

Prop Spinner Chatter



VOLUME 21 ISSUE 4 AMA Charter # 529 Eugene Prop Spinners <http://flyinglines.org> April 2013

Club News and Other Information

Last Club Meeting

Sunday March 17 – John Thompson reports - We had a great flying session with our club meeting.

Local Flying

Sunday March 17 – John Thompson reports - Good turnout, almost no wind, lots of flying. The Mikes Massey and Denlis, Jim Corbett, Floyd Carter, Robin Mason, Roger Winz, Tom Kopriva, Dwayne Graville, Gene Pape and I were there.

Saturday March 30 – John Thompson reports – Mike Denlis, Mike Massey, Dave La Fever, Tom Kopriva and John Thompson flew.

Sunday March 31 – Floyd Carter and Jim Corbett flew.

Saturday April 6 – See Oregon flying fun #4 report later in this newsletter.

Out of Town Flying

Saturday April 20 -21 – John Thompson reports - The Jim Walker Memorial contest in Portland was great fun. Among those from the Prop Spinners attending were Mike Massey, Mike Denlis, Floyd Carter, Gene Pape, Mike Hazel and John Thompson. Full report, photos and results are on flyinglines.org.

Next Club Meetings

Time and place – 10:00 AM **Sunday, April 28**, at the field. Or at Wings restaurant in the airport terminal if the weather is bad.

This will be a very important club meeting because there is some important news about the airport's plans for the overflow parking lot and the EPS future at the airport. You will want to make sure to attend this meeting.

NOTE: The May meeting will be on May 19th. We will combine the June & July meetings on July 21st.

43rd annual Northwest Control-Line Regionals May 24-25-26



Championship Control-Line flying competition

One of the nation's largest control-line Model airplane contests.



At the Field March 17



Meeting under way.



Pre flight pits.



Floyd's Electric working well.

At the Field March 23



Another great day at the field.

John Thompson photo

At the Field March 30



Mike, Mike and Dave.



Mike Massey flying



Tom's Ringmaster



Floyd's Piper



Massey launching Piper



Tom's Goose

John Thompson photos

At the Field March 31



Floyd going the OTHER WAY



Looking good



Heading North

Floyd Carter R/C ing – Just some nostalgia

John Thompson found this in April 2006 Model Aviation.

Floyd RCing – 1975



Floyd (Dr. Spark) Carter launches Cleveland Baby Playboy at Milpitas CA, circa 1975. He still has the model, but the site is covered with homes. Monte Groves photo.



The meet, July 11-12, is being co-directed by Hank Cohan, 62-60. Several LMSC employees are participating including Monty Groves, 61-60; and retirees Lou Delateur, Bud Barney and Bob Snyder.

The July meet is open to all radio-controlled (RC) classes of scale models and from all eras of flight. The conventional scale models have wing spans from four to six or seven feet; the "Mammoth Scale" are generally one-quarter the size of the full-scale airplane, and weigh upwards of 20 pounds. Everyone is invited to attend.

Floyd passed this along from his archives:

Floyd RCing – June 10, 1981

HILL COUNTRY FLYERS — Floyd Carter, 61-82, demonstrates a flying model of a World War / Packard Le Pere in preparation for the annual Hill Country Cavalcade of Flight.

Lockeed MSC Star – Sunnyvale, CA



Evo 60 Report – Feedback from last months Mike Massey report

3-12 - Mike Denlis - Hi',Guys..... Well,this sounds to me like the EVO 60 would be REALLY happy with a tuned pipe. While it would seem way to short for harmonic waves, I have seen this before with different length Tatone Peace Pipes on the same engine. I hope some of you will weigh in on this.

3-13 – Gene Pape - I have been fooling around with various engines displaying similar characteristics. I have found 3 things that cause this behavior. Engine not broken in. Too much prop. Not enough nitro. I'm guessing the tongue muffler helps keep heat in the engine giving the same effect as more nitro.

3-14 - Mike Massey - Great feedback. I know this engine, and my older EVO 60 tend to run cool. So much so that it does not like Caster and too much castor will cause the engine to quit. I even had an "idle bar" plug "flameout" on the older engine while it was breaking in.

3-14 - Bob Swan - Not coming down to a 4 cycle is a classic sign of an engine not being broken in. Too much frictive heat. We run glow assisted diesels. More heat causes advanced ignition timing, more power and more heat. How to control this is the question. Simple venturis, like we run with no air correction jet, add fuel disproportionately high to the air increase. English translation: double the air (twice the RPM) the venturi gives 2 1/2 times the fuel needed (I don't know the exact ratio). Smaller venturis accentuate this but lose power. The opposite is true of bigger venturis.This cools the engine. A lower compression will in effect retard ignition. This may be all that's needed to keep the engine from becoming over advanced and overheated. All my engines have more than 1 HG, my LA .46 has 3 .015 gaskets. Extra nitro: nitro mixes about 1:1 with air, Alcohol about 1:7. More nitro should require a richer mixture and therefore more oil and alcohol (and thus cooling) enters the engine. Rule of thumb: less nitro more break, more nitro less break. I felt my LA .46 was breaking too hard on some maneuvers so I went from 10 to 15% nitro. Problem solved. Muffler pressure: more RPM equals more pressure thus a richer mixture. Really good guys may say they don't run pressure but only after they say, "I tried both and found" and often they say, "except in the wind where pressure give less wind up". If you don't try both you may be giving your competition an advantage. Too much prop equals too much load equals too much heat equals run away.....unless your at the engine peak and any increase in RPM causes loss of power as you go down the HP curve. Many people have run piped engines with a high prop load to make it almost impossible for the engine to run away.

12x6 doesn't sound excessive on a .60. Actually it sounds a bit small to me but I have no experience with an EVO. Always break in an engine with a smaller prop with less heat at a resulting higher RPM. More oil, especially castor, will mean a richer needle to get enough combustibles in. This will have a cooling effect. Glow plug heat range will also effect run away. It can become a balance between plug heat and compression as they work in tandem to decide the ignition point. Finally, tongue vs tube. Tubes, all thing being equal, have more backpressure during the intake faze and therefore keep in more exhaust gas (heat). Tongues have higher initial exhaust pressure but dissipate it more quickly because of their small volume. Use a tongues on an old McCoy etc if you can as they will run cooler than a tubes. I ran both on my plane. Got better gas mileage with the tube was the only difference I saw. As they say, "If you always do what who've always done , you'll always get what you've always got". If you don't try stuff and find out what works best for you then as a competitor two words come to mind: "You Lose".

3-17 – Mike Massey - Just a follow up on the EVO as I test flew it today.

I took the older EVO out of my Shark 45 and put the new EVO in. I had 73 bench minutes on the EVO and was a little concerned about the lean out run tendency that I saw while breaking it in on the bench.

So the new EVO in the old Shark. I used 10/17 Cool Power all synthetic fuel. I ran the same set up as the older engine. That is a tongue muffler, no pressure, Xoar 12x6 all in a very heavy Shark (73 oz). First launch was about 8120. Flight was a little slow but very steady engine run, all 4 cycle. Next (and last flight as it started to sprinkle and the wind was gusting) flight I launched at a little over 8300, probably closer to 8400. Plane was a little fast but not bad at all. Good engine run. On insides the engine leaned out (2 cycle) and after exiting the insides it came back to a 4 cycle but took perhaps an 8th to a 4th of a lap to come back to the 4 cycle. I did the entire pattern on the second run and with the possible exception of the slightly prolonged 2 cycle break, I am very happy with the run and the engine. I would attribute the prolonged 2 cycle to needle setting and it's "newness." I am convinced this engine will settle in to be a very good engine just as my older one has.

So the long and short of it is, if you are in the market for a good 60 sized engine and don't want to break the bank, I would heartily recommend the EVO. And by the way, thanks for all of the feedback.



Oregon flying fun #4: Eugene Saturday April 6th – John Thompson reports

April showers don't keep CL planes out of the sky



Well, it was April, so there were some showers. Between the showers there was rain. There were also some sprinkles and a little drizzle. Once in a while it stopped raining and a little sun even poked out once or twice. But none of it kept the Oregon CL fliers from doing lots of flying in Eugene during the last stop on the annual winter/spring fun-fly series.

At least 18 fliers showed up at the Eugene Airport, and kept four circles (two asphalt, two grass) busy most of the day. Prop Spinners Gene Pape and Mike Massey served hot dogs and beans and lots of the traditional "hangar flying" rounded out the day. Participants came from as far away as Klamath Falls and Vancouver, Wash.

The event started at 10 a.m. and wrapped up at 2 p.m. with the distribution of a nice array of donated prizes given out in the "flying raffle."

Attending this year's Eugene fun fly included: Mike Massey, Tom Kopriva, Gene Pape, John Thompson, Pete Benning, Dave Shrum, Floyd Carter, Mike Hazel, Jim Corbett, Tom Brightbill, Alice Cotton-Royer, Dave Royer, Jerry Eichten, Mike Denlis, Dave Mitchell, Bob Lewis, Mark Hansen and Ron Anderson.

A great time was had by all who made Oregon Flying Fun No. 4. Boy, those were good hot dogs and beans!

See the article on the Flying Lines website for details and lots of photos.

<http://flyinglines.org/Oregonfun.4.13.html>

Oregon flying fun #4 concludes the series for 2013.



Portland circles busy in season opener.

East Delta Park, Portland, Ore.



Photo provided by Gene Pape.

The 80mph Combat competitors, from left: Bob Smith, Buzz Wilson, Jim Green, John Thompson, Don McKay, Jeff Rein, Gene Pape.

The annual Jim Walker Memorial Spring Tune-Up brought control-line fliers from around the Pacific Northwest to East Delta Park in Portland for a well-run and well-attended meet that got the competition season off on the right note. Only a few April showers passed by on Friday, and the rest of the weekend was partly cloudy and almost windless.

New planes, good turnout across the board and very few problems or mishaps made for a fine weekend of competition flying in Speed, Racing, Combat, Navy Carrier and Aerobatics.

The Northwest Fireballs served up tasty hot dogs and burgers for lunch and provided all the winners with nice certificates. Dave Royer was contest director. Robert Ladd was the Chief Cook, assisted by several other Fireballs. Richard Entwhistle ran the stunt

competition, Gary Harris directed Combat, Bill Lee administrated Navy Carrier and Mike Hazel directed Speed. Fireballs member Doug Powers directed the racing and assisted with Navy Carrier and played a major role in logistics. Barbara White ran the registration, tabulation and general organization. Other Fireballs members were hard at work around the circles; Barbara reports that more than 80 percent of Fireballs members worked and/or flew in the contest, serving as judges, timers and in other capacities.

Among those from the Prop Spinners attending were Mike Massey, Mike Denlis, Floyd Carter, Gene Pape, Mike Hazel and John Thompson.

See full report on flying lines at

www.flyinglines.org/jimwalker.13.html

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April 2013

«FirstLast»
«Street»
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Upcoming Model Activities

May 24-25-26 - Northwest Control-Line Regionals, Eugene Airport, Eugene, Ore. Aerobatics, Combat, Navy Carrier, Racing, Scale, Speed.

June 8 - Northwest Skyraiders Club Fun Fly, Auburn Airport, Auburn, Wash.

June 15 - Chehalis Cup Contest No. 1 for .15 Fast Combat for cuts and high-performance 1/2-A Combat, at.Yard Birds, Chehalis, Wash.

June 22-23 - Stunt-A-Thon 2013, Thun Field (Pierce County Airport), Puyallup, Wash. Saturday: Old-Time Stunt, Classic Stunt, Profile Stunt, Sport .40 Navy Carrier

Sunday: Four PAMPA classes of Precision Aerobatics.

June 29-30 - Salem Summer Speed, Bill Riegel Model Airpark, Salem, Ore. All details tentative.

June 30 - Yearly 1/2-A Fun Stunt Event, Rice Mill Road Park, Richmond, B.C.

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.