

Flying Lines

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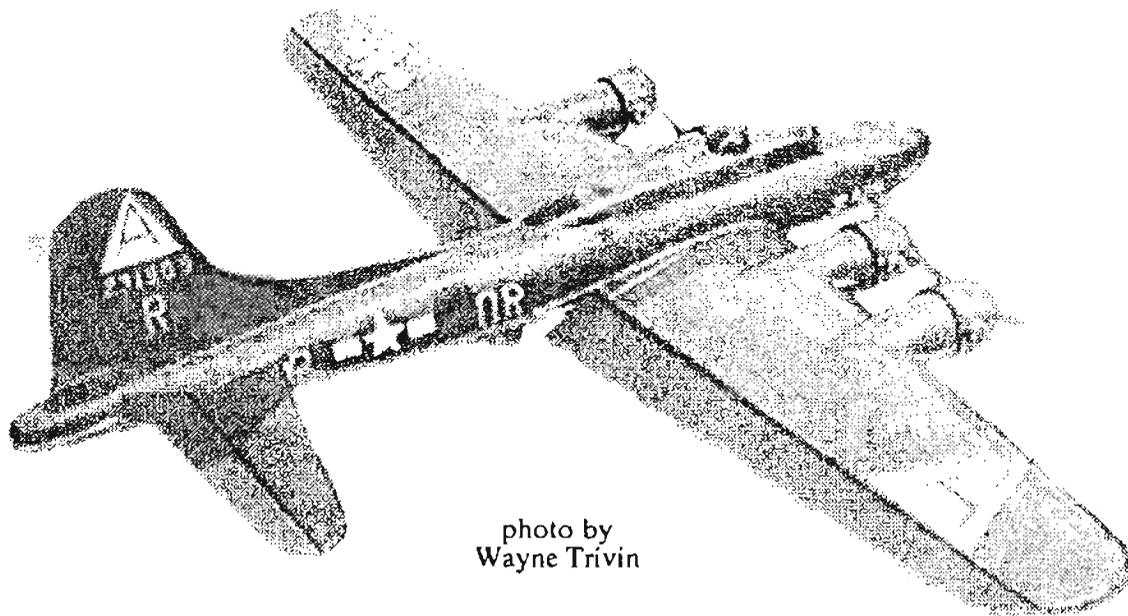


photo by
Wayne Trivin

Masterpiece!

If there was ever a true show-stopper in control-line model aviation, it's Paul Walker's latest B-17, which made its competitive debut at the 2000 Regionals in Roseburg, Ore., over Memorial Day Weekend.

The first practice flight literally brought the entire six-circle field to a stop. The crowd that gathered included knowledgeable modelers from all disciplines. You have to see it to appreciate the magnitude of the accomplishment — four .15 engines humming away, hauling the 80-inch-span bomber through a precision aerobatics pattern! A first-place performance in the expert competition!

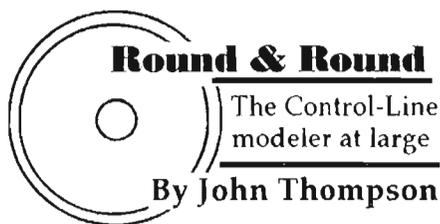
The B-17 is hauled by O.S. engines, fed from a single bladder through pressure regulators and attenuators that sense a drop in pressure and shut the engines down simultaneously.

Paul will fill us in with more info about the B-

17 when he returns from France after his latest assault on the World Championships. Stay tuned for fascinating details!

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Modeling thought for the month:

"Whatever plan one makes, there is a hidden difficulty somewhere."

— Van Gogh's Law

Dbat rules again! Process of elimination continues!

Never accuse us Northwest fliers of giving up in our quest to get things right with the rules. A level playing field is the goal, and, by gum, we may get it yet.

In this issue is the third — yes, third — Vintage Diesel Combat rules proposal. If anything can be concluded from the voting on the two previous proposals, it is that this one, which is based on the rules used for the past couple of years in British Columbia, may have a better chance of being approved.

A bit of history:

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, and thus the first proposal failed to win approval.

Mark Hansen then proposed a new set of rules, somewhat simplified from the originals, and the voting was held earlier this year. Once again, a tie vote resulted in no decision.

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

As a result, *Flying Lines* asked the leaders of the Canadian dBat community, Mel Lyne and Paul Dranfield, to develop a Northwest rules proposal based on their Canadian rules.

They willingly did so, and the proposal in this issue is what they came up with.

The current proposal is very nearly the Canadian rules that have been in use. The rules are simplified somewhat. The engine rule is written in more generic terms than the Canadian version, specifying type rather than brand. And the proposal conforms to U.S. practices by adding a pull test and prohibiting changing lines during a match.

Read these rules and consider them. If you have comments, send them to *Flying Lines* by July 1. A ballot will be published in Issue No. 164. If we're lucky, we'll get rules for Vintage Diesel Combat that will assure that fliers can go from one contest to another and know what to expect, and standings will fairly reflect head-to-head competition under the same rules.

Correcting an old e-error: The italic lines at the end of this column, which are picked up from a computer template issue after issue, have contained an error for a number of issues. Our apologies to anyone who has tried to use the e-mail address listed for the editor in that tagline. The correct address is: JohnT4051@aol.com. Sorry!

Sunday Flying Serendipity: There's nothing quite so satisfying as arriving at the club flying field on a Sunday morning to find a couple of brand-new CL fliers there enjoying the activity — with a half-dozen kids in tow.

That was the case on a recent weekend at the Eugene field. One new flier, returning to the hobby after a long absence, had discovered the Prop Spinners through a flyer tucked into a copy of *Stunt News* at Eugene Toy & Hobby. The other had been found by club member Morrie Gilbert, who had heard engine noises in an open field near his home, investigated — and found a father and son out flying.

It was a great Sunday — planes scattered all over the field, six or eight regular club members flying and several newcomers. That's how it's supposed to be!

Happy flying!

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

RULES FOR .15 NOSTALGIA DIESEL COMBAT

Proposal, May 2000

1.1. Engine: Any production .15 c.i.d. maximum diesel having a single ballrace or plain bearing, non-Schneurle, iron piston/steel cylinder.

1.2 Only suction fuel systems are permitted.

1.3 The propeller must be a Grish Tornado 8" x 6" White Nylon Flexi prop. The diameter must remain at 8", balancing may be done by sanding one blade face.

2.1 Aircraft: A nostalgia combat model must be a design which was in common use or kitted prior to December 31, 1970. It must have been designed for a .15 cu in engine.

2.2 Models must be an accurate plan view of the original. The following alterations are permitted:

- Addition to or omission of sheeted areas. Omission of vertical fins.
- Changes to airfoil or internal structure. Additional booms or substitution of wire for wood, or vice-versa.

- Recessing engine into leading edge.

- An upright engine mount may be changed to side mount.

- A balanced elevator may be changed to a conventional, and vice-versa.

The elevator must retain the original outline.

Such changes must be done using constructional techniques that were commonly used at the time the model was in use. Carbon, Kevlar or boron fiber is not permitted. Modern adhesives and coverings are permitted.

2.3 The following alterations are not permitted:

- Foam construction may not be used. Exterior controls may not be used.

- Metal motor mounts may not be used. Any changes to the original plan view except those outlined in 2.2 are not permitted.

The CD may decide to not accept a model which has been altered from the original design outline.

3.1 Pull test: 25 lb.

4.1 Lines shall be a minimum .015" diameter, stranded type, with a length of 52'-3" measured from the handle grip to the fuselage, plus or minus 6 inches.

5.1 Speed limit: 64 mph = 7.0 seconds/2 laps towing a streamer.

6.1 Number of models. One model per match. 3 models maximum per contest.

7.1 Pit crew. Two pit crew are allowed per contestant. A contestant may start his own engine.

8.1 Officials: A contest shall be run by a circle marshal who shall be the overall timekeeper, plus one scorer per contestant.

9.1 The match: One minute for engine starting and launching. The 5-minute match clock is started as the second plane launches or at the end of the one minute, whichever comes first. The match lasts 5 minutes.

Engines must be started by hand.

9.2 Scoring: One point is deducted for each second a contestant's plane is on the ground during the 5 minute match. 50 points are awarded for each cut of their opponent's streamer or string with knot. There are no kills.

The match shall continue after a mid-air collision or line break. Lines may not be changed during a match.

10.1 Contest Procedure: Each contestant shall compete in 5 rounds. 2 points for a win, 1 point for a tie, 0 for a loss. The top 4 flyers will then compete in 2 semifinals and a final to determine the winner.

10.2 Combat Site: A 5 foot radius pilots circle and a concentric 65 foot radius safety circle.

ml/jt/FL5/00p

ON THE CONTEST TRAIL

Results of Northwest Control-Line Competition

5 Rounds Nostalgia Diesel Combat May 13, Surrey, B.C.

Report by Mel Lyne

Nine entries including two juniors and three Americans competed in perfect weather. Adrian Duncan CD'd with Lorna Duncan and Martin Winn score-keeping.

Gary Harris was up from Portland area with some good models, newcomer Bob Smith came up from Roy, Wash. and Buzz Wilson came from Seattle. The Canadians were Mike Chies, Stephen Cox, Paul Dranfield, Rick Meadows, Mike Conner and Mel Lyne.

In the early rounds the flyers who managed to stay in the air for the whole match did most of the winning. Mike Conner flew great with three straight wins, but then had to leave early. Rick Meadows flew some tough matches, but he too had to leave early. Buzz Wilson, last contest's co-winner, flew hard, but just didn't have the luck this time. Gary Harris was very impressive, and Bob Smith, using borrowed equipment, had a load of fun doing lots of dorking and finding that staying up for the full five minutes isn't that easy. The two juniors, Mike Chies and Stephen Cox had a great match in round 2 with Mike the winner.

When the dust settled after five rounds, the top four still present were Gary Harris, Mel Lyne, Mike Chies and Paul Dranfield. The first semi had Mel against Mike with Mel winning 2 cuts to 1 and air time. The second semi had Gary against Paul in a barn-burner, with both pilots going full-out.

Gary got up one cut, then crashed, but was quickly up again. Then after some close following came a mid air which removed all of Gary's left wing.

The clock ran out and Gary won it one cut to none and air time.

The final had Mel against Gary. It started as a good match with Gary close after Mel. Mel did a fake and Gary ran out of air and planted. Then

Mel tried some tricky overhead fakes and Gary overshot, losing his elevator to Mel's prop. Miraculously Gary kept flying and when the clock ran out, Gary was the victor with one cut to Mel's none.

Gary was also the "Best Crash" trophy winner. Mike Chies took top Junior.

Thanks again to Adrian, Lorna, and Martin for running a great contest. We do it all again July 29, same location, for the Canadian Nationals.

Pre-entry deadline is July 8. Get your entries in to MAAC Canada. I hear they have really nice trophies this year.

Results:

1. Gary Harris
2. Mel Lyne
3. Mike Chies(Junior)
4. Paul Dranfield
5. Mike Conner
6. Rick Meadows
7. Bob Smith
8. Buzz Wilson
9. Stephen Cox

PAC Carrier and Profile Stunt May 13, 2000, Richmond, B.C.

Report by Chris Cox

Due to lousy promoting by PAC, we had a lousy turnout. However, Dan's presence made for an enjoyable day never the less. Through mishandling and a lousy memory, I lost the scores which I carefully transcribed to my final notes prior to tossing the score sheets. I can tell you, though, that Keith led Dan after the first round, but a strong comeback by Dan put him on the winner's grass podium. It should be pointed out though, that had it not been for Keith's forfeiture of 10 points because of installed flaps (Old Time Stunt rules), Keith would have won!

.15 CARRIER	
1. Shawn Parker	206.4
2. Mike Potter	195.8

PROFILE CARRIER	
1. Shawn Parker	246.1
2. Mike potter	232.9
3. James Cox	218.3

CLASS I & II CARRIER	
1. Shawn Parker	235.7

PROFILE STUNT	
1. Dan Rutherford	
2. Keith Varley	

Regionals 2000

■ The year's Big Event is another success for Northwest fliers

The 2000 Northwest Control-Line Regionals was another smashing success enjoyed by 88 contestants and dozens more helpers, spectators, and happy volunteer workers. Despite a little rain on Saturday, the contest ran smoothly, on schedule, and without dispute or crisis. It goes down in the books as one of the best ever.

Results only tell part of the story about a contest like the Regionals.

There are dozens of little moments that make the Northwest Control-Line Regionals a special experience each year.

For one thing, it's one of the few remaining times that CL modelers have the opportunity to all get together on the same field. Most of our competitive year is broken up into small contests within our own category. The Regionals brings us all into one venue to enjoy the presence of the other CL activities as much as our own.

The best illustration of that at the 2000 Regionals was when Paul Walker made the weekend's first flight on his B-17 precision aerobatics masterpiece. The entire contest came to a stop as participants in every event paused in what they were doing and watched the spectacle of the four-engine stunter.

But there were lots of other little moments: The ooohs and ahhs of the racing cognoscenti when the watch revealed that Todd Ryan had

knocked 22 *seconds* off the Northwest Super Sport Race record was another notable moment. All of us have our own special memories: Todd's record flight in .15 carrier, 75-year-old Frank Boden flying fast combat, James Cox's twin-engine 1/2-A scale plane, Jim Rhoades flying a speed plane while laying on his back, splashes in the float pond. This is not to mention the various restaurant get-togethers, impromptu seminars in Windmill Inn hotel rooms, etc. This is where we get the stories that we tell for years ... "Remember at the 2000 Regionals when ..."

It makes the Regionals the one contest a year that one just can't miss. If you missed the 2000 event, don't worry. The 2001 contest will be No. 30 in the series, and it will be bigger and better than ever. Start making plans now!

And now, on to the details ...

2000 Northwest Control Line Regionals Results

May 26-27-28, Roseburg, Ore.

Total entries: 88 individuals, 260 event entries *

First Grand Champion: Todd Ryan

Second Grand Champion: Bob Whitney

Third Grand Champion: Wayne Trivin

Precision Aerobatics Concours 'd Elegance: Paul Walker, B-17

.21 Proto Speed Concours: Ron Salo

1999 Bill Skelton Memorial Carrier Perpetual Trophy: Shawn Parker

Results

(Number of entries after event name)

(Northwest Standings points in parenthesis after score)

MOUSE RACE I (Sr.-Open) (15)

1. Bob Whitney, 5:02.04
2. Bill Cave, 6:15.91
3. Wayne Trivin, 63 laps
4. Doug Mayer, 2:49 heat

MOUSE RACE I (Jr.) (2)

1. Kenneth Smith, 6:51.42 (2)
2. Aaron Smith, 7:44.37 (1)

MOUSE RACE II (11)

1. Wayne Trivin, 10:45.77
2. Vic Garner, 143 laps
3. Bill Cave, 54 laps
4. Paul Gibeault, 4:12.7 heat (8)

FLYING CLOWN RACE (10)

1. Todd Ryan, 305 laps (10)
2. Paul Gibeault, 279 (9)
3. Mike Conner, 229 (8)
4. S&S Racing Team, 141 heat (7)

NORTHWEST SPORT RACE (Ir.) (0)

NORTHWEST SPORT RACE (Sr.-Open) (12)

1. Todd Ryan, 8:32.93 (12)
2. Ron Howell, 16:39.22 (11)
3. Vic Garner, 47 laps
4. Mel Lyne, DQ (9)

NORTHWEST SUPER SPORT RACE (10)

1. Todd Ryan, 6:38.33 (10) (NW record)
2. Vic Garner, 7:42.03
3. S&S Racing Team, 7:57.55 (8)
4. Mel Lyne, 4:24.42 heat (7)

NORTHWEST GOODYEAR (4)

1. Les Akre, 8:47.87
2. Vic Garner, 10:00.69
3. Paul Gibeault, :10:40.31 (2)
4. Scott Jackson, 40-lap heat

QUICKIE RAT RACE (10)

1. Wayne Trivin, 6:16.88
2. Bill Cave, 6:19.02
3. Doug Mayer, 6:51.9
4. Scott Jackson, 3:15.51 heat

RAT RACE (4)

1. Todd Ryan, 6:14.8 (4)
2. Nitroholics Racing Team, 7:42.87 (3)
- 3-4. Two other entries scratched

SLOW RAT RACE (5)

1. Bill Cave, 5:38.67
2. Todd Ryan, 6:09.71 (4)
3. Vic Garner, 6:15.77
4. Two other entries scratched

AMA GOODYEAR (7)

1. Les Akre, 6:05.06
2. Todd Ryan, 7:34.10 (6) (2:56.32 heat was NW record)
3. Doug Mayer, 7:35.88
4. Paul Gibeault, 38-lap heat (4)

B TEAM RACE (2)

1. Bob Whitney, 4:35
2. Mike Conner, 8:41 (1)

EXPERT PRECISION AEROBATICS (10)

1. Paul Walker, 571 (15)
2. Ted Fancher, 554.5

3. Brett Buck, 549.5
4. Bruce Perry, 538.5

ADVANCED PRECISION AEROBATICS (12)

1. Scott Riese, 506.5 (12)
2. Jerry Eichten, 491 (11)
3. Pete Peterson, 476.5
4. Randy Powell, 469.5 (9)

INTERMEDIATE PRECISION AEROBATICS (3)

1. Raul Alva, 432
2. David Finnie, 387 (2)
3. Scott Urabe, 372.5

BEGINNER PRECISION AEROBATICS (2)

1. Don Chandler, 168
2. Mark Micheli, 242.5

CLASSIC STUNT (9)

1. Ted Fancher, 571.5
2. Don McClave, 518.5 (8)
3. Jim Aron, 489
4. Scott Riese, 487.5 (6)

OLD-TIME STUNT (7)

1. Keith Varley, 306.5 (7)
2. Emil Kovac, 305.5 (6)
3. Scott Riese, 300 (5)
4. Jim Aron, 297.5

80-MPH COMBAT (10)

1. Jeff Rein (10)
2. Mel Lyne (9)
3. Gary Harris (8)
4. Jim Green (7)

AMA COMBAT (9)

1. Tom Strom (9)
2. Jeff Rein (8)
3. Dick Salter (7)
4. Mel Lyne (6)

1/2-A COMBAT (7)

1. Mel Lyne (7)
2. Chuck Medeiros
3. Mark Hansen (5)
4. Jim Green (4)

SLOW COMBAT (6)

1. Jeff Rein (6)
2. Mel Lyne (5)
3. Gary Harris (4)
4. Dick Salter (3)

CLASS I NAVY CARRIER (6)

1. Jim Schneider, 311.6
2. Todd Ryan, 271.8 (5)
3. Don Chandler, 168.4
4. Roy Beers, 166.1 (3)

CLASS II NAVY CARRIER (4)

1. Mike Potter, 301.4 (4)

2. Don Chandler, 187.4
3. Jim Schneider, 181.1
4. Roy Beers, att (1)

PROFILE NAVY CARRIER (11)

1. Todd Ryan, 302.1 (11)
2. Jim Schneider, 288.1
3. Eric Conley, 269.5
4. Mike Potter, 238.7 (8)

.15 NAVY CARRIER (9)

1. Todd Ryan, 242.7 (9) (NW record)
2. Shawn Parker, 227.3 (8)
3. Eric Conley, 223.1
4. Mike Potter, 198.3

.21 SPORT SPEED (4)

1. Loren Howard, 151.45 mph (4)
2. Chuck Schuette, 141.23 (3)
3. Ron Salo, 128.7 (2)
4. Karl Caldwell, no score

1/2-A SPEED (5)

1. Jerry Rocha, 122.95 mph
2. Wayne Trivin, att/att
3. Bob Whitney, att
4. Two other entries did not score

A SPEED (2)

1. Jerry Rocha, 171.36
2. Ron Salo, 150.44 (1)

B SPEED (0)

D SPEED (6)

1. Ron Salo, 171.85 (6) (NW Record)
2. Greg Beers, 167.22 (5)
3. Craig Bartlett, 158.81 (4)
4. Roy Beers, Loren Howard, att (1.5 ea.)

JET SPEED (4)

1. Jerry Thomas, 181.2 mph (4)
4. Mike Hazel, 146.76 (3)
3. Two other entrants did not score

1/2-A PROTO SPEED (7)

1. Jerry Rocha, 110.72 mph
2. Greg Settle, 110.32
3. R.J. Spahr, 96.63
4. Wayne Trivin, 95.81

FORMULA 40 SPEED(5)

1. Glen Dye, 155.11
2. Paul Gibeault, 150.69 (4)
3. R.J. Spahr, 150.07
4. Marty Schoenheiter, 147.72

.21 PROTO SPEED (3)

1. Bob Whitney, 133.68 mph
2. Karl Caldwell, 128.25
3. Warren Spooner, no score

FAI SPEED (4)

1. Chris Sackett, 176.42 mph (4)
2. Paul Gibeault, 175.04 (3)
3. Jim Rhoades, 173.55
4. R.J. Spahr, no score

NORTHWEST SPORT JET SPEED (4)

1. Mike Hazel, 151.2 mph (4)
2. Loren Howard, 149.94 (3)
3. Dick Salter, att (2)
4. Tom Strom, no score

PRECISION SCALE (2)

1. Lynn Boss, 567 points
2. Dave Shrum, 383 (1)

SPORT SCALE(5)

1. Lynn Boss, 190 points
2. Fred Cronenwett, 159.5
3. Don Chandler, 148.5
4. Two other entrants did not score

PROFILE SCALE (5)

1. Fred Cronenwett, 169 points
2. Don Chandler, 142.5
3. James Cox, 101.5 (3)
4. Two other entrants did not score

OPEN SEAPLANE (5)

1. Fred Cronenwett, 160 points
2. Mike Conner, 157.5
3. Nils Norling, 144
4. Grant Hiestand, 122

SCHNEIDER CUP(2)

1. Grant Hiestand, 137

* Event entries: Racing, 93; Stunt, 43; Speed, 44; Combat, 32; Carrier, 30; Scale, 12; Seaplane 6



The Regionals provided a major mix in the standings. Big points in many of the events juggle the standings throughout the competitive spectrum. Also included in this update are two contests in British Columbia on May 13.

An explanation for anyone with an urge to check the math: Corrections are welcomed, but bear in mind that only Northwest competitors

score standings points. Thus, if fliers from outside the region sweep an event, no new points will show up in the standings for that event. If only one Northwest flier places, only one name will show up in the first standings of the year.

Also, note a new feature this year, the racing rookie standings, which lead to a cash prize at season's end: Racing teams are contributing to the rookie fund, with a goal of a \$100 final prize. The teams also are (we hope) recruiting some new racers to compete for the prize. The fund stands at \$60 at press time. If you want to contribute to the racing rookie fund, contact the *FL* editor.

Contests counted to date: April 8, Surrey, B.C.; April 15-16, Portland, Ore.; April 22, Richmond, B.C.; April 29-30, Salem, Ore.; May 13, Surrey, and Richmond, B.C.; May 26-28, Roseburg, Ore.

Following are the standings for updated events:

2000 STANDINGS

MOUSE RACE CLASS I

- | | |
|--|---|
| 1. Ken Smith, Madras, Ore. (jr, rookie) | 6 |
| 2. Nitroholics Racing Team, Eugene/Salem | 6 |
| 3. Aaron Smith, Madras, Ore. | 3 |
| Mac Ryan, Pasco, Wash | 3 |
| Larry Hyder, Madras, Ore. | 3 |

MOUSE RACE CLASS II

- | | |
|----------------------------------|---|
| 1. Paul Gibeault, Richmond, B.C. | 8 |
|----------------------------------|---|

RAT RACE

- | | |
|----------------------------|---|
| 1. Todd Ryan | 4 |
| 2. Nitroholics Racing Team | 3 |

SLOW RAT RACE

- | | |
|--------------|---|
| 1. Todd Ryan | 4 |
|--------------|---|

AMA SCALE RACE

- | | |
|--------------|---|
| 1. Todd Ryan | 6 |
|--------------|---|

NORTHWEST SPORT RACE

- | | |
|--|----|
| 1. Todd Ryan, Klamath Falls, Ore. | 15 |
| 2. Mel Lyne, Garibaldi Highlands, B.C. | 13 |
| 3. Ron Howell, Hoquiam, Wash. | 12 |
| 4. Ron Salo, B.C. | 3 |
| 5. Nitroholics Racing Team | 2 |
| Frank Boden | 2 |

NORTHWEST SUPER SPORT RACE

- | | |
|-------------------------------------|----|
| 1. Todd Ryan | 13 |
| 2. S&S. Racing Team, Seattle, Wash. | 8 |
| 3. Mel Lyne | 7 |
| 4. Alan Stewart, Vancouver, Wash. | 2 |

CLOWN RACE

- | | |
|------------------------------------|----|
| 1. Mike Conner, Pitt Meadows, B.C. | 16 |
| 2. Todd Ryan | 15 |
| 3. Paul Gibeault | 11 |

- | | |
|---------------------------|---|
| 4. S&S Racing Team | 7 |
| 5. James Cox, Delta, B.C. | 4 |
| Mac Ryan | 4 |

NORTHWEST GOODYEAR

- | | |
|------------------|---|
| 1. Paul Gibeault | 2 |
|------------------|---|

OVERALL RACING

- | | |
|----------------------------|----|
| 1. Todd Ryan | 59 |
| 2. Paul Gibeault | 30 |
| 3. Mel Lyne | 24 |
| 4. Mike Conner | 21 |
| 5. S&S Racing Team | 15 |
| 6. Nitroholics Racing Team | 13 |
| Ron Howell | 13 |
| 8. Mac Ryan | 7 |
| James Cox | 7 |
| 10. Ken Smith | 6 |

RACING ROOKIE (cash prize at year-end)

- | | |
|----------------|---|
| 1. Ken Smith | 6 |
| 2. Aaron Smith | 3 |

PRECISION AEROBATICS

- | | |
|---------------------------------------|------|
| 1. Paul Walker, Kent, Wash. | 19.5 |
| 2. Scott Riese, Portland, Ore. | 19 |
| 3. Jerry Eichten, Dundee, Ore. | 17 |
| 4. Randy Powell, Port Orchard, Wash. | 9 |
| 5. Alice Cotton-Royer, Portland, Ore. | 5 |

CLASSIC STUNT

- | | |
|---------------------------------|----|
| 1. Don McClave, Portland, Ore. | 12 |
| 2. Scott Riese | 8 |
| 3. John Leidle, Kirkland, Wash | 3 |
| 4. Nils Norling, Metolius, Ore. | 1 |

OLD-TIME STUNT

- | | |
|----------------------------------|---|
| 1. Scott Riese | 9 |
| 2. Keith Varley, Vancouver, B.C. | 7 |
| 3. Emil Kovac, Issaquah, Wash. | 6 |
| Mike Conner, | 6 |
| 5. Jack Pitcher, Gresham, Ore. | 5 |

OVERALL STUNT

- | | |
|-----------------------|------|
| 1. Scott Riese | 36 |
| 2. Paul Walker | 19.5 |
| 3. Jerry Eichten | 17 |
| 4. Don McClave | 13.5 |
| 5. Randy Powell | 9 |
| 6. Alice Cotton-Royer | 8 |
| Jack Pitcher | 8 |
| Keith Varley | 8 |
| 9. Emil Kovac | 6 |
| Mike Conner | 6 |

AMA COMBAT

- | | |
|--------------------------------|---|
| 1. Tom Strom, Seattle, Wash. | 9 |
| 2. Jeff Rein, Bothell, Wash. | 8 |
| 3. Dick Salter, Seattle, Wash. | 7 |

4. Mel Lyne	6
<u>1/2-A COMBAT</u>	
1. Mel Lyne	7
2. Mark Hansen, Portland, Ore.	6
3. Jim Green, Bellevue, Wash.	4
<u>SLOW COMBAT</u>	
1. Jeff Rein	6
2. Mel Lyne	5
3. Gary Harris, Banks, Ore.	4
4. Dick Salter	3
<u>80-MPH COMBAT</u>	
1. Mel Lyne	10
Jeff Rein	10
3. Gary Harris	8
4. Jim Green	7
5. John Thompson, Eugene, Ore.	4
<u>VINTAGE DIESEL COMBAT</u>	
1. Buzz Wilson, Edmonds, Wash.	10.5
Remy Dawson, B.C.	10.5
3. Gary Harris	9
4. Angelo Chies, Vancouver, B.C.	9
5. Mel Lyne	8
Jeff Reichel, Marysville, Wash.	8
<u>OVERALL COMBAT</u>	
1. Mel Lyne	36
2. Jeff Rein	24
3. Gary Harris	21
4. Jim Green	11
5. Buzz Wilson	10.5
Remy Dawson	10.5
7. Dick Salter	10
8. Tom Strom	9
Angelo Chies	9
Paul Dranfield, Mission, B.C.	9
<u>CLASS I NAVY CARRIER</u>	
1. Todd Ryan	5
2. Roy Beers, Ariel, Wash.	3
<u>CLASS II NAVY CARRIER</u>	
1. Mike Potter, Auburn, Wash.	4
2. Roy Beers	1
<u>PROFILE CARRIER</u>	
1. Shawn Parker, Seattle, Wash.	13
2. Todd Ryan	11
3. Mike Potter	5
4. Mike Conner	4
5. Ted Grizmacher, Portland, Ore.	1
<u>.15 CARRIER</u>	
1. Shawn Parker	14
2. Todd Ryan	9
3. Mike Potter	4
4. Jim Cameron, Portland, Ore.	2

5. Ted Grizmacher	1
<u>OVERALL CARRIER</u>	
1. Todd Ryan	25
2. Mike Potter	20
Shawn Parker	20
4. Roy Beers	4
Mike Conner	4
6. Jim Cameron	2
Ted Grizmacher	2
8. James Cox	1
<u>SPEED (all classes combined)</u>	
1. Ron Salo	9
2. Loren Howard, Vancouver, Wash.	8.5
3. Mike Hazel, Salem, Ore.	7
Paul Gibeault	7
5. Greg Beers, Cascade, Mont.	5
6. Craig Bartlett, Corvallis, Ore.	4
Jerry Thomas, Edgewood, Wash.	4
Chris Sackett, Burnaby, B.C.	4
9. Chuck Schuette, Vancouver, Wash.	3
10. Dick Salter	2
<u>SCALE (all classes combined)</u>	
1. James Cox	3
2. Dave Shrum, Roseburg, Ore.	1
<u>JUNIOR STANDINGS</u>	
1. Mike Chies, Vancouver, B.C.	7
2. Ken Smith	6
3. Aaron Smith	4

Flying Lines keeps track of standings in all AMA rule-book and Northwest official events, in all Northwest sanctioned contests.

Your *FL* editors do their best to keep up with the results, but contest directors can help keep the standings up to date by making sure to send the results to *FL* immediately after the contest. If you spot any errors, please let us know.

Results must include the placing in each event through fourth place and the report also must list the number of contestants in the event, in order for the point standings to be counted accurately.

Also, please include in your report the hometown of the contestants, and note which contestants are juniors. Only Northwest residents are counted in the standings (AMA Dist. XI and British Columbia). The score of each contestant also should be listed for general reporting purposes and for checking against the Northwest records.

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

Send contest results, corrections and other correspondence regarding Northwest Competition Standings to John Thompson, 2456 Quince St., Eugene, OR 97404, e-mail JohnT4051@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.

NW REGIONALS COMPETITION RECORDS

BEST RECORDED PERFORMANCES AT THE EUGENE AND ROSEBURG, OREGON
NORTHWEST REGIONAL CL CHAMPS BY ALL ENTRANTS.

1/2 A SPEED	136.48 137.4	JERRY ROCHA	1998 <i>Zoo 1</i>
A SPEED	171.36 133.04	JERRY ROCHA <i>Luise Roy</i>	2000 <i>Zoo 1</i>
B SPEED	179.75	FRANK HUNT	1994
D SPEED	191.01	MORRIS/MATHISON	1998
JET SPEED	187.62	BILL NUSZ	1995
FORMULA 40	159.22	JIM RHOADES	1998
21 SPORT SPEED	151.45 151.84	LOREN HOWARD	2000 <i>Zoo 1</i>
FAI SPEED	177.54	CHRIS SACKETT	1999
1/2 A PROF. PROTO	112.46	JERRY ROCHA	1999
21 PROTO SPEED	133.03	CHRIS SACKETT	1997
SPORT JET SPEED	151.97	DICK SALTER	1998

(RACING RECORDS REFLECT ONLY FINALS)

MOUSE RACE I	4:34.59	PAUL GIBEAULT	1992
MOUSE RACE II	8:55.72 6:25.93	BILL CAVE <i>McEntyre</i>	1998 <i>Zoo 1</i>
AMA GOODYEAR	5:47.01	LES AKRE <i>in class</i>	1999
NW GOODYEAR	8:01 7:14 0:05	JULIE RICE <i>Carver</i>	1995 <i>Zoo 1</i>
SLOW RAT RACE	5:38.67	BILL CAVE	2000
RAT RACE	5:37.88	TODD RYAN	1998
NW SPORT RACE	8:28	TODD RYAN	1999
NW SUPER SPORT	6:38	TODD RYAN	2000
NW FLYING CLOWN	305	TODD RYAN	2000
QUICKIE RAT RACE	6:17 6:26.88	WAYNE TRIVIN	2000
B TEAM RACE	4:35 ???	BOB WHITNEY	2000
CLASS I CARRIER	405.9	ERIC CONLEY	1997
CLASS II CARRIER	418.1	ERIC CONLEY	1997
PROFILE CARRIER	314.0 342	TODD RYAN <i>Eric Conley</i>	1997 <i>Zoo 1</i>
.15 CARRIER	242.7 263.4	TODD RYAN <i>Conley</i>	2000 <i>Zoo 1</i>

The Seattle Skyraiders'

2000 summer SWAP MEET

The FIRST Control Line Swap Meet of the LAST year of the Century!

Saturday, July 15, 2000 9 AM - NOON

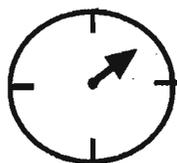
At John Hall's Summit Hobbies — 10917 - 50th Avenue Tacoma, Washington

To get to John's place, take the Canyon Road exit (South) from Highway 512 At the first intersection stop light (112th St. E.), turn right (West) to 50th Avenue Turn right (your only choice) on 50th Ave and go to the Summit Hobbies Sign.

BRING YOUR GOOD STUFF, YOUR JUNK AND ALL THE OTHER STUFF NO ONE COULD
POSSIBLY LIVE WITHOUT!

Bring your own table. Plenty of chairs. Coffee and donuts compliments of the Skyraiders!

For Information, contact: John Hall (235) 535-1034



Northwest Competition Records

Best performances established between Northwest CL modelers in sanctioned competition

1/2 A Speed	110.34	Mike Hazel	9-06-98	Tacoma, Wash.
A Speed	176.05	Will Naemura	7-14-99	Muncie, Ind.
B Speed	168.47	Ron Salo	6-14-97	Kent, Wash.
D Speed	171.85	Ron Salo	5-28-00	Rosebrg, Ore.
Jet Speed	196.64	Jerry Thomas	8-08-93	Richmond, B.C.
Formula 40 Speed	153.13	Marty Higgs	6-26-94	Richmond, B.C.
21 Sport Speed	153.78	Loren Howard	9-18-99	Salem, Ore.
FAI Speed	183.52	Will Naemura	9-19-99	El Monte, Calif.
1/2 A Profile Proto	106.78	Chuck Schuette	6-20-99	Tacoma, Wash.
21 Proto Speed	133.03	Chris Sackett	5-25-97	Roseburg, Ore.
NW Sport Jet Speed	153.40	Loren Howard	9-18-99	Salem, Ore.
Mouse Race I - 50-lap	2:17	Stephen Cox	8-23-97	Salem, Ore.
Mouse Race I - 100-lap	4:22	Paul Gibeault	7-15-99	Muncie, Ind.
Mouse Race II - 75-lap	3:32	Will Naemura	5-23-98	Roseburg, Ore.
Mouse Race II - 200-lap	9:23	Todd Ryan	5-29-99	Roseburg, Ore.
AMA Scale Race-70-lap	2:56	Todd Ryan	5-28-00	Rosebrg, Ore.
AMA Scale Race - 140-lap	7:13	Todd Ryan	7-15-99	Muncie, Ind.
NW Goodyear - 70-lap	4:00	Joe Rice	5-22-98	Roseburg, Ore.
NW Goodyear - 140-lap	8:01	Julie Rice	5-27-95	Eugene, Ore.
Slow Rat Race - 70-lap	2:47	Todd Ryan	7-16-98	Muncie, Ind.
Slow Rat Race - 140-lap	5:49	Todd Ryan	7-16-98	Muncie, Ind.
AMA Rat Race - 70-lap	2:45	Todd Ryan	5-29-99	Roseburg, Ore.
AMA Rat Race - 140-lap	5:38	Todd Ryan	5-24-98	Roseburg, Ore.
FAI Team Race - 100-lap	3:36	Knoppi/McCollum	6-84	Shanghai, China
FAI Team Race - 200-lap	7:40	Knoppi/McCollum	6-84	Shanghai, China
NW Sport Race - 70-lap	4:00	Bruce Duncan	5-12-87	Richmond, B.C.
NW Sport Race -140-lap	8:22	Todd Ryan	7-24-99	Richmond, B.C.
NW Super Sport - 70-lap	3:14	Dave Green	4-13-86	Portland, Ore.
NW Super Spt-140-lap	6:38	Todd Ryan	5-28-00	Rosebrg, Ore.
Flying Clown Race, Laps:	314	Todd Ryan	7-24-99	Richmond, B.C.
Class I Carrier	318.30	Roy Beers	9-13-86	Kent, Wash.
Class II Carrier	330.25	Orin Humphries	9-19-87	Kent, Wash.
Profile Carrier	314.00	Todd Ryan	5-23-97	Roseburg, Ore.
.15 Carrier	242.7	Todd Ryan	5-27-00	Rosebrg, Ore.
AMA Endurance	39:56	MARK HANSEN	7-12-98	Salem, Ore.

records as of 6-01-2000
New records in boldface

News from the Seattle Skyraiders

Editor: **Dave Gardner**
15107 SE 145th Pl., Renton, WA 98059
Phone: (425) 226-9667
E-mail: DGardner55@aol.com

Flying Site:

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. Several members flew there recently, over freshly cut grass. Joe Beshar of AMA has a short presentation for us to use, along with 2 video tapes.

Dave Gardner, Chris Gomez and Nick Stratis have met with John Hodgson, the Kent Parks director, to present the Skyraiders' case. It takes the Park Department approval to go to the city council for approval and we are working on that. The meeting was fairly successful, with good news and bad news, as usual ...

The Bad News (sorry, Paul) is that the Riverview site is not available for long term development. We can still fly there, but without official permission or blessing. The site is slated for future development into a general park, and when that happens, we would be out (as a dedicated specific model flying site).

The Good News is that John Hodgson was very positive about trying to locate a site for us which would be at least semipermanent (nothing is forever!), which they (the city) would improve as a specific flying site. He noted that Kent has a strong history of supporting minor recreational activities, such as skateboarding and handball. He didn't have a problem with our wish list of two grass circles, one paved circle and parking for 30 cars (\pm). He is going to get us a copy of the Kent noise ordinance, then we can develop a noise plan, with data, to back up our request. We will also submit a more detailed plan of what we see as a good site layout. It's not perfect, but it's certainly better than most responses we've had, and better than a poke in the eye!

Contests

The Stuntathon 2000 site will be at Lakewood, at Clover Park. Mike Potter promises some practice circles. The dates are June 10 and 11, two weeks after the Regionals. The dates may be re-

viewed for next year, but the consensus was that we would stick with these for this year.

After reviewing the Clover Park site, we decided to have the Raider Roundup here, as well. There are four paved circle areas plus a grass combat site. There's a lot of parking, and hopefully, the necessary amenities.

Arlington Air Show

Scott Crichton reports that he has approached the organizers of the Arlington Air Show, and demonstrated control line flying to them. THEY ARE ENTHUSIASTIC ABOUT OUR FLYING! The Air Show is July 5 through 9, at the Arlington Airport. This is an EEA show, with lots of interesting airplanes.

The organizers have a Kids' Day on the 5 (Wednesday) and would welcome us to provide "first flights" for the kids. I don't know what we have for small trainers, but this is a great opportunity to bring in some kids. There is also plenty of time during the show for us to fly (on the runway!). I would guess that participating also gets us free admission.

Call Scott at (425) 370-0494 (Everett).

Technie Notes

(From Kevin Cameron's "TDC" column in Cycle World)

There has been discussion on pre-ignition and detonation in stunt engines. Here's an excerpt from some Honda research, published in a 1964 (!) paper. "Honda showed that as engine rpm rises over 12,000, the combustion process begins to outrun the heat-driven and time-dependent chemical changes that cause detonation. As revs rise above 12,000, the fuel-octane number necessary to prevent detonation falls steadily. This effect probably makes high energy fuels easier to use in small high-revving cylinders."

(Ed Note: Also note that methanol has a high resistance to detonation and "knock" and normally will accommodate much higher compression ratios than gasoline; however, this may be a side benefit to the current Schneurle high rev, low pitch approach!)

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!

Central Oregon News

By Nils Norling

Spring has finally sprung here in the high desert. Flowers are flowering, bees are buzzing & the wind has been blowing, although it finally seems to be letting up a little. Typical Central Oregon Spring.

We have gotten a few breaks, and since I'm only five minutes from our field during the day, I drop the Bondo can & zip over to get in a few flights at every opportunity.

Plans for our upcoming C.O.L.D. contest July 23 are going ahead full blast. We have two RC pilots who have volunteered to bring gas-fired barbecues to make sure there's plenty to eat Sunday. We haven't yet decided what will be on the grill, but we guarantee it will be dead.

Jack Pitcher is bringing his snazzy pull-test machine and Marvin has volunteered to run it. My wife Kathie is going to tabulate for us. She's the head Bean Counter for Jefferson County & is amazing with a calculator. Dave Wollam has volunteered to be pit boss, and he's also donating a hundred bucks worth of stuff from his computer store/hobby shop, Custom Computer Concepts, to add to the prize table. We have several kits, a Sig Magnum from one of the guys in the RC club, a Shoestring I have no need for and a U-Key 35 donated by Joe Just from J&J Sales. Lots of assorted other "stuff" has already been donated, so I think the prizes are handled.

I have several other RC guys that say they're definitely going to be there to help in any way they can, so there should be no shortage of score runners. From talking to the folks at the last two contests, we should have enough qualified people to do the judging chores.

Most importantly of all, Mike Hazel has graciously volunteered to CD for us. Manpower and prize-wise I think we're as ready as we can be at this point.

Which brings us to the condition of the circle.

Marvin & I have been working steadily on it since the weather began to warm up. We put 100 pounds of Weed n' Feed on it two weeks ago. Apparently that stuff works. The grass is looking dandy & the dandelions aren't (dandy), so we think we have those little line-grabbers whipped, at least for this season.

We also sprayed for that miserable crabgrass

that pops up everywhere whenever you bust open the ground around here.

We have no qualms about using chemical warfare against anything growing out there that is detrimental to model airplanes.

We also don't tolerate anything munching on our nice new grass. We had reports from some sparrow fart RC guys of a rockchuck grazing away in the circle early last month. (Side note: 'sparrow fart' means very early morning in Australia, so I've recently learned from hanging out in a CL BBS. Weird, the things you can learn in there...) Anyway, these sparrow fart R/C guys were right. Sure enough, a few days later, on a cold & windy evening when nobody was around, said rockchuck appeared, and then mysteriously died of lead poisoning. There were no witnesses, other than a few large ravens who seemed to like fresh rockchuck as much as rockchucks like fresh grass.

We've put up a fence to keep spectators out of harm's way. It goes around the accessible portion of the circle and also encloses the pit area.

We're doing everything we can to get the circle in the best condition possible as quickly as possible, especially putting extra water on it whenever we can.

It has to be mowed twice a week at this point. (Good ol' Weed n' Feed!) Now that the weather has finally started to warm up it's really taking off and filling in nicely.

The Field of Dreams CL Circle is ready for use right now, so come on over, there's no reason to wait until July 22-23!

If any of you are going to be through this way this summer & would like to fly or just check out the Field of Dreams, you can call me in the daytime at (501) 548-6147 or evenings at (541) 546-9132.

You can e-mail me at hogrider@palmain.com. Either way, I'll give you directions and meet you there.

Please note that I have a new e-mail address. I'm no longer getting e-mail through madrasnet. Some of the COLD contest flyers have my old e-mail address. I tried to hold out until after the contest, but I had to do something about that e-mail thing. Palmain is much more reliable.

I have to finish getting ready for the Regionals, so by the time you read this, I hope I saw you there!

— Nils

Where the action is!

Coming events in Northwest Control-Line model aviation

June 10-11

Stunt-A-Thon 2000, Clover Park Technical College, Lakewood, Wash. Old-Time, Classic and PAMPA stunt. Sponsor: Seattle Skyraiders. Contact: Dave Gardner at (425) 226-9667, DGardner55@aol.com

June 17-18

Northwest Speed Championships, Clover Park, Wash. Details pending. Contact: Vic Lichtenberg.

June 24-25

Bladder Grabber, Harvey Field, Snohomish, Wash., triple-elimination AMA fast combat. Contact: Jeff Rein, (425) 823-6053.

July 8

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

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.

ing. 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: Bill Riegel Field at Salem Airport. Contact: Mike Hazel, (503) 364-8593, ZZCLSpeed@aol.com.

Oct. 14

Really Racing, Salem, Ore. Site: Bill Riegel Field at Salem Airport. Mouse I, Mouse II, NW Sport Race, NW Super Sport Race, Clown Race, AMA Goodyear, AMA Slow Rat Race. Contact: John Thompson, (541) 689-5553, JohnT4051@aol.com.

Oct. 15

Fall Follies, Salem, Ore. Site: Bill Riegel Field at Salem Airport. Four PAMPA classes of Precision Aerobatics. Contact: John Thompson, (541) 689-5553, JohnT4051@aol.com.

Nov. ??

Turkey Tournament, Salem, Ore.

Another sad loss to CL model aviation

Clarence Bull of Eugene, Ore., attended his last Northwest Regionals on Memorial Day weekend. A few days later, Clarence died.

Many of us contemporary CL fliers know Clarence as the personable modeler behind the BY&O props, which so many of us use on our airplanes. But Clarence was a lifelong modeler in many types of model aviation.

He was an active CL competitor, including quite a bit of high-level racing in the 1970s. He was active in free-flight and old-timer flying, attending many Society of Antique Modelers events. He also was an avid collector, having a vast array of antique kits, plans, etc.

Most of all, we'll remember Clarence as a nice guy who was always happy to spend long hours chatting about all types of model aviation. He will be missed by all CL modelers.

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.

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

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.

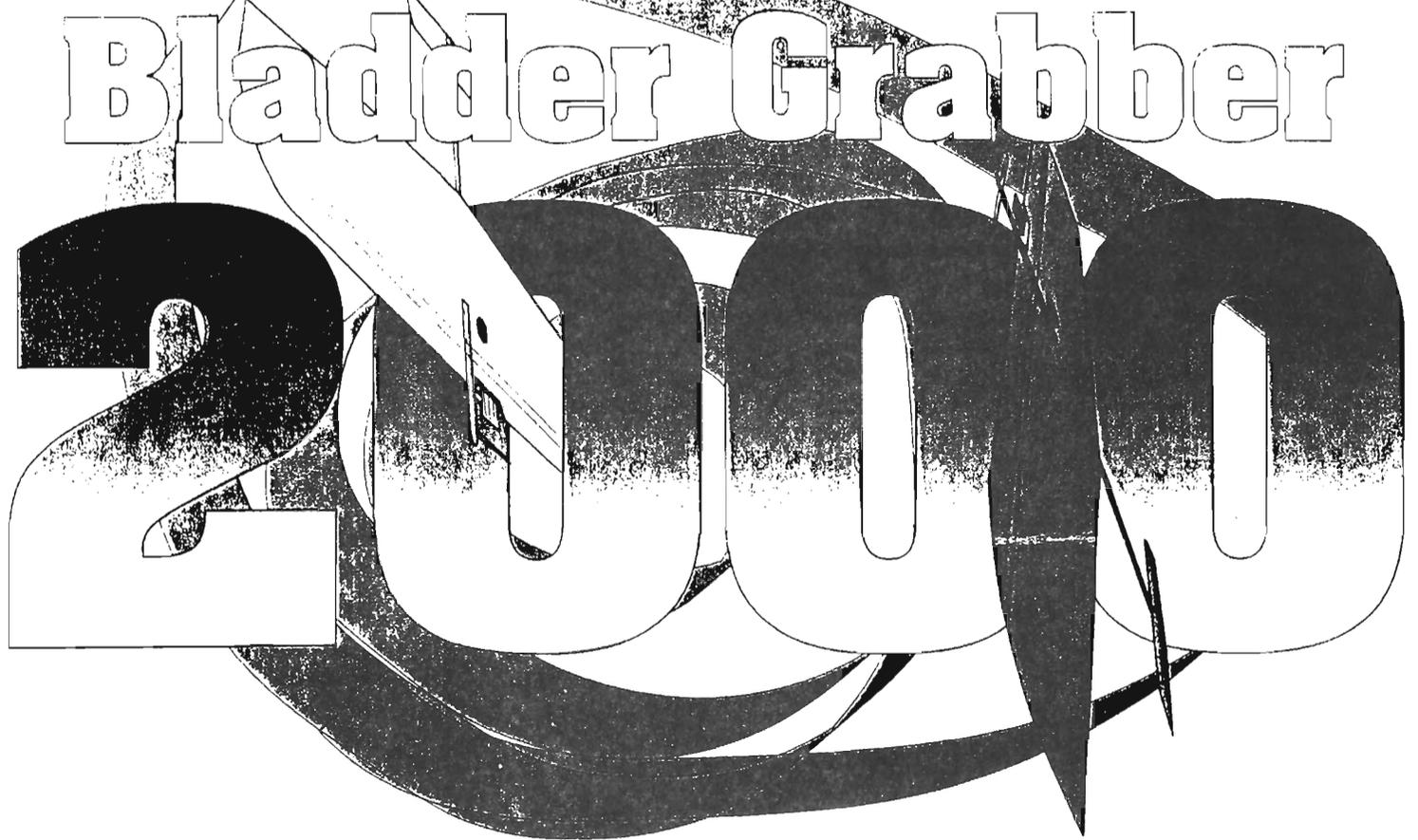
WANTED ENGINES OR PARTS: New, near-new or in good running condition Cox Tee-Dee, Medallion, Black Widow and Baby Bee 1/2-A .049 engines. Also Cox Little Stinker Biplane used in good condition, no engine OK. Fox .35 stunt, .40 stunt "A" series case round intake, .36X, .36XBB, Fox MkIV and MkVI combat 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.

FOR SALE: Kits: Sig Magnum, \$50. Brodak .38 Special, \$50. Brodak Fancy Pants, \$50. Brodak Profile Mustang, \$50. Sterling Hellcat profile, \$40. Control Line Classics OTS Viking, \$50. All kits new in box. O.S. Max .32 ABC, Dixon rework, never run, \$100 or best offer. Gerald Schamp, 1761-12th Ave., Sweet Home, OR 97386. (541) 367-6800 after 5 p.m.

YOUR AD HERE: Remember, classified ads are free to *FL* subscribers, so send your ad in!

Bladder Grabber

2000



Over \$18,000 in merchandise and cash!

Triple-Elimination Model Airplane Combat Tournament

June 24-25, 2000 • Harvey Field, Snohomish, Washington

Prizes include \$16,000 worth of home theater components donated by Bob Carver.

\$1000 in cash pending level of entry

Over \$1000 worth of model engines and supplies donated by the following controline sponsors:

- Nelson Competition Engines
- The Core House
- Kitting It Together
- Bill Maywald
- GRS Models

If you want to bash on Friday, bring 'half A' planes & streamers!

Entry fee is \$50. AMA membership is required and is available when you enter the contest. Pilot's meeting at the field at 9:00 a.m. Flying begins at 9:30 a.m. It is illegal (big fines) to carry fuel on airplanes. Ship fuel and planes by UPS to:

Jeff Rein, CD
14326 102nd Ave. N.E.
Bothell WA 98011
Phone: (425) 823-6053

or

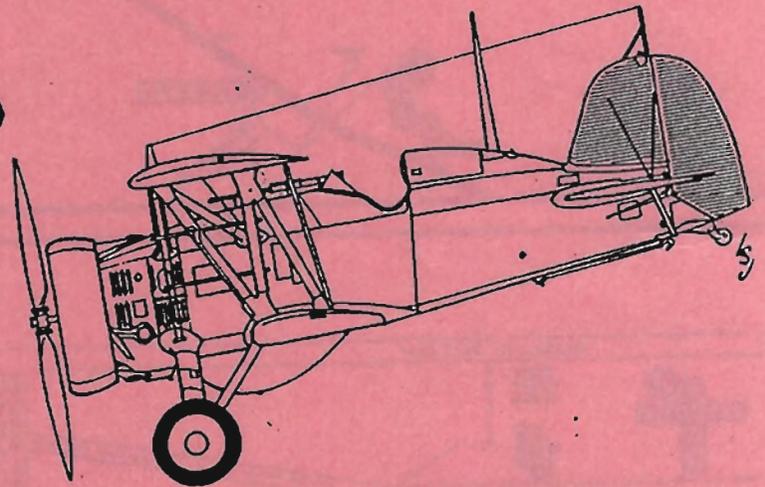
Max Boyd, Prize Coordination
18905 103rd Ave. East
Puyallup WA 98374
Phone: (253) 846-6162

Allow two weeks for delivery. Models flown in the Bladder Grabber must be equipped with working fuel shutoffs. For further information call Jeffrey Rein, CD, at (425) 823-6053

TAILHOOK 2000

AUGUST 12 TH 2000

10:00 AM TO FINISHED



15, PROFILE, CLASS 1&2 + GOLDEN AGE BI-PLANE

JUNIOR-SENIOR-OPEN ALL COMBINED

CONTACT MIKE POTTER 253 - 941-1753

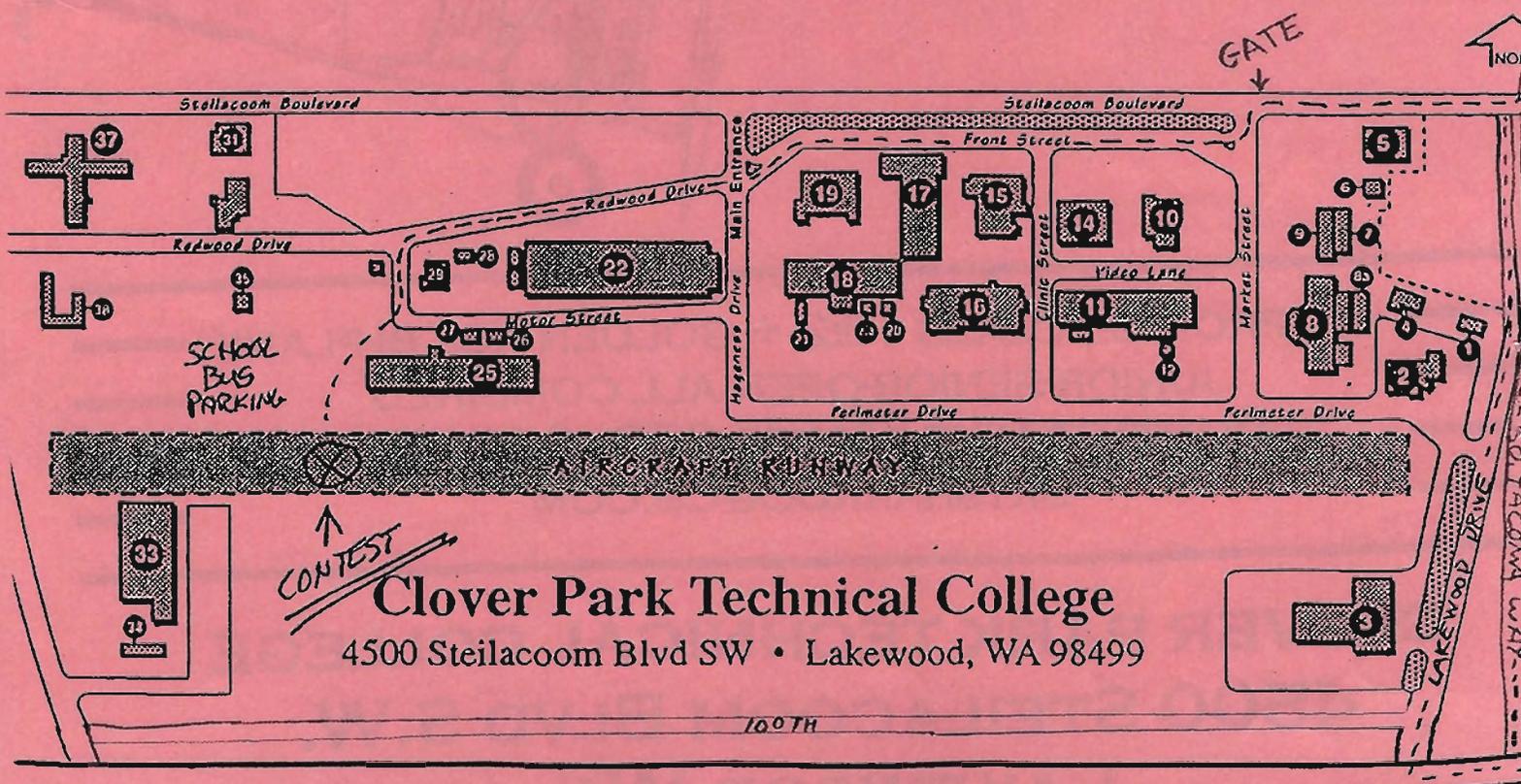
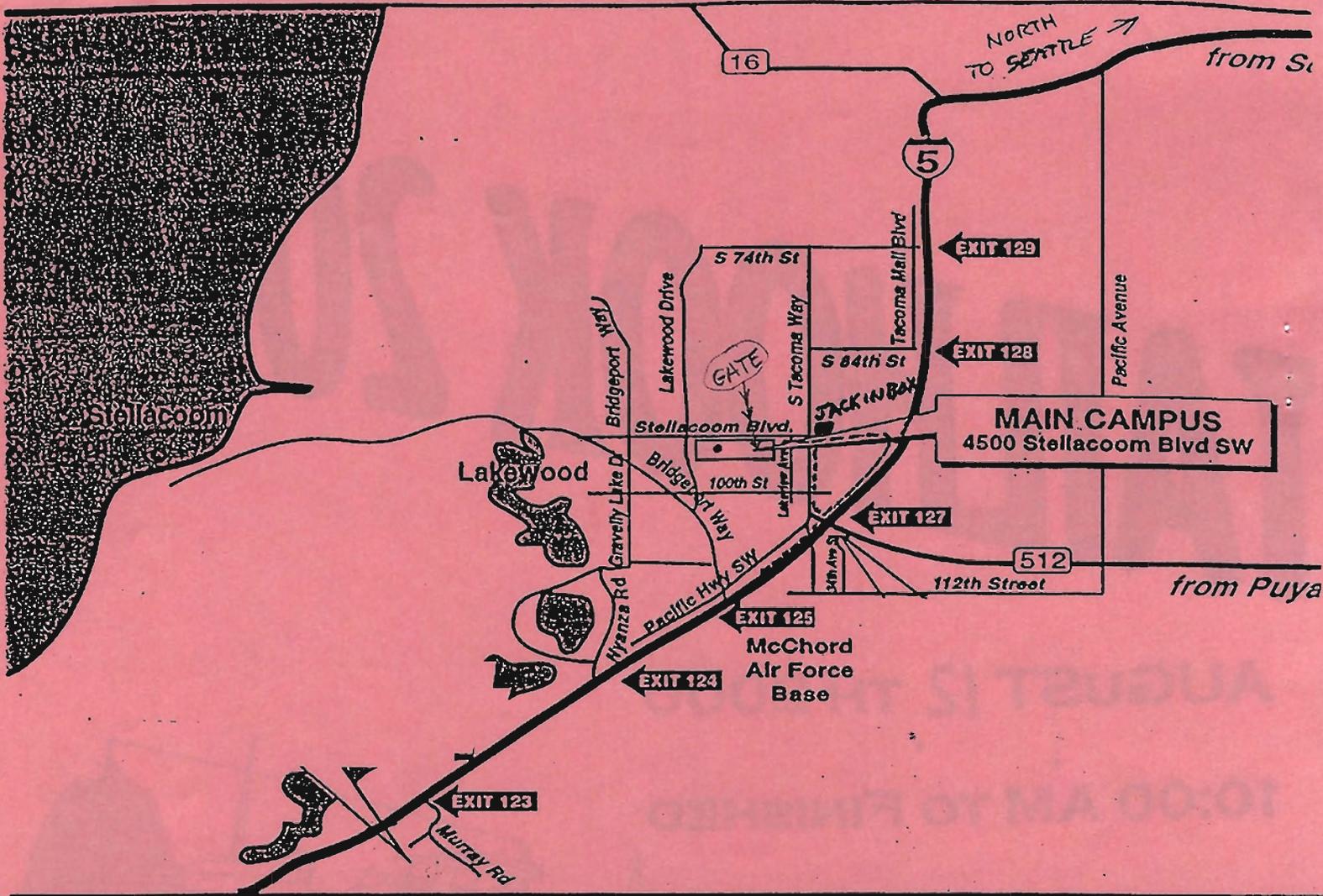
SKYSHARK58@CS.COM

CLOVER PARK TECHNICAL COLLEGE

4500 STEILACOOM BLVD S.W.

LAKEWOOD, WA.

see map on back



Clover Park Technical College
 4500 Steilacoom Blvd SW • Lakewood, WA 98499

20 Years ago in Flying Lines

This is what FL looked like in June 1980, Issue No. 14. It was the Regionals issue. Inside there were contest results, records, standings, a Schaper on Stunt column by Rich Schaper, several letters, a raffle, hobby shop directory and flyers for ClamBash '80 in Astoria, Ore. and the Eugene Summer Meet.
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

FLYING LINES

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PUBLISHER: MIKE HAZEL

June, 1980 NEWS OF NORTHWEST CONTROL LINE MODEL AVIATION Number 14

NEITHER RAIN, NOR WIND, NOR VOLCANIC ASH...

The 1980 Northwest Regional Control Line Championships proved that it takes more than a measly volcano to stop control-line fliers from having a good time. It also takes more than rain and wind.

Yes, folks, that's what we had this year -- rain, wind, and the region half covered with Mt. St. Helens' soot. Nonetheless, Eugene, Ore., escaped the soot and the contest went on with vigor. A few of the Eastern Washington types were "up to their ash" in St. Helens's problems, and some of the Seattlites were kept away by road closures.

Other entrants, however, came from all over Oregon and the untroubled areas of Washington, plus a large contingent of California fliers and even a couple from Montana and Utah. There were lots of new faces -- a gratifying sign. Entry was down to about 35 persons due to the weather and ash problems, but the contest in some ways was one of the best. One of the biggest prize arrays ever was offered (several engines, large kits, fuel, foam wing cores and many other goodies). Perhaps the only ominous note, in addition to the low entry, was the lack of junior entries. Perhaps area clubs will attack that problem.

Event by event, the 1980 Regionals saw one of the biggest rat race fields ever and some spectacular speeds. Slow rat was a tortoise-race affair with some Northwest Sport racers entered as tortoises. It looked odd to see the AMA slows passing the NWSR planes every two laps. Goodyear also had a healthy entry, including many entries from this region. NWSR remained stable at about a dozen entries. An unofficial racing event, 1/2A mouse, was flown in two classes and drew a good entry. (1/2A combat was canceled due to high winds) The 1/2A events featured a whole box full of specialty goodies provided by Chop's Products.

Combat events had another year of low entry, eight in AMA, five in slow combat and only one in FAI, but some excellent matches were flown. Navy carrier had its usual entry level, but the scale events had more than profile for a change. It was good to see Marty Phillips back at the regionals after two years away. Marty also flew precision aerobatics, which had seven entries over two classes.

Speed events featured a record performance in Formula 40 (a national record, that is), and were dominated by the Californians, as usual.

Not surprisingly, Tim Gillott snuck away with the rat race trophy again, but this time Mike Hazel of Eugene, Ore., gave him a run for his money, using a secret prop provided by Scott Newkirk. What a sight to see those two Sharks howling away at 150 mph plus. Six seconds made the difference in the final as the former national champion turned a 4:47 to win.

Vic Garner of Livermore, Calif., breezed to a win in slow rat with a fast, fast plane. Jeff Hollfelder, Gillott's racing partner, won Goodyear with a 5:58 time. Gillott, of Salinas, Calif., turned a blazing 2:56 prelim but retired from the final without finishing.

John Thompson of Cottage Grove, Ore., took Northwest Sport race with an 8:28 time, his plane bouncing broken across the finish-line after a last-lap mishap. Vic Garner took second by a single second of time over Gary Buffon of El Cerrito, Calif. Bob Boling of El Cerrito took Class I Mouse race and Thompson took Class II.

In the combat events it was Thompson's weekend, as he won both fast and slow combat. In fast, it took two wins over Norm McFadden in the final to come out on top, as Norm went into the final of the double-elimination contest with no losses. John Knoppi was the only entry in FAI.

Loren Howard of Vancouver, Wash., took scale carrier by a wide margin, and Marty Phillips of Kent, Wash., topped profile. In precision aerobatics it was Phillips winning advanced-expert with his old reliable "sting" design, and Rory Tennison of Libby, Mont., winning beginner-intermediate with a Banshee.

In speed, Scott Newkirk of Seattle, Wash., set a national record of 144.75 mph in Formula 40. Fred and Joyce Margarido of Fremont, Calif., without whom the Regionals wouldn't be the Regionals, again did well, winning 1/2A, A and E-Jet speed. Frank Hunt of Merced, Calif., won B speed and Doug Hinckley of Pleasant Hill, Calif., won FAI speed.

This Regionals got good coverage in newspapers and on television and a good crowd of spectators when the rain let up. Several event directors were pressed into service at the last minute because of the volcano and other problems but everything went off without a hitch. Particularly pressed was Jeff Shelby, notified on Friday that Orin Humphries -- who had agreed to substitute for

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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.

The *FLYING LINES* staff: Fred Cronenwett, Jim Cameron, Paul Gibeault, Ken Burdick, Chris Cox, Todd Ryan, Dave Gardner, Dan Rutherford; John Thompson, editor; Mike Hazel, publisher.

Contributions for publication are welcomed. Any material submitted to the editor which is not for publication should be indicated as such. Duplication of contents is permissible, provided source is acknowledged.

FLYING LINES is published nine times a year. Subscription rate is \$14 for USA and \$15 for Canada (U.S. funds). Subscription expiration is noted on the mailing label — issue number listed after name.

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