

Prop Spinner Chatter



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Club News and Other Information

Last Club Meeting

John Thompson reports - There were only three of us at the club meeting: Mike Denlis, John Thompson and Gene Pape. We also had a beginner join us for some trainer flights. That was Tom Warner.

So, we really did not convene a meeting. We just flew.

We had a good flying session today at the ranch, though it was lightly attended for a club meeting day. Gene and I flew, and we had an enjoyable time working with beginner CL flier Tom Warner. Welcome aboard, Tom!

As to the training session: We used the club's two coroplast trainers, though they need some engine upgrades. I'm investigating other power plants that might be more reliable. We also used the old Ringmaster racer, now in my workshop for repairs. I also took home from the trailer the "Bulletproof Trainer" airplane, which has not been used for quite some time. I hope to refurbish it and get the engine working again.

Aug 1 - Sad note - This information from Henry at the hobby shop. Jim Stinson was a member of the Prop Spinners for a few years.

Sad news, our friend Jim Stinson passed away this morning..... I will be in touch regarding any arrangements, and funeral when I hear. Henry Barckley

Next Club Meeting

Time and place – **10 a.m. Saturday Aug 20th**, at the Airport or the Willamette Grill (Airport) restaurant if weather bad, OR at the

Can Do Ranch if the Airport lot is occupied and the weather is good.

Flying dates

We are on the calendar for the Saturdays in August for the Airport overflow lot.

Local flying

July 23 - Can Do Ranch – John Thompson reports - We had a good flying session at the ranch. Gene got the mower fixed and the circle mowed. Tested out a couple of repaired trainers. I flew my Barnstormer once (needs a lot of trimming!). Mike Hazel and Gene flew combat planes. Mike Denlis flew his stunter. Jim Mackin and Tom Kopriva also visited. Jim Mackin took our two little trainers home to refurbish the engines. A bit breezy, somewhat turbulent because it was coming from the north through the trees, which caused a problem for Mike D's stutter. But all in all, a good day.

July 30 - - Can Do Ranch – John Thompson reports - Too bad you guys couldn't make it. We had a great session at the ranch. Gene, Jim, Dave, Mike D., Gavin and I all did lots of flying.

August 6 - Airport – Floyd Carter reports -

We actually were permitted to fly at the airport! Isn't that something?

Weather was nice. Light winds. Mike d., Jim C., Floyd C. put up flights.

Everyone seemed to be in the aircraft trimming mode, so no full stunt patterns were made. Hopefully, today's session will result in



future great flights, once all trim problems are fixed.

August 13 - Airport – Floyd Carter reports - Despite ideal flying weather, club attendance at the airport field was light. Are members waiting for cold, windy weather to show?

If club participation continues to be weak at the airport, the authorities might think we really don't want the field because we have another, better venue.

Flying were Mike D., Jim C., Floyd C. Jim Mackin stayed to judge flights and to provide engine advice. Those three did better this week. Aircraft and equipment seemed to cooperate this time. I finally figured out how to run my 4-stroke engine in "4-PUTT", after several previously unreliable flights.

Let's show the airport people that we are still interested in keeping the field by showing up and putting in some flights!

Flying at the Can Do Ranch - July 13





Flying session at the Can Do Ranch - July 23 -



John Thompson photos

Flying session at the Can Do Ranch - July 30 -





Flying session at the Can Do Ranch - July 30 -



Flying at the Airport - August 6





First at the Airport - August 13



Trainer Aircraft

John Thompson reports - We've been using our club trainers a bit and doing some refurbishing and talking about strategies for having planes for beginners to fly.

I thought I'd just send out a quick list of what we have so that anyone with a chance to teach a kid or a novice would know what's available.

I'll list the plane, the engine, its current repair status and where it is stored. (This does not include any trainer individual members may have at home.)

Here's what we have:

— Two coroplast sheet-wing trainers with Baby Bee engines. These are good for very first flights, because they are pretty much indestructible. They are almost identical except that one is trimmed so that it actually will do simple stunts. The planes are at this moment in the custody of Jim Mackin, who is refurbishing the engines. There is a set of lines and a handle that goes with these.

— A Ringmaster powered by a Fox .35. This is an old racer and as such is easy to fly round and round. This is good for an adult student who has done a flight or two on the coroplasts. It will break if crashed, but usually can be repaired because it's pretty sturdy. It is stored in the club trailer at the Can Do Ranch; all you need to fly it is fuel and a set of 60 foot lines and handle.

— A "Bulletproof Trainer" powered by a Norvel .15. This will only go round and round and is almost impossible to break in a crash, so it's good for any student. However, because it's bulletproof, it's also heavy, so will stall on takeoff — so the trainer should help the student with takeoffs. It is stored in the trailer and all it needs to fly is 52-foot lines and a handle.

— A U-Key stunt trainer. This plane needs a volunteer to put an engine and tank on it, and then it will be usable for teaching simple stunts. This is currently at my house awaiting finishing touches.

— A Sig Shoestring sheet-wing Goodyear racer, set up for sport flying with an Enya .15. This is a good one for teaching takeoffs and landings off the asphalt. I have it at my house but can bring it to the field any time we want to use it.

I plan to put a bottle of after-run oil in the trailer so that the planes can be lubed after use and will be ready to fly after they've been hanging up for a while. Hopefully, anyone who uses the planes for training will take them home afterward and do any of the inevitable repairs likely to be necessary. :-)

It's been great to have a few beginners out lately. Let's hope we get some long-term members out of it!

Newsletter Editor
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August 2016

«FirstLast»
«Street»
«CityStZip»



Upcoming Model Activities

Aug. 20-21 - Dick Scobee Memorial, Auburn Airport, Auburn, Wash. Traditional August stunt contest sponsored by Northwest Skyraiders. Watch this space for further details.

Sept. 3 - Zoot Ranch BBQ and Fun Fly. All details tentative.

Sept. 10-11 - Northwest Speed Championships, Bill Riegel Model Airpark, Salem, Ore. AMA, FAI and Northwest Speed events. Sponsored by Western Oregon Control Line Flyers.

Sept. 17-18 - R.F. Stevenson Memorial Raider Roundup, Auburn Airport, Auburn,

Wash. Traditional September stunt contest sponsored by Northwest Skyraiders. Watch this space for further details.

Sept. 24 - Northwest Skyraiders Club Fun Fly, Auburn Airport, Auburn, Wash. Sponsored by Northwest Skyraiders.

Prop Spinner Club officers

Mike Denlis, President
Jim Corbett, VP, Secretary
John Thompson, Treasurer
Gene Pape, Safety Officer
Jim Corbett, Newsletter Editor

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