsletter for the Northwest.

This was in 1979. Nobody involved was thinking about 2006. Nobody had any idea it would involve 215 trips to the print shop, and everything else that goes into creating 215 issues of a news publication out of thin air.

Think about it: None of us had home computers. (*Flying Lines* was typed out on an old manual typewriter.) Cell phones hadn't been invented. Music was distributed on vinyl records. There was no ESPN (and no interleague play, wild card teams in the playoffs — and Northwest baseball was played in a concrete garage called the Kingdome).

Jimmy Carter was president of the United States and Earl Witt was president of the Academy of Model Aeronautics. Homer Smith was Dist. XI vice president.

Issue No. 1 of *Flying Lines*, May 1979, reported on the results of the five-contest Northwest Sport Race Drizzle Circuit (there was only one class of sport racing — Super Sport came later). The Drizzle Circuit was another one of our "CL rescue" ideas; we thought that if we set up a series of winter contests, maybe people wouldn't drift away from the hobby in the "off season." That idea only lasted 11 years.

Incidentally, the DC champion in the 1978-79 season was *FL's* then-publisher Mike Hazel, not yet known by the "ZZ" monicker, and second place went to then-editor John Thompson. In 13th place was Dave Green, who would later dominate the series for several years. (Oh, another thing that wasn't around yet: Todd Ryan.)

The more interesting fact about Drizzle Circuit's first year is that there were six guys tied for 27th place. Thirty-two contestants raced in that first Drizzle Circuit!

Issue No. 1 also reported on a nationwide crisis in the hobby — a shortage of nitromethane. Fuel was going to be hard to get and expensive. Well, one thing turned out to be true — the price never came back down.

The contest calendar included the Regionals in Eugene, a June combat contest in Redmond, Wash., Race

Time '79 in Eugene in June, the Boeing Management Association Scholarship and Open Contest in Kent in July, The Prop Spinners annual Summer Meet in Eugene in August, the Portland Aeroliners' Control Line Classic in August, the CLAMBASH in Astoria, Ore., on Labor Day Weekend, the RatBash racing contest in Eugene in September (and RatBash II in October), the Bladder Grabber in Redmond, Wash., in October. (No Raider Roundup or Fall Follies in those days.)

Stunt was just stunt — no Old-Time, no Classic, no PAMPA classes, and it was one of the lighter-entered events. The Nelson engine hadn't arrived; the hot combat engine was the new Fox Mark III. Rat Race was still a big deal, with a dozen entrants at the Regionals and planes sneaking up on 160 mph (170 mph and the 10% nitro rule came later), but there were only about half as many racing classes. Some of the speed planes were actually faster then, before many recent safety rules. Combat shutoffs had not even been thought of.

Almost-ready-to-fly ARF hadn't come on the market — not even in RC to any degree.

You could buy a glow plug for 50 cents, a prop for a buck, and a year of *Flying Lines* for \$5.

Well, times have changed.

Costs have gone up, of course, but so has the quality of almost everything we deal with. Companies big and small, such as Brodak, RSM, Aero Products, Tom Morris, Mejlzik, Sig, Tower, GRS, UHP and many others, provide all the kits, engines, hardware, adhesives and finishing supplies — not to mention whole airplanes — beyond anything we could imagine in 1979. Organizations like PAMPA, MACA, NCLRA, NASS, NCS, all of which were fledglings or nonexistent in the late 70s, serve our special interests. AMA has a fabulous national flying site and museum that didn't exist in 1979.

More to the point for the Northwest: Now, almost everyone has a computer, a digital camera, a cell phone. We're in the information age.

We go to a contest, and by the time we get the results typed up, the rest of the newsletter pulled together, hauled to the printer, stapled, stamped and mailed, all the information about the contest has been posted, discussed and almost forgotten. But it still takes the editor/publisher 10-20 hours a month of work to put out the newsletter.

We resisted it for a long time, but finally it seemed like the time had come to switch *FL* to the Internet.

The *FL* web site contains all the regular features of the newsletter, plus more, and it's almost immediate. Instead of a monthly magazine, it functions like a daily news report — and as a library of past articles and news reports. Everything you need to know about CL model aviation in the Northwest, available instantly, right at your desk in the den.

We know we're leaving some folks behind — just like we left behind the Drizzle Circuit, the Kingdome and the 50-cent glowplug.

But CL is still alive and well in the Pacific Northwest. In some ways, we could say it's better than ever. The equipment we're using is certainly a cut above the planes, engines and hardware we were using in 1979.

We like to think *Flying Lines* is better, too, now that it's on the Web.

That's not to say we won't miss it. Oh, we won't miss the work. But, yes, we'll miss adding to the stack of printed newsletters piling up on the corner of the desk, or on shelves and boxes in the shop — 27 years of 'em, and no more.

Farewell, good friend. Hello, Information Age.

John Thompson can be reached at JohnT4051@aol.com.
The *Flying Lines* Web site is flyinglines.org.

Where the action is!

Coming events in Northwest Control-Line model aviation

JULY 8

WOLF LUCKY HAND FUN FLY Site: Bill Riegel Model Airpark, Salem, Oregon. Sponsor: Western Oregon Control Line Flyers. Contact: Mike Hazel zzclspeed@aol.com

JULY 9 - 15

A.M.A. CONTROL LINE NATIONAL MUNCIE, INDIANA.

JULY 15

NW SKYRAIDERS SUMMER SWAP MEET
Contact: Mike Potter skyshark58@comcast.net

JULY 29 & 30

WESTERN CANADA STUNT CHAMPIONSHIPS. Site: Rice Mill Road, Richmond, BC. Sponsor: Vancouver Gas Model Club. Events: Old Time Stunt, Classic Stunt, PAMPA-class Precision Aerobatics. Contact: Chris Cox 604-596-7635, e-mail ccox1@telus.net

AUGUST 5

(DATE CHANGE)

TAILHOOK. Site: Clover Park Technical College, Lakewood, Washington. All Carrier events. Contest director: Chris Gomez. Sponsored by Northwest Skyraiders. For more information contact: Mike Potter skyshark58@comcast.net

AUGUST 12 & 13

MYRON SALO MEMORIAL SPEED COMPETITION, Site: Rice Mill Road Model Park, Richmond, B.C. Sponsor: Vancouver Gas Model Club. Events: All Speed Classes. Special notes: no jet flying before noon, also site is not good for 1/2 A events, due to donut circle configuration. Contact: Bruce Duncan at a.b.duncan@shaw.ca

AUGUST 12 & 13

T.E.A.M. COUNTRY CLASSIC, Site: DeAlton-Bibbee Field, McMinnville, Oregon. Sponsor: The Evergreen Aeromodelers. Events: Classic Stunt, P-40 Stunt, NW Sport Race, PAMPA-class Precision Aerobatics. Contact: Jerry Eichten, e-mail: jeichten@aol.com

AUGUST 13

MISSION WINGS CONTROL LINE FUN FLY Site: Mission B.C. For information contact: Paul Dranfield pdran@telus.net

AUGUST 19

NW SKYRAIDERS FUN FLY. Site: River View Park, Kent, Washington. Sponsor: Northwest Skyraiders. Contact: Chris Gomez, e-mail: gomez5801@comcast.net

AUGUST 19 & 20

BLADDER GRABBER, Site: Harvey Field, Snohomish, Washington. Event: triple elimination for AMA Fast Combat. Contact: Jeff Rein, e-mail: jeffrey.a.rein@boeing.com

SEPTEMBER 2 & 3

THE STEVENSON MEMORIAL CONTEST. Site: Sand Point NAS, Seattle, Washington (formerly known as the Raider Roundup) Sponsor: Northwest Skyraiders. Events: Old Time Stunt, Classic Stunt, P-40 Stunt, PAMPA-class Precision Aerobatics, Vintage Diesel Combat, Carrier events, Sport Scale. Contact: Steve Helmick sbasser@yahoo.com

SEPTEMBER 9

WMC MODEL AIRPLANE SWAP MEET Tangent Oregon. Sponsored by Willamette Modelers Club. Contact: Steve Burtchett: burtch@proaxis.com, or 541-757-3596

SEPTEMBER 9 & 10

NORTHWEST SPEED IN SEPTEMBER! Site: Bill Riegel Model Airpark, Salem, Oregon. Sponsor: Western Oregon Control Line Flyers. Events: 1/2 A Speed, 1/2 A Proto, A Speed, B Speed, D Speed, FAI Speed, AMA Jet Speed, NW Sport Jet, .21 Sport Speed, .21 Proto. Contact: Mike Hazel, e-mail: zzclspeed@aol.com

SEPTEMBER 16 & 17

CONTEST / FUN FLY. TRAC baseball stadium area, Pasco, Wash. Sponsored by Columbia Basin Control Liners. Come and fly whatever you want either or both days; prize drawings both days. Site is pavement. This is an AMA-sanctioned event. Free camping within a few miles, motels and restaurants nearby. No entry fees. Call Joe Just at (509) 337-6489.

SEPTEMBER 17

P.A.C. WILD, WEIRD & WACKY CONTEST
Site: Clayburn Park, Abbotsford (tentative)
Originality control line model contest. Contact:
Henry Hajdik hadik@telus.net

OCTOBER 7 & 8

FALL FOLLIES, Site: Bill Riegel Model Airpark, Salem, Oregon. Sponsor: Western Oregon Control Line Flyers. Events: Classic Stunt, P-40 Stunt, NW Sport Race, NW Super Sport Race, NW Clown Race, PAMPA-class Precision Aerobatics, 80 mph Combat. Contact: Mike Hazel, 503-859-2905, e-mail: zzclspeed@aol.com

THE FLYING FLEA MARKET

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.

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 A. Wilk, 301 W. Redwing Street, Duluth, MN 55803 e-mail: tawilk36@cpinternet.com website: www.cpinternet.com/~tawilk36

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 d1r111845@yahoo.com. Ask for Universal Stunt Machine package. It's free, but only available by E-mail.

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

FOR SALE: Bits from Sterling Guardian kit, includes: plans, landing gear struts, hook, bag of hardware, and plastic canopy. \$15 postpaid. Mike Hazel, Po Box 126, Mehama, OR 97384

FOR SALE: FLYING LINES back issues, Cheep! Contact the editor

Remember to send your ads to the Flying Lines website!

flyinglines.org

The Real Dirt

by Dan Rutherford

Hayes 3-ounce tanks.

As this tank has become the defacto standard for many Pukey Profiles, especially those powered by the 25LA and the 20FP, a few comments have come up.

First, availability. I have ordered mine from Hobby People, especially as this is also my source of another defacto standard, Thunderbolt glow plugs. I have also ordered them from a local hobby shop with no problem.

This morning I called SIG Mfg. and while there was a bit of hesitancy at current stock levels ("We've got a few...") they are stocking these tanks. Another issue is the short, seemingly too-stiff internal feed line supplied with these tanks.

It works just fine. Yes, I know that the clunk will not readily flop to every corner of the tank when the assembly is hand-held and moved around. *Don't worry about it.* During flight the clunk will readily follow the fuel.

However... Last night I was going through several tanks in prepping them for the new season. Hmmmm... The oldest of these tanks has been on my *Skyray 20* for almost two years. The feed line in the tank has stiffened to the point of being useless.

We flash back to the VGMC contest of 2005. The 20FP quit prematurely and this should not have been an issue. No way, no how.

Derek Moran and I were flying together, like any Pit Dude who takes his duties seriously, he picked up the model and announced there was still fuel in the tank, certainly enough to have completed the pattern.

The contest was over, I blew it off as an anomaly. And probably didn't have any further problems as I simply made sure to put in a little extra fuel for the next contests.

In looking back the stiffened tubing was quite likely the problem. Also a "problem" is that these tanks are so reliable one installs them, adjusts the height of the tank and then treats them as bullet-proof. Don't freak on me, but assuming I cannot find suitable silicone fuel line--and I have not been able to do so in the past--I'm

switching over to surgical tubing.

Yeah, yeah, fuel gets to the stuff, turning it to junk. But this does not happen right away; I'm betting a guy could easily get a half-season out of each chunk of tubing.

Being a very conservative sort when it comes to model prep, I have already cut to proper length a dozen pieces of surgical tubing, packed them into my bag of spare tanks and fittings. Remember, these Hayes tanks are nothing like the ubiquitous Pylon clunkers. There are no screws, plugs, hard-tubing feed lines, vent lines and fill lines to get positioned just perfectly.

Instead, one simply grabs the plastic fitting at the front of the tank, pulls it free of the tank and has ready access to *all* of the internal plumbing. It is a really simple task to insert a new piece of tubing. Simple enough to do this at every practice session, the morning of every contest.

That should not be necessary, but might be a good idea in the beginning and until one knows more about the effects of his fuel blend on this vital piece.

Incidentally, there is also a 4-ounce version of this tank which might be of interest and which seems to be more widely available. It's only .020-inch taller than the 3-ounce tank; assuming you have any room at all for height adjustment, it will fit.

The 4-ounce units are .120-inch wider and this would not appear to effect the functionality of this tank for our application. They are about .445-inch longer, which means they won't nestle behind the engine on any ARF *Flite Streak* I have seen.

However, they will easily fit on the *left* side of a *Flite Streak* fuselage, an increasingly popular option, even if it looks weird. There is also adequate room for these 4-four ounce tanks to be mounted behind the engine on a SIG *Skyray 35*.

One of the reason for mentioning the option of a 4-ounce Hayes tank is that I am getting some questions from those flying 20FPs w/BB T-U at high altitude and have suggested more potent fuel with 20% known as working well, 25% being a distinct possibility.

Fuel mileage will of course go down and might get to the point where the 3-ounce tank--which is not actually a full 3-ounce capacity--will not quite deliver a full pattern.

Finally, if you will be trying these tanks for the first time, at least with 20FPs I have found

positioning the tank such that the fuel-outlet nipple is 1/8" low in relation to the engine center-line is a good starting point. Be prepared to shim tank up or down with shims of 1/64" ply when getting real serious about it.

Also mount these tanks such that the back end is kicked to the outside of the circle about 1/8 inch.

"Way Over The Top"

by **Combat Maniac**

I wanna talk to some of you older guys out there in combat land. You know who you are....the guys who take way longer than a TV commercial break to get to the fridge and back during the hockey game.

Now sometimes we all get a good idea from time to time, in spite of what the wife says. Just tune out the comments about "hair-brained" and "certifiably insane" and follow up on some of these gems. They can come at any time, so jot them down for further thought later. I kinda remember that old geezer with the really bad hair day everyday used to do this, you know, old wotzisname.....Einstein.

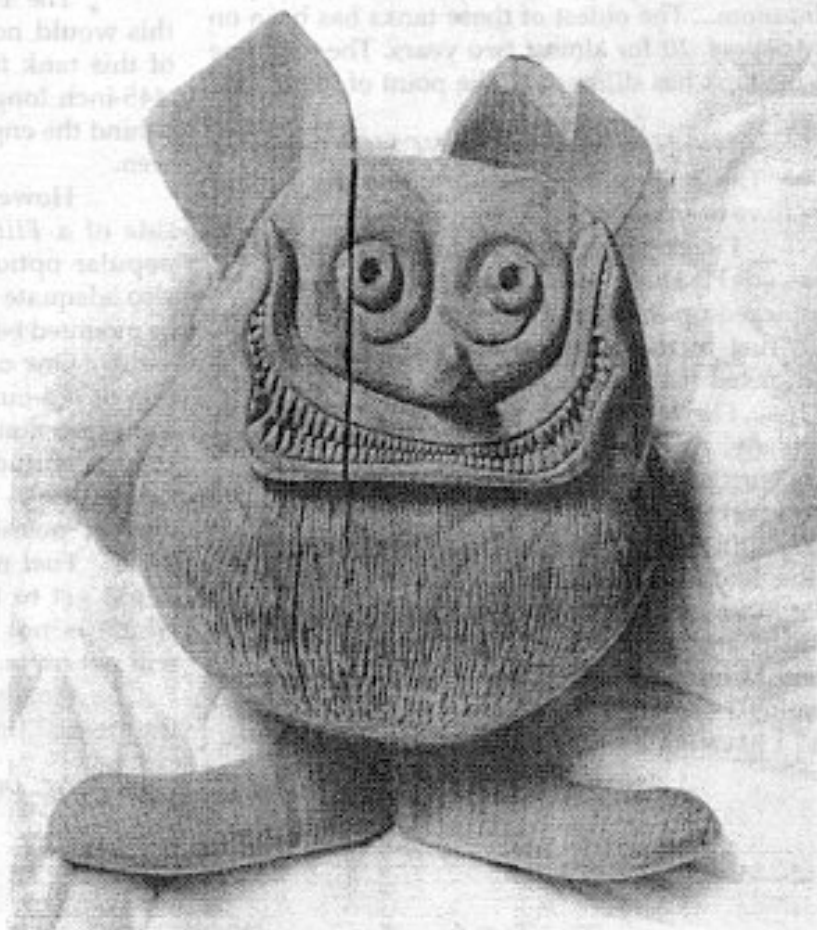
Anyone recognize this character?? Look for him at an upcoming contest!!

Flying Lines

I tend to get a flood of inspiration in the shower. Must have something to do with the plumbing.

So the other morning, just before the rinse cycle, a beaut of a combat idea hit me. An idea to increase the cutting power in combat.

No, I don't mean using your Lawn Boy mulcher blade as a prop, although nobody's tried that around here yet. I'm talking "Multi Engine" cutting power. Especially in events like 80 mph. A couple of Fox .15BBs lying unused in the balsa dust pile, or even five or seven Tee Dees. You'll have so much prop you can't help but get a bunch of cuts and kills. It's so simple I can't imagine why nobody has thought of it before. The old P-38 Lightenings had the right idea. When you show up at the field with your 80 mph "Multi" you'll be the envy of all the other flyers. And after a couple of convincing wins the references to your mother's army boots and the name calling will have died down. You know that you're the one who's sane and all the rest are crazy. So don't worry about long engine starting periods. By the time you've cut your way to that 1st Place trophy, everyone else will be green with envy. Now,.....where's all those extra Tee Dees I haven't seen for years?



Jim Walker Memorial Spring Tune-Up

NW contest season kicks off
in "the windy city"
April 21-23, 2006, Portland, Ore.

Northwest Fireballs got the 2006 contest season going in fine fashion at East Delta Park, with three days of competition flying. Summer-like weather blew into town (literally) with temperatures around 70 and winds around 70, too. Well, not really 70 mph but sometimes it seemed like it. Nevertheless, the contest went off very well, and there were virtually no serious mishaps (notwithstanding the occasional combat crash). Some of the precision aerobatics fliers passed on flights because of the conditions on Sunday, saving the planes for calmer days, but there were enough flights for a good competition, despite the challenges.

Leo Mehl did a fine job organizing the event in his first outing as contest director. Event directors were Loren Howard (speed), Jim Holmack (racing), Gary Harris (combat), Joe Just (carrier) and Scott Riese (stunt).

Scott reported that the already nice Delta Park flying site is due for some improvements, including a new circle, within the next year or so.

Here are the results as reported by CD Leo Mehl. Northwest standings points in parentheses.

RECORD RATIO SPEED (6 entries)

1. Ted Gritzmacher, Battle Ground, Wash. (6)
 2. Ken Kortness, Spokane, Wash., (5)
 3. Rich Salter, Seattle, Wash. (4)
 4. No other placings listed
- No scores provided

.15 NAVY CARRIER (1 entry)

1. David Miller, Pasco, Wash. (1), 168.75 points

PROFILE NAVY CARRIER (4 entries)

1. Mike Potter, Auburn, Wash. (4), 233.79 points
2. Dick Salter, Tenino, Wash. (3), 194.15
3. Rich Salter, Seattle, Wash. (2), 180.95
4. Logan Just, Roy, Wash. (1), 80.65

FLYING CLOWN RACE (3 entries)

1. S&S Racing Team, Seattle/Tenino, Wash. (3),

250 laps

2. Nitrohlics Racing Team, Salem/Eugene, Ore. (2) 211

3. David Miller, Pasco, Wash. (1), 78 laps

NORTHWEST SPORT RACE (4 entries)

1. Nitrohlics Racing Team (4), 9:08
2. Mike Holmack (3), 9:20
3. S&S Racing Team (2), 9:22
4. Kenny Johansen, Stanwood, Wash. (heat score not provided)

80MPH COMBAT (5 entries) (triple-elimination)

1. John Thompson, Eugene, Ore. (5), 5-2
2. Rich Salter (4), 5-3
3. Kenny Johansen (3) (coin toss broke tie for second place), 3-3
4. Mark Hansen, Portland, Ore. (2), 0-3
5. Dick Salter, 0-2, pass

OLD-TIME STUNT (4 entries)

1. Scott Riese, Portland, Ore. (4), 298
2. Pat Johnston, Boise, Idaho (3), 250
3. Doug Wood, Idaho Falls, Idaho (2), 242
4. David Miller, Pasco, Wash. (1), 99

Judges: Don McClave, Dave Royer

CLASSIC STUNT (6 entries)

1. Don McClave, Portland, Ore. (6), 573
2. Pat Johnston (5), 554
3. Scott Riese (4), 551.5
4. Bruce Hunt, Salem, Ore. (3), 539.5
5. Mike Foley, College Place, Wash. (2), 483.5
6. Jim Holmack, Silver Lake, Wash., 397.5

Judges: Dave Royer, John Thompson

BEGINNER PRECISION AERO. (3 entries)

1. Art Zehner, Portland, Ore. (3), 155
2. David Miller (2), 100
3. Richard Entwistle, Portland, Ore. (1), 84

Judges: Scott Riese, Dave Royer

INTERMEDIATE PRECISION AERO. (1 entry)

Did not fly

ADVANCED PRECISION AER. (6 entries)

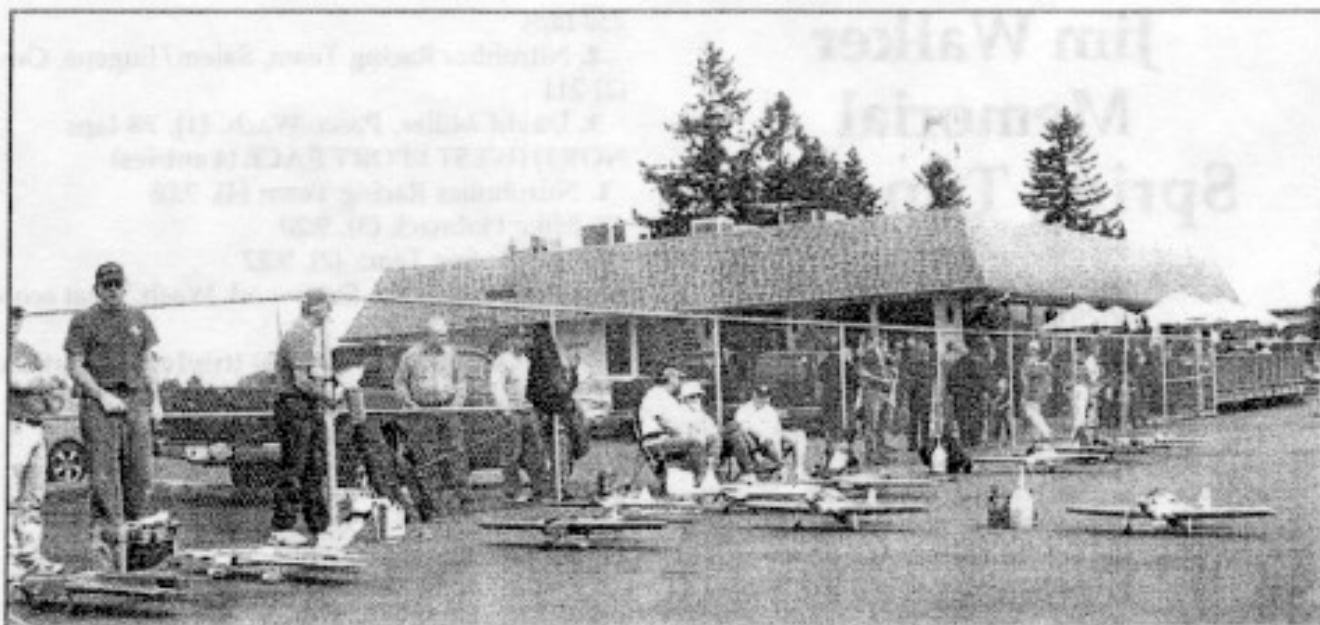
1. Gary Nelson, Tigard, Ore. (6), 497
2. Leo Mehl, Portland, Ore. (5), 474
3. Mike Foley (4), 463
4. John Thompson (3), 457
5. Jim Holmack, 363
6. Greg Hart (scratched due to wind)

Judges: Dave Royer, Scott Riese

EXPERT PRECISION AEROBATCS (5 entries)

1. Pat Johnston (7.5), 541
2. Bruce Hunt (6), 533
3. Jerry Eichten, Newberg, Ore. (4.5), 451
4. Scott Riese and Don McClave scratched due to wind

Judges: Leo Mehl, Dave Royer



The Hangar Inn restaurant alongside the stunt pits at the Stunt-a-Thun, at Thun Field in Puyallup, Wash., provides for lots of spectators. *Flying Lines* photo.

Stunt-a-Thun 2006

Two days of airplanes, big and small
June 17-18, 2006, Puyallup, Wash.

The annual pilgrimage to Puyallup, Wash., for the Northwest Skyraiders' Stunt-a-Thun precision aerobatics meet always brings the model fliers close together with the full-scale variety of airplanes, and it brings aviation enthusiasts who like to have their Sunday breakfast at the airport in close touch with the model airplanes lined up just outside the restaurant.

The 2006 version of the contest was flown in excellent stunt weather, with enough overcast to keep the sun from baking the competitors, very little wind, and pleasant temperatures. Full-scale airplanes coming and going added interest for everyone.

This year's contest also was honored by the presence of Dee Rice of Houston, Texas, designer of the famous Oriental series of airplanes. There were six Orientals on the field in various configurations. Using planes loaned by Pat Johnston, Dee also got a chance to show off his flying skills in P-40 and precision aerobatics.

There were a number of new planes in attendance, along with a lot of the old standbys. Among the stars of the new arrivals were Randy Powell's Dangerous and Keith Varley's Oriental Plus. Both proved to be still in the shakedown

stages, but they were mighty nice to look at. Pete Peterson's Sultan and Mike Haverly's Oriental Plus were among the other very nice new planes for 2006, shown off at Stunt-a-Thun.

The Skyraiders crew of Chris Gomez, Steve Helmick, Ron Canaan, Dave Gardner and several others did a great job putting on a first-class contest. Very nice prizes were awarded, including the traditional Skyraiders chairs for first place. Among other prizes were dinners at the Hangar Inn and dope products supplied by Spencer Aviation.

Here are the results. Northwest standings points in parentheses.

OLD-TIME STUNT (4 entries)

1. Pete Peterson, Tacoma, Wash., 297.5 (4) — Jamison, Zoot Fox .35 Stunt
2. Bob Smiley, Kingston, Wash., 287.5 (3) — Ringmaster, O.S. .25 FP
3. Bob Emmett, Sequim, Wash., 280.25 (2) — Barnstormer, Fox. .35 Stunt
4. Rich McConnell, Seattle, Wash., 237.5 (1) — Barnstormer, O.S. .40 FP

Judges: Dan Rutherford, Gary Letsinger

CLASSIC STUNT (9 entries)

1. Pat Johnston, Boise, Idaho, 552.5 (9) — Rabe Bearcat, SSW Magnum .53
2. Randy Powell, Port Orchard, Wash., 538 (8) — Wooley Cora, P.A. .40 Merlin
3. Bruce Hunt, Salem, Ore., 528.5 (7) — Shark 45, T&L SuperTigre .60bb

4. Mike Haverly, Auburn, Wash., 513.5 (6) — Profile Oriental, O.S. LA 40

5. Dan Rutherford, Bothell, Wash., 505 — Flite Streak, O.S. .20 FP

6. Keith Varley, Vancouver, B.C., 495 — Oriental, Magnum XLS .36 with blocked boost port

7. Bob Smiley, 488.5 — Profile Oriental, Brodak .40

8. Rich McConnell, 466.5 — Veco Tomahawk, Fox .15bb

9. Rod Claus, Kent, Wash., 438 — Smoothie, O.S. .35 FP with blocked boost port

Judges: Dave Gardner, Steve Helmick

P-40 STUNT (7 entries)

1. Bob Smiley, 526 (7) — Profile Oriental, Brodak .40

2. Pat Johnston, 523 (6) — GeeBee QED, O.S. .35 FP

3. Bruce Hunt, 521 (5) — Profile Cardinal, Dixon O.S. .40FP

4. Mike Haverly, 510.5 (4) — Profile Oriental, O.S. LA 40

5. Dan Rutherford, 504.5 — Flite Streak, O.S. 20 FP

6. John Thompson, Eugene, Ore., 488 — P-40 ARF, O.S. .40 FP

7. Rich McConnell, 384 — Modified Prowler, Thunder Tiger GP.40

Judges: Dave Gardner, Steve Helmick

BEGINNER PRECISION AERO. (2 entries)

1. Michael Fitzgerald, Kennewick, Wash., 220 (2) — Oriental

2. David Miller, Pasco, Wash., 158 (1) — Tutor Too, O.S. LA .46

Judges: Dan Rutherford, Joan Cox

INTERMEDIATE PRECISION AERO. (1 entry)

1. Rod Claus, 425.5 (1) — Smoothie, O.S. .35 FP

Judges: Dan Rutherford, Joan Cox

ADVANCED PRECISION AERO. (4 entries)

1. Mike Haverly, 514.5 (4) — Oriental Plus, RO-Jett .40 BSRE/pipe



Randy Powell's Cobra is classy in Classic Stunt. *Flying Lines* photo.

2. John Thompson 494.5 (3) — Vector .40, O.S. LA .40

3. Rich McConnell, 490.5 (2) — Modified Prowler, Thunder Tiger .40GP

4. Dave Gardner, Renton, Wash., 463.5 (1) — Re Run (modified Trivial Pursuit), Double Star .60 lite RE/muffler

Judges: Dan Rutherford, Joan Cox

EXPERT PRECISION AEROBATICS (9 entries)

1. Howard Rush, Bellevue, Wash., 573 (13.5) — Impact, O.S. .40VF/pipe

2. Chris Cox, Delta, B.C., 570 (12) — Saturn, O.S. .40VF/pipe

3. Pat Johnston, 553.5 (10.5) — Mustang, Stalker .61RE/muffler

4. Pete Peterson, 551 (9) — Sultan, RO-Jett .65 BSRE/pipe

5. Bruce Hunt, 549 — Shark 45, T&L SuperTigre .60bb

6. Dee Rice, Houston, Texas, 548 — Mustang, SSW Magnum .53

7. Dan Rutherford, 540 — Impact, Saito .56 four-stroke

8. Randy Powell, 520 — Cobra, PA .40 Merlin/muffler

9. Keith Varley, 481 — Oriental Plus, RO-Jett .40/pipe

Judges: Dave Gardner, Steve Helmick

The 2006 Northwest Control-Line Regionals

Call it "The Rainy Regionals."

Year No. 35 of the Northwest's control-line showcase meet hit the worst three days of this spring's weather in the Willamette Valley. Weather kept some entries away and caused a lot of "pass" scores to go on the scoreboards. A couple of events were washed out completely. Still, most of the events took place, and the 78 people who attended and participated went home with some memories, some trophies, and some prizes.

The contest returned to Eugene, Ore., where it was held for its first 23 years. After going on the road to Roseburg, Ore., and then Albany, Ore., the contest returned to its home field thanks to the assistance of the Eugene Airport staff, the local club, the Eugene Prop Spinners, and the Northwest Regionals Management Association.

The Eugene site worked well for the contest, and work is already under way to return for the 2007 running of this traditional meet. The NWRMA is looking for feedback on the contest, and for comments on lodging in the community that would help us do an even better job of hosting the meet next year. Comments are invited via the Northwest Message Boards section of the Flying Lines web site (flyinglines.org).

The results of the contest follow.

2006 Northwest Control Line Regionals Results

May 26-27-28, Eugene, Ore.

Total individual entrants: 79

Combat Champion: Jeff Rein

Navy Carrier Champion: Jim Schneider

Racing Champion: Les Akre

Scale Champion: Leonid Derbarmdiker

Speed Champion: Jerry Rocha

Stunt Champion: Bob Smiley

Precision Aerobatics Concours 'd Elegance: Pat Johnston (Mustang)



Despite the rain, there was flying at the Regionals! Bob Smith and Dave Stevenson duke it out on the combat circle. Edmond Bridant photo.

Results

(Number of entries after event name)

(Northwest Standings points

in parenthesis after score)

VINTAGE DIESEL COMBAT (9)

1. Jeff Rein, Bothell, Wash. 7-0 (9)
2. Robert Smith, Roy, Wash. 5-2 (8)
3. Jim Green, Bellevue, Wash. 5-2 (7)
4. Edmond Bridant, Santa Rosa, Calif., 2-5
5. Kenny Johansen, Stanwood, Wash.
Dave Stevenson, Pleasant Hill, Calif.
Buzz Wilson, Belfair, Wash.
Ken Burdick, Kent, Wash.
Caroline Wright-McPherson, Ravensdale, Wash.

80-MPH COMBAT (5)

1. Jeff Rein (5)
2. Robert Smith (4)
3. Jim Green (3)
4. Kenny Johansen (2)
5. Dave Stevenson



Gerald Schamp launches Pat Johnston's Bearcat.
Rich Salter photo.

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

1. Edmond Bridant
2. Dave Stevenson
3. Jeff Rein (3)
4. Robert Smith (2)
5. Jim Green

CLASS I NAVY CARRIER (3)

1. Jim Schneider, Livermore, Calif., 404.26
- Two other entries did not score.

CLASS II NAVY CARRIER (2)

1. Jim Schneider, Livermore, Calif., 251.26
- One other entry did not score.

PROFILE NAVY CARRIER (7)

1. Eric Conley, Gardnerville, Nev., 354.82
 2. Randy Bush, Oakland, Calif., 321.34
 3. Mike Conner, Pitt Meadows, B.C., 226.71 (5)
 4. John Donaldson, Reno, Nev., 158.2
- Three other entries did not score.



Junior racing contestants Jenessa Beers and Austin Johansen weren't bothered by the weather. Rich Salter photos.

.15 NAVY CARRIER (4)

1. Jim Schneider, 254.10 — Regionals record
 2. Mike Conner, 179.77 (3)
 3. David Miller, Pasco, Wash., 156.36 (2)
- One other entry did not score.

CLASS I/II NOSTALGIA NAVY CARRIER (0)

No scores

PROFILE NOSTALGIA NAVY CARRIER (2)

No scores

MOUSE RACE I OPEN (2)

1. Paul Gibeault, Edmonton, Alberta, 6:47.61 (Heat: 35 laps)
2. Can-Am Team (Ryan/Akre), 84 laps (Heat: 2:49.43) (1)

MOUSE RACE I JR.-SR. (2)

1. Austin Johansen, Stanwood, Wash., 7:33.91 (2)
2. Jenessa Beers, Cascade, Mont., 11:36.33 (1)

MOUSE RACE II (2)

1. Paul Gibeault, 7:08.16 (Heat: 3:31.8)
2. Can-Am Team, 75 laps (Heat: 2:59.7 — Northwest record) (1)

.15 RAT RACE (2)

Race canceled because of weather.

AMA GOODYEAR (3)

No feature was run; heat scores only.

1. Todd Ryan, Moses Lake, Wash., 2:46.7 (Northwest Record)/pass (3)
2. Jackson/Murphy Team, Lincoln, Calif., 10:27.18/34 laps
3. Les Akre, Edmonton, Alberta, 37 laps/pass

FLYING CLOWN RACE (10)

1. Les Akre, 340 laps — Regionals record (Heat:169)
2. Jim Persson, Pleasanton, Calif., 324 laps (Heat:164)
3. Jackson/Murphy Team, 36 laps (Heat: 142)
4. Todd Ryan, 158 heat, scratched from final (7)
5. Bart Team (Rein/Burdick), Bothell/Kent, Wash., 141 heat
6. S&S Racing Team, Tenino/Seattle, Wash., 138 heat
7. Austin Johansen, 130 heat
8. Allan Hoffmann, Chico, Calif., 111 heat
9. David Miller, 57 heat
10. Mike Holmack, Silver Lake, Wash., 51 heat

NORTHWEST SPORT RACE JR.-SR. (1)

1. Matthew Eichten, Newberg, Ore., 62 laps (1)



Regionals racing action: From left, Randy Bush, Todd Ryan, Bob Murphy, Rich Salter

NORTHWEST SPORT RACE OPEN (5)

1. Todd Ryan, 7:50.74 — Regionals record, Northwest record (Heats: 4:07.15/4:00.57)(5)
2. Les Akre, 7:59.29 (Heats: 4:01.99/3:56.56)
3. Mike Holmack, 8:56.37 (Heats: 4:32.79/4:49.91) (3)
4. James Holmack, Silver Lake, Wash., 13:35.08 (Heats: 4:33.16/4:31.7) (2)
5. Kenny Johansen, Heats: 5:12.35/6:19.49

NORTHWEST SUPER SPORT RACE (4)

1. S&S Racing Team, 7:17 (Heats: 3:22/pass) (4)
2. Can-Am Team, 7:24 (Heats: 3:25/3:25) (3)
3. Nitroholics Racing Team, 7:57 (Heats: 3:38/3:53) (2)
4. Jim Persson, 22 laps heat

QUICKIE RAT RACE (4)

1. Les Akre, 6:22.57 — Regionals record (Heats: 3:38.55/3:06.82)
2. Jim Persson, 7:06.88 (Heats: 3:00.83/3:00.41)
3. S&S Racing Team, 17 laps (Heats: 5:02.09/pass) (2)
4. Todd Ryan, 6:05.11 heat (1)

PRECISION SCALE (1)

1. Leonid Derbarmdiker, Buena Vista, Calif. Flight: 367.5; static: 732

SPORT SCALE (0)

No entries

PROFILE SCALE (1)

One entry did not score.

1/2-A SPEED (4)

1. Jerry Rocha, Napa, Calif., 123.24 mph
 2. Paul Gibeault, 87.78
- Two other entries did not score

1/2-A PROTO SPEED (5)

1. Jerry Rocha, 99.65 mph
2. Jackson/Murphy Team, 86.62
3. Laura Beers, Cascade, Mont., 72.27 (3)
4. Jenessa Beers, Cascade, Mont., 61.88 (2)

A SPEED (4)

1. Jerry Rocha, attempt
 - Luke Roy, Fairfield, Calif., attempt
- Two other entries did not score.

B SPEED (1)

No scores.

D SPEED (4)

1. Karl Caldwell, Sparks, Nev., 148.52 mph
- Three other entries did not score.

JET SPEED (1)

No scores

FORMULA 40 SPEED (4)

1. Paul Gibeault, 153.76 mph
2. Ted Gritzmacher, Battle Ground, Wash., 151.23 (3)
3. Rich Salter, Seattle, Wash., 136.59 (2)
4. Dick Salter, Tenino, Wash., attempt (1)

FAI SPEED (2)

1. Paul Gibeault, 173.75 mph
2. Jim Rhoades, Salt Lake City, Utah, attempt

.21 SPORT SPEED (8)

1. Jerry Rocha, 153.09 mph
2. Loren Howard, Ariel, Wash., 150.69 (7)
3. Karl Caldwell, 150.06
4. Arnold Nelson, Napa, Calif., 147.06
5. Eric Nelson, Napa, Calif., 137.4
6. Ted Gritzmacher, attempt
- Greg Beers, Cascade, Mont., attempt

.21 PROTO SPEED (1)

1. Danilla Beers, Cascade, Mont., 92.15 mph (1)

NORTHWEST SPORT JET SPEED (5)

No scores

EXPERT PRECISION AEROBATICS (19)

1. Paul Walker, Kent, Wash., 579 (28.5)
2. Brett Buck, Sunnyvale, Calif., 570.5
3. David Fitzgerald, Napa, Calif., 559.5
4. Ted Fancher, Foster City, Calif., 557.5
5. Bruce Perry, Edmonton, Alberta, 553
6. Chris Cox, Delta, B.C., 548
7. Howard Rush, Bellevue, Wash., 543
8. Jack Pitcher, Gresham, Ore., 537.5
9. Jim Aron, El Cerrito, Calif., 527
10. Pat Johnston, Boise, Idaho, 524.5
11. Bruce Hunt, Salem, Ore., 511
12. Pete Peterson, Tacoma, Wash., 510.5

13. Bob Smiley, Kingston, Wash., 506
 14. Jim Rhoades, 493
 15. Keith Varley, Vancouver, B.C., 486.3
 16. Jerry Eichten, Newberg, Ore., 446
 17. Alan Resinger, Duncan, B.C., 429
- Two other entries did not score.

ADVANCED PRECISION AEROBATICS (8)

1. John Thompson, Eugene, Ore., 459 (8)
2. Mike Haverly, Auburn, Wash., 458.5 (7)
3. Hube Start, Abbotsford, B.C., 446.5 (6)
4. Greg Hart, Donald, Ore., 438 (5)
5. Leo Mehl, Portland, Ore., 437.5
6. Dave Royer, Portland, Ore., 431
7. Floyd Carter, Eugene, Ore., 399
8. Jim Holmack, 379.5

INTERMEDIATE PRECISION AEROBATICS (6)

1. Allana Perry, Edmonton, Alberta, 409.5
 2. Richard Walbridge, Fresno, Calif., 403.5
 3. Doug Barton, Woodland, Calif., 381
 4. Doug Wood, Idaho Falls, Idaho, 368 (3)
- Two other entries did not score.

BEGINNER PRECISION AEROBATICS (4)

1. David Miller, Pasco, Wash., 170 (4)
 2. Eric Fitzgerald, Napa, Calif., 137.5
 3. Matthew Eichten, 136.5 (2)
- One other entry did not fly.

CLASSIC STUNT (11)

1. Don McClave, Portland, Ore., 507.5 (11)
2. Ted Fancher, 505.5
3. Bruce Hunt, 467 (9)
4. Pat Johnston, 457.5 (8)
5. Bob Smiley, 444.5
6. Dan Rutherford, Bothell, Wash., 442
7. Mike Haverly, 426
8. Dave Royer, 419.5
9. Jim Holmack, 395.5
10. Alan Resinger, 236.5
11. Jeff Rein, 225

OLD-TIME STUNT (9)

1. Pete Peterson, 266.5 (9)
2. Scott Riese, Portland, Ore., 265.5 (8)
3. Bob Smiley, 256 (7)
4. Jim Aron, 251.5
5. Mike Corner, 248
6. Doug Wood, 229
7. Dave Royer, 227.5
8. Mike Haverly, 218.5
9. Floyd Carter, 130.5

SPORTSMAN P-40 STUNT (4)

1. Mike Haverly, 438.5 (4)
2. Greg Hart, 415.5 (3)
3. Jim Holmack, 322.5 (2)
4. Floyd Carter, 301.5 (1)

EXPERT P-40 STUNT (4)

1. Bob Smiley, 441.5 (4)
2. Bruce Hunt, 421 (3)
3. Jerry Eichten, 416 (2)
4. Pat Johnston, 389 (1)

Regionals combat report

By Mel Lyne, Vintage Diesel event director

Vintage Diesel Combat

It was truly authentic 1950s British diesel combat weather....lots of rain. Eight bullet-hard combat guys plus lady Caroline were keen to fly. What's a bit of rain? After the pilot's meeting the first match got off at 9:30

in a medium-wet drizzle.

Kenny Johansen and Ken Burdick had a good one going. Kenny hit Ken's streamer no less than 12 times and the wet plastic streamer just would not cut. You had to get the prop on it to get a cut. Caroline Wright-McPherson took on Robert Smith in an interesting match, with Caroline being cautious with her new "Dominator" plane.

Jeffrey Rein took on Edmond Bridant up from California and had to work hard for the win. Dave Stevenson, also from California, took on Jim Green in a model-

busting barn-burner. Fascal covering is a must for these models if you want them to survive severe bashes! Most models were Warlords or Razor Blades powered by PAWs or Sharmas. There were some Ironmongers and the odd Pirhana and Dominator also in the mix. Mid-airs were few with non Fascal-covered models suffering the worst damage. At the lunch break some serious Fascal horse-trading took place. Buzz Wilson had



80-mph combat action. Edmond Bridant photo.

a close match with Kenny, Buzz squeaking the win by 14 seconds.

After 3 full rounds and the rain getting heavier nobody was ready to shorten the scheduled 5 rounds. So on they flew, "Into the valley of "heavy rains", opponents to the left of them, opponents to the right of them, onward flew the intrepid nine!"(Okay so it wasn't quite the 500 into the Valley of Death, but it sure was wet!)

After 4 full rounds the nine still wouldn't yield!....."Naah....We can fly 1/2A tomorrow, let's get in the full 5 rounds". Meanwhile the ED and crew were definitely getting into soggy moccasin territory. Can it get any wetter? As if the heavens had heard, a DELUGE was released. This was the only time the intrepid nine paused. Then suddenly the rains ceased and it was "run the matches fast". Judges Henry and Vernon did a stalwart job assisting Mel in officiating. Others such as Kenny chipped in too for much appreciated help during "sock wringing-out breaks"(Did I say it was wet?). Gary Harris also arrived to assist. There were some great matches with Jeffrey, Jim, Edmond, Robert and Kenny putting on some classic matches in pursuit diesel combat with lots of streamer hits and some cuts.

When the dust(make that "spray") had settled at the end of 5 rounds, Jeffrey had all wins followed closely by Jim, Robert and Edmond. The first semi had Robert vs Jim in a close one with one cut each, a tangle and both up again. Robert getting it on air time. The second semi had Jeffrey vs Edmond in a very tactical match. Jeffrey took the whole streamer in one cut and then flew inverted extremely low with Edmond trying to follow him through the wet grass blades. Jeffrey held on for the win. Jim and Edmond flew off for 3rd and 4th. Jim got 2 cuts up and successfully evaded Edmond until curfew for the win. The final was Jeffrey vs Robert in another tactical classic with Jeffrey getting ahead on cuts and then flying low inverted to hide. There was a tangle with both planes down briefly but Jeffrey held on for the win, his first ever in diesel combat.

Many thanks to all the crew, helpers and the contestants for a great show. (Results listed above).

Jeffrey Rein's winning model: PAW .15 BR powered 1957 "Razor Blade". 32 in span, 16 ounces. Built by Jeffrey Rein.

1/2A and 80 mph combat

There were 5 entries in each with Gary

Harris running the events aided by Caroline Wright-McPherson.

1/2A got going Sunday morning with damp skies. Jeffrey Rein, Robert Smith, Edmond Bridant, Dave Stevenson and Jim Green had a double elimination going. Early on Edmond got a kill on Jeffrey. Both Dave and Edmond were flying well and it ended with both of them in the final. Edmond came out on top with the kill for his first combat win as a "Retread" after a 15 year "pause."

In 80mph combat Jeffrey Rein, Robert Smith, Kenny Johansen, Jim Green and Dave Stevenson did battle. Kenny had a good run at it and the sun even came out for a while. In the end the old pro Jeffrey proved too tricky for the rest of the field and took first place decisively.

Regionals speed report

By Mike Hazel, speed event director

When the weather was such as it was this year, it was nice that we had 2-1/2 days to get in the flights. The speed ships are a little more finicky and can be more difficult to operate in those less than optimum conditions. And no one even bothered getting out their jet equipment, as wet weather makes things very difficult with them. Of course there was plenty of bench racing under the rain shelters, and as usual some interesting stories were swapped, exaggerations and embellishments notwithstanding.

Here's a quick rundown on all the speed events that we ran ...

Jerry Rocha turned a decent 123 mph score in 1/2 A on his conventional layout ship, which had a CS/GZ 049 on minipipe. Paul Gibeault dared use a Class II mouse racer for second place, which at 87 mph was a bit below its potential.

In 1/2 A Proto Jerry repeated a win at 99 mph. Scott Jackson took second, looking good in the pylon running out his fuel tank. Third and fourth places by Jennessa and Laura from the Montana "Beers Brigade", the former doing her first stint in the pylon. Good show!

In class 'A' there were no official flights, with both Luke Roy and Jerry Rocha having some "almost there" attempts use F2A style equipment on monoline.

F2A saw several attempts from the alky burner boys, with Paul Gibeault finally getting a fair 173 score, getting the piped engine setup on song without going lean and overheating during

the timed run.

.21 Sport Speed is now by far the most popular speed class, and many times features some fun close competition. Any of the top four placers this year had the potential to come out on top, but Jerry's 153 excellent first flight stood up thru the weekend. Loren Howard and Karl Caldwell tightly bunch for 2nd and 3rd, respectively. Arnold Nelson had a 147 mph flight that sounded very much faster than the stopwatch testified to. Maybe under-propped, eh? Engine of choice among top finishers was the Nova-Rossi 21, in one configuration or another. Eric Nelson used an O.S. 21 to turn 137, but according to some he has turned 150 before, so perhaps there really are some choices in the engine department.

There was only one flight in 21 Proto, put in by Danilla Beers.

In the Formula 40 class Paul Gibeault's K&B powered bird edged out Ted Gritzmacher's Nelson powered ship in tight competition. Rich Salter

was looking for the Magic Prop, with his 136 mph plane sounding like it had much more potential to unlock. Keep looking, Rich.

The "big block" class was actually won by a small block! Karl Caldwell used his little 'D' bird, which has a huge wing and a very under-cubed powerplant, i.e. a Nelson 40. This setup has gone much faster than the 148 mph flight.

Loren Howard's old reliable 'D' suffered the only notable ground contact mishap at the speed circle.

Immediately upon launch, the plane seemed to have a flutter, and after going only one half lap, the outboard wing panel blew off. Pilot Greg Beers wasn't able to level out before the plane pancaked, but only minor damage was done.

Overall Speed champion was Jerry Rocha, but Paul Gibeault was only one point behind him. My sincere thanks to all the entrants who helped time, and do the wrestling around with the safety netting.

A couple of Regionals champions. At left, Jeff Rein, Combat Grand Champion. Right, Les Akre, Racing Grand Champion. Rich Salter photos.



The Scoreboard

Northwest control-line competition standings.

Northwest points races get under way

The Northwest Regionals, Jim Walker Memorial contest in Portland and the Stunt-a-Thun in Puyallup kicked off the scramble for the season's competition bragging rights.

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

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

Contests counted to date: April 21-23, Portland, Ore.; May 26-28, Eugene, Ore.; June 17-18, Puyallup, Wash.

Following are standings for updated events:

2006 STANDINGS

1/2-A COMBAT

- | | |
|------------------------------|---|
| 1. Jeff Rein, Bothell, Wash. | 3 |
| 2. Bob Smith, Roy, Wash. | 2 |

80 MPH COMBAT

- | | |
|---------------------------------|---|
| 1. John Thompson, Eugene, Ore. | 5 |
| Jeff Rein | 5 |
| Kenny Johansen, Stanwood, Wash. | 5 |
| 4. Rich Salter, Seattle, Wash. | 4 |
| Bob Smith | 4 |

VINTAGE DIESEL COMBAT

- | | |
|-------------------------------|---|
| 1. Jeff Rein | 9 |
| 2. Bob Smith | 8 |
| 3. Jim Green, Bellevue, Wash. | 7 |

OVERALL COMBAT

- | | |
|--------------|----|
| 1. Jeff Rein | 17 |
| 2. Bob Smith | 14 |
| 3. Jim Green | 10 |

- | | |
|--------------------------------|---|
| 4. John Thompson | 5 |
| Kenny Johansen | 5 |
| 6. Rich Salter | 4 |
| 7. Mark Hansen, Portland, Ore. | 2 |

PROFILE NAVY CARRIER

- | | |
|------------------------------------|---|
| 1. Mike Conner, Pitt Meadows, B.C. | 5 |
| 2. Mike Potter, Auburn, Wash. | 4 |
| 3. Dick Salter, Tenino, Wash. | 3 |
| 4. Rich Salter, Seattle, Wash. | 2 |
| 5. Logan Just, Roy, Wash. | 1 |

.15 NAVY CARRIER

- | | |
|----------------------------|---|
| 1. Mike Conner | 3 |
| David Miller, Pasco, Wash. | 3 |

OVERALL NAVY CARRIER

- | | |
|----------------|---|
| 1. Mike Conner | 8 |
| 2. Mike Potter | 4 |
| 3. Dick Salter | 3 |
| David Miller | 3 |
| 5. Rich Salter | 2 |
| 6. Logan Just | 1 |

CLASS I MOUSE RACE

- | | |
|-------------------------------------|---|
| 1. Austin Johansen, Stanwood, Wash. | 2 |
| 2. Jenessa Beers, Cascade, Mont. | 1 |
| Can-Am Team, Edmonton/Moses Lake | 1 |

CLASS II MOUSE RACE

- | | |
|----------------|---|
| 1. Can-Am Team | 1 |
|----------------|---|

AMA GOODYEAR

- | | |
|---------------------------------|---|
| 1. Todd Ryan, Moses Lake, Wash. | 3 |
|---------------------------------|---|

FLYING CLOWN RACE

- | | |
|---|---|
| 1. Todd Ryan | 7 |
| 2. S&S Racing Team, Seattle/Tenino, Wash. | 3 |
| 3. Nitroholics Racing Team, Salem/Eugene | 2 |
| 4. Mike Holmack, Silver Lake, Wash. | 1 |

NORTHWEST SPORT RACE

- | | |
|---------------------------------|---|
| 1. Mike Holmack | 6 |
| 2. Todd Ryan | 5 |
| 3. Nitroholics Racing Team | 4 |
| 4. S&S Racing Team | 2 |
| Jim Holmack, Silver Lake, Wash. | 2 |

NORTHWEST SUPER SPORT RACE

- | | |
|----------------------------|---|
| 1. S&S Racing Team | 4 |
| 2. Can-Am Team | 3 |
| 3. Nitroholics Racing Team | 2 |

QUICKIE RAT RACE

- | | |
|--------------------|---|
| 1. S&S Racing Team | 2 |
| 2. Todd Ryan | 1 |

OVERALL RACING

- | | |
|----------------------------|----|
| 1. Todd Ryan | 16 |
| 2. S&S Racing Team | 11 |
| 3. Nitroholics Racing Team | 8 |
| 4. Mike Holmack | 7 |



5. Can-Am Team	5
6. Austin Johansen	2
Jim Holmack	2
8. Kenny Johansen	1
Matthew Eichten	1
Jenessa Beers	1

SPEED (all classes combined)

1. Ted Gritzmacher, Battle Ground, Wash.	9
2. Loren Howard, Ariel, Wash.	7
3. Rich Salter	6
4. Ken Kortness, Spokane, Wash.	5
5. Laura Beers, Cascade, Mont.	3
6. Jenessa Beers	2
7. Dick Salter	1
Danilla Beers, Cascade, Mont.	1

PRECISION AEROBATICS

1. Paul Walker, Kent, Wash.	28.5
2. Pat Johnston, Boise, Idaho	18
3. John Thompson	14
4. Howard Rush, Bellevue, Wash.	13.5
5. Chris Cox, Delta, B.C.	12
6. Mike Haverly, Auburn, Wash.	11
7. Pete Peterson, Tacoma, Wash.	9
8. Bruce Hunt, Salem, Ore.	6
Gary Nelson, Tigard, Ore.	6
Hube Start, Abbotsford, B.C.	6

CLASSIC STUNT

1. Pat Johnston	22
2. Bruce Hunt	19
3. Don McClave, Portland, Ore.	17
4. Randy Powell, Port Orchard, Wash.	8
5. Mike Haverly	6

OLD-TIME STUNT

1. Pete Peterson	13
2. Scott Riese, Portland, Ore.	12
3. Bob Smiley, Kingston, Wash.	10
4. Pat Johnston	3
5. Doug Wood, Idaho Falls, Idaho	2
Bob Emmett, Sequim, Wash.	2

P-40 STUNT

1. Bob Smiley	11
2. Mike Haverly, Auburn, Wash.	8
Bruce Hunt	8
4. Pat Johnston	7
5. Greg Hart, Donald, Ore.	3

OVERALL STUNT

1. Pat Johnston	50
2. Bruce Hunt	33
3. Paul Walker	28.5
4. Mike Haverly	25
5. Pete Peterson	22

6. Bob Smiley	21
7. Don McClave	17
8. Scott Riese	16
9. John Thompson	14
10. Howard Rush	13.5

VINTAGE STUNT SEASON TROPHY POINTS

1. Pat Johnston	25
2. Bruce Hunt	19
3. Don McClave	17
4. Scott Riese	16
5. Pete Peterson	13
6. Bob Smiley	10
7. Randy Powell	8
8. Mike Haverly	6
9. Doug Wood	2
Bob Emmett	2

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.

After publication of this issue, *Flying Lines* No. 215, further standings will be distributed primarily on the *Flying Lines* web site, flyinglines.org.



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	2:59.7	Can-Am Team	5-27-06	Eugene, Ore.
Mouse Race II - 140-lap	6:31.41	S&S Racing Team	5-24-02	Albany, Ore.
AMA Scale Race-70-lap	2:46.7	Todd Ryan	5-26-06	Eugene, Ore.
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	3:53.55	Todd Ryan	10-08-05	Salem, Ore.
NW Sport Race -140lap	7:50.4	Todd Ryan	5-28-06	Eugene, 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 June 03, 2006

Updated records in boldface

NW REGIONALS COMPETITION RECORDS

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

1/2 A SPEED	126.35	JERRY ROCHA	2005
A SPEED	186.84	JERRY ROCHA	2005
B SPEED	161.37	KEN KORTNESS	2002
D SPEED	171.85	RON SALO	2000
JET SPEED	168.62	LOREN HOWARD	2003
FORMULA 40	159.58	KEN KORTNESS	2002
21 SPORT SPEED	151.84	LOREN HOWARD	2001
FAI SPEED	177.97	TOM BROWN	2002
1/2 A PROF. PROTO	105.90	JERRY ROCHA	2005
21 PROTO SPEED	133.03	CHRIS SACKETT	1997
SPORT JET SPEED	153.09	JERRY ROCHA	2006

(RACING RECORDS REFLECT ONLY FINALS)

MOUSE RACE I	4:34.59	PAUL GIBEAULT	1992
MOUSE RACE II	6:10.95	DOUG MAYER	2002
AMAGOODYEAR	5:47.01	LES AKRE	1999
NWGOODYEAR	6:54.94	LES AKRE	2005
SLOW RAT RACE	5:38.67	BILL CAVE	2000
RAT RACE	4:45.5	BOB FOGG	2002
.15 RAT RACE	5:47.55	MIKE MacCARTHY	2005
NW SPORT RACE	7:50.74	TODDRYAN	2006
NW SUPER SPORT	6:38	TODDRYAN	2000
NW FLYING CLOWN	340	LES AKRE	2006
QUICKIE RAT RACE	6:36.74	LES AKRE	2005
B TEAM RACE	4:35 ???	BOB WHITNEY	2000
CLASS I CARRIER	434.56	JIM SCHNEIDER	2003
CLASS II CARRIER	439.68	JIM SCHNEIDER	2003
PROFILE CARRIER	372.27	JIM SCHNEIDER	2003
.15 CARRIER	254.10	JIM SCHNEIDER	2006
PROF. NOST. CARRIER	258.39	DICK SALTER	2005
CL I/II NOST. CARRIER	323.44	DAVE SHRUM	2005