

FLYING LINES

1073 Windemere Drive NW, Salem, Oregon 97304

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Paul Walker performs the old "heave-ho" pull test on an "Impact" at the 2004 Raider Roundup held at the Sandpoint site in Seattle on Labor day weekend.

Despite the late date change, the contest was deemed quite successfull in spite of some reduced turnout. Might repeat same date next year, stay tuned!

(Bruce Hunt photo)



This is the last issue for the following:

Mark Conner, Mike Foley, Orin Humphries, Tom Knoppi, Wayne Spears, Buzz Wilson.

Ya'll get those renewals sent in pronto!

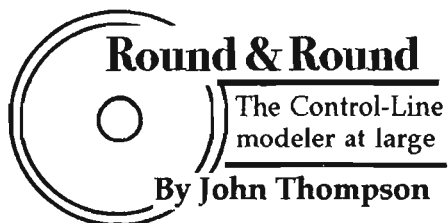
Our last issue (#201) was dated for August, but came out in September. Your editor speculated whether or not the September issue would actually come out in that same month. Well, it wasn't going to happen, but this issue is now labeled "Sept-Oct", so that makes it on schedule. It's great to be the boss!

Most of the Northwest still has some nice weather coming to round out the flying season. Get out and fly before the cold and/or nasty weather sets in soon. Meanwhile, enjoy this issue, and remember to keep connected to *Flying Lines*.

Here's another reminder that this is your newsletter..... please participate. Sign up a friend, write an article, send in a hot news tip, utilize the classifieds, tell the editor that he's handsome, etc. etc. Worthy contributions will be given a one issue subscription credit.

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Modeling thought for the month:

"Worrying is less work than doing something to fix the worry. Everybody wants to save the earth; nobody wants to help Mom with the dishes."

— P.J. O'Rourke

Time for some thinking ...

It's autumn, the contest season is drawing to a close, and now it's time for a rest, right?

Well, maybe not. Maybe we ought to be doing some thinking about 2005.

Yes, we know that we need to be thinking about our projects for next year. Of course, I will be working hard to finish up my 2003 stunt project. Yes, the 2003 project should be ready for 2005. But that's not what I'm talking about.

I'm talking about the state of our hobby. Is it the way we'd like it to be? Here are some thoughts to ponder ...

- **Racing:** As mentioned in Issue 201, racing activity has declined. I put out the call for people to express interest in some racing activity in 2005. Not much response yet. There are quite a few racing teams in the Northwest. Apparently, everybody is waiting for someone else to step up and solve the problem. There were a grand total of three contests with racing on the schedule in 2004. Racing people, start thinking about what you can do to revive your event, or it will disappear from the schedule entirely.

- **Navy Carrier:** A couple of guys have labored hard on behalf of the Northwest's hookers, trying to keep this intriguing event alive. The attendance at the contests they put on this year was dismal. Do you carrier fliers expect Mike and Shawn to keep lugging the decks around and putting on contests for you if you don't show up? Think about it ...

- **Combat:** The action has been centered in Arlington, Wash., but there hasn't been much on the schedule elsewhere in the region. This is partly because that's a kind of central area of the concentration of many combat flyers, but it's also because contests there have more or less dominated the calendar. There are combat fliers

— and people who are interested in becoming combat fliers — all over. Maybe we should be thinking about a coordinated approach to the calendar. Should fliers setting up the Arlington and B.C. activities coordinate with the known fliers farther south, such as in Oregon, and see if room can be found on the calendar for a contest or two in that area? Something to think about ...

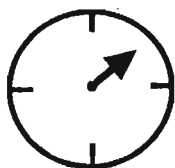
- **Speed:** There are 10 main speed categories, and attendance at local speed contests averages about eight guys, each doing one or two categories. The result is less a contest than a day of flying for personal bests. Should we be thinking about selecting one or two of the better events and doing something to encourage participation in those, to generate some interest in speed as a competition, and maybe make it attractive to some new flyers?

- **Aerobatics:** Everything's fine in aerobatics, right? Well, maybe. There are still some things to think about. Have you noticed the attendance trend in the past couple of years? Yes, stunt is thriving, but is it growing? Why is the advanced class shrinking? Yes, many have moved on to expert, but where are their replacements from the beginner-intermediate classes? What about ARFs — yes, these are encouraging flying participation, but should we be thinking about ways to encourage ARF users to move on to building? Do we need P-40, or is it just another event to burden volunteer contest officials? Should we have skill classes in Classic, perhaps sportsman and expert as we do in P-40? Complacency can lead to a gradual loss of quality in any activity. Something to think about.

- **Fragmentation:** Where are the control-line fliers? Oh, I know there are stunt fliers, and there are combat fliers, and racing fliers, and speed fliers. But where are the "control-line" fliers? Can we survive as a hobby if we look after only our own favorite event? Will fliers in one discipline continue to enjoy the benefits of contest flying if the rest of the events go down the tube? Let's think about whether more of us should be helping out and supporting the *other* categories when they have a contest nearby. Maybe even putting on a contest for another discipline so that the fellows in that activity can spend their time doing the activity rather than being officials.

We all love control-line flying — even if we only do one kind of it. We all benefit from the existence of other CL fliers, even if they aren't "our kind." Something to think about for 2005.

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Northwest Competition Records

Best performances established between Northwest CL modelers in sanctioned competition

1/2 A Speed	132.56	Chuck Schuette	9-21-02	Salem, Ore.
A Speed	187.23	Paul Gibeault	12-2-01	El Monte, Calif.
B Speed	161.37	Ken Kortness	5-25-02	Albany, Ore.
D Speed	171.85	Ron Salo	5-27-00	Roseburg, Ore.
Jet Speed	168.62	Loren Howard	5-23-03	Albany, Ore.
Formula 40 Speed	162.54	Marty Higgs	9-04-04	Richmond, BC
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	107.04	Chuck Schuette	8-15-04	Salem, Ore
21 Proto Speed	133.03	Chris Sackett	5-25-97	Roseburg, Ore.
NW Sport Jet Speed	146.52	Loren Howard	8-15-04	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	5.51	Todd Ryan	5-25-03	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.
.15 Rat Race - 70-lap	Vacant			
.15 Rat Race - 140-lap	Vacant			
FAI Team Race 100-lap	3:28.49	Ryan/Gillott	7/12/03	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	7:58	Todd Ryan	10-11-03	Salem, Ore.
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	353.7	Mike Potter	5-29-04	Albany, Ore.
.15 Carrier	244.7	Todd Ryan	5-26-01	Roseburg, Ore.
Nostalgia Carrier	232	Rich Salter	5-29-04	Albany, Ore.
AMA Endurance	39:56	Mark Hansen	7-12-98	Salem, Ore.

Records as of 9/28/04

Updated records in boldface

All the new action for NW records have been on the speed circle. At the NW Summer Speed Meet in Salem, Chuck Schuette upped his own 1/2 A Proto mark a few hundredths. And Loren Howard beat Mike Hazel's NW Sport Jet record by six mph. Up in Canada, Marty Higgs upped the Formula 40 mark by three

mph over Ken Kortness's two year old record. Besides being a NW record, it is also a Canadian record. And we also have a correction.....Ken Kortness pointed out a mistake with the D speed record. It goes back to Ron Salo for his performance back in 2000. Sorry 'bout that! editor

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

CONTEST AND EVENT REPORTS !!!!!

P.A.C. INVITATIONAL JULY 24 - 25, 2004 RICHMOND, B.C.

NW Sport Race

- | | |
|-------------------|-------------|
| 1) Kenny Johansen | 10:30.3 (3) |
| 2) Mel Lyne | 12:52.5 (2) |
| 3) Retreads Team | DNF (1) |

NW Flying Clown Race

- | | |
|------------------|---------|
| 1) Retreads Team | 228 (2) |
| 2) Harold Youds | 183 (1) |

Sport Scale

- | |
|---------------------|
| 1) Harold Youds (1) |
|---------------------|

(No Carrier events flown)

TAILHOOK 2004 AUGUST 7, 2004 AUBURN, WASHINGTON

Profile Carrier

- | | |
|------------------|-----------|
| 1) Mike Potter | 337.8 (2) |
| 2) Jim Schneider | 105.6 |

.15 Carrier

- | | |
|------------------|-----------|
| 1) Jim Schneider | 248.3 |
| 2) Mike Potter | 192.6 (1) |

Class I Carrier

- | | |
|------------------|-------|
| 1) Jim Schneider | 401.5 |
|------------------|-------|

Class II Carrier

- | | |
|------------------|-------|
| 1) Jim Schneider | 399.2 |
|------------------|-------|

Mike Conner and Chris Gomez also flew,
but posted no scores. Bummer!

NORTHWEST SUMMER SPEED MEET AUGUST 14 & 15, 2004 SALEM, OREGON

This was a fun little contest, although turnout was kind of light with some of the regulars missing.

Weather was a bit warm thru the weekend, and some decent speeds were recorded. On Sunday the jets just loved the air, and both entrants well exceeded the NW region record for the sport jet class. (new record back to Loren Howard).

Chuck Schuette upped his 1/2 A Proto record just a little bit. This is the last year for unlimited fuel in the 1/2 A classes, next year they will use 10% like all the other classes.

John Thompson's F40 score is his first official speed flight. He used an old converted rat racer for this event - plane has a lot more potential yet.

Formula 40 Speed

- | | |
|--------------------|------------|
| 1) Ken Kortness | 155.31 (3) |
| 2) Ted Gritzmacher | 145.27 (2) |
| 3) John Thompson | 123.28 (1) |

21 Sport Speed

- | | |
|--------------------|------------|
| 1) Loren Howard | 149.19 (3) |
| 2) Mike Hazel | 147.60 (2) |
| 3) Ted Gritzmacher | 139.05 (1) |

B Speed

- | | |
|-----------------|------------|
| 1) Ken Kortness | 150.44 (1) |
|-----------------|------------|

1/2 A Proto Speed

- | | |
|-------------------|------------|
| 1) Chuck Schuette | 107.04 (1) |
|-------------------|------------|

NW Sport Jet Speed

- | | |
|-----------------|------------|
| 1) Loren Howard | 146.52 (2) |
| 2) Mike Hazel | 144.63 (1) |

**M.A.A.C. SPEED RECORD TRIALS
SEPTEMBER 4 & 5, 2004
RICHMOND, B.C.**

The Vancouver Gas Model Club's Record Trials had a very low attendance, as expected, after the Worlds & U.S. Nats just a few weeks before. We had just enough assistance with three timers, headed by Ron Salo, and three others to fly, run starter boxes, and launch the models.

The day was too windy for my 1/2A Profile Proto and it was also too windy at the start of the day for most anything. As the day progressed the wind eased off somewhat and Marty Higgs did about four test flights with his old F-40. With this model he did one flight that exceeded his Canadian National Record of 154 MPH by a fraction of a mile per hour. Marty did not want to process that model so the flight stood as test flights only.

About 4:30 in the afternoon the wind dropped to where Marty felt comfortable in processing and officially flying his newest F-40. Attached are his Official and (applied for) New Canadian National Record times.

round1	round2
22.04	22.08
22.21	22.15
22.22	22.18
-----	-----
22.156	22.136
162.39 MPH	162.54 MPH

This model had only every done one other flight about 2 months ago, and on that flight it also turned better than 162 MPH. Although the record trials was available to all we were the only two who entered, others were gallivanting around Europe somewhere. Bruce Duncan

**RAIDER ROUNDUP
SEPTEMBER 4 & 5, 2004
SEATTLE, WASHINGTON
by Dan Rutherford**

Oh, man! What a great contest! Another in a series put on primarily by Steve Helmick and Chris Gomez, this time considerable amount of work and planning involved was rewarded with participation by a higher number of contestants, drastically increasing their satisfaction over a job very well done.

(We've had yet another good year of contests, one more to come with Fall Follies in Salem, Oregon, but weather a couple times, Nationals and World Champs involvement by quite a number of our group, took a higher toll than was predicted. To the point where there was some concern expressed, all of it erased by Roundup 2004.)

Weather was excellent. A little threatening early Saturday morning, other than shifty breezes we could not have ordered better conditions.

Site was also excellent, thanks to Ron Canaan, Steve and Chris. Two full circles, suitably closed off to park goers. Fair number of interested spectators. The changes, Sandpoint NAS to Magnusson Park, are substantial, to say the least. Don't you folk who competed there in the old days of Navy sponsorship of contests expect to recognize anything other than main gate and a few buildings.

John Miller, a.k.a. Joe Bellcrank, and Pete Peterson drove up from Salt Lake City. John brought along a six-pack of beer for me. Brand name: Polygamy Porter. Motto: "Why have just one?" Very funny. And tasty; I had a cold one immediately upon my return home Sunday.

As Chris was CD this time around, no food cooked on site. But I had marinated onion ring/cucumber slices mix, vine-ripened tomatoes and a batch of pears. Ya know what happens when PW encounters garden-grown sliced tomatoes? "Look, Paul, I'll just stand here holding the container while you slurp 'em down."

Bob Emmett blind-sided us all by practicing, loaded for bear in OTS, flew quite well indeed. Hearty congratulations to one of the pillars of strength in NW CL Stunt scene. But where was the estimable Dr. Spark?

The hit of Classic was John Miller flying model which makes a twin-engine Flite Streak legal for Classic. Some misunderstood when I would relate this fact. It is not a reproduction. John was flying the model which is gold standard for those with an eye toward a twin for this event.

This proved to a lot more exciting than

many would have preferred. John tripped over his own feet, fell to the concrete. Saved the model. Tried to get up faster than was wise. Fell back down. Heavy Stunt and I were watching, "He could be in real trouble," Bruce said. Agreed. I already had my SuperTool out of its sheath, prepared to cut John free of model while Bruce gave first aid. But just about the time we stepped forward, John was up and flying level. No problem, although it was very exciting.

Paul brought out the snake plane (Cobra), we were treated to seeing Paul come to grips with a model he had not flown for quite a long time. There is some sort of perverse pleasure in seeing someone of Paul's standing struggling with not only timing of cutting inverted, overall shapes as well. Of more interest, quite a lot of concern to PW, model was not able to complete a full pattern. For some reason I thought he was using 20% fuel, offered a very limited amount of 10% I was to use in OTS.

This may be important: Paul saw small opportunity in switching from his 10/29 GMA Power Master fuel to my SIG 10% all-castor blend, to which I had added all required ingredients to bring it up to 10/25/3/62 with the 3% being Klotz synthetic. Still, he is a very pragmatic man, and what he had was not working. From running out of fuel early he went to a full pattern plus 5 laps. Go figure...

Running short on time it was decided to fly P-40 Sunday morning. Paul and I judged. As has been stated many, many times there are few things quite as effective in improving one's own flying as in judging your peers. What is the deal with wingovers that don't go straight up and over? Turn it once, people, let it run over the top! Paul kept muttering, "No one wants to win this contest."

Okay, everybody was flying profiles, hardly ideal configuration for a serious Stunt model, and none of the entrants treat their P 40 model as a primary Stunt Weapon. For what it's worth to the reader in the future, Bob Smiley eked out a win with better intersections. Well done indeed.

As I really needed some quality time with the Impact it was off to practice circle where a comedy of errors ensued. With PW holding back model I got to handle to discover lines were reversed. It took quite a lot of time to fiddle with my home-made clips, finally I signaled for a re-

lease. And the engine died. We tried a couple more times. Same result, less the lines being back'ards.

Saito 56 out of the model, sure enough I could look almost directly into spray bar hole. In going to a different venturi (.272 from a .281) following VGMC contest, evidently I had installed spray bar correctly, but then went back and pulled in a little more tension on compression nut, this moving spray bar. Stupid mistake? Yep...

But I've still got it. During only full-pattern test flight I noticed a biplane bug (dragonfly). Lined up and nailed him. No, not with model, he appeared to be on 60-footers while I was on full-length lines. Did snag him with the lines, where-upon he stuck between the two. Of a sudden, not such a smart move. At least it wasn't a bird...

Having taken a pass in flight order I was able to rush in at end of first round to at least get something on the board. Good deal, as during second-round flight I had to spend just a little too much time asking judges to reposition themselves, following a wandering wind. Upon entry to four-leaf clover the engine coughed. And one rarely gets much, if any, warning with a four-stroke.

No matter, both Bruce and Randy were ahead of me, there was a realistic possibility of squeaking ahead of them with a full pattern. I continued. Sucker quit dead during second loop. No power, inverted and on downwind side of the circle. No problem. Knowing there might be a character-building experience in my near future, after overhead eights I had taken a pretty good look toward pit area. Yep, there was Paul, he was sitting down but also pretty close to upwind edge of circle. I drug it around. Paul made another of his fabled catches. I gave him a thumbs-up and we walked it all over to the pits.

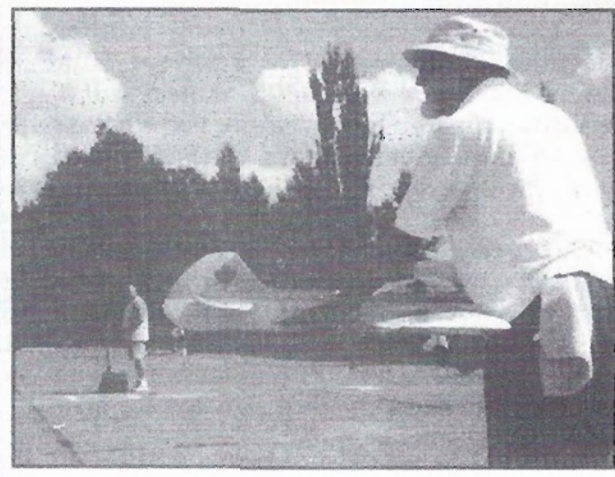
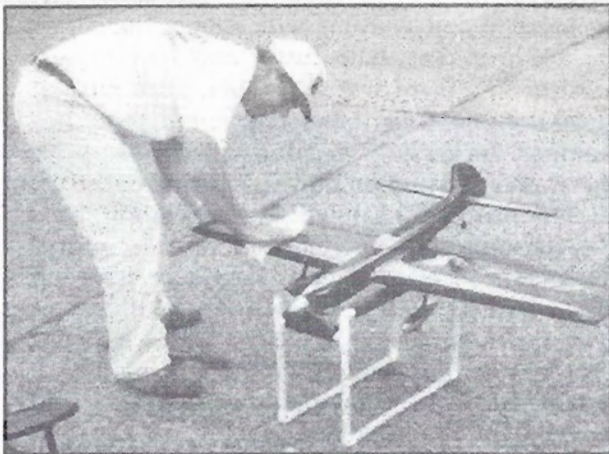
A minor bit of explanation may be of interest. If you have someone standing by, and you trust him to snatch that sucker out of the air, the most common mistake is to come around with too much speed on, model too high. So it was that I first let the thing slow down. This caused much consternation from the crowd, and I will admit to letting it get a little slower and a little lower than I really wanted. However, the idea was good in that cranking in just a little more arm got the Impact back home to Daddy-of-the-Design just about as slowly as possible and at a reasonable altitude.

(continued on page 9)

Raider Roundup



Stunt was the main event at the Raider Roundup on Labor Day Weekend. At left, the lineup of precision aerobatics planes. Photos below, clockwise from middle left: Paul Walker polishes the Cobra classic plane, Randy Powell cleans up his PA beauty, Keith Varley does a pull test, and Dirty Dan Rutherford shows off his Impact. *Bruce Hunt photos.*



Only real mistake was that I really wanted to get planted with model about 10 feet from Paul, this giving him a decent chance to get lined up on it. As it turned out, one more step back was required to keep it from falling flat to the ground and PW was able to nicely deal with it. Even in retrospect the risk taken is viewed as worthwhile, especially as Pat Johnston suffered a similar shortage of fuel. And, like, totally wimped.

Still, congratulations to both Bruce Hunt and Randy Powell, latest winners in an enduring and ongoing personal battle between the three of us. At least you both know I was motivated!

For the first time in a long time, Paul was flying an older Impact. With a pretty decent running RO-Jett 61 stuffed in the nose. While he just killed us, it was my view there is some more development of total package to come. The engine is still pretty fresh for one thing, but it was terrific to once again see the bang-bang corners, the sort of precise flying required for high-level success in an event where the name says it all, no need for further explanation.

We had a very interested New Guy show up both days. Brad Bufkin was under serious pressure to put up a flight or two in either of lower classes of PA with my "demo" ARF Flite Streak. Politely refusing--maybe we should have shown him decrepit condition of model in question--it sounds as if Brad has plenty of equipment to put together, will soon be joining us at the practice and contest circles. Welcome to a great group, Brad.

Ken Bird showed up late as is his wont in recent times. Upon first seeing him, I yelled out, "No late entries!" It quickly got worse. This transplanted Canadian is not only down here taking our jobs, it appears as if he is also here to take our women. What a beauty! I even saw her picking up contest paraphernalia as things were winding down. Oh, man! The demo ARF FS will be made readily available, just call me...

Old Time Stunt (7 entries)

Judges: Dave Gardner, Gary Letsinger

- | | |
|-------------------|-----------|
| 1) Bob Emmett | 294.5 (7) |
| 2) Dan Rutherford | 289.5 (6) |
| 3) Keith Varley | 282.5 (5) |
| 4) Pete Peterson | 264.5 |
| 5) Bob Smiley | 259.0 |
| 6) Rich McConnell | 238.5 |
| 7) Dave Pellerin | 237.5 |

Notable Moment: Congratulations, Bob! Well-flown, indeed.

Classic Stunt (10 entries)

Judges: Dave Gardner, Steve Helmick

- | | |
|-------------------|------------|
| 1) Paul Walker | 551.0 (10) |
| 2) Pat Johnston | 527.5 (9) |
| 3) Pete Peterson | 512.0 |
| 4) Bruce Hunt | 506.0 (7) |
| 5) Dan Rutherford | 498.0 |
| 6) Bob Smiley | 466.0 |
| 7) Keith Varley | 465.0 |
| 8) Rich McConnell | 435.5 |
| 9) John Miller | 419.0 |

Notable Moment: John Miller goes on his rear end. Twice. In the same flight. While flying an irreplaceable model. See above for details.

P-40 Stunt (5 entries)

Judges: Paul Walker, Dan Rutherford

- | | |
|-------------------|-----------|
| 1) Bob Smiley | 467.0 (5) |
| 2) Bruce Hunt | 465.5 (4) |
| 3) Pete Peterson | 460.0 |
| 4) Rich McConnell | 451.5 (2) |
| 5) John Miller | 445.0 |

Notable Moment: Mr. McConnell's model appeared to be flying too slowly. How often does that happen?!

Advanced Precision Aerobatics (6 entries)

Judges: Bob Parker, Steve Helmick

- | | |
|-------------------|-----------|
| 1) Pete Peterson | 481.0 |
| 2) John Miller | 459.0 |
| 3) Bob Smiley | 456.0 (4) |
| 4) Bob Emmett | 444.5 (3) |
| 5) Dave Pellerin | 428.5 |
| 6) Rich McConnell | 423.5 |

Notable Moment: Local boys let us down, a very nice NW Skyraiders camp chair going clear to Salt Lake City.

Expert Precision Aerobatics (5 entries)

Judges: Bob Parker, Steve Helmick

- | | |
|-------------------|-------------|
| 1) Paul Walker | 559.5 (9.0) |
| 2) Randy Powell | 499.0 (7.5) |
| 3) Bruce Hunt | 497.5 (6.0) |
| 4) Dan Rutherford | 486.5 (4.5) |
| 5) Pat Johnston | 482.0 |
| 6) Keith Varley | 452.5 |

Notable Moment: Mentioned already, Da Dirt pushing it just a little too far in efforts to put Bruce Hunt and Randy Powell on the trailer. The

Impact came out of (incomplete) four-leaf clover inverted, not making a sound. I knew, just knew, Paul Walker was already out of his chair and on edge of circle. Sure enough. Nice catch. And a huge thank-you!

RAIDER ROUNDUP CARRIER:

Nostalgia Navy Carrier - Open

- | | |
|-----------------|------------|
| 1) Shawn Parker | 244.54 (5) |
| 2) Bob Parker | 240.18 (4) |
| 3) Paul Walker | 232.7 (3) |
| 4) Mike Potter | 229.54 (2) |
| 5) Chris Gomez | 225.84 |

Nostalgia Navy Carrier - Junior

- | | |
|-----------------|------------|
| 1) Jason Parker | 228.77 (1) |
|-----------------|------------|

INTERGALLACTIC FUN FLY

September 16 - 19, 2004

Waitsburg, Washington

by Joe Just

How can one begin to give a report on a non-contest gathering of control line enthusiasts? Well, one might begin by saying that any of you that decided not to come to Waitsburg for the 4 day event sure missed a great time and a wonderful learning experience.

For starters, Leo Mehl learned that one is never too young at heart to enjoy the hobby. He also learned that small town life has a lot to be desired. His respect for wheat farming sure took on a new pattern.

Mike Foley learned that his flying is really improving. All he needs now is attendance in more contests and he will be moving on up the skill levels soon. Mike also was pleased to be able to spend some time with guys that were only printed names to him in the past.

Dave Shrum learned that the existing small "wheat towns" offer more than just a casual glance. He also learned that there are more ways to enjoy control line than he had imagined. He re-learned that "country folk" tend to be lean.

Scott Riese learned that teaching is an on

going thing and that real satisfaction comes from passing on knowledge. He also learned that out of the ordinary (read that Bi-Slob) flying entertains crowds more than PA.

Mac Ryan learned that his unique way of introducing youngsters to control line activity is readily accepted.

Mark Conner learned that his wonderful Bi-plane needs some nose weight and he also learned that his fantastic new stunter not only has great crowd appeal, but that grass is fine to fly off from.

Carl Duesner found out that friendship holds through time as he and Joe Campbell took up where they had last been together some time ago. Carl's new partner Paul Killian learned that what Carl had said about his pals was true..they are still crazy after all these years!

David Miller re-learned that nothing comes easy and that it is the small things that really matter. He also learned how to fly much better after listening and watching for four days, and at the end of the get-together he knew that the days of effort had paid off with a bonus.

What did I learn? Friends, laughter, concern and patience will always win out over any kind of competition.

All of us learned that small town offerings of baked Salmon, Buffalo feeds and gracious acceptance are just a few things that can make an ordinary 4 days into something special.

We put in hundreds of flights, laughed and cussed, and wowed the spectators with our dare-ing-do. We learned, and we over looked our own as well as other's blunders. We have been asked back by the local entities which has to be some kind of positive statement. We also missed many who couldn't make it to Waitsburg, maybe next year.

TOPDOGIII

Arlington, Washington

September 26, 2004

Reports by Mel Lyne and Ken Burdick

Ken Burdick, Jeff Rein and Buzz Wilson sponsored, organized, ran and flew in this wacky Fun Fly with some help from Steve Helmick and Co. Nine fliers dared to have a go. Mike Hazel was up from Salem, Pat Willcox dropped in from

Houston, Texas, and most of the rest were the local "usual suspects". A few stunt types were seen to come and have a look (H. Rush etc.) but retired fairly quickly to a safe distance.

Event one was regular 80 mph combat, NW Rules. This went quite well except in the 2 rounds there were a lot of mid-air. Mel Lyne and Mike Hazel ended in a glorious "Cruncher". Jim Green likewise, also Buzz and a few others. Fliers were obviously "using up" old equipment and were definitely not flying conservatively.

Next it was D/Bat a la "Duck, Duck Goose" rules. You had to pop the correct color of balloon whilst flying combat. Sounds easy but it 'ain't!

At this point in the melee Monsieur Burdick read out the standings. Robert Smith and Dave Pellerin were in the lead with 2 events to go.

Next was "Bee The Pinata". A honey bee-shaped Pinata was staked to the ground tangent to two 52 ft circles. 6 fliers(3 in each circle) were to fly simultaneously and hit the Pinata. All used D/Bats except Mike who used an Enya 35 pink biplane. 2 rounds were flown. The erudite panel of judges awarded the best hit to Robert Smith. So he got the bonus points.

Final event time. This was classified as "Freestyle". Anything you wanted to do on control lines for one minute to give the maximum entertainment value.

First up was Mel with Terry Van Dyke and Robert Smith launching. Mel demonstrated "self-combat" flying a D/Bat in each hand and managing to get in and out of tangles plus a couple of cuts. The right hand repeatedly would fly into a line wrap and the left frantically fought to get out. One flier kept arm-locking the other. Lots of bumping in the centre circle. Definitely brain left side/right side conflict going on there. In the second flight Mel very nearly mid-aired himself but did get a cut.

Next up was Jeff Rein with two "Screamin' Meanie" 1/2As, one in each hand. After takeoff it looked like one giant line wrap with gazillions of tight loops right at the takeoff spot. There were no cuts and finally a couple of dorks without a mid-air. On his second flight Jeff flew one plane only and tried to get it to eat itself and barrel-roll. It finally did eat it's own lines.

Last up was Dave Pellerin. Mel and Jim

Green Launched his 80 mph model as Dave sat on a chair in the middle with the handle strapped to his right foot. After several loops and a couple of eights there was a vertical dork right at the judges feet, at which point Dave picked up 3 large skittles and proceeded to give a juggling demonstration. This brought the house down, scoring big points!

So, after all the craziness, Top Dog was decided. There was some juggling of marks, and some U.S. greenbacks and Canadian play money was offered, but in the end it was decided that Dave Pellerin narrowly beat out Mel and Jeff for the steak dinner. Ken Burdick had the dogs and steak cooking and we all had a good feed. The "\$1,000 First Place pending entry level and after expenses" came up a tad short. Jeff Rein did the accounting math and it was determined that they were 50 bucks in the hole, so Dave Pellerin was asked to supply the event management team with a \$50 cheque! "Second Place Stereo equipment" was an old speaker found amongst the dust in Jeff Rein's garage. "Third Place Dinner for Six" was 2 boxes of Kraft Dinner macaroni.

Some entrants retired and left early while they still had some dignity remaining, but I think pretty well everyone had some fun, albeit a bit crazy.

Results:

1. Dave Pellerin Kirkland, Wa
2. Mel Lyne Garibaldi Highlands, B.C., Canada
3. Jeff Rein Bothell, Wa
4. Robert Smith, Roy, Wa

Other fliers: Buzz Wilson, Jim Green, Pat Willcox, Mike Hazel, Ken Burdick.

Jim Green won the "Toughest Luck" award, a bag of "Prune Fixins" to get him going a bit faster! Thanks to all the "non-officials", helpers, girlfriends etc. who helped out with running it all. Mel Lyne

Top Dawg was held on one of the precious few sunny days left us in 2004. The temperature ranged from a cold foggy 54 deg morning, to hot and sunny in the afternoon.

I got to the field about 7:30 and set up the 3 gallons of gumbo, turned on the gas as Steve Hemick arrived. Steve is great about helping to promote about any sort of model activity.....and even Top Dog..... I received his e-mail "will work for gumbo" a few days earlier.

The attendance was limited to 9 people but several others stopped by to chat and eat, TD is as much a social event as anything. Jeff Rein and I designed this year's contest to have a couple of surprises in it. Free style stunt, and "Bee the Pinata" The piñata event was used as a bonus round and only the brave of heart would fly it. The most entertaining event was saved for last, free style stunt.

The first event was 80 mph, using the N.W rules. Two rounds were flown by everyone including an honored out of town guest, Pat Willcox! Jeff Rein put on quite a show in 80 using his R& B Rippoff to shake and bake into a F2D style win. Most other ships were old fast ships with .36 and one or two .25's. The combat was good and a surprise guest, Mike Hazel flew well in 80.

In all event except FS the winner gets 2 pts, a tie gives each 1 pt and a loss scores 0, so as the day progressed people grouped into brackets of scores.

There was a short lunch break and D-Bat began. This was very fun since we had the extra points available by popping the "correct" balloon placed in the circle. Yes.....these are the infamous "duck-duck-geese" rules and fun was had by all. A few matches were decided by the points supplied by the balloon. If you accidentally popped your opponents, they get the points anyway. (thanks Mel!)

Somehow I did well in this event and came out with 2 wins giving me 4 points in d-bat with 1 from 80. Dave Pellerin also did well and was holding 6 points when the smelly event was finished. We pulled out the piñata that looked like a horrified bee and I staked it to the ground at the convergence of two flying circles. The rules were this, all flyers wishing to participate were divided up into the two circles. All fly at once and when the signal (trombone) was sounded, all attack the piñata, the best hit will receive the points. If you crash you may not go up again or retrieve the model for obvious safety issues. Our honored guest judge Dirty Dan Rutherford acted quickly and disqualified Mel for a rule violation.....Mel protested loudly pointing out that there "were no rules!"

But Dan's decision held as Mel was spotted running and looping as he did between circle one and two.....Bob Smith was the one to get a good square hit on Bee....and after we all had two

shots at it still got the 2 pts.

The last event in the mighty TD was free-style stunt. This was scored by three judges on a scale of 1-10 with the average awarded to the contestant for that round. The idea was to be the most entertaining.

Mel wowed everyone by flying combat with himself in both rounds scoring at least one cut on himself and doing quite well. He had not practiced or ever flown two at once before!

Jeff Rein had the same idea only he used 1/2A's with full power Foras's. Jeff 's flight went well and did several synchronized maneuvers with both airplanes he did not however score any cuts on himself or mid-air.

Last was Dave Pellerin, he brought out a chair, three juggling pins and a control handle strapped to his foot.....The 80 mph ship was fired up and launched. What happened next was VERY entertaining! The ship went into a series of figure eights, mad a high speed wing-over and crashed right in front of the judges. Dave looked at the judges, paused then began juggling the pins. Dave's second attempt was not as successful, but falling over backwards in the chair and then crashing did get him a slightly better score.

The points were added up and Dave Pellerin had narrowly won the competition. Dave won the steak, and since we didn't get enough entry fee to cover expenses, he signed an I.O.U to me for \$50.00 and the \$1000.00 was not given away.

The cooler was opened and the bbq began. The porterhouse steak was cooked to perfection, covered in my home made Cajun spice. The 15 or so brat's were cooked by Caroline with technical help from Jeff. The fun factor was high for this end of the season funfest and we'll be hard pressed to come up with a better time next year, but we'll try.

Thanks to all of the volunteers who gave their time and thanks to Kathy and her daughter Morgan who sold coffee and muffins, blew up and tied the balloons and also donated "Bee the Pinata"

Without help this sort of fun just isn't possible. Thanks to Mel, Mike Hazel for driving so far and Pat Willcox for flying in and spending his day with us Loons. To all of the other fun loving friends who took the time to enter, thank you it was fun. I hope there are pictures. (or maybe not!editor) Ken Burdick

The following pieces concern the passing of Mr. R.F. "Steve" Stevenson, and were picked up via internet postings and e-mail.

From Dan Burdick.....

I'M SURE IF YOUR FROM THE NORTH-WEST AREA AND HAVE BEEN A LONG TIME MODELER YOU ALL REMEMBER, R.F."CROCK" STEVENSON. WE LOST MR STEVENSON A COUPLE WEEKS AGO AND HAD BEEN ILL FOR THE PAST YEAR OR SO, STEVE HAD BEEN STAYING AT HIS NIECES WHICH BY THE WAY HAD BEEN TAKING EXTREMELY GOOD CARE OF HIM AND DESERVES MUCH CREDIT, SO MY REGARDS/PRAYERS GO OUT TO THIS GREAT FAMILY. STEVE WAS KNOWN AROUND THESE PARTS AS "MR CONTROL LINE, AND HAS GIVEN MUCH FOR THE MODELING COMMUNITY OVER THE YRS.

STEVE WAS ALSO A BIG PART OF THE SEATTLE SKYRAIDERS FORMING THE CLUB BACK IN THE EARLY SIXTY'S NOT TO MENTION PROVIDING THE RUNWAY AND CARRIER DECK AT CARKEEK PARK. A MAN OF GREAT TALENTS ALSO REINACTING THE JIM WALKER TRICK OF FLYING A MODEL FROM A FOOTBALL HELMET HE DEvised AND SOMETIMES FLYING 2 MODELS AT ONCE. FOR THOSE OF YOU WHO HAVE KNOWN THIS MAN A LOT MORE CAN BE SAID BUT JUST WANTED TO LET EVERYBODY KNOW WE HAVE LOST A GREAT INDIVIDUAL AND PART OF THE MODELING FAMILY AND WILL MISS HIM DEARLY.

D. BURDICK

And from Steve Helmick.....

I remember flying Rat at Sand Point Regionals (the Original Regionals!), probably '67 or '68. After it was all over, as I packed up to leave, saw "RF" nearby, getting ready to test fly the Rat he flew in the contest. I think there had been problems with it. Kinda odd, but, well, you know. So I'm watching, and the ST .40 is howlin', and the pit guy lets go. It did a fairly normal takoff, 'cept for the barrel roll. Quite a nice one, at that. Ol' RF just stood there, waiting for the usual, getting a good grip on the handle, and I suppose a good pucker cranked up. Danged if it didn't com-

Flying Lines

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plete the roll, hit the end of the lines with about 8' altitude, and stay in the air! Can't imagine too many racers have seen that done without scattered airplane and engine parts being mixed with blue expletives.

And another bit from Steve Helmick.....

Guys, if you didn't catch it, there was a post by Dan Burdick on Stuka Stunt Forum, announcing the passing of R.F. "Steve" Stevenson, one of the early founders of the Skyraiders. Seeking more information, I emailed Gem Patterson, RF's Niece, who contacted me on his behalf, last Spring, looking to bring him out to some club activities. I am attaching the two pictures Gem sent, after I cropped, resized, and compressed them. I have added most this, but the pictures, to the website on the News Page. I couldn't get the pictures to leave the format the way I wanted it, but will work on it. (*on the NW Skyraiders website....editor*)

Anyway, it appears that we will be given a bunch of old Skyraiders memorabilia...can't quite bring myself to calling it "collectibles", but I'm sure Jim Johnson will be interested. We need to be thinking about what to do with this stuff, and where/how to store it. I first thought it would be neat to make a display case to take to the Model Expo, but on second thought, there may not be any club displays there anyway. So, before we are faced with this, we need to come up with ideas about what to do with "it". How much "it" would be is probably from a scrapbook (wishful thinking) to a footlocker full, maybe more. I've never been to RF's house, but have been to Gil's, and I expect it would be similar, if not worse.

Also, I'm about fed-up with Obituaries, so everybody be good and stay safe. Ciao, Steve

And the following is from Gem Patterson, directed to the Skyraiders organization.....

"Steve died on Sept 3rd. He is buried at Crown Hill Cemetery which is located at 8712-12th NW, Seattle. His M.E.C.A. number, 007-3, is on his grave stone . . . of course.

Yes, we made it to the Pearson Air Museum in Vancouver (where the bulk of his engines are), the 'Goose' in McMinnville, and the Salem Fun Fly in July. I'll attach a picture of Steve watching his beloved Sky Raiders doing their

thing for the last time. Perhaps another taken at the Pearson in front of their impressive display of his engines. :o)

I am in the process of clearing out his house. Steve, it is a veritable archeological dig of old and new Skyraiders/Sky Raiders history. The dear man, literally, threw nothing away. I am attempting to segregate everything that is specifically Skyraider in nature to make sure the club gets it. Will you please contact the other club officers (there's no hurry, the cleaning/gathering project will likely last for months) and brainstorm as to what you collectively think would be the best thing to do with all this Club memorabilia?

So far, the oldest model airplane related piece of history I've found is a flyer from the 1946 (Aug. 4) Washington Free Flight Championships at Bow Lake Airport, sponsored by The Seattle Guideliners & The Seattle Gas Model Club. What a hoot!!! It's in perfect condition but sadly is printed on blue paper so wouldn't copy. Are you getting the picture here?! :o) Steve flew for the last time about 3 years ago. That makes for some 55+ years of dedication to the modelers life - and saving the paraphernalia thereof. "Everyone needs a hobby!" as he always (and frequently) put it.

Anyway, it has been suggested that I have an auction. The Pearson Museum has requested/offered to take 'anything or everything'. I'm still considering those options. There are certain things that I believe Steve would want to go, additionally, to the Museum, but if they are going to merely catalog them and tuck them in a box in a dark, temperature controlled room (as Museums tend to do), I can't see the point in that. If I have a sale, the proceeds will be going to a homeless shelter type charity. Steve had a very large soft spot in his heart for the hungry. In fact, the last plans we were making before he died was to have a sale (his idea) and feed some hungry people! We were then going to rent out his house and use the rental proceeds to feed MORE hungry people. There's was far more to this man than anyone could have guessed

However, I do know that I want your (his) club and/or it's members to have first access to his treasures. On the other hand, maybe there's only a small hand full that would be interested in these historical Skyraiders goodies. To be specific, there's old letterhead stationery, patches,

copies of Meet flyers, member name lists - that sort of thing. Anyway, please put your heads together and let me know. Gem "

PALMER TROPHY 2004

Don McClave won the 2004 Palmer Perpetual Trophy for Classic Stunt with a total of 17 points in the three qualifying contests: The Northwest Regionals; The Stuntathon; and the Raider Roundup. Gordon Delaney, Bruce Hunt and Paul Walker tied for the runner-up position with 10 points each.

After 12 years, the Palmer Trophy is being retired because all of the plaques on the trophy have now been filled in. Don won the trophy 10 times, while Dan Rutherford and Paul Walker each won once. The Trophy was donated by the Northwest Skyraiders in 1992 to encourage Northwest participation in the then-new Classic Stunt event.

In 1994, the Skyraiders donated the Palmer Cup Perpetual Trophy to PAMPA, and it is awarded each year to the National Classic Stunt Champion.

Both awards were the brainchild of Skyraiders member Joe Dill, who created them in honor of his friend, Stunt pioneer and legend Bob Palmer. Bob personally awarded the Trophy at the Raider Roundup in 1992 and 1996. Skyraiders Club member Don McClave had the honor of winning both the Palmer Trophy and Palmer Cup in 1994, and remembers it as the highlight of his competitive career.

Next year, a new award will be given to replace the Palmer Trophy, and continue to honor the strong tradition of participation and excellence in Vintage Stunt in the Northwest.

The Scoreboard

Northwest control-line
competition standings.

2. Shawn Parker	21
3. James Cox	4
Bob Parker	4
Rich Salter	4
6. Paul Walker	3
7. Mike Hazel	2
Mike Conner	2
9. Dave Shrum, Roseburg, Ore.	1
John Hall, Puyallup, Wash.	1
Jason Parker, Seattle, Wash.	1
Chris Gomez, Auburn, Wash.	1

Races nearing finish in Northwest events

Several contests in August and September brought the standings close to their final look, with only a couple of competitions yet to go.

Tailhook, the Northwest Summer Speed Meet, Raider Roundup and late results from the PAC Invitation led to some juggling of position.

Contests counted to date: April 17, Arlington, Wash.; May 1, Arlington; May 28-30, Albany, Ore.; June 12-13, Puyallup, Wash.; June 26, Arlington; July 24, Richmond, B.C.; July 24-25, Arlington; July 31-Aug. 1, Snohomish, Wash., and Richmond; Aug. 7, Auburn, Wash.; Aug. 14-15, Salem, Ore.; Sept. 4-5, Seattle, Wash., and Richmond.

Following are standings for updated events:

2004 STANDINGS

<u>PROFILE NAVY CARRIER</u>	
1. Mike Potter, Auburn, Wash.	13
2. James Cox, Delta, B.C.	4
3. Shawn Parker, Seattle, Wash.	2
4. Mike Hazel, Salem, Ore.	1
Mike Conner, Pitt Meadows, B.C.	1
<u>.15 NAVY CARRIER</u>	
1. Shawn Parker	11
Mike Potter	11
3. Mike Hazel	1
Mike Conner	1
<u>NOSTALGIA NAVY CARRIER</u>	
1. Mike Potter	5
Shawn Parker	5
3. Rich Salter, Seattle, Wash.	4
Bob Parker, Renton, Wash.	4
5. Paul Walker, Kent, Wash.	3
<u>OVERALL NAVY CARRIER</u>	
1. Mike Potter	27

<u>NORTHWEST SPORT RACE</u>	
1. Mel Lyne, Garibaldi Highlands, B.C.	11
2. Mac Ryan, Burbank, Wash.	10
3. Retreads Team, British Columbia	9
4. Kenny Johansen, Stanwood, Wash.	3

<u>FLYING CLOWN RACE</u>	
1. Todd Ryan, Burbank, Wash.	9
2. Mac Ryan	8
3. Retreads Team	2
4. Harold Youds, British Columbia	1

<u>OVERALL RACING</u>	
1. Todd Ryan	19
2. Mac Ryan	18
3. Mel Lyne	11
Retreads Team	11
5. Kenny Johansen, Stanwood, Wash.	3
Nitroholics Racing Team, Oregon	3
7. Milissa Huber, Stanwood, Wash.	2
8. Maria Huber, Stanwood, Wash.	1
Harold Youds	1

<u>SCALE (All classes combined)</u>	
1. Mike Potter	2
2. Harold Youds	1

<u>SPEED (All classes combined)</u>	
1. Mike Hazel, Salem, Ore.	13
2. John Thompson, Eugene, Ore.	6
Loren Howard, Ariel, Wash.	6
4. Remy Dawson, Vancouver, B.C.	5
5. Ken Kortness, Spokane, Wash.	4
6. Ted Gritzmacher, Battle Ground, Wash.	3
7. Chuck Schuette, Vancouver, Wash.	1
8. Marty Higgs, British Columbia	1

<u>PRECISION AEROBATICS</u>	
1. Chris Cox, Delta, B.C.	42
Paul Walker	42
3. Dan Rutherford, Bothell, Wash.	19.5
4. Bob Smiley, Kingston, Wash.	19
5. Dave Royer, Portland, Ore.	9

Bruce Hunt, Salem, Ore.	9
CLASSIC STUNT	
1. Don McClave, Portland, Ore.	23
2. John Leidle, Kirkland, Wash.	19
3. Bruce Hunt	14
4. Dan Rutherford	12
5. Paul Walker	10
OLD-TIME STUNT	
1. Dan Rutherford	28
2. Keith Varley, Vancouver, B.C.	12
3. Bob Emmett, Sequim, Wash.	10
4. Scott Riese, Portland, Ore.	9
5. Chris Cox	8
P-40 STUNT	
1. Bob Smiley	14
2. Bruce Hunt	7
3. Dan Rutherford	6
4. Mike Hazel	5
5. Mike Haverly, Auburn, Wash.	4
OVERALL STUNT	
1. Dan Rutherford	65.5
2. Paul Walker	52
3. Chris Cox	50
4. Bob Smiley	44
5. Bruce Hunt	30
6. John Leidle, Kirkland, Wash.	23.5
7. Don McClave	23
8. Keith Varley	19
9. Bob Emmett	13
10. Dave Royer, Portland, Ore.	9
Scott Riese	9
Mike Haverly, Auburn, Wash.	9
Pat Johnston, Meridian, Idaho	9

FROM YE OLDE EDITOR.....

One item that gave your editor some pause for thought are the losses we have had in our CL community this year. No there weren't any "George Aldrichs" that left us recently, but some gaps nevertheless.

Earlier this year, Dean Quam passed away after battling his infirmities for the last couple of years. Very few of you knew this name, but he was one of those stalwarts of CL support. Dean had been a member of the Eugene Propspinners for decades. No, you never saw his name in the contest results, and that's because he had hung up his handle decades ago. He preferred to just support the hobby by serving as an officer in the local club, and doing other tasks. And before his health took a downturn, he could always be counted on to help with work at the flying field or assist with contest set-up. And he always seemed to have an encouraging word for you.

Also within the Eugene Propspinner ranks we lost Georgia Gilbert in September. Georgia was wife to life-long Propspinner Morrie Gilbert, who currently serves as a club officer. A few of you will remember Georgia, as she was one of support staff at earlier NW Regionals contests, tirelessly assisting at the registration table. And she typically would liven up any club get-together with her bubbly personality.

And of course then there was R.F. Stevenson of Seattle, as mentioned earlier in these pages. Your editor remembers old RF as one of the competitors in the 1960's rat race wars. In later years he was a fixture at region swap meets and MECA collectos. An avid engine collector (and evidently collector of most anything) he was often heard to say, "I have too many engines, but I'm trying to quit". Old "Crock" was a unique character, to put it mildly.

While you might not have known any of these people, this should again serve as a reminder that we all have a finite amount of time to spend with each other. Try and make it count for the good.

..... Mike Hazel

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. Events run by nonstandard rules will be counted only in the overall standings for the category.

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. A printed copy of complete standings for any event, or a copy of the rules for any Northwest event, can be obtained from John Thompson.

*The following was written by Don Nix,
(former) president of GBG Industries,
Inc. (Powermaster fuels)*

FACTS ABOUT FUEL **Storing Fuel for Maximum Shelf Life**

During the Q&A part of countless "Dog & Pony Shows" at hobby clubs all over the U.S., one of the frequently asked questions is, "What's the shelf life of fuel?" The answer is both simple and easy: Properly stored, model engine fuel will last almost indefinitely. So.....what constitutes "properly stored"? Let's take a look.

Contrary to many things you might have read or heard, just about the only thing that adversely affects model fuel is the absorption of moisture from the air. Keep the air away from it, and your fuel will likely be potent longer than you are! Methanol- the major ingredient in model fuel - is hygroscopic. This means it's virtually 100% soluble in water, and absorbs moisture from the air like a vacuum cleaner sucking up dirt.

Most modelers have no idea how rapidly this can and does- happen, and tend to be rather skeptical about the idea. Let me paint a picture for you: Almost everyone has spilled a little fuel on the top of their fuel can in their flight box. If so, you've no doubt noticed that the shallow film of raw fuel takes on a cloudy, milky look. What you are seeing is the methanol sucking moisture right out of the air. Since the quantity of fuel is thick with a lot of surface area, the absorption is rapid, the water won't mix with the oil and the fuel turns cloudy. Just remember how quickly this happens...almost immediately...and it might give you an idea of just how quickly your fuel can be ruined if you leave the cap off, allow a vent tube to remain open, etc.

The wide surface area relative to the quantity of the fuel exposed is disproportionate, of course, to leaving the cap off the fuel jug, but I think you get the idea. In a humid condition such as exists in parts of the U.S., it doesn't take very long at all to adversely affect your fuel. And it doesn't take a large opening.... a cross-threaded cap, a small vent line, etc. is all that's needed to do the damage.

The solution is simple, of course....just keep it tightly sealed. And yet, sometimes that's not enough. Most of us have seen small droplets condensed inside our fuel jugs after it's become partially empty. This is the result of condensation of moisture as the air trapped inside the jug cools. Until about a year ago, there was little we could do about this, but there is now a method to take care of this problem. Since it's not the purpose of this column to commercially promote our own products, those interested are invited to contact the writer and we'll be happy to tell you about the product that will solve the problem.

For the reasons above, it's our opinion that it is rarely a good idea to buy model fuel in 55 gallon drums. Unless all the fuel is poured up the first time the drum is opened, a substantial volume of air is trapped inside the drum each time it's opened. Steel containers of any kind warm and cool much more readily than plastic, and condensation is much more evident in this type container. The result is that the last portion of the drum of fuel is quite likely to be contaminated with moisture, sometimes to the point of being unusable.

There is another downside to buying fuel in drums, especially if more than one person is using it. With no control over the type container the fuel is dispensed into.....perhaps not bearing sufficient or proper warnings, etc.....the liability is incredibly high if an accident of any sort should occur. Model clubs considering this type of fuel purchase for their members should be particularly aware of the potential liability.....which is huge!

While it's true that the UV in sunlight (or in fluorescent lights, for that matter) will cause pure nitromethane to deteriorate over time, it's our experience that once the nitro is in solution and substantially diluted, the deteriorative effect is relatively minor.

To test this, some years ago we put a gallon of 10% fuel out in direct sunlight (in sunny Southern California) for a month. At the end of that time, we tested that fuel in an engine vs. fresh product and could see no difference. While it certainly won't hurt anything to store fuel away from direct sunlight, etc.....it's our personal opinion that the adverse effect of sunlight on fuel under normal operating conditions is too little to worry about.

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