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## NEWS OF NORTHWEST CONTROL-LINE MODEL AVIATION

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1073 Windemere Dr. NW, Salem, OR 97304

Editor: Mike Hazel

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SEPTEMBER/OCTOBER 1997

ISSUE #142

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Greetings all! Fall is now upon us, and the flying season and attendant weather will be a bit less predictable. Since when is Northwest weather predictable, anyway? Then the news about the EL NINO weather pattern.....just get out and fly anyway. Considering the winter weather that the Midwest and Eastern types have to deal with, we don't have it so bad out here.

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This issue marks the end of the contest calendar for the year. By the time you receive this, the only meet left will be the annual REALLY RACING / FALL FOLLIES event on October 11 & 12. Now that the meet has been mentioned, we'll talk it up some. As many of you know, this double contest has been around for a few years now, originating in Eugene. Site circumstances in Eugene caused the move to Portland at Delta Park, which has been a positive thing in terms of making the event more central to more NW competitors. Turnout has been increasing, and everybody seems to enjoy themselves at this contest. On Saturday the largest array of racing events outside of the NW Regionals is slated, so bring what ya got and go racing! And on Sunday Precision Aerobatics is flown in all four PAMPA proficiency classes. There was a contest flyer in the last issue, so you can refer to that for more information. Or you can give Mike Hazel a call, who is the contest director (503) 364-8593. Oh, by the way.....the asphalt circle has been repaired by the city, so the site is good to go.

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Yer primitive editor has made one more leap into the world of computer technology, and done set himself up on E-mail. The address for Mike Hazel is: ZZ CLspeed@aol.com

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We just received an information packet for the 18th annual NW Model Exposition in Puyallup, Washington. Wow! It's been around that long, we remember going to the 3rd or 4th one. Anyway, if you need a info packet, write: Mt. Rainer RC Society, Po Box 73939, Puyallup, WA 98373 Dates this year are January 31st and February 1st.

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### SUBSCRIPTION EXPIRATION DEPARTMENT

This is the last issue for the following folks, so you need to get in those renewal fees, pronto! The cost is \$13 for USA subscribers, and just \$15 for Canada (in US funds, please) Next issue will be a biggie, so you won't want to miss it.

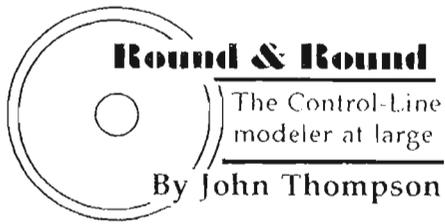
Craig Bartlett, Brian Fairey, Sam Fielding-Russell, Craig Bartlett, Larry Hyder, Kenneth Jones, Craig Bartlett, Joe Kresnak, Kelly Odom, Tim Pansic, oh, and Craig Bartlett.

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In the OOPS Department, we received a couple copies of the last issue returned from the post office, that had no mailing sticker on them. If you did not receive the August issue, let yer editor know and it will be made good.

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Guess that's it for now, hope to see you at Delta Park!



Modeling thought for the month:

*If wires can be connected in two different ways, the first way blows the fuse.*

— Pattison's Law of Electronics

## What a year!

This has been one of the more interesting years for CL competition in the Northwest, with some new events and contests, lots of participation, and general good fun all around.

One of the highlights for me so far this year has been the expansion of the former Stuntathon into the Summerfly, with racing and carrier events added to give us a nice, well-rounded June contest.

And it was pure joy to have a new Oregon contest, the Bill Riegel Memorial in Salem. Look for the results elsewhere in this issue.

Flying on an excellent new site, with excellent participation, with the city's blessing, and a contest in August! Wow — that was long overdue!

Spectators kept dropping by, including several former CL fliers who were badly bitten by the bug again. Look for lots more participation out of the mid-Willamette Valley.

Vintage diesel combat is a new thing, and quite a few fliers are doing it from B.C. to Oregon. Go figure. But everybody's having fun!

Juniors! They're flying, they're winning, they're giving the hobby a bright future.

Sadly I had to miss the Raider Roundup in Seattle for the first since its first year, which was — when? — 1979? Work and financial conflicts. Ouch. Everything ready to go, too! Nevertheless, the thanks of the Nitroholics go to the Skyraiders for expanding the racing schedule to include our beloved Northwest Sport Race. Hope the turnout was good, and we'll be there next year!

**Congratulations** to Northwesterners on the Precision Aerobatics World Championship team: Former champ Paul Walker representing the U.S. again and Chris Cox on the Canadian team. World class fliers and world class guys!

The rest of the U.S. team is Bill Werwege and

David Fitzgerald, with Ted Fancher, Bob Baron and Bill Rich as alternates. Canada's team includes Bruce Perry, Kim Doherty and Ken Bird as an alternate.

A bit o' news regarding the Regionals: The Eugene Prop Spinners and Umpqua Valley Modelers, in an effort to make the Northwest Regionals slightly less dominant at local club meetings, have created a contest board to oversee the Regionals. The two clubs will continue to sponsor the contest, but the board will handle the details and simply report to the clubs. Other Northwest clubs are invited to send representatives to the board on an advisory basis. It's hoped that this will make the contest administration a bit smoother, cleaner and faster.

**Goodbye, T-Bird:** It was a black day on a sunny afternoon recently at the Eugene Airport. One of the most beautiful airplanes I've ever seen hammered the asphalt, and I had the handle in my own sweaty hand. The T-Bird II is no more. How can this happen!

Another case of the pushrod blues. It seems as if no matter how careful one is in assembling control systems, the repeated stresses on aerobatics planes can cause the most unlikely failures. Post-crash analysis indicates that the T-Bird's soldered keeper came off the pushrod at the flap horn. It may have been off for some time, because the L appeared to tend to want to stay in just from natural pressure. However, it was one of the shifty days that we get in Eugene, the outside square loop went squishy (wind had changed direction!) and I was backing up and hitting the corners a bit harder than usual. The second corner (to inverted) was followed by a 45-degree dive into the pavement, so it appeared that the pushrod came out on that corner. It was evidently a case of simple wear — the plane is three years old and had many flights on it. Maybe somebody will send *Flying Lines* an article on how to reduce wear in control systems!

The T-Bird's nose was pulverized and the vertical stabilizer knocked off. Wing, horizontal tail and fuselage are OK. It will be a lot of work, but I may be able to repair it as a practice plane.

Speaking of the handle, however, here's a tip about handles that came out of the above incident. My first (erroneous) thought about the crash was that I had had a problem at the handle. It turned out not to be true, and further thinking led to the conclusion that it happened after the crash.

Nevertheless it's worth noting:

I was using one of the excellent handles made by Mark Wahlster: a true piece of craftsmanship and one of the most comfortable handles I've held.

Mark supplies his handles with an L-shaped Allen wrench for the adjustment bolts, and it's attached to the safety thong that comes with the handle. Just after the crash, I looked down to see the L of the wrench hooked around the down line. I feared at first that that had caused the crash, though the plane's behavior was opposite of what that would have caused. Then I realized that I dropped my hand in disgust after the crash — that's when the L got looped around the line.

But, could it happen in flight? Possibly — and it could cause control problems.

Mark tells me now that he never intended for the wrench to stay on the handles permanently. If you have a Wahlster handle with the wrench attached, it would be a good idea to pay attention to where it is when you're flying. Move it out of harms way or tie it down so it can't swing and cause problems.

The good news is that Mark is planning a new run of the handles.

In the mail comes a flyer from Richards Custom Model Kits, advertising several 48-inch span semiscale profile stunt kits. They include a P-40 Warhawk, P-63 King Cobra, P-51 Mustang, A1E Skyraider, and ME-109 Messerschmidt. All are priced at \$60, which includes landing gear (no other hardware). For info, contact Richards Custom Model Kits, 26737 Chiplay Ave., Hayward, CA 94545.

Add this to your Web Site bookmarks: [www.justengines.unseen.org](http://www.justengines.unseen.org). It's Paul Landels' engine supply Web Page. He sells BOMO, MOKI, MVVS, ASP, Enya, GMS, Jett, Irvine, PAW, O.S., Saito, SC, SuperTigre and TSI engines.

Do you want to see growth of CL activity, more people at contests, more competent competitors and teams, more workers, more helpers, more everything?

One way to work toward this goal is to support the general goal of the *Flying Lines* newsletter. *FL* was founded on the precept that Northwest CL fliers needed a communications network. Everybody needs to know what everybody else is doing, so that we coordinate, avoid duplication, and most of all, are able to participate on a timely and knowledgeable level.

In order for this goal to be met, *Flying Lines* needs 100% readership among Northwest CL fliers. Readership is good, but it could be better. Each *FL* reader could help out the cause by urging his or her flying buddies to sign up for *FL*. The \$13 subscription fee could well be the best spent money of your modeling year.

You get a contest calendar, results, news of goings on around the region, standings, records, photos, technical articles — and best of all you're in touch with the region's activity. Because you're a subscriber, you know this.

How about spreading the word? Everybody, sign somebody up. Editor Mike Hazel has subscription forms available, and he's glad to send out sample copies to potential readers.

Also, remember, every subscriber is a member of the communications network: Your contribution of articles, photos, letters, comments, news, or whatever, is welcome. Classified ads are free!

Join the *FL* staff as a contributor and/or as an ambassador to the non-subscribers. You'll be glad you're part of something important.

Speaking of being part of something:

When was the last time you worked as a contest official? Stuffed envelopes for your club contest flier. Made streamers? Strung ropes? Tabulated scores. Worked a pull-test scale?

Every contest needs people to do the work, from the glamorous Contest Director position (pause for laughter) to pushing stopwatches, spreading chalk, blowing up balloons, etc.

If you fly in contests, these people work for you without pay, often without thanks.

Don't forget to take your turn.

In the opening item I mentioned all the juniors that are flying now. Many of these juniors have come out of groups organized by a few dedicated CL enthusiasts, most notably Dave Shrum in Roseburg, Larry Hyder in Madras, and Alan Olsen in Hoquiam.

Look at the results these mentors have had and the benefits to the hobby in general. Are there kids near you who have oohed and ahed about your airplanes?

Maybe they're potential fliers. Have you offered to help them out?

Think about it.

Send comments, questions, and topics for discussion to John Thompson, 2456 Quince St., Eugene, OR 97404...e-mail [JohnT4051@aol.com](mailto:JohnT4051@aol.com).

# The Scoreboard

## Northwest control-line competition standings.

The contests just kept on coming in July and August, with three meets in British Columbia and one in Salem, Oregon.

Racing, aerobatics, speed, scale, carrier and combat standings were juggled for a second time during the summer.

Contests counted to date: March 9, Coquitlam, B.C.; March 15, Richland, Wash.; April 6, Richmond, B.C.; April 20, Mission, B.C.; April 20, Portland, Ore.; May 10, Vancouver, B.C.; May 23-25, Roseburg, Ore.; June 14-15, Kent, Wash.; June 28-29, Snohomish, Wash.; July 6, Mission, B.C.; July 19-20, Coquitlam, B.C.; July 26, Richmond, B.C.; Aug. 23-24, Salem, Ore.; Aug. 31, Vancouver, B.C.

Following are the standings for updated events:

### 1997 STANDINGS through Sept. 2

#### MOUSE RACE CLASS I

1. Bruce Duncan	31
2. Paul Gibeault	28
3. Stephen Cox	27
4. Todd Ryan	22
5. James Cox	18

#### CLOWN RACE

1. Todd Ryan	28
2. Stephen Cox	20
3. Mike Conner	18
4. Rick Meadows	16
5. S&S Racing	14

#### NORTHWEST SPORT RACE

1. Paul Gibeault	28
2. Todd Ryan	19
3. Ron Salo	18
4. Nitroholics Racing Team	15
5. Henry Hajdik	10

#### NORTHWEST SUPER SPORT RACE

1. Todd Ryan	11
2. S&S Racing Team	10
3. Nitroholics Racing Team	8
4. Cleaver Team	6

5. Rich McConhell	2
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#### OVERALL RACING

1. Todd Ryan	80
2. Stephen Cox	61
3. Paul Gibeault	59
4. Nitroholics Racing Team	43
5. James Cox	38
6. Bruce Duncan	34
S&S Racing Team	34
8. Rick Meadows	25
9. Joe Rice	25
10. Mike Conner	24

#### PRECISION AEROBATICS

1. Chris Cox	32.25
2. Paul Walker	24
3. Bob Parker	22.5
4. Jack Pitcher	20.25
5. Pat Johnston	19

#### OLD-TIME STUNT

1. Emil Kovac	15
2. Mike Conner	13
3. Rich McConnell	7
4. Bob Emmett	6
5. Keith Varley	4

#### OVERALL STUNT

1. Bob Parker	37.5
2. Chris Cox	32.25
3. Paul Walker	24
4. Jack Pitcher	20.25
5. Pat Johnston	19
6. Don McClave	18
7. John Leidle	17
Keith Varley	17
Mike Conner	17
10. Emil Kovac	15

#### 80-MPH COMBAT

1. Rich Salter	8
2. Tom Strom	6
3. Dick Salter	5
Gary Harris	5
5. Jeff Rein	4

#### OVERALL COMBAT

1. Mel Lyne	19.5
2. Gary Harris	15
3. Paul Dranfield	12
4. Jeff Rein	9
Mark Hansen	9
Rick Meadows	9
7. Rich Salter	8
Troy Lyne	8
9. Ken Burdick	7
10. Derrick Meadows	6.5

#### .15 NAVY CARRIER

1. Todd Ryan	7
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- 2. Joe Rice 4
- Rick Meadows 4
- 4. Alan Olson 3
- Shawn Parker 3

**PROFILE NAVY CARRIER**

- 1. ToddRyan 15
- 2. Alan Olson 7
- 3. Barrie Shandel 6
- Mike Conner 6
- 5. John Thompson 5
- Derrick Meadows 5

**OVERALL NAVY CARRIER**

- 1. ToddRyan 22
- 2. Alan Olson 10
- 3. Mike Conner 6
- Barrie Shandel 6
- Mike Potter 6
- 6. John Thompson 5
- Derrick Meadows 5
- Rick Meadows 5
- 9. Joe Rice 4
- Euan Edmonds 4
- Frank Boden 4

**SCALE (all classes combined)**

- 1. Rick Meadows 3
- 2. Frank Boden 2
- 3. Derrick Meadows 1

**SPEED (all classes combined)**

- 1. Paul Gibeault 27
- 2. Ron Salo 16
- 3. Chuck Schuette 15
- 4. Jerry Thomas 8
- R.J. Spahr 8
- 6. Chris Sackett 7
- 7. Dick Salter 5
- Mike Hazel 5
- 9. Chris Hazel 4
- 10. S&S&Sons 3

**JUNIOR OVERALL**

- 1. Stephen Cox 61
- 2. James Cox 42
- 3. Derrick Meadows 17.5
- 4. Nathan St. John 9
- 5. Kirk Hagman 6
- 6. Euan Edmonds 4
- Chris Hazel 4
- 8. Greg Nelson 2
- Mike Nelson 1
- Nick Hagman 1

*Flying Lines* keeps track of standings in all AMA rulebook and Northwest official events, in all Northwest sanctioned contests.

Your *FL* editors do their best to keep up 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.

*Send contest results, corrections and other correspondence regarding Northwest Competition Standings to John Thompson, 2456 Quince St., Eugene, OR 97404, e-mail johnT4051@nol.com. For a printed copy of complete standings for any event, send a self-addressed, stamped envelope.*

**BELOW: CURRENTLY THE NORTHWEST'S HOTTEST MOUSE RACE PILOT.....STEPHEN COX OF DELTA, BRITISH COLUMBIA. STEPHEN FLIES THE EVER POPULAR STREAKER DESIGN, AND RECENTLY SMOKED THE NORTHWEST RECORD BOOKS WITH A 2:17 TIME FOR THE 50 LAP HEAT RACE.**



*The following report on Salem, Oregon's contest is from the "WOLF CALL", n/1 of the Western Oregon Control Line Flyers*

*First WOLF contest a howling success!*

Wow! What a great weekend of August 23 & 24. We did our first contest, which was billed as the Bill Riegel Model Airpark Inaugural Contest. We had a field of 27 contestants, who made a total of 37 event entries. Turnout may have been higher with more advance notice, but who knows for sure. We knew of a few modelers who would have liked to come, but had other prior commitments, etc. Entrants came from most every corner of the Northwest, including a large group from Vancouver, B.C.

The weather report looked very ugly, with threats of showers all weekend. There was some rain in the wee hours on Sunday, and for just a little while later on Sunday morning. Other than that, it was pretty good.

We also had a good turnout of spectators. There were a lot of driveby drop-ins, along with others who made this a spectating destination. It was good to see lots of the Eugene Propspinners come up and check things out. There was a lot of enthusiasm expressed by quite a few local folks looking to get back into the control line fold. I guess it does pay to put information into the local hobby shops. Speaking of which, at least two of the area hobby shop operators came out to watch for awhile.

The philosophy of the contest was to have a nice mix of events, something for everyone; yet maintain a relaxed schedule so everyone could enjoy themselves in a non-hurried manner. It seemed to work. Entry level in events varied widely, but the schedule worked fine and we were all done and wrapped by 3 PM on Sunday.

One of the best highlights of the meet was the special presentation made on Sunday by WOLF prez, Mark Wahlster. About midday, we shut the contest down for a few minutes and had all the participants gather round. Mark explained to all on how the field came to be, and why we named it after Bill Riegel. Most of us know all about this, but we felt it important to share the saga. Bill's widow, Ruth Riegel, was presented with a special commemorative gift in recognition of Bill's efforts and also recognizing Ruth, who did some "followup" work. Ruth stayed much of the day, and really seemed to enjoy the activities.

Now comes the hard part, where we acknowledge the hard workers who made this thing happen, hard because sometimes we might miss a name. If that was you, then sorry.....and thanks! First, the event directors:

In Precision Aerobatics, Jack Pitcher headed up the show, ably assisted by Gerald Schamp and Tammy Waddle. Seattle Skyraider Bob Parker made the trip just to help officiate. Northwest Fireball member Alice Cotton-Royer did the tabulating, and I know some other Fireballs helped as well.

Lots of people helped with the Racing, with Mark Wahlster and John Thompson running most of the races. Thanks to the contestants and others who helped with timing duties.

The Speed circle was directed by Mike Hazel, and Vic Lichtenberg who came all the way from Puyallup, Washington just to help. Thanks, Vic!

The Combat director was John Thompson. Kelly Odom and Brian Wilson pulled timing/scoring duties, and all the contestants pitched in when needed.

In Balloon Bust, Bob Beaman and Craig Bartlett seemed to be having a great time blowing and setting up balloons, just to have the contestants attempt to destroy them, which many did.

Chris Hazel very ably ran the contestant registration table, and sold some sodas on the side. Mark Wahlster, Kelly Odom, Mike Hazel did much of the field setup and teardown work. And again, to those who we have missed, thank you very much for helping, and thanks to all for participating.

We should also acknowledge the following businesses for their contribution to the prize table: Skysport, Leisure Hobbies, Eugene Toy & Hobby. Some of the WOLF members also threw in some merchandise to sweeten the pot.

Now without further delay, here are the complete results:

RECORD RATIO SPEED: 1st) Chuck Schuette 97.7% (149.22 mph, Sport .21) 2) Paul Gibeault 95.9% (146.88 mph, Formula 40) 3) Bob Spahr 94.3% (95.81 mph, 1/2 A profile proto) 4) Jerry Thomas 87.1% (171.20 mph, Jet)

PRECISION AEROBATICS - BEGINNER: no entries

PRECISION AEROBATICS - INTERMEDIATE: 1) Scott Riese 400.5 pts 2) Paul Gibeault 365.5

PRECISION AEROBATICS - ADVANCED: 1) Keith Varley 433.5 2) Jerry Eichten 431  
3) Mike Connor 429 4) Leo Mehl 409

PRECISION AEROBATICS - EXPERT: 1) Chris Cox 507 2) Randal Powell 495.5 3) Pat Johnston 494 4) Howard Rush 409.5

MOUSE RACE CLASS I: 1) Paul Gibeault (score n/a) 2) James Cox 6:25.04 3) Stephen Cox  
 58 laps Non-finalist heats: 4) Bruce Duncan 2:46.21 5) Hazel/Thompson 2:50.85  
 6) Nathan St. John 3:02.52 7) Nick Hagman 3:10.1 8) Dave Shrum 3:10.69  
 9) Jesse St. John 3:12.59

80 MPH COMBAT: 1) Gary Harris 2) Jeff Rein 3) Mark Hansen 4) John Thompson  
 5) Jim Green

NW SPORT RACE: 1) James Cox 9:05.56 2) Hazel/Thompson 12:39.57

NW SUPER SPORT RACE: 1) Hazel/Thompson 7:19.28 2) James Cox 9:28.49

BALLOON BUST: 1) Jerry Eichten 194.4 pts 2) Morris Gilbert 169.95 3) Mike Conner  
 154.2 4) Jesse St. John 103.5 5) Nathan St. John 99.02

## CONTEST RESULTS

### **P.A.C. MEET, RICHMOND, B.C., AUGUST 31, 1997**

#### MOUSE RACE CLASS I (6 ENTRIES)

1) STEPHEN COX	4:46.93
2) PAUL GIBEAULT	5:10.94
3) BRUCE DUNCAN	5:34.37
4) JAMES COX	HEAT 2:50.70

#### NW CLOWN RACE (7 ENTRIES)

1) STEPHEN COX	278
2) RICK MEADOWS	254
3) MIKE CONNERS	244
4) DENNIS MATTHEWS	HEAT 127

### **V.G.M.C. RACE-A-RAMA, RICHMOND, B.C., SEPTEMBER 28, 1997**

#### MOUSE RACE CLASS I (4 ENTRIES)

1) STEPHEN COX	5:04.41
2) PAUL GIBEAULT	5:04.89
3) BRUCE DUNCAN	5:32.12
4) JAMES COX	HEAT 3:30.12

#### NW SPORT RACE (4 ENTRIES)

1) JAMES COX	9:02.31
2) BRUCE DUNCAN	9:22.02
3) RICK MEADOWS	9:34.63
4) FRANK BODEN	HEAT 6:29.78

# Murphy's Law of Combat

1. When the enemy is within range, so are you.
2. Incoming rounds have the right of way.
3. The enemy diversion you have been ignoring will be the main attack.
4. If your attack is going well, you have walked into an ambush.
5. Never draw fire, it irritates everyone around you.
6. When you have secured an area, don't forget to tell the enemy.
7. Never forget that your weapon was made by the lowest bidder.
8. Tracers work both ways.



"Everything but the streamer!"

Form 11

EVENT PARTICIPATION LIST

CONTEST NAME: RAIDER ROUNDUP-97	
Sanction No.	71784
Date(s)	September 13 - 14, 1997

Contestant:	AMA / MAAC No.	Hometown	Entries this event:	
			Airplane/Engine	Score / Time / Place
Todd Ryan	280576	Pasco, WA		297.1 / 1
Alan Olsen	527177	Hoquiam, WA		242.3 / 2
Mike Potter	37063	Auburn, WA		201.9 / 3
Mike Conner (MAAC)	45672	Pitt Meadows, BC		190.5 / 4
Frank Boden (MAAC)	1681-L	Burnaby, BC		70.2 / 5
				6 /
				7 /
				8 /
				9 /
				10 /

Contestant:	AMA / MAAC No.	Hometown	Entries this event:	
			Airplane/Engine	Score / Time / Place
Alan Olsen	527177	Hoquiam, WA		180.6 / 1
Mike Potter	37063	Auburn, WA		151.2 / 2
Todd Ryan	280576	Pasco, WA		103.2 / 3
Lloyd Marohl	2648	Tacoma, WA		84.3 / 4
Frank Boden (MAAC)	1681-L	Burnaby, BC		70.2 / 5
				6 /
				7 /
				8 /
				9 /
				10 /

Contestant:	AMA / MAAC No.	Hometown	Entries this event:	
			Airplane/Engine	Score / Time / Place
Stephen Cox (MAAC)	45837-J	Delta, BC		1 /
James Cox (MAAC)	42954-J	Delta, BC		2 /

Contestant:	AMA / MAAC No.	Hometown	Entries this event:	
			Airplane/Engine	Score / Time / Place
Emil Kovac	547716	Issaquah, WA		285.0 / 1
Dan Rutherford	6089	Bothell, WA		273.0 / 2
Rich McConnell	1320	Seattle, WA		268.5 / 3
Bob Emmett	290	Renton, WA		266.0 / 4
Keith Varley (MAAC)	23624	Vancouver, WA		237.0 / 5
Cecil Mead	888	Lafayette, OR		235.0 / 6
Mike Conner (MAAC)	45672	Pitt Meadows, BC		233.5 / 7
David Thompson	454843	Wenatchee, WA		230.0 / 8
Frank Boden (MAAC)	1681-L	Burnaby, BC		47.5 / 9
				10 /

Contestant:	AMA / MAAC No.	Hometown	Entries this event:	
			Airplane/Engine	Score / Time / Place
Don McClave	52273	Portland, OR	Oriental / Fox 35	308.5 / 1
Dan Rutherford	6089	Bothell, WA	Smoothie/Fox 35?	454.5 / 2
Rich McConnell	1320	Seattle, WA	?	450.0 / 3
Scott Riese	528301	Portland, OR	?	427.0 / 4
Keith Varley (MAAC)	23624	Vancouver, WA	?	408.5 / 5
Cecil Mead	888	Lafayette, OR		404.5 / 6

Contestant:	AMA / MAAC No.	Hometown	Entries this event:	
			Airplane/Engine	Score / Time / Place
Scott Riese	528301	Portland, OR	?	417.5 / 1
				2 /

Contestant:	AMA / MAAC No.	Hometown	Entries this event:	
			Airplane/Engine	Score / Time / Place
Dan Rutherford	6089	Bothell, WA	?	478.0 / 1
Hube Start (MAAC)	1333	Abbotsford, BC	?	462.5 / 2
Jerry Eichten		Tigard, OR	?	438.0 / 3
Karl Brown (MAAC)	7114	Vancouver, BC	?	429.5 / 4
Mike Conner (MAAC)	45672	Pitt Meadows, BC	?	425.5 / 5
Rich McConnell	1320	Seattle, WA	?	423.0 / 6
Keith Varley (MAAC)	23624	Vancouver, WA	?	418.0 / 7
Leo Mehl	508008	Portland, OR	? / Fox 35	383.5 / 8

Contestant:	AMA / MAAC No.	Hometown	Entries this event:	
			Airplane/Engine	Score / Time / Place
Paul Walker	30702	Kent, WA	B-17 / 4 x OS15FP	560.5 / 1
Chris Cox	7149	Delta, BC		552.0 / 2
Don McClave	52273	Portland, OR		546.0 / 3
Howard Rush	18230	Bellevue, WA	Impact / ST60	524.5 / 4
Randy Powell	67711	Port Orchard, WA	? / Stalker 60	483.5 / 5

EVENT PARTICIPATION LIST

Form H

CONTEST NAME: RAIDER ROUNDUP	
Sanction No. 7178	
Date(s) September 13 - 14, 1997	

EVENT: MOUSE RACE I		Entries this event:	
Contestant	AMA / MAAC No.	Hometown	Airplane/Engine
Stephen Cox	MAAC 458721	Delta BC	Cox
James Cox	MAAC 429547	Delta BC	Cox
Ron Saly	2501	Richmond BC	Cox
Bruce Pughan	MAAC 17651	Adrian BC	Cox
Score / Time			
			5:16.32
			5:48.31
			DNF
			2:36.93

EVENT: NW Sport Race		Entries this event:	
Contestant	AMA / MAAC No.	Hometown	Airplane/Engine
Mel Lyne	MAAC 4152	Gambaldi Highlands BC	Fox 35
James Cox	MAAC 429547	Delta BC	Fox 35
Tom Strom	7440	Seattle WA	Fox 35
Henry Hadik	MAAC 17734	New Westminster BC	Fox 35
Tim Strom	280264	Seattle WA	Fox 35
Frank Boden	MAAC 1681-L	Burnaby BC	Fox 35
Alan Olsen	52717	Hoquiam WA	Fox 35
Tasha Howell	555471	Hoquiam WA	Fox 35
John Howell	564581	Hoquiam WA	Fox 35
Score / Time			
			8:57.58
			8:59.90
			9:18.00
			9:35.90
			4:57.36
			9:45.74
			DNF

EVENT: Northwest Flying Clown Racing		Entries this event:	
Contestant	AMA / MAAC No.	Hometown	Airplane/Engine
Tomad Ryan	MAAC 283476	Pasey WA	Flying Clown
Stephen Cox	MAAC 458721	Delta BC	Flying Clown
Mike Conner	MAAC 45672	Pitt Meadows BC	Flying Clown
Tom Strom	7440	Seattle WA	Flying Clown
Tasha Howell	MAAC 555471	Hoquiam WA	Flying Clown
James Cox	MAAC 429547	Delta BC	Flying Clown
John Howell	MAAC 564581	Hoquiam WA	Flying Clown
Alan Olsen	MAAC 52717	Hoquiam WA	Flying Clown
Score / Time			
			295 laps
			295 laps
			227 laps
			132 laps
			115 laps
			115 laps
			112 laps
			DNF
			DNF

EVENT: 80 MPH COMBAT		Entries this event:	
Contestant	AMA / MAAC No.	Hometown	Airplane/Engine
Dick Salter	MAAC 5031	Seattle WA	
Tom Strom	7440	Seattle WA	
Ruth McCongell	MAAC 1520	Seattle WA	
Jeff Rein	MAAC 77897	Bothell WA	
Ken Burdick	MAAC 17769	Seattle WA	
Jim Green	MAAC 168529	Bellevue WA	
Mark Hansen	MAAC 553471	Portland OR	
Gary Harris	MAAC 61200	Forest Grove OR	
Bob Nelson	MAAC 22173	Redmond WA	
Howard Rush	MAAC 18250	Bellevue WA	
Tom Strom	MAAC 280264	Seattle WA	
Score / Time			
			1
			2
			3
			4
			5
			6
			7
			8
			9
			10
			11

EVENT: 1/2A COMBAT		Entries this event:	
Contestant	AMA / MAAC No.	Hometown	Airplane/Engine
Mel Lyne	MAAC 4152	Gambaldi Highlands BC	
Jim Strom	MAAC 280264	Seattle WA	
Jeff Rein	MAAC 77897	Bothell WA	
Tom Strom	MAAC 7440	Seattle WA	
Bob Nelson	MAAC 22173	Redmond WA	
Ken Burdick	MAAC 17769	Seattle WA	
Score / Time			
			1
			2
			3
			4
			5
			6

EVENT: Vintage Diesel Combat		Entries this event:	
Contestant	AMA / MAAC No.	Hometown	Airplane/Engine
Ken Burdick	MAAC 17769	Seattle WA	
Paul Drantfield	MAAC 25424	Mission BC	
Mel Lyne	MAAC 4152	Gambaldi Highlands BC	
Howard Rush	MAAC 18230	Bellevue WA	
Frank Boden	MAAC 1681-L	Burnaby BC	
Adrian Duncan	MAAC 6408	Coculdam BC	
Jeff Rein	MAAC 77897	Bothell WA	
Dick Salter	MAAC 5031	Seattle WA	
Score / Time			
			1
			2
			3
			4
			5
			6
			7
			8
			9
			10

EVENT: CL Profile Scale		Entries this event:	
Contestant	AMA / MAAC No.	Hometown	Airplane/Engine
Ronald Canaan	MAAC 350641	Auburn WA	
Score / Time			
			57
			2

EVENT: CL Sport Scale		Entries this event:	
Contestant	AMA / MAAC No.	Hometown	Airplane/Engine
Nick Stratis	MAAC 12654	Auburn WA	
Mike Potter	MAAC 37063	Auburn WA	
Score / Time			
			146
			100
			2

EVENT: National Record Ratio Speed		Entries this event:	
Contestant	AMA / MAAC No.	Hometown	Airplane/Engine
Dick Salter	MAAC 5031	Seattle WA	Jet Speed
Jeff Thomas	MAAC 1101	Edgewood WA	Jet Speed
Score / Time			
			173.34
			DNF
			2

EVENT: NW Record Ratio Speed		Entries this event:	
Contestant	AMA / MAAC No.	Hometown	Airplane/Engine
Dick Salter	MAAC 5031	Seattle WA	Jet Speed
Score / Time			
			173.34
			2

EVENT: NAVY CARRIER CLASS I / II Record Ratio		Entries this event:	
Contestant	AMA / MAAC No.	Hometown	Airplane/Engine
Mike Potter	MAAC 37063	Auburn WA	
Score / Time			
			?
			1
			2



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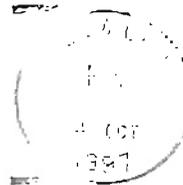
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