

# Prop Spinner Chatter



VOLUME 22 ISSUE 4 AMA Charter # 529 Eugene Prop Spinners <http://flyinglines.org> April 2014

## Club News and Other Information

### Last Club Meeting

March 15<sup>th</sup>, at John's home.

Attending: Mike Denlis, Jim Corbett, John Thompson, Tom Korpriva, Gene Pape, Floyd Carter, Gordon Rea, Roger Winz and Jim Makin.

Show and tell - John discussed his Electric SV-11 stunt plane. Gene discussed and showed a 049 crankshaft and case. Jim C showed his ELECT conversion of a Baby Clown. Tom brought a rubber powered ship.

We had a good meeting at John's home. Thanks John and Kathy for your hospitality.

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

March-27 - John Thompson – reports - Weather was beautiful last weekend in Salem. Wish more people had come out flying! Gene and I had the Salem field all to ourselves for several hours on Saturday morning. Perfect weather, a great flying session. Gene and I both flew combat

planes and I flew a couple of stunt planes. Don McClave from Portland dropped by to say Hi. I didn't hear if there was any Roseburg flying last weekend.

April 12 - John Thompson reports - It was Prop Spinners Day in Salem on Saturday. Mike Hazel, Floyd Carter and I flew lots of flights, and Don McClave dropped by to visit. I flew my Ares and Vector and a couple of 1/2-A Combat planes, Floyd flew his Geezer 80, Venus and Madman Jr., and Mike flew a 1/2-A Combat plane. Nice weather, great flying day.

### Next Club Meeting

Time and place – **10 a.m. Saturday April 19**, at Elmers – at the Shilo on Gateway in Springfield.

### Oregon flying fun!

April 5 – at Evergreen Aviation & Space Museum, McMinville. Evergreen Aero Modelers

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## Here is an event not listed in Flying Lines

Roseburg is doing its annual Arts Festival June 27-29. They are inviting both R/C and Control Line flyers to do exhibition flights. We will have our own control line circle on the city soccer fields behind the arts center building on W. Harvard Avenue from 10:00 until 2:00 all three days (believe me you can't miss it if you go west on Harvard). The goal is to keep a plane up almost continuously all 12 hours over the 3 days, so the more flyers the merrier. Any plane, any flight will do - just keep the noise level up! You can be there all the time, part of the time, every day or one day only. Last time we only got one or two tickets to get in, so most will probably have to pay to get let in the gate. I think it's about \$5. More info on that later if you're interested. Bob Lewis

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**Oregon Flying Fun No. 4 – April 5<sup>th</sup> - Evergreen Aeromodelers - McMinnville**

Bob Lewis reports - Not a bad turn-out, what, about a dozen flyers? We can't say the weather was great except in comparison to what it might have been or what we were afraid it would be. Misty/sprinkly dampish early (9:00-10:00), drying out somewhat by about 11:00 but a little windier as the day progressed. Maybe 5-7 mph with gusts probably to 15 or so especially by around noon.

The new flying site is coming along nicely. It is behind the Evergreen Aviation and Space Museum parking lot and is several acres in size. There are two grass circles, one behind the other from the street, so the back one is a bit of a hike. The grass is coming in nicely but not filled in as nicely as it will be after it has more time to thicken up. There is a nice R/C field behind that.

Lots of good flights. Both fuel and electric were represented. The big entry from Roseburg was Dave Shrum's twin-boom LaDonna designed by Jack Sheeks. Besides Dave's flight with the LaDonna, John Thompson also took it up at Dave's request and provided a critique for Dave.

Many thanks to the McMinnville group who put on the show and for the cookies and nice prize table. There was a Thunder Tiger .15 R/C engine, plans, tools, glue, and all kinds of neat stuff. Each flyer got one ticket and there were more prizes than flyers so everybody won something. As each name was drawn they got their pick of the table at the time. I picked a cool new Windy Urtnowsky plan for his Hawker Typhoon semi-scale .40-.51 stunter.

It was a great day, but everybody should come to Roseburg. The weather is always better down here! :-)



John Thompson reports - Hi, Prop Spinners ...Those of us who went to the fun-fly in McMinnville last weekend (Gordon, Dean, Mike H., Gene, Dave, Dave, me) all had a great time ... Many thanks to Jerry Eichten and the TEAM for hosting a great event! See the report on Flying Lines for all the details and photos ... there's even a video!



**March 15 Meeting - at John Thompson's home.**

Good turnout, great hospitality and lots of show and tell.



Show and tell



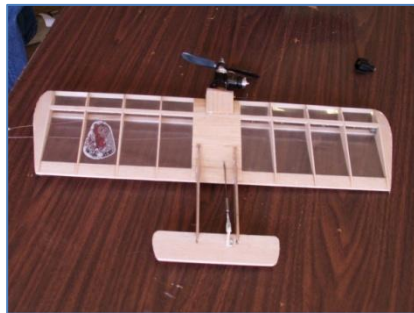
Johns Elect project



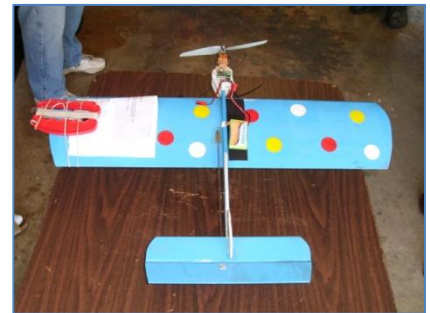
Tom's Rubber powered FF



Crank case and crank shaft



Wido Satin combat 1/2A



Baby Clown electric

**Roseburg Flying - March, . 2014 - Dave Shrum and Bob Lewis reports**

3-27 - Dave Shrum Reports - "Roseburg" was flying in Waitsburg, Wn ! I went up to visit Mac Ryan in Burbank Heights and Joe Just in Waitsburg. Flying site was a bit tight.

And I did an upside down landing—on gravel ! Mac is doing A LOT of fishing and is well. Joe and Ginny are well and Joe is not doing much flying- only Dave Miller to fly with.

3-28 - Bob Lewis photos



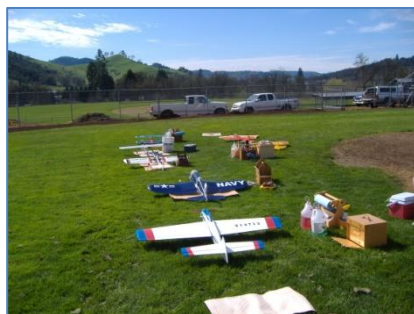


Roseburg Flying – March, . 2014 – Bob Lewis reports

3-31 - Bob Lewis photos



4-2 - Was it a great day flying in Roseburg or what? Was everybody shedding layers, especially the Klamath Falls contingent or what? Did we get a little sun tanned or what? It was all three things and then some. - Bob Lewis photos



4-9 – It was a fine day, a little damp in the beginning, but a fine day. Highlights were Pete Benning got to come out and supervise Mike Massey's big new airplane debut. Dave Shrum flew the Pete Special biplane and Dave Crabtree flew the silver Pete trainer. Susan Benning even stayed out to take in the sights. - Bob Lewis photos



**Flexing pushrod – Mike Massey**

***I am sure all of you are aware of the ongoing problem I have had with my Shark 45 not wanting to turn inside corners. It is fixed. Below is the story.***

For a year and a half, I have been trying to figure out why my Shark 45 will not turn insides. Outsides are fine but the insides are scary. On inside maneuvers, the plane seems to hesitate or simply not want to turn the corner. I have tried every trim trick imaginable, without success. As you can imagine, trying to turn the corner during an inside square, as you heading straight down, and the plane does not want to respond to the control handle is to say the least, unnerving. (And not desirable.)

So for some history. After I finished the plane, I took it to the Golden State contest in October of 2012, and flew it in Classic. It did not want to turn insides. The greater the speed or wind, the worse it was. I talked to a number of really good flyers and builders about the problem. One of the better builders was kind enough to spend some time with me trying to figure out the problem. We tried a number of things, including, at his suggestion, testing the plane for a flexing pushrod. He and I pushed, pulled, prodded and otherwise abused the control system and concluded that the problem was not a flexing pushrod.

So over the next year and a half since then, I have continue to fuss with the plane trying to figure it out. At this point, it was not so much that I had some emotional attachment to the plane but I wanted to understand what was going on.

So fast forward to a Fun Fly in Salem, Oregon a few weeks ago. I tried another “adjustment” that had no significant effect. I was talking to John Thompson about it and he said, “Maybe the pushrod is flexing.” I started to say that it could not be the pushrod flexing because I had already looked at that possibility early on. But the more I thought about it, the more the turning characteristics matched those of a flexing pushrod. So again, back to pushing, pulling, prodding and otherwise abusing the control system. I still could not detect any flexing. But it made so much sense that I decided to “bite the bullet” and hack into the fuse and replace the pushrod. After all, I tried everything else and I was ready to hang up the plane in utter defeat.

So I replaced the pushrod with a carbon fiber one. The previous pushrod was a 4-40 threaded pushrod. The plane is powered by an Evolution 60 and weighs 74 oz. (It’s been through a “war.”)

That absolutely fixed the problem. The plane looks like a wreck but now flies quite well.

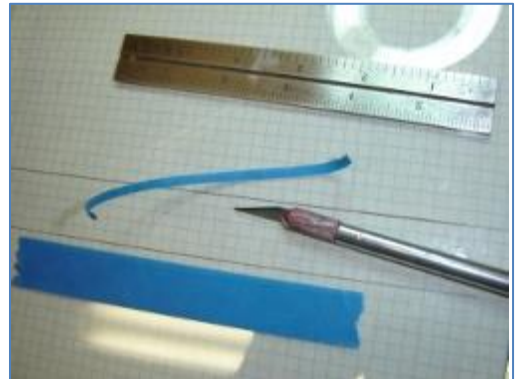
I share this story for 2 reasons. The first is to let you know how very subtle the flexing pushrod problem is. You cannot necessarily feel the flex in the pushrod under static conditions, even when you “push, pull, prod and otherwise abuse the control system.” I would say that if your plane exhibits the inside turning problem I described, nothing seems to make it better and you do not have a carbon fiber pushrod, take a good long hard look at the pushrod setup and consider changing it to carbon fiber.

The second reason for sharing this is that this is my first time using a carbon fiber pushrod and I have heard of some failures with glue joints in a few pushrods. I assembled mine borrowing from my fishing rod building experience. Here is how I did mine. I would like to hear from others on how they do their pushrod assembly.



First, my pushrod inside diameter is slightly larger than the outside diameter of the wire used for the bellcrank or control horn attachment. See the pictured below. That was intentional so that I could insure that I was able to get a good amount of JB Weld around the wire when it is inserted into the CF rod.

Next I cut a very narrow width piece of masking tape to wrap around the wire to be inserted. I will wrap a narrow piece of masking tape on the wire at each end that will be inserted into the carbon fiber rod.



The next shows how the tape is being used like a collar to center the wire in the hollow carbon fiber rod. There is, of course, another band of masking tape at the other end of the wire that is already inserted into the carbon fiber rod.

At first blush, it may appear that the masking tape will not be adequate to support the stress on the wire but in reality, the tape only centers the wire in the carbon fiber rod hole and helps capture the JB Weld. After the JB Weld cures, of course, the masking tape is no longer a factor, just along for the ride as it were.



I used a small file to rough up the inside of the carbon fiber rod so the JB Weld can get a better grip. I also used a cutting blade on a Dremel tool to gouge and rough up the wire to be JB Welded in place.

I pushed some JB Weld into the carbon fiber rod then inserted the wire until the first masking tape collar disappeared into the rod. I then spread JB Weld liberally between the two masking tape collars and pushed the wire further into the carbon fiber rod. I pushed the wire in until the second tape collar disappeared. I then tried to squeeze in more JB Weld behind that and to form a small

“blob” at the front of the wire where it exits the carbon fiber rod.

The last picture shows the finished end. I think with this extra attention to the JB Weld and all of the mating surface preparation, I should not have any of the failures I have heard about.

Again, please share how your carbon fiber rod is constructed and any related stories.

Mike





**LAGO-C finished – Mike Massey – April 7**

As most of my planes, it weighs too much. It comes in at 60 1/8 oz. which includes 1 7/8 oz. of tip weight. It balances about right so I do not, at least at this point, have to add any tail or nose weight.



Once I test fly it, I will add some wheel pants of some kind. I wanted to fly it on the grass first just in case I have to modify the gear for the grass. I shouldn't, I have the gear quite a bit forward of the CG. I'll let you know how it flies. - Mike

**Comments:**

4-8 - 60 oz. isn't too heavy for a .60-size plane. I'm not familiar with this design. Kit? - Floyd  
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This is a 10% reduced (I had the plans reduced by 10%.) Legacy. I put an LA46 in it. The way I measure the wing area, I get 535. I do not count the part of the wing that is enclosed in the fuse. Everything is consistent with the 10% Legacy except I took cosmetic "liberties" with the fuse. But I guess that is apparent. - Mike  
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4-9 - Great looking plane! And I am glad to hear that it flies well from the start. I look forward to seeing it in person. - Gordon

**LAGO-C Maiden flight – Mike Massey – April 9**

Test flew the new plane today. First perhaps a little more information on the plane. I took a set of Legacy plans and had them reproduced with a 10% reduction. That is what my new plane is. I did, however, make some cosmetic changes to the fuselage but

all of the moments and basic measurements are simply a 10% reduced Legacy. (Hence the name. LAGO-C. It is an LA powered, smaller Legacy. Get it? Get it? LA (le)GO C. Oh well. Should I spell it LAGA-C?)





**LAGO-C Maiden flight – Mike Massey – April 9 -**

continued

I have an LA46 for power. The plane weighs 60 5/8 oz. The way I measure wing area, the plane measures 535 square inch wing. (I measure each wing side span separately, not total wing span thus the part of the wing inside the fuselage is not calculated in the wing area. I am not sure what modeling “convention” is for measuring area but that is the way I do it. Then, of course, I multiply that times the average cord.)

So for the maiden flight...flew very, very well. The inboard wing was very slightly lower than the outboard in upright flight and reverse that in inverted flight. So a very slight flap tweak is in order. I am using too much fuel but I have an oversized venture in the motor. I will swap that for a stock venture before I fly it again. Other than that, the plane tracked well, did not hunt, turned well in each direction so I am very happy with the results.

Mike

**Major equipment flaw – Mike Massey – April 10**

Well you all know how well the new plane flew and looked. I mentioned it needed a slight flap tweak. I was reluctant but today a very carefully tried to tweak the flaps. To my shock, the control horn snapped off. I am still in tears. Attached are the pictures of how the control horn broke. It was new and of the

same model as the enclosed picture. I have never heard of that. Have any of you? Tweaking the flaps, I thought, was a somewhat acceptable way of adjusting the plane trim.

Any other similar experiences with any of you?



I plan on sending a copy of this to Brodak, not that there is anything that can be done. It is major surgery to repair. Obviously I am not happy. - Mike





## April meeting location

Elmers – at the Shilo on Gateway in Springfield.

From Randy Papé Beltline, turn south on Gateway, you are there.

## Oregon Flying Fun No. 4 – April 5<sup>th</sup> - Evergreen Aeromodelers - McMinnville

More photos from the McMinnville Fun Fly



Control-line flying in a great aviation setting: Dave La Fever takes off with the Evergreen Aviation and Space Museum's aerospace building in the background along with classic airplanes and rocket motors.



*Gene Pape and Flying Lines photos*

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April 2014

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## Upcoming Model Activities

**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.

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### **Prop Spinner Club officers**

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

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