

# Flying Lines

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## Spring Fever!

Here in the Northwest, we really never have to quit flying, because the weather never really gets that bad. Getting that AMA all-season patch is no problem when you can go flying all winter.

Nevertheless, when the those blue skies and warming temperatures start bringing up the daffodils, there also sprouts anew the urge to fly! Out of the workshop emerge dusty CL fliers of all types with their new projects.

New stunters get trimmed, racers get shakedown flights, stacks of combat planes get tested, and all sorts of whimsical sport projects finally get shown and flown at the local fields.

That was certainly the case down here in Eugene, where the entire Prop Spinners bunch was out at the airport on Sunday (March 12). It was a beautiful day for flying, windless except for the "shooting the breeze" type of air movement, and conducive to all sorts of plans for an earnest flying season.

What's going on in your area?

You may have noticed that a new feature of *Flying Lines* is club news. Editors of all the newsletters around the region have been invited to submit material for inclusion in your independent regional communications network. Also, fliers in geographic regions without formal clubs or newsletters have been invited to contribute similar local news for inclusion in *FL*. The response has been excellent.

*Flying Lines* operates on the philosophy that the more we know about our fellow fliers around the region, the better we can coordinate our activities to enhance the enjoyment of CL flying for all. The club/area news feature falls in line with that philosophy.

Recently, Dan Rutherford came up with a brilliant suggestion that falls right in line with that philosophy. It's worth considering, especially in areas where there aren't big formal clubs or active newsletters.

Dan suggests that clubs make use of *Flying Lines* for their own club information distribution. This would be particularly useful in remote areas with only a small group of fliers without the formal club structure or resources to publish an actual local newsletter.

Instead of having a local club newsletter — or in addition to it if desired — clubs could make a *Flying Lines* subscription part of their dues package. All members would automatically receive *FL*. Someone in the club would be designated to provide a page of club news for *FL*.

It's an idea with the potential of improving communication among local fliers, tying them into the regional CL scene, saving a lot of work for newsletter editors, and boosting the health of your regional CL information network.

Any club or local area group interested in pursuing this idea, can contact the *FL* editor and we'll set up the system. Happy flying!

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10 seconds ... 5 seconds ...

Go!

*Racing news by Todd Ryan*

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Hi everyone. I hope you are enjoying our time off.

I had a wedding to attend in Florida this last weekend. Don't worry it was only my sisters. While I was there, I got the opportunity to fly with Dick Lambert and Bob Whitney. We flew a few team racers and I got the chance to redesign a few of Dick's props.

We had a landing gear that liked to encourage pavement trimming on one of the Mazniak models so I got to pass the blame onto the equipment, lucky enough for me. I turned 1000 laps or so, which really didn't help the hangover I was battling from the wedding party the night before.

Anyhow, a tip to all you up and coming pilots, don't drink and stay out until 3 am the night before flying, it isn't a performance enhancing technique by any means.

#### *Racing Explained...*

Being stranded down here at school allows quite a bit of time to think about our flying. I have a few videos of racing here at school that I watch from time to time.

I watch for errors and imperfections in our racing that can be improved or eliminated and this seems to really help.

Even my friends sit down to watch and from their puzzled looks I know they have no clue of what we're trying to do spinning in circles like that.

After some thought and experimentation on my schoolmates, I have come up with a description that I feel others can use when asked, "what the hell are you guys doing?" so here goes.

Racing is set up with circles laid out getting smaller towards the center.

I think the blame falls on the pitmen for this. I'm sure they feel if anyone is flying high above in a plane and feels the temptation to drop, throw, spit, etc. they would like to do that over a large gathering of people.

The pitmen, being wise, know they want no part of that so what better way to divert

attention from them then to give a huge target for these fliers to aim at.

And in the middle of the target, the pilots. Coincidence? I don't think so.

Next, let's look at the race itself.

Everything is considered a team strategy until the go signal echoes out over the field.

At this point, all bets are off.

From the center, you can almost see a little grin on the mechanics face as he starts the aircraft.

He knows what the so-called "race" really is. A chance to laugh at that poor fellow connected to the fire-breathing machine he just let go of. About the time the "plane" reaches full speed, somewhere in the Mach 3 range, the pilot realizes that he wants no part of this.

Again, those wise pitmen have planned ahead.

A choke chain has the pilot tied to the handle so no hope of letting go can be had. He is in for the long haul. I've heard others call this device a "safety thong", don't be fooled!

The plane can't fly forever so the tables are turned. This is the opportunity for the pilot to knock the pitman down with the now sleeping beast.

The pitman knows that the pilots' aim has to be a little off from the dizziness he has so the pitman isn't too afraid.

I've seen the strategies of some newer pilots to land as far from the pitman as possible but that doesn't seem to work too well.

Making him run only aggravates the mechanic further.

You know he'll try as hard as he can to get you back into the air that way, so hit him as hard as you can.

At least try to break a prop, that way you can rest and don't have to fly in the final, which is another joke of the mechanics, do the same thing only twice as long? Come on, us pilots are on to you.

I hope this has cleared up some misconceptions you may have had.

Like I said, give someone too much time on their hands and you don't know what they'll come up with.

Until later, keep your wings level.

*Todd Ryan can be contacted by e-mail at teamryan@juno.com or by mail at 590 East Valley Drive, Pasco, WA 99301.*



# Kenny's Combat Corner

By Ken Burdick



## Get ready for combat!!

It's been a while since my last article — Combat flyers tend to hibernate a bit. Anyway, we are coming up on a new season, so lets go over some basics to get ready for the new season.

Do you have an "old bag"? Get rid of it. I like the "yellow jacket" material that can be purchased from Phil Cartier at the CoreHouse. 1249 Jill Drive, Hummelstown, PA. 17036. (717) 566-3810 6-9 p.m. EST.

They also sell the neat little plastic fittings to tie the tubing to.

At the first contests, you can hear the sound of old bladders breaking. Besides the obvious problem of it breaking, if you get an eyeful of high-nitro fuel you can suffer eye damage.

Lines: How are they? Are they the same curly ones from last year?

Lines are cheap compared to having one break and destroy a good set-up or worse yet cause an accident. A good source of lines is Bear Enterprises (708) 946-6130.

Bear also sells the crimp tubes and eyelets to make them up.

I like to make them up once in the spring and usually start with eight to 10 sets to get through a season.

If you prefer the thin red reels that come from Russia as I do, you know that the lines are difficult to get into the little hole they provide to terminate the reeling.

I use an X-acto saw to make a small thin slice from the edge of the reel to the hole. To get the line in this to thin cut, simply push the side of the reel in and slip the lines into it, the plastic will not break.

Props: Are you using APC? If so check them for any white stress marks around the hub and blade area.

If you find this condition, break the prop so you won't use it; it is going to throw the blade pretty soon.

Always inspect the props you use no matter what kind they are.

Fuel shutoffs are very important, so be safe. If you are using the Rudner swing-arm type, check those springs and solder joints. If you resolder, use a good silver solder.

Mejzlik has a new and simpler pinch-off type that uses an exterior line that runs from one of the leadouts to the pinch-off wand. When the line tension is gone, the wand pinches off the fuel line. I have seen this type of product work and I consider them more reliable than the weighted swing-arm style.

The FourMost company in Oregon also sells a similar one used in pylon racing. They must be mounted to the model instead of the engine, but cost about \$3.00 and not \$17.00 like the Mejzlik one.

Phil Cartier (CoreHouse) also sells the same type (exterior line) and it works well. I have switched to this style after seeing all of the flyaways last year that had "working" swing arm shut offs.

I recently was flying with Buzz Wilson and Jeff rein, we all tried out the new style shutoffs and we all had good results learning how to use them.

Old syringes should be replaced. They're available for \$2 at local veterinarian's supply. Put a small wood screw in the very top of it to prevent the plunger from coming all of the way out when filling with fuel.

## New engine alert!!

F2D (FAI Combat) has become more popular, the Cyclon engine is excellent and the PC3 is a good one.

It will keep up with most of the high-priced Billy Goats (Kozjol Profi) sold by Mejzlik. The Cyclon is half the price when purchased in lots of 10 so communication and putting an order together makes sense.

The new PC4 is now available and I have purchased some. I am familiar with the PC3 and will give a review of the new and improved engine.

I can tell you that the stroke is longer and the venturi is on the inboard side and pointed back toward the rear of the engine so as to keep dirt out, it is not a rear intake, just pointed back. The

designer (Alexander Kalmakov) has good ideas and his claims of lighter and faster (34,000) in flight RPM seems to be right in there with the best of them.

I hear that Jari Valo is working on some new super engine for F2D, it won't be cheap and will be a top performer.

There is no reason not to expect great power increases from engine technology that use new materials.

The new Cyclon .049 is showing up here and there and it seems to be very powerful. It is expensive compared to other engines, but very well made. Doug Galbreth is a distributor for the new .049.

Doug, well known for Free-Flight and head designs claims the Cyclon needs lots of running time and likes nitro. He only runs his in FF for a few seconds, but uses 50-70% nitro for his uses. I wonder what the formula will shake out as for combat, 50-60%?

### **Diesel anyone?**

If you don't want to use a PAW in Canada, a plain bearing sharm in from Carlson imports is an option, (unless they change the rules in B.C. again).

This is a very well made .15 that has a conventional mount pattern compared to the PAW. They cost about \$60.00 (recently reduced in price) as compared to the PAW for around \$55.00 (Carlson Engine Imports) (602) 863-1684.

I recently asked the #1 rated diesel combat flyer in all of North America (Jeff Rein) what engine he uses and how he keeps it competitive.

Jeff uses a PAW and sends all of the credit to Paul Dranfield for finding some errors he had made and providing him with the parts to correct them.

Other than that old #1 said to be sure the bottom end is loose but not the last 1/4" of the shaft to case seal (at the front end of the case).

You still need good internal pressure in a PAW to get consistent fuel draw.

Oh yes ... follow the break in procedure described by Adrian Duncan on the Diesel Combat Web page and run about a gal of fuel through it.

I took notes because I was just behind him by a few points in the MACA (Miniature Aircraft Combat Association) standings and when you're #2 you must try harder.

### **New Supplier!!**

World famous Combat flyer George Cleveland (current US F2D team member and several times past), is offering a line of products available for sale.

The line of items include ready-to-fly combat wings, Fast, Slow, F2D and 1/2A. Covering material in a variety of colors as well as sidekick shutoffs props, tanks, machined parts and accessories.

If George says something is good, I use it and don't think twice about it.

Contact George Cleveland at:

212 N Causeway Blvd., Suite 160

Metairie, LA. 70001

Phone (504) 443-4640 / Bpr (504) 547-7496

It is late but still enough time to make plans to go to Top Gun.

This is a great Fast Combat Contest and the official beginning of the season. If you can be there just to see the talent, it is worth it! Most everyone is "itchin" fer a good match and it is wide open Fast at it's best.

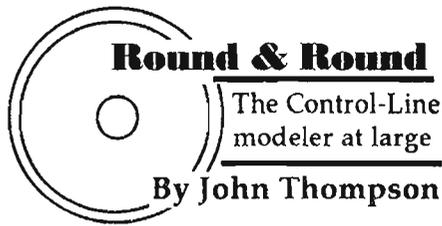
Alaska Air has a \$99.00 each way special to Phoenix that is hard to beat. I don't know how long it will last. The contest is 100 miles away in Tucson but that is no real problem for such a good airfare.

Besides the great combat, the night out on Saturday at Lil Abners is worth the trip, If you run hard and fast ... there some of the guys head out to the Ballet after the dinner ... Michael Wilcox has a birthday around that time so it makes for a good general celebration. James McKinney just let me know that he and his wife are expecting a new baby in August, Congratulations to the Nationals winner in slow, #1 rated in Slow Combat and #5 rated all around combat flyer. I wonder if we should have a baby shower for him at TG?

Speaking of ratings...one old cagey dog named Howard Rush, has politely been taking the kidding about going out to the "Stunt Pasture" for the last few years .. we should have kept quiet. Howard placed #3 in the ratings for Fast and #7 in the top 20 of the MACA best. Congratulations to our local pro.

Good hunting.

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Modeling thought for the month:

*"The solution to a problem changes the nature of the problem."*

— Peer's Law

## Another round in dBat rules debate

■ A short history of the dbat debate, an a call for votes — again!

The debate over Vintage Diesel Combat rules has taken on a somewhat surrealistic aspect, and, it seems, you could say it's all my fault.

It all started innocently enough.

Fliers in British Columbia came up with a low-key, fun combat event modeled after old-time English combat. Vintage Diesel Combat used old airplane designs and tame diesel engines. Great for beginners and experts looking for some relaxed competition. It seemed to catch on, and soon it was being offered on contests throughout the region.

Because of its popularity, VDC was added to the *Flying Lines* Northwest standings reports. I dutifully kept the stats and reported standings monthly, as I do with all the other CL events.

Naturally, as such things do, VDC was proposed by combat fliers as a Northwest Regionals event. That, you might say, was when things started to go slightly askew.

As soon as VDC showed up on the Regionals flyer, I, as the main contact point for Northwest rules in my unofficial capacity as Northwest rules coordinator, began to get inquiries from near and far, asking what the rules were. Since I had not been directly involved in VDC myself, I began to try to find out the rules in order to answer the inquiries. What I was able to obtain from various sources ranged widely. It became clear that VDC was defined more or less on a contest-by-contest basis. This would not do for the Regionals,

certainly, and it also meant that the standings we publish monthly in *FL* were more or less meaningless.

Stepping unwittingly into a maelstrom, I began a good-faith effort to clear things up and promote development of a clear, understandable, standardized set of rules for Northwest competition. It seemed like a good idea at the time; after all, we've lived harmoniously for decades with Northwest rules for Sport Race, Super Sport Race, Clown Race, Northwest Goodyear, 80-mph combat, and some other events that have come and gone.

These rules developed from proposals that came from various sources, were published in *FL*, debated, voted on, approved, and then abided by. Why couldn't the simple, low-key VDC event be the same?

Since I don't fly the event, I asked one of our active Northwest fliers, Ken Burdick, who also is the *FL* combat columnist, to draft a set of rules for consideration. He did so, and I did some editing, and it was submitted to the public for comment. The main difference between the Burdick rules as edited by me and the Canadian rules is a slightly more liberal engine rule, supplemented by a speed limit of either 64 mph or 70mph. The Canadian rules basically require a single engine model, which is distributed by one of their local fliers and runs in the 64mph range.

At this point, the seriousness of the divide became evident. The British Columbia group has been intransigent: They will run their contests by their original rules and no others.

When it came to a vote, the U.S. voters were mixed, but generally in favor of the *FL* rules. The Canadians were unanimously against those rules, and the result was a tie. We're now in a rematch situation, and Mark Hansen has offered an alternative proposal.

In the meantime, interest south of the border in VDC seems to have dropped off. It doesn't appear on any contest schedule for 2000 as of this writing.

The proposal and the attached commentary speak pretty well for themselves. There has been a considerable exchange of commentary via the Internet, some of which will be published elsewhere in this issue; some of the more personal jibes have been edited out in the interest of civil discourse. There's also a ballot on the Hansen proposal.

In my perhaps foolish optimism, I am looking forward to this ballot in hopes that here in the Northwest, where the hallmark of competition is fellowship and good sportsmanship, the people interested in this event will be able to settle their differences and come to an agreement on a standardized set of rules for Vintage Diesel Combat that will revive the activity that had for a time appeared so promising.

If Mark's proposal is the one that works for you, be sure to cast your vote for it. If it doesn't, vote against it and be thinking about what you would offer as an alternative.

Don't let me down, guys!

*Send comments, questions, and topics for discussion to John Thompson, 2456 Quince St., Eugene, OR 97404. E-mail John4051@aol.com. World Wide Web: <http://members.aol.com/JohnT4051/NorthwestCL.htm>*

## The dBat debate

Since the invitation for comment in issue No. 160, there has been a lively exchange of information via e-mail regarding the future of Vintage Diesel Combat, particularly as relates to the proposed Northwest rules.

Following are are excerpts of that discussion. The notes are edited to shorten, remove personal asides and other matter not appropriate for publication.

### From Mark Hansen...

Here are the persuasive arguments in favor of the current D-Bat rules proposal.

As the creator of the rules that are before the active competitive population of the Northwest region, I felt that I should explain my stance on the rules and why I submitted them.

First off, I want to let all of the competitors north of the border know that it is not my intention to anger them or change this event to suit my whim, but to create an event that allows everyone to compete with a vintage plane powered by a diesel engine, with beginners and experts competing equally.

My rules proposal is considerably simpler than those rules currently used, and will allow the utilization of a wide variety of equipment that is available through your local hobby shop,

for an economical price.

I have left the engine virtually unrestricted (except it must run on suction) in hopes of attracting new competitors who already have a .15 Diesel and Jr. Ringmaster hanging in their basement. As for the aircraft, the requirement is left unchanged, any pre-1971 design, published, kited, or commonly in use. How the plane is constructed is entirely up to the creativity of the builder; so long as the outlines are the same, it is legal. The way I have chosen to structure these rules is not an accident; I have tried to model them after the engine and aircraft requirement, in what has become one of the most popular control line events — Old Time Stunt. There is no complaining in OTS when a competitor uses a vintage airplane with modern Schneurle engine; mostly there is praise for the skill he has taken in re-creating a vintage design.

As for the other details, such as lines, match length, streamers, and airtime, I have tried to model them after AMA combat just to keep things simple, and to help make the beginners transition from D-Bat to 80mph (or even AMA) combat, easier.

I have chosen to award only 50 points for a cut, and to not have "kills" to place an emphasis on staying airborne, getting lots of cuts, and having reliable equipment.

The speed limit is the only logical way of ensuring that the expert is made to compete at a level equally with the beginner. I have chosen 70 mph. because it allows the plane a sufficient amount of line tension, while not going too fast for the beginner. The higher speed limit will also make it easier to tow the mandatory streamer.

After considering the above points, and knowing that no one's equipment will be made obsolete, there is only one logical conclusion, a vote to affirm the rule.

### From Mel Lyne...

Mark Hansen's rules proposal amounts to Open Diesel Combat with Vintage airplanes. We want to keep our existing D/Bat event as an entry-level event with sport engines and the lower performance vintage-type planes.

It is time to start a second diesel event for those who want more performance. Open Diesel Combat. In Europe it is called F2E. One plane per match, high performance Schneurle diesels, any plane. A North American version of this event can

be worked out and we can give it a try.

Let's leave D/Bat the way it is as a beginner-encouraging event. This is what we designed it for, and it has brought in numerous beginner or retread participants. We have several more beginners getting started right now, with a training day this Sunday. In Canada we are sticking to our beginner-friendly rules. I'm sure that to keep performance-seeking flyers happy, an Open Diesel Combat event should be started.

In Britain they allow .19 size PAW plain bearing motors to compete in F2E against the Schneurle .15s, since all the combat flyers there have the .19s already. We could do something similar in Open Diesel Combat here.

### From Mark Hansen...

The (above) communication by Mel Lyne is an impassioned emotional plea to leave his beloved diesel combat a beginner-friendly, low-tech, nostalgia event. Unfortunately, he failed to completely read the rules that I submitted, when comparing the current proposal to that of F2E, he stated that it amounted to unlimited diesel combat; this is not true, my rules incorporate a beginner-friendly speed limit of 70 mph. Down here in the "States" we have a combat event that allows any fuel system, any engine .40 c.i.d. or smaller, any plane, any prop, with a kill for cutting the string and an 80-mph speed limit. Leave out the speed limit and the reduce the engine displacement and you have A.M.A. combat, with speeds approaching 120 mph. What makes 80-mph a beginner event and A.M.A. not a beginner event, is the speed limit.

The rules I have proposed are the only logical approach to a beginners' event; I don't care what engine you have, what prop you use, so long as the plane goes under 70 miles per hour, you are welcome to compete. Under the current rules in order to have any success, the beginner must buy a reworked engine (of questionable quality) from one source, mail-order a horribly inefficient prop, spend hours trying to break in the engine running it overpropped, and build a plane that goes less than the mandated speed limit of 65 mph. Every beginner I have spoken to agrees, that there are far too many restrictive rules, for this supposed beginner event.

All I am trying to do with these rules, is allow the guy with a Ringmaster Jr. hanging in the basement and a brand-new MVVS collecting

dust, to put the two together, and come out and fly.

My proposed rules allow the PAW BR .15 and every other engine made, the current Canadian rules allow no other engine except the PAW BR .15. Ask yourself this question before you vote: Which set of rules restricts who can come and compete fairly, at regional contest? Then think how many times you have told a beginner, "Oh no you can't use that engine — it's not legal." Only after considering the above points, can you see that the rules I have proposed are the only true beginner event.

### From Paul Dranfield...

We've had very good success with D/bat in British Columbia due to the efforts of Mel Lyne, Adrian Duncan, others and myself. I should also say that we have spent considerable time and effort promoting our Vision of the event, including our rules and helping our friends in Washington and Oregon.

It's unfortunate that this event is in trouble in your areas, but, as I see it, even with all our help, it never really got off the ground. The main problem is that there is not a core group of US participants actively promoting the event as we have done in B.C. The other problem is that you have not come to a consensus on what rules to use in your areas.

In B.C. we have been using the same set of rules for sometime. I think that an established regionwide Northwest set of rules for D/bat is unattainable due to our differences and Vision of what D/bat should be.

We in B.C. will continue using our rules because they work for us. Most U.S. states fly 1/2A, 80mph and various other combat events to their own rules. In my opinion, there's nothing wrong with that; they use rules that work best for their Vision of the event. If not having an established regionwide set of rules means the demise of D/bat in the U.S. Northwest then so be it! I'm sorry, but I don't think we Canadians really care anymore. D/bat will continue in its Canadian birthplace because of the continuing effort of it's supporters.

*Editor's note: The following, also from Paul Dranfield, was in a separate note directed to John Thompson in response to remarks covered elsewhere in the column:*

I understand what you are trying to achieve. We may have two pilots in B.C. who compete in D/bat for the sole purpose of gaining points for the FL Northwest standings. The rest fly for fun and I don't believe they are concerned about the points system.

I'm sure that you will hear from them on this issue if they are.

Personally, I think it would be better for all concerned if you adopted the latest NW rule proposals for D/bat. I know it would be a shame for our B.C. contests not to be included in the NW standings but I can't see us changing our rules. When Mel, Adrian and I do compete in U.S. D/bat contests we will do our damd'est to win using your rules.

I think it's time for all concerned to move on, get over this debate and look forward to the upcoming contest season.

### Read the rules proposal, and vote!

The rules proposal that is currently on the table is published on the next page.

Note that since the proposal was published last month, some editing has been done that changed the details a bit; therefore voters should read the proposal in this issue before making their final decision.

# Ballot

## Vintage Diesel Combat

**The issues:** Elsewhere in this issue are proposed rules for Northwest Vintage Diesel Combat. Are those rules acceptable?

• Approve the rules as proposed? Yes\_\_\_ No\_\_\_

All ballots must be signed, and the name and address of the person voting must be included below. Ballots must be returned to the address at the end of the column by April 15, 2000.

Name\_\_\_\_\_

Address\_\_\_\_\_

Signature\_\_\_\_\_

Votes will be accepted on photocopied ballots. Ballots will be accepted by e-mail to the address below. **E-mail ballots must include the name and address of the voter.**

Mail ballots to *Flying Lines*, 2456 Quince St., Eugene, OR 97404, or e-mail to [JohnT4051@aol.com](mailto:JohnT4051@aol.com).

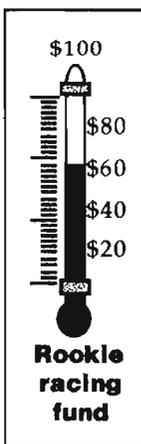
## Racing Rookie Fund grows

The 2000 Racing Rookie Fund has reached 60 percent of the \$100 minimum goal.

Northwest racing teams agreed last fall to establish a fund for new racing teams, intended to reward the best new racer of the year.

The Rookie of the Year award will go to the person or team who compiles the most points in the FL racing standings in 2000 — provided that this entrant has not won first place in a racing contest in the past.

The rookie award is intended to go hand-in-hand with the efforts of established



racing teams to develop new racing talent from their local areas. If you haven't started working with a rookie in your area yet, now's the time as the season is approaching.

And, if you haven't sent in your donation to the fund, now's the time. The suggested donation is \$10 per team member. The intent is to reach a \$100 minimum. If we surpass that goal, the extra money will be used either to add to the award or to give a second award.

Contributors so far are the Nitroholics Racing Team, John and Ron Howell and Mac and Todd Ryan. Add your name to the list!

Anyone out there who plans to work toward the rookie award is encouraged to contact FL so that we make sure to count your name in the rookie standings.

# Proposed rules for Vintage Diesel Combat

Mark Hansen proposal for 2000 consideration

## **AIRCRAFT:**

Any design published, kitted, or commonly in use prior to 1971, designed for engines of .19 cubic inches or smaller.

## **ENGINE AND PROPELLER:**

Any suction-fed .15 cubic inch diesel, or smaller. The engine may have any cylinder, piston, construction, ABC, AAC, Iron-Steel, Schnuerle, PDP, and 360 degree ported engines are all allowed. The engine may be fitted with any propeller.

## **LINES AND PULL TEST:**

The lines shall be .015 inches by 52 feet in length, stranded, minimum, plus or minus 6 inches in length. The pull test shall be 25 pounds and will be administered before each match. Only one set of lines may be used per match. Lines may not be repaired during a match.

## **SPEED LIMIT:**

The aircraft may not exceed 70 mph at any time during the match. The event director may ask any airplane which he/she feel is in violation, to submit to being timed for three level laps (9.54 sec minimum), at any point before, or during the match. Offending aircraft will have to land and under go modification to decrease speed, before re-launching and retiming.

## **MATCH:**

The match shall be 5 minutes in length. Engine starting will commence at the sound of the horn to start the match.

## **SCORING:**

Each cut of the streamer shall be worth 50 points. Each second of airtime will count as one point. No kill will be allowed, and midair collision does not end the match. A cut of the string will count only 50 points. Only one cut can be scored on the string; the match continues as long as one plane still has a streamer to be cut. In the event both planes have only a knot, both planes will fly level until the match ends or both planes are out of fuel; air time will be counted during this time.

Cuts made on an opponent while his engine is not running will not count.

## **STREAMER:**

The streamer shall be 8 feet in length, plus or minus 6 inches, between 1 inch and 1.5 inches in width, and be attached with 10 pound maximum cotton thread 72 inches in length marked 12 inches from the free end. No portion of the mark may be ahead of the back most part of the elevator. Only one Streamer is permitted per match, and will be supplied by the contest management.

## **SPIRIT OF THE EVENT:**

The spirit of this event is to provide a simple, safe, fun combat event which is challenging for both beginner and expert alike. Any conduct which the contest, or event director considers unsportsmanlike could result in the offending pilots' disqualification.

mh/ed;jt-gh/fl/3-00

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# Where the action is!

Coming events in Northwest Control-Line model aviation

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## March 18

**Navy Carrier Contest**, Richmond, B.C. All classes. Site: Rice Mill Road. Contact: Mike Conner (604) 465-7277

## April 8

**Nostalgia Diesel Combat**, Surrey, B.C. Site: 176th St. & 8th Ave. Contact: Paul Dranfield (604) 826-3326

## April 15

**Spring Racing Tune-Up and Northwest Carrier Challenge**, Portland, Ore. Events: Mouse I, Clown, Northwest Super Sport and Northwest Sport Race; .15, Profile and Class I/II Navy Carrier. Site: Delta Park. Sponsor: Northwest Fireballs. Contact: Mark Hansen, (503) 234-1971.

## April 16

**Northwest Precision Aerobatics Primer and Triple-Elimination 80mph Combat**, Portland, Ore. Site: Delta Park. Sponsor: Northwest Fireballs. Contact: Mark Hansen, (503) 234-1971 or Gary Harris (combat), (503) 324-3450.

## April 29-30

**WOLF Spring Tune-Up**, Salem, Ore. Site: Salem Airport. Saturday racing and Sunday Old-Time and Classic Stunt. Sponsor: Western Oregon CL Flyers. Contact: Mike Hazel, (503) 364-8593, ZZCLSpeed@aol.com.

## April 22

**.15 and .35 Sport Race plus Clown Race**, Richmond, B.C. Site: Rice Mill Road. Contact: Keith Varley

## May 6

**Navy Carrier, Profile Stunt**, Richmond, B.C. Site: Rice Mill Road. All Carrier classes; stunt will use Old-Time pattern. Contacts: For Carrier, Mike Conner (604) 465-7277; for stunt: Chris Cox (604) 596-7635

## May 13

**Nostalgia Diesel Combat**, Surrey, B.C. Site: 176th St. & 8th Ave. Contact: Adrian Duncan (604) 941-9409

## May 26-27-28

**Northwest Control-Line Regionals**, Roseburg, Ore. All AMA and Northwest CL events. Sites: Roseburg Regional Airport and Douglas County Fairgrounds. Sponsors: Eugene Prop Spinners and Umpqua Valley Modelers. Contact: Craig Bartlett, (541) 745-2025, or e-mail JohnT4051@aol.com

## June 10-11 ??

**Stuntathon**, Kent, Wash. Details pending. Sponsor: Seattle Skyraiders. Contact: Dave Gardner at (425) 226-9667

## June 17-18

**Northwest Speed Championships**, Clover Park,

Wash. Details pending. Contact: Vic Lichtenberg.

## July 8

**Pre Nats Racing Tune Up**, Coquitlam, B.C. Sponsor: Vancouver Gas Model Club. Contact: Paul Gibeault, (604) 525-1020

## June 24-25?

**Bladder Grabber**, Snohomish, Wash., triple-elimination AMA fast combat. Details pending

## July 12-18

**World Championships**, Landres, France.

## July 22-23

**Central Oregon Lawn Dart Stunt Contest**, Redmond, Ore. All PAMPA classes. Site: See flyer for details. Contact: Nils Norling, e-mail hogrider@madras.net

## July 29-Aug. 6

**Canadian Nationals**, British Columbia  
• **July 29:** Nostalgia Diesel Combat; Surrey, Contact: Paul Dranfield (604) 826-3326

• **Aug. 4:** Flying Clown, Mouse I and NW Sport Race; Coquitlam. Contact: Paul Gibeault, (604) 525-1020

• **Aug. 5:** Old Time, Classic and Stand-Off Scale; Richmond. Contact: Chris Cox (604) 596-7635

• **Aug. 6:** MAAC Stunt (4 Classes), Carrier; Richmond. Contact: Chris Cox (604) 596-7635 and Mike Conner (604) 465-7277 Speed; Coquitlam, Bruce Duncan (604) 513-9450

## Aug. 12

**Tailhook**, Navy Carrier, Clover Park, Wash. Details pending. Contact: Vic Lichtenberg.

## Aug. 26-27

**WOLF Summer Meet**, Salem, Ore. Details pending. Contact: Mike Hazel, (503) 364-8593, ZZCLSpeed@aol.com.

## Sept 3

**Single-Event .049 Stunt**, Rice Mill Road site, Richmond, B.C. Contact: VGMC

## Sept 16, 17 ??

**Raider Round-Up**, Kent, Wash. Details pending. Contact: Dave Gardner at (425) 226-9667

## Sept. 24

**P.A.C. Pioneer Day**, Richmond, B.C. Events to be announced. Contact: Paul Dranfield (604) 826-3326

## Oct. 1

**NW Speed Wrapup**, Salem, Ore. Site: Salem Airport. Contact: Mike Hazel, (503) 364-8593, ZZCLSpeed@aol.com.

## Oct. 7-8 ??

**Really Racing/Fall Follies**, Salem, Ore.

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# The Flying Flea Market

Classified advertisements — FREE for *FL* subscribers

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**FOR SALE:** 2 Ea. Nelson 15 ABC FIRE, Exc., just back from Henry Nelson (new bearings, etc.) Used for FF and combat, U.S. \$135 or both for \$260; 1 Ea. Nelson 15 ABC FIRE longstack, C/W spinner, exc., low time used for GY, U.S. \$130; 1 Ea. NIB Irvine .15 MK 2 GY/FF Version, P/L chromed & fitted by Dye, fitted Nelson head, large venturi & pressure backplate, U.S. \$150; 1 Ea. NIB Irvine .15 MK 2 or speed, C/W spinner, P/L chromed and fitted by Dye, 4.9mm pipe stinger, U.S. \$185; also many excellent Irvine .15 parts for sale: heads, shims, spinners, P/L, venturis. Write for details & prices. 1 Ea original version Cyclon .15S FAI piped speed engine, Mint cond. in orig. handmade wood box W/ plexiglass top, C/W factory pan, prop, spinner, shutoff, tank & spare parts, also C/W Doc package for collectors, U.S. \$200; 1 ea. NIB Russian Cyclon .40 ABC pylon (RIRE) C/W, gorgeous 2-1/4-inch spinner, minipipe, head wrench, U.S. \$275, Paul Gibeault, 54-5380 Smith Dr., Richmond, B.C. Canada V6V 2K8 Phone: (604) 525-1020 weekends.

**WANTED:** DeBolt Stunt Wagon kit (both sizes) and plans, Madman kit (both sizes) and plans. Scott Crichton, 10427 30 Dr. S.E., Everett, WA 98208 (425) 379-0494 (evenings).

**WANTED:** Old AMA rulebooks for the following years: 59-63, 66, 68, 69, 71, 73. Mike Hazel. (503) 364-8593, ZZCLSpeed@aol.com

**WANTED:** SuperTigre X40 engine or usable parts. Also Testor-McCoy .19 Redhead. Dick Kulaas, 815 Yakima St., Wenatchee, WA 98801 (509) 663-4874

**FOR SALE:** Special on all Brodak kits: 15% off; Eugene Toy & Hobby, 32 E. 11th Ave., EUGENE, OR 97401. (541) 344-2117, www.eugenetoyandhobby.com

**HOBBY SHOP:** Visit or call John Hall's Summit Hobbies For your control-line needs. 10917 50th Ave, Tacoma, Wash. (253) 536-1338

**WANTED:** K&B 4.9 engines and parts. Also early version of Veco Tom Tom kit. Craig Bartlett, (541) 745-2025

**SPECIAL INTEREST GROUP:** Right now — as in today — is the very best time to join PAMPA! Your \$20.00 will see a full year's worth of the world's best CL-specific magazine (at 100 pages plus, we no longer call it a newsletter) dropped into your mailbox. Send check or money order to: Shareen Fancher, 158 Flying Cloud Isle, Foster City, CA 94404.

**FOR SALE:** FasCal — Clear airplane covering material for either foam or open frames. It has sticky adhesive, so it's good for on-field repairs. Works with high or low heat, and can be painted. A must for combat fliers. John Thompson, 2456 Quince St., Eugene, OR 97404. E-mail: JohnT4051@aol.com

**FOR SALE:** New in box Fox 15bb \$48, New in box Fox .35 \$52. Limited quantities - We have 3-oz. and 4-oz. uniflow profile tanks, the very last ever built by Taffinder as special favor. Now \$9 each. Shipping on above items \$3.50. J & J Sales, P.O. Box 99, Waitsburg, WA 99361.

**WANTED ENGINES OR PARTS:** New, near-new or in good running condition Cox Tee-Dee, Medallion, Black Widow and Baby Bee 1/2-A .049 engines. Also Cox Little Stinker Biplane used in good condition, no engine OK. Fox .35 stunt, .40 stunt "A" series case round intake, .36X, .36XBB, Fox MkIV and MkVI combat engines (usable). McCoy Redhead engines, .29, .35, .40, stunt CL vintage 1960 thru early 1970s, no series 21s, please. Please note, most items wanted for 1/2-A and 75mph combat or CL Classic and Old-Time stunt. I do not want cherry collectible engines, only new, near-new, good-running usable engines. Reasonable prices, please. David C. Baxter, 1840 12th St., Oroville, CA 95965. (530) 534-3824.

**FLYING LINES SUBSCRIBERS:** *This space is for you! Send in your ad for "For Sale, Swap, Wanted" etc. Change your ad at any time.*

# What to build? What engine to use?

By Dan Rutherford

When one is setting out to participate in CL Stunt competition, there is an amazingly wide choice of models and engines to choose from. The event is on a roll, the "Good Old Days" of Stunt are now! In the past few years there has literally been an explosion of information. PAMPA publishes a 100-page-plus magazine-format "newsletter," there are various ploddings on the Internet, several vendors offer a variety of videos. There are many kits of new and old designs. Many, many plan sets for scratch-building models ranging from the beginning of Stunt to today's amazing PA models. We have purpose-built and -designed engines and/or reworked RC units. While such is really great, the wide variety itself brings a new problem to the fore: What really works? What should I buy?

As many new competition and sport-flying people in the Northwest Stunt scene over the past few years are actually retreads (me, for example), first look to what you like or remember from years past, which is what Buzz Wilson is doing. Possibly a model you have wanted to build for 20 years or more, now have the time and interest to do so. Whatever it might be, my advice is to go ahead and build it! With Old Time Stunt (pre-1953 models only), Classic Stunt (pre-'70 models) and AMA Precision Aerobatics, it is nearly impossible to build something which will not slot nicely into one or more of these events.

This was my approach back in 1989 or so. For no reason other than a longing to do a second *Firecat* the right way, I bought plans from Frank Macy, whacked out a new model, bolted on a Fox 35 and went flying. Sport flying was the goal, the model served well in that capacity. The 1990 NW Regionals came up, the *Firecat* went in the van, but only as a back-up to my *Mutant Magnum*. As I was totally ignorant of the rules for OTS — in fact, didn't even know such an event existed prior to sign-up — I got booted out after the first round (the *Firecat* was not on the Magic List of approved models). So I moved up to what was then known as Nostalgia Stunt. And took the boys to the wood shed, still have the 1st-place trophy to prove it.

Since then the *Firecat* has been used off and on

in both Classic and PA Advanced. Having built other models for a more focused approach to Stunt flying, it is now relegated to occasional sport flying and the annual PAC profiles-only contest. It is quite likely there are many designs in your background (*Flite Streaks*, *Combat Streaks*, *Ringmasters*, *Noblers*, and so on) that would serve the same purpose.

Barring the preceding approach, it is probably best to see what is popular in the NW when it comes to motors and models, as the database on how to make various combinations work properly is wide, deep and readily accessible. Again with a personal touch, back in late '96 I had decided to take the plunge and Don McClave's Fox 35-powered *Smoothie* looked just perfect. Best of all, this design is a three-fer: *Build one model, fly at any Stunt contest in the NW!* Many times over the past three years, during two-day contests, I have flown a single *Smoothie* (I ended up building two of them) in OTS, Classic and AMA Advanced with reasonable success in each class, eventually advancing to PA Expert with this old design.

*Noblers* are enjoying a resurgence in popularity, especially now that Brodak has kitted Aldrich's original design, something Top Flite did not do. One can follow Roy DeCamara's lead in using this design in OTS, Classic, and PA.

The *Oriental* is another popular design in the NW, again a piece made popular by our own Don McClave. Plans are available from several sources, Brodak offers the *Oriental* in both profile and built-up fuselage configurations. It is a very simple and easy model to build — one of the best to take on when moving up from profile designs — while offering very good performance. And it looks great in the air.

(If seriously interested in the *Oriental*, I wrote an article for Stunt News — based entirely on input from Don McClave — on exactly how to handle such a project. An S.A.S.E. with 55 cents postage will net you a copy of this article.)

While Bruce Hunt used a SIG *Banshee* to very good effect in 1999, having whacked 2.5" off the nose and fitting an O.S. 40FP-S, this is not SIG's best effort. Instead, look to the *Twister*, basically a good profile which can successfully be flown in box-stock condition. It can be improved quite a lot, and relatively easily, by following Ted Fancher's suggestions, same available from PAMPA Products. Still with Ted, he designed a sorta

clean-sheet *Coyote* (Dick Mathis design) in two sizes, the *Medic* and the *Doctor*. No flaps, lots of area, easy to build, super easy to trim. Or our own Pat Johnston's *Stunt Trainer* is excellent. Both designs were published in Stunt News, thus the articles and plans are available from PAMPA Products.

(Following Ted Fancher's lead with the *Trivial Pursuit*, many excellent designs have been, and are being, published in Stunt News instead of the usual mass-market magazines. PAMPA profits from sales of the plans, plus the articles don't sit — sometimes for years! — in a file cabinet. Don McClave and Jack Pitcher are taking this approach with the *Ruffy*, in case this model interests you but wing structure seen in the kits made you gag.)

Specifically for the Combat guys, consider an old-timey model I built from Barry Baxter-supplied plans, a *Super Combat Streak*. Upright motor, very simple built-up fuselage, optional landing gear, no complicating flaps, lots of wing area, decent airfoil. Such a model is legal for Classic Stunt, would be competitive right up to the top levels of PA Advanced. Mine has an O.S. 25FP-S in the nose, lots of power, cheap and reliable. (The *Flite Streak* series, less preceding design, are available again, this time from Brodak. And he kitted them the way Aldrich designed them, again something Top Flite chose not to do. All reports say these are the best *Streaks* ever!)

If you have no real interest in the Old Crock classes, the SIG *Skyray* is a very good model, especially when fitted with either an O.S. 20 or 25FP. Not having flaps, it is easy to build. And the same feature, or lack thereof, means trimming is a snap. Do not overlook this model; it is a lot better than you may have assumed. Brett Buck tells me of easily flying vertical square 8s with his, and he's using a 20FP for power.

When looking at top-level designs for PA, there are none better than the *Impact*. The design is superb, Paul and others using it are right here to give building and trimming advice, a wide variety of motors can be used successfully. And it flies like nothing else, is amazingly easy to fly. But as I whisper "Rush" in your ear, it is exceedingly rare to see anyone choose such a model as their first effort, so we will move on...

As with model designs, one is advised to stick with well-proven power plants, especially in the

beginning. While already mentioned, the O.S. 20 and 25FP-S motors are quite good. They are inexpensive, reliable, run smoothly, and are easy to handle. Several different mufflers work well, even the stock piece, but Scott Riese is making very positive noises about his 25FP which has been fitted with a MACS Products muffler. Either of these motors will provide plenty of power for any model which would normally be fitted with a Fox 35.

Even though it doesn't seem to be the case in certain parts of the U.S., the Fox 35 is very well understood in the NW, can form the basis for an excellent setup. The latest Fox 35s may well be the best of a 50-year run! The last one I looked at had a just-right piston/cylinder fit, that annoying step in the cylinder is gone, there are now cap screws in the head and back door.

Moving up the scale, the O.S. 40FP-S is easily the most popular 40. While they must be handled and propped a little differently than a traditional Stunt motor, they do work very well. Scott Riese has shown the value of using a MACS Products muffler on this motor, most everybody else uses some sort of tongue muffler.

In the range of 46s, Scott and Gary Nelson have recently demonstrated the effectiveness of a box-stock O.S. 46 LA when fitted with a MACS Products muffler, fed 10/25/65 (all castor for lube) fuel, spinning an APC 11.50 - 4 prop. For a total outlay of only \$90.00, it is hard to imagine a more cost-effective package.

In full-boogie PA motors, Leo Mehl is using a Moki 51, a unit designed expressly for Stunt flying, he is running it in box-stock condition. And getting very good runs. The ST 51 is acceptable in all ways — I am using one in my *Impact*, have no complaints — plus they are relatively cheap at \$110.00 or so. My personal answer to the ST 51 has been to begin with the CL version, not to alter the timing in any way, instead I just filed some end-gap into the ring (some have none, not a good thing), added another head shim and went flying. Fuel is SIG 10% "Champion," a modified RSM tongue muffler knocks the harsh notes off the exhaust. Again, it is important to note that quite a number of our fliers use the ST 51, so setup information is easy to come by.

Not so easy to come by are the dollars to buy Jett/GMA 50s and 60s, or the Henry Nelson-produced PA 40s, 51s and 61s, with the latter being much preferred. However, when one gets to this

level of competition, the best is in fact worth the bucks. These are superb power plants in all ways.

C'mon, Dirt, still too many choices! We want a LOW-BUCKS, LOW-EFFORT APPROACH! Fine. For getting started with good, competitive equipment while still being prepared for any contest in the NW, here is a Hot Tip: An S-1 *Ringmaster* for both OTS and Classic. A SIG *Skyray* for Beginner, Intermediate or Advanced PA. Either one for profile-only contests. A single O.S. 25FP-S to power either model. Fuel tank, prop, lines and handle could be interchangeable, even if taking frugality a bit too far. Both are profiles, easy to build. Not having (nor needing) the complication of flaps, they are both very easy to trim.

(It keeps being said that documentation exists to easily qualify the *Firecat* for OTS. If such takes place, substitute this model for the *Ringmaster*. I think the *Firecat* flies a little better, it is a NW icon, plus current and amazingly complete kits are

available from Frank Macy.)

Finally, there is only one universal truth to Stunt flying, it applies directly to anyone without Stunt experience, and that is that *you must use the appropriate fuel*. For the O.S. FP-S series of engines and the Fox 35, try SIG's all-castor blend in 10/25/65 ratios. You simply must use a lot of castor in most Stunt engines, especially the Fox, the seemingly excessive quantities of castor carry bags and bags of heat out of the engines, this helping greatly in getting the right type of run, one where the engine breaks from a 4- to a 2-stroke and back. Powermaster is now mixing Stunt-specific fuel, your local shop can get it. The rest of the fuel suppliers catering to this event advertise in Stunt News.

Finally, Stunt News is a terrific resource, even if you don't ever plan on flying CL Stunt. There is no better buy in modeling than \$20.00 being shot off to PAMPA, c/o Shareen Fancher, 158 Flying Cloud Isle, Foster City, CA 94404.

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## Flyaways

Random tips and ribs from the FL workshop floor

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**How stuff works:** There's a Web site with the goal of explaining in relatively simple terms how things work. Among the many interesting items on the site is a detailed look at how two-cycle engines operate, both in theory and practice. There are little animated diagrams that show the fuel and exhaust traveling around inside the engine, etc. Very helpful to modelers in understanding how our little power plants function. Check it out at [www.howstuffworks.com](http://www.howstuffworks.com).

**ETH online:** In case we haven't mentioned it before, one of the country's great hobby shops now has a Web site of interest to Northwest CL fliers. Check it out at [www.eugenetoyandhobby.com](http://www.eugenetoyandhobby.com). Mark Alan and the guys at Eugene's Toy & Hobby will fill orders by mail and also will answer e-mail inquiries. See their ad on the Flying Flea Market page.

**Moki-dokey:** A distributor for the elusive Moki engines is Gerard Enterprises Inc., P.O. Box 229, Elm Grove, WI 53122, (414) 784-4510, fax: (414) 784-4520.

**A man of letters:** Floyd Carter tells us that there *is* a way to get nice letters and numbers on our airplanes, without magical incantations.

We'll have to try it. Floyd got the info from John Paris, who sez: "For really professional numbers and letters, use paint stencils. These are computer-generated vinyl things you stick down and then spray paint over the stencil. The pull up the stencil and you have a perfect paint job. You can use butyrate or enamels and then overspray with clear, just like the clear coats you would normally use. No ugly edges, no peeling. Just perfect! Contact: Aero Graphics, 1320 Freedom Mill Road, Gastonic, NC 28052, (704) 864-2038.

**Bent out of shape:** We've been out in the workshop bending wire, our least favorite chore. Nevertheless, it appears that the simple wire line-tension shutoff described by Phil Cartier for combat planes is a pretty easy and *very* cheap way of preventing flyaways. It's something anybody should be able to build in an hour or less, once you get the hang of how to bend everything. The parts are nothing more than a bit of 1/16" music wire and a bit of solder. This is a version of the Roy Glenn shutoff (also manufactured by Mejlzik) that uses a line to the leadout to sense line tension. Should be foolproof. Definitely needed to replace the often unreliable centrifugal shutoffs.

*the WESTERN OREGON CONTROL LINE FLYERS present.....*

# RACING & STUNT SPRING 2000 TUNE-UP

APRIL 29 & 30, 2000

SALEM, OREGON

\*\*\*\*\*

## EVENT SCHEDULE:

### SATURDAY

- \* AMA GOODYEAR
- \*MOUSE RACE CLASS I
- \*MOUSE RACE CLASS II
- \*NW FLYING CLOWN RACE
- \*NW SPORT RACE
- \*NW SUPER SPORT RACE

Events flown in order above. First race at 10 AM

### SUNDAY

- \*CLASSIC STUNT
- \*OLD TIME STUNT

Events flown in order above. First official flight at 9 AM

\*\*\*\*\*

## **MORE INFORMATION**

Contest Site is the Bill Riegel Model Airpark, located at the Salem Airport  
Meet is A.M.A. sanctioned, A.M.A. or M.A.A.C. membership required

All events flown with combined age groups

Stunt events flown under current P.A.M.P.A. rules

Racing events flown under current A.M.A. and Northwest rules

Awards: Merchandise prizes thru third in each stunt event

Prizes thru fifth place for total placings in racing events

Entry fees: \$7 per event, with a maximum \$20 charge,

Junior or Senior age category \$7 for any number of events

Contest Director: Mike Hazel (503) 364-8593, ZZ CLspeed@aol.com

\*\*\*\*\*

***First Annual***  
**\*\*\* C.O.L.D. Stunt Contest \*\*\***

JULY 23<sup>rd</sup>, 2000

Sponsored by:

THE FIELD OF DREAMS R/C CLUB at  
HIGH DESERT SPORTS COMPLEX  
In REDMOND, OREGON

Four PAMPA Stunt Classes  
Prizes through third place  
Entry Fee: \$ 10.00 Includes BBQ Lunch  
Official Flights begin at 9:00 a.m.

Come a day early and try out the new circle! On-site camping available.  
Contest Director: Mike Hazel  
For additional information contact Nils Norling (541) 546-9132  
E-mail: [hognider@madras.net](mailto:hognider@madras.net)

Field is located east off Hwy 97. Turn at the blue hospital sign at North end of Redmond. Go one block to 'T', turn left on Canal Blvd. First right over bridge, follow signs to Negus Transfer Station. Turn into the High Desert Sports Complex, gate located at rear of parking lot.

***Central Oregon Lawn Darts***  
**A COLD DAY IN JULY!**

## Hoquiam group helps disabled student fly

A recurring question that comes up periodically is: Can one fly a CL airplane from outside the circle?

Sometimes the answer is: Why would you want to? But the active CL flying group in Hoquiam, Wash., had a good reason recently to develop an outside-the-circle flying setup.

Alan Olsen, a teacher at Hoquiam High School, has helped many young people get started flying in his aerospace class. This year he has a student who, because of a disability, is unable to fly in the traditional way. That didn't stop the young man from flying, thanks to the help of Alan, Ted Dineen and others.

They developed a "robot" device to help Roy fly from outside the circle, and successfully tested it.

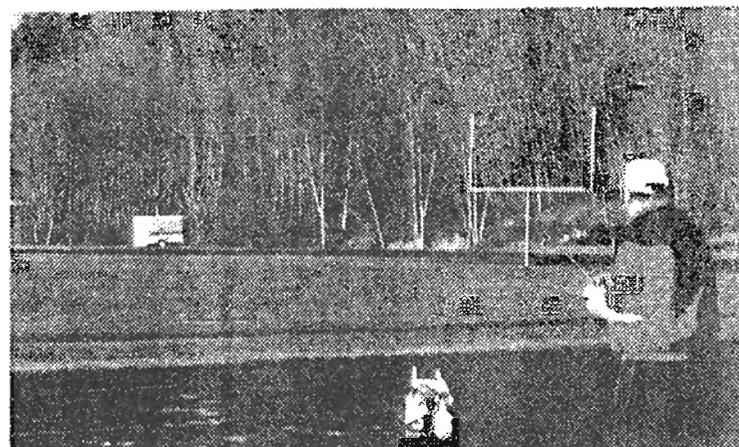
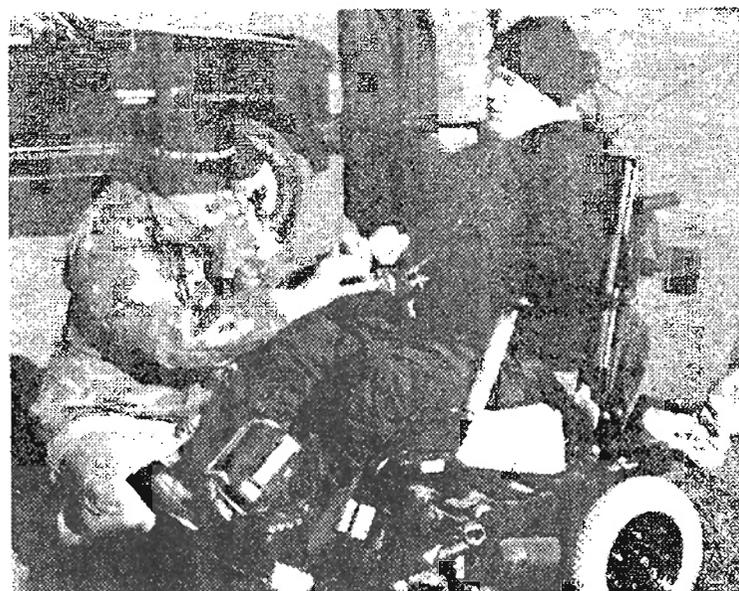
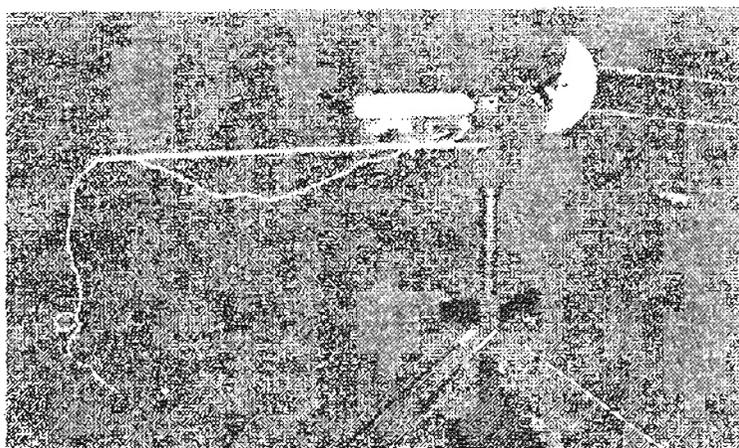
Bill Darkow reports on the specifics: Roy Avery's desire to fly a CL model just like the other guys in Alan Olsen's senior aerospace class at Hoquiam High got this whole project started.

Roy's father, Mark Avery, who flies RC sailplanes with him, provided the equipment.

Al Olsen advised Loretta Marlow, Roy's educational assistant, who built a Fox .15-powered Goodyear Shoestring racer. Ted Dineen built the RC "robot" that controls the model from the center.

The robot is still under development as various refinements are incorporated to make it safer, more reliable and better suited to other CL applications. Ultimate goal is for Roy to be able to use it for stunt flying. Roy hasn't quite mastered CL flying with the robot yet, but it's just a matter of practice.

Applications for this setup go far beyond its initial purpose of making it possible for the handicapped to fly CL models. For example, it can be used with any standard CL model for solo flying and to avoid the dizziness that may come from spinning in a circle while focusing on a flying model.



Top: RC "robot" in center of circle. Batteries and receiver in plastic box. Servo operates handle. Assembly is balanced to swivel on center post. Middle: Ted Dineen flies a NW Goodyear racer with the robot, which he built. Bottom: Roy Avery with father Marc (left), who provided the RC gear.

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# AIR MAIL

## LETTERS FROM FL READERS

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I received the latest *Flying Lines* (Issue 159) and noted Bill Darkow crediting me with "legalizing" two new Old-Time designs. This letter is in regards to the building of John Ritner's "12" and "13." Also more information for those who have planes that might qualify as Old-Timers or the Classic (stunt) event that is now popular.

Concerning the designs, after talking to John Ritner, he wrote me a letter verifying dates, places and other people who knew the facts and lore.

Modelers as a whole are a small society that seems to be connected in many ways. An example is myself. I didn't fly control-line for 18 years but would read everything about it that came my way. It was Fred Carnes' eight-part Classic Stunt articles in *Flying Models* that got the juices flowing again. I'd always wanted to fly stunt and learn the pattern; finally I decided, why not now? RC had become boring and the local club too big for one field.

John did give me the history and facts about designs 12 and 13. Here are the building facts.

12 was originally built as a combat design. The *Model Airplane News* article 11/54 is wrong in that the original plane had a 40-inch wingspan, not 44 inches as the plans call for. John told me that there wasn't much he could do about that after the article came out. If you build 12, the gas tank will have to be built as per plans either standard or uniflow. A Fox .29 seems like a lot of power. I believe a modern .15 to .19 would work fine. My own plane is 24 oz. Watch out for wing warps and the leadouts can be changed if you so desire.

13 was designed by someone else but John Ritner got the credit because he won the All Western Championships in 1952 (Stunt) with it at Los Altimos. This plane can take a stock tank, 3-1/2 oz.; mine is removable from the side and is uniflow. The wing was a big challenge to build straight. I added shear webs to both 12 and 13; also I used 1/32-inch plywood to strengthen the fuselage. Be sure to provide cooling hole on 13.

As far as getting designs approved, Gary

McClellan is head of the competition committee. 12 and 13 were approved by using the text from the magazine article and because Gary had flown with John Ritner when he was 14 years old.

I was encouraged by Mike Keville to find John. I did this using the white pages on the Internet. I was lucky because "Ritner" is not a common last name.

For designs that weren't published, old photos usually had some kind of date printed on the border. Living people to support your claim, old letters, old photos in other publications such as newspapers of the time, *Popular Mechanics* or *Science*. Old records from model meets; WAM kept records. Also hobby shops — some are still around. PAMPA is fairly liberal as long as you can support your claim with a little information to confirm the time period.

In my case, the designs were misclassified due to the publication date. I'm sure there are many designs waiting to be discovered as more people take up control-line once again. The next model I think that might qualify is Jack Sheeks' Me-109 from 4/70 FM. I'm going to build this model next year.

—Jim Johnson

## Have your say!

*Flying Lines* is your publication. If you've got something to say to Northwest CL fliers, here's your forum to express your views, pass on technical tips, historical notes, etc.

The *Air Mail* column is open to anyone with something to say. We'll publish pretty much anything that's contributed, so long as it's suitable for family readership and does not contain personal attacks.

You can mail it to the *Flying Lines* cover address, but electronic submissions are preferred. If you send your comments by e-mail, be sure to indicate that they are intended for publication. Attach photos if you like; we're going to be experimenting with use of photos submitted digitally.

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# News from the Seattle Skyraiders

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## MODEL EXPO 2000

The annual expo was held on Feb. 5-6, 2000, at the Puyallup Fair Grounds, with the Skyraiders getting more exposure than for some time! Although several people worked the booth, **Chris Gomez** did yeoman duty there, while promoting the raffle at the same time! With **Ron Canaan** donating the Ringmaster and supplying the OS 20FP engine, the club netted over \$100 on this raffle! The airplane was won by **Dennis Patera**, our perennial Scale judge for the Roundup!

Our membership promotion netted two new names. Welcome aboard **Jeff Byers** and **Mark Hansen**! In addition, our signup list for 3 free newsletters got 39 signatures!

With the weather holding, we also had several flying demonstrations, in spite of a rough and soggy field! I lost track of who was doing the demonstrations but it was greatly appreciated by the spectators. You know who you are...and thanks for your efforts. More exposure means better recognition....the good kind!

PAMPA's **Tom Morris** furnished about 40 issues of Stunt News for distribution, and they were all handed out, for signing up on our list. We also handed out Skyraider calendars, newsletters and old magazines!

Static display models were shown by **Chris Gomez**, **Jim Johnson**, **Bob Parker**, **Shawn Parker**, **Mike Potter** and **Nick Stratis**. In the category "U-Control - all categories except Scale", First Place went to **Bob Parker's** Stanzel "Sharkadet", with O&R 60 sideport ignition engine and "Control-it" and "Thumb-it" controls. Second Place went to **Chris Gomez** with his "Bob Elliott's Black Tiger" classic stunter, while Third Place went to **Jim Johnson's** very nice rendition of the Norm Wilson / Jack Ritner "Twelve" along with photos of Jim's framed-up version of Ritner's "Thirteen". Jim has done an excellent job of documenting these planes and getting them both accepted as official Old Time Stunt designs. Great effort and good work, Jim! Much appreciated!

In "U-Control Scale", **Nick Stratis** picked up First Place for his gorgeous Stearman PT-17, complete with a VERY TINY, but accurate I.D. plate! **Nick** also picked off Second Place with his Corsair F4U-1, with excellent documentation. A well deserved Third Place went to **Mike Potter** with his Profile Carrier AM-1 Mauler, with proper docs. Honorable Mentions went to **Chris Gomez's** Profile Scale Mitsubishi A6M2 Zero (back before Mitsubishi made cars for Chrysler!) and to **Shawn Parker's** very nice Profile Carrier F6F Hellcat. The Skyraiders showed well at this Expo, with a great shortage of other (read RC) planes on display.

## FLYING SITES!!!!

This is an update, but it's important to us. I'll report any information anyone finds!

The "official" word on the Boeing Space Center West parking lot is that it won't be available for recreational uses after the end of April. Unofficially, there still may be a possibility for Stuntathon in June. We are still scheduling the Stuntathon on the traditional dates of June 10-11, 2000.

Through the efforts of **Mike Potter**, we do have the Lakewood site, but it is a one circle operation. HOWEVER, Mike has looked into a parking lot at the SuperMall in Auburn, at the South East corner of the mall, just off S.W. 15<sup>th</sup> St. There is room for two circles and parking, as well as pits and grass for Combat. Mike has talked to the management, with favorable response. This is not a done deal, and it would only be for a contest (or two), not general flying space. More information at the meeting....

Site opportunities are out there. We just have to get more particulars on each of them and determine if they are a go or no-go situation. Best are places which are already paved (at least partially) and maintained by a public agency or city / county jurisdiction. Plan B sites would involve large cash outlays and a lot of member participation, which I don't think we're ready for just yet. If any of you find an area which looks promising, we can write / call / meet with the appropriate folks to discuss options.

Ye olde editor is working on a promotional piece for the Skyraiders, with emphasis on AMA and Control Line flying. We need to show strength in numbers as well as personal and financial responsibility.

# **FLYING LINES**

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