

Prop Spinner Chatter



VOLUME 29 ISSUE 6 AMA Charter # 529 Eugene Prop Spinners <http://flyinglines.org> June 2021

Club News and Other Information

Last Club Meeting

Saturday May 15th, John Thompson reports - We had a good club meeting and a great flying session at Can Do Ranch.

Next Club Meeting

Meeting will be this coming Saturday, June 19th, 10 a.m. at Can Do Ranch. If the weather is not good, we will postpone the meeting.

Local Flying

May 15 - John Thompson reports -We had another good flying session last Saturday at the ranch. A highlight was seeing Gary Weems' new Skylark, 50 years in construction!

Flying were Russ Hester, Dave La Fever, Gene Pape, Dave Shrum, Gary Weems and me. Mike Denlis and Jim Corbett was there for support. It was a bit breezy, but that didn't stop us from flying — though it did make Gary wait for another day for the Skylark's maiden flight.

May 22 - John Thompson reports – We had another enjoyable flying session at the ranch. Temperature got to about 70 and there was only a slight breeze — blowing mostly away from the sun! Dave La Fever, Gene Pape, Gary Weems and I did all the flying, and Jim Corbett was there for support.

Highlight of the day was the maiden flight of Gary Weems' Skylark, 50 years in the making. It was worth the wait, and flew very well. Congratulations, Gary! A picture of the Skylark is in the Favorite Planes page of Flying Lines (flyinglines.org).

For comedy, we enjoyed the maiden flight of my Cox .010-powered Wee Wun. At a flying weight of 2-3/8 oz. on 20-foot lines, the Wee

Wun did fly, and proved itself capable of stunts. I was flying it on too large a handle so it was a bit touchy, and I ended up plunking it into the grass — no harm done. I'll try to tame it a little this coming Saturday.

Another flying highlight was Gene's T-Square, a vintage Combat plane that flies very well and takes you back to about 1959, if you're nostalgic.

May 29 - John Thompson reports – We had another nice flying session at the ranch. We were afraid that it would be too windy, but it never got over 5 mph and was fine for flying. Temp about 70. Lots of flights! Floyd Carter, Dave La Fever, Gene Pape, Mark Schluter, Gary Weems and I did all the flying, with Jim Corbett there for support.

June 5 - John Thompson reports – We had a good flying session despite a bit of wind. There were lots of flights, but we made some different choices about what planes to fly depending on how gusty it was right then. Dave La Fever, Gene Pape, Gary Weems and I flew, with Jim Corbett there for support.

June 12 - Gary Weems did the flying and Jim Corbett took the pictures. Gene was up north, John was down south, Dave was taking a day off and Mike was recouping from a recent surgery.

Richard Entwhistle

Richard Entwhistle passed away. Richard was a regular at CL events and a hard worker for our sport when he could. He also was a friendly, knowledgeable and always interesting guy to visit with on the field. An obituary will be published on Flying Lines.



Shop talk -

Gary Weems reports - After over 50 years of dragging an almost completed Skylark around it is finally completed. Here it is in pre-flight condition.



Editors Note: If flies as good as it looks!

Can Do Ranch - May 15 -



Gathering for the meeting



Mike Denlis calls the meeting to order



Can Do Ranch - May 15 - continued



Dave getting plane ready



Russ's new launch system



Gene and Dave fixing



Gary's "New" build



Flight line



Gary flying



Gary taking off



Dave's All American



Dave has two ready



Gene's vintage collection of combat planes



John's flight line



Gary flying



Can Do Ranch - May 22 - continued



Dave flying



Gene flying T-Square



Gary fueling



Gene launches Wee Wun for John



Maiden launch of Gary's Skylark



Maiden flight of the Skylark



Can Do Ranch - May 22 - continued



John assisting take off



Gary assisting take off



John assisting take off of Skylark



New landing gear makes nice grass landings

Can Do Ranch - May 29



Flight line



Dave's planes



Can Do Ranch - May 29 - continued



Gene's 2021 update of John's early 1980s Undertaker fast combat design.



John with the same plane



Gene flying it



John flying it



Dave making a landing approach



Gary flying down wind chasing a shadow



Can Do Ranch - May 29 - continued



Floyd tuning



Floyd taking off



John launching Dave's first flight on Ares, formerly John's, now Dave's



Dave seems to like it



Clockwise



Counter clockwise - flies well either way



Can Do Ranch - June 5



Ready to fly



Good launch



Dave's line up



Gene flying an electric ARF Super Clown, described in the article on page 11.



John has four ready



John's Electric combat



Can Do Ranch - June 5 - continued



Just ran out of fuel



John launching for Gene

Can Do Ranch - June 12



Ready to launch



Up and away



Flying well

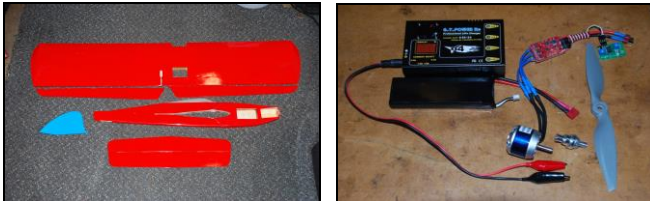


Skylark ready to land

**More Shop talk - Gene Pape**

Below is what I wrote about my electric Super Clown when I built it in 2103. That is how it was set up when I flew it last weekend.

For some time I have been considering an electric model to take advantage of living within a few blocks of a large, mostly unused, baseball complex. The loss of our flying field at the airport increased the urgency of this. After having spent the summer driving to Salem to test fly and flying at contests, things finally settled down to the point where I had time to get serious about the project. I spent some time talking with Jim Corbett who has some experience with electric control line models, and he suggested I purchase a package of everything needed from one of the various vendors. I did some surfing on line and decided on the Brodak ARF Electric Flying Clown and the Electric Power Package they have for this model. The only things you need to supply to build this model are adhesives of your choice, a 12 volt power source for the battery charger, and three M3 X 8mm screws to mount the electric motor. Wheels, horns, etc. are all included.



I ran into a few snags. First, the power package I received did not include the timer. The instructions also show a separate switch which also was not included. I called Brodak, and they referred me to Dennis Adamisin who was happy to tell me what I needed and what I needed to know. Brodak shipped the timer (which has the switch built in) and I was set to go.

When John Thompson and I took the plane out to test fly it at the local school, the Clown lived up to its name. I knew before I flew it that the motor speed could be adjusted. What I didn't know was what I would want to adjust it to. The Clown didn't want to rise out of the tall grass at the local baseball field, so John hand launched it. It took off and flew well enough level, but seemed a bit underpowered. When I tried to do a large inside loop, it started to lose line tension as it neared the top. I started running backwards to keep the lines

tight, slipped on the wet grass and fell. I kept my focus on the model and completed the loop, but couldn't get back on my feet and fly the model level at the same time. The result was an abrupt landing which broke my only prop.

I took the Clown home to prepare for its next outing. I cleaned it off, and patched the hole one of the wheels had put in the wing during my abrupt landing. I then checked the motor rpm with a tach. I had been lead to believe that 10,000 rpm should be about right. That is what the motor was running as supplied. I adjusted the power pot to 12,100 rpm for the next test. I purchased two new props from Eugene Toy and Hobby. I also had purchased some additional batteries from HobbyKing.com so I could make more than one flight.

If you have been considering building an electric powered control line model, but don't have a clue where to start, I strongly recommend this combination. For me, it is now time to mount an electric motor on a combat plane so I can enjoy the quiet flying.

Thanks to Jim Mackin for the computer power supply for the battery charger. Other sources are:

<http://brodak.com/> for the kit, power package.

<http://www.hobbyking.com> for batteries

<http://www.rsmdistribution.com/> for general information about electric control line models.

June10, 2021 - The change today is that I have swapped the Hubin Timer from Brodak to an electric skateboard radio I bought very cheap from eBay several months ago at the recommendation of Texas combat flier Bob Mears. The radio made the model much more pleasant to fly as the speed is now very easily adjustable including in flight. There is now no question when the motor will start so I just turn on the transmitter, plug in the battery, and leisurely walk to the handle. When I'm ready to take off, I just squeeze the trigger on the radio and the model takes off. When I'm ready to land, I release the throttle and land the model. I now have a control line model that I can fly all by myself with no noise issues.



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June 2021

«FirstLast»
«Street»
«CityStZip»



Upcoming Model Activities

June 26 - Northwest Skyraiders Swap Meet, Denny's, 1246 Central Ave N., Kent, Wash., 9 a.m. to 1 p.m.

July 10 - WOLF Lucky Hand Fun Fly, Bill Riegel Model Airpark, Salem, Ore. Details tentative.

July 17-18 - Northwest Skyraiders Stunt and Northwest Sport 40 Carrier meet, Auburn Municipal Airport, Auburn, Wash.

Aug. 13-14-15 - Bladder Grabber Combat tournament, Harvey Field, Snohomish, Wash.

Friday: 1/2-A Combat double elimination

Saturday-Sunday: Seven rounds of AMA Fast Combat.

Aug. 14-15 - South Sound Outdoor Swap Meet, Faro Field, 1354 Pleasant Valley Road, Chehalis, Wash. Vendors plus RC and Control-Line flying. Sponsored by Faro Field Flyers

Sept. 3-4-5 - Northwest Control-Line Regionals, Roseburg Regional Airport, Roseburg, Ore.

Oct. 30-31 - Northwest Model Hobby Expo, Evergreen State Fairgrounds, Monroe, Wash.

Prop Spinner Club officers

Mike Denlis, President

Jim Corbett, VP, Secretary, Newsletter Editor

John Thompson, Treasurer

Gene Pape, Safety Officer

Where the Action Is: <http://flyinglines.org/Action.html>

Visit: <http://flyinglines.org> web site.