

# Prop Spinner Chatter



VOLUME 21 ISSUE 5 AMA Charter # 529 Eugene Prop Spinners <http://flyinglines.org> May 2013

## Club News and Other Information

### Last Club Meeting

Sunday April 28 – John Thompson reports - A great flying session and an eventful meeting.

### Local Flying

Sunday April 28 – John Thompson reports - Good turnout, almost no wind, lots of flying. Three Mikes attended - Denlis, Hazel and Massey, Mel Marcum, Floyd Carter, Gene Pape, Steve Kendal, Jim Corbett, Robin Mason and I were there.

Sunday May 5 – John Thompson reports – Gene Pape, Mike Denlis, Floyd Carter and I were there. Most of the time was spent chatting about club business and wishing the wind would go away, but Floyd, Gene and Mike did put up flights. Gene, Mike and I toured the airport's fringes looking for potential new flying sites. More on the search for a new site will be coming from Mike as it becomes available.

We also discussed the Saturday June 8 air show booth and flying session. Make sure to mark your calendars for the afternoon of June 8. This is a major PR/site acquisition event for the club.

Saturday May 11 – John Thompson reports – It was a great weekend of flying - the field was busy all three days, Friday, Saturday and Sunday. The Saturday session was perfect, almost no wind, temp in the low 80s. Gene Pape, Mike Denlis, Mike Massey, Jim Corbett, Tom Kopriva, Floyd Carter and Robin Mason and I were

there. Lots of flying of sport, stunt and combat planes. The field is in great shape for the Regionals. Grass is under control and weeds are all killed on the asphalt (Thanks, Mike D!).

Friday May 17 - Mike Denlis, Mike Massey, Dave LaFever and Jim Corbett flew.

### Regionals Field Prep

If anyone flies this weekend, make sure to run the mowers. It would not be a bad idea to mow even the north and south circles, so we get a head start on Regionals prep, if you have time. Iffy weather next week could make this weekend's mowing important.

### Next Club Meetings

Time and place – 11:00 AM **Sunday, May 19**, at John Thompson's house. T-shirt-folding-entry-packet-stuffing meeting.

Big doin's this coming weekend: Sunday is club meeting day with a twist. The plan is to meet at my house at 11 a.m. for the annual Regionals T-shirt-folding-entry-packet-stuffing party. Pizza will be served!

Agenda for the meeting includes discussion and report from Mike D. on the future of the flying site, plans for the June 8 air fair flying demo, and Regionals last-minute planning.

**NOTE:** 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 April 28**



Meeting under way.



Flying high.



Sometimes it takes three



Second place.



Flying low.



Pre flight pits.



Spectators.



Diesel.



Regionals art work.



**At the Field** May 5



Mike the degrasser!



John flying



Shadow chaser



Spectating



Gene fueling



Ran out of fuel rapidly



Shadow chaser



Buy more than one



Pits



Shadow chaser



Needs some TLC



Combat ready



## **Flying site temporary closure – Mike Denlis reports**

### **Communication from the Deputy Airport Director, Airport Services:**

The overflow lot will be unavailable from June 1 to the end of September. With increased passengers and the addition of Frontier Airlines and American Airlines we suspect we will need to use that lot while the main lot is being resurfaced in phases this summer. Sorry for the inconvenience and thanks for your understanding.

As for our longer term plans, we don't know exactly yet when the rental car wash facility will be built on the south end of the overflow lot, but eventually this will happen and the lot will not be available for other uses.

We will certainly look for other possible areas for your group to meet, however, this may be a challenge as nearly all land that is not developed is under farm lease.

We will be sure to keep in touch as we move forward.

### **EPS President Mike Denlis's response:**

It was my pleasure to meet you today, and I appreciate the update on the plans for the current overflow parking lot.

The Eugene Prop Spinners model airplane club has a long history of use of airport property, a privilege that we don't take lightly, or for granted. We would, of course, like to see this continued and ask to be considered in plans down the road if possible.

As a Private Pilot, I appreciate the fact that much of the open space on airport property "belongs" to the FAA and is not available for many reasons. What I wanted to state clearly is that, if there is space available, our needs as a club are quite minimal. While we are proud to be able to be the host club for the Northwest Control-line Regionals, they are a separate entity and this large, multi day contest is not indicative of our normal usage.

In advance, we appreciate your consideration and stand ready at any time fill in the details as you may wish. Please don't hesitate to contact me via email, or by phone, as things progress. Thanks once again.

## **AIR FAIR Info - Eugene - June 8 – Mike Denlis reports**

I was able to talk with Kaitlin and this is what we know so far:

- 1) We will be on the GA ramp North of where we fly now.
- 2) She will try to provide us with 2 circles; 1 grass, 1 asphalt.
- 3) The schedule is 12-5, with setup from around 9:30 to noon, at which point vehicles will need to be moved to the overflow lot. There will be hiking involved for anyone who wants to arrive late or leave early, though I'll bet that the OPS folks would help us out with this.
- 4) We will be able to set up our pop-ups, tables, and chairs as needed.
- 5) They will find a location for the Club banner.

Kaitlin will keep me up to date on this, so I guess you're off the hook as Chairman! I wonder if Mike would consider putting up some Jet flights? I'm very pleased that we will have grass to allow Combat, too. So, that's about it for now.



**At the Field** May17



B-17 fly by



Two mowers mowing

Lots of flying and mowing today. Mike Denlis, Mike Massey, Dave LaFever and Jim Corbett got flights in. It tried to rain on us, but did not last. The wind came and went several times during a flight keeping us on our toes.

Dave got the mower going on three of the circles and Jim got the fourth one mowed.



Mike Denlis flying



Dave LaFever flying



Resting



Mike Massey flying



Waiting



Ready



## Safety – Mike Massey reports

We had an incident at the field that resulted in a broken plane but limited to that strictly because AMA rules and safety protocols were being followed.

The story: Dave LaFever was flying the oft repaired Big Spin when for some reason, it came slack and did a “fly over.” Dave ran back to get line tension and in so doing, the plane hit the end of the lines, pulling the handle from Dave’s hand. That could have been a very problematic situation because of our proximity to the runway, other flyers, etc. but Dave was wearing the safety thong and that kept the plane from flying away. I did not see it but both Dave and Mike D said that as the plane was doing successive outside loops thanks to the safety thong, Dave was almost, but alas not quite, able to regain the handle and control. But it is none the less a successful save!

Which brings me to my point. We too often neglect that troublesome safety thong. We should all take time before we fly again, to examine and “pull test” by some means, our safety thong. I have seen some pretty meager looking safety thongs at various meets and contests.

Had Dave’s thong been weaker, the sudden “jerk” when the airplane hit the end of the lines could have been enough to break that thong and then an ugly fly away would have been far too possible.

So please check your handle safety thong. It should be firmly connected to the “down” side of your handle. (Although the AMA safety regulations do not specifically state the thong should be attached to the down side of the handle, the graphics contained therein show that placement and convention places it there.) The thong should be short so as to minimize the planes increase in speed from the time the handle is released until it reaches the end of secured safety thong. The longer the thong, the greater acceleration and “jerk or snap” when the plane gets to the end of the thong. The thong should be strong enough to withstand that “jerk or snap” as well as the airplanes calculated pull test based on plane weight.

Anyhow, thanks to Dave for having that functional safety thong and I know we will see the Big Spin out there again because it’s a real trooper.





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May 2013

«FirstLast»  
«Street»  
«CityStZip»



## 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

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