

NEWS OF NORTHWEST CONTROL-LINE MODEL AVIATION

JUNE / JULY 1994 ISSUE #115

IN THIS BURSTING AT THE SEAMS MID-SUMMER ISSUE:

- * NW COMPETITION STANDINGS
- * REGIONALS PHOTOS!
- * CONTEST RESULTS FOR: RICHLAND MAY MEET, REGIONALS, STUNTATHON, RICHLAND JUNE MEET, NW SPEED CHAMPS.
- * UPDATED COMPETITION RECORDS
- * MAKING CANOPIES, BY ORIN HUMPHRIES
- * CARRIER NOTES, BY JOE JUST
- * ROUND & ROUND, BY JOHN THOMPSON
- * UPDATED NW CONTEST CALENDAR
- * PLUS LOTS MORE REALLY FINE STUFF!

It's been awhile since the last issue, and the size of this issue shows it! This is generally the maximum size that it is practical to print. Even though this is the first page of the newsletter, these words are the last ones that are put to paper. I did have a lot of notes that merited some attention, but space is tight, and hopefully most will be covered. There will not be room for the Club Notes department this time, so that information will wait until the next issue.

On The Contest Trail: The last couple of months have seen a lot of competition action. The first big meet of the season is the "Balsa Bash" the first weekend of May in Richland. Ye Olde Editor thoroughly enjoyed himself there, taking in some very nice weather, and some good competition in the racing events. If you have not attended this annual affair, put it on your calendar for next year. The Bashers do a good job putting this meet on at a very nice facility. Next up of course, was the NW Regionals in Eugene. This came off in the usual fine fashion, although the weather could have been a bit nicer. Several personal accounts have already been published elsewhere, so we will give you the complete and official results here, and call it good. The Stuntathon came next in Kent, Washington. The Skyraiders did there usual fine job of putting this meet on, report elsewhere in this issue. The C.B.B.B. had another meet in June, and the B.C. ACES hosted the NW Speed Championships at the end of the month.

This issue begins the return of the competition points standings. A quick review on how this works: Competitors through fourth place in events are given a point, inverse from the number of competitors participating in that event. Points results are listed for the top five in individual events, and the top ten in overall categories, where several events are combined. As is the case in this issue, we don't necessarily print out each event every time. The standings in this issue include all meets through the June 18th contest in Richland. Rich McConnell is the FL points statistician. Rich wants to remind all contest directors to promptly send in complete results to him after the meet. The AMA requires a report within seven days, so perhaps it would not be hard just to make a copy for Flying Lines.

We have a minor rules controversy brewing, which needs to be addressed by the racing fraternity. Last year the question came up regarding the special replacement parts that Fox is producing for the 35 Stunt engine, which is used in NW sport racing. These parts include a special hemi head, and a different backplate, which I believe are intended to smooth out the engine's running characteristics. It was our previous interpretation that these parts did not meet the stock-as-purchased intent clause of the rules. However, a straw poll at the Regionals showed that the majority of racers favor usage of these parts. It has been said that the engines can also be purchased with the new parts already installed. We also see that the Pacific Aeromodelers intend on allowing the use of the upgrade parts. Some input, please!!!!!!

-----OUTATIME, OUTASPACE, SEE YA NEXT MONTH!-----

NW Competition Standings

Flying Lines' compilation of event placings by Northwest modelers competing in Northwest region contests

OVERALL SPEED
(18 CONTESTS, 44 ENTRIES)

1)	CHUCK SCHUETTE.....	9
2)	BOB SPAHR.....	7
3)	TODD RYAN (SR).....	5
	JERRY THOMAS.....	5
5)	CLEAVER TEAM.....	2
	MIKE HAZEL.....	2
	JOE RICE.....	2
	CHRIS HAZEL (JR).....	2
	BRUCE DUNCAN.....	2
	CHRIS SACKETT.....	2
	RON SALO.....	2

OVERALL SCALE
(3 CONTESTS, 9 ENTRIES)

1)	KARL BROWN.....	2
	NICK STRATIS.....	2
3)	MORRIS GILBERT.....	1

OVERALL CARRIER
(11 CONTESTS, 36 ENTRIES)

1)	JOHN HALL.....	17
2)	TERRY MITCHELL.....	14
3)	TODD RYAN (SR).....	13
4)	RICH McCONNELL.....	9
5)	JOE RICE.....	7
	TERRY MILLER.....	7
7)	LLOYD MAROHL.....	5
	TOM STROM.....	5
9)	SHAWN PARKER.....	3
10)	JOE JUST.....	2
	ROY BEERS.....	2

OVERALL COMBAT
(5 CONTESTS, 17 ENTRIES)

1)	JEFF REIN.....	13
2)	TIM STROM (JR).....	6
3)	DICK SALTER.....	4
	GARY HARRIS.....	4
	DAVE THOMPSON.....	4
6)	JOE RICE.....	3
7)	TOM STROM.....	2
	TODD RYAN (SR).....	2
9)	KEVIN MAGNUSON (SR)...	1

.15 CARRIER
(3 CONTESTS, 13 ENTRIES)

1)	TERRY MITCHELL.....	7
	JOE RICE.....	7
3)	RICH McCONNELL.....	6
4)	LLOYD MAROHL.....	5
5)	TODD RYAN (SR).....	4

PROFILE CARRIER
(3 CONTESTS, 13 ENTRIES)

1)	JOHN HALL.....	10
2)	TODD RYAN (SR).....	9
3)	TOM STROM.....	5
4)	TERRY MILLER.....	4
5)	RICH McCONNELL.....	3
	TERRY MITCHELL.....	3

PRECISION AEROBATICS
(8 CONTESTS, 42 ENTRIES)

1)	BOB PARKER.....	19
2)	CHRIS COX.....	17
3)	DARREL HARVIN.....	10
4)	DAN RUTHERFORD.....	7
5)	JIM HOLMACK.....	6

CLASSIC STUNT
(2 CONTESTS, 20 ENTRIES)

1)	DON McCLAVE.....	20
2)	GARY NELSON.....	13.5
3)	ALAN RESINGER.....	9
4)	DARRELL HARVIN.....	8
5)	CHRIS COX.....	7

OLD TIME STUNT
(3 CONTESTS, 14 ENTRIES)

1)	CHRIS COX.....	10
2)	DAVE THOMPSON.....	6
3)	MONTY STIMMEL.....	4
	RICH McCONNELL.....	4
	BILL FISHER.....	4

CLASS I MOUSE RACE
(4 CONTESTS, 19 ENTRIES)

1)	TODD RYAN (SR).....	13
2)	JOE RICE.....	9
3)	NITROHOLICS TEAM.....	8
4)	KEVIN MAGNUSON (SR)...	5
5)	JULIE RICE (JR).....	3
	JAMES COX (JR).....	3

NW GOODYEAR
(3 CONTESTS, 10 ENTRIES)

1)	JOE RICE.....	7
2)	CLEAVER TEAM.....	6
3)	NITROHOLICS TEAM.....	4
4)	RICH McCONNELL.....	3
5)	TIM STROM (JR).....	1
	TOM STROM.....	1

NW SPORT RACE
(4 CONTESTS, 15 ENTRIES)

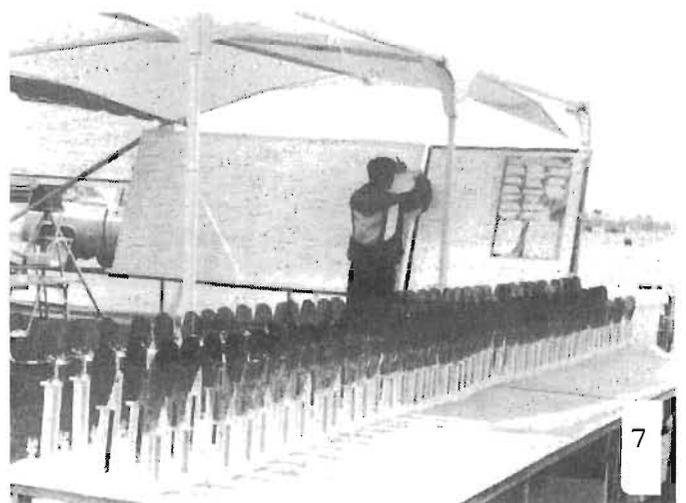
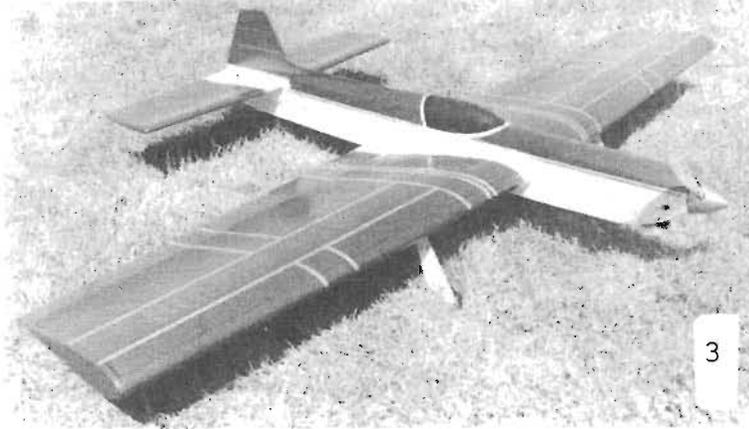
1)	TODD RYAN (SR).....	13
2)	EUAN EDMONDS (JR).....	4
	JULIE RICE (JR).....	4
	JOE RICE.....	4
5)	RICK MAGNUSON.....	2

NW SUPER SPORT RACE
(2 CONTESTS, 11 ENTRIES)

1)	NITROHOLICS TEAM.....	6
2)	TODD RYAN.....	5
3)	RICH McCONNELL.....	4
4)	CLEAVER TEAM.....	3
	TOM STROM.....	3

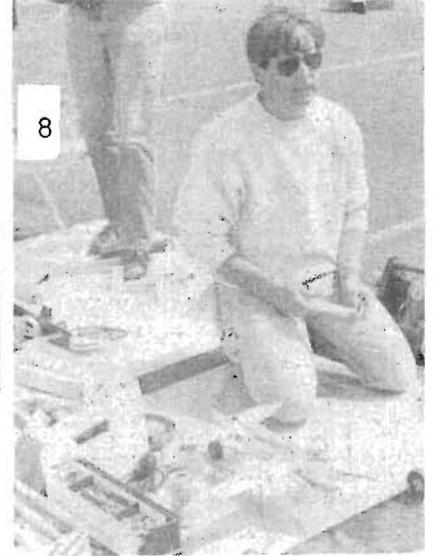
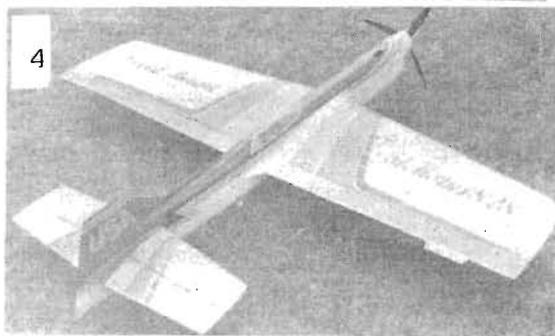
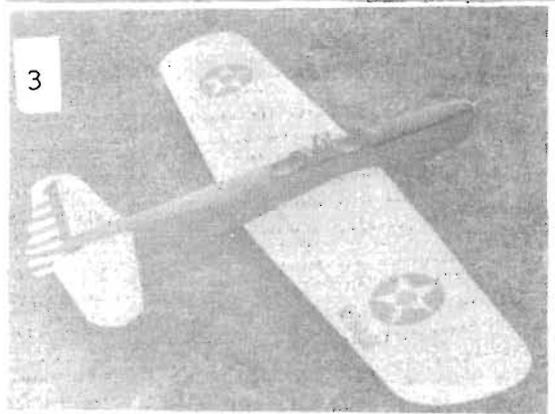
OVERALL STUNT
(13 CONTESTS, 76 ENTRIES)

1)	CHRIS COX.....	34
2)	DARRELL HARVIN.....	21
3)	DON McCLAVE.....	20
4)	BOB PARKER.....	19
5)	GARY NELSON.....	13.5
6)	ALAN RESINGER.....	9
7)	DAN RUTHERFORD.....	7
8)	JIM HOLMACK.....	6
	DAVE THOMPSON.....	6



1994 REGIONALS PIX BY JOHN THOMPSON

1) PART OF THE LARGE CARRIER PIT AREA. PRETTY GOOD ENTRY, BUT SEVERAL ENTRANTS DID NOT MAKE OFFICIALS 2) FRED AND JOYCE MARGARIDO, MADE THEIR ANNUAL TREK TO EUGENE TO FLY "A" SPEED. 3) BEAUTIFUL STUNT SHIP BY JACK PITCHER, NAMED THE "CENTENNIAL". 4) BIG SPACEWALKER PRECISION SCALE ENTRY BY GRANT HIESTAND, SPANS 108 INCHES! ELECTRIC POWERED. 5) THE SIGN SAYS IT ALL, JEFF REIN WAS "MR. COMBAT" THIS YEAR. SWEEPING ALL EVENTS. 6) ALAN RESINGER PUTS HIS AEROBATICS ENTRY THROUGH THE PACES. (HEY, NOT A FL SUBSCRIBER!) 7) THE TROPHY LINEUP WAS VERY IMPRESSIVE! OVER 120 VERY BEAUTIFUL AWARDS TO HAND OUT. THAT SUN TARP ALSO PROVED HANDY FOR SOME WET STUFF THAT WAS PART OF THE MIXED BAG OF WEATHER.



1994 REGIONALS PIX BY JIM CAMERON

1) RACING ACTION; DICK SALTER ON LEFT, PAUL GIBEAULT ON RIGHT GOING INTO PASSING MODE, PILOT IN CENTER NOT IDENTIFIED. 2) MIKE MCCARTHY (AKA THE CALIFORNIA FLASH), LAUNCHES HIS SPORT RACING ENTRY. MIKE PLACED WELL IN SEVERAL RACING EVENTS. 3) A CLASSY LOOKING STUNT SHIP BY GORDON DELANEY, ENTERED IN CLASSIC STUNT. 4) TED FANCHER'S PA SHIP, THE "TRIVIAL PURSUIT". 5) SHAWN PARKER TAKES A BREATHER IN THE CARRIER PITS, ALSO MAKES EFFECTIVE PLANE HOLDING CADDY FOR HIS K&B POWERED PROFILE ENTRY. 6) JEFF REIN PREPS COMBAT ENTRY JUST PRIOR TO MATCH, GARY HARRIS HOLDS ONTO PLANE. 7) WILL NAEMURA BUSY IN THE SPEED PITS, WORKING ON FAI ENTRY. 8) RON SALO WORKING HARD IN THE SPEED PITS ON EQUIPMENT, TAKES A MOMENT FOR AN INJECTION FROM HIS FUEL SYRINGE. 9) BRUCE DUNCAN SHARES SOME SPEED JOKES WITH HIS 1/2A ENTRY, TOOK FIRST PLACE IN EVENT AND UPPED THE NORTHWEST RECORD.

**NORTHWEST CONTROL LINE REGIONALS, MAY 27-29, 1994
EUGENE, OREGON**

**PRECISION AEROBATICS - EXPERT
(7 ENTRIES)**

1)	DAVE FITZGERALD	539
2)	TED FANCHER	537
3)	PAUL WALKER	534.5
4)	BRETT BUCK	516.5
5)	GORDON DELANEY	510.5
6)	JACK PITCHER	495.5
7)	ALAN RESINGER	439.5

**PRECISION AEROBATICS - ADVANCED
(10 ENTRIES)**

1)	BOB PARKER	480
2)	CHRIS COX	469
3)	KEN BIRD	459.5
	JOHN MILLER	459.5
4)	BRUCE PERRY	450.5
5)	GARY NELSON	445.5
6)	ALICE COTTON-ROYER	442
7)	BARRIE SHANDEL	434
8)	JOHN LEIDLE	412
9)	DAVE ROYER	401

**PRECISION AEROBATICS - INTERMEDIATE
(6 ENTRIES)**

1)	BOB LIPSCOMB	453
2)	TERRY DEAN	442
3)	JIM HOLMACK	409
4)	JAMES DEAN	342.5
5)	DAVE FINNIE	196
6)	TERRY MILLER	146.5

**PRECISION AEROBATICS - BEGINNER
(3 ENTRIES)**

1)	KARL BROWN	156
2)	DON CHANDLER	138
3)	KRISTEN WALKER	88.5

OLD TIME STUNT (5 ENTRIES)

1)	CHRIS COX	268
2)	MONTY STIMMEL	245
3)	DARRELL HARVIN	242
4)	BOB LIPSCOMB	170
5)	TERRY MILLER	141.5

**DIVE BOMBING AND STRAFING
SR/OPEN (5 ENTRIES)**

1)	TODD RYAN	832
2)	BOB LIPSCOMB	546
3)	RICHARD SCHERER	532

**DIVE BOMBING AND STRAFING
JUNIOR (NO ENTRIES)**

CLASSIC STUNT (11 ENTRIES)

1)	DON McCLAVE	523
2)	GORDON DELANEY	518
3)	ALAN RESINGER	516.5
4)	GARY NELSON	498
5)	DARRELL HARVIN	497.5
6)	CHRIS COX	479.5
7)	MONTY STIMMEL	477
8)	JOHN MILLER	468
9)	DAVE ROYER	462.5
10)	JIM HOLMACK	451
11)	BOB LIPSCOMB	409

NAVY CARRIER CLASS I (6 ENTRIES)

1)	TERRY MILLER	225.4
2)	ROY BEERS	195.57
3)	DON CHANDLER	183.83

NAVY CARRIER CL II (4 ENTRIES)

1)	JOHN HALL	203.77
2)	TERRY MITCHELL	184.37

.15 CARRIER (7 ENTRIES)

1)	TERRY MITCHELL	186.58
2)	JOE RICE	185.95
3)	JOHN HALL	180.44
4)	TODD RYAN	176.11

PROFILE CARRIER (10 ENTRIES)

1)	TODD RYAN	250.60
2)	JOHN HALL	218.89
3)	TOM STROM	200.42
4)	TERRY MILLER	194.90
5)	JIM SCHNEIDER	187.96
6)	DON CHANDLER	128.70
7)	DENNIS MATTHEWS	89.63

MOUSE RACE I JUNIOR (3 ENTRIES)

1)	JAMES COX	7:38
2)	STEPHEN COX	52 LAPS
3)	JULIE RICE	43 LAPS

NW GOODYEAR JUNIOR (1 ENTRY)

1)	TIM STROM	10:58
----	-----------	-------

NW SPORT RACE JUNIOR (1 ENTRY)

1)	JULIE RICE	10:31
----	------------	-------

1/2 A SPEED (3 ENTRIES)

- 1) BRUCE DUNCAN 99.78
- 2) MARGARIDO TEAM ATTEMPT

1/2 A PROFILE PROTO - JUNIOR (2 ENTRIES)

- 1) CHRIS HAZEL 68.57
- 2) JULIE RICE ATTEMPT

1/2 A PROFILE PROTO - SR./OPEN (2 ENTRIES)

- 1) JERRY ROCHA 98.75
- 2) MARK WAHLSTER 74.56

A SPEED (10 ENTRIES)

- 1) JERRY ROCHA 166.60
- 2) MARGARIDO TEAM 165.07
- 3) BOB SPAHR 148.33
- 4) LES AKRE 139.05

FAI SPEED (6 ENTRIES)

- 1) PAUL GIBEAULT 173.81
- 2) BOB SPAHR 168.56
- 3) CHRIS SACKETT 166.92

SPORT .21 SPEED (7 ENTRIES)

- 1) CHUCK SCHUETTE 147.00
- 2) MORRIS / GALBREATH 135.69
- 3) TODD RYAN 125.74
- 4) KARL CALDWELL 114.10
- 5) JOE RICE 100.29
- 6) GLEN DYE ATTEMPT

B SPEED (6 ENTRIES)

- 1) FRANK HUNT 179.75
- 2) RON SALO 152.74
- 3) GLEN DYE 137.77

.21 PROTO SPEED (1 ENTRY)

- 1) CHRIS SACKETT ATTEMPT

FORMULA 40 SPEED (6 ENTRIES)

- 1) PAUL GIBEAULT 149.57
- 2) MORRIS / GALBREATH 149.07
- 3) GLEN DYE 142.86
- 4) LARRY STOCKSTAD 141.56

D SPEED (5 ENTRIES)

- 1) GLEN DYE 170.55
- 2) MORRIS / GALBREATH 162.98
- 3) BOB SPAHR 160.08

JET SPEED (4 ENTRIES)

- 1) JERRY THOMAS 169.26
- 2) JIM RHOADES 168.63
- 3) DICK SALTER ATTEMPT
- FRANK HUNT ATTEMPT

AMA FAST COMBAT (4 ENTRIES)

- 1) JEFF REIN
- 2) TIM STROM
- 3) DICK SALTER
- 4) GARY HARRIS

SLOW COMBAT (2 ENTRIES)

- 1) JEFF REIN
- 2) GARY HARRIS

80 MPH COMBAT (3 ENTRIES)

- 1) JEFF REIN
- 2) GARY HARRIS
- 3) TOM STROM

1/2 A COMBAT (4 ENTRIES)

- 1) JEFF REIN
- 2) TIM STROM
- 3) DICK SALTER
- 4) TOM STROM

AMA PRECISION SCALE (4 ENTRIES)

- 1) GRANT HIESTAND 551
- 2) EDWARD SHUNK 420
- 3) NICK STRATIS 347
- 4) MORRIS GILBERT 345

AMA SPORT SCALE (2 ENTRIES)

- 1) FRED CRONENWETT 108
- 2) DON CHANDLER 68

PROFILE SCALE (3 ENTRIES)

- 1) FRED CRONENWETT 160
- 2) KARL BROWN 98
- 3) MIKE McCARTHY 56

NW SUPER SPORT RACE (5 ENTRIES)

- 1) ROGER McINTYRE 8:13.06
- 2) MIKE McCARTHY 8:13.10
- 3) TOM STROM 9:14.72
- 4) BOB BOLING HEAT 4:19.59
- 5) TODD RYAN DNF

AMA GOODYEAR (3 ENTRIES)

- 1) LES AKRE 7:10.64
- 2) MIKE McCARTHY 12:28.84
- 3) PAUL GIBEAULT 137 LAPS

NORTHWEST GOODYEAR (3 ENTRIES)

- 1) MIKE McCARTHY 9:43
- 2) JOE RICE 9:46
- 3) TOM STROM 9:53

MOUSE RACE CLASS I (5 ENTRIES)

1)	PAUL GIBEAULT		5:46.75
2)	TODD RYAN		6:25.38
3)	MIKE McCARTHY		7:33.63
4)	JOE RICE	HEAT	3:08.31
5)	BOB BOLING		3:15.28

SLOW RAT RACE (3 ENTRIES)

1)	MIKE McCARTHY	7:40.16
2)	BILL CAVE	8:17.20
3)	ROGER McINTYRE	DNF

MOUSE RACE CLASS II (4 ENTRIES)

1)	MIKE McCARTHY	14:01
2)	RON SALO	15:01
3)	PAUL GIBEAULT	145 LAPS
4)	BOB BOLING	1 LAP

NORTHWEST SPORT RACE (7 ENTRIES)

1)	MIKE McCARTHY	9:17
2)	TODD RYAN	9:25
3)	ROGER McINTYRE	10:54
4)	JOE RICE	HEAT 4:53
5)	DENNIS MATTHEWS	5:00
6)	WES FUNK	5:16
7)	BOB BOLING	5:46

RAT RACE (4 ENTRIES)

1)	BILL CAVE	6:04
2)	KEN BIRD	6:21
3)	MIKE McCARTHY	HEAT 3:22
4)	ROGER McINTYRE	3:22

NORTHWEST FLYING CLOWN RACE

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

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

2.1. Pull test is 25 pounds. Lines are .015 stranded steel. Length is 52 feet, plus or minus 6 inches, measured from the center of the handle to the fuselage.

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

4. Fuel tank: Any design of fuel tank is allowed, including pressure systems, except that fuel capacity is restricted to 1 ounce. The fuel tank shall be fully external of the plane, on the outboard side of the fuselage, and entirely in front of the leading edge.

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

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

7. No hot gloves, fast fills, or trick pitting equipment is allowed.

8. Races: All preliminary heats and the final race will be timed for 15 minutes from start to finish. The contestant with the most laps wins.



CAN-AM SPEED CHAMPIONSHIPS

LABOUR DAY WEEKEND, SATURDAY/SUNDAY, SEPT. 3 & 4

LOCATION: UPPER COQUITLAM RIVER PARK, COQUITLAM, B.C.

OFFICIAL FLYING 10 TO 4 BOTH DAYS, NO JETS BEFORE NOON.

AN ALL CLASS NORTHWEST CONTROL LINE SPEED COMPETITION

AWARDS FOR FIRST PLACE IN ALL RECOGNIZED NORTHWEST CLASSES, PLUS A RECORD RATIO CASH AWARD TO THE TOP THREE PLACES OVERALL. THE RECORD RATIO WILL BE AGAINST EXISTING NORTHWEST RECORDS AS COMPILED BY FLYING LINES.

AN INFORMATION PACKET INCLUDING DETAILS ON LODGING, MAP TO SITE, ETC., IS AVAILABLE UPON REQUEST.

FOR FURTHER INFORMATION PLEASE CONTACT:

BRUCE DUNCAN 604-855-7295
MARTY HIGGS 604-874-2694

Northwest Competition Records

Record performances established between Northwest CL modelers in sanctioned competition.

Wow!!!! Lots of new records to report, and in every major category. Taking it from the top, Bruce Duncan upped his own 1/2 A mark to oh so close to 100 mph at the Regionals. Still double digit numbers, eh, Bruce? Marty Higgs blew away his own Formula 40 record, upping it to a very good 153 speed, which is competitive anywhere. This was done at the NW Speed Champs in Richmond, B.C. Due to a rules change we were slow to catch, Chris Sackett's excellent 179 mph score in FAI was retired. Provisionally, Bob Spahr's 168 speed posted at the Regionals was put in its place. Any flights that have been done officially in 93 or 94 that are faster, please let us know right away. The FL records department did not have time before press to do a thorough research on all recent scores. And finally completing the speed section, Chris Sackett put up a good flight in 21 Proto at the NW Speed Champs. His 119 mph time was a good start for this event.

In the racing department, two new records were set in Richland, Washington during May. In NW Goodyear, the Cleaver team edged a few seconds off of Joe Rice's time for the feature race. They also would have blown away the prelim mark as well, but the other entrant did not get started, leaving the Cleavers to race solo, which does not qualify for a racing record. In Flying Clown Race, Joe Rice took the record away from Todd Ryan, adding 15 laps making 271 the new standard. (these two have been trading punches in this event for some time now!)

Not to come away empty-handed, Todd Ryan blew away Bob Parker's old Profile Carrier standard which dates to 1988. Todd's score of 265 bettered the old mark by 25 points. Now we need to look at breaking that 300 point barrier. Congratulations to all!

* 1/2 A SPEED	99.78	BRUCE DUNCAN	5-29-94	EUGENE, OREGON
A SPEED	151.07	CHUCK SCHUETTE	5-24-92	EUGENE, OREGON
B SPEED	156.87	RON SALO	5-29-93	EUGENE, OREGON
D SPEED	172.34	LOREN HOWARD	5-24-92	EUGENE, OREGON
JET SPEED	196.64	JERRY THOMAS	8-8-93	RICHMOND, B.C.
* FORMULA 40 SPEED	153.13	MARTY HIGGS	6-26-94	RICHMOND, B.C.
21 SPORT SPEED	147.97	CHUCK SCHUETTE	9-12-93	KENT, WASHINGTON
* FAI SPEED	168.56	BOB SPAHR	5-29-94	EUGENE, OREGON
1/2 A PROFILE PROTO	84.04	JEFF CLEAVER	5-24-92	EUGENE, OREGON
* 21 PROTO SPEED	119.63	CHRIS SACKETT	6-26-94	RICHMOND, B.C.

MOUSE RACE I -50 LAP	2:43	JOE RICE	10-3-92	RICHLAND, WASH.
MOUSE RACE I -100 LAP	5:23	CLEAVER/CLEAVER	10-16-93	EUGENE, OREGON
MOUSE RACE II -75 LAP	3:40	DAVE GREEN	5-24-86	EUGENE, OREGON
MOUSE RACE II -200 LAP	10:04	HAZEL/THOMPSON	9-19-87	KENT, WASHINGTON
AMA SCALE RACE -70 LAP	3:25	MARTY HIGGS	7-20-89	RICHLAND, WASH.
AMA SCALE RACE -140 LAP	8:48	JOE RICE	7-17-93	LAWRENCEVILLE, IL
NW GOODYEAR -70 LAP	4:12	JOE RICE	5-30-93	EUGENE, OREGON
* NW GOODYEAR -140 LAP	8:26	CLEAVER/CLEAVER	5-7-94	RICHLAND, WASH.
SLOW RAT RACE -70 LAP	3:10	HAZEL/THOMPSON	5-30-93	EUGENE, OREGON
SLOW RAT RACE -140 LAP	6:38	HAZEL/THOMPSON	10-17-92	EUGENE, OREGON

AMA RAT RACE -70 LAP	----	-----	-----	-----
AMA RAT RACE -140 LAP	----	-----	-----	-----
FAI TEAM RACE -100 LAP	3:36	KNOPPI/McCOLLUM	6-84	SHANGHAI, CHINA
FAI TEAM RACE -200 LAP	7:40	KNOPPI/McCOLLUM	6-84	SHANGHAI, CHINA
NW SPORT RACE -70 LAP	4:00	BRUCE DUNCAN	5-12-87	RICHMOND, B.C.
NW SPORT RACE -140 LAP	8:50	MEL LYNE	7-11-92	BURNABY, B.C.
NW SUPER SPORT -70 LAP	3:14	DAVE GREEN	4-13-86	PORTLAND, OREGON
NW SUPER SPORT -140 LAP	7:03	DAVE GREEN	3-8-87	PORTLAND, OREGON
* FLYING CLOWN RACE, LAPS: 271		JOE RICE	5-7-94	RICHLAND, WASH.

CLASS I CARRIER	318.30	ROY BEERS	9-13-86	KENT, WASHINGTON
CLASS II CARRIER	330.25	ORIN HUMPHRIES	9-19-87	KENT, WASHINGTON
* PROFILE CARRIER	265.21	TODD RYAN	5-7-94	RICHLAND, WASH.
.15 CARRIER	201.10	TERRY MITCHELL	10-3-93	RICHLAND, WASH.

AMA ENDURANCE	18:37	WESLEY MULLENS	8-15-87	KENT, WASHINGTON
---------------	-------	----------------	---------	------------------

records as of 7-1-94

RULES FOR NORTHWEST 80MPH COMBAT
(Provisional)

1. **PURPOSE:** It is the intent that this event will provide a form of combat that is slower, more relaxed, and less destructive to equipment than all-out AMA combat events.
2. All rules for AMA (fast) combat shall apply except as follows:
3. **ENGINES:** Any engine up to .40 displacement is permitted.
4. **AIRPLANES:** Each contestant is limited to two airplanes total for the contest. If a contestant has only one airplane of his own and destroys it, he may borrow a second airplane. No third airplane shall be allowed.
5. **ADVANCEMENT:** If a contestant has destroyed all his airplanes, he cannot advance any further in the contest. If a contestant who would otherwise advance has run out of airplanes, the last contestant he defeated shall advance in his place.
6. **SPEED LIMIT:** The airspeed limit for all contestants shall be 80 mph, which is defined at 6.43 seconds for a two-lap period at 20-foot height. No devices capable of varying the speed of the airplane in flight, such as throttles or carburetors adjusted by elevator trim, are allowed.
7. **MATCH PROCEDURE:** Flying of matches shall be exactly the same as in AMA combat except as follows:
 - Airspeed timing:**

The first airplane to launch will be timed for two laps after the first full lap, at a height of approximately 20 feet (brief deviations in height for safety reasons are permitted). If the time for those two laps is greater than 6.43 seconds, the airplane will be judged eligible to compete. Pilots must keep the plane near the 20-foot height; failure to do so will delay timing.

If the second airplane launched appears to the circle marshal to be slower than the first plane, after the first plane has been declared eligible, the circle marshal may waive the timing of the second plane and signal the start of combat. If the second plane appears equal to or faster than the first plane, the circle marshal may time the second plane as well before beginning combat.

In the case of a simultaneous launch, the faster airplane will be timed.

Airplanes will not be timed on successive launches in the same match, unless the circle marshal has reason to believe that a plane has passed the 80mph speed limit. The circle marshal retains the right to stop combat at any point and re-time any airplane that appears to have passed the 80mph speed limit.
 - Exceeding the speed limit:**

If, on the initial launch, a plane is judged to be flying in excess of the 80mph speed limit, that plane's airtime watch will be cleared, and airtime will not be counted until the plane is judged to be consistently flying below the airspeed limit; combat will not be started until both airplanes are within the speed limit. If a plane is judged to exceed the limit at sometime during the match — after the initial timing — the airtime watch will be stopped and not restarted until the plane is judged to be consistently flying below the speed limit; combat will be stopped until both planes are below the speed limit.
8. **SCORING:** Per AMA Combat.

jmt/FL/1-21-94/rev:2-18-94/6-10-94

Pacific Aeromodellers Club Open Invitational Controline Sport Race & Stunt Contest

July 30 & 31, 1994.

The PAC invites *you* to their mid-summer Controline event. All controline flyers are invited to attend for two days of racing and stunting at the lower mainland's best Controline flying field. One grass & two paved circles for 70 foot lines, as well as two .049 circles. Great scenery, and a small muddy creek for the kids to muck about in. Park right at the field. Two of the largest shopping centers in B.C., and any number of hotels are only a few minutes away.

Saturday, July 30. -Race!

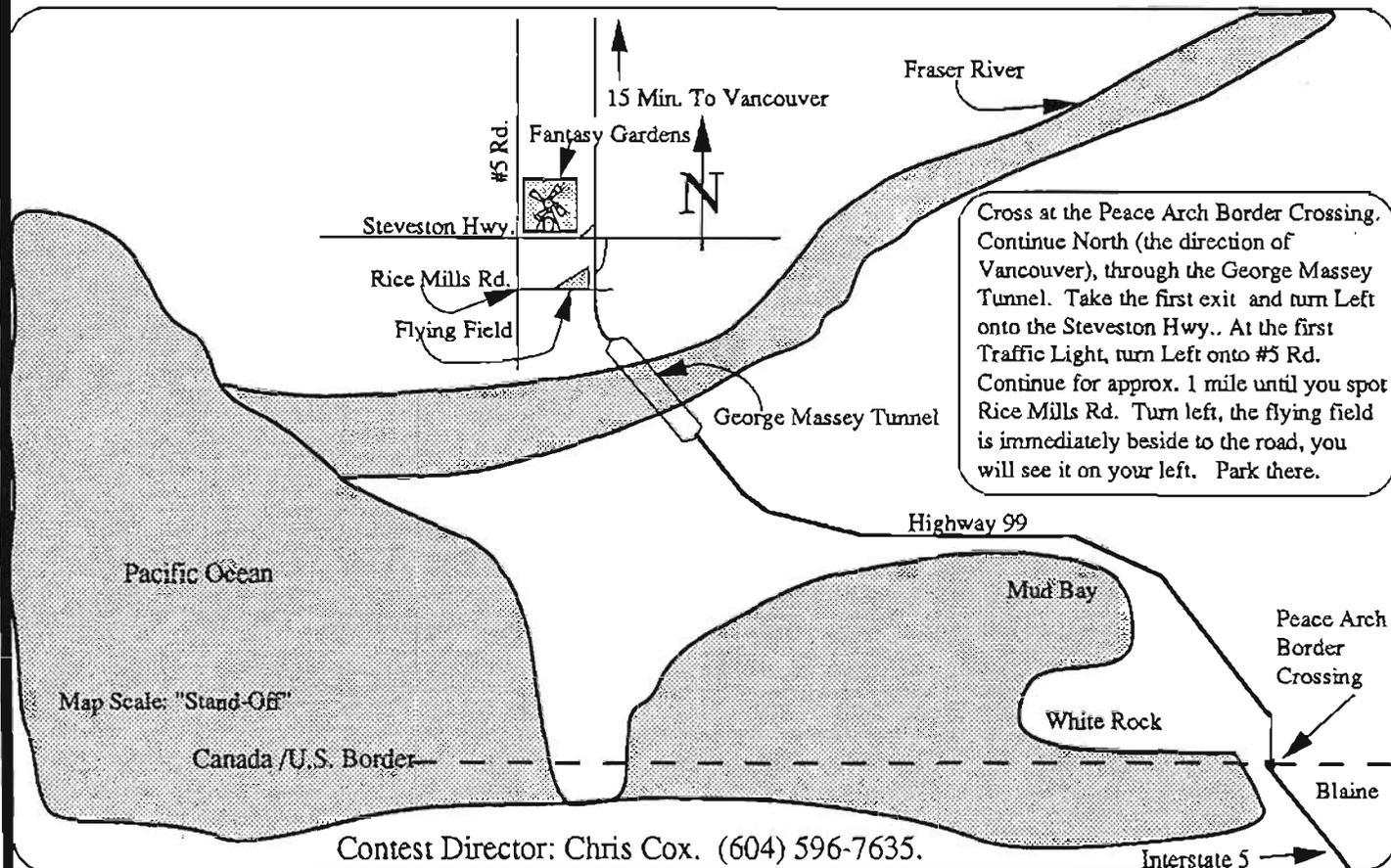
10:00 .15 Sport Race
13:00 N.W. Sport Race

Sunday, July 31. -Stunt!

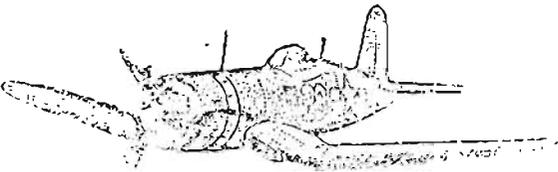
10:00 O.T. Stunt
12:00 Beginners/ Intermediate (combined)
12:00 Advanced/ Expert (combined)

Details

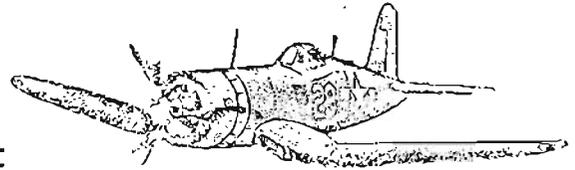
Proof of MAAC or AMA insurance required.
Trophies will be awarded through third place.
Fox .35 Hemi Heads & Stuffer Plates are allowed in N.W. Sport Race.
Contest Fee: \$10 Registration & first event, \$5 each additional event, \$20 Maximum.
Juniors (18 & under) get 50% discount.



It's Western Canada's Biggest Control Line Event of the Year! Don't Miss It!



CANOPIES II



This is part 2 of a series on making your own canopies, focusing on the mold, itself. First some news: We have moved into our new home, so check the address at the end of this. Also, as soon as I mailed the last installment, the new Micro-Mark catalogue had a vacuum former in their stock for the first time. I looked at the picture closely and ordered one. I wasn't disappointed; it's a beaut! Why would I buy one when I made one that works? These things come around only once every two decades and must be grabbed upon sight. I will give one to my son. This one cost around \$130, I think. This one also has a second stage pump and should be superior to the one I made.

Carving balsa is today a lost art. We older types learned it mostly from the Veco kits in the '50s and 60's. Assuming some readers haven't done much of that, I will suggest tracing the side view of the canopy for your project and rubber cementing it to a soft block. Carve that shape with the long X-Acto blade and tack glue it to your fuselage. Put electrical tape around the cockpit cut out to protect that wood, and carefully take the top corners off the block. Continue removing wood with an eye toward approaching the streamlines of your final canopy shape. Watch out for "diving grain". By that I mean don't move in such a direction that the grain will try to pull the blade down into the block. That will remove a big chunk. You want your blade edge to "ski down the grain ends" rather than "stumbling/tripping into the block". Do the final smoothing with several grades of sand paper.

Add 1/4" or 3/8" balsa sheet to the bottom of the mold and maybe to the back it it's like a Corsair canopy. Again, this is to carry the flat plastic past the real edge so you will have the best trimmed edge when done.

Filling the grain of your mold is a necessity as hot plastic with reproduce left over grain rather well. I wasn't put on Earth to take the time to put enough coats of balsa fillercoat on a block to get it smooth! Last time I did something I tried SIG's sanding sealer and was amazed at how fast it hid the grain. If it's not still available you can try thinning some Carl Goldberg's Magic Balsa with water (just a drop or two) and brushing that on. You will use several grades of sand paper getting it smooth, but one coat should do it. Another way is with epoxy. Use an old playing card or expired credit card as a squeegee and smooth on one coat, being very miserly with the epoxy. When that is hard, the next day, sand it with 320 or 280 grit. Put on another coat. When that is hard it will look at first like you accomplished nothing, but just sand it with 400 grit wet. Stop periodically to check progress with grazing light, and you will be amazed how smooth it gets. Don't go through the finish or you get to apply two more coats to get back to where you were; not just one coat. Two coats does it this way, guaranteed.

Detailing the mold is best done with Chart-Pack Tape, but you can use business cards cut into strips or 3x5 card stock as well. If the canopy is a greenhouse style you will have to make a pin hole in each "cell" from top to bottom so the air won't be trapped by the plastic and the detail frame.

Next time I will go over the actual molding process. In the meantime, I have some news. The urge to build a 1-1 scale has finally overpowered me. I am working on acquiring and restoring a Taylorcraft L-2 Grasshopper. At present the airfoil jig is getting laid out. Imagine, a 63" chord! Some day I will fly down to Eugene in it, drag out a scale model of it and go fly that in the Regionals.....
"Documentation, Judge? Well, look over yonder." No, my wife hasn't threatened to leave, yet.
Orin Humphries, 3110 154th ST. SW, Lynnwood, WA 98037-2433, 206-745-0996

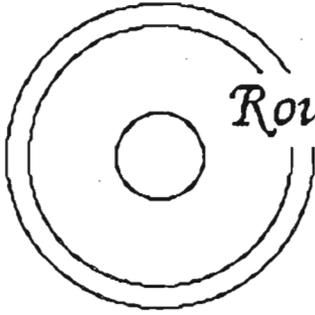
CARRIER NOTES *by Joe Just*

It was my good fortune to be on hand to watch the Northwest record fall in Profile Carrier at the C.B.B.B. annual May meet in Richland. As the event director, I was up close and personally involved as the record was smashed by Todd Ryan. Todd was flying a Gerber designed scratch built MO-1. Don Gerber was the original modeler that brought use of the MO-1 to carrier flying several years ago.

Todd powered his plane with an exhaust baffled K&B 5.8, and used Sig 35% fuel. I believe young Ryan was using a Top Flight prop. The conditions were perfect as Todd was ready to go early in the day. It was warm and calm. Todd took full advantage of a line slider to totally destroy the record that had been held for years. In my opinion, Todd was able to break the record because of several factors. First, he never has had much of a background in carrier competition, having flown a carrier plane for the first time just two years ago this July 4th. Todd never got caught up in any kind of controversy over whether or not a slider was ruining the sport, or whether "hanging" was unrealistic, or how good carrier used to be back in the "good old days" (when everyone flew the same old Sterling Guardian powered by a McCoy 60).

Todd did the intellegent thing. First he joined the Navy Carrier Society and began taking a look at what the guys outside of the Northwest were doing, and how they were going about the hobby. While he was doing this, he flew a typical NW profile plane and learned how to be consistent in landing, and to depend on consistency of equipment to move toward his goal. Todd and his father, Mac, also one not to be swayed with a parochial outlook, sought out a good dependable competitive set up. He found it with the Gerber plans. All this would have come to naught if he hadn't practiced, and practice he did, particularly the "art" of hanging. His record flight was just shy of three minutes of airtime, and it's my belief that he can get this up to four minutes with more practice.

The Ryan team, father and son, experimented with tip weight, props and hook placement and design until they hit the record. We should look to Todd in his efforts as a guide to bring up all of our scores, if that's what we fly Carrier for. Some of us simply don't want to change how we have been doing it for some time. Some of us are convinced that we can somehow find a "magic trick" that will give us that high low speed time without doing what the rest of the hobbyists in the rest of the country are doing, and that's OK. I have promoted the hobby of carrier competition for some time, saying that you should get involved at any level that suits you. Todd took the tack of attacking the record with an eye toward doing what the rest of the carrier flyers outside of the NW are doing. More power (a pun?) to him. For those of you that think a slider is somehow beyond your capability, watch for my next article showing just how simple it really can be.



Round and Round

The Control-Line
modeler at large

By John Thompson

Better than slow combat!

We got our first look at 80-mph combat at the 1994 Regionals.

Hey, we're on to something here. This seems to be what slow combat was supposed to be: Combat that's not too fast, not too slow, and a good training ground for The Real Thing.

There was a light entry but it was enough to get a pretty good idea how this event will work.

Just as I had hoped, the 80mph speed limit results in planes that fly well, have good line tension, and allow the pilots to concentrate on combat, not keeping some slow, heavy slug in the air.

The event also allows a wide range of existing aircraft to be used. AMA combat planes, slow combat planes, Fox .35 combat planes...just about anything that travels less than 80 mph can be used.

There were no problems among the Regionals fliers in regard to the speed limit, although Gary Harris had his plane dialed in to the speed almost perfectly. When he flew high for his timing laps in one match, he was too fast. At the 20-foot level, the time was OK. When a question was raised about his speed later in the match, a second timing indicated once again that the speed was OK.

Gary did cut it close, though. The two-lap time must be greater than 6.43 seconds, and Gary was running 6.7 to 6.8 seconds. All the other planes were over 7 seconds.

Gary used a Fox Combat Special MkVI, and just toned it down. This helps to confirm a theory I had that a big prop, venturi restrictor, and stock parts would allow the use of a Combat Special, thereby allowing fliers to use their regular AMA combat equipment. Jeff Rein had an old Suprtigre on one of his regular combat planes that also appeared to be an excellent

combination. The Tiger was propped to run flat out but still turned over 7 seconds, and the plane flew well.

We've also been told that the O.S. Max stunt engines will run in the high 70s right out of the box, another good combination.

The matches provided good combat and no carnage to speak of. Officiating turned out not to be difficult. One plane was timed at the beginning of each match, and from then on timing was pretty much unnecessary.

The jury is still out on the two-plane limit written into the original rules. There weren't enough entries to determine whether it will be a boon or a detriment. The purpose is to encourage cautious flying and avoid collisions. It's something we'll need to examine over time and see if we want to keep it in the rules.

Jeff Rein did provide one service in refining the rules. This master control-line theorist, the man who takes credit for inventing the line-slider in Navy Carrier about 25 years ago, spotted a loophole big enough to fly a 100-mph combat plane through.

He didn't bring it to the contest, and thus avoided the inevitable controversy, but he did describe the trick: Jeff has invented a throttle controlled by the elevator. Yup, in level flight it chugs along at 78 mph. In turns, it speeds up! It was quite an engineering challenge to get it to work on both up and down control, Jeff reports.

However, he did achieve his true goal: He got it outlawed. See the new rules published in this issue; no more throttles!

These rules, by the way, are still provisional and subject to change. For now, they provide a way for us to get started flying some relaxed 80mph combat. I'm looking forward to the next contest for this even — I hope to get a chance to fly it myself!

Also in the "first impressions" category: We've seen Flying Clown Race grow and spread for the past

several years. After poo-pooing it as just another racing event, the Nitroholics decided to give it a try.

Now we're eating crow. It's different enough from all the other racing events that it's actually a blast.

There are a variety of approaches to the engine, all based on the strategy involved in getting either speed or mileage — it's hard to get both — out of that 1-oz. tank on 10-percent nitro fuel.

The rules printed in this issue are the Columbia Basin Balsa Bashers rules, which I have edited a bit to put in the standard Northwest rules format. The general intent has not been changed, though the wording may be a bit different in spots.

If you're looking for a racing change of pace, give Clown Race a try.

One more item for racing and stunt enthusiasts: a plug for another Eugene contest. The annual Really Racing/Fall Follies meet has been added to the contest schedule for the weekend of Oct. 22-23. A full schedule of racing for Saturday and Precision Aerobatics on Sunday. See the flyer.

Comments, questions, opinions, tips, ideas, etc:
John Thompson, 295 W. 38th Ave., Eugene, OR 97405. (73473.1407@compuserve.com.)

It's Difficult but Rewarding

To believe when others are doubting.

To work when others are dreaming.

To care when others are grasping.

To give when others are condemning.

To smile when others are complaining.

To praise when others are criticizing.

To build when others are destroying.

To risk when others are hesitating.

To serve when others are demanding.

To persist when others are quitting.

NORTHWEST CL SPEED CHAMPIONSHIPS

JUNE 25 & 26, 1994 RICHMOND, B.C.

(RESULTS FROM CHRIS SACKETT, CONTEST DIRECTOR)

1)	BRENT HAZEL	Salem ,Oregon	½A PROFILE	103.45%	78.57 MPH	
2)	JERRY THOMAS	Puyallup,WA	JET	97.59%	188.41 MPH	N/W Champ.
3)	MARTY HIGGS	Vancouver,BC	F-40	96.24%	153.13 MPH*	
4)	CHUCK SCHUETTE	Vancouver,WA	21-S	96.20%	146.76 MPH	
5)	PAUL GIBEAULT	Calgary,Alta	F-40	95.64%	152.09 MPH	
6)	MIKE HAZEL	Salem,Oregon	JET	87.92%	169.74 MPH	
7)	BOB SPAHR	Brush Prarie WA	D	85.70%	162.54 MPH	
8)	PAUL GIBEAULT	Calgary,Alta	FAI	84.50%	155.67 MPH	
9)	BOB SPAHR	Brush Prarie,WA	A	83.60%	150.39 MPH	
10)	DICK SALTER	Seattle WA	JET	Att		
11)	SCOTT NEWKIRK	Edmonds WA	FAI	Att.		
12)	WILL NAEMURA	Portland,Ore.	FAI	Att.		*New northwest records.
13)	BOB SPAHR	Brush Prarie WA	FAI	Att.		
14)	BRENT HAZEL	Salem,Oregon	21-S	N/S		

<u>21 PROTO SPEED</u>	1)	CHRIS SACKETT	Burnaby BC	122.63	Points (119.63 MPH)*
	2)	ROY FLETCHER	Vancouver BC	2.0	Points (No time)
	3)	WARREN SPOONER	Las Vegas NV	1.0	Points (No time)

CLASS WINNERS : A- BOB SPAHR, D-BOB SPAHR, JET-JERRY THOMAS, F-40- MARTY HIGGS,
21 SPORT-CHUCK SCHUETTE, FAI-PAUL GIBEAULT, ½A PROF-BRENT HAZEL
21 PROTO SPEED - CHRIS SACKETT.

NORTHWEST CL CONTEST CALENDAR

THE FOLLOWING LISTING IS A SUMMARY OF ALL KNOWN A.M.A. AND M.A.A.C. SANTIIONED EVENTS AS OF 6-29-94. FOR FURTHER INFORMATION, PLEASE CONTACT THE INDIVIDUAL LISTED. CONTEST DIRECTORS AND CLUB LEADERS ARE ENCOURAGED TO CONTACT FLYING LINES AS SOON AS POSSIBLE WITH THEIR PLANS, INCLUDING ANY REVISIONS.

JULY 8 - 14, BRANDON, MANITOBA

1994 M.A.A.C. NATIONALS

JULY 16 - 24, LUBBOCK, TEXAS

1994 A.M.A. NATIONALS

JULY 30 & 31, RICHMOND, B.C.

P.A.C. INVITATIONAL

EVENTS: OLD TIME STUNT, PRECISION AEROBATICS, .15 SPORT RACE, NW SPORT RACE. SITE: RICE MILL ROAD MODEL PARK CONTACT: CHRIS COX (604) 596-7635 SPONSOR: PACIFIC AEROMODELERS CLUB

AUGUST 20, RICHLAND, WASH.

EVENTS: 1/2 A COMBAT, FORMULA GX COMBAT. SITE: BURBANK SCHOOL. CONTACT: PAUL RICE (509) 627-3142, OR RICK MAGNUSON (509) 946-5724. SPONSOR: COLUMBIA BASIN Balsa BASHERS.

SEPTEMBER 3 & 4, COQUITLAM, B.C.

CAN-AM SPEED CHAMPIONSHIPS

EVENTS: 1/2A SPEED, A SPEED, B SPEED, D SPEED, JET SPEED, FORMULA 40 SPEED, FAI SPEED, 21 SPEED, 1/2 A PROFILE PROTO SPEED, 21 PROTO SPEED. ALL EVENTS RUN RECORD RATIO AGAINST NORTHWEST RECORDS. SITE: UPPER COQUITLAM RIVER PARK. CONTACT: BRUCE DUNCAN, PO BOX 58037, STN L., VANCOUVER, BC V6P 6C5, (604) 855-7295, FAX (604) 855-7285 SPONSOR: VANCOUVER GAS MODEL CLUB.

SEPTEMBER 17 & 18, KENT, WASH.

1994 RAIDER ROUNDUP

EVENTS: PRECISION AEROBATICS IN FOUR PAMPA CLASSES PLUS JUNIOR BEGINNER CLASS, CLASSIC STUNT, OLD TIME STUNT, PROFILE CARRIER, .15 CARRIER, CLASS I & II COMBINED CARRIER, 1/2 A COMBAT, 80 MPH COMBAT, FAST COMBAT, BALLOON BUST (JR) (SR-OPEN), CLASS I MOUSE RACING (JR) (SR-OPEN), NW CLOWN RACE, NW GOODYEAR, NW SUPER SPORT RACE, SPORT SCALE, PROFILE SCALE, NORTHWEST RECORD RATIO SPEED, AMA RECORD RATIO SPEED. SITE: BOEING SPACE CENTER. CONTACT: RICHARD McCONNELL, 14828 MILITARY ROAD S., #208, SEATTLE, WA 98168 PHONE (206) 242-7372. SPONSOR: SEATTLE SKYRAIDERS

OCTOBER 1, PORTLAND, OREGON

??

EVENTS: PRECISION AEROBATICS, CARRIER (CLASSES TO BE ANNOUNCED) SITE: DELTA PARK. CONTACT: JIM CAMERON, 4023 NE BRYCE, PORTLAND, OREGON 97212 (503) 287-9620 SPONSOR: NORTHWEST FIREBALLS

OCTOBER 8 & 9, RICHLAND, WASH

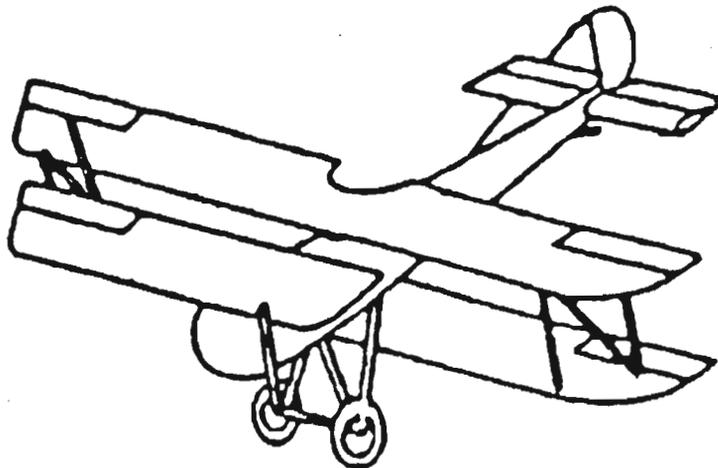
DESERT CARRIER BASH V

EVENTS: PROFILE CARRIER, .15 CARRIER, CLASS I & II CARRIER, OLD TIME STUNT, CLASS I MOUSE RACE, NW FLYING CLOWN RACE, NW SPORT RACE. SITE: HORN RAPIDS ATHLETIC COMPLEX. CONTACT: PAUL RICE (509) 627-3142, OR RICK MAGNUSON (509) 946-5724. SPONSOR: COLUMBIA BASIN Balsa BASHERS.

OCTOBER 22 & 23, EUGENE, OREGON

REALLY RACING & FALL FOLLIES

EVENTS: PRECISION AEROBATICS IN FOUR PAMPA CLASSES, MOUSE RACE CLASS I, MOUSE RACE CLASS II, NW GOODYEAR, AMA GOODYEAR, SLOW RAT RACE, RAT RACE, NW SPORT RACE, NW SUPER SPORT RACE. SITE: EUGENE AIRPORT, CONTACT: JOHN THOMPSON, 295 WEST 38TH AVENUE, EUGENE, OR 97405, PHONE (503) 465-1088 SPONSOR: EUGENE PROPSINNERS



C.B.B.B. BALSA BASH, MAY 7 & 8, 1994, RICHLAND, WASHINGTON

1/2 A PROFILE PROTO SPEED (2 ENTRIES)

- | | |
|-----------------|-------|
| 1) CLEAVER TEAM | 82.60 |
| 2) MIKE HAZEL | 70.60 |

A SPEED (1 ENTRY)

- | | |
|--------------|--------|
| 1) BOB SPAHR | 130.10 |
|--------------|--------|

FAI SPEED (1 ENTRY)

- | | |
|--------------|--------|
| 1) BOB SPAHR | 166.50 |
|--------------|--------|

21 SPORT SPEED (3 ENTRIES)

- | | |
|-------------------|--------|
| 1) CHUCK SCHUETTE | 147.60 |
| 2) JOE RICE | 122.20 |
| 3) TODD RYAN | 120.80 |

FORMULA 40 SPEED (1 ENTRY)

- | | |
|---------------|---------|
| 1) MIKE HAZEL | ATTEMPT |
|---------------|---------|

D SPEED (1 ENTRY)

- | | |
|----------------|--------|
| 1) HAZEL/SPAHR | 159.10 |
|----------------|--------|

JET SPEED (1 ENTRY)

- | | |
|-----------------|---------|
| 1) JERRY THOMAS | ATTEMPT |
|-----------------|---------|

CLASS I MOUSE RACE (8 ENTRIES)

- | | |
|---------------------|---------------|
| 1) NITROHOLICS TEAM | 6:35.07 |
| 2) JOE RICE | 6:36.21 |
| 3) TODD RYAN | 6:58.13 |
| 4) KEVIN MAGNUSON | HEAT- 3:18.44 |

NORTHWEST GOODYEAR (6 ENTRIES)

- | | |
|-------------------|---------------|
| 1) CLEAVER TEAM | 8:26.47 |
| 2) JOE RICE | 8:58.59 |
| 3) NITROHOLICS | 126 LAPS |
| 4) RICH McCONNELL | HEAT- 6:41.56 |

NW FLYING CLOWN RACE (8 ENTRIES)

- | | |
|---------------------|-----|
| 1) JOE RICE | 271 |
| 2) TODD RYAN | 228 |
| 3) RICH McCONNELL | 227 |
| 4) NITROHOLICS TEAM | 205 |

NW SUPER SPORT RACE (6 ENTRIES)

- | | |
|---------------------|---------------|
| 1) NITROHOLICS TEAM | 7:49.22 |
| 2) TODD RYAN | 8:01.59 |
| 3) RICH McCONNELL | 10:38.03 |
| 4) CLEAVER TEAM | HEAT- 4:25.40 |

.15 CARRIER (4 ENTRIES)

- | | |
|-------------------|--------|
| 1) JOE RICE | 191.45 |
| 2) TODD RYAN | 187.36 |
| 3) RICH McCONNELL | 185.75 |
| 4) JOE JUST | 159.86 |

PROFILE CARRIER (2 ENTRIES)

- | | |
|-------------------|---------|
| 1) TODD RYAN | 265.21 |
| 2) RICH McCONNELL | ATTEMPT |

CLASS I & II CARRIER (1 ENTRY)

- | | |
|-------------|--------|
| 1) JOE JUST | 164.25 |
|-------------|--------|

1994 Jim Parson's Memorial Stuntathon Contest Results

June 11 & 12, Kent, Wa

Old Time Stunt (5 Entries)

Chris Cox	274	278.5
Rich McConnell	252	140.5
David Thompson	190	232.5
Al Likely	185.5	94
John Hall	133.5	120.5

Classic Stunt (9 Entries)

Don McClave	496	511.5
Darrell Harvin	459	480
Chris Cox	383.5	460.5
Gary Nelson	438	442
Bob Welch	424	442
Dan Rutherford	407	425
Dave Royer	348	381
Joe Dill	318	Pass

PAMPA Beginner (2 Entries)

Karl Brown	196.5	222.5
Kristen Walker ¹	40.5	94.5

¹ Age 8 - has celebrity dad

PAMPA Intermediate (2 Entries)

Jim Holmack	417.5	354
Dave Finnie	182.5	349

PAMPA Adv/Exp (13 Entries)

Jack Pitcher	487.5	493
Darrell Harvin	458.5	519.2**
Bob Parker	496	487
Chris Cox	462.5	492.2**
Dan Rutherford	440.5	484.1**
Alice Royer	431	453.6
Dave Royer	424.5	414.5
John Leidle	397.5	439.5
John Thompson	381	392
Lee Uberbacher	457.5	pass
Gary Nelson	449.5	pass
Rich McConnell	276.5	167.3
Don McClave	pass	pass

* Reversed Pattern

** Special Pattern

The 3rd annual Jim Parson's Memorial Stuntathon began under partly cloudy skies and very shifty winds. Halfway through the second round, however, the wind steadied and the flyers let the judges catch their second wind.

Sunday saw the Precision Aerobatics portion. Skies were much cloudier and doused the area with showers. As per last year, all advanced and expert flyers flew the regular pattern during the first round then could choose the regular pattern, a reversed pattern (save takeoff and landing) or fly a special custom pattern featuring horizontal hourglass, 5 laps to climb to 60 degree altitude then 5 laps to descend.

SUBSCRIPTION EXPIRATION DEPARTMENT

THIS IS THE NEXT TO LAST ISSUE FOR THE FOLLOWING SUBSCRIBERS: DENNIS PATERA, MIKE McCARTHY, PAUL RICE, JOHN CLEMANS, DAVE ROYER, FRED MARGARIDO, JOHN HALL, GERALD SCHAMP, STEVE SCOTT, WILL NAEMURA, CHRIS COX, BRUCE DUNCAN, RON SALO,

THIS IS THE LAST ISSUE FOR THE FOLLOWING: NIGEL MALLINSON, JEFF CLEAVER, MICHAEL HAWK, KEN BURDICK, WILLIAM FISHER, DAN RUTHERFORD

PLEASE RENEW PROMPTLY TO ENSURE YOU KEEP UP WITH WHAT'S GOING ON!!!!!!!!!!!!

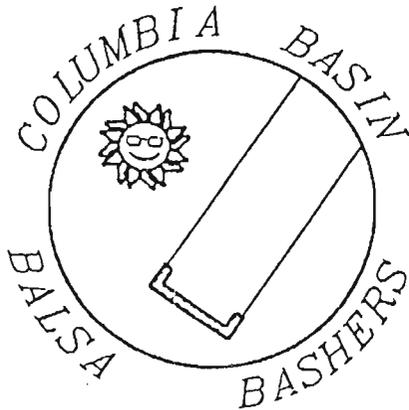
C.B.B.B. CONTEST, JUNE 18TH, 1994, RICHLAND, WASHINGTON

FORMULA GX COMBAT (4 ENTRIES)

- 1) DAVE THOMPSON
- 2) JOE RICE
- 3) TODD RYAN
- 4) KEVIN MAGNUSON

OLD TIME STUNT (4 ENTRIES)

- | | |
|------------------|-----|
| 1) BILL FISHER | 205 |
| 2) DAVE THOMPSON | 202 |
| 3) JOE JUST | 140 |
| 4) TODD RYAN | 130 |



COLUMBIA BASIN BALSA BASHERS PRESENT.....

CONTROL LINE COMBAT

AUGUST 20TH, 1994 AT BURBANK SCHOOL, RICHLAND, WASHINGTON

1/2A COMBAT AT 9:30 AM, FORMULA GX COMBAT AT NOON

ENTRY FEE: \$3/EVENT, TROPHIES TO THIRD PLACE

CONTEST DIRECTOR: PAUL RICE (509) 627-3142



The Flying Flea Market

Classified advertisements — FREE for FL subscribers

WANTED: 1968 AEROMODELER ANNUAL. MIKE HAZEL, 1073 WINDEMERE DRIVE NW, SALEM, OREGON 97304 (503) 364-8593

FOR SALE: CUSTOM CONTROL LINE HANDLES, \$30.00. CALL MARK WAHLSTER, (503) 873-3775.

FOR SALE: MANY BACK ISSUES OF FLYING LINES ARE AVAILABLE, CONTAINING A WEALTH OF TECHNICAL MATERIAL, ALONG WITH SOME NOSTALGIA OF PREVIOUS CONTEST SEASONS. SEND FOR LIST. FLYING LINES, 1073 WINDEMERE DRIVE NW, SALEM, OREGON 97304.

FLYING LINES SUBSCRIBERS: THIS SPACE IS FOR YOU! SEND IN YOUR AD FOR SELL, SWAP, OR NEEDS.

FOR SALE: FASCAL- CLEAR AIRPLANE COVERING FOR EITHER FOAM OR OPEN FRAMES. IT HAS STICKY ADHESIVE, SO IT'S ALSO GOOD FOR ON-FIELD REPAIRS. WORKS WITH HIGH OR LOW HEAT, AND CAN BE PAINTED. A MUST FOR COMBAT FLIERS. PRICE IS 75 CENTS PER FOOT, PLUS SHIPPING. I'LL DELIVER IT AT CONTESTS IF CONTACTED IN ADVANCE. WRITE JOHN THOMPSON, 295 W. 38TH AVE., EUGENE, OR 97405, OR E-MAIL 73473,1407 COMPUSERVE.COM. NO PHONE ORDERS PLEASE.

FOR SALE: ZOOT ZOOMER ANNOUNCES THE RELEASE OF HIS NEW .60 BENCH PROP, PRICED AT \$13.50. MANY OTHER SIZES OF QUALITY FIBERGLASS AND CARBON FIBER PROPS FOR COMPETITION WORK. BE WATCHING FOR MORE NEW SIZES TO BE RELEASED THIS YEAR, INCLUDING SOME LEFT HANDED UNITS FOR CARRIER!!!! SEND FOR A COMPLETE LIST: MIKE HAZEL, 1073 WINDEMERE DRIVE NW, SALEM, OREGON 97304.

FLYING LINES

JUL 8
1073 WINDEMERE DRIVE NW
SALEM, OREGON 97304

FLYING LINES is produced by a staff of volunteers interested in keeping lines of communication open between Northwest region control line aeromodelers. FLYING LINES is independent of any organization, and is solely supported by its base of subscribers.

The FLYING LINES staff: John Thompson, Rich McConnell, Orin Humphries, Joe Just, Paul Gibeault, Jim Cameron, editor: Mike Hazel. Contributions for publication are welcomed. Any material submitted to the editor which is not for publication should be indicated as such. Duplication of contents is permissible, provided source is acknowledged.

FLYING LINES is published nine times per year. Subscription rate is \$13.00 for USA, and \$15.00 for Canada (U.S. funds). Subscription expiration is noted on the mailing label -- beginning and ending issue numbers are listed after name.



JUL 8
PM
1994



JUL 8
PM
1994

RUSH TO:

JOHN THOMPSON 0/0
295 WEST 38TH AVENUE
EUGENE OR 97405



FIRST CLASS MAIL