

FLYING LINES

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2002 Regionals issue!

The Northwest's premiere contest lives on in Albany!

Whew!

It took a year of scrambling — finding a site, raising money, finding workers, and pulling everything together — but the 31st annual Northwest Control-Line Regionals happened right on schedule, and it was one of the best contests ever. Even the weather cooperated (after some discouraging forecasts, which proved incorrect!) Believe it or not, work is already under way on next year's contest.

A full report on the Regionals is in this issue.

But for now, we're looking forward to the rest of the control-line event season.

Coming right up is the Bladder Grabber fast combat tournament in Snohomish, Wash. Fast combat is absolutely the most spectacular spectator sport in control-line flying, and the Bladder Grabber is the Indy 500 of fast combat, drawing many of the best fliers in the country. If you haven't seen one of these, you owe it to yourself to go and be impressed.

For sheer low-key fun, and the chance to win a cash prize for doing nothing more than flying your plane for fun, check out the Lucky Hand Fun Fly on July 6 in Salem, Ore.

Stunt fliers will gather on July 21 at the Field of Dreams in Redmond, Ore., for a day of precision aerobatics. It's a fabulous grass site carved out of the high desert, and a very relaxed, enjoyable stunt contest.

The traditional PAC Classic features racing



The 31st annual Northwest Control-Line Regionals was the first for the Albany Municipal Airport. *FL photo.*

and carrier in Richmond, B.C., on July 27, and the next day the Western Canadian Stunt Championships offer PAMPA classes and Old-Time Stunt.

See the contest calendar in this issue for details of these contests — and more.

One thing about control-line fliers — we like to fly! And there will be plenty of chances this summer!

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Round & Round

The Control-Line
modeler at large

By John Thompson

Modeling thought for the month:

"Talent is nurtured in solitude; character is formed in the stormy billows of the world."

— Goethe

It brings out the best in us ...

A big contest like the Regionals is full of big events. But sometimes it's the small things that can be the most memorable — and the most revealing of the character of model airplane fliers in general. Small acts of generosity or of the true spirit of camaraderie can send one home from a contest proud to be associated with such a group.

Debriefing the Regionals, I was telling Kathy the story of how the slow rat racers worked together in an attempt to make sure that all five of them could get an entry into the race — that racing was what mattered, not necessarily who won.

She suggested that there should be some sort of sportsmanship award. Good idea! Then, I got to thinking, how would you make the selection?

If we're paying attention, we can see acts of sportsmanship large and small across the breadth of any contest site, going on almost constantly.

It's not unusual to see the pit man from one racing or combat entry dash over to his competitor in a race or a match and lend a hand or a tool or a glowplug to help the competitor finish.

One of my favorite personal memories was at the Regionals a couple of years ago when the bell-crank came out of our Nitroholics Clown racer in the pull test. Literally within seconds, Team Ryan was standing there holding out one of their spare planes for us to use.

In combat, something not noticed by the casual spectator is the flier who, with his plane on the ground and an insurmountable lead in cuts and air time, will refuel and take off again to give the opponent a chance. Tell me that doesn't deserve a sportsmanship award! Happens all the time.

Currently we see Mel Lyne working like a demon to promote Vintage Diesel Combat. He's building planes for new fliers, dashing around the field starting engines, officiating and promoting. All of this comes at the expense of his own com-

petitive programs. Sportsmanship.

Stunt fliers are constantly critiquing one another, flying one another's planes to help with trimming, offering tips, mentoring new fliers. When somebody has to juggle the flight order in order to dash over from another event to slip in a flight, never a complaint from the other fliers.

There are counterparts in every category. I've won at least one fast combat contest by beating the guy who loaned me airplanes when mine ran out.

These little moments of sportsmanship enhance the control-line competitive experience for all of us, and most go almost unnoticed. It would be interesting to hear about the incidents you've noticed. Send your best examples in, and we'll give these moments some recognition in *Flying Lines*.

Matters of opinion

The pages of *Flying Lines* are available to all control-line enthusiasts for dissemination of information and discussion of matters related to our hobby. *FL* is as a communications network owned by all of the Northwest's CL fliers.

Occasionally, someone expresses a viewpoint that arouses some disagreement, debate or irritation. Therefore it's necessary once in a while to put a couple of points on the record:

Opinions expressed in *Flying Lines* are those of the individual writers, and are not necessarily those of the editor, publisher, or other staff members. If something arouses your interest or is contrary to your own viewpoint, you are welcomed — urged — to respond with your own article or commentary in *FL*. You can write an article or a letter to the editor, or contribute a regular column.

Remember that all items submitted to *FL* are subject to editing according to the following criteria: All items must be on the topic of control-line model building, flying or competition. Personal attacks or obscenity are not permitted.

A good guideline is to keep the commentary to the issues and not the personalities, and if you plan to say something about someone else, consider whether you would like them to say it about you.

Over the years there have been very few times when an article has had to be rejected for failing to meet the above criteria. In general, discourse among control-line fliers has been cordial, constructive and dedicated to the advancement of the hobby. We hope to keep it that way.

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>.

Where the action is!

Coming events in Northwest Control-Line model aviation

June 29-30

Bladder Grabber triple-elimination AMA fast combat tournament, Harvey Field, Snohomish, Wash. For info contact Jeff Rein at Jeffrey.Rein@PSS.Boeing.com; phone (425) 823-6053.

July 6

Lucky Hand Fun Fly, Bill Riegel Field, Salem, Ore. Fly any plane or planes you want, any way you want. Every flight gets a playing card. Best poker hand wins a prize. Contest Director Mike Hazel, (503) 364-8593 or ZZCLSpeed@aol.com

July 21

Central Oregon Lawn Darts Third Annual stunt contest, Field of Dreams, Redmond, Ore. Precision Aerobatics. For info, contact Nils Norling, 281 7th St., Metolius, OR 97741, or e-mail hogrider@crestviewcable.com

July 27

PAC Classic for Northwest Sport Race, Clown Race and Carrier. Rice Mill road site, Richmond, B.C. Contest starts at 9 a.m. Contest Director: Keith Varley, (604) 327-4932.

July 28

Western Canadian Stunt Championships for Old-Time Stunt and four PAMPA classes of precision aerobatics. Rice Mill road site, Richmond, B.C. Contest Director: Chris Cox, (604) 596-7635, ccox1@telus.net.

Aug. 3-4

VGMC Can-Am Speed Champs, Upper Coquitlam River Park, Coquitlam, B.C. For info, contact Paul Gibeault, pgibeault@telus.net

Aug. 24-25

WOLF Summer Meet, Bill Riegel Field, Salem, Ore. Saturday: Northwest Sport Race, Clown Race, Quickie Rat, Classic Stunt, P40 Stunt. Sunday: PAMPA Stunt, 80mph combat. Contest Director Mike Hazel, (503) 364-8593 or ZZCLSpeed@aol.com

Aug. 25

Tailhook, Navy Carrier contest, Clover Park Technical College, Lakewood, Wash. For info, contact Mike Potter, 29725 45th Ave. S.E., Auburn, WA 98001, skyshark58@cs.com.

Sept. 21-22

Oregon CL Speed Championships, Bill Riegel Field, Salem, Ore. All CL speed classes: 1/2-A, 1/2-A Proto, A, B, D, FAI, Jet, Formula 40, .21 Sport, .21 Proto, Northwest Sport Jet. Contest Director Mike Hazel, (503) 364-8593 or ZZCLSpeed@aol.com

Oct. 5

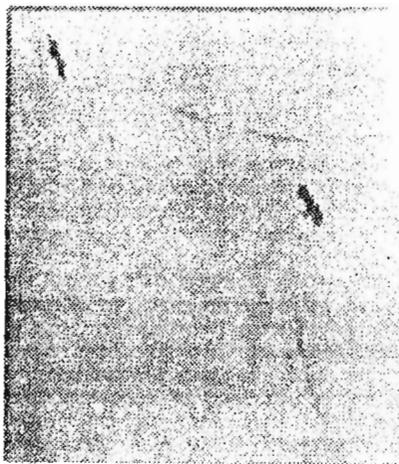
Nostalgia Diesel Combat, Arlington, Wash. Site: Take Exit #206 Smokey Point from Interstate 5 and go East 1 mile on 172nd St. Turn left on 51st Ave at the light and the site is on the left. Park on the grass. Standard Northwest Nostalgia Diesel Combat Rules. Five rounds plus finals. Contact Mel Lyne, e-mail: mlyne@sea-to-sky.net Telephone: (604) 898-5581.

Oct. 12-13

Fall Follies, Bill Riegel Field, Salem, Ore. Saturday: Northwest Sport Race, Northwest Super Sport Race, Flying Clown Race, Classic Stunt. Sunday: Precision Aerobatics (in 4 PAMPA classes). For info contact *Flying Lines*.

Your contest date, 2002 ???

It's not too early to get your 2002 contests listed in the "Where the Action Is" calendar. Send the information to *Flying Lines*.



The end of the streamer is where to nibble in Vintage Diesel Combat, as shown here at the Big Money Diesel contest in Arlington, Wash., in May. Howard Rush photo.

We're all in the same circle!

Control-line flying is too small an activity to be split up into groups and cliques. We all benefit from the success of all CL activity, whether we fly that type or not. *Flying Lines'* purpose is to connect all CL fliers together in a common interest. Everyone's a part of the *FL* network. You can participate by contributing material for publication and by encouraging your flying buddies to become a part of the network with a *FL* subscription.

The Flying Flea Market

Classified advertisements — FREE for *FL* subscribers

CL ENGINES FOR SALE: All very good condition. One K&B .28 Sportster, \$35. One Royal .28 abc, \$35. One Royal .46 ABC, \$40. One O.S. .40FP, \$45. \$5 S&H. Gary Harris, Banks, Ore. (503) 324-3450, e-mail Slowcombat@att.net

FOR SALE: Cyclon Top 3 engine, \$130. (New price is \$165.) This one has about 3 minutes of running time. E-mail Tom Strom at TStrom@aol.com.

SALE - SALE - SALE - SALE - SALE - SALE: All Brodak dope — 25% off. All Bob Smith CAs and Epoxies — 25% off. All brands, all sizes propellers — 25% off. Eugene Toy & Hobby, (541) 344-2117, www.eugenetoyandhobby.com.

BRODAK KITS FOR SALE: Pathfinder list \$80, now \$64; Cardinal list \$80, now \$64; Oriental list \$76, now \$60. Please add \$6 S&H. J & J Sales, P.O. Box 99, Waitsburg, WA 99361. Phone (509) 337-6489. E-mail ukeyman@altavista.net

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 Drive, Richmond, B.C. Canada V6V 2K8, phone (604) 526 3386.

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

AEROBATICS INTEREST GROUP: Right now — as in **TODAY** — is the very best time to join

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PAMPA! Your \$25.00 will see a full year's worth of the world's best CL-specific magazine (at 100-plus pages we no longer call it a newsletter!) dropped in your mailbox. Send check or money order to: Shareen Fancher, 158 Flying Cloud Isle, Foster City, CA 94404.

WANTED: Fox .35X and .36X parts. Also SuperTigre .35 parts. Chuck Matheny, (360) 659-0155.

COMBAT INTEREST GROUP: Miniature Aircraft Combat Association offers national newsletter with technical articles, organizes national events, keeps national combat standings, and much more. Send \$15 dues to MACA, c/o Gene Berry, 4610 89th St., Lubbock, TX 79424.

NAVY CARRIER INTEREST GROUP: Navy Carrier Society offers newsletter with technical articles, organizes national events, keeps national standings and more. Contact NCS, c/o Bill Bischoff, 2609 Harris, Garland, TX 75041. Online: President Bill Calkins at clflyer@tbcnet.com.

RACING INTEREST GROUP: National Control Line Racing Association offers newsletter with technical articles, organizes national events, keeps national standings and more. Contact NCLRA, c/o Dave McDonald, P.O. Box 384, Daleville, IN 47334. Online: <http://members.aol.com/DMcD143>

HELP WANTED: *Flying Lines* welcomes contributions of all types of articles and regular columns on control-line model aviation. Share your knowledge by becoming an active member of the *FL* staff. Columns or single articles are welcome on all competition categories as well as on sport and show flying. Photos also needed of all types of airplanes and activities. Articles compensated by subscription extensions.

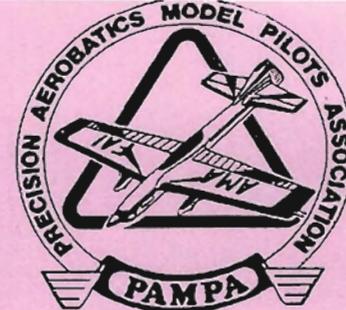
YOUR AD HERE: Remember, classified ads are free to *Flying Lines* subscribers. Send yours in today for publication in the next edition.

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**WESTERN
OREGON
CONTROL
LINE
FLYERS**



The Western Oregon Control Line flyers proudly present their

SIXTH ANNUAL SUMMER MEET

AUGUST 24 & 25, 2002

SALEM, OREGON

FOR RACING, STUNT, AND COMBAT FLYING!

Events & Schedule

Saturday		Sunday	
9:30	Racing events flown in order: Quickie Rat NW Clown Race NW Sport Race	9:00	Precision Aerobatics flown in P.A.M.P.A. classes: (beginner) (intermediate)
Noon	Classic Stunt		(advanced) (expert)
3:00	P - 40 Stunt	9:30	NW 80 MPH Combat

* A.M.A. "AA" sanction # 02-1332. A.M.A. or M.A.A.C. membership required.

* Entry fee \$10 per event, \$30 max. Merchandise prizes thru third in all events.

* All events flown per current A.M.A. and NW region rules, know the rules! NW rules available on request.

* "P-40" Stunt rules: All PA rules except: No BOM rule, no appearance points, profile plane, .40 max engine

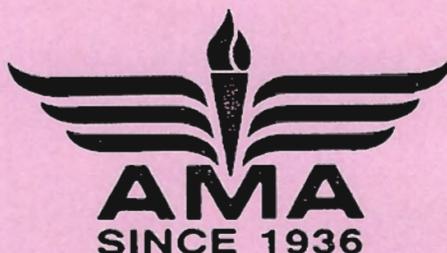
* No parking on the field due to space limitations during this meet. A loading zone will be setup. Utilize airport parking (\$1 charge) or other as directed. Please do not park in posted no-parking areas.

* Participants only in flying and pit areas. Spectators must remain behind ropes and barriers, please!

* Event schedule is subject to minor adjustment, based upon entry level and other relevant factors.

* For more information contact: Mike Hazel (503) 364-8593, e-mail ZZCLspeed@aol.com, or write: Western Oregon Control Line Flyers, 1073 Windemere Drive, Salem, OR 97304

* Directions to site: From Interstate 5, take exit 253 and head West on Mission St / Hwy 22. Go one mile and turn left onto 25th street (K-Mart and Dairy Queen on corner), proceed about 3/4 mile. The field is on the left.



On the contest trail

Results of Northwest Control-Line Competition

Albany, awesome!

Was the Regionals worth saving?

The 82 contestants and uncounted family members, friends and workers who attended the 31st annual running of the West's biggest contest on Memorial Day weekend were unanimous — yes!

The 2002 Regionals turned out to be one of the best ever, particularly when the uncertainties of moving the whole massive enterprise to a new location, with an entirely new physical work crew, new registration, etc.!

Contest Director Craig Bartlett secured the municipally owned airport for the contest and guided the complex inaugural Albany event with a calm, professional hand. *See Craig's comments on the Regionals at the end of this report.*

Consider: Before the contest, it was announced that \$4,000 in seed money was needed to replace the upfront finances that previously had been provided by the two sponsoring clubs that are no longer involved. The \$4,000 was raised! Before the contest, it was announced that considerable manual labor was going to be needed to set up and tear down the field. The work force materialized.

In contrast to 2001, the last year in Roseburg, when the parting atmosphere was "farewell," the 2002 contestants left saying, "See you next year!"

Literally within hours of the end of the trophy ceremony, plans were getting under way for 2003: Debriefing, examining the finances, noting the things that went well and the things that have to be improved, etc.

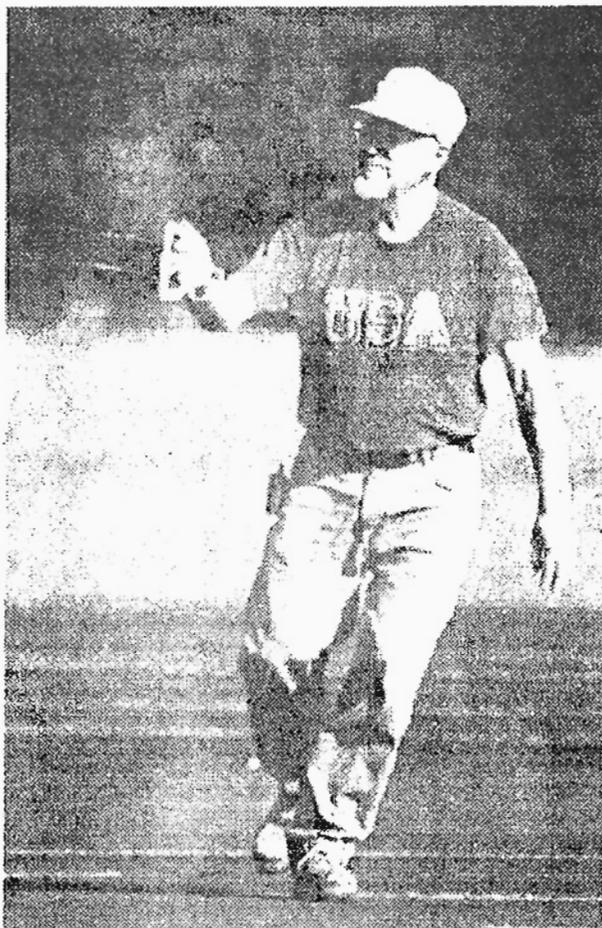
Yes, there were some things that didn't go quite as smoothly as hoped in 2002, but they've been noted and 2003 will be even better.

The 2002 contest was conducted in ideal weather despite ominous predictions in the week preceding. The new site turned out to be excellent both for flying and for administration, with the four asphalt circles and two grass circles working out perfectly, along with the open hangar and the registration office.

Attendance-wise, a couple of events were down in numbers, but most of the events saw normal participation. In terms of event entries, there were 115 entries in racing, 51 in stunt, 40 in speed,

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It was fitting that the honor of making the first flight at the Albany field went to Dave Shrum, the man who brought the Regionals to Roseburg when the Eugene field was no longer available. Dave made a sport flight on Thursday evening. *FL photo.*

34 in combat, 14 in carrier and two in scale.

The new "event championship" trophies that replaced the old grand champion awards were well-accepted, a bit more fair for all competitors, and made administration of the contest considerably more manageable.

Taking the events alphabetically, here's a general look at how things went:

Combat:

Turnout was excellent and a tremendous number of great matches were flown in all events.

The grass site proved to be excellent, though a

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bit remote from the rest of the contest. It was a little bumpy, resulting in one twisted ankle, but all in all, Combat Director Jeff Rein said reviews were positive.

Radio communication helped keep the site in communication with the rest of the meet. A row of trees shield the circles from the nearby Interstate 5. Mel Lyne set things up on Thursday for the Friday Vintage Diesel Combat event and directed the five-round event on Friday. Rein directed the 80mph competition on Saturday and Mark Hansen took the lead for Sunday's 1/2-A combat.

The triple-elimination format for the 80 and 1/2-A events stressed the competitors and judges to the limit, and this level of turnout may force a move back to double-elimination in the future.

Jeff reports that the competitors were very professional and helped move the contest along smoothly.

Steve Helmick, Jimmie Banks, Gary Harris, Jody Taylor and others helped the three event directors with judging.

Navy Carrier:

The entries were down in carrier from normal years, but there were Regionals-record-setting flights in all events, as Jim Schneider performed a clean sweep.

The carrier circle was on grass alongside the combat area.

Mike Potter and Shawn Parker were the event directors.

Mike Potter's comments:

We weren't very busy because of a low turnout this year. That meant we got to fly a whole bunch ourselves and that was great. We had a .15-size Sterling Skyshark we were loaning out to anyone who wanted to give Carrier a try. We must have had a half-dozen or so give it a go, mostly combat guys that drifted over from their circle. We hope it got them thinking about Carrier, we know they had a good time from the big grin on their faces when they caught the rope for a 100-point landing!

Both the Carrier and Combat were quite a distance from the main action. I am sure a lot of the public that came to see the contest missed us because of that. The field didn't look too bad but was full of dips and holes to trip in. Also, the tall grass had been cut only days before and very large clumps were left everywhere, however they came in handy to stuff under the deck to try and get it level.

We were very grateful to Craig Bartlett for the use of his old camping tent, it got pretty warm out there in that field and the tent was the only source of shade. I guess we should bring our air-conditioned motor homes like the combat guys did, but then we wouldn't be the tough macho Navy Carrier jocks that we are!

Racing:

It turned out to be one of the best racing contests held in the Northwest in several years, with plenty of entries, close races and four Northwest records set.

The racing entrants were cooperative, professional and *fast*.

The Regionals is about the last contest in the United States to offer the .40-size fast rat class, which has been dropped even at the Nationals. That has made it something of a rat mecca, and five of the best came out, including many-time Nats champion Bob Fogg, who turned in a Regionals record performance with his all-fiberglass plane.

Class II Mouse Race has stabilized as an excellent event on the new, longer lines, and this year featured some fine races and a Regionals record feature race. There were also Regionals record features in Northwest Sport Race and Quickie Rat.

A quick count indicates that there were 75 heats or features conducted in the 2-1/2 days of racing competition — with no major accidents or controversies.

Racing officials included Dave Green, Bruce Duncan, Bobby Arledge, Rich Salter and many of the other racing contestants. Event director was John Thompson.

Scale:

Scale was one of the disappointments of the contest, with only two contestants in the sport scale class, a significant drop from the usual good turnout. However, scale produced the "best airplane" award winner with Leonid Derbarndiker's complex and interesting entry. The leaflet drop was quite impressive!

Contest Director Craig Bartlett was the scale event director.

Speed:

Speed turnout was down a bit in numbers, but quite a few flights were put up and some good speeds posted.

Jerry Rocha and Ken Kortness were the dominant speed fliers, with Rocha turning in several

Regionals record performances and Kortness picking off a Northwest record and tying a Regionals record. Tom Brown tied the Regionals FAI speed record.

Event co-directors were Mike Hazel and Will Naemura, with help from Allen Hoffman, Bruce Duncan and some of the competitors.

Stunt:

As always, the Regionals was a major stunt extravaganza, with Event Director Dave Gardner directing a large cast and crew that kept things going so well that the large field of entrants was finished flying by 3 p.m. on Sunday.

There was the usual array of gorgeous airplanes, notably Jim Aron's Concours winner and Paul Walker's new P-51 Miss America.

Overall, Dave reported that stunt fliers found the location convenient and accessible. Parking got a bit tight but seemed to worked out. The two-circle arrangement worked out well and allowed for establishment of two pit zones, going each way from the centerline of the two circles, to provide optimum pull testing and ready box arrangements.

In the "make a note for next year" category, it was resolved to make the stunt safety circles a bit larger. Dave reports that some of the stunt fliers also found the environment a bit noisier than they would have preferred, as the north circle was adjacent to the racing venue.

Chris Gomez did yeoman duty as pit boss for all the events. Steve Helmick helped with all phases, from overall setup to pit boss to runner and judging, as well.

Mike Haverly backed up as runner and really made the tabulating go smoothly. Alice Gardner set up the scoresheets, did the tabulating and posting, and most importantly, gave the hugs to the winners (and others in need of a hug!).

The contestants overall were extremely well organized and helpful in making the large entry list move smoothly and timely.

2002 Northwest Control Line Regionals Results

May 24-25-26, Albany, Ore.

Total entries: 81 individuals, 256 event entries *

Combat Champion: Jeff Rein

Navy Carrier Champion: Jim Schneider

Racing Champion: Doug Mayer
Scale Champion: Leonid Derbarmdiker

Speed Champion: Jerry Rocha

Stunt Champion: David Fitzgerald

Precision Aerobatics Concours 'd Elegance: Jim Aron

Best Airplane: Leonid Derbarmdiker

Results

(Northwest Standings points in parentheses)

VINTAGE DIESEL COMBAT (11 entries)

1. Jody Taylor, Everett, Wash. (11)
Data: **Warlord**; designed by Vernon Hunt; built by Mel Lyne; 32-1/2" span; 16 oz.; balsa/red cedar construction; FasCal finish; laminated red cedar/balsa leading edge, no spars; **PAW .15 BR**; Red Max diesel fuel; Lyne 2-oz. suction tank; Grish 8x6 nylon flexi prop; 15"x52'3" stranded lines with crimp terminations; Mejlzik handle; Brodak sliding connectors; pit crew Bob Huber, Milissa Huber, Tony Huber.
2. Bill Pettersen, Everett, Wash. (10)
3. Chuck Matheny, Arlington, Wash. (9)
4. Tony Huber, Renton, Wash. (8)
5. Dave Baxter, Scappoose, Ore.
6. Bob Huber, Stanwood, Wash.
Mike Rule, Black Diamond, Wash.
8. Cayce Rule, Black Diamond, Wash.
Bob Smith, Roy, Wash.
Gary Harris, Banks, Ore.
11. Milissa Huber, Stanwood, Wash.

80-MPH COMBAT (14 ENTRIES)

1. Mel Lyne, Garibaldi Highlnds, B.C. (14) 8-2
Data: **Pile of Junk**; designed by Mel Lyne/Chris Cox; built by Lyne; 48" span; 24 oz.; foam construction; FasCal finish; Fox .36X; Red Max 10% nitro fuel; Fox plug; Lyne bladder tank, Master Airscrew 9x6 prop; .018"x60' stranded lines; Mejlzik handle; Perfect slider connectors; pit crew Dave Baxter and Bob Smith.
2. Jeff Rein, Bothell, Wash. (13) 7-3
3. Cayce Rule (12) 6-2
4. Milissa Huber (11) 5-3
5. Mike Rule 3-3
Bill Petterson 3-3
7. Burt Brokaw, Ogden, Utah 2-3
Chuck Matheny, Arlington, Wash. 2-3
Bob Huber 2-3
10. Tony Huber 1-3
Dave Baxter 1-3
12. Mark Hansen, Portland, Ore. 0-3
Bob Smith 0-3

1/2-A COMBAT (9 entries)

1. Jeff Rein (9) 6-0
Data: **Sword of Death**; designed and built by Rein;

Cyclon engine.

- 2. Bob Smith (8) 4-1
- 3. Mel Lyne (7) 3-2
- 4. Gary Harris (6) 3-3
- 5. Tony Huber 1-3
 - Dave Baxter 1-3
 - Mike Rule 1-3
 - Cayce Rule 1-3
- 9. Bill Petterson 0-2

CLASS I NAVY CARRIER (3 entries)

- 1. Jim Schneider, Livermore, Calif. 415.1
Data: Unavailable (Regionals record)
- 2. David Shrum, Roseburg, Ore. (2) attempt
- 3. Mark Hansen (no flight)

CLASS II NAVY CARRIER (2 entries)

- 1. Jim Schneider 425.2
Data: Unavailable (Regionals record)
- 2. Mark Hansen (1) 222.2

PROFILE NAVY CARRIER (4 entries)

- 1. Jim Schneider 362.6
Data: Unavailable (Regionals record)
- 2. Shawn Parker, Seattle, Wash. (3) 295.5
- 3. Mike Potter, Auburn, Wash. (2) 270.2
- 4. Mike Conner, Pitt Meadows, B.C. (1) 218.9

.15 NAVY CARRIER (5 entries)

- 1. Jim Schneider 237
Data: Unavailable (Regionals record)
- 2. Mike Potter (4) 224.3
- 3. Shawn Parker (3) 209.5
- 4. Bob Parker, Renton, Wash. (2) 207.2
- 5. Mike Conner 165

MOUSE RACE I OPEN (10 entries)

- 1. Vic Garner, Livermore, Calif. 5:09.26
Data: **Mouse I**; designed and built by Garner; 18" span; 6 oz.; plywood/basswood construction; K&B Super Poxo finish; Garner fastfill; Cyclon; 35% nitro fuel, Trivin 10cc uniflow suction tank; .010"x42' single-strand lines; pilot Jim Holland; pit crew Garner.
- 2. Paul Gibeault, Richmond, B.C. (9) 5:17.89
- 3. Bill Cave, Burson, Calif. 7:37.96
- 4. Remy Dawson, Vancouver, B.C. (7) 2:28.37 heat
- 5. Mac Ryan, Pasco, Wash. 2:30.48 heat
- 6. Rich McIntyre, Cazadero, Calif. 3:11.44 heat
- 7. Mike MacCarthy, Santa Rosa, Calif. 3:42.9 heat
- 8. Jim Holland, Livermore, Calif. 5:28 heat
- 9. Todd Ryan, Burbank, Wash. 7:20.41 heat
- 10. Doug Mayer, Venice, Calif., 29-lap heat

MOUSE RACE I JR.-SR. (2 entries)

- 1. Maria Huber, Stanwood, Wash. (2) 4:19.16
Data: **Streaker**; built by Tom Strom; basswood construction; K&B resin and clear finish; Cox Black Widow .049; Grish 5x4 prop; .012"x42' lines; Dick Salter mouse handle; pilot Maria Huber, 10 years old; pit crew Tom Strom.
- 2. Cayce Rule, scratch

MOUSE RACE II (8 entries)

- 1. Doug Mayer 6:10.95
(Regionals record)
Data: **Turbo Mouse-2X**; designed and built by Mayer; 20" span; 45 sq."; 8 oz.; basswood/plywood/balsa construction; K&B Ultra Poxo finish; Maznack shutoff; black rubber fastfill; finger contact hot start system; titanium landing gear and Glenn Lee wheel; Cyclon .047 engine with 45° exhaust; Mayer coffin 1-oz. pressure tank; Nelson plug; APC 4.5x4 prop; .010"x47.5' single-strand lines with double-loop button ends; pilot Doug Mayer; pit crew Bill Cave. Plans for this half-cowled racer can be obtained by e-mailing mayer@kmd-arch.com.
- 2. Mike MacCarthy 6:20.57
- 3. S&S Racing Team, Seattle, Wash. (6) 6:31.41
(NW record feature, NW record heat 3:01.02)
- 4. Todd Ryan (5) 3:16.61 heat
- 5. Bill Cave 3:25.75 heat
- 6. Vic Garner 3:44.89 heat
- 7. Rich McIntyre 4:16.93 heat
- 8. One entry scratched

RAT RACE (5 entries)

- 1. Bob Fogg, San Diego, Calif. 4:45.5
(Regionals record)
Data: **Phantom**; designed and built by Bob Fogg; 36" span; 130 sq."; 28 oz.; construction is fiberglass over an end-grain balsa core spar, with epoxy resin throughout; clear finish; Harter's pan; two-line pinch shutoff; Fogg mechanical fastfill; K&B 6.5; Fogg rework; Fogg Nelson-style plug; Fogg carburetor; contest 10% nitro fuel; Fogg 3.4-oz. uniflow pressure tank; Fogg 7.6x8.5 carbon fiber prop; .018"x60' single-strand lines with AMA wrap terminations; music wire clip connectors; pilot Todd Ryan, pit crew Bob Fogg.
- 2. Bill Cave, Burson, Calif. 65 laps
- 3. Todd Ryan (3) 2:24.21 heat
(Northwest record)
- 4. Mike MacCarthy 2:49.06 heat
- 5. Jim Holland 3:17.49 heat

SLOW RAT RACE (5 entries)

- 1. Mike MacCarthy 61 laps
Data: Unavailable
- 2. Doug Mayer 36 laps
- 3. Rich McIntyre 2:59.55 heat
- 4. Jim Holland 3:38.43 heat
- 5. One entry scratched

AMA GOODYEAR (8 entries)

- 1. Rich McIntyre 6:26.56
Data: **Lil' Quickie**; designed by Mike MacCarthy; built by McIntyre/MacCarthy; glove/contact hot start system; home-made shutoff; quickfill; titanium landing gear; Nelson .15; Nelson plug; contest 10% nitro fuel; home-made pressure tank; .014"x60' single-strand lines; button/luxon connectors; pilot Rich McIntyre, pit crew Mike MacCarthy.
- 2. Mike MacCarthy 7:09.02
- 3. Vic Garner 7:71.32
- 4. Mac Ryan (5) 10:29.37
- 5. Todd Ryan 3:48.23 heat
- 6. Jim Holland 4:15.52 heat

7. Les Akre, Edmonton, Alberta 4:16.68 heat
 8. Bill Cave 5:30.63 heat

NORTHWEST GOODYEAR (7 entries)

1. Bill Cave 8:24
 Data: Unavailable
 2. Vic Garner 8:34.95
 3. Les Akre 75 laps
 4. Todd Ryan (4) 3:42.22 heat
 (Northwest record)
 5. Jim Holland 3:56.32 heat
 6. Bobby Arledge, Sedro Woolley, Wash. 4:57.79 heat
 7. Doug Mayer 5:58.16 heat

FLYING CLOWN RACE (11 entries)

1. Todd Ryan (11) 293 laps
 Data: **Flying Clown** (Bonzo II); built by Mac and Todd Ryan from original PDQ kit plan; 16 oz.; balsa/plywood/maple construction; Monokote/K&B Super Poxy finish; 3" Fox bellcrank; 1/8" music wire landing gear; Moki .15 glow, stock engine with ports cleaned and deburred; K&B plug; contest 10% nitro fuel; Mac Ryan 31cc. uniflow suction tank on adjustable mount; APC 6.5x6 prop; .015"x52' stranded lines; Mike MacCarthy-design handle built by Mac Ryan; McMahon snaps 110-lb. test connectors; pilot Todd Ryan; pit crew Mac Ryan.
 2. Bill Cave 275
 3. Mac Ryan (9) 236
 4. Doug Mayer 140 heat
 5. Jim Holland 135 heat
 6. Vic Garner 124 heat
 7. Nitroholics Racing Team, Oregon 114 heat
 8. S&S Racing Team 106 heat
 9. Bobby Arledge 35 heat
 10. Two other entries scratched

NORTHWEST SPORT RACE JR.-SR. (2 entries)

1. Cayce Rule (2) 10:28
 Data: Unavailable
 2. Milissa Huber (1) 12:25

NORTHWEST SPORT RACE OPEN (9 entries)

1. Doug Mayer 8:25.66
 (Regionals record)
 Data: **Vulture** carrier kit design; built by Mayer; 30" span; 315 sq."; balsa construction; Monokote/Krylon finish; aluminum landing gear with 2" racing wheel; Fox .35 stunt; McCoy Mc-9 plug; contest 10% nitro fuel; Mayer 1.75-oz. uniflow suction tank; APC 9x6N prop; .018"x60' stranded lines; Mayer double-grabber handle; pilot Doug Mayer, pit crew Todd Ryan.
 2. Mel Lyne (8) 8:59.3
 3. S&S Racing Team (7) 12:02.43
 4. Ron Salo, Surrey, B.C. (6) DQ
 5. Mike MacCarthy 4:42.19 heat
 6. Mike Rule 5:02.77 heat
 7. Bobby Arledge 5:15.53 heat
 8. Les Akre 5:23.82 heat
 9. Rich McIntyre 57-lap heat

NORTHWEST SUPER SPORT RACE (5 entries)

1. S&S Racing Team (5) 6:55.45
 Data: **Sniper**; designed and built by Dick Salter; 36" span; 303 sq."; 30 oz.; balsa/plywood construction; K&B paint/Monokote finish; Salter shutoff and fastfill; **K&B 8011** reworked by Vic Garner; K&B 1L plug; contest 10% nitro fuel; Salter 3-oz. uniflow suction tank; APC prop; .018"x60' stranded lines; Meizlik handle; pilot Tom Strom, pit crew Dick Salter; fourth generation airframe and wing.
 2. Nitroholics Racing Team (4) 7:27.01
 3. Vic Garner 7:51.24
 4. Mike MacCarthy 3:39.69 heat
 5. Jim Holland 3:53.26 heat

QUICKIE RAT RACE (8 entries)

1. Jim Holland 6:19.7
 (Regionals record)
 Data: **Omega 1**; designed by Jim Holland; 26" span; ~90 sq."; 15" length; ~20 oz.; **K&B 8011** prepared by Vic Garner; APC prop; McCoy MC9 plug; contest 10% nitro fuel; uniflow tank with Don's quickfill; Meizlik/Profi shutoff; hot glove contacts on outboard wing; titanium landing gear. Plans available from Holland.
 2. Bill Cave 6:25.11
 3. Vic Garner 6:57.7
 4. Doug Mayer 3:04.06 heat
 5. S&S Racing Team 3:08.42 heat
 6. Rich McIntyre 3:21.99 heat
 7. Nitroholics Racing Team 3:22.28 heat
 8. Mike MacCarthy 3:23.57 heat

PRECISION SCALE (0 entries)

SPORT SCALE (2 entries)

1. Leonid Derbarndiker, Duarte, Calif. 166 points
 Data: Unavailable.
 2. Chris Gomez (1) 133

PROFILE SCALE (0 entries)

1/2-A SPEED (3 entries)

1. Jerry Rocha, Napa, Calif. 143.89 mph
 (Regionals record)
 Data: **Original** airplane designed and built by Rocha; 16" span; 7-3/8 oz.; basswood/fiberglass construction; K&B epoxy finish; CS pan, H&R torque unit monoline control system; Rocha dolly; **CS .049** reworked by Rocha; megaphone pipe; Aero-Dyne 65% nitro fuel; Nelson plug; Rocha 10cc bladder pressure tank; ZZ 1/2-A #2 prop; .014"x47-5/8' line; monoline handle; piloted by Rocha.
 2. Chuck Schuette, Vancouver, Wash. (2) 117.14
 3. One other entry did not score

1/2-A PROTO SPEED (4 entries)

1. Jerry Rocha 113.3 mph
 (Regionals record)
 Data: **Original** airplane designed and built by Rocha; 18" span; 47 sq."; 5-5/8 oz.; balsa/fiberglass construction; K&B epoxy finish; two-wheel titanium landing gear; **CS .049** reworked by Rocha; Aero-Dyne 65% nitro fuel; Nelson plug; 11cc Rocha uniflow pressure tank; ZZ 1/2-A proto prop; .010"x42' single-strand lines; Rocha 2-line handle; piloted by Rocha.
 2. Chuck Schuette (3) 102.52
 3. Marty Schoenheiter, Slit Lke Cty, Ut. 101.6

4. One other entry did not score.

A SPEED (6 entries)

1. Jerry Rocha 186.07 mph
(Regionals record)

Data: **Mejzlik F2A**, modified by Rocha; 27" span; 16.5 oz.; wood/glass construction; K&B epoxy finish; Mejzlik pan, Rocha monoline control system; Rocha dolly; F2A shutoff; **Profi .15 Jr.**, reworked by Rocha; Junior pipe; .340 carb; Nelson plug; Rocha 27cc uniflow tank; Mejzlik 6x6.4 prop; .022"x60' single-strand line; monoline handle.

2. John Newton, Rowland Heights, Calif. 172.01

3. Tom Brown, Cincinnati, Ohio 171.8

4. Paul Gibeault (3) attempt

5. Two other entries did not score.

B SPEED (2 entries)

1. Ken Kortness, Spokane, Wash. (2) 161.37 mph

Data: unavailable

2. One other entry did not score

D SPEED (2 entries)

1. Ken Kortness (2) 170.31 mph

Data: unavailable

2. One other entry did not score

JET SPEED (3 entries)

1. No entrants posted scores

FORMULA 40 SPEED (3 entries)

1. Ken Kortness (3) 159.58 mph
Data: unavailable (NW record, tied Regionals record)

2. Marty Schoenheiter 151.75

3. Paul Gibeault 150.91 (1)

FAI SPEED (5 entries)

1. Tom Brown 177.97 mph
Data: unavailable (Tied Regionals record)

2. Jim Booker, Arlington, Wash. (4) 172.88

3. Ron Salo (3) 167.19

4. Paul Gibeault (2) 165.33

5. Jim Rhoades, Salt Lake City, Utah. 157.76

.21 SPORT SPEED (7 entries)

1. Loren Howard, Vancouver, Wash. (7) 150.76 mph

Data: **Lil' Tiger**; Chris Sackett design and kit built by Howard; 27" span; basswood/balsa/maple construction; epoxy finish; Darp .21 pan; Ned Morris control system; tail lock dolly; **Nova Rossi 2000 .21 short-stroke** reworked by Howard and Chuck Schuette; uniflow pressure tank; ZZ Schuette .21 MkII prop; .018"x60' single-strand lines.

2. John Newton 148.58

3. Chuck Schuette (5) 146.16

4. Les Akre 144.06

.21 PROTO SPEED (1 entry)

1. Karl Caldwell, Sparks, Nev. 131.07 mph

Data: **White Star V2**; designed and built by Caldwell; 31.75" span; 125 sq."; 23 oz.; balsa/basswood/magnesium/carbon fiber construction; EZ-Lam finish; Bill Husted magnesium pan; Ned Morris control system; Glenn Lee titanium landing gear; **Nova Rossi 3.5cc short stroke** reworked by Tim Gillott;

straight 3.75" pipe; contest 10% nitro fuel; Gillott plug; KWC 28cc pressure tank; Glenn Lee carbon fiber 6x6 prop; .106"x60' single-strand lines with loop terminations; Husted adjustable handle; pilot Caldwell; pit crew: Husted launcher and needle, Jerry Rocha starter and battery.

NORTHWEST SPORT JET SPEED (4 entries)

1. Mike Hazel, Salem, Ore. (4) 147.6

Data: **Phire-Phart**; designed by Charlie Davis and built by Hazel; 21.5" span; 29 oz.; basswood/plywood construction; clear epoxy finish; Veco bellcrank; lift-out dolly; stock **Dyna-Jet** redhead; 19-5/16" pipe, stock valve retainer; .066 metering jet; Hazel 180cc uniflow suction tank; .018"x60' single-strand lines with solder terminations; piloted by Hazel.

2. Loren Howard (3) 147.12

3. Jerry Rocha 144.64

4. Ken Kortness (1) attempt

EXPERT PRECISION AEROBATICS (15 entries)

1. Paul Walker, Kent, Wash. (22.5) 573

Data: **P-51 Miss America**; designed and built by Walker; 61" span, 680 square inches; 64 oz.; flaps; balsa construction; Brodak dope finish; adjustable leadouts, tip weight, elevator-flaps; **Saito .56** four-stroke; Sig 10% nitro fuel; O.S. F glow plug; 4-oz uniflow tank; Bolly 13x5 3-blade prop, .018"x65' stranded lines; Tom Morris handle. The plane is a complete take-apart; wings are in two pieces, stab and vertical tail detach.

2. David Fitzgerald, Napa, Calif. 567.5

3. Chris Cox, Delta, B.C. (19.5) 555.5

4. Howard Rush, Bellevue, Wash. (18) 553.5

5. Brett Buck, Sunnyvale, Calif. 551.5

6. Bruce Perry, Edmonton, Alberta 531.5

7. Scott Riese, Portland, Ore. 533

8. Jack Pitcher, Gresham, Ore. 527

9. Jim Aron, Richmond, Calif. 517.5

10. Pat Johnston, Meridian, Idaho 512

11. Igor Panchenko, Los Angeles, Calif. 503

12. Alice Cotton-Royer, Portland, Ore. 502

13. Lee Uberbacher, Lynnwood, Wash. 499

14. Randy Powell, Port Orchard, Wash. 481

15. Gerald Schamp, Sweet Home, Ore. 475

Judges: Bob Parker, Steve Helmick

ADVANCED PRECISION AERO. (11 entries)

1. Bruce Hunt, Salem, Ore. (11) 482.5

Data: **Shark 45**; designed by Lew McFarland; built by Hunt; 60" span; 64 oz.; flaps; balsa construction; Brodak dope finish; adjustable leadouts and tip weight; removable landing gear; PSP split 4" bellcrank; **Supertigre .60** reworked by George Aldrich; Sig 10% nitro/25% nitro fuel; Thunderbolt RC plug; GRW 6-oz. uniflow suction tank; Modusa 10x6 three-blade prop; PSP handle.

2. Nils Norling, Metolius, Ore. (10) 476.5/461.5

3. Scott Urabe, Salinas, Calif. 476.5/407.5

4. Dave Royer, Portland, Ore. (8) 475.5

5. Pete Peterson, West Valley City, Utah. 475

6. Keith Varley, Vancouver, B.C. 469

7. Burt Brokaw 461

8. Mike Conner	455
9. Roy DeCamara, Vancouver, Wash.	453
10. Leo Mehl, Portland, Ore.	448
11. Mark Micheli, Salinas, Calif.	443

Judges: John Leidle, Bill Fitzgerald

INTERMEDIATE PRECISION AERO. (1 entry)

1. Mike Haverly, Auburn, Wash. (1) 367.5
 Data: Fancy Pants; built from Brodak plans by Haverly; 40" span; 430 sq."; 42 oz.; flaps; balsa/silkspan construction; Sig dope finish; adjustable leadouts, wingtip weight, tank position; Fox .35 stunt; GMA 10/29 fuel; Fox idle bar plug; Brodak 3.5-oz. uniflow tank; .015"x59" stranded lines; RSM handle.

Judges: Alice Cotton-Royer, Mike Conner

BEGINNER PRECISION AERO. (3 entries)

1. Bob Smiley, Kingston, Wash. (3) 238.5
 Data: Ringmaster S-1; scratch built by Mike Haverly; 40" span; 32 oz.; balsa construction; Monokote/Rustoleum finish; adjustable leadouts and tip weight; Magnum .28; GMA 10/22 fuel; idle bar plug; 3-oz. tank; APC 10x4 prop; .018" stranded lines; pit crew Mike Haverly. **Bob Smiley's comment:** "I would like to thank all those people, more than four, who helped me in this contest with their support, knowledge and material, and yes, even this plane, so I could participate. You see, my 1977 Banshee failed the pull test and I was without a plane. Thank you, Mike."

2. Montana Marlatt, Metolius, Ore. (2) 136
 3. Joe Just, Waitsburg, Wash. (1) 98

Judges: Alice Cotton-Royer, Mike Conner

CLASSIC STUNT (12 entries)

1. Don McClave, Portland, Ore. (12) 532.5
 Data: Veco Chief; built by McClave; 53" span, 595 square inches; 40 oz.; flaps; adjustable leadouts, tip weight; balsa construction; Monokote; Fox .35 stunt (Woolard mods); 10% nitro Powermaster GMA Blend fuel; Thunder Tiger RC long plug; Taffinder 4-oz. uniflow tank; BY&O 10-3/4x6 prop; .015"x60" stranded lines; McClave handle.

2. Nils Norling (11) 503
 3. Pete Peterson 500.5
 4. Bruce Hunt (9) 496.5
 5. Keith Varley 486.6
 6. Roy DeCamara 481
 7. Jim Aron 453.5
 8. Bob Parker 444
 9. Mike Haverly 435
 10. Three other entries did not fly

Judges: John Leidle, Bill Fitzgerald

OLD-TIME STUNT (12 entries)

1. David Fitzgerald 297
 Data: Ringmaster; Matt Kania design; Sterling kit; built by Fitzgerald; ~26 oz.; balsa construction; Sig dope finish; adjustable leadouts; 3" Top Flite bellcrank; K&B Veco .19BB; Powermaster 10/22 fuel; Thunderbolt RC long plug; Brett Buck 3.6-oz. uniflow tank; Bolly 9.5x3.5 prop; .015"x63" stranded lines.

2. Don McClave (11) 285.75
 3. Emil Kovac, Issaquah, Wash. (10) 280.25
 4. Jim Aron 272.5

5. Bob Emmett, Sequim, Wash.	272.25
6. Keith Varley	271.5
7. Gerald Schamp	258
8. Roy DeCamara	254.5
9. Mike Conner	249.5
10. Dave Baxter	216.5
11. Mike Haverly	175.75

Judges: Brett Buck, Chris Cox

* Event entries: Racing, 115; Speed, 40; Stunt, 51; Combat, 34; Carrier, 14; Scale, 2

Beyond Roseburg

Contest director's report

By Craig Bartlett

Our 31st annual gathering is now "in the can" as they say, and we have once again found a new home at Albany Municipal Airport.

I can say at this point the contest was a qualified success, with 82 of us entering as contestants. I'll leave the facts & figures to the other columnists.

The themes, if you will, for this year's contest were the "Co-Op" Regionals, in that it required the financial and physical cooperation of many modelers and supporters to pull it off. We also dubbed it the "experimental" Regionals, in that under new management and in a new location, many new things had to be tried by people new to a number of responsibilities.

I can tell you that we've earned an increased level of respect for the likes of Dave and Peggy Shrum, Mel and Delores Marcum, Morrie and Georgia Gilbert and others who preceded us at these tasks.

The results of the initial appeal for shareholders in our venture was extremely gratifying, as 30 individuals and clubs stepped forward to invest, and in spite of an incredibly low-key approach, our initial goal for seed money was exceeded. To you shareholders, our special thanks for getting this thing off on the right footing.

City of Albany and Airport officials were cooperative, positive and helpful in granting us access to this excellent site and providing us with needed service at timely moments. Glenda Radvansky, Floyd Collins, Dan Miltenberger and Tom Kopczynski were the key people in this area.

We look forward to working with them on future Regionals, and growing our contest into a permanent annual Albany event.

This report should not go further without

mention of the many folks who stepped up and made this contest operate: Administratively, John Thompson and Mike Hazel, but additionally, Our event directors: **Mel Lyne** and **Jeff Rein** at the combat "outback," **Mike Potter** and **Shawn Parker** down in the "tall grass" Carrier circle, **Dave Green** and **John Thompson** at racing, **Mike Hazel** and **Will Naemura** on speed, and the irreplaceable **Dave Gardner** and Official Hugger **Alice Gardner** on the two Stunt (Precision Aerobatics!) Circles. Event directors deserve special thanks from all of us, for devoting their entire weekends to accommodating our demands and contest responsibilities, for little or no return. (Our "ED incentive package" left a lot to be desired this year, guys and gals .. but next year!!!)

Other individuals who deserve our special thanks:

Richard Scherer for taking on registration Director, with help from **Kathy Thompson**, **Dave Shrum** and **John Waldorf**.

Tammy Schamp for initiating a much-needed food concession at late notice, **Dave Shrum** for not "Letting Go" and contributing in ways that only he can, **Kristen Hunt** for getting the take-down effort going, **Bruce Hunt**, official video production director; **Will Naemura**, storage coordinator; the many judges and timers: **Bob Stalick** (National Free Flight Society president), and **Bill Harburg**, **Wayne Spears**, **Jim Cameron** and **Steve Helmick**. The Agerters at **Eugene Toy & Hobby** for continued prize support. All of the **Ryans**. And the many others who helped and my memory failed to mention ...

From an overview perspective, our Regionals really needs around 100 contestants or more to be a continuing successful endeavor, and knowing we missed a few contestants this year due to poor weather predictions, additional distance to the

north and other circumstances, the contest has definite potential for that level of attendance.

We all need to encourage other modelers with control-line interests to come and participate, and make this contest into a solid contest of 100+ consistent yearly attendance. The undeniable fact is that a contest the size of the Regionals must operate as a business with nominal profit as a goal, as entering a venture such as this with the mythical "break-even" mantra would only guarantee its demise. Now for the exciting part: the future!

In the years coming, we look forward to the

possibility of the use of the Main Historic Hangar for use as a Swap Shop, Vendor Fair, Static Model Display, etc. during the contest.

Talk of bringing back the float pond persists!

Possible leveling of the grass area between Reliant Aviation and the blue hangars remains a goal ... So let the Albany Chapter of the Northwest Control-Line Regionals Story begin!

Sincerely, Craig Bartlett

Contest Director Northwest Control-Line Regionals
President, NW Regionals Management Association



Speed Event Director Mike "Zoot Zoomer" Hazel flies a very zoot concrete block at the Albany Regionals. FL photo.

Regionals sponsors

How many people does it takes to make the Regionals happen? We've lost count. Many workers are mentioned above. There also are many financial sponsors.

Here is a list of donors who made the Regionals a reality in 2002:

Trophy sponsors: Mark & Kathy Conner (Precision aerobatics); Hobby Center (Old-Time Stunt and 80mph Combat); Jerry Eichten (Classic Stunt); Dave Gardner (Stunt Champion, Concours D'Elegance); Eugene Toy & Hobby (Mouse Race I

Jr./Sr., Northwest sport Race Jr./Sr., and Best Airplane); C&H Amusement (Northwest Sport Race Open); Western Oregon Control-Line Flyers (Clown Race); Nitroholics Racing Team (Racing Champion); Trump's Hobbies (Scale and Scale Champion); H&R (1/2-A, A, B, D, FAI, Formula 40, .21 Sport and .21 Proto Speed); Jerry Rocha (1/2-A Proto Speed); Fred & Joyce Margarido (Jet Speed); ZZ Prop (Speed Champion); John Thompson (Combat Champion); Eric Conley (Profile and .15 Carrier); Don Chandler (Class I and II Carrier and Carrier Champion).

Shareholders: Craig Bartlett, Don McClave, John Thompson, Joe Just, Eric Conley, Steve Helmick, Northwest Fireballs, Leo Mehl, Chris Gomez, Karl Caldwell, Alice Gardner, Dave Gardner, Process Engineering, Jerry Eichten, Mike Hazel, Northwest Skyraiders, Vancouver Gas Model Club, James Drury, Eugene Prop Spinners, Loren Howard, Wayne Spears, Pacific Aeromodellers Club, Bruce Hunt. **Special cash donation:** Anne Ryan. **Major merchandize prize donation:** Eugene Toy & Hobby.

Big Money 5 Rounds Vintage Diesel Combat

May 4-5, Arlington, Wash.
Results

- (Northwest standings points in parentheses)
1. Mel Lyne, Garibaldi Highlands, B.C. (17)
Data: **Warlord**; designed by Vernon Hunt; built by Lyne from Lyne/Nexus plans; 32.5" span; 16 oz.; balsa/spruce/lite ply construction; Towerkote finish; **PAW .15BR**; Red Max diesel fuel; Lyne 2-oz. suction tank; Grish 8x6 nylon flexi prop; .015"x52'3" stranded lines; Mejzlik/Hot Rock handle; Brodak sliding connectors.
 2. Robert Smith, Roy, Wash. (16), Warlord
 3. Bob Huber, Stanwood, Wash. (15), Warlord
 4. Tony Huber, Renton, Wash. (14), Warlord
 5. Paul Dranfield, Mission, B.C.
Ken Burdick, Seattle, Wash.
Tom Strom, Seattle, Wash.
Jeff Rein, Bothell, Wash.
Bob Carver, Snohomish, Wash.
 10. Buzz Wilson, Edmonds, Wash.
Cayce Rule, Black Diamond, Wash.
 12. Mike Rule, Black Diamond, Wash.
Jody Taylor, Everett, Wash.
 14. Ben Mullen, Lynden, Wash.
Jeff Riechel, Snohomish, Wash.
Milissa Huber, Stanwood, Wash.
Paul Vallins, Lynnwood, Wash.



Bob Smith (left) and Bob Carver fly an exciting match at the Big Money Vintage Diesel Combat contest in Arlington, Wash. *Howard Rush photo.*

Correction

Due to a transcription error, the Classic Stunt scores from the Jim Walker Memorial contest in Portland in April were incorrectly reported. Dave Royer's score was left out of the results.

Here is the correct outcome of the April Classic Stunt event. Standings points will be corrected in this issue as well. Northwest standings points in parentheses.

CLASSIC STUNT (8 entries)

- | | |
|--------------------------------------|-------|
| 1. Don McClave, Portland, Ore. (8) | 552.5 |
| 2. Nils Norling, Metolius, Ore. (7) | 496.5 |
| 3. Keith Varley, Vancouver, B.C. (6) | 494.5 |
| 4. Bruce Hunt, Salem, Ore. (5) | 484 |
| 5. Dave Royer, Portland, Ore. | 481.5 |
| 6. John Thompson, Eugene, Ore. | 454.5 |
| 7. Mike Foley, Walla Walla, Wash. | 301 |
| 8. Mike Haverly, Auburn, Wash. | 292.5 |

Judges: Scott Riese and Leo Mehl

* PUBLISHER'S NOTE *

Due to a miscommunication (on my part), several of the speed records listed are not current. We will get those updated in a future issue.



Northwest Competition Records

Best performances established between Northwest CL modelers in sanctioned competition

The Regionals always sweeps away a number of Northwest records, and 2002 was no exception. This edition of the Northwest records also reflects one record set last year and not discovered by your FL record-keepers until Regionals time. Congratulations to all the record-setters, shown in bold.

1/2 A Speed	115.93	Chuck Schuette	9-30-01	Salem, Ore.
A Speed	180.74	Ron Salo	9-30-01	Salem, Ore.
B Speed	168.47	Ron Salo	6-14-97	Kent, Wash.
D Speed	171.85	Ron Salo	5-28-00	Roseburg, Ore.
Jet Speed	196.64	Jerry Thomas	8-08-93	Richmond, B.C.
Formula 40 Speed	159.58	Ken Kortness	5-25-02	Albany, Ore.
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	2:14.35	Todd Ryan	7-13-01	Muncie, Ind.
Mouse Race I - 100-lap	4:22	Paul Gibeault	7-15-99	Muncie, Ind.
Mouse Race II - 70-lap	3:01.02	S&S Racing Team	5-24-02	Albany, Ore.
Mouse Race II - 140-lap	6:31.41	S&S Racing Team	5-24-02	Albany, Ore.
AMA Scale Race-70-lap	2:53	Todd Ryan	7-00	Muncie, Ind.
AMA Scale Race - 140-lap	6:54	Todd Ryan	5-27-01	Albany, Ore.
NW Goodyear - 70-lap	3:42.22	Todd Ryan	5-24-02	Roseburg, Ore.
NW Goodyear - 140-lap	8:01	Julie Rice	5-27-95	Eugene, Ore.
Slow Rat Race - 70-lap	2:41	Todd Ryan	7-00	Muncie, Ind.
Slow Rat Race - 140-lap	5:49	Todd Ryan	7-16-98	Muncie, Ind.
AMA Rat Race - 70-lap	2:24.21	Todd Ryan	5-25-02	Albany, Ore.
AMA Rat Race - 140-lap	5:38	Todd Ryan	5-24-98	Roseburg, Ore.
FAI Team Race 100-lap	3:31	Ryan/Whitney	7-00	Muncie, Ind.
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	3:12	Todd Ryan	5-27-01	Roseburg, Ore.
NW Super Sport - 140-lap	6:38	Todd Ryan	5-28-00	Roseburg, Ore.
Quickie Rat - 70-lap	3:05	Todd Ryan	5-26-01	Roseburg, Ore.
Quickie Rat - 140-lap	68 laps	Todd Ryan	5-26-01	Roseburg, Ore.
Flying Clown Race, Laps:	319	Todd Ryan	8-4-00	Coquitlam, B.C.
Class I Carrier	370	Todd Ryan	8-6-00	Richmond, B.C.
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	244.7	Todd Ryan	5-26-01	Roseburg, Ore.
AMA Endurance	39:56	Mark Hansen	7-12-98	Salem, Ore.

Records as of 6/5/02

New records in boldface

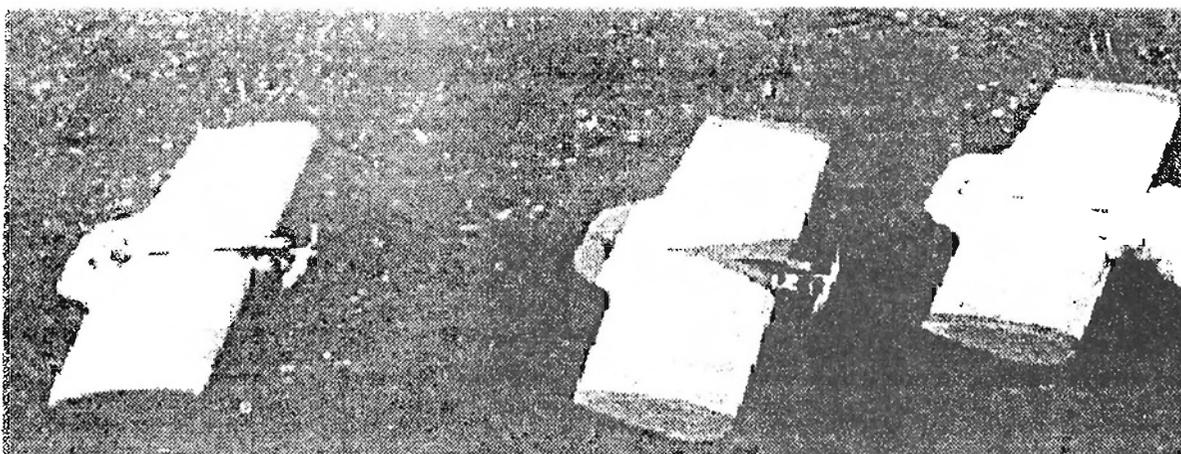
NW REGIONALS COMPETITION RECORDS

Best recorded performances at the Northwest Regional Control-Line Championships.

1/2 A SPEED	143.89	JERRY ROCHA	2002
A SPEED	186.07	JERRY ROCHA	2002
B SPEED	179.75	FRANK HUNT	1994
D SPEED	191.01	MORRIS/MATHISON	1998
JET SPEED	187.62	BILL NUSZ	1995
FORMULA 40	TIE 159.22, JIM RHOADES, 1998; 159.58, KEN KORTNESS,		2002
21 SPORT SPEED	151.84	LOREN HOWARD	2001
FAI SPEED	TIE 177.54, CHRIS SACKETT, 1999; 177.97, TOM BROWN,		2002
1/2 A PROF. PROTO	113.3	JERRY ROCHA	2002
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	6:10.95	DOUG MAYER	2002
AMA GOODYEAR	5:47.01	LES AKRE	1999
NW GOODYEAR	7:40.05	VIC GARNER	2001
SLOW RAT RACE	5:38.67	BILL CAVE	2000
RAT RACE	4:45.5	BOB FOGG	2002
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	6:19.7	JIM HOLLAND	2002
B TEAM RACE	4:35 ???	BOB WHITNEY	2000
CLASS I CARRIER	415.1	JIM SCHNEIDER	2002
CLASS II CARRIER	425.2	JIM SCHNEIDER	2002
PROFILE CARRIER	362.6	JIM SCHNEIDER	2002
.15 CARRIER	237	JIM SCHNEIDER	2002



Three typical Vintage Diesel Combat planes ready for action at the Big Money Diesel Combat contest. All have PAW .15 engines and Grish 8x6 props. Watch *FL* for photos of upcoming contests, including the Regionals. Your photos are welcome. E-mail photos to the editor in jpg format. *Howard Rush photo.*

The Scoreboard

Northwest control-line
competition standings.

Bound for glory!

No contest juggles the Northwest CL competition standings like the Regionals.

Races were established in every category at the biggest contest of the year. We'll be watching them evolve over the rest of the season. The combat standings also got a nudge from the Big Money Vintage Diesel Combat contest on May 4-5.

This month's updates include the first of the Junior-Senior standings (formerly Junior standings).

These standings also reflect a correction in the Classic and Overall Stunt scores from the April Portland meet. Note that one contest on the schedule, the May 5 carrier/racing meet in Richmond, B.C., was canceled.

Contests counted to date: April 20-21, Portland, Ore.; May 4-5, Arlington, Wash.; May 24-26, Albany, Ore.

Following are standings for updated events:

2002 STANDINGS

VINTAGE DIESEL COMBAT

- | | |
|--|----|
| 1. Tony Huber, Renton, Wash. | 22 |
| 2. Mel Lyne, Garibaldi Highlands, B.C. | 17 |
| 3. Bob Smith, Roy, Wash. | 16 |
| 4. Bob Huber, Stanwood, Wash. | 15 |
| 5. Jody Taylor, Everett, Wash. | 11 |

80mph COMBAT

- | | |
|-------------------------------------|----|
| 1. Jeff Rein, Bothell, Wash. | 25 |
| Mel Lyne | 25 |
| 3. Bob Huber | 13 |
| 4. Cayce Rule, Black Diamond, Wash. | 12 |
| 5. Milissa Huber, Stanwood, Wash. | 11 |

1/2-A COMBAT

- | | |
|-----------------------------|---|
| 1. Jeff Rein | 9 |
| 2. Bob Smith | 8 |
| 3. Mel Lyne | 7 |
| 4. Gary Harris, Banks, Ore. | 6 |

OVERALL COMBAT

- | | |
|----------------|----|
| 1. Mel Lyne | 49 |
| 2. Jeff Rein | 34 |
| 3. Bob Huber | 28 |
| 4. Bob Smith | 24 |
| 5. Tony Huber | 22 |
| 6. Cayce Rule | 12 |
| 7. Jody Taylor | 11 |
| Milissa Huber | 11 |
| 9. Mike Rule | 10 |
| Bill Petterson | 10 |

CLASS I NAVY CARRIER

- | | |
|--------------------------------|---|
| 1. David Shrum, Roseburg, Ore. | 2 |
|--------------------------------|---|

CLASS II NAVY CARRIER

- | | |
|--------------------------------|---|
| 1. Mark Hansen, Portland, Ore. | 1 |
|--------------------------------|---|

PROFILE NAVY CARRIER

- | | |
|------------------------------------|---|
| 1. Shawn Parker, Seattle, Wash. | 6 |
| 2. Mike Potter, Auburn, Wash. | 4 |
| 3. Mike Hazel, Salem, Ore. | 1 |
| 4. Mike Conner, Pitt Meadows, B.C. | 1 |

.15 NAVY CARRIER

- | | |
|------------------------------|---|
| 1. Shawn Parker | 5 |
| Mike Potter | 5 |
| 3. Bob Parker, Renton, Wash. | 2 |

OVERALL NAVY CARRIER

- | | |
|---|----|
| 1. Mike Potter | 13 |
| 2. Shawn Parker | 12 |
| 3. Mark Hansen/Ted Gritzmacher, Portland, Ore./Battle Ground, Wash. | 4 |
| 4. Mike Hazel | 3 |
| 5. David Shrum | 2 |
| Bob Parker | 2 |
| 7. Mike Conner | 1 |
| Mark Hansen | 1 |

CLASS I MOUSE RACE

- | | |
|----------------------------------|---|
| 1. Paul Gibeault, Richmond, B.C. | 9 |
| 2. Remy Dawson, Vancouver, B.C. | 7 |
| 3. Maria Huber, Stanwood, Wash. | 2 |

CLASS II MOUSE RACE

- | | |
|------------------------------------|---|
| 1. S&S Racing Team, Seattle, Wash. | 6 |
| 2. Todd Ryan, Burbank, Wash. | 5 |

RAT RACE

- | | |
|--------------|---|
| 1. Todd Ryan | 3 |
|--------------|---|

AMA GOODYEAR

- | | |
|---------------------------|---|
| 1. Mac Ryan, Pasco, Wash. | 5 |
|---------------------------|---|

NORTHWEST GOODYEAR

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

FLYING CLOWN RACE

- | | |
|--------------|----|
| 1. Todd Ryan | 11 |
|--------------|----|

2. Mac Ryan 9

NORTHWEST SPORT RACE

1. Mel Lyne 8

2. S&S Racing Team 7

3. Ron Salo, Surrey, B.C. 6

4. Cayce Rule 2

5. Milissa Huber 1

NORTHWEST SUPER SPORT RACE

1. S&S Racing Team 5

2. Nitroholics Racing Team, Salem/Eugene, Ore. 4

OVERALL RACING

1. Todd Ryan 23

2. S&S Racing Team 18

3. Mac Ryan 14

4. Paul Gibeault 9

5. Mel Lyne 8

6. Remy Dawson 7

7. Ron Salo 6

8. Nitroholics Racing Team 4

9. Maria Huber 2

Cayce Rule 2

SCALE (all classes combined)

1. Chris Gomez, Auburn, Wash. 1

SPEED (all classes combined)

1. Chuck Schuette, Vancouver, Wash. 10

2. Ken Kortness, Spokane, Wash. 8

3. Paul Gibeault 6

4. Jim booker 4

Mike Hazel 4

6. Loren Howard, Vancouver, Wash. 3

Ron Salo 3

PRECISION AEROBATICS

1. Paul Walker, Kent, Wash. 28.5

2. Howard Rush, Bellevue, Wash. 22.5

3. Chris Cox, Delta, B.C. 19.5

4. Nils Norling, Metolius, Ore. 18

5. Bruce Hunt, Salem, Ore. 17

CLASSIC STUNT

1. Don McClave, Portland, Ore. 20

2. Nils Norling 18

3. Bruce Hunt 16

4. Keith Varley, Vancouver, B.C. 6

OLD-TIME STUNT

1. Don McClave 17

2. Emil Kovac, Issaquah, Wash. 15

3. Keith Varley, Vancouver, Wash. 4

4. Dave Royer, Portland, Ore. 3

OVERALL STUNT

1. Don McClave 37

2. Nils Norling 36

3. Bruce Hunt 31

4. Paul Walker 28.5

5. Howard Rush 22.5

6. Chris Cox 19.5

7. Keith Varley 17

8. Dave Royer, Portland, Ore. 16

9. Emil Kovac 15

10. Jack Pitcher, Gresham, Ore. 3

Bob Smiley, Kingston, Wash. 3

TOP JUNIOR/SENIOR CONTESTANTS

1. Cayce Rule 14

2. Milissa Huber 12

3. Montana Marlatt, Metolius, Ore. 2

Maria Huber 2

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

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

If you flew in a contest that doesn't appear to be counted, contact the contest director or *Flying Lines*.

Special notes: Precision aerobatics expert fliers' scores are multiplied by a factor of 1.5. When an individual is allowed more than one entry in a single event, only the highest-placing score shall be counted.

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.



Bob Smiley's very nice conversion of a Tom Morris handle kit, with radiused phenolic blocks. Steve Helmick photo.

Fast Laps

Notes on Racing by John Thompson

A game of seconds

It was once the most popular of Northwest competitive events. It's still the easiest way to get started in competition, and with a little practice and regular contest attendance, it's one of the most rewarding of CL competitive activities.

Racing has fallen on hard times recently, in terms of contest attendance, but when racers get together, it's still exhilarating. Why is attendance down at racing? Everybody has an opinion.

It maybe that it's a team event, and it's hard to build a team and build and practice together in this busy day and age. But racing can be done successfully as an individual sport, with "teammates du jour." It may be that racing teams haven't done enough to encourage new fliers to start in that event. Or maybe we just haven't done a good enough job spreading the word.

I'm hoping that the reason is that the current crop of new CL fliers is simply not aware of the tremendous pleasure that can be had at the racing circle, where success can be obtained for only modest cost and with only a little bit of study and practice.

The excitement of racing is in preparing equipment that is fast and reliable, in learning the skills of piloting and pitting, and of putting it all together in an event where seconds count both in the flying and the ground crew. There are few activities that get the adrenaline flowing like a fast race as the laps pile up and the racers scream toward a close finish.

It's too rewarding an event to just let fade away, and here in the Northwest the few people still racing are topnotch and able to impart plenty of knowledge to anyone interested in getting started.

Toward that end, I thought I'd start offering an occasional racing column in *Flying Lines* to explain and encourage participation in the activity.

The intent initially is to review some basics for those who may not have the memory of Northwest racing's glory days. We'll also search for some new information and hopefully advance Northwest racing toward a greater participation in the coming year or two.

And, as always, *FL's* columns are open to anyone who wants to pitch in with some ideas and thoughts about racing, either on an occasional or regular basis.

This first column's topic is simply to go over the events that are available for contestants — both novice and expert — in the Northwest.

Let's start at the very beginning ...

What's racing?

Passers-by often ask the question: What are they doing? How do you tell who's winning?

It's definitely a bit easier for participants to keep track of the score, so to speak, than it is for spectators.

Basically, racing is the flying of two or more airplanes simultaneously over a measured distance, with each plane's score being the time it takes to cover the distance.

Preliminary heats are used to determine the contestants who will advance to a longer "feature race."

To put it another way, CL racing is exactly like any other race: You have a distance to go, and the winner is the one who gets there first.

In a race, there is a pilot and a pit crew for each airplane. Common racing classes have between two and four airplanes in a race. The pit stop area for each plane is at a different location on the circle. There is a timer/lap counter at each location, and a race official who gives a countdown and starts the race, and then serves as a referee. Each plane's starting and finish line is at its pit location.

A common race distance is 70 laps for preliminary heats and 140 laps for feature races (this corresponds to five miles and 10 miles on 60-foot lines, on which most races are flown).

The standard AMA racing format is for each contestant to fly two consecutive preliminary heats, with the best single heat times being taken to a feature race.

Another format that will be discussed in a future column is what in the Northwest is referred to as the "Drizzle Circuit format" after a winter racing series that was conducted from 1979-90 in the Northwest. This is a format that looks more familiar to the average person because it more like car racing: The placing in the heats (not simply the best times) is used to select the finalists. I think it's worth considering trying this format again.

One advantage of CL racing is that it offers a full day of activity at a major contest. Whereas a stunt flier gets two flights in an entire day, a racing team that enters several categories is flying all day long.

Racing is thus accessible to the casual participant, who may want to race one plane in a single category, as well as the dedicated racing team who may want to race one to two airplanes in each of a half-dozen categories. There are nine different racing categories commonly seen at Northwest racing contests, including three that are unique to this region. Each makes use of a slightly different type of airplane/engine setup, ranging from ultrasimple to fairly complex. There's truly something for everyone.

Here's a concise rundown of the different racing events:

- **Class I Mousse Race:** This is a race for reed valve .049-powered planes with external control systems. Novices can find the engines in hobby shops, or one can spend more money on exotic equipment. The planes are generally inexpensive and easy to fly.

- **Class II Mouse Race:** The engines are still the tiny .049, but there are no limits on the plane or engine, and the speeds are very fast. It's not an event for novices, but it is a hoot to fly at tremendous speeds; the planes are small and light, so the average person can handle one with some practice.

- **Northwest Sport Race:** An event created with the novice in mind, this requires a kit-type airplane with a stock Fox .35 stunt engine and no "pro racer" trick equipment. Races are four-up and can be a lot of fun. Anyone can pilot or pit these planes; they're not very fast but the races can be close and exciting.

- **Northwest Super Sport Race:** The idea behind this race is to let the person who has gotten a little experience with Northwest Sport Race to step up toward the big time. NWSS planes must follow certain design restrictions and the engines are restricted, but there is freedom to design your own plane, rework your engine, and try out the trick pitting equipment. Best of all, the races are a faster but comfortable piloting speed (about 100 mph) and often extremely close and hotly contested.

It's your columnist's favorite racing event.

- **AMA Goodyear:** The .15-sized planes must look like full-scale Goodyear racers, but they're noisy and fast. It's not necessarily a novice event, but it's a national favorite.

- **Northwest Goodyear:** Same cute airplanes as AMA Goodyear, but with engines restricted to inexpensive brands.

- **Rat Race:** There is no more exhilarating event than a "fast rat" showdown, but it requires some athletic ability. Fast rat, an unlimited .40-powered event, uses complex pan-based airplanes that go upwards of 150 mph. It is being phased out at the national level, and may be replaced with a .21 unlimited rat race or quickie rat (see below).

- **Quickie Rat:** This Texas invention uses the same engines as allowed in Super Sport, but the planes are profile rat racers with external controls. A bit faster than Super Sport, but something the average person can do with a little practice. It's beginning to catch on in the Northwest.

- **Slow Rat:** This is a national intermediate racing event with planes similar to Super Sport but with considerably more complex technical requirements and faster, more expensive engines. Most racers prefer events such as Super Sport or Quickie, so slow rat is somewhat of a dinosaur event.

- **Flying Clown Race:** This Northwest invention, now flown nationally, requires the classic PDQ Flying Clown airplane and any engine up to .19. It's actually a very fast race, and can be pretty wild. Unlike the other racing events, Clown is flown for a set time, with the highest number of laps as the goal. Many novices get their start in racing in the Clown event.

In the Northwest, the popular racing events are Mouse I, Northwest Sport Race, Super Sport and Clown. Clearly, there's something in racing for everyone.

Send questions or comments to John Thompson in care of Flying Lines.

Gerald "Jerry" Thomas

8/16/1926

5/16/2002

Jerry was known to many Northwest modelers as the quiet man who had very noisy airplanes. His love affair with Jet speed planes and the engines began in 1949, and continued until his death.

Although most everyone knew him only as a jet enthusiast, he began his modeling career with rubber-powered planes in his teens. And it might be a surprise to some that he won first place in the Wakefield event at the 1955 Nationals. Further, he was also on the USA team for that event once. In the late 1940s he was also active in gas-powered free flight flying.

Back to the jets, Jerry developed the famous "Thomas" extended jet head, an idea that was

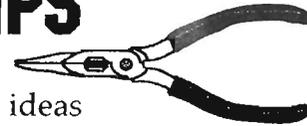
universally copied by the speedsters in one form or another. And his "Ironsides" line of airframes were legendary. He was constantly tinkering with his planes and trying new ideas. He had yet another variation on his airplane design that he was working on for the Albany Regionals.

Jerry retired from the Boeing company many years ago, where he was a model maker for wind tunnel testing and other applications.

He is survived by his wife Lila, his mother, and one son.

— Mike Hazel

SHOP TIPS



Clever building ideas
from *Flying Lines* readers

- **Balancing act:** If you are new or trying to get back up to speed in control-line flying, you are finding many "cottage industries" that can supply most of your needs. There are new building techniques, materials and tools.

Unless you are already using this tool to balance your props, there is a good chance they aren't even close.

The Top Flite Power Point Precision Magnetic Balancer suspends the prop on a rod between two magnets. I have to turn the shop furnace off, control breathing and movements, even thought about turning the radio off, too. This tool is sensitive and easy to use.

— John Clemans

Send your shop tips to Flying Lines!

A powerful reminder...

In case you are inclined to disregard those warnings about flying near powerlines, read this item from the Associated Press...

TIGARD, Ore. — A man says he and his 2-year-old son were jolted by electricity while on a playground structure built under power lines.

"It felt like I'd just stuck my finger into an electrical outlet," said Jeff McBride, of Tigard. "Words can't describe how scary it was."

Kregg Arnston, a spokesman for Portland General Electric, said the high-voltage lines passing directly overhead created an electrical field around the play structure built of wood, plastic and metal.

They received mild electric shocks when they grounded themselves on earth near the play equipment.

Brent Landels, a Morissette spokesman, said no previous reports of trouble with the structure had been reported.

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2456 Quince St.
Eugene, OR 97404

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The staff: Jim Cameron; Chris Cox; Bill Darkow; Dave Gardner; Paul Gibeault; Mark Hansen; Mel Lyne; Nils Norling; Mike Potter; Howard Rush; Dan Rutherford; Todd Ryan; Gerald Schamp; Buzz Wilson; John Thompson, editor; Mike Hazel, publisher — and *you!*

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