



NEWS OF NORTHWEST CONTROL-LINE MODEL AVIATION

1073 Windemere Dr. NW, Salem, OR 97304

Editor: **Mike Hazel**

NOVEMBER 1996

ISSUE # 135

In this end of the contest season issue:

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- * **AND MORE GOOD STUFF**



left photo: RACING ACTION: Todd Ryan is the Northwest's top racer at present. Part of the secret is constant communication with his pit. Here Todd lets pitman Mac Ryan know where he will make his stop due to an obstruction in the usual landing spot. Place is Delta Park from April 20. (John Thompson photo)



right photo: Tasha Howell of Hoquiam, Washington is one of many new competitors in the Northwest racing scene. She is seen here holding her very nicely decorated Flying Clown racer at the October 96 Really Racing meet in Portland. (Gary Harris photo)

COCKPIT CHATTER

MISC. RAMBLINGS AND RAVINGS FROM THE EDITOR

As you can see, if holding this issue in your castor oily hands, this be a big issue. It is also very much later than originally intended, by at least two weeks. Can I share something with you? Other editors can perhaps sympathize here.....sometimes it is just plain hard to get an issue out. Not because of lack of material (all you contributors are the greatest!), but mainly because sometimes I would just rather be reading other modeling material (sure is easy to get sidetracked with that!), and also working out in the shop, or maybe even contemplate a trip to the flying field. And since there is no one holding a gun to my head to make any certain deadline, sometimes me drags me feet. Reader don't you worry, yer editor is not burning out, he is just sometimes easily distracted.

We have quite a few new subscribers who have come on board in the last few weeks. Here are a couple of notes as to what to expect with your FLYING LINES issues. First of all, you will note that there are some big issues, and some small issues. Obviously the number of articles and news to cover will somewhat dictate the issue size, but the subscription revenues also drive the sizing. The price charged for this rag covers costs, but not all issues can be large or the price would have to be raised, or number of issues be reduced. Nine issues per subscription seems to work out nicely, not quite monthly, but more frequent than bi-monthly. We will have a year end issue in December, which will make nine issues for the calendar year.

In our last issue I neglected to make mention of Fred Cronenwett's excellent article in MODEL AVIATION magazine covering the 1996 NW Regionals. Nice photos and a good narrative & history made for good reading, and some great publicity for "our" contest. Want to get nostalgic? I wrote an article for MA in 1987 covering the NW Regionals for that year, look it up.

We have lots of photos in this ish. If you are interested in having the original photo, the first request with a SASE gets it. See you next month.

CONTEST RESULTS:

DESERT CARRIER BASH VII, OCT 5 & 6, 1996 RICHLAND, WASH.

MOUSE RACE 1 (3 ENTRIES) NW FLYING CLOWN (6 ENTRIES) NW SPORT RACE (6 ENTRIES)

1) TODD RYAN 6:23.25	1) TODD RYAN 305	1) TODD RYAN 9:05.69
2) JOE RICE 6:46.88	2) JOE RICE 294	2) JOE RICE 14:42.66
3) C. EDMONDS 56 LAPS	3) JIM GILES 226	3) JIM GILES 56 LAPS

.15 CARRIER (4 ENTRIES) CLASS I & II CARRIER (2 ENTRIES) PROFILE CARRIER (4 ENTRIES)

1) ALAN OLSEN 224.19	1) TODD RYAN 283.44	1) TODD RYAN 295.22
2) TODD RYAN 218.41	2) MIKE POTTER 280.21	2) ALAN OLSEN 247.99
3) R. McCONNELL ATT.		3) JIM DRURY 194.58

OLD TIME STUNT (3 ENTRIES)

- 1) DAVID THOMPSON
- 2) TODD RYAN
- 3) RICH McCONNELL

Bill and Bill Darkow (father/son) take a break in the racing pits at Portland meet. Flying Clown Racer features .15 diesel power.

(Gary Harris photo)



It's been a long time since the Flying Clown "200 Lap Club" member list was published, so I have updated the list. The order of the names is the order that 200 laps was first achieved, but the number of laps is the best performance by each individual.

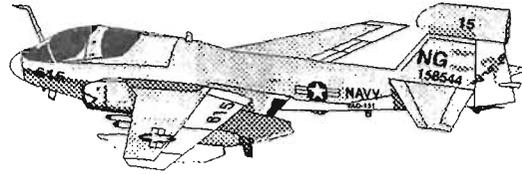
Joe Just	203 laps	10/27/90	
Don Stewart	209	10/27/90	James Cox 223 3/24/96
John Hall	219	3/20/93	Stephen Cox 247 4/14/96
Joe Rice	294	10/5/96	Rick Meadows 272 7/27/96
David Schultz	203	10/5/91	Paul Dranfield 222 3/24/96
Ron Hale	225	10/5/91	Curtis Ryan 244 5/4/96
Kevin Magnuson	219	3/15/92	Scott Davis 229 4/14/96
Jim Welch	204	3/15/92	Aaron Olsen 215 5/4/96
Todd Ryan	305	10/5/96	Derrick Meadows 266 7/27/96
Bill Fisher	218	3/20/93	Jim Giles 226 10/5/96
Julie Rice	272	10/8/94	
Bill Darkow	232	10/2/93	
Nitroholics	205	5/7/94	
Rich McConnell	227	5/7/94	
Euan Edmonds	252	10/7/95	
Pat Johnston	262	10/8/94	
Mike Connor	248	9/16/95	

Joe Rice

The Glory Days Are Now!

by Alan Olsen

My first introduction to CL Flying was with 1/2A models and a couple of local fellows showing me the ropes. I remember laughing a lot that first year as we flew a myriad of tried and untried planes. Several weekends a month found us building friendships over a common interest of modeling. It was a great marriage of engines, technology, building



skills, aeronautical education, camaraderie, journey. Never once flying experience thing. I always left with some inner new found friends and a did I come away from a where I didn't learn some- the flying field content need partially satiated.

I fell in love with the larger planes and the carrier event. The first competitive event I attended was put on by the Seattle Sky Raiders. I remember all the help I received and the thrill of my first successful arrest on the carrier deck. CL Modeling and competitive flying was just pure and simple good old down home fun.

It was during these first events that I became privy to the grumbling of the competitive masses. I wondered why grown men would leave the stress of their daily jobs to muck up the air currents at the flying fields. I swore that as soon as CL Modeling became another stress environment, another new hobby would be found. I built and flew models to relax. So I ignored the turbulence and concentrated on my models and my own self improvement and satisfaction. If I left the flying event having learned and/or improved, then it was time well spent for me.

I take issue with the editors front page remarks regarding the recent flying event put on by the Seattle Sky Raiders (flying lines issue #134). It seems to be a societal phenomenon to find fault in some manner or form with those who attempt to carry the ball. It all depends what we are looking for. The editor was looking for the "glory days." I was looking at the black skies hoping that someone in the club had connections above. As it turned out, we got our racing in without the need for an instrument rating. It was a good day! I would urge the editor to reassess his role in the promotion of CL Flying.

As a competitor, I mark my calendar when the next season's contests are tentatively published and since the calendar on our wall drives our busy household, the **first one on the calendar** wins that weekend with or without spouse. Nordstroms always seems to be putting on some kind of shopping competition for my wife on those weekends. I have always been amazed at the cooperative effort between SS and Nordstroms.

To the Seattle Sky Raiders: You have a great flying site and the meets I have attended have always provided me with good competition, fair judging and that old "friendship bonding thing." I look forward to your next gathering.

EDITORIAL

The following remarks are in regard to Alan Olsen's contribution, "The Glory Days Are Now!" In the previous issue, this editor made some observations regarding the administration of the Seattle Skyraiders annual Raider Roundup contest, of which some were complimentary, and some were not.

First off, I want to thank Alan for writing (he was the only individual to do so), and giving us all a general reminder of what our sport is all about. I do not disagree that our glory days are now, as I have typically had an attitude that we must make our own "golden age", which I guess is about the same thing. In making our own "golden age", or "glory days" we should strive for some level of excellence. Just as it takes excellence for a competitor to place at the top, it also takes excellence for contest management to make an event the best it can be. My comments were not directed at the operations on contest day. I could find little fault with that. My concerns were with the planning and publicity.

In speaking with some of the Skyraider elders, I learned that they all agreed with my outlook on the situation, that being in regards to planning and publicity (".....several members showed up at the last club meeting with Flying Lines editorial in hand, waving in air.....")

Again, it was not this editor's intent to tear down anyone's effort, it's just that I have seen better and believe that the NW control line competitor is not being properly served when certain elements of event management fall down. Please understand that I have attended a lot of contests in three decades, and have seen some bad ones. Maybe the fact that I have attended so many meets means that I should be careful not to be overly nostalgic. Perhaps guilty as charged on that count! Anyway, the 1996 Roundup was not a bad one, and I know the Skyraiders are looking ahead to the 1997 event.

Here's looking forward to a great 1997 control line contest season. Clubs: remember, it is never too early to start planning!

..... Mike Hazel, editor

SKYRAIDERS SWAP MEET!

The Seattle Skyraiders are putting on a club swap meet, everyone is welcome. Date is December 14th, time 9 AM to 1 PM. The location is Summit Hobbies. There is no charge to bring your stuff to sell, but there is also no tables. This swap meet is BYOT (for the slow among us, that means bring your own table). There are plenty of chairs, coffee and donuts are compliments of the Skyraiders. Here are some directions if you don't know where Summit Hobbies is: Take the Canyon Road exit-South from highway 512, at first stop light (112 St E), turn right (West) to 50th Avenue. Turn right (your only choice) and go to the Summit Hobbies sign. For more info contact John Hall (206) 535-1034

Below are winners from the 1996 FALL FOLLIES in Precision Aerobatics:

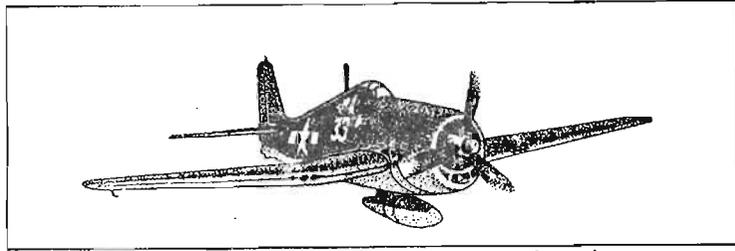
left to right) Expert 1st Paul Walker, 2nd Don McClave, 3rd Howard Rush

Advanced 2nd Jerry Eichten, 1st Alice Cotton-Royer, 3rd Dave Royer (Gary Harris photos)



SPECIAL TOPICS
by Orin Humphries

Last time we learned that I-beams get huge gains in stiffness from tiny gains in cap separation, also called web height. We continue with this line, looking for further nuggets for the thinking modeler. I can envision at least four parts to this subject, alone, before all the benefits of proper design have been trotted out.



You are now in a position to understand why I said earlier that a spruce beam running spanwise, down at the chord plane, is so terrible a choice for stiffening a wing. You cannot make a worse choice. Please look at the two figures below. In Fig. A we see a normal I-beam. The simple beam in Fig. B is just an I-beam with (an almost) zero web height.



Fig. A



Fig. B

From the center of the upper cap in Fig. A to the center of the lower cap is four arbitrary length units, call them "Keeblers". The distance between the centers of the "caps" in the simple beam, made from the I-beam by removing the web, is one Keebler. The I-beam in figure A. is stiffer with its four-fold separation by a factor of four to the fourth power. Four squared is sixteen. Square that. Remember, "the square of the square". Sixteen squared is 256. Fig. A is 256 times stiffer than Fig. B.

An explanation: Fasten the simple beam to a workbench by one of its ends, leaving the other end free in space. Hang a weight from the free end and measure how far the simple beam strains (deflects). It would take 256 times that weight to strain the I-beam the same distance. Nuff said.

Putting a simple beam down the chord line adds weight with zippo gain in stiffness compared to what the thinking modeler can achieve. You should judge the efficiency of a design choice be the stiffness gained per amount of weight gained. Without a doubt THE definitive example of efficiency is the B-17 stunter built by our Northwest resident World Champion Aerobatist. If there were a Collier Trophy for small aircraft, he would get it. It is a privilege to witness the flight of this aircraft.

This Part is concluded with a return to the humble yet magnificent pop can from Article 1 of the whole series. It is able to hold incredible weights (like my Carrier [former] friends)(you can only insult/abuse them soooo many times.. ..) uh, where was I? Oh yes, it can hold even them because its weight resisting member, the skin, is a maximal distance separated. All of the aluminum material is as far apart as possible for the size of the can. The square of the square. The ends are there to hold the shape. (And the soda.) A structure is strong so long as it holds its shape.

3110 154th St. SW
Lynnwood, WA 98037
10/21/96

Dear Mike,

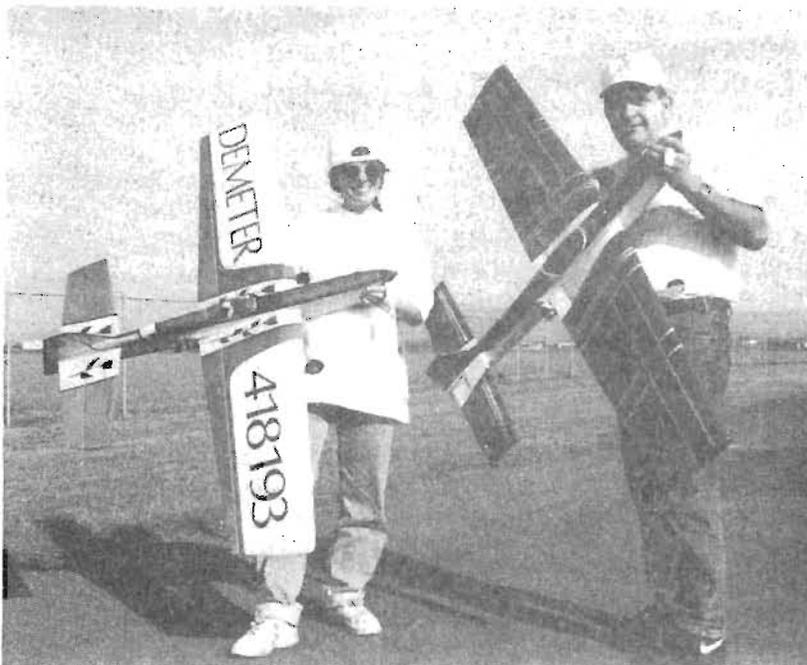
I read Paul Rice's letter in the latest issue pointing out my error in the stiffness law on the I-beam. This error has been known to me for the past month, and I have been waiting to find my class notes from my days at UW before fixing it.

It all began one Winter quarter morning when Prof. Parmeter was developing equations on some structural geometry. He concluded the lecture with the stiffness equation for the situation and pointed out it was a fourth power law. Just what geometry or other details he was referring to has now been scrambled by time and castor oil fumes. It all resides in my Structures I, II, and III notebooks, whose whereabouts is a small mystery since we moved two-plus years ago. Even when I find them, digging through that set, each 1.5 to 2" thick, and the material on the pages even thicker, trying to find that lecture, will be a weekend project.

Paul is entirely correct, the stiffness of an I-beam is a third power law vice a fourth power. However, what have we really lost? It still says if you double the separation of the caps on this shape the stiffness will go up by two to the third power, $2 \times 2 \times 2 = 8$. It will be eight times stiffer for the same weight. If you could triple the separation you would get $3 \times 3 \times 3 = 27$ times stiffer. This is no small potatoes, and my "love" of I-beams is undiminished. Yes I do need to get out more. And fly.

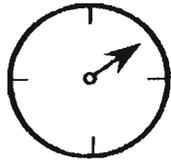
Stay tuned for the answer to just what the heck gets stiffer by a fourth power. Just don't hold your breath.

Sincerely,



TWO STUNT PEOPLE: From the 1995 FALL FOLLIES: Alice Cotton-Royer picked up her first Advanced class victory in Precision Aerobatics, which she successfully defended in 1996. Jack Pitcher was the 1995 Expert winner.

(John Thompson photo)



Northwest Competition Records

Record performances established between Northwest CL modelers in sanctioned competition

We have several records to report on since our last report a few issues ago. First we have Will Naemura's excellent performance in FAI Speed set at the World Champs last summer. Will's mark of 185 mph bettered Chris Sackett's 181 time from last year.

The Class I Mouse records fell at the Raider Roundup in September. Paul Gibeault took the 50 lap record from Stephen Cox, and the 100 lap record from Joe Rice, with 2:31 and 5:03 respectively. Then at the PAC racing meet in Coquiltam, Remy Dawson blasts through the five minute barrier with a sterling 4:42 score for 100 laps. (That one will be hard to beat).

Also in the racing circle, Todd Ryan bested his own Flying Clown Race record by one more lap, bringing it up to 305. This was done at the October CBBB meet in Richland.

At the same Richland meet, Alan Olsen scored 224 points in .15 Carrier, bettering Todd Ryan's record which was set last year. Congratulations, all!

1/2 A SPEED	99.78	BRUCE DUNCAN	5-29-94	EUGENE, OREGON
A SPEED	184.16	BOB SPAHR	7-11-95	RICHLAND, WASH.
B SPEED	158.53	RON SALO	7-13-95	RICHLAND, WASH.
D SPEED	183.41	BOB SPAHR	7-14-95	RICHLAND, WASH.
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	185.36	WILL NAEMURA	7-27-96	NRKOPING SWEDEN
1/2 A PROFILE PROTO	101.60	CHUCK SCHUETTE	5-26-96	ROSEBURG, OREGON
21 PROTO SPEED	125.74	CHRIS SACKETT	5-26-96	ROSEBURG, OREGON
MOUSE RACE I -50 LAP	2:31	PAUL GIBEAULT	9-14-96	KENT, WASHINGTON
MOUSE RACE I -100 LAP	4:42	REMY DAWSON	9-29-96	COQUILTAM, B.C.
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	7:47	JOE RICE	5-25-96	ROSEBURG, OREGON
NW GOODYEAR -70 LAP	4:12	JOE RICE	5-30-93	EUGENE, OREGON
NW GOODYEAR -140 LAP	8:01	JULIE RICE	5-27-95	EUGENE, OREGON
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	6:32	HAZEL/THOMPSON	10-22-94	EUGENE, OREGON
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	8:48	TODD RYAN	10-8-94	RICHLAND, WASH.
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:	305	TODD RYAN	10-5-96	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	296.15	TODD RYAN	10-8-95	RICHLAND, WASH.
.15 CARRIER	224.19	ALAN OLSEN	10-6-96	RICHLAND, WASH.
AMA ENDURANCE	18:37	WESLEY MULLENS	8-15-87	KENT, WASHINGTON

records as of 11-01-96

PAC OPEN INVITATIONAL

July 27-28, 1996

Junior Clown

	1st heat	2nd heat	Final
Derrick Meadows	111	118	266
Stephen Cox	115	122	97
James Cox	98	119	90
Thorin Brown	89	64	-

Open Clown

Todd Ryan	159	pass	298
Rick Meadows	143	135	272
Mike Conner	125	pass	222
Dennis Matthews	100	118	-
Bruce Duncan	113	pass	-
Paul Dranfield	DNF	100	-

.35 Sport Race

Note: All times rounded to nearest tenth.

	70 lap	70 lap	140 lap
Todd Ryan	4:30.5	4:42.1	8:50.9
Henry Hajdik	4:31.1	pass	8:51.6
Ron Salo	4:13.6	4:14.2	9:02.0
Chris Cox	5:01.1	4:27.8	DNF
Dennis Matthews	4:51.5	DQ	-
Rick Meadows	6:21.2	5:22.3	-
Derrick Meadows	5:37.6	5:26.8	-

Sport Scale

Rick Meadows	Harvard	127
Frank Boden	Sky Raider	92
James Cox	Hellcat	78
Karl Brown	Spitfire	75
Mike Conner	Sopwith Camel	70

.15 Carrier

Rick Meadows	179.24
Todd Ryan	104.38
Dennis Matthews	53.91

Profile Carrier

Todd Ryan	241.22
Rick Meadows	207.47
Mike Conner	182.05
Barry Shandel	81.59
Mike Potter	80.68

Old Time Stunt

Emil Kovac	244.5	252.0
Bob Emmett	241.5	247.0
Mike Conner	166.0	242.0
John Brama	204.0	207.0
Rick Meadows	193.5	205.5
Rich McConnell	22.0.0	111.0
Frank Boden	110.0	109.5

Judges: Chris & Joan Cox

Beginner Stunt

Keith Varley	193.0	197.0
Ken Halliday	144.5	125.0
Thorin Brown	55.0	-

Judges: Chris Cox & Bob Emmett

Intermediate Stunt

Rick Meadows	366.0	-
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Judges: Chris Cox & Bob Emmett

Advanced Stunt

Karl Brown	409.5	436.0
Rich McConnell	427.5	391.5
Mike Conner	424.5	pass
John Brama	305.0	409.0

Judges: Chris Cox & Bob Emmett

Expert Stunt

Bruce Perry	497.5	514.5
Randy Powell	479.0	504.5
Lee Uberbacher	488.6	492.5
Hube Start	489.5	pass

Judges: Chris Cox & Bob Emmett

Pacific Aeromodellers Club Open Invitational

PAC had a very successful two day contest with all attending a having a good time.

Really nice to see the Ryan's and Edmund's from the Tri-City area taking the time to come up and support us. Also, many thanks to our Seattle area friends for joining us. Furthest traveled award goes to Bruce Perry, Alana Greenaway and Ken Halliday, who drove out from Edmonton, Alberta.

Saturday was racing and carrier events. Although the new carrier was officially launched a few months ago, this was its maiden voyage on active duty.

Comments heard were that she appears to be sturdy ship. Racing was highlighted by Todd and Mac's record attempt in Flying Clown, only to be stymied by a missed start at the beginning of the race. Clearly, a 320 lapper was well within their reach! Next time guys.

Stunt on Sunday was well attended with Emil Kovac of Issaquah, Wa, placing first with his 22.5 ounce Ringmaster!

Precision went smoothly, with special appreciation going out to Bob Emmett for pitching in and helping out with the judging.

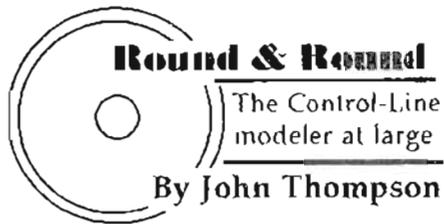
Thanks again for all who attended, I'm sure that with the good word of mouth publicity we have been receiving, that next year promises to be bigger and better yet.

Chris Cox



PAC members Paul Dranfield (on left) and Mel Lyne are promoting .15 diesel English-style combat. Pix taken at combat fun fly held at Harvey field in Snohomish, WA in September. Hey! Someone get hold of these guys, neither are FL subscribers.

(Gary Harris photo)



Modeling thought for the month:

"The workbench is always less tidy than the last time."

— Murphy's Special Law

Fall falls on the Fall Follies

WE all had fun in spite of mother nature.

Northwest old hands know how to come prepared for contests — rain gear, canopies, tarps, gloves, etc. So in spite of intermittent rain and some wind on Sunday, the Really Racing/Fall Follies contest in Portland on Oct. 12-13 was a rousing success.

Really Racing benefitted immensely from the move to the more centrally located Delta Park field and the level of entry was up considerably from last year. Nineteen individuals and teams showed up to battle it out in all the events.

On Sunday, 13 stunt competitors were on hand and some excellent flights were turned in despite some bluster from the breezes.

For the first time in memory, the contest nearly (not quite) broke even financially — the \$136 field reservation fee was the killer. And the event entry was encouraging for a re-run in 1997.

The Northwest Fireballs jumped in and helped the Eugene Prop Spinners with the work of putting on the contest. There were plenty of officials on hand and the competitors pitched in to help when necessary. It definitely left a nice taste — even if we did all go home a little damp.

It also got some talk started about a resurrection of the Drizzle Circuit.

Old-timers will recall that the DC was a 5-contest winter racing series, originally traveling around the Northwest but in the last several years based at Delta Park. Held once a month, December through April, the series featured Northwest Sport Race and Northwest Super Sport Race in a round robin format, with big trophies at the end.

Is there interest in trying this again in some form, possibly in the winter of 1997-98? All it takes is about 10 teams willing to commit to the

series, and some officials willing to pitch in to help run the meets.

What do you think? Let's have an exchange of ideas...write in.

Here are the 1996 RR/FF results:

Really Racing/Fall Follies 1996 Results

Delta Park, Portland, Ore., Oct. 12-13, 1996

Sponsored by the Eugene Prop Spinners
and Northwest Fireballs

Mouse Race Class I (Junior) — 5 entries

1. Nathan St. John, Madras, Ore. — 6:24.97
2. Nick Hagman, Madras, Ore. — 7:59.5
3. Greg Nelson, Sutherlin, Ore. — 8:42.97
4. Michael Nelson, Sutherlin, Ore. — 4:14.03 heat

Mouse Race Class I (Senior-Open) — 8 entries

1. Ron Salo, Richmond, B.C. — 5:38.84
2. Bruce Duncan, Vancouver, B.C. — 5:44.85
3. Travis Morgan, Madras, Ore. — 5:57.59
4. Jesse St. John, Madras, Ore. — 3:07.5

Mouse Race Class II — 3 entries

1. Nitroholics Racing Team (Mike Hazel/John Thompson), Salem/Eugene, Ore. — 16:31.34
2. Jesse St. John — 126 laps
3. Bruce Duncan — 72 laps

AMA Goodyear — 2 entries

1. S&S Racing Team (Tom Strom/Dick Salter), Seattle, Wash. — 10:54.84
2. Ron Salo — 111 laps

Slow Rat Race — 1 entry

Nitroholics Racing Team (Did not fly, event canceled)

Rat Race — 2 entries

1. Nitroholics Racing Team — 7:03.81
2. S&S Racing Team — 7:09.6

Northwest Sport Race — 6 entries

1. S&S Racing Team — 9:19
2. Nitroholics Racing Team — 9:55.03
3. Bill Darkow, Olympia, Wash. — 5:46.10
4. Euan Edmonds, Pasco, Wash. — 41 laps heat

Northwest Super Sport Race — 2 entries

1. S&S Racing Team — 7:30.22
2. Nitroholics Racing Team — 8:04.91

Flying Clown Race — 7 entries

1. Nitroholics Racing Team — 177 laps
2. Bill Darkow — 170 laps
3. Euan Edmonds — 157 laps
4. John Howell — 87 laps heat

Racing officials: John Thompson, Jim Cameron, Gary Harris, Scott Reese, Mark Hansen

Beginner Precision Aerobatics — 2 entries

1. Keith Varley, Vancouver, B.C. — 165

2. Brian McPhail, Juneau, Alaska — 57.5

Intermediate Precision Aerobatics — 0 entries

Advanced Precision Aerobatics — 6 entries

1. Alice Cotton-Royer, Portland, Ore. — 491.5

2. Jerry Eichten, Tigard, Ore. — 465.5

3. Dave Royer, Portland, Ore. — 447

4. Leo Mehl, Portland, Ore. — 424

Expert Precision Aerobatics — 5 entries

1. Paul Walker, Kent, Wash. — 590

2. Don McClave, Portland, Ore. — 562.5

3. Howard Rush, Bellevue, Wash. — 528.5

4. Jack Pitcher, Gresham, Ore. — 517.5

Judges:

Beginner: John Thompson, Gerald Schamp

Advanced: Don McClave, Gerald Schamp

Expert: John Thompson, Gerald Schamp

Tabulator: Tammy Waddle

Pull Tests: Steve Kendall

Send comments, questions, and topics for discussion to John Thompson, 2456 Quince St., Eugene, OR 97404...e-mail johnT4051@aol.com.



PEOPLE AND PLANES AT THE 1996 REALLY RACING / FALL FOLLIES

(photos by Gary Harris)

Left) Mark Hansen with his attention-getting ignition .60 powered Stanzel Tiger Shark, Vroom!

Middle) The well-dressed racing director: Jim Cameron is prepared for some of the drizzle.

Right) Gerald Schamp holds his new Ringmaster. Externally it is standard, but inwardly ingenious weight savings/ strengthening techniques were used. OS 25 FP w/ custom muffler.

SUBSCRIPTION EXPIRATION DEPARTMENT

This is the last issue for the following subscribers, please renew promptly.....

BOB EINHAUS, DAVE FINNIE, BOB GREEN, TED GRITZMACHER, GARY HARRIS, MEL MARCUM, GARY NELSON

PACIFIC AEROMODELERS CLUB RACING CONTEST-
COQUITLAM, B.C.

report provided by Chris Cox

RACING RESULTS
September 29, 1996

A beautiful Sunday afternoon with mild temperatures and no wind made for an excellent afternoon of flying. Eight entries in both Mouse I and .15 Sport Race made for some exciting race match ups. Notable new comers to our contest was Paul Gibeault who recently moved out to the west coast, and Remy Dawson who appears to be making a long over due come back. Glad to have both of you! Paul qualified for the Mouse I final, but declined in order to help Remy, thus leaving the door open for the fourth place finisher, the newly formed Cox Racing Team (C.R.T.). The C.R.T. is James and Stephen Cox who have decided to do away with dad and strike out on their own (dad has reached the critical point of race burn-out, although mom says he's just too old). It was really great to see the excellent job James did in the pits, combined with superb flying by Stephen to get the airplane back to him each time.

Blooper of the day was easily won by Rick Meadows, who qualified for a trip to the final in .15 Sport Race with a sizzling 3:28. Seems that during his second pit in the final he apparently blew a glow plug. After a quick change, the engine still failed to fire, when a closer investigation revealed that his battery was switched off (sabotage?!). Nice one Rick. Mike Conner was over heard shortly after the race that a age limit (old age) should be placed on the event, and he had a pretty good idea of what it might be. Most unusual happening of the day was when Shawn Tilma's cylinder head parted company with the rest off the engine. The engine no longer ran quite right due either to the lack of compression or the lack off glow. I'm sure we'll be debating this matter for quite some time to come.

.15 Sport Race

Mouse I

	70 l	70 l	140 l		70 l	70 l	140 l
	heat	heat	final		heat	heat	final
Mike Conner	4:08	4:03	8.21	Remy Dawson	2:34	2:34	4:42
Dennis Matthews	4:11	3:58	8:56	Bruce Duncan	2:47	DNF	5:44
Henry Hajdik	4:18	4:12	9:20	Cox Racing Team (jr's)	3:37	2:52	6:29
Rick Meadows	3:28	pass	9:27	Paul Gibeault	2:36	2:44	pass
Derrick Meadows (jr)	5:05	4:13	-	Ron Salo	2:53	3:31	-
Shawn Tilma (jr)	4:32	-	-	Shawn Tilma (jr)	3:21	3:14	-
Stephen Cox (jr)	DQ	4:47	-	Rick Meadows	3:39	3:19	-
Paul Gibeault	DNF	DQ	-	Derrick Meadows (jr)	3:46	3:47	-



The Scoreboard

Northwest control-line competition standings.

It was a busy summer and fall in Control-Line competition. As a result, the standings are extensively updated this issue, and lots of top positions juggled. The next installment will be the year's final standings, including the Top Competitor acknowledgement.

A couple of notes regarding this month's standings update, including a request for some help from you readers:

The 1/2-A Combat and 80-mph combat results from the Raider Roundup did not include the number of entries or the fourth-place finishers. Your statistician made a guess of 10 entries in 80, which he flew and vaguely recalls. Without info from the contest, I had no way of guessing the 1/2-A turnout, so first place was awarded 3 points, etc. Anyone with the correct info can let me know and I'll correct the standings next month.

We've stopped trying to keep track of the (# contests, # entries) tag at the top of each event, because it is a bookkeeping nightmare. However, the number of points in the right-hand column is a good indicator of the participation in the event. Anyone who would like an actual count can request one from the coordinator.

In terms of participation, certain events stand out in 1996. Racing participation tops the list, with 48 individuals or teams having scored points by placing in contests so far this year. It's also the category where the action is, with 12 separate contests featuring racing competition. The top racing draw is a tie between Class I Mouse Race and Flying Clown Race, with 26 competitors scoring points in each. Clown was the event where you could get the most action, with 11 separate contest dates. Mouse race had 10 dates, with many of those dates featuring special events for juniors.

By contrast, the next most popular event was precision aerobatics with 31 fliers scoring points in seven contests.

Juniors are the big story in 1996, with 16

having scored points, and several in the top scorers in some of the hard-fought events.

Contests counted to date: March 16, Richland, Wash. March 24, Coquiltam, B.C. April 14, Richmond, B.C. April 20, Portland, Ore. April 28, Richmond, B.C. May 4-5, Richland, Wash. May 24-26, Roseburg, Ore. June 15, Richmond, B.C., June 22-23, Kent, Wash. June 29-30, July 20-21, Coquiltam, B.C., July 27-28, Richmond, B.C., Snohomish, Wash., Sept. 14-15, Kent, Wash., Sept. 29, Richmond, B.C., Oct. 5-6, Richland, Wash., Oct. 12-13, Portland, Ore.

Following are the standings for updated events:

1996 STANDINGS

1/2-A COMBAT *

1. Jeff Rein	8
2. Mel Lyne	7
3. Dick Salter	6
4. Tom Strom	4
5. Bob Nelson	2

80-MPH COMBAT *

1. Dick Salter	20
2. Gary Harris	11
3. Buzz Wilson	10
Tom Strom	10
5. Jim Green	9

OVERALL COMBAT

1. Dick Salter	26
2. Jeff Rein	19
3. Tom Strom	14
4. Ken Burdick	13
Gary Harris	13
Mel Lyne	13
7. Howard Rush	11
8. Norm McFadden	10
Buzz Wilson	10
10. Jim Green	9

CLASS II CARRIER

1. Mike Potter	1
----------------	---

PROFILE CARRIER

1. Todd Ryan	18
2. Euan Edmonds	7
Mike Potter	7
4. Rick Meadows	6
5. John Thompson	5

15 NAVY CARRIER

1. Todd Ryan	14
2. Alan Olsen	13
3. Lloyd Marohl	9
4. Rich McConnell	6
5. Frank Boden	5

OVERALL CARRIER

1. Todd Ryan	34
2. Alan Olsen	16
3. Euan Edmonds	15
5. Mike Potter	9
Rick Meadows	9
Lloyd Marohl	9
7. Rich McConnell	6
Frank Boden	6
9. John Thompson	5
10. Terry Miller	4

PRECISION AEROBATICS

1. Paul Walker	34.5
2. Chris Cox	16.5
3. Randy Powell	11.5
4. Jack Pitcher	10.5
5. Mike Conner	10
Jerry Eichten	10
Rich McConnell	10
8. Howard Rush	9
Bob Emmett	9
Alan Resinger	9

OLD-TIME STUNT

1. Chris Cox	17
2. Emil Kovak	14
Rick Meadows	14
Bob Emmett	14
5. Mike Conner	11
6. Greg Davis	9
7. Mel Lyne	8
8. Rich McConnell	7
9. Roy DeCamara	6
10. David Thompson	4
John Brama	4

CLASSIC STUNT *

1. Don McClave	23
2. Rich McConnell	11
3. John Leidle	8
4. Pat Johnston	6
3. Dan Rutherford	5

MOUSERACE CLASS I

1. Todd Ryan	31
2. Bruce Duncan	25

3. Joe Rice	23
4. Stephen Cox	19
5. James Cox	17

MOUSERACE CLASS II

1. Stephen Cox	7
2. Nitroholics Racing Team	3
3. Jesse St. John	2
4. Bruce Duncan	1

AMA GOODYEAR

1. Joe Rice	2
S&S Racing Team	2
3. Ron Salo	1

CLOWN RACE

1. Todd Ryan	57
2. Stephen Cox	36
3. Joe Rice	27
4. James Cox	25
5. Derrick Meadows	24

NW SPORT RACE

1. Todd Ryan	22
2. Henry Hajdik	17
3. Nitroholics Racing Team	11
4. Ron Salo	9
5. Joe Rice	8

NW SUPER SPORT RACE

1. Todd Ryan	8
2. Nitroholics Racing Team	6
3. Tom Strom	4
4. James Mills	3
Rich McConnell	3

RAT RACE

1. Nitroholics Racing Team	2
2. S&S Racing Team	1

OVERALL RACING

1. Todd Ryan	118
2. Stephen Cox	62
3. Joe Rice	47
4. James Cox	42
5. Nitroholics Racing Team	41
6. Derrick Meadows	27
7. Bruce Duncan	26
8. Mike Conner	25
9. Rick Meadows	24
10. Euan Edmonds	23

SCALE

1. Rick Meadows	5
-----------------	---

2. Frank Boden	4
3. James Cox	3
4. Karl Brown	2
Pat Johnston	2

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, send a self-addressed, stamped envelope.

SPEED (combined)

1. Chuck Schuette	30
2. Bob Spahr	28
3. Dick Salter	12
4. Jerry Thomas	9
5. Ron Salo	7
6. Todd Ryan	6
Chris Sackett	6
8. EuanEdmonds	5
Mike Hazel	5
10. Stephen Cox	4

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 on 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. When you send your report to AMA, remember to send the results to *FL*, too. If you spot any 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, another popular *FL* feature.

Send results to statistician John Thompson at the address listed below.

Remember, only results that we receive can be counted, so send them in. If you flew in a contest that doesn't appear to be counted, contact the contest director or *FL* and let us know. Also let us know if you spot any apparent errors in the standings.

TOP JUNIORS

1. Stephen Cox	58
2. James Cox	47
3. EuanEdmonds	39
4. Derrick Meadows	29
5. Tiffany Mosely	12
6. Nathan St. John	10
7. Travis Morgan	9
8. Thorin Brown	6
Nick Hagman	6
Cox Racing Team	6

* Incomplete results: 1/2-A Combat at Raider Roundup, 80-mph at Raider Roundup, Classic Stunt at Stuntathon.

FLYING LINES

1073 Windemere Drive N. W.
Salem, Oregon 97304

To The Editor:

In October, I had the pleasure of attending the Really Racing Contest at Delta Park in Portland, Oregon.

There were other Teams represented but I was impressed by a Team of young men in blue shirts. They exhibited a high level of competitiveness and sportsmanship. On one landing, their Mouse cartwheeled once. No glare at the pilot (like why'd you do that?). Instead, the plane was handled and pitted to near perfection. Another landing, the stabilizer broke. No glare, it was repaired and put back into the air. Another race, the engine separated from the plane. No glare trying to place the blame.

These young men were a credit to their families and our hobby.

Sincerely,

John Clemans
2407 Coal Creek Road
Longview, Washington 98632
AMA #85259

RAIDER ROUNDUP "96"

Stunt Results

Old Time Stunt

Name	Model	1 st Round	2 nd Round
Chris Cox	Moittle	261.25	272.25
Bob Emmett	Barnstormer	254.25	62.25
Rick Meadows	Ringmaster	240.0	244.75
Rich McConnell	?	205.35	244.75
Mike Conner	Comedian	236.0	234.75
Dave Royer	Smoothie	235.25	221.0
Dave Thompson	Box Car	232.25	218.33
John Brama	All American	220.25	44.5
Frank Boden	Barnstormer	63.5	-

Classic Stunt

Name	Model	1 st Round	2 nd Round
Don McClave	Fierce Arrow	490.5	499.5
John Liedle	Novi III	485.5	pass
Rich McConnell	?	418.0	450.5
Pat Johnston	Oriental	422.5	448.5
Dan Rutherford	Fire Cat	431.5	443.0
Dave Royer	Smoothie	381.0	439.5
John Brama	Regal	395.0	407.0
John Thompson	?	407.0	294.5
Mike Conner	?	pass	pass

Intermediate

Name	Model	1 st Round	2 nd Round
Leo Mehl	?	DQ	399.5

Advanced

Name	Model	1 st Round	2 nd Round
Pat Johnston	Own Design	454.5	455.0
Bob Parker	Impact	154.0	443.0
Rich McConnell	?	422.5	375.5
Jim Eichten	?	409.5	422.0
Karl Brown	Magnum	411.0	418.0
Dan Rutherford	Fire Cat	404.5	pass
Mike Conner	Buccaneer	392.5	pass
Dave Royer	Smoothie	pass	pass

Expert

Name	Model	1 st Round	2 nd Round
Alan Resinger	Fire Cracker	514.5	pass
Chris Cox	Defiant	506.0	pass
Ken Bird	Super Cobra	385.5	473.5
Howard Rush	Bad News	451.5	427.0
Randy Powell	Toad II	137.0	-
John Liedle	Impact	pass	pass

Stunt was flown in extremely windy weather conditions through out the day. Wind was measured at a steady 20 to 25 mph with occasional gusts to 35 mph and more. Someone coined the term "Survival Stunt", as fun it was not! Randy Powell fell victim to one of the heavy gusts, and due to rather torsionally weak wing flaps, he was unable to negotiate a bottom corner. Ouch! Leo Mehl in Intermediate Class did a superb job of handling his profile ship and garnered himself a very respectable score. Resinger and Cox, satisfied with their first round scores, took passes in the second, figuring that if anyone should beat them, hey, they deserve to win!



Bob Parker's very elegant "IMPACT" stunter, seen at '96 Fall Follies in Portland.

(Gary Harris photo)

RAIDER ROUNDUP "96"

More Results

Mouse I - 7 entries (JSO)

<u>Name</u>	<u>50 lap heat</u>	<u>Final</u>
Paul Gibeault	2.31.78*	5.03.70*
Bruce Duncan	2.42.11	5.47.39
Stephen Cox	2.52.00	5.53.59
James Cox	2.54.45	-

* New NW Records

Clown Race - 17 entries! (JSO)

<u>Name</u>	<u>7.5 min heat</u>	<u>Final</u>
Derrick Meadows*	126	286
James Cox*	120	227
Stephen Cox*	126	173
Jim Giles	112	-

* All Junior flyers advanced to final!

NW Super Sport - 5 entries

<u>Name</u>	<u>Final</u>
Nitroholics	7.59.85
Tom Strom	8.07.16
Rich McConnell	13.59.14
Rick Meadows	DNQ

NW Sport - 3 entries

<u>Name</u>	<u>Final</u>
Ron Salo	9.53.15
Bill Darkow	11.38.89
Tom Strom	DNF

1/2A Combat - # of entries unknown

<u>Name</u>	<u>Final</u>
Jeff Rein	1
Bob Nelson	2
Gary Harris	3

80 mph Combat - # of entries unknown

<u>Name</u>	<u>Final</u>
Buzz Wilson	1
James Green	2
Dick Salter	3

.15 Carrier - 3 Entries

<u>Name</u>	<u>Final</u>
Dick McConnell	179.53
Terry Mitchell	123.86
Frank Boden	36.41

Profile Carrier - 4 Entries

<u>Name</u>	<u>Final</u>
Mike Potter	202.40
John Thompson	95.91
Rick Meadows	94.80
Frank Boden	63.91

Class II Carrier - 1 Entry

<u>Name</u>	<u>Final</u>
Mike Potter	193.07

N.W. Speed Record Ratio - 1 Entry

<u>Name</u>	<u>Final</u>
Mike Hazel	

National Speed Record Ratio - 1 Entry

<u>Name</u>	<u>Final</u>
Ron Salo	

Winners of 80 mph Combat at the Raider Roundup in Kent, Washington, left to right: Buzz Wilson, first; Jim Green, second; Dick Salter, third.

(Gary Harris photo)





The Flying Flea Market

Classified advertisements — FREE for FL subscribers

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FOR SALE: 2- FOX MK III COMBAT SPECIALS, \$65.00 EACH. 2- FOX .15 CL PLAIN BEARING \$25.00 EACH. ALL OF THESE ARE NEW-IN-BOX. PLEASE ADD FOR POSTAGE. DENNIS PATERA, 25529 SE 159TH ST., ISSAQUAH, WA 98027-8249 (206) 392-9108



This small plane is the Mouse Racer that Joe and Paul Rice have used for a number of years, and has been a NW record holder a number of times. The design is original, and with a 28 square inch wing is a lot smaller than the ever-present Streakers that we see in the Mouse circles. The engine is a "KK" unit that began life at the '89 Nats, and uses a homebrew 57% nitro blend. While not currently a record-holder, this rugged plane will probably be a contender for some time to come.

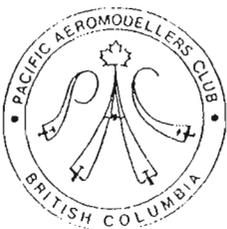
CLUB NOTES



NORTHWEST



BRITISH COLUMBIA



The VANCOUVER GAS MODEL CLUB are planning on holding their traditional "Polar Bear Fun Fly" on January 1st, at the Rice Mill site in Richmond. VGMC activity would appear to be on the upswing with the addition of Paul Gibeault now in B.C.

The newsletter of the NORTHWEST FIREBALLS now has a new look, and a new editor. Jerry Eichten is now putting out the "Fireball Flyer". After years of N/L service, Alice Cotton-Royer had to give it up due to time demands.....The NWF had two very successful contests at Delta Park this year, one single day meet in April, and the recent Really Racing/Fall Follies co-hosted by the Eugene club.....Talk still continues regarding the City of Portland wanting to take away the flying area at Delta Park for other usage, the talk has gone on for years, may it remain just talk for many more.

After a kind of on-again/off-again status, the EUGENE PROSPINNERS are able to fly in the airport parking lot site on most weekends. The restriction hinges on whether or not any cars happen to be parked in the lot. Weekday use is also possible, dependent on the airport operations department OK.The EPS recently voted to continue a partnership with the Umpqua Valley Modelers to host the 1997 CL Regionals in Roseburg again.

A number of B.C. ACES competed at World control line and Indoor free flight champs this last summer. This group is heavy into FAI competition, members also fly AMA & MAAC style speed events also, such as .21 Sport.

A good report to hear is that the city of Roseburg, Oregon is upgrading the grass flying area at the airport for the UMPQUA VALLEY MODELERS. Regionals attendees will remember that the intended Carrier circle actually was under water. The area now has been filled, and should be in good shape next season.

The PACIFIC AEROMODELLERS CLUB held a unique event, they called it "PAC Reverse Race". The objective was to fly 20 laps, slow as possible, slowest time wins! All kinds of model designs and engine configurations were seen, along with lots of strange appendages and devices attached: balsa wood stuffed into venturis, dragging around helium-filled balloons in flight, plastic discs installed in front of the propellor, lots of engine offset, and vinyl siding scraps for flaps (extra lift) Winner was John Brama, with an even five minute time.....The PAC put a new Carrier deck into service this year.....The PAC newsletter, "Airwaves", continues to be one of the best in circulation. Edited by Karl Brown, there are many contributions from club members----that sure helps!

The COLUMBIA BASIN Balsa BASHERS had another successful year of contests.....they put on quite a few, that Eastside dry climate sure doesn't hurt participation, it's usually pretty nice over there.

Haven't seen a newsletter from the SEATTLE SKYRAIDERS as of late. Turns out that they were between editors..... Last summer the Skyraiders put down some asphalt sealing product on the speed circle at the Boeing center parking lot in Kent. It appears that old asphalt is real thirsty, as the coverage was not nearly as good as hoped----only a small portion of the circle was covered..... A club within a club? Some of the Skyraiders who are Boeing employees have another club, but in name only. Bob Parker reported that this was a step in trying to get another flying site in the Seattle area.

The WESTERN OREGON CONTROL LINE FLYERS put on a flying demonstration and learn-to-fly clinic last August at their flying field at the Salem airport. Much appreciated assistance was provided by some of the Northwest Fireballs, and the Wings Like Eagles group from Madras, Oregon

FLYING LINES

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 modelers. *FLYING LINES* is independent of any organization, and is made possible by the financial support of its base of subscribers.

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