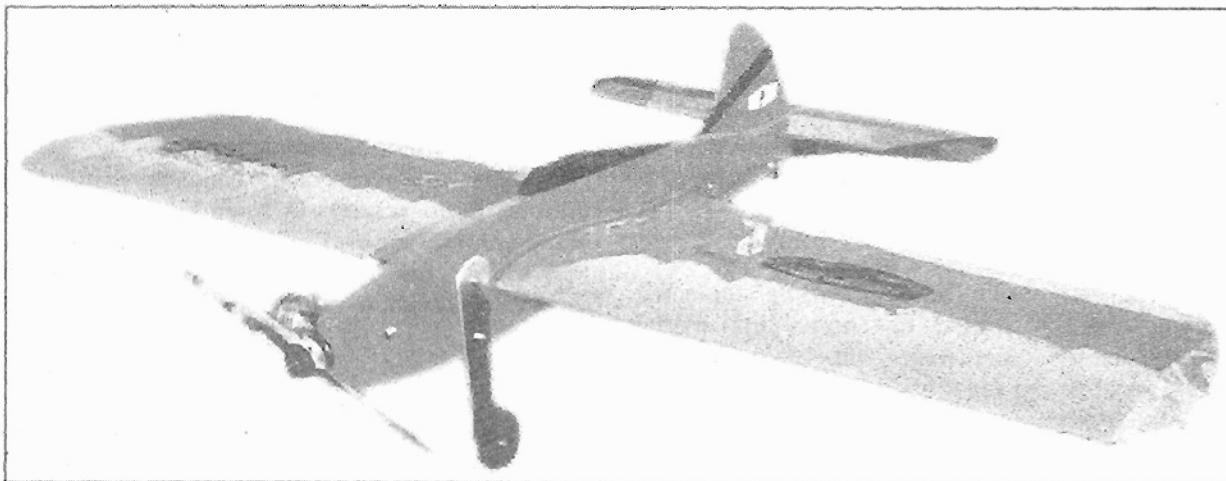


FLYING LINES

1073 Windemere Drive NW, Salem, Oregon 97304

Editor: Mike Hazel zzclspeed@aol.com



In this issue, *Flying Lines* tells how to set up a Northwest Sport Race airplane. Above is a typical NWSR airplane, a Brodak Super Clown. Seen inside this issue for all you need to know. *FL photo.*

The caption above says it well, see inside for on all you need to know about participating in this easy-to-do fun racing event. Uncle John gives the details on making your entree into the racing circle. Hope to see you there!

At this time of year a lot of renewals come due. There's A.M.A., PAMPA, M.E.C.A., misc. others, and of course club dues for many of you. Please remember to also watch for your expiration of *FLYING LINES*. You sure don't want that running out!

This is the last issue for the following:


Scott Crichton, Ted Gritzmacher, Bruce Hunt, Ronald Ingham, Scott Riese, Homer Smith, Doug Wood, Jay Woods

Missing in action???

Anybody know the whereabouts of Rory Tennison, Newport, Washington? His last two issues have come back undeliverable and unable to forward. Our subscription department has no clues on this.

In this issue.....

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Round & Round

The Control-Line modeler at large
By John Thompson

Modeling thought for the month:

"It is easy to sit up and take notice. What is difficult is getting up and taking action."

— Al Batt

Things we'd like to see ...

MAD Magazine used to have an occasional feature called "Things we'd like to see."

Seems like that's an appropriate topic for mulling over in regard to control-line model aviation in the Northwest. So, here are some things we at *Flying Lines* would like to see ...

- A dedicated CL flying site in every Northwest city. (That would mean that there were active fliers in every city. That we would *really* like to see.)

- A Northwest CL organization that would plan the entire year's contest schedule and other activities. There are the seeds of this (*Flying Lines*, the Northwest Regionals Management Association, the Skyriders and NWCL Web sites). There was an attempt many years ago to start a Northwest Contest Directors Association, but it didn't last. This organization could avoid schedule conflicts, assure that all events are represented on the yearly schedule and that contests are geographically distributed.

- A *national* CL organization. Yes, PAMPA is wonderful, and so are MACA, NASS, NCLRA and NCS. But, if you are interested in more than one form of CL flying, that's a lot of membership dues. Wouldn't it be nice to have one umbrella organization serving all disciplines, perhaps with the above-mentioned organizations as divisions? There was an attempt to do this in the early 1980s but the organization (in my opinion) was too oriented to FAI events and left most modelers uninterested.

- More people helping with organizing, planning, preparing and running contests. There are many hard workers on behalf of CL competition, and we have some great contests. Imagine how great the contest season would be if every CL flier was part of the work crew.

- A one-stop CL supplies center. Yes, there are

some great CL suppliers out there, ranging from local hobby shops to big enterprises like Brodak. But there is no one place where you can go to get everything — a place where you could get a three-bladed stunt prop *and* a magnesium speed pan in one order. What a catalog that would be!

- More young fliers. Remember when there were school and church groups pumping out modeling kids, only a few years ago? (Related wish: A commercially available competitive Class I Mouse Race engine, like the discontinued Cox Venom.)

- Some winter contest activity.

- More entrants in racing contests — and more contests. Ditto carrier. A boom in construction of — and contests for — .15 rat racing (Hamster).

- More active scale builders and fliers. It's a fascinating division of the hobby that we don't see much of.

- Classic and Old-Time Stunt in the AMA rulebook, so that everybody knows the rules.

- A rule change to eliminate cheating with streamers in combat. Combat fliers know what I mean. It's an easy fix.

- A program to get more casual and potential hobbyists flying all these new ARFs — and to move them into building their own planes as soon as possible.

- 100% of Northwest modelers subscribing to and contributing to *Flying Lines*.

- A well-stocked control-line section in every hobby shop — and people behind the counter who knew about CL and would steer customers toward the products.

And now, for some things we would *not* like to see ...

- Crashes in the beginner stunt circle.

- Combat flyaways.

- High flying in Northwest Sport Race.

- Flying sites lost.

- People (and dogs) walking across lines in the pit area.

- Hobby shops eliminating CL supplies.

- Political squabbles in AMA, PAMPA, etc.

- Cut fingers from spinning props

- People reaching around spinning props to fiddle with the needle valve (arrgh!).

- Prices going *any* higher for model products.

- Proliferation of more competitive events just like the ones we have.

- Bent needle valves (sorry, a personal item).

John Thompson can be reached in care of Flying Lines or at JohnT4051@aol.com.

The Scoreboard

Northwest control-line
competition standings.

Follies wraps up standings race

The last contest likely to have an impact on Northwest standings for 2005 was the Fall Follies on Oct. 9-10 in Salem, Ore.

That means that the standings shown below are likely to be final standings in those events; the last previously published standings would be final for other events. This would change if some as yet unknown contest were to pop up on the schedule between now and Dec. 31.

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; Oct. 9-10, Salem.

Following are standings for updated events:

2004 STANDINGS

NORTHWEST SPORT RACE

- | | |
|--|----|
| 1. Mac Ryan, Burbank, Wash. | 14 |
| 2. Mel Lyne, Garibaldi Highlands, B.C. | 11 |
| 3. Retreads Team, British Columbia | 9 |
| 4. Mark Conner, Othello, Wash. | 5 |
| 5. Kenny Johansen, Stanwood, Wash. | 3 |
| Nitroholics Racing Team, Oregon | 3 |

OVERALL RACING

- | | |
|-----------------------------------|----|
| 1. Mac Ryan | 22 |
| 2. Todd Ryan, Burbank, Wash. | 21 |
| 3. Mel Lyne | 11 |
| Retreads Team | 11 |
| 5. Nitroholics Racing Team | 6 |
| 6. Mark Conner | 5 |
| 7. Kenny Johansen | 3 |
| 8. Milissa Huber, Stanwood, Wash. | 2 |

- | | |
|---------------------------------|---|
| 9. Maria Huber, Stanwood, Wash. | 1 |
| Harold Youds, B.C. | 1 |

PRECISION AEROBATICS

- | | |
|-----------------------------------|------|
| 1. Paul Walker, Kent, Wash. | 54 |
| 2. Chris Cox, Delta, B.C. | 42 |
| 3. Dan Rutherford, Bothell, Wash. | 19.5 |
| 4. Bob Smiley, Kingston, Wash. | 19 |
| 5. Bruce Hunt, Salem, Ore. | 18 |

CLASSIC STUNT

- | | |
|----------------------------------|----|
| 1. Don McClave, Portland, Ore. | 23 |
| 2. Bruce Hunt | 22 |
| 3. John Leidle, Kirkland, Wash. | 19 |
| 4. Pat Johnston, Meridian, Idaho | 15 |
| 5. Dan Rutherford | 12 |

P-40 STUNT

- | | |
|--------------------------------|----|
| 1. Bob Smiley | 16 |
| 2. Dan Rutherford | 9 |
| 3. Bruce Hunt | 8 |
| Mike Hazel | 8 |
| 5. Mike Haverly, Auburn, Wash. | 8 |

OVERALL STUNT

- | | |
|---------------------------------------|------|
| 1. Dan Rutherford | 68.5 |
| 2. Paul Walker | 64 |
| 3. Chris Cox | 50 |
| 4. Bruce Hunt | 48 |
| 5. Bob Smiley | 46 |
| 6. John Leidle | 23.5 |
| 7. Don McClave | 23 |
| 8. Keith Varley | 19 |
| 9. Scott Riese, Portland, Ore. | 18 |
| 10. Randy Powell, Port Orchard, Wash. | 16.5 |

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 FLYING FLEA MARKET

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VIDEOS FOR SALE: Two hour videos of the Vintage Stunt Championship 14, 15, and 16. The VSC 16 video is available on DVD, and all three are available in VHS. Also the 2003 Northwest Regionals Precision Aerobatics competition are available for \$15 plus \$3.85 shipping, each. Videos are 2-hour summaries of the highlight flights, with stills and captions. Available from Bruce Hunt. Call (503) 361-7491 or e-mail at bhunt@swbell.net

FASCAL: Back by popular demand. The ultimate combat plane covering, good over open frame or foam. Available in full 27"x150' rolls. Contact me for price and availability info. John Thompson, JohnT4051@aol.com.

Interested in CL Stunt? Already involved, just want to elevate your contest-day performance? I have thoroughly documented combination--highly competitive up to and through Advanced PA--of O.S. 20FP ABN and ARF Flite Streak, including all proven modifications to model. Send large, double-stamped S.A.S.E. to Dan Rutherford, 4705 237th Place SE, Bothell, WA 98021.

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FOR SALE: We have back issues of *Flying Lines* available for your reading pleasure, going back twenty and more years. Immerse yourself in nostalgia, do control line research, settle bets, look at pictures of people who had hair back then. Request your order list from FL headquarters.

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

**CONTEST REPORT
FALL FOLLIES
SALEM, OREGON
OCTOBER 9 & 10, 2004**

By Dan Rutherford

Season-ending contests held in October, in the NW, are sometimes a gamble. This is no longer the case with annual Fall Follies, contest having gained quite the positive reputation over past years. To the point where even if weather forecast is a 50/50 deal a whole bunch of us are there. No matter what. Yep, some rain on Saturday; but nothing that even slowed us down. Conditions were sometimes close to ideal. Different (better) deal on Sunday: Low fog/very light breeze most of the morning, beautiful sun/mild breezes all afternoon.

As most know, I take no notes at all during contests, so these reports center on what happens within about 10 feet of my person. Apologies to those whose heroics are overlooked. Hey, I'm a whack job when it comes to even-handed, non-biased reporting...

Saturday began with a nice field of NWSR entries, this requiring actual 70-lap heat races prior to the final. Going in Todd and Mac Ryan were favored, Mark Conner/Pat Johnston were off the pace a little, Nitroholics of John Thompson and Mike Hazel were obviously not fully prepped, squeaking into final when Ryan team pulled one of their two entries.

Thanks to some really good starting and pitting, decent airspeed, Pat and Mark literally won at the start. Mac couldn't instantly get the fire lit, and while for 130 laps or so they were coming on, Nitroholics providing comic relief and a bit of traffic for Mark to deal with, opening advantage was simply too great and with a (mostly) mistake-free race the impromptu combination of Mark, his model and Pat's hustle left 'em all in the dust.

Not only that, they did it with *style* and a fuel margin that only PW and his last *Miss America* might emulate. First tank, 47 laps, end of second tank they had 94 in the bag, at 141 laps the Fox 35 went dead.

The last time we saw Stunt fliers cross over to CL Racing--and win a final--was when...?

While all was pretty much prepped for us, timing of heats and mains was performed by

wascally, wise-cracking Stunt fliers. That "their" team won was probably just a coincidence.

John Thompson came out of Stunt portion of this contest his sterling reputation fully intact. I watched him pull his Classic model and all support equipment out of his car. Next thing I know the guys are short one judge. John immediately stepped forward, no hesitation whatsoever. I mumbled to myself, looked around. Hmmm, at that moment in time there literally was not another qualified judge in the area. With all he does year-round for us, this sort of volunteerism is clearly above and beyond what we have any right to expect. Even if we do...

And then on Sunday John blew away his "442 Curse." If you haven't heard, that was his score through an amazing string of contests. This time? A very solid 472 in Advanced PA. Well deserved, as John flew in a smoother and more open fashion than in the past, has taken advantage of some trimming tips from Bruce Hunt. We're looking at 480s and 490s in the near future.

John's partner in Racing and the Flying Lines newsletter, Mike Hazel, was also quite active this weekend. In somewhat bizarre circumstances, Mike agreed to put off trying to finish his latest Stunt model, instead getting grass circle mowed, all the other many details taken care of so I could come down, fly-and-play without doing any actual work. In exchange, Mike was to fly model formerly known as my "loaner" ARF *Flite Streak w/20FP*, now tagged (by Mike) as the "*DirtMobile*". Mike took full advantage, flying it for only one practice flight, entering Classic, Sportsman P-40, Advanced PA. With a personal high of 453 in latter class. This with no appearance points!

This result was not exactly in the bag when in first round of Classic I short-tanked the thing and engine quit while entering fourth loop of four-leaf clover. Hey, looked to me as if Mike had enough altitude; he seemed to agree, pulled to upright. And skipped vaunted *DirtMobile* off the asphalt. "No problem," I assured Mike as he ambled off to continue his weekend-long duties at tabulation.

My assessment was a little optimistic. Details not now, but this model has seen quite a lot of use and abuse over the past year, was hardly pristine early Saturday morning. Thin CA keeps it going, the only real challenge was twisting out a fair amount of down thrust. Took three

tries before it finally looked straight, Mike's improving scores over next 5 flights indicating all was okay.

Well, model did start putting out some mildly disconcerting harmonics toward end of each run, finally doing so throughout last flight of the weekend. The completely split upper motor mount stick is a prime suspect, this nicely offset by a low-vibes powerplant. It won't, but if the *Dirt-Mobile* just flat blows up on its very next flight there will be no regrets whatsoever.

Personally, I continue to lead a charmed life when it comes to 20FP-powered models. I snagged *DirtMobile* a couple times, winning Expert P-40 in a close result over Scott Riese's piped *Electra*, Bruce Hunt's profile *Cardinal*. Okay, I did indeed have probably best conditions of the day for my last flight. But a low-490s with a wounded and beat-up nearly-stock ARF powered by a decidedly stock 20FP? Model, Mike and I made believers out of all in attendance. Even Scott, sometimes a disbeliever of the concept. While slumming in Dirty Pits, he casually asked about the power, I responded that it is one of my 20FPs. "That's a 20??!!" was his response...

Damage on Saturday was limited, but in play. Bob Smiley ever so slightly misjudged the bottom of a round, blowing prop blades, grinding what is normally upside of his profile *Oriental* into a nice rake. We missed him on Sunday as a result. Second round of P-40 Bruce Hunt just touched, shattered both blades on a CF prop. And finished the pattern! To much applause, as it was really a marginal deal. Joe "Big Country Joe" Just did a magnificent job in planting one of his *Ukeys* straight in, neatly separating fuselage from both wing panels. Tough models, usually repairable at the field. Uh, not this time.

Sunday was all PA. The grass circle was in almost constant use, mowed very close and so suitable for all models. Rush was there for a series of flights, and it showed. I was there for a series of flights, to no good result in my case.

While there were some good results during first-round PA competition, this was one of those contests where all seemed to know the fog was there until around noon and that for most of us this would be a second-round contest.

During our lunch break for BBQ-by-Mike it was announced that not only had Don McClave once again taken Palmer Cup for Classic Stunt but that plaque honoring each year's winner was

filled with twelve dash plaques and so retired. Yep, Don's name is on almost all of them, but some interloper by the name of Paul Walker won one year, as did a real outsider, Da Dirt. There was also some discussion of a new plaque, this encompassing both Old Time Stunt and Classic Stunt. Scoring will be both simplified and expanded to include more contests, using same system John has in place for all other CL events in the NW.

Sure enough, for second round the sun came out, and there was just the right touch of breeze at our back. Unfortunately, this seemed to unsettle several in Beginner PA with there being two or three splats in succession. Atta-Boy award goes to Dave Miller who punched in one model and promptly went to a back-up unit. The enthusiasm of one and all in Beginner PA was inspiration. Those of us who having been doing this stuff for years find a certain amount of affirmation in our chosen hobby activity when those new to the sport do everything possible to put up flights. Excellent stuff, really excellent.

In Advanced PA it turned out that John Thompson had put up his best flight in the first round, as had Mike Hazel as a matter of fact. (Once team mates, always team mates.) Still, it is really impressive to see how far John has come this year. Nice and smooth, vastly improved control of the model. In the past one could always see a few spots where John wasn't really sure what model was going to do next. No more. And it's so nice to see, as John has always made a good effort in this event, is now beginning to see the results.

Inexplicably pulling up stakes, and his new *USA-1*, Randy left with a solid third place in hand. Bruce Hunt took advantage and burned in a really good second-round flight--a new high in Bruce's scoring, I believe--to push Randy into fourth. As always, Howard was flying well, although this time out he seemed to have a little extra edge to his pattern. Either of his two flights was a winner in a great many contests, less only participation of...

...Paul Walker. Yes, I know the man gets a lot of play in these reports. That's what happens, as a matter of course, when you play the game at his level. Deal with it! We have learned to, and we love it, competing for Best of the Rest said with a smile, not a frown or mindless whine. This time out PW appears to be dealing quite well with an older Impact which has been retro-fitted with one of those new-fangled two-strokes. More spe-

cifically, a new RO-Jett 61 breathing into a pipe.

I've seen this motor run in various sorts of tune, and it is really quite impressive. Even at this contest we got to see it run with both a big prop (first round) and a much smaller prop later in the day. I don't know anything at all about other changes, but second-round flight saw all eyes on Paul's performance.

It was really special, made more so by the presence of several members of extended Walker family, all of whom live in Salem. I mean, if you had a brother, assorted nieces and nephews out to see you fly, would you bang the corners hard and fly really, really low? Of course, the only question being how bang-bang and how low. We've all pulled this act at one time or another.

However, I do not believe that ever again will any of us be treated to a pattern the likes of which Paul put up. Consistently right on the deck, it was nothing short of amazing. How low? I could tell you. It wouldn't be believable. And he was down in the bottom lands for the whole flight, every maneuver.

All of that is well and good, but the oddest things can indicate a contest which draws a significant number of contestants. This time I was putting together a second hamburger, using hot dog buns--what a burden!--and Mike was overheard speaking to John, "We've run a little short on food; we're out of hamburger buns and a couple other things." Hey, no problem, guys! I made more marinated onion rings/cucumber slices than ever before and we still nearly ran out...

Prior to listing results, special acknowledgment to Jerry Eichten, John Thompson and Mike Hazel. Run the events, these guys both worked nearly non-stop all day, both days. And not just in judging, although that is the most visible from this report.

Tabulation, all Racing and Stunt events: Mike Hazel.

NW Sport Race, 140 laps

Timers: Bruce Hunt, Da Dirt, Joe Just.

Mark Conner/Pat Johnston	First
Todd and Mac Ryan	Second
Nitroholics, John & Mike	Third

Notable Moments: Second pit stop Mark seemed intent on landing again just as Pat had released model and it was supposed to be taking off. Kathy squealed in my ear; don't tell me she was

there just for the shopping...! And Joe Just continues to be Mr. Style when outfitted for CL Racing. One really must wonder what those just driving by thought he was doing, why he might be dressed that way!

Classic Stunt

Judges: John Thompson, Don McClave

Randy Powell	523.0
Bruce Hunt	508.0
Scott Riese	501.5
Pat Johnston	490.5
Bob Smiley	464.0
Mike Haverly	459.5
Mike Hazel	418.0
JoeJust	88.5
Dan Rutherford	56.5

Notable Moments: Randy's latest, the *USA-1*, is really excellent. And how long has it been since you saw a three-bladed wood prop used in competition? *Don't try this yourself!* Trick prop a product of Al Resinger, his fabulous tooling, superb design and flawless workmanship. And Mike Haverly has now got that Magnum 36XL fully tamed; lots of power still, but without over-the-top speed levels, it looks great in the air.

Sportsman P-40

Judges: Jerry Eichten, John Thompson

Mike Haverly	425.5
Mike Hazel	412.5
Bob Smiley	132.0
JoeJust	47.5

Notable Moment: The real reason for loaning out *DirtMobile* comes forth as Da Dirt "recycles" an award in form of a NW Skyriders folding camp chair. It's a long, sad story, one with a good ending. All of us hope Mike Hazel finds it a comfy perch from which to direct future contests.

Expert P-40

Judges: John Thompson, Jerry Eichten.

Dan Rutherford	493.0
Scott Riese	488.0
Bruce Hunt	481.0

Notable Moment: Da Dirt once again proves that while he can be a gracious loser he can also be a horribly self-serving winner. This one came right down to the last flight. Pat Johnston seemed to know I was thinking about passing as I monitored score board and watched Heavy Stunt struggle with prop blades severely buzzed down. Scott's score was posted, he eclipsed my first-

round score by just a bit. Pat asked, "You flying?" And I responded, "Oh yeah, I am so there!"

Beginner PA

Judges: Jerry Eichten, John Thompson

Doug Wood 258.0

Greg Hart 244.5

Joe Just 115.0

David Miller 99.5

Bryan MacPhail 82.0

Notable Moments: A series of disconcerting splats, all taken in good humor. In one case, Dave Miller, with a back-up model being instantly pressed into service. Good job by one and all, determination to put up a couple good flights in some cases out-stripping efforts of vastly more experienced fliers. I was really impressed by entire field in Beginner PA.

Intermediate PA

Judges: John Thompson, Jerry Eichten

Todd Ryan 469.5

Notable Moment: Okay, just one entry. But what a sweet-running engine, this a direct result of coaching from Scott Riese. Todd, lose the tip weight, get rid of a few wiggles, put in 25 more practice flights and we'll see you in Advanced next year. Especially as Todd has recently been asking, "Saito 56 or O.S. 40VF?" for a planned *Impact!*

Advanced PA

Judges: Jerry Eichten, Dave Royer

Mark Conner 477.0

John Thompson 472.0

Mike Haverly 463.5

Mike Hazel 453.0

Floyd Carter 399.5

Notable Moments: As I really like the guy, only get to see him once a year, I am ashamed to say only portions of Mark's flights were seen. Still, current model is his best effort yet, it was great to see him head up Advanced. Already mentioned, but John Thompson is beginning to show his true potential in this event. No more scores related to the automobile which delivered Rush to the Pacific NW. And as I took much glee in pointing out to John and Mike Hazel, give Mike, say, a mere 12 points for appearance, a dozen practice flights on equivalent to *DirtMobile*--Mike's already well into a new SIG *Skyray 35* with 20FP for power--and we're looking at Nitroholics CL

Racing Team doing real well in Advanced PA in 2005. How weird is that?! Especially remembering that Mark won NWSR on Saturday!

Expert PA

Judges: Don McClave, John Thompson

Paul Walker 554.0

Howard Rush 533.0

Bruce Hunt 521.0

Randy Powell 514.5

Jerry Eichten 507.5

Pat Johnston 504.0

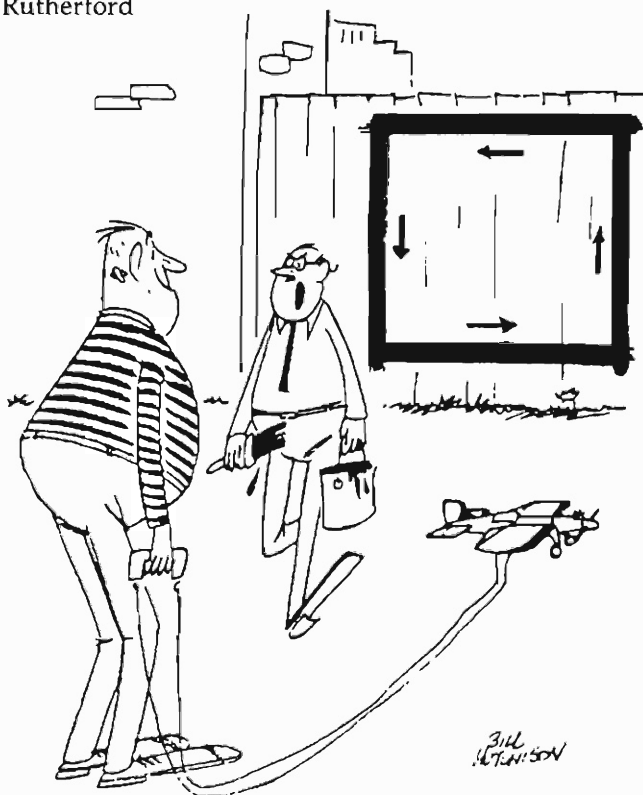
Dan Rutherford 502.0

Scott Riese 494.5

Notable Moment: For second round of this contest PW pulled out his "Take No Prisoners" act. Good Lord! Can anyone else on this planet fly *that* low, *that* consistently? I think not. And the corners! I saw Paul actually throw a bunch of arm-pump into first corner of hourglass. About four maneuvers into the pattern I snuck up behind Rush and suggested: "You flew really well; but you're *screwed!*"

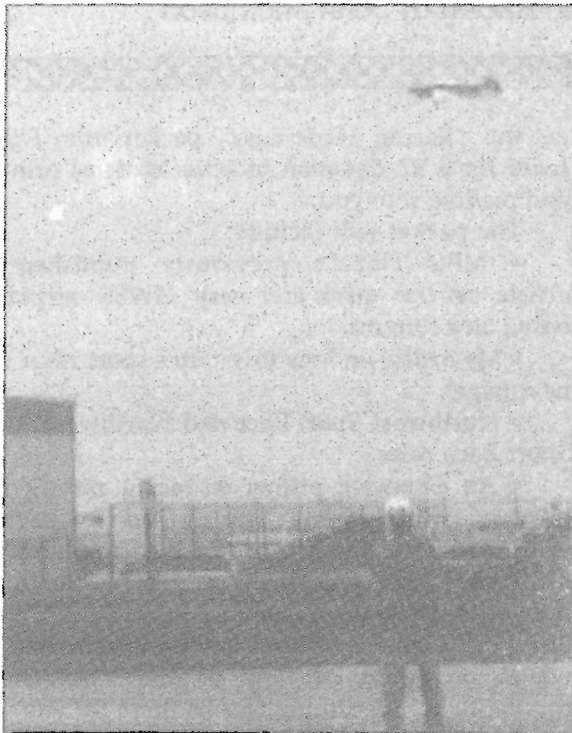
Finally, already mentioned is fact that two CL Stunt Dudes won in CL Racing. Do please note that most significant results gained by Nitroholics was to place well on Stunt circle. With Mike Hazel flying one model in three events over the weekend.

Dan Rutherford



"Now let's see you make a square loop!"

Fall Follies



The Fall Follies in Salem on Oct. 9-10 was mostly stunt with a little racing. Clockwise from top left: Howard Rush flies his Impact in Sunday morning fog. Randy Powell prepares classic USA-1; Bob Smiley helping. Mark and Kathy Connor and his big Bear. Pat Johnston signals judges, as Randy Powell holds. Jerry Eichten and the colorful SV-11. Bruce Hunt photos.



Send your photos to *Flying Lines!*

This is an excellent time of the year to have pictures of your favorite planes and winter club activities published.

Photos can be e-mailed to johnt4051@aol.com or mailed as hard copy to *Flying Lines*.



Fast Laps

Notes on Racing by John Thompson

Racing made easy ...

At the suggestion of "Dirty" Dan Rutherford (a guy who has a lot of good ideas) the Nitroholics Racing Team has decided to put together a package of materials designed to help anyone who might be interested in getting involved in racing do so with a chance of success right from the beginning.

(When I say, "success," I don't mean, first place trophies the first time you go racing — that only comes with hard work and practice. What I mean is, "success" in terms of bringing a competitive airplane to the circle from the start.

The package of materials to be offered by the Nitroholics will include all you need to know to begin racing in either Northwest Sport Race or Northwest Super Sport Race. These are the two traditional Northwest racing events for the novice and advancing racer.

Northwest Sport Race (NWSR) is the simplest possible racing event: All you have to do is buy a kit, build the plane with certain simple racing refinements allowed by the rules, and attach a stock Fox .35 stunt engine to the front end. No "racing tricks" are allowed, such as shutoffs, fast-fills, hot gloves, etc. It's all basic profile sport-type airplane technology.

Northwest Super Sport Race (NWSS) is the step-up event. It uses airplanes similar to NWSR, except that you are allowed to design your own within certain regulations, and you can begin using the racing tricks mentioned above. NWSS allows more powerful — but restricted — engines, and tightly controls the key variables that can allow the airspeed and difficulty factors to get out of control. The result is that NWSS is a very exciting, competitive racing event that remains within the skill levels of the average CL flier and mechanic.

The racing package to be offered by the Nitroholics will be something similar to the "Jet Pack" information Mike Hazel has made available to speed fliers for some years, and to Rutherford's recently announced package of material for aspiring stunt fliers. You'll be able to

get the "Racing Made Easy" packet from *Flying Lines* for a \$2 donation to cover costs of printing and mailing it to you.

The packet will include:

- Mike Hazel's previously published *FL* article on the quick and easy NWSS airplane, based on a Ringmaster.
- My article on how to set up a sport racer (see next page).
- Northwest Sport Race and Northwest Super Sport Race rules.
- An extensive primer on racing pitting and piloting, which I have distributed for several years under the heading of "Racing Tip Sheet."

These items will make it possible for a CL flier with no racing experience to set up a NWSR or NWSS airplane without having to reinvent the wheel or figure out any of the "secrets" of competition. Everything will be there for you.

Among the advantages of NWSR and NWSS over some of the other racing events offered is that the planes are easy to build and of a type familiar to most casual CL fliers, all the equipment is available commercially or can be easily made in the shop, the engines are easy to operate in the pits and the planes are easy for a person of average flying ability to pilot.

In the past NWSR and NWSS have been a training ground for successful racers, as well as providing entertaining and competitive races.

There have been some encouraging signs on the racing scene as 2004 has developed. Entry was pretty good for the one racing event at the Fall Follies, and we hear of two or three new faces — and a couple of past teams — that are potentials for next year. There has been some discussion — tentative this point — of a full-schedule racing contest in the latter half of 2005. More contests could follow if enough teams show up to support the activity, which not that long ago was the most popular competitive activity in the region.

If you've thought at all about racing, this may be the time to jump in — using the "Racing Made Easy" packet as a manual for success.

John Thompson can be reached in care of Flying Lines or at JohnT4051@aol.com.

Northwest Sport Race — there are no secrets!

By John Thompson

Can you build a simple Brodak profile CL model kit?

Of course you can!

That means you also can build a competitive Northwest Sport Race airplane. Order the kit now, and a Fox .35 Stunt engine, and you could be flying your first race in a couple of months.

The rules of NWSR are simple:

Kit airplanes of profile design (which meet certain minimum specifications) are powered by stock Fox .35 engines. The rules allow certain simple modifications that make the plane more suitable for racing; these are not difficult nor do they enhance performance.

Races are similar to standard AMA-type contests: Participants fly preliminary heats of 70 laps (5 miles), with one required pit stop. The top planes from the prelims go to a 140-lap (10 mile) feature race requiring two pit stops. There can be from two to four planes aloft in each heat.

There are details, and all are listed in the Northwest Sport Race Rules available from *Flying Lines*. However, the entire rules fit on one page and they're not difficult to understand. The things you need to know can be explained as answers to a few questions:

What airplane can I build?

The airplane must be a design that has been manufactured as a kit. You can build it from the kit, or you can build it from scratch. *Your finished airplane must be an accurate representation of the kit design!* Right now, the best choice for a NWSR plane available in kit form is the **Brodak Super Fly**. This airplane was designed for NCLRA (National Control Line Association) Fox Racing, which is similar to NWSR.

Other choices include the Brodak Super Clown, Brodak Tomahawk, Brodak Buster, old-style Sterling (S-1) Ringmaster or similar. Have fun making your own choice, but follow these basic guidelines for best results: Use a kit design that has a mid-wing (not high- or low-wing), and that has a fairly thin airfoil (rules allow a minimum 1-inch-thick wing. Do not choose an airplane with a thick, aerobatic airfoil, such as a Flite Streak. These are not suitable for racing, because they are difficult to handle in multi-plane

circumstances, under windy conditions and hard to land in racing style.

What engine can I use?

The stock Fox .35 Stunt engine is the only engine allowed.

Can I modify the airplane?

You may make internal changes which strengthen or lighten the airplane. You may change the landing gear configuration from the kit design. *You may not make changes to the external dimensions or shapes of the airplane.*

Can I modify the engine?

You can change the needle valve and spray bar assembly. *No other modifications are allowed, and the performance-enhancing Fox hemi/stuffer kits are prohibited.*

How should I build and set up my NWSR airplane?

Generally speaking, you can build the plane just as it comes in the kit (or plans). Most commercially manufactured kits don't need any particular lightening or strengthening. There are a couple of things that you should do to make your plane a true racing plane, and a couple of other allowed modifications that can be considered optional.

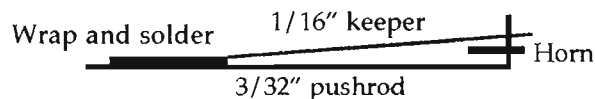
Essential setup guidelines:

Controls: You are going to set this plane up for level flight, not for aerobatics. Therefore, you want a detuned control system.

Use a full-size (3-inch) bellcrank, and put the leadouts in the outer holes of the arms. Put the pushrod in the inner hole, nearest the bellcrank hub. At the tail, use a tall elevator horn, and put the pushrod in the hole farthest from the elevator. This will result in a plane that has very little elevator travel, and it will take a lot of arm movement to get control response. This makes for a plane that will have enough control to climb and dive as necessary in racing traffic but will fly level smoothly and land predictably.

You will also balance the plane slightly nose-heavy, for the same reasons. You do not want an airplane that will do stunts!

Tail end pushrod connector assembly



Do not use threaded quick links, ball links or other such hardware on your pushrod; they will

fail under racing conditions. Use only music wire with L-bends or Z-bends for your pushrod ends. See the diagram above for a bulletproof tail-end connection.

Landing gear: Use a one-wheel gear, positioned just slightly ahead of the center of gravity. At this position, the plane will land without bouncing and roll well along the ground.

The best landing gear is an aluminum sheet gear, bolted into the fuselage on the inboard side. During construction, it would be a good idea to bury some hardwood between the doublers at the landing gear mount location, so that the gear will be securely mounted. You can also use a wire gear; if you choose to do so, make a main leg of 1/8" music wire and a 3/32" supporting strut — and again, bury hardwood where the landing gear will mount. Remember, racing planes take a lot of pounding; a flimsy landing gear will not last long. Both a sheet aluminum gear and a wire gear can optionally be buried inside the fuselage. However, I recommend bolt-on (use clips for the wire style) so that the gear can be replaced if necessary.

Optional allowed enhancements:

There are a few things you are allowed by the rules to do which are not essential but might make your plane last longer and possibly even perform a little better:

Fox stunt engines vibrate quite a bit; anything you can do to stiffen and strengthen the front of the airplane could help assure that your horsepower goes into forward motion rather than into shaking the airplane.

Some kit designs have short maple engine bearers. Substituting longer bearers — running them back past the leading edge of the wing — will result in a stiffer, stronger fuselage, less prone to vibration and fatigue.

The outboard plywood doubler can be replaced with an aluminum doubler. This will strengthen the front end and help prevent vibration.

What not to do: Remember, you are not allowed to do anything that changes the airplane's external configuration: Don't clip the wings, leave off the canopy, shorten the rudder, etc.

Finishing:

Your sport racer will lead a hard life. It will be landing at high speed and being caught by your pitman, for example.

I recommend covering all fuselage and tail

section areas with lightweight fiberglass cloth, using dope or, better yet if you can find it, epoxy finish to apply the cloth.

Decorating your plane to make it look nice is always fun, but make sure the finish is sturdy. Use Monokote or similar easily repairable plastic finish on the wings and an epoxy or dope finish on the fuselage.

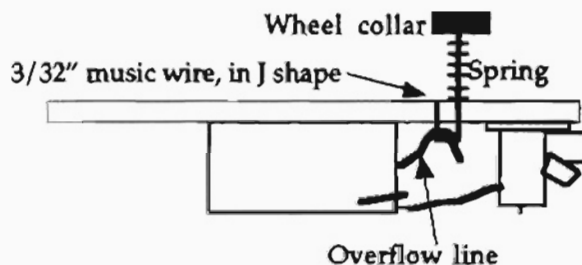
How should I set up my engine?

There is no real setup necessary. A clean, well-broken-in stock engine is all you need. You may substitute an after-market needle valve and spraybar assembly if you want to get finer needle valve response.

How do I set up the fuel system?

You need a fuel tank that will run about 50 laps, and less than 70 laps. Fifty laps will give you the mileage you need for the required number of pit stops in the heat and feature races. A tank of about 2 ounces should give you this mileage. Be sure to buy or build a *uniflow* tank. This is a tank with the fuel pickup tube and the filler tube going to the same location at the back outboard side of the tank. This will give you a consistent engine setting throughout the flight.

Uniflow fuel cap-off device
shown oversize for clarity



Now, here is the one tiny bit of technology you will have to build into your sport racer to go along with the above advice about tanks:

A uniflow tank requires that the overflow tube be capped when the airplane is in flight. Because you will be rapidly refueling the tank on your pit stops, you will want to build a simple spring-loaded pinchoff gizmo so that you don't need to waste time uncapping and recapping the overflow. You just squeeze the pinchoff device when fueling and let go when the tank is full. See the diagram above for how to make very simple

pinchoff, using a piece of music wire bent into a "J," a small spring and a wheel collar. Two holes drilled through the fuselage and bushed with brass tubing complete the job.

What accessories and support equipment do I need?

- Propeller: You should try various different props to see what works best on your plane. A good starting place is the ZZ NWSR prop, available from Mike Hazel. Make a trip to the hobby shop and get several props to test, starting with 9x6 or 9x7 props, and variations on that theme.

- Handle: Use a sturdy, narrow-spaced handle, preferably one with a front crossbar so you can hold it with both hands.

- Racing accessory basket: Assemble a small mechanic's basket containing your battery, fueler bottle, prop/plug wrench, spare prop and spare plug. Do not take a lot of extra tools and repair gear to the circle; it will only get in your way.

What else do I need to know?

Study the rules as published in *Flying Lines* Issue 198 for details not covered in this article. A copy of the rules is available from John Thompson if you don't have Issue 198.

Pitting and piloting techniques

This subject is dealt with in greater detail in the "Racing Tip Sheet" available from me. This will be included in the "Racing Made Easy" packet mentioned above, and may be the subject of a future *FL* article.

But here are a few pointers:

Piloting:

Like any competitive event, you will need to take your airplane out and practice. If you can find a regular teammate, this will really help.

First, the pilot should learn to fly with more than one plane in the air at the time. It will not take long to get the hang of this.

Secondly, the pilot and pit man should work together on making quick pit stops.

First, a few tips for the pilot.

Your takeoffs should be smooth — not skyrocketing straight up—but you need to get the plane off the ground and begin stepping back into the pilots' circle immediately. Sport racers are slow accelerating, so you will need to make sure you have good tension from the launch — don't be shy about hauling on the lines to keep good tension.

Once in the pilots' circle, keep up with your plane (remember, you are flying it; it's not flying

you!). Do not let the plane get ahead of you; always keep the lines going out straight, not angled forward. Walk as small a circle as possible; try to keep your handle in the center of the circle and going around as small a circle as possible. Don't be afraid to rub shoulders with the other pilots — they expect it. You are not allowed to whip or "walk the backside" of the circle, but you can tighten your circle up as much as possible. This is better for you — and makes flying easier for everyone.

You pass above and others pass your plane above. Fly smoothly — no wild ups and downs.

When your engine quits, tow the plane around to the pit man — don't make him chase it. Land after the plane passes the last pit ahead of yours and just before you get to your pit. Your pitman will catch your plane as you come in.

Pitting:

Practice until you can fuel the plane and start it quickly every time.

On the initial start there will be a warmup sequence; for example, you may warm the engine at 2 minutes, 1 minute and 30 seconds in the countdown. When the starter says "go," you should be able to flip the prop once, remove the battery and launch the plane.

On pit stops, you are going to douse the engine head with fuel for cooling, connect the fueler bottle, squeeze the overflow pinchoff, add fuel, connect the battery and flip the prop. There's a sequence to all this, and every plane likes things done a little differently. Practice will tell you just what order to do things in. For example, your setup may require you to squeeze fuel for an instant after you release the pinchoff — or to stop squeezing before you release. Practice and find out what works.

The key to pitting is not to do things right the first time. Do not hurry! Just carefully do everything you are supposed to do — catch, cool with fuel, squeeze overflow, fill tank, connect battery, flip prop, remove battery launch — and do it right the first time. Calm pit stops are quick pit stops!

Racing is one of the most fun — and most easily learned — competitive events. It doesn't take much investment to get a lot of enjoyment from your NWSR plane. If you get started now, we'll see you on the field next season!

Questions? Contact John Thompson at johnt4051@aol.com or via Flying Lines.

The REAL DIRT

by Dan Rutherford

Beginning in CL Stunt

This is not a how-to article. For that, respond to my classified ad offering (Free! Free! Free!) details for a proven combination which is both cheap and effective. Instead, I would like it known how those making a beginning, most often flying in Beginner PA, are seen by the more experienced.

While it has been a very long time since I took that first step of entering a contest, I'm pretty sure little has changed. New guys feel like, well, new guys. Even if you arrive at the contest site already knowing five or six people, there are a ton of strangers you don't know at all. You don't even know where to sign up, assuming you still want to fly in front of what looks to be a bunch of escaped felons, all of whom appear able to fly at a level you had never considered as possible.

Worse, your model is not only a lowly profile, it's been bent pretty seriously a couple times. The various fixes applied are not particularly appealing even at a good distance. Close up they may well be nothing short of embarrassing.

This when all around you are beautiful models, in many cases being lovingly caressed, supposedly to clean off what appears to be an inconsequential amount of dirt, maybe even fly specks which are visible only to the owner/builder.

However, like all situations, there is another side to this view. Universally, all of those faces which are new to you belong to people who truly admire the sort of grit and dedication it takes to making a beginning in CL Stunt. That we were in your shoes at one point in time is self-evident; but we still remember what it was like that first time out.

I wish to make it exceedingly clear that not one of the more experienced fliers has the sort of hubris it would take to make judgments--as in none at all!--concerning you, your equipment or skill level in flying, most especially judgements based upon your model. Just the fact that you are there, model in hand and ready to give contest flying a try is more than enough proof that you're The Real Deal.

I am thinking back to 2004 Fall Follies. In fact, that contest was inspiration for this article, as we had a bunch of really good guys out for Beginner PA primarily, P-40 and Classic as secondary entries. While we're talking about a global view of New Folk in general, in this particular case it was Dave Wood, Greg Hart, Joe Just, Dave Miller and Bryan MacPhail.

There was a very large range in scores posted. No matter. The workmanship exhibited by the models varied quite a lot. Again, no matter. All that sucker needed to do was fly around level, maybe pull a loop or two. Just the fact these guys had a level of interest high enough to made the drive to Salem, Oregon--for several, in itself a consequential investment in time and money--and then to take center stage out there in middle of a very lonely circle said all we more experienced fliers wanted to hear.

This sort of thing hit a high for Fall Follies weekend when Dave Miller crashed. I looked away for a moment, prepping *Dirtmobile* for Mike Hazel; next time I saw Dave he was prepping a back-up model! Great stuff...

This was significant to me personally as on Saturday I had pulled from Classic after a relatively minor blade-blowing skip off the tar-mac, model probably easily fixed with a little thin CA. Maybe five minutes work, minor adjustment to neutral at handle, I could have been ready for second round. What a wuss. Actually, it's worse: Mike Hazel was flying one of my models in Classic; with a simple change of handle I could have been back in the game.

Further--and this is a minor annoyance to me--I strongly urge all who are new to this hobby to *not hesitate* in asking for help. It's an annoyance as I will sometimes see a need for assistance, and my new friend will comment, "I don't want to bother anybody."

Wrong, wrong, wrong! There is not a single CL Stunt flier in the NW--not one!--who will fail you in doing whatever it takes to get your model flying or improved in some way. Some of us pack for contests as if we are off for a multi-contest three months of competition. That we have *plenty* of spare parts is a monstrous understatement.

And just as I get ready to send this off to Mike, in comes confirmation that Greg Hart enjoyed himself at Fall Follies to the point where he is now busily assembling a Brodak ARF model, a profile Cardinal I believe. Gotta love it...

So. Get that model to flying. Call on any of us for advice. Practice as much as practical, emphasis on reliability and consistency.

Then go to a contest. It's a great experience, along with teaching you more about CL models in one weekend than can be gained over months of sport flying.

In advance, Welcome to contest flying! You're going to have a great time...

Is P-40 a Viable Class for the NW?

Over the past couple years we have talked about P-40 (Profile model with a 40 or less for power), have a set or two of rules, have even flown the event at selected contests.

Such has taken place, in my view, as we have leaders in CL Stunt who are devoted to promotion of the event, are open to any new class which will increase levels of participation. This is good. In fact, it's great; CL Stunt events will not remain stagnant as long as we have movers and shakers of the caliber we have enjoyed for many years.

But it is all too easy to go off the res with adding new events. So it seems time to evaluate results with P-40, determine what to do in the future. Via some sort of reasonable discussion.

1. With two-day contests we have a nice, workable package: Old Time Stunt and Classic on Saturday, Precision Aerobatics on Sunday. Not only is it a full plate of Stunt activity, time allotted to each event seems nicely to equal level of interest in each.

Adding P-40 to two-day contests clutters up the mix, adds to work load of judging corps, reduces our weather-related options.

2. I believe P-40 came about due to a localized situation (Texas?), that of too few new entrants and/or offered classes not meeting needs of locals. "Everybody has a profile fitted with a motor of less than .40 c.i. capacity," seems to have been the logic, the idea being to cast a net as widely as possible.

Good idea. But still a local solution to a local problem. While acknowledging that we do indeed wish to add to our ranks, I ask you, "Is P-40 the vehicle, have we same problems/opportunities as originators of this event?"

3. I don't see any new CL fliers or retreads showing up as a result of adding P-40 to our sched-

ule of events. As this seems to be the purpose of P-40, it doesn't seem to be working for us.

There are, however, CL Stunt guys flying P-40. They are all people who were already flying on an active basis. Thus potential exists to see some of these people losing interest in OTS or Classic, diluting our efforts toward promotion of these well established classes. (In which profiles are allowed, indeed can be quite competitive.)

4. While I am always open to adding new classes, we must admit the obvious: We are far better at formulating new/different/weird classes of competition than we are in looking at marketplace, identifying a need, moving to meet that need. It sometimes seem to me we simply throw stuff against a wall, stepping back to see what sticks. Through this process we have indeed come up with some well-attended, worthwhile new and/or revised classes of CL competition--a couple of which are indeed both weird and popular, although not of Stunt genre.

However, at the end of the day we still have obsolete classes, soon-to-be-obsolete classes, "new" classes, all while looking to the next. Dilution of efforts results, whether from a contest planning perspective, how each entrant allocates his efforts toward building and contest participation, overall promotion of specific events.

5. I submit to you the answer to the problem, specifically how it relates to P-40, is to agree that NW Stunt organizers and contestants have over the years, voting with their feet, agreed that OTS, Classic and four classes of PA is very nearly an ideal mix. It allows for a wide range of equipment, an even wider range of contestant abilities.

Thus it is, by accident or design (I think it the former), we have proven these distinct categories of competition meet virtually all of our needs. There is no need for a fourth.

So we, as a group, need to further agree that three events meets our needs. The only question remaining is which three we choose to promote.

In other words, when a new event comes along, let's talk about it. Let's even hash out a set of rules, add this new event to a few contests, as we have already done with P-40. Let's pay attention to what happens, critically look at our efforts and the results.

But at some point in time we simply must acknowledge that three events works well for us. And so the question then logically becomes: Which of our existing events, OTS, Classic or PA

is to be dropped in order to make room for the new event?

Time has come to make this decision as it relates to P-40. What do you think?

Canopies

Have you yet noticed that an old favorite, SIG's butyrate canopies which are so easily trimmed to fit, readily accept tinting with Rit dye, have changed somewhat? As in they are no longer made of butyrate. Nor do they accept dye beyond a very light tinting.

I had no idea this was an issue of significance until both Ted Fancher and Paul Walker expressed frustration, Mike Gretz--long-time SIG employee--confirmed the situation with information they had changed their canopy material. As in switch was made years ago. So you can pretty much forget finding a N.O.S. (New Old Stock) SIG canopy out there.

As it turns out, there is a solution. Use powdered Rit dye in your chosen color. Mix in a pan *much* larger than required just to hold the canopy. (Spills are so difficult to explain to non-modelers in your household.) Heat water to between 130 and 140 degrees. Use a candy thermometer to confirm temperature. Toss in a bunch of salt, five or six tablespoons at least; more doesn't hurt anything. Mix well.

Double check temperature of water--don't want it too hot--by dropping scrap or junker canopy in the brew. Excess heat will cause material to wad up on ya in same way butyrate parts did in the past.

Optional: Canopy will tend to resist slightly excess heat if left untrimmed, flat base intact.

Drop canopy in heated water, Rit dye and salt mix. If a very light tint is desired result you had better monitor this process closely. As we generally are after a dark tint, 10 to 15 minutes is suggested. Paul's latest Miss America P-51, which you may well have seen by now, has a dark blue canopy, was dyed for a mere 15 minutes or so.

Attaching to Film-covered Model:

While I would not think of telling those who paint their models how to attach a fitted canopy, there is a neat trick for models covered in MonoKote or other plastic film: Formula 56 Canopy Glue from Pacer. While white in the bottle it

dries clear.

A lot of you have seen my Oriental, some of you have even made the mistake of asking how the canopy is held in place, as it appears to be simply sitting on MonoKote-covered fuselage. My standard answer has been, "Static electricity would be my guess," as there are no obvious means of canopy retention. In fact, I didn't think the stuff would work, resigning myself to the possibility of canopy flying off just prior to the four-leaf clover during my best Classic flight at the biggest contest of the year.

It does work. This past winter, after hearing how to get the new canopies tinted, I elected to take off old one. Strips of paper toweling were wetted and laid alongside junction of canopy and fuselage. While canopy did come off nicely, it took nearly two days to loosen the glue, several fresh applications of wetted strips.

Knowing this glue works well for this application, my technique is to first get canopy closely fitted to fuselage. Hand trimming gets it close, wrapping 150-grit sandpaper on fuselage and then running canopy back and forth a few times works well.

From there, position canopy and tape in place such that it can't easily be moved. Either transfer Formula 56 to a fine-tipped gluing bottle or stick a piece of 1/16" tubing in nozzle. Lay a small bead of glue where canopy meets fuselage. If using a lot of tape, tack-gluing in accessible areas is fine. Let glue dry to a clear state.

At this point tape can be removed, as canopy will be secured well enough for light handling. But you're not done yet, as multiple coats of glue are advised, each laid in place much like a small fillet. In fact, glued seam, the glue itself being water-based, can be handled much like a fillet. Lay down a bead of glue, draw wetted finger along base of canopy, hold up to light to confirm shape, let dry. Repeat.

While neatness counts, one need not be overly concerned about minor errors, the most common being a thin film of glue migrating its way to either canopy or fuselage. Concentrate on getting several coats of glue where it really counts and then waiting a couple days to be certain it has set up thoroughly.

With glue dry, simply wet a soft rag and with light pressure remove any excess glue. This will require more than a simple wipe or two, but once glue film has softened the stuff just rolls up

and off both canopy and fuselage.

There seems to be only one further caution: Don't leave your model outside in the rain for more than two or three days.

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VINTAGE STUNT TROPHY

by Don McClave

Following the retirement of the Palmer perpetual trophy for Classic Stunt, a new award has been created for 2005 and successive years to recognize the best overall season performance in both Old Time *and* Classic Stunt. It will be given to the competitor who compiles the highest number of points in Old Time and Classic Stunt *combined* in all the contests in Washington, Oregon and British Columbia each year, using the existing *Flying Lines* competition scoring system.

A new reporting category, "Vintage Stunt Championship", will appear in *Flying Lines* each issue to help everyone keep track of the standings, and a "Northwest Vintage Stunt Champion" trophy will be presented at the season-ending Fall Follies contest in Salem, Oregon.

Unlike the Palmer trophy, the Vintage Stunt trophy will not be a perpetual award that must be relinquished after a year. Instead, there will be a new trophy each year, so that winners can keep their trophies on a permanent basis."

As we discussed, the points from OTS and Classic would be added together each month to create the "Vintage Stunt Championship" category, just as all the stunt points are added together to create a "Total Stunt" category. Since so many fliers participate in OTS and Classic, I hope that the new award will stimulate contest attendance...especially during the latter part of the season.

In the FLYING LINES mailbox

Hi John -

Was just reading your comments on skill classes in classic stunt. I would support an idea like that and ask that you might consider it in OTS also. I will be flying some OTS next year and will probably try classic also. A sportsman class in one or both would be mighty attractive to me. Might get some other guys out also.

Another comment, it would be helpful to have directions to the flying field put on the flyers. The veterans all know how to get there but us newbies don't. You folks do an outstanding job running the contests and on *Flying Lines*. I had fun, met a lot of people and learned to fly much better by coming to the regionals and the Fall Follies.

Thanks - Doug Wood

(editor's note: Thanks for writing. Yes, the idea for directions on all event flyers is a good reminder to contest organizers.)

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Boeing Hawks R/C Club Fall Swap Meet
Saturday, November 20th, 9:00AM-Noon
Open to buyers for setup: 8:30 am, Shutdown
& Cleanup by 1PM

Time once again to clean out your workbench, garage, and everyplace else you've got excess model airplane stuff. Bring your junk --er, treasure-- to the Boeing Rec Center (map available on our Web site) on Saturday, November 20th, and be ready to buy and trade for everybody else's junk --er, treasure!

Tables: 1 free to any current (paid up!) Boeing Hawks Club members. All others \$5.00 apiece, first come, first served.

NO ADMISSION FEE, everybody welcome!

Tell all your friends-and-relations at all the other clubs in the area that we depend upon their coming, too. The more the merrier!

--Scott Kruize, Boeing Hawks Swap Meet

For more information: scotkruize@yahoo.com



ZOOT ZOOMER
SEZ.....

"FAST IS COOL!"

Zoot Zoomer

Talkin Bout Speed!

In no particular order or priority, here are some rambling thoughts about our event that's all about going real fast for just a little while.

The NW Regionals: Do we really need 2-1/2 days to do this? The year 2004 was somewhat a dismal turnout, and the flying that was done could have been completed on a single day. The typical contest is run with entrants choosing when to fly. (this of course is referring to the usual A.M.A. procedure, not O-Fish-ul F2A flying in rounds). Several factors come into play on this: Showing up late, lots of talking to do first, waiting for a pit crew or pilot, and of course the almighty magic reason..... flying when the weather is just right. Now of course on the positive side, any event that gives you flexibility as to when you fly, will allow one to go off and fly events that have no such flexibility, such as combat, racing, or stunt.

2004 World Champs / Nationals. Wahhh! I did not get to go to this double happening event. I probably already cried in print about this already.....was not able to get the specific vacation dates I wanted. Again, congrats to our all Northwest F2A team for their showing.

One of the NW F2A speed contingent went AWOL on us. Jim Booker, master modeler, and purveyor of fine competition goodies particularly F2A gear, has fled to the Midwest. All for just a job, imagine that! Hey Jimbo, maybe you can return when you retire?

The "Northwest Summer Speed Meet" held last August in Salem was a real cozy affair. Pretty small entry, but we all had a good time. Where were the rest of you? We did away with trophies for this time, a good thing. Lots cheaper that way. Anybody here care about trophies?

Congrats to Marty Higgs for his sterling 162 mph Formula 40 flight at the record trials in B.C. last September. Sure wish Marty would join the rest of us by attending meets South of the

Canuck border more often, and maybe even subscribing to this newsletter!

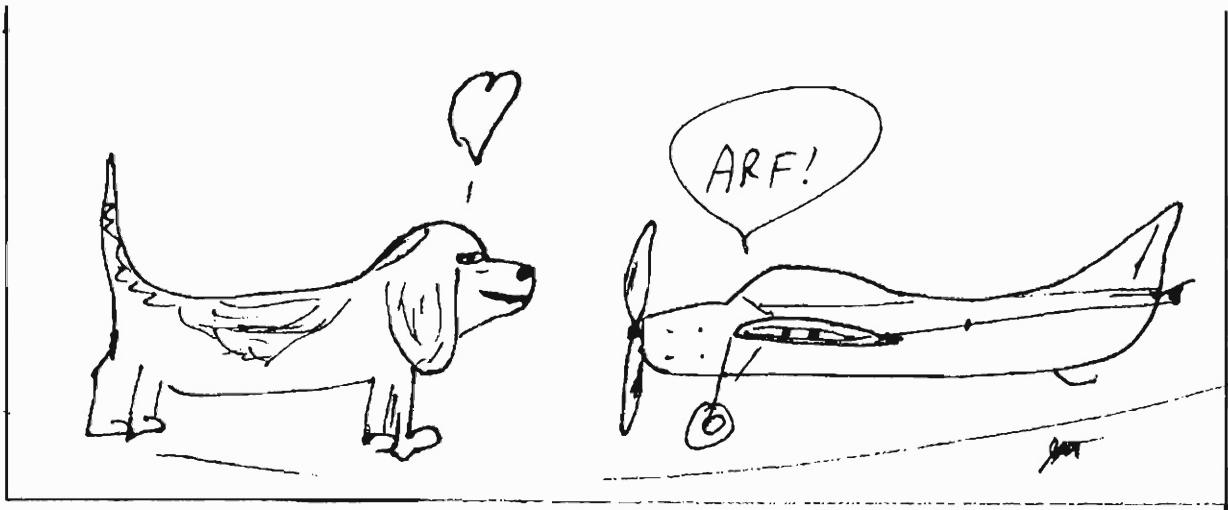
NW Sport Jet Speed.....hey, where did everybody go? Now don't let just Howard and the Zoot have all the fun in this class. Get your gear back out there and start making some noise. News Flash! Bartlett finally bought an engine, so expect to see his entry out next year!

Finally got down to the Virgil Wilbur Memorial meet in Southern California this year. Was great seeing many familiar faces, and some new ones as well. Jerry Rocha made a sizzling 117 mph run in 1/2 A proto, for a new record. Karl Caldwell had a "small D" he tried out, a Nelson 40 equipped ship about the size of a 21 Proto. Very interesting. Hmmmm, can you say "C" speed? More on this later. Also overheard at meet was that Dale Kirn will be making a new run of monoline handles with a significant design change involved.

Have you seen the promo for the "Magic Miler" 21 Proto ship from Partner? The kit looks fantastic, with a lot of work being done, but still no place for beginners or hackers. If you are interested in 21 Proto, this just might be the way to go for you. There is a deluxe and short version of the kit available. For information flyer on this plane write to: Partner Productions, Box 205, Maple Ridge BC, V2X-7G1, Canada

Time to get going on that 2005 Speed Program! Build, test, practice, build, test, practice, etc. etc. etc. --- ZZ ---





Bits and Pieces from the Editor's desk

Now that the contest season is behind us, it's time to reflect back on the various successes and failures. Methinx it was a pretty good year, both personally and for our activity in general. Time to look forward now to next year!

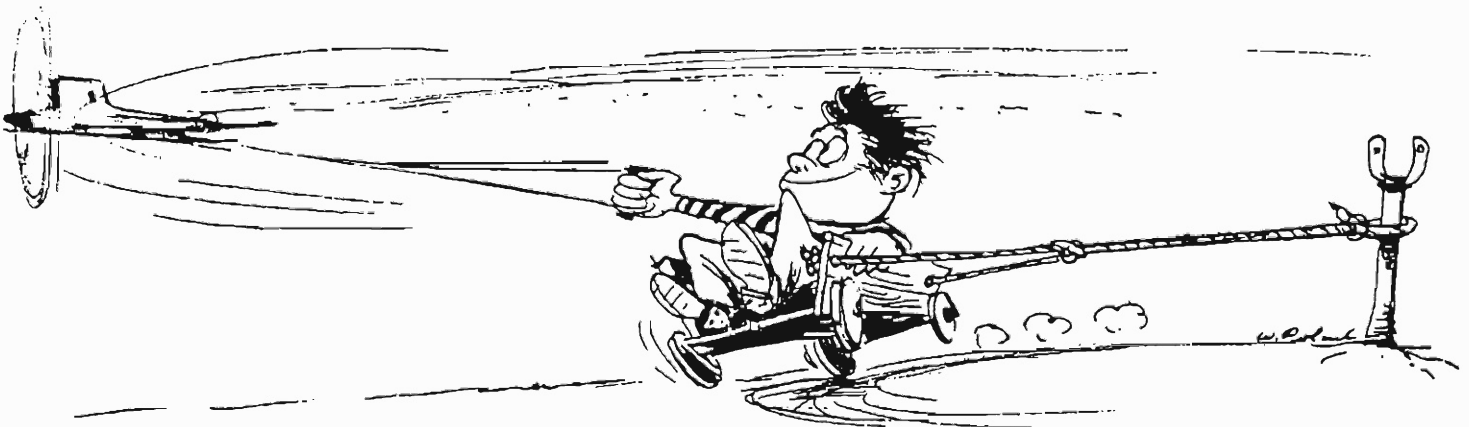
The Evergreen Aero Modelers (TEAM) club of McMinnville, Oregon continues to grow with membership now well over eighty! TEAM is a RC and CL club, with several "cross-over" members. They had a real nice club (only) fun fly in October. Latest news is that they are installing a second CL circle (already in the works) and tentatively planning a CL contest for next summer. Stay tuned!

Speaking of staying tuned, our "Where the action is" calendar will be returning in an issue or two when we have some info and dates for 2005 events. You contest directors and event organizers please get that info into FL Hq. Tentative dates and

details are OK, we can do updates anytime. Also a reminder that we can distribute your event flyers when given sufficient lead time. Please contact the editor on specifics there.

The NCLRA (national control line racing assoc) has made a rule change in the Texas Quickie Rat event. It was determined that the average speed of these racers was exceeding that of what the event intention was. The rules have a provision built right in to make changes to the engine venturi size so as to be able to slow the planes down. Some planes were tested with existing venturi size, and a new proposed size. The new size (.292) looks like it will knock about 7 to 8 mph off of the average racer. The .292 size is obtained by using a 9/32 drill, followed by a size "L" reamer (.290). This leaves a .002 tolerance.

Someone asked the question: Should we also change the venturi size for NW Super Sport Race? They use essentially the same engine, with the older .315 size venturi. My feeling at this time is to leave it alone. Hmmmm, might make an equalizer to run both classes together?



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