

Prop Spinner Chatter



VOLUME 22 ISSUE 3 AMA Charter # 529 Eugene Prop Spinners <http://flyinglines.org> March 2014

Club News and Other Information

Last Club Meeting

February 22, at Gordon's home.

Attending: Mike Denlis, Jim Corbett, John Thompson, Tom Kopriva, Mel Marcum, Gordon Rea, Dean Rea, Mike Massey, Gene Pape, Floyd Carter, Dwayne Gravile, and Roger Winz.

Show and tell - Mel brought three albums of photos and EPS history. Mike Massey brought a belcrank assembly, Tom brought a Free Flight airplane, Floyd brought an assortment of vintage spark model aircraft motors, Gene brought a small stunter and Gordon discussed his covering and building of the nearly completed Shark. John discussed his ELECT build.

We had a good meeting at The Gordon Rea's home. Thanks Gordon for your hospitality.

Possible flying sites discussed, upcoming fun fly in Salem discussed.

Great participation with the show and tell.

Next Club Meeting

Time and place – **11 a.m. Saturday March 15**, at John Thompson's residence, 2456 Quince St. in the River Road district. See directions on page 7.

Oregon flying fun!

February 15 – at Sunshine Park, Roseburg. Good turnout, and the SUN peeked out before the wind arrived.

March 8 – at Bill Riegel Model Airpark, Salem. Good crowd, weather not as good, Light wind, light rain. Did not stop the flying.

Oregon flying fun!

Everyone invited — No entry fee! 10 a.m.-3 p.m.

Saturday, April 5 at Evergreen Aviation & Space Museum, McMinnville

Mufflers or electric required at grass-only site.

Bad weather: Cosmo Cafe, Evergreen Space Museum, cell 503-310-1660

Info: Evergreen Aero Modelers: J. Eichten, jerryeichten@frontier.com, 503-554-0034

- Bring any and all airplanes ... do any kind of flying!
- Every flight is an entry in the "flying raffle."
- Flying raffle prizes will be awarded after a drawing

Academy of Model Aeronautics membership required



February 22 Meeting - at Gordon Rea's home.

Good turnout, great hospitality and lots of show and tell. Mel Marcum brought several photo albums that brought back some memories.



Meeting time



Floyd's sparky collection



Dwayne, Mike M and Gene



Mel and Mike D



Tom's Rubber powered FF

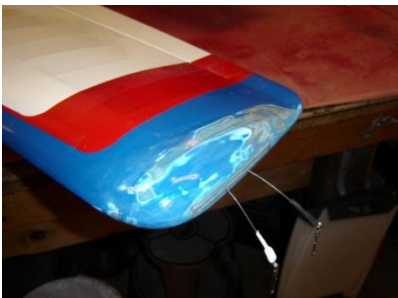


Gene and Gordon

Experiments "gone awry" – March 3 - Mike Massey Report

Just thought I would share one of my experiments "gone awry".

On the Legacy I decided to experiment with the "eyelet plug" kind of lead out adjustment where you drill a series of holes in the wing tip then use eyelets to move the lead outs for adjustment. Sounds good and have seen them in some airplanes built by real experts. So this begs the question, is there a significant difference in whether the lead outs "hinge" or are supported at



the actual edge of the wing tip or an inch or so in if you are using the common "slider" kind of adjustment. Comments please.

Anyhow, on with my experience.

First some background: When I built my "eyelet plug" adjustor for the Legacy, I made the mistake of drilling the adjustment holes at 90 degrees to the wing tip. The obvious problem is that one, or possibly both, of the lead outs, but usually the rear, converges at the wing tip at some angle other than 90 degrees. So to compensate for that, I cut the eyelets short so as to try to reduce the contact, if any, between the rear lead out and the edge of the eyelet where the lead out enters it.



Experiments "gone awry" – March 3 - Mike Massey Report - continued

Well the outcome was that the rear lead out rubbed against the rear edge of the lead out. The first indication of a problem was 2 weeks ago when the eyelet actually came out of the wing tip. I put it back in with a little dash of CA. When I flew it I felt a little "tick" or "click" on the down line. A close inspection revealed the coating over the lead out wire had chaffed. The wire was still undamaged but the wear had started. (I used plastic coated fishing wire for lead out material. I feel it is more protected from nicks, dings or other unforeseen damage over its lifetime.)



the slider kind of lead out adjustor. In my case I made a 1/8 plywood rib to fit the outboard rib in the wing. I cut a 1/8 groove for the adjustor. I made the adjustor out of 1/8 plywood. I used 1/8 brass tube to make the lead out holes. I flared both the front and back of the brass tube to eliminate any edge that might make contact with the lead out. I used 1/8 dowel, glued into the plywood adjustor to keep the adjustor straight in the groove of the base plywood rib. Then the standard blind nut and screw for tightening.



But clearly I needed to repair the problem before it can get worse. So I changed back to

Paint Stand



I put together using the parts provided by Gordon at our last club meeting. Thanks much Gordon it works great. As you can see I made my stand work bench height because of the space restrictions in my shop.

After I put it together and put my current project (my LEGO-C. the 10% reduced Legacy) I found the rail mounting flexed slightly with the weight of the plane. So I merely put a turnbuckle with, yep, more fishing wire, to keep it from flexing. As a result, I can keep the plane straight regardless of the weight of the plane. To turn the plane over, I just slide the plane to the edge of the workbench and spin it around. Works well.

Mike Massey



Roseburg Fun Fly – February 15, . 2014 – *Bob Lewis and Jim Corbett photos*

Bob Lewis reports - Well, it's Feb 15th and we finally put the February 8th Roseburg Control Line in the history books. Today wasn't too bad until the gale force wind kicked in about 1:00. The temperature was about 45 degrees and no rain! We got in a lot of flights. Dave Shrum and Dave Crabtree are holding up the flight tickets in one of the pictures attached.

One of the highlights of the day was flying Pete Bennings 38 Special biplane after Dave Shrum restored it after I cracked it up. Pete managed to fly it himself along with Shrum.

Thanks to Peggy Shrum and Loni Lewis for running the lunch bar. Thanks to Dave Shrum, Mike Massey and Bob Lewis for stocking the prize table. Lots of great kits

and engines went to new homes. Speaking of Dave Shrum, get a load of his beautiful stable of airplanes he put on display (pictures below - check out the Corsair!)

Bob Lewis

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John Thompson reports - All of us who went had a great time at the Roseburg fun fly. Weather was pretty good until about 1 p.m., so we snatched up some great prizes and came home early. The Roseburg guys put on a great feed and were wonderful hosts once again. See Flying Lines for a report.

The February 22 club meeting will be at Gordon's house, Saturday morning at 10 a.m.





Roseburg Fun Fly – February 15, . 2014 – Bob Lewis and Jim Corbett photos - continued





Salem Fun Fly – March 8, . 2014





Salem Fun Fly – March 8, . 2014 - continued



March meeting location

John Thompson hosts our March meeting.

Directions to his house:

From Randy Papé Beltline, River Road Exit, go north on River Road and take the first left after Belt Line, which is Ruby Avenue. Then take the first right, which is Quince Street. The Thompson residence is at 2456 Quince St., the white house in the middle of the block.



Newsletter Editor
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March 2014

«FirstLast»
«Street»
«CityStZip»



Upcoming Model Activities

April 5 - Oregon Flying Fun No. 4, Evergreen Aviation & Space Museum, McMinnville, Ore. Any kind of control-line plane (mufflers or electric required), any kind of flying, each flight gets a ticket in flying raffle. Sponsored by The Evergreen Aeromodelers.

April 25-26-27 - Jim Walker Memorial Spring Tune-Up, East Delta Park, Portland, Ore., for aerobatics, combat, carrier, racing and speed. Details to come.

May 23-24-25 - Northwest Stunt and Combat Championships, Bill Riegel Model Airpark and Salem Airport, Salem, Ore.

Friday: Old-Time Stunt, Beginner-Intermediate Precision Aerobatics.
Saturday: Classic Stunt, Profile Stunt, Advanced Precision Aerobatics; 1/2-A Combat, 80mph Combat. Sunday: Expert Precision Aerobatics; AMA Fast Combat.

Prop Spinner Club officers

Mike Denlis, President
Jim Corbett, VP
John Thompson, Treasurer
Tom Kopriva, Secretary
Mike Massey, Safety Officer
Jim Corbett, Newsletter Editor

Where the Action Is: <http://flyinglines.org/Action.html> **Visit:** <http://flyinglines.org> web site.