

Flying Lines

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Let's have fun!

It's a ritual: Before nearly every top-gun fast combat match, the two fighters strap on their handles, ready for war. Then one turns to the other and says, "Let's have a good one!"

Here they are, two mean macho dudes who ate nails and drank gasoline for breakfast, out to score a "kill." Yet the match starts with the exchange of a pleasantry that reveals the true nature of the activity: The idea is to have fun. Winning is nice, but it's the *doing* that matters.

As the CL competition season goes into full swing, that's an idea worth remembering.

The two guys in the picture at right certainly know how to have fun. The Clown Race in Portland was over and Todd Ryan (left) and Mike Conner spent some time "Clowning" around before the tanks ran dry.

Here's an idea that works: If you set out to spend your flying day with the goal of making it fun for all your fellow fliers — you'll have the most fun of any guy on the field. It's contagious.

Rules are a necessary evil. Some say they're made to be broken, but really, they're made to be followed. What rules do is make sure everybody has an equal opportunity for fun on the flying field. Sure, you can bend 'em and break 'em, but how much fun is that? It's more fun to win by following the rules — to handle the same challenge as everyone else.

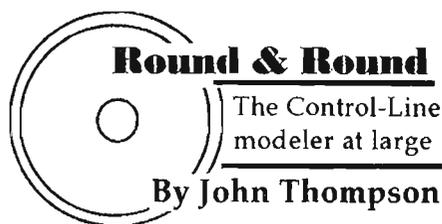
Since many of the popular competitive events in our region are unique to the Northwest, we have our own rules in several categories. This is the annual *FL* rules issue. Official rules of all the Northwest events are included. Keep this issue for handy reference.

For further thoughts on the subject of competition and fun, see the Round & Round column on Page 2.



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Modeling thought for the month:

"It doesn't matter what a man does. It is his manner in doing it."

— John Steinbeck

Thoughts on the honor and glory of competition

A combat flier of my acquaintance used to wear a T-shirt emblazoned, "There are no rules!"

Oh, only if it were so.

But we have rules, guidelines, procedures, all of which are designed to provide the proverbial "level playing field." The idea is that we'll all have the most fun and enjoyment of our hobby if we compete fairly, facing the same opportunities and challenges.

Occasionally, the heat of battle causes some warping of perspective. It can be helpful to reflect for a few moments, off the field of competition, about what we're doing in competition and why.

A recent CL activity brought this point home again.

Someone suspected someone else of doing something improper. Someone else said the first guy had it coming. Lots of people were expressing opinions, most of which were based on speculation and guesswork. There was a lot of talk, and is often the case, most of it was around the edges — guy A was talking to guy B about guy C, who was upset about what guy D said guy E was doing, and nobody quite had all the facts and nobody was really listening to they other guys' points, and there were some hard feelings.

Afterward, it was suggested that something ought to be written about it in *Flying Lines*.

Well, here are some thoughts that may or may not be relevant to that event. But since they're intended as comments on the wider scene of CL flying, there's no need to mention the specific activity, the events involved or the participants.

Everyone can take from it what they will.

When we go out onto the field of CL competition, we're taking our model airplane hobby into the realm of sport. We're playing games. We're competitors and we do our best to win. The fun is in the competition.

Let us consider what we stand to win — and what we stand to lose — in any given competition.

In the normal CL contest, at the end of the day, the winners may receive some sort of trophy as a token of their successful efforts. They may receive a nice article of model-related merchandise. They get a few points in the standings. That's what we stand to win.

What do we stand to lose? On a material scale, almost nothing. The only thing that's really of value that we can lose on the field of CL competition is our honor and dignity.

Consider this: In 10 years, in five years, maybe in a year, nobody will remember who won this year's contest. The trophy will be in an attic somewhere and the kit we won will have been built, flown, crashed and forgotten. But, if there was a harsh argument, a childish dispute, names called, accusations traded, someone caught cheating, someone stomped off angry — *that* will be remembered. And most likely recounted repeatedly in great detail and embellishment.

As individual competitors and officials, how do *we* want to be remembered? Perfection eludes all of us, but a legacy to aspire to might be something like this: "He was a tough competitor, a fair official, and he was a friend."

How do we achieve both success in competition and the respect of our fellow competitors? Here are some factors that have occurred to me:

- Strive to be the best in competition. Study, practice, learn, innovate, push the envelope, test the limits. If it's worth doing, it's worth doing well.

- Know the rules and follow them. It's more rewarding to win under the rules than it is to bend, evade and complain about them. Debates about rules are best conducted off the field in the proper political forum.

- If you disagree with an official's decision, state your point. Then leave it up to the officials to make the final ruling. That's their job. The officials are volunteers, giving up their flying so that you can compete. Show them your respect, and they'll return it. If an official makes a mistake, think a moment before you speak and consid-

er this question: Have you ever made a mistake? How would you like to be treated if you were the official?

- Have fun, and help your fellow competitors have fun. People who have fun with you will be your friends. Food for thought: You can have too many trophies — they'll crowd you out of your house after a while. But you can't have too many friends. Losing even one friend in pursuit of a plastic trophy is an unacceptable exchange. Give up the trophy; keep the friend.

- Finally, forgive and forget. In the heat of battle, any one of us is likely to say or do something we regret. If we do, apologize and carry on. If the other guy acts out of turn, remember, we're all human. Accept his apology and carry on.

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: Another rematch!

The unthinkable has happened again.

Yes, for the second straight time, the vote over a proposed set of rules for Vintage Diesel Combat has ended in a dead tie. Once again, no decision.

In 1999, a set of rules was written by Ken Burdick at *Flying Lines'* request and edited by John Thompson in an attempt to codify the various versions of dBat being flown around the region.

The purpose was to ensure that competitors would know what equipment would be allowed and what procedures would be used at any given contest, and to make the regional standings fairly reflect performance of the competitors.

Votes on the Burdick rules came out in a tie, largely on geographic lines. (Most yes votes came from the U.S. Academy of Model Aeronautics Dist. XI and most no votes came from British Columbia, which represents the rest of the Northwest as defined for FL rules, standings and records purposes.

Mark Hansen proposed a new set of rules, somewhat simplified from the originals, that was published earlier this year. The ballot published in issue No. 160 of *Flying Lines* was returned by

competitors and interested observers, and the result was the same — another tie. Interestingly, the vote did not break down along the same geographical lines. Some of the yes votes came from Canada and some of the no votes from the U.S.

Comments that came from the no voters suggest that many of the U.S. fliers are willing to acquiesce to the Canadian version.

The tie vote means that for the time being, there are no formal dBat rules recognized for standings purposes. As in the past, we'll publish the contest results and keep the standings, with the disclaimer that the event may be run in different ways at different contests.

Meanwhile, we'll try one more time. By the time you read this, I'll have requested a formal proposal from the Canadian contingent, boiling their somewhat complex rules down to a publishable and ballotable proposal. Perhaps that will be the final answer to the dBat rules question.

Stay tuned!

SUBSCRIPTION EXPIRATION DEPARTMENT

**IT'S TIME FOR THE FOLLOWING
FOLKS TO RE-UP THEIR
SUBSCRIPTION!!!!!!**

Trump's Hobbies, Bob Parker, Darrel Rupnow, Gerald Schamp, Dan Rutherford, Bob Einhaus, Mel Lyne, Mel Marcum, Loren Howard, Bruce Hunt, Richard Cole,

The subscription renewal rate is just \$14, or \$15 in Canada (U.S. funds)

Help Wanted!

Become a part of the *Flying Lines* staff!
Here are some of the ways you can help out with your Northwest CL newsletter:

- Local news reporter for your area
- Contest reporter — help gather results
- Artist — design new logos, etc.
- Contribute technical articles

Contact the editor to join the network!

April 8 meet kicks off dBat season

By Mel Lyne

Eleven entries including two juniors and three Americans came out for the first Vintage Diesel Combat contest of 2000 in just great sunny weather.

In the early rounds it was evident that Remy Dawson, Jeff Riechel, Buzz Wilson, Angelo Chies and Mike Chies had been practicing, and their equipment was really dialed in with great motor runs.

Stephen Cox, first time at dBat, had some great matches, including a good one against Junior Mike Chies. The flying standard was quite good for a season opener, with only a few midairs, but lots of dorks. The well-built models came through unscathed, but the weaker models disintegrated spectacularly in hard hits. Econocote and Mica-film coverings really helped in model survival.

At the end of 5 rounds the top 4 were Buzz Wilson, Remy Dawson, Jeff Riechel and Angelo Chies. The first semifinal had Buzz against Jeff in a hot match with one cut each and a line tangle wrecking Jeff's lines. Jeff changed lines but spent too long on the ground and lost on ground time.

The second semi had Remy against Angelo. Another good match, but with Angelo 2 cuts up there was a mid air that took off all of Angelo's left wing. Remy flew on and won on air time.

The final with Buzz against Remy was really close and hard-fought. With one cut each there was a line tangle and midair. At the end of 5 minutes it was a dead heat, a tie. Both contestants elected to share first place rather than re-fly. So that's how it ended. There was a "Toonie" coin toss to see who took home the 1st place trophy, and Buzz won.

Ken Burdick was a richly deserving winner of the best crash trophy, having totally disintegrated a Piranha in a dork, and de-boomed his Junior Nemesis. The trophy actually incorporates a smashed Nelson case from Ken himself.

Top junior award went to Mike Chies.

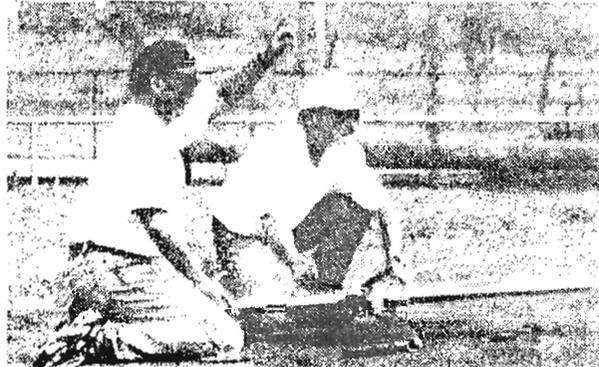
CD Mel Lyne ran things, ably assisted by Martin Winn and assorted center marshals. Thanks to all who helped, especially Paul and Ken for field preparation.

See you all at the next dBat 5 Rounds on May 13.

Results:

VINTAGE DIESEL COMBAT (11 entries)

1. Remy Dawson, B.C.
Buzz Wilson, Edmonds, Wash.
3. Angelo Chies, Vancouver, B.C.
4. Jeff Riechel, Marysville, Wash.
5. Mike Chies (jr), Vancouver, B.C.
7. Stephen Cox, Delta, B.C.
8. Mike Conner, Pitt Meadows, B.C.
9. Paul Dranfield, Mission, B.C.
10. Frank Boden, Burnaby, B.C.
11. Ken Burdick, Seattle, Wash.



Scott Riese signals for start of stunt flight at April Portland contest.

NW Fliers tune up in Delta Park meet

By Mark Hansen

For the second year in a row the Northwest Fireballs hosted the Spring Tune-up, at East Delta Park in Portland, Ore., and as the contest director I am happy to inform everyone that the entire contest was a resounding success.

I would also like to thank all who came out and helped with all of the events:

Saturday, Leo Mehl, Scott Riese and Joe Just helped time at the racing circle. At the Carrier Circle, Roy Beers and Ted Gritzmacher, helped time, while Jim Cameron, with the help of his overgrown calculator, tabulated scores; and most of all I would like to thank Sean Parker and Mike Potter for making the whole carrier event possible by allowing us the usage of the Skyraiders' deck. On Sunday, Stunt would not have happened without the tireless efforts of event director Scott Riese; Scott was ably assisted by his son Jake, and Jake was assisted by his girlfriend Chelsea. Taking care of the judging were Bob Parker, Don

McClave, and Jack Pitcher. I would also like to thank Jack for the use of his pull test apparatus. Combat was firmly anchored by the efforts of Gary Harris, with help from Bill Darkow, Ted Gritzmacher, and myself. I would also like to thank all of the people who helped to tie streamers for combat, although I cannot specifically remember all of your names.

I would also like to thank all of the competitors for making this contest a huge success.

Further notes on the contest from Scott Riese:

On April 15th and 16th, The Northwest Fireballs had one of the most successful contests ever. On Saturday, racing proved that it needs to be a team event. Carrier, which started late, was going strong all day. On Sunday, combat had several contestants that came from as far away as Vancouver, B.C., and Eugene, with great matches that fliers will talk about for a long time!

It was stunt that brought out the best in the area. Paul Walker (former world champion) from Kent, Wash., was going through the event like a hot knife on butter. Alice Cotton-Royer made her comeback that has been much anticipated. Mike Conner made the long trek from Canada. And Scott Riese scored more than 500 points for the second consecutive event. All and all, the Portland Spring Contest was a huge hit in everyone's eyes.

I would also like to say that all of the stunt fliers said this was one of the most relaxed flying events that anyone has put on. I think — no, I know — that a stunt contest can and will run itself! We proved that. So, in closing, I would like to say thank you to all who helped — Alice Cotton-Royer, Bob Parker, Jerry Eichten, Jack Pitcher, Jake Riese, Chelsea Harrop, Mark Hansen, Ted Gritzmacher and Gary Harris

Here are the results (some scores were unavailable):

NW .15 CARRIER (4 entries)

1. Shawn Parker, Seattle, Wash.
2. Mike Potter, Auburn, Wash.
3. Jim Cameron, Portland, Ore.
4. Ted Gritzmacher, Portland, Ore.

PROFILE CARRIER (4 entries)

1. Mike Conner, Pitt Meadows, B.C.
2. Mike Potter
3. Shawn Parker
4. Ted Gritzmacher (attempt)

CLASS I & II CARRIER (1 entry)

1. Mike Potter

MOUSE RACE I (3 entries)

- | | |
|-------------------------------|---------|
| 1. Mac Ryan, Pasco, Wash. | 5:00.89 |
| 2. Todd Ryan, Pasco, Wash. | 5:39.92 |
| 3. Ron Howell, Hoquiam, Wash. | 77 laps |

NW SUPER SPORT RACE (3 entries)

- | | |
|-----------------------------------|----------|
| 1. Todd Ryan | 10:03.20 |
| 2. Alan Stewart, Vancouver, Wash. | 10:20.26 |
| 3. Ron Howell | scratch |

NW SPORT RACE (3 entries)

- | | |
|------------------------------------|----------|
| 1. Todd Ryan | 8:30.97 |
| 2. Nitroholics Racing Team, Oregon | 13:10.57 |
| 3. Ron Howell | dnf |

FLYING CLOWN RACE (5 entries)

- | | |
|----------------------------|----------|
| 1. Todd Ryan | 306 laps |
| 2. Mac Ryan | 288 laps |
| 3. Mike Conner | 211 laps |
| 4. Nitroholics Racing Team | 190 laps |

BEGINNER PRECISION AEROBATICS (1 entry)

- | | |
|--------------------|-----------|
| 1. Marvin Treadway | 18 points |
|--------------------|-----------|

INTERMEDIATE PRECISION AERO. (3 entries)

- | | |
|---------------------------------|-----|
| 1. Bill Veselik | 414 |
| 2. Nils Norling, Metolius, Ore. | 401 |
| 3. Jim Johnson, Olympia, Wash. | 334 |

ADVANCED PRECISION AERO. (7 entries)

- | | |
|---------------------------------------|-------|
| 1. Scott Riese, Portland, Ore. | 516.5 |
| 2. Jerry Eichten, Dundee, Ore. | 485.5 |
| 3. Alice Cotton-Royer, Portland, Ore. | 469 |
| 4. Bruce Hunt, Salem, Ore. | 455.5 |

EXPERT PRECISION AEROBATICS (3 entries)

- | | |
|--------------------------------|-----|
| 1. Paul Walker, Kent, Wash. | 572 |
| 2. Jack Pitcher, Gresham, Ore. | 538 |
| 3. Don McClave, Portland, Ore. | 529 |

NW 80MPH COMBAT (4 entries)

1. John Thompson, Eugene, Ore. (W, Lyne, 190-170; L, Dranfield, 286-156; W, Smith, 347-57; L, Dranfield, kill; W, Smith, kill; W, Dranfield, kill; W, Dranfield, kill)
2. Paul Dranfield, Mission, B.C. (Wins over Smith, Thompson, Lyne)
3. Bob Smith, Roy, Wash. (Wins over Lyne, Dranfield)
4. Mel Lyne, Garibaldi Highlands, B.C.

***Be a Flying Lines
ambassador!***

Do you have flying buddies who aren't yet plugged in to the Northwest's CL news network? Recommend that they subscribe to *Flying Lines!* They'll be glad you did!

PAC TUNE-UP Racing challenge

Richmond, B.C. April 22, 2000

Results from Chris Cox

PAC .15 SPORT RACE (5 entries)

1. Paul Gibeault, Richmond, B.C.
3:48.61 3:41.14 7:49.77
2. Mel Lyne, Garibaldi Highlands, B.C.
3:53.13 4:03.31 7:53.88
3. Mike Conner, Pitt Meadows, B.C.
4:01.87 4:02.04 8:21.78
4. James Cox, Delta, B.C.
5:31.10 4:19.60 -
5. Frank Boden, Burnaby, B.C.
DQ - -

NORTHWEST SPORT RACE (4 entries)

1. Mel Lyne 4:08.15 pass 9:03.81
2. Ron Salo, B.C. 5:43.49 4:59.02 10:44.56
3. Frank Boden 6:59.94 pass -
4. James Cox huge crash (ouch!!!) -

CLOWN RACE - 15 minute final (4 entries)

1. James Cox 247 laps
2. Mike Conner 197
3. Paul Gibeault 196
4. Frank Boden 56

Racing & Stunt Spring Tune-Up

Salem, Ore.

April 29 & 30, 2000

By Mike Hazel

The last weekend of April was very favorable for this early season contest. Saturday was overcast with calm air, and Sunday saw blue skies with light breezes.

The racing turnout was very light, with the only significant entry level in the Mouse Race I event. Larry Hyder brought over a small contingent of the Junior racers from Central Oregon. The light turnout afforded everyone with plenty of opportunity for practice and the sometimes necessary pit area repair sessions.

The contestant from the greatest distance was Mike Conner, who hails from the Vancouver, B.C. area. Mike joined the racing action for the Clown Race event along with the Nitroholics Team

(Hazel-Thompson) for the only two entries. The Nitroholics had entries for other events, but left them in the car, electing not to run any solo races.

On Sunday, Classic Stunt was first up. After a lunch break, Old Time Stunt was then flown. OTS had the highest entry level, with six participants. As previously mentioned, the wind level was light through most of the day, but was being pesky with occasional sudden direction changes. Judges for Aerobatics were Jerry Eichten and John Thompson for Classic; and Don McClave handled the duties for Old Time.

Here are the results:

MOUSE RACE I (5 entries)

1. Nitroholics Team, Eugene/Salem 5:59
2. Ken Smith (jr), Madras, Ore. 6:43
3. Larry Hyder, Madras, Ore. 7:42
4. Aaron Smith (jr), Madras, Ore. 35 laps

FLYING CLOWN RACE (2 entries)

1. Mike Conner, Pitt Meadows, B.C. 212 laps
2. Nitroholics Racing Team 188 laps

CLASSIC STUNT (4 entries)

1. Don McClave, Portland, Ore. 561 points
2. John Leidle, Kirkland, Wash. 529
3. Scott Riese, Portland, Ore. 506
4. Nils Norling, Metolius, Ore. 466.5

OLD-TIME STUNT (6 entries)

1. Mike Conner 303
2. Jack Pitcher, Gresham, Ore. 294
3. Scott Riese 290
4. Alice Cotton-Royer, Portland, Ore. 281



Paul Walker launches the Oriental for Don McClave at the Portland contest.

The Scoreboard

Northwest control-line competition standings.

It was a quiet winter, and then spring came in like a lion, with lots of control-line competition — four contests in four weeks.

Things got started with the Vintage Diesel Comb at contest in Surrey, B.C., followed by a two-day meet in Portland, then a racing day in Richmond, B.C., and back to Oregon for the two-day Tune-Up in Salem.

What follows is the first batch of standings for the year. They'll be changing monthly throughout the season.

Note the new feature this year, the racing rookie standings, which lead to a cash prize at season's end.

Contests counted to date: April 8, Surrey, B.C.; April 15-16, Portland, Ore.; April 22, Richmond, B.C.; April 29-30, Salem, Ore.

Following are the standings for updated events:

2000 STANDINGS

MOUSE RACE CLASS I

- | | |
|---|---|
| 1. Nitroholics Racing Team, Oregon | 5 |
| 2. Ken Smith, Madras, Ore. (jr, rookie) | 4 |
| 3. Larry Hyder, Madras, Ore. | 3 |
| Mac Ryan, Pasco, Wash | 3 |
| 5. Todd Ryan, Klamath Falls, Ore. | 2 |
| Aaron Smith, Madras, Ore. (jr, rookie) | 2 |

NORTHWEST SPORT RACE

- | | |
|--|---|
| 1. Mel Lyne, Garibaldi Highlands, B.C. | 4 |
| 2. Ron Salo, B.C. | 3 |
| Todd Ryan | 3 |
| 4. Nitroholics Racing Team | 2 |
| Frank Boden | 2 |

NORTHWEST SUPER SPORT RACE

- | | |
|-----------------------------------|---|
| 1. Todd Ryan | 3 |
| 2. Alan Stewart, Vancouver, Wash. | 2 |

CLOWN RACE

- | | |
|------------------------------------|---|
| 1. Mike Conner, Pitt Meadows, B.C. | 8 |
|------------------------------------|---|

- | | |
|----------------------------|---|
| 2. Todd Ryan | 5 |
| 3. James Cox, Delta, B.C. | 4 |
| Mac Ryan | 4 |
| 5. Nitroholics Racing Team | 3 |

OVERALL RACING

- | | |
|-------------------------------|----|
| 1. Todd Ryan | 13 |
| 2. Mike Conner | 11 |
| 3. Nitroholics Racing Team | 10 |
| 4. Mel Lyne | 8 |
| 5. James Cox | 7 |
| Paul Gibeault, Richmond, B.C. | 7 |
| Mac Ryan | 7 |
| 8. Ken Smith (jr, rookie) | 4 |
| 9. Ron Salo | 3 |
| Frank Boden | 3 |
| Larry Hyder | 3 |

RACING ROOKIE

- | | |
|----------------|---|
| 1. Ken Smith | 4 |
| 2. Aaron Smith | 2 |

PRECISION AEROBATICS

- | | |
|---------------------------------------|-----|
| 1. Scott Riese, Portland, Ore. | 7 |
| 2. Jerry Eichten, Dundee, Ore. | 6 |
| 3. Alice Cotton-Royer, Portland, Ore. | 5 |
| 4. Paul Walker, Kent, Wash. | 4.5 |
| 5. Bruce Hunt, Salem, Ore. | 4 |

CLASSIC STUNT

- | | |
|---------------------------------|---|
| 1. Don McClave, Portland, Ore. | 4 |
| 2. John Leidle, Kirkland, Wash. | 3 |
| 3. Scott Riese | 2 |
| 4. Nils Norling, Metolius, Ore. | 1 |

OLD-TIME STUNT

- | | |
|--------------------------------|---|
| 1. Mike Conner | 6 |
| 2. Jack Pitcher, Gresham, Ore. | 5 |
| 3. Scott Riese | 4 |
| 4. Alice Cotton-Royer | 3 |

OVERALL STUNT

- | | |
|---------------------------------|-----|
| 1. Scott Riese | 13 |
| 2. Alice Cotton-Royer | 8 |
| Jack Pitcher | 8 |
| 4. Mike Conner | 6 |
| Jerry Eichten | 6 |
| 6. Don McClave | 5.5 |
| 7. Paul Walker | 4.5 |
| 8. Bruce Hunt | 4 |
| 9. Bill Veselik, Portland, Ore. | 3 |
| John Leidle | 3 |
| Nils Norling | 3 |

80-MPH COMBAT

- | | |
|----------------------------------|---|
| 1. John Thompson, Eugene, Ore. | 4 |
| 2. Paul Dranfield, Mission, B.C. | 3 |
| 3. Robert Smith, Roy, Wash. | 2 |

4. Mel Lyne 1
VINTAGE DIESEL COMBAT

1. Buzz Wilson, Edmonds, Wash. 10.5
Remy Dawson, B.C. 10.5

3. Angelo Chies, Vancouver, B.C. 9
4. Jeff Riechel, Marysville, Wash. 8

OVERALL COMBAT

1. Buzz Wilson 10.5
Remy Dawson 10.5

3. Angelo Chies 9
4. Jeff Riechel 8

5. John Thompson 4
6. Paul Dranfield 3

7. Robert Smith 2
8. Mel Lyne 1

PROFILE CARRIER

1. Mike Conner 4
2. Mike Potter, Auburn, Wash. 3

3. Shawn Parker, Seattle, Wash. 2
4. Ted Gritzmacher, Portland, Ore. 1

.15 CARRIER

1. Shawn Parker 4
2. Mike Potter 3

3. Jim Cameron, Portland, Ore. 2
4. Ted Gritzmacher 1

OVERALL CARRIER

1. Mike Potter 7
2. Shawn Parker 6

3. Mike Conner 4
4. Jim Cameron 2
Ted Gritzmacher 2

JUNIOR STANDINGS

1. Ken Smith 4
2. Aaron Smith 2

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@aol.com. For a printed copy of complete standings for any event, or for a copy of the rules for any Northwest event, send a self-addressed, stamped envelope.

Flyaways

Random tips and ribs from the FL workshop floor

A sad loss: Beverly Wisniewski of Lake Havasu City, Ariz., died in March. Bev was the AMA Dist. X Control-Line Contest Board member. For many years she was a major official at the U.S. National Model Airplane Championships. She was a hard-working volunteer for the betterment of control-line flying. She was the wife of engine wizard Bill Wisniewski of K&B Manufacturing (they were married for 50 years). They had three children. Bev will be missed by CL fliers nationwide.

Exotic: My latest aerobatics project is a (drum roll ...) Baby Flite Streak! (Pause for laughter.) Well, you see, I got this idea for a nifty, pretty, lightweight and very unusual covering for my real aerobatics project, an Oriental. But I want to make sure it will actually *work*. So, browsing at ETH, I picked up the Brodak BFS kit. Will try it there, and then we'll see about the big plane. If it works, more info later. (I didn't realize how many parts there are in a Baby Flite Streak!)

Top Guns: FL combat columnist Ken Burdick reports that the top three guns in the Tucson Top Gun combat contest were Bobby Mears, Gary Perkins and Mitch Cleveland. Ken also reports that Top Gun plans next year to outlaw swing-arm shutoffs in favor of the more-reliable line-tension style. Good move. The line-tension style is being strongly encouraged for this year's Regionals.

Bad news: We hear that John Hall is closing Summit Hobbies. It was an excellent shop for us CL modelers, and will be a loss to the CL community. Hopefully there's a bright side — maybe we'll see more of John back on the flying field. We missed his good humor and innovation.

Remember, only results that we receive can be counted, so send them in. If you flew in a contest that

--jt

News from the Seattle Skyraiders

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Meeting Notes from March 17 Meeting:

Two major topics were discussed at this meeting, and they are related; flying sites and contests! Several sites had been investigated by several people, and showed promise. **Mike Potter** investigated a "spare" parking lot at the Auburn SuperMall, with initial positive reaction by the mall manager. Subsequent follow-up, however, found that they wanted big bucks to use an otherwise unused space! Thanks, but no thanks!

Ron Canaan, Chris Gomez and Nick Stratis have been very active relative to the Kent Parks site, listed as "Riverview Park" on the Kent maps. It has a lot going for it; location, noise issues and permanence. An email from Ron noted, "Just wanted to let you know that our new field (Riverview Park) in Kent is up and running. We have been working on the 2 circles so far and have been flying off them. There is room for 5 total. There should be parking for about 15 or more cars when completed. AMA is now involved and is making up a presentation for us to use, along with 2 video tapes. We would like you (DG) and Mike Potter to get involved now as this looks like it is going to fly. The Parks director has no objection to control line flying ... no RC however (no problema, ed). We have to get city council approval and we are working on that; Nick is meeting with the mayor. Come try the field out and let us know what you think. Hwy 167 to Willis (K-mart) exit. Go west (right) off the exit to an immediate left turn at the light (Washington St.). Take the first left (don't cross the bridge), past the South County Journal building. The field is across from first house and extends to the river."

Editor's note: Alice and I went out to look at the site. The paved road is a narrow two lane, barricaded at the end for car traffic, with just enough room to turn around. The direct site access is a narrow cut through the brambles, with a large stone (4 big rocks!) barrier at the entrance. There are two mowed circles in there now, about on par

with the old Eugene airport grass site. Depending on what we can get the City of Kent to do for us, there is a lot of promise here, with room for parking (gravel will do!) and at least 5 circles! One paved one would be great, and maybe the Parks Department would provide the mowing! (best case situation). We will know further after meeting with the City Council.

The Stuntathon 2000 Sanction is in, without a well defined site. (OK, I lied and said it was going to be at Boeing, but you have to fill in the blanks!) The dates are June 10 and 11, two weeks after the Regionals. The dates may be reviewed for next year, but the consensus was that we would stick with these for this year.

As noted earlier, the Seattle (Kent) Boeing site is in question. We are working on alternatives and will keep everyone advised of our progress. Be prepared to hand launch your latest scale bird over grass!

Dave Gardner has "volunteered" (Craig Bartlett and Dave Shrum are VERY persuasive!) to run the Stunt events at the Regionals. Not wishing to be lonely, he needs support for the Stunt events, Old Time Stunt, Classic Stunt and four (4) PAMPA classes of Precision Aerobatics.

We need: Judges, pit boss(es), tabulator(s), and score runners. You can judge any event you are not flying in, and the pit boss can fly as well. The tabulators need to be able to run a calculator, write down score totals, and – at the end of the event – transfer the scores to the master scoreboard. For your efforts, you will have the admiration and appreciation of all the stunt flyers (the salt of the earth, mind you) and the pleasure of working with grumpy Dave and the lovely Alice Gardner. The line forms on the email! (dgardner55@aol.com)

Other events will also need a helping hand, so check with Craig Bartlett to volunteer for some of this other support activity for the biggest Control Line contest in the Northwest!

Send FL your local news!

Remember that all Northwest club newsletter editors are invited to condense their newsletters down to a page for inclusion in *Flying Lines*. Similarly, anyone in a local area without a club is invited to join the region's CL news network!

RULES FOR NORTHWEST SPORT RACE

1. **Purpose:** It is the intent that that this event will provide the novice competitor a beginning racing event, racing with other competitors using similar equipment which is readily obtainable and operates in a basic fashion.
2. All pertinent rules from AMA unified racing rules shall apply, in regard to safety and conduct of races, except as follows.
3. **Engine:** The only allowed engine shall be the Fox stunt .35, which shall be a stock, unmodified engine operated on suction feed. ("Stock" is defined as absolutely unmodified except for needle valves and spray bars.) No exhaust extensions are allowed except bona fide mufflers that do not increase engine performance. The Fox Manufacturing Co. hemi/stuffer kit modification is **prohibited**.
- 4.1. **Aircraft:** The model shall be built from, or an exact duplication of, a commercially manufactured kit. In the case of obscure or rare kits, some documentation, such as a set of plans, may be required by the contest director for confirmation of the airplane's kit status. Kits need not be in current production or distribution to qualify.
 - 4.2. Models must be of profile fuselage type, and must conform to the general profile definition. The model must have a minimum fuselage length of 24" when measured from the propeller thrust washer face to the leading edge of the movable elevator surface.
 - 4.3. The minimum wing area shall be 300 square inches. The wing must have a minimum thickness of 1 inch when measured at any point along the span, with the exception of the last two inches before each wingtip.
 - 4.4. All models must have a canopy, horizontal stabilizer, elevator and vertical fin. Models must have a fixed landing gear with a minimum of one wheel, 2 inches in diameter or larger.
 - 4.5. Modifications: Major changes to the kit design such as clipped wings, shortened fuselage, partial omission of the tail assembly, etc., are prohibited. Reinforcement of the nose and engine mount areas is permitted. Landing gear location and construction are entirely optional from what may be included in the kit, except as specified in section 4.4.
5. **Fuel tank:** The fuel tank shall be fully external and forward of the wing leading edge, and located on the outboard side of the fuselage. The tank may not be designed so as to cowl the engine. All tank vents are limited to a maximum size of 1/8-inch outside diameter. The tank may not be pressurized, but the vents may be directed forward into the airstream.
6. **Prohibited equipment:** Equipment and devices standard to full-race aircraft are prohibited. These include fuel shutoff, pressure refuelers, fast-fill systems, "hot glove" electrical contact systems, and centrifugal carburetor switches.
7. **Pull test:** The plane and entire control system shall undergo a pull test of 35 pounds.
8. **Lines** shall be of a minimum .018-inch diameter, and lines shall be of the stranded type, with a length of 60 feet measured from the handle grip to the fuselage, plus or minus 6 inches.
9. **Races:** Preliminary heats shall be of 70 laps duration, with one pit stop minimum required. Feature races shall be of 140 laps with two pit stops minimum. All races shall be flown with at least two entrants, and not more than four entrants. At contestants where entrants fly preliminary heats to determine finalists, at least three entries shall proceed to the final races. The decision on the number of final entries shall be made by the event director and made in advance before the start of any preliminary heats.
10. It is assumed that the usual sportsmanship of Northwest modelers will prevail in this event. The event director may disqualify any entrant that is not in keeping with the spirit or intent of this racing event.

FL/jmt9/29/85 // Ed:4/15/93//rev2/12/95

RULES FOR NORTHWEST SUPER SPORT RACE

1. Purpose: It is the intent that this event will serve as an intermediate racing class between Northwest Sport Race and the AMA racing events.

2. All pertinent rules from the AMA control-line racing unified rules section shall apply in regard to safety and the conduct of races, except as follows.

3. Engine:

3.1 The "engine" is defined as the complete unit, ready to run, needing only prop, fuel and starting voltage, except that the glow plug, venturi and/or restrictor and spraybar and needle valve, gaskets, bolts, drive washer, front washer, prop nut, shims, piston ring(s) (if used), and ball bearings (if used) need not be considered part of the production unit. These parts are not subject to the rules regarding quantity or source.

3.2. No tuned pipes or exhaust extensions are allowed except bona fide mufflers which do not increase engine performance. Engines shall operate on suction feed. No variable or in-flight adjusting carburetors are allowed; however, any other modification of the intake is permissible except as noted below.

3.3. Two types of engines will be allowed:

3.3.1. Engines of .36 c.i.d. maximum with single bypass intake port. These engines shall not be restricted in regard to venturi dimension. There is also no restriction regarding engine rework, except that all major components shall be produced by the original manufacturer. No material or part may be added.

3.3.2 (a). Engines of maximum total nominal displacement of 0.4020 cubic inches (6.6 cc). Engines must be production units assembled from factory available production parts. Engines and parts, with the exception of the venturi-spraybar assembly, must have been produced in quantities greater than 500, and all must be available through normal retail outlets in the U.S.A. Parts substitution shall be limited to catalog listed parts produced in quantities greater than 500 units for the engine being altered and available commercially to anyone from the manufacturer of the engine. Engines may only be modified by removing parts or material from parts. No material or part may be added.

3.3.2 (b). The engine must be of the front-intake, single-bypass configuration. All air for the combustion process must come through the crankshaft. Altering nominal subport induction, timed holes in the case and the sleeve, or other techniques to circumvent the requirement that all air come through the specified venturi opening, are prohibited.

3.3.2 (c). No ABC or AAC piston/sleeve configurations are allowed.

3.3.2 (d). Each engine shall be equipped with a venturi and spraybar meeting the following restrictions: The venturi shall have an inside circular bore of not more than 0.315 inch. The venturi will maintain this diameter for at least 0.25 inch above and below the spraybar centerline. The spraybar assembly will be located precisely through the centerline of the venturi bore and shall have a circular cross section of diameter not less than 0.155 inch for the portion in the throat of the venturi. Exception: R/C carburetors may be used with the opening fixed in one position.

3.3.2 (e). The complete engine/venturi/spraybar system shall weigh less than 10.5 ounces (excluding muffler).

4. Aircraft: The model shall conform to the AMA slow rat specifications:

"Models must be of profile fuselage type, and must conform to the general profile definition. The model must have a minimum fuselage length of 24" when measured from the propeller thrust washer face to the leading edge of the movable elevator surface.

"The minimum wing area shall be 300 square inches. The wing must have a minimum thickness of one inch when measured at any point along the span, with the exception of the last two inches before each wing tip.

"All models must have a canopy, horizontal stabilizer, elevator and vertical fin ... Models must have a fixed landing gear with a minimum of one wheel."

5. Fuel tank: The fuel tank shall be fully external and forward of the wing leading edge, and located on the outboard side of the fuselage. The tank may not be designed so as to cowl the engine. The tank may not be pressurized, but the vents may be directed forward into the airstream.

6. Pull test: The plane and entire control system shall undergo pull test of 35 pounds.

7. Lines: The minimum diameter of lines shall be .018". Lines shall be of the stranded type, with a length of 60 feet measured from the handle grip to the fuselage, plus or minus 6" tolerance.

8. Races: Preliminary heats shall be of 70 laps duration, with one pit stop minimum required. The final or feature race(s) shall be of 140 laps duration, with three pit stops minimum required. All races shall be flown with at least two entrants, and not more than three entrants. At contests where entrants fly preliminary heats to determine finalists, at least three entries shall proceed to the final race(s). The decision on the number of finalist entrants shall be made by the event director and be made before the start of any preliminary heats.

10/89/DC/jmt//Ed:jmt/4/15/93

NORTHWEST FLYING CLOWN RACE

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

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

2.1. Airplanes and the entire control systems shall undergo a pull test of 25 pounds. Lines are .015 stranded steel. Length is 52 feet, plus or minus 6 inches, measured from the center of the handle to the fuselage.

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

4. **Fuel tank:** Any design of fuel tank is allowed, including pressure systems, except as follows:

4.1. Fuel capacity is restricted to 1 ounce, with a +5% tolerance, 31cc maximum.

4.2. The fuel tank shall be fully external of the plane, on the outboard side of the fuselage, and entirely in front of the leading edge.

4.3. All tank vents are limited to a maximum size of 1/8-inch outside diameter. A spring-loaded pinchoff device capping the overflow vent on a uniflow tank is permitted.

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

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

7. **Prohibited equipment:** Hot glove electrical contact systems, fast-fill setups and fuel shutoffs are prohibited. Shutoffs may be installed on the plane for test-flying, but must be bypassed during races.

8. **Races:** All preliminary heats and the final race will be timed for 15 minutes from start to finish. The contestant with the most laps wins. Preliminary heats may be 7-1/2 minutes if agreed to by a majority of contestants or required by contest time constraints. Records shall not be established for heats less than 15 minutes. There shall be either two or three pilots in heat races. At least three aircraft shall advance to the feature race. The decision on the number of feature entries shall be made by the event director in advance before the start of any preliminary heats. If more than three planes advance to the feature, races will involve at least two and no more than three airplanes.

jmt/cbbb/FL/rev:6-10-94/4/15/96*

rev1-10-98* rev2-12-99*

* ballot

2000 RULES FOR NORTHWEST GOODYEAR RACING

1. Purpose: It is the intent that this event will provide a form of Scale Racing similar to the AMA Scale Racing (Goodyear) class but without the expense and high speeds required in that class.

2. All rules for AMA Scale Racing shall apply except as follows:

3. ENGINES: The following list of .15-size engines are those permitted in this event. The engine used shall be a standard production unit; no prototypes or "factory specials" are allowed.

AME/Norvel: Any aircraft version.

Fox: Any aircraft version.

K&B: Any aircraft version.

Cox: Any aircraft version.

Conquest: Any aircraft version from K&B, Cox or RJL

Enya: Any aircraft version.

O.S.: Any aircraft version.

Magnum XL-15A

MDS: Any aircraft version.

Mecoa Wildcat EP15

Moki: Any aircraft version.

MVVS 15 DFS/R

MVVS 15 GFS/R

Picco: Any aircraft version.

Supertigre: Any front-intake version

Thunder Tiger GP15

Engine reworking is permitted, providing that all major engine components are from the original manufacturer. (No hybrids or scratch-built major engine components permitted.)

4. Lines shall be 60 feet long, plus or minus 6 inches. Lines shall be .014" single strand lines (per AMA rulebook) or .015 multistranded.

5. Pull test will be 25 pounds.

mwh/jmt 3-27-93 // revFL 1/20/99* revFL12/1/99*

*ballot

RULES FOR NORTHWEST .15 CARRIER

(Provisional)

1. PURPOSE: It is the intent that this event will provide an entry level Navy Carrier competition using a simple airplane.

2. AIRPLANES: Any model is allowed; it is not required to be a model of a full-scale aircraft. Working functions are strictly limited to throttle, hook and elevator; no working flaps, ailerons, rudder, etc. The tail "wheel" may be a non-moving hook.

3. ENGINES are limited to .15 displacement. Muffler pressure is allowed. Mufflers are recommended but not mandatory.

4. LINES, as measured from the center of the handle's grip to the center line of the aircraft, must be between 52 feet and 52 feet, 6 inches, with a diameter of .012 inch or larger.

5. All AMA general rules, control-line rules and Navy Carrier rules shall apply unless specifically addressed above.

oh/jmt/4/16/93

QUICKIE RAT (NCLRA 1998 RULES)

1. OBJECTIVE: To provide a racing event that may easily be flown "three up" and which employs relatively inexpensive and easily constructed control line racing models. To encourage and promote the success" of the "average" control line flyer in control line racing competition.

2. GENERAL:

2.1 Applicability: All rules from the Unified Control Line Racing Rules apply to this event except as modified, appended or specified here.

2.2 Maintenance: It is imperative that the performance level of this event be maintained such that it is always possible to safely race "three up" on stranded lines. If at any time it is felt that the event must be changed from the three up format for safety concerns or that solid lines are required, then the event rules should be immediately modified so as to reduce the aircraft performance level. It is recommended that this event be reviewed by the National Control Line Racing Association on a yearly basis. As a guideline, if nominal speeds surpass 105 MPH (17.14sec/7 laps), then the allowable venturi (part 4.7.1) should be reduced by 0.010". The sport of three up control line racing should be preserved at all costs even if individual equipment is temporarily obsolete.

3. MODEL SPECIFICATIONS:

3.1 Models will be of profile construction only. Refer to profile definition in Control Line General section. The use of cast pan or metal engine crutch is not allowed.

3.2 The control system, consisting of leadouts, bellcrank, pushrod and control horn will be totally exposed and external to normal airplane contours. The leadout wires will not be recessed into the wing, the pushrod will not be mounted inside the fuselage, nor will the bellcrank be allowed to be mounted inside the fuselage. The leadout tip guides may be inset into the wing but should not be more than 1/2 inch in length.

3.3 The line connections to the model will be external to the aircraft wing tip.

3.4 The fuel tank shall be totally outboard of the centerline of the crankshaft of the engine.

3.5 Pressure fuel systems are not allowed, with the exception that the fuel tank vent tubes may be directed into the airstream.

4. ENGINE SPECIFICATIONS:

4.1 Maximum total displacement shall be 0.4028 cubic inches (6.6cc). Engines must be production units assembled from factory available production parts. Engines and parts must have been produced in quantities greater than 500 and all must be or have been available through normal retail outlets in the USA. Parts substitution shall be limited to catalog listed parts produced in quantities greater than 500 units for the engine being altered and available commercially to anyone from the manufacturer of the engine. Engines may only be modified by removing parts or material from parts except as noted in the following paragraphs. No material or part may be added except as noted in the following paragraphs under this section.

4.2 The "engine" is defined as the complete unit, ready to run, needing only prop, fuel and starting voltage except that the glow plug, venturi and/or restrictor, spraybar and needle valve, gaskets, bolts, drive washer, front washer, prop nut, shims, piston ring(s) (if used) and ball

bearings (if used) need not be considered part of the production unit. These parts are not subject to the rules regarding quantity or source. In addition, chrome plating of a production cylinder is allowed.

4.3 The glow plug must have a thread dimension of 1/4-32.

4.4 The engine must be of the front intake configuration. All air for the combustion process must come through the crankshaft. Altering nominal sub-port induction, timed holes in the case and sleeve or other techniques to circumvent the requirement that all air come through the specified venturi opening are not allowed.

4.5 Only single by-pass port engines are allowed. The engine as purchased and as used shall be of the single by-pass configuration. No schneurle or PDP porting is allowed.

4.6 No ABC or AAC piston/sleeve configurations are allowed.

4.7 No variable area carburetors shall be allowed. Each engine shall be equipped with a venturi and spraybar meeting the following restrictions.

4.7.1 The venturi shall have an inside circular bore of not more than .315". The venturi will maintain this diameter for at least 0.25" at the throat of the venturi where the spraybar will be located at the midpoint of the area.

4.7.2 The spraybar assembly will be located precisely through the centerline of the venturi bore and shall have a constant circular cross section of diameter not less than 0.155" for the portion in the throat of the venturi.

4.8 No tuned pipes, mufflers or exhaust extensions are allowed.

4.9 The complete engine/venturi/spraybar system shall weigh less than 10.5 ounces.

5. FUEL SPECIFICATION:

5.1 The fuel for this event shall be supplied by the contest organizers and shall contain not more than 10% Nitromethane not less than 20% lubricant and the rest shall be methanol.

6. RACES:

6.1 Each contestant shall be allowed at least two qualifying heat races.

6.2 Qualifying heat races shall be 70 lap races with one required pit stop. It is suggested that only the best time of the two qualifying attempts be used as the basis for advancement to the finals.

6.3 Finals race shall be 140 lap races with three mandatory pit refueling stops.

6.4 All races shall be run with no less two or more than three flyers, races should be flown three up.

7. LINES:

7.1 Shall be minimum of two .018 diameter multi-strand only, and length shall be 60 feet plus or minus 6" as measured from center line of handle to center line of fuselage.

7.2 Pull test 35 Lbs.

8. FLYING REGULATIONS:

8.1 All flying shall be done between 6 and 20 feet altitude.

9. SPECIALTY ITEMS:

9.1 Shutoffs: allowed; fuel shutoffs are recommended for safety.

9.2 Hot gloves: allowed

9.3 Prop: open

NCLRA 12/99 ed/jmt

RULES FOR NORTHWEST 80MPH COMBAT

1. **PURPOSE:** It is the intent that this event will provide a form of combat that is slower, more relaxed, and less destructive to equipment than all-out AMA combat events.
2. All rules for AMA (fast) combat shall apply except as follows:
3. **ENGINES:** Any engine up to .40 displacement is permitted.
4. **SPEED LIMIT:** The airspeed limit for all contestants shall be 80 mph, which is defined at 6.43 seconds for a two-lap period at 20-foot height. No devices capable of varying the speed of the airplane in flight, such as throttles or carburetors adjusted by elevator trim, are allowed.
5. **MATCH PROCEDURE:** Flying of matches shall be exactly the same as in AMA combat except as follows:

Airspeed timing:

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

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

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

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

Exceeding the speed limit:

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

6. **SCORING:** Per AMA Combat.

jmt/FL/1-21-94/rev:2-18-94/6-10-94/4-15-96*

* ballot

NORTHWEST SPORT JET SPEED

All AMA rules from the control line-general and control line speed sections shall be applicable, except as follows:

1) AIRFRAME:

1.1 Any design configuration and construction method is permissible so long as the contest management considers the model to be safe and sound.

1.2 The engine and engine mounts shall receive a 30 pound pull test.

1.3 The control system must be mounted external to the normal aircraft contours. This includes the bellcrank, leadouts or control lines, pushrod, and elevator horn. No more than one inch of the leadouts or control lines can be enclosed by the leadout guides.

1.4 The maximum weight of the aircraft in ready-to-fly condition, but not including fuel shall be 40 ounces.

2) LINES & PULL TEST:

2.1 The model must be flown on two single strand steel control lines of .018 inch minimum diameter. The distance between the centerline of the fuselage and the center of the control handle grip shall be a minimum of 60 feet.

2.2 The model and entire control system, lines and handle shall receive a 32G pull test.

3) ENGINE:

3.1 The allowed jet engines are the Dyna-Jet (standard or Redhead), Bailey Sport Jet, and the O.S. II-G.

3.2 It is required that the engine shall be in stock condition internally. No material may be removed or added to the engine, except as follows:

a. **engine head:** Part or all of the head fins may be removed. Holes may be drilled into the head for purposes of engine mounting. Valve face may be lapped as needed for routine maintenance. Engine cowling is permitted, but the front of the cowl must be behind the intake throat.

b. **Flowjector:** fuel feed holes may be drilled out to larger size, or filled and redrilled. (holes allowed in original location only) A short piece of metal tubing may be installed into the tire pump connection to facilitate quick removal of the air supply hose. Alternatively, the threads on the tire pump connection may be filed off, or filled in so as to make a smooth surface to facilitate quick removal of the air supply hose.

c. **Metering Jet:** Any metering jet may be used, and may be located anywhere between the tank and the flowjector.

d. **Tailpipe:** A stock tailpipe with ignition plug in place must be used. (starting ignition may be by means of a starting probe). Repaired tailpipes are permissible, provided stock dimensions have been faithfully adhered to. The front surface of the tailpipe (combustion chamber screw ring) and the lock ring may be lapped.

e. **Reed Valve:** Any commercially available valve may be used.

3.3 Interchanging of parts between the above listed engines is permissible.

3.4 Fuel delivery to the engine shall be by suction, no pressure feed is allowed.

4) FUEL:

4.1 Fuel used shall be the A.M.A. formula: 80% methanol & 20% propylene oxide.

5) OTHER:

5.1 Timing will be for 1/2 mile (7 laps).

5.2 All other general rules for control line speed flying (attempts, number of models, competition flying from pylon, timing of flights, etc.) shall be applicable.

5.3 Builder of the model rule is not applicable to this event.

5.4 Entrant of the model shall either be the pilot, or shall start the engine.

20 Years ago in Flying Lines

This is what FL looked like in April 1980, Issue No. 12. Inside there were contest results, records, standings, a Hook Nook carrier column by Orin Humphries, Schaper on Stunt column by Rich Schaper, several letters, a photo page and a flyer for the 1980 Regionals. Interested in back issues of Flying Lines? Contact publisher Mike Hazel at 1073 Windemere Drive N.W., Salem, OR 97304, e-mail ZZCLSpeed@aol.com

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DRIZZLE CIRCUIT WINDS DOWN TO EUGENE FINALE

"A study in contrasts" is the story of the two March contests on the Northwest Sport Race Drizzle Circuit. One contest was plagued by mishaps and a rain of airplanes and balsa chips, while the other was a showcase of close racing and consistency.

Sport racers gathered first at Carkeek Park in Seattle, Wash., March 9 for the contest with the largest entry of the season. Fifteen started the race, and the first heat draw looked like a typical feature, with Rich Schaper, Mike Hazel, Richard Simpson and John Thompson getting off to a roaring start.

The first heat set the tone for the day, but it wasn't entirely the right tone. Yes, there was some go-fast racing, and Richard Simpson's crash portended the doom that later befell many entries. The day was in many ways a comedy of errors and mishaps, contributed to by pilot errors, mechanical errors, devilish puffs of Puget Sound wind and freak accidents.

Two weeks later, however, the Drizzlers headed for Portland, Ore., and the make-up of the snowed-out January contest in Redmond, Wash. This time, the racing was smooth and polished, with eight entrants. For the first time in the history of the circuit, not a single entrant failed to finish a heat, and the slowest heat time of the day was a 7:33. Considering that the winning time of one heat March 9 was 22:44, and another was 59 laps, the two contests were indeed dissimilar.

22:44??? Yes, Don Zipoy of Seattle won a heat in a time of 22:44. One of the starters crashed, another dropped out with mechanical problems, and Zipoy and Jim Fuller spent most of the race in the pits before Zipoy's crew finally got his plane to go the full 70 laps. Later in the day, Dick McConnell retired the winner in a heat where nobody finished, with 59 laps.

John Thompson of Cottage Grove, Ore., continued a trouble-free campaign, flying through the carnage in Seattle and the stiff competition in Portland to win both contests, making it three in a row. Rich Schaper of Kelso, Wash., continued to chase Thompson's tail, coming in third in Seattle and second in Portland. Both fliers have made the feature in all four contests. Schaper trails by only seven points in championship scoring with one contest to go. Third place in the circuit remains open to Richard Simpson, Tom Knoppi, Roger Simpson and Mike Hazel, with Richard having the best shot.

In spite of the casualties, the Seattle contest was refreshing in bringing in several new competitors. Dan Burdick of Seattle had the best luck, winging his way to fourth place with a K&B .35 and a fuzzy K&P V-tail Bohanza. Also new on the circuit were Mike Ederbost, Don Zipoy, Dick McConnell and Jim Fuller.

Tom Knoppi made it to second place in Seattle despite a run of bad luck for the Knoppi/Gary Stevens team. Both of their planes were badly damaged in crashes but the Stevens Knoppi International Racing Team (S.K.I.R.T.) managed to patch one up in time for the feature. Dick McConnell scored well enough to make the feature but retired because of a broken motor mount.

The Seattle contest was another indication of the current health of the Seattle Skyraiders, reorganized last year and going strong. The Skyraiders hosted the DC contest in fine style, including the preparation of a humorous "hard luck" trophy that went to the trouble-plagued Simpson family team of Silverton, Ore.

Slow combat was the secondary event at Seattle, with John Thompson winning.

In Portland, the only newcomer was Bruce Luenzler of Cottage Grove, Ore., who was entering his first contest with a "big one." Bruce, 13, finished all his heats in spite of a broken wing on a hard landing in the first one. His 7:32 for that heat would have been better if his pit crew hadn't spent a full minute in conference before deciding to put it back together.

The Portland contest also marked the first feature race for Dave Green, president and one of the founders of the CLAMS club. Dave, of Astoria, Ore., has been a big competition booster though he often has done his participation from the sidelines. "Mr. Consistency" was Jim Cameron of Seaside, Ore., whose heat times were 4:44, 4:41 and 4:43. Thanks go to Jim Zehrung of the Portland Aeroliners for printing award certificates.

Secondary event, AMA combat was run double-elimination and Gene Pape took first place.

Next contest on the circuit is the finale, in Eugene, Ore., April 13. That's when circuit prizes will be handed out. Besides NWBR the agenda will include scale racing (Goodyear) and FAI team race. See contest calendar elsewhere in the newsletter for details.

Here are the complete results:

Where the action is!

Coming events in Northwest Control-Line model aviation

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, Seattle area. Old-Time, Classic and PAMPA stunt. Site TBA. Sponsor: Seattle Sky-raidiers. 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. 14-15

Really Racing/Fall Follies, Salem, Ore. Saturday, Mouse I, Mouse II, NW Sport Race, NW Super Sport Race, Clown Race, AMA Goodyear, AMA Slow Rat Race. Sunday, four PAMPA classes of Precision Aerobatics. Site: Salem Airport. Contact: John Thompson, (541) 689-5553, JohnT4051@aol.com.

Nov. ??

Turkey Tournament, Salem, Ore.

The Flying Flea Market

Classified advertisements — FREE for *FL* subscribers

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.

FOR SALE: C.S. 049 NIB, standard timing, purchased 2 yrs ago, also includes new bearings from Ned Morris. \$80.00 shipped anywhere. Mike Hazel, 1073 Windemere Drive N.W., Salem, OR 97304

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.eugene-toyandhobby.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 through 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

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FLYING LINES is produced by a staff of dedicated volunteers interested in keeping lines of communication open between Northwest region control-line model aviators. *FLYING LINES* is independent of any organization, and is made possible by the financial support of its subscribers.

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