

Prop Spinner Chatter



VOLUME 18 ISSUE 9 AMA Charter #529 Eugene Prop Spinners <http://flyinglines.org> September 2010

Club News and Other Information

Last Club Meeting

Our last meeting was on August 15th. Attending: Mike Denlis, Floyd Carter, Tom Kopriva, John Thompson, Mike Massey, Jim Corbett and Steve Kendall.

Club Flying

Sunday August 14 – Mike Massey reports - It was very nice with the exception of the heat. Steve and I flew a number of times in no wind to an occasional "breeze blowing about south. The wind began to really come up about 12:30 but we were done by that time.

I flew the "Plane Simple" about 4 times and the "Fox Folly" 2 times. The heat made a difference in the way it flew. I had to abort one square eight because I just lost too much air speed. Went back and "opened it up" and it was ok. I guess real hot weather can help you "open up" your flying, it did today.

Last week the "Fox Folly" engine slumped just before I was going to do the cloverleaf. So I didn't do it thinking it was about ready to run out of fuel. It flew on for 5 to 7 laps. Today it slumped just before the cloverleaf and, laughing to myself said, "you got me last time but are not fooling me this time." So I did half the entry loop before the engine quit. So another inverted landing. Since I have yet to remove the needle valve "skid" all was well. And...the Fox was out of fuel. Go figure.

Steve is still having engine run issues with his Fox/Flitestreak. We tried a different

glow plug. No help. He took it home to do some more "noodling" over the problem.

Sunday August 15 – John Thompson reports – Good turnout for the Eugene Prop Spinners club meeting on Aug. 15. Warm weather, very light breeze at Eugene Airport. 8-) President Mike Denlis led the meeting with John Thompson, Gene Pape, Mike Robinson, Mike Massey, Steve Kendall, Floyd Carter and Jim Corbett attending. Lots of stunt planes on hand. Gene Pape brought the Bladder Grabber scoreboard and received accolades from all for his victory in last weekend's big-time combat contest. Lots of flying of all kinds was done; the only minor mishap was an inverted pancake of Mike Denlis' Tutor -- a control link failed on the flap. Mike Massey's new "Big Spin" profile stunter shows excellent promise.

Saturday August 21 – Mike Massey, Mike Robinson and Jim Corbett flew. Mike Massey's brother-in-law watched

Sunday August 22 – John Thompson reports – It was such a nice day at the Eugene field last Sunday that we actually didn't get all that intense about flying. Lots of just hanging out enjoying the sunshine, 70 degrees, very little wind (although what wind there was was blowing in all directions -- thermal activity, mostly). Everyone did fly a bit, though. I flew the Ares, the Vector and one fast combat plane. Gene Pape flew an 80-mph combat plane. Mike Denlis flew his modified Magnum. Floyd Carter flew Tiburon. Mike Massey flew Plane Simple. Jim Corbett flew his P-40. Steve Kendall



flew his Sig Fazer. Love these summer flying sessions!

Saturday August 28 – John Thompson reports – The flying session at our Eugene Airport field was a bit windy, but Dave LaFever and I both got flights in. Tom Kopriva ran a new Evolution .36 engine on a test stand and Mike Massey dropped by but didn't fly because of the wind.

Sunday August 29 – Floyd Carter reports – The session featured great weather and about 6 club members. Not listing all of them, but Tom K. flew his Dragon/Evo 36. Mike M., Jim C., Floyd C., Steve K. all had good flights.

Saturday September 4 – Floyd arrived, watched the wind for awhile then went home.

John and Gene went to Jerry's and picked up roofing materials. John and Jim applied the goo to the top of the Regionals trailer. John had received the new wind sock, Gene installed that while John and Jim were goo-ing. Mike assisted Gene and then got in a couple flights, Jim got in one flight.

Sunday September 5 – John Thompson reports – Good turnout - Tom Kopriva, Mike Massey, Floyd Carter, Steve Kendall, Jim Corbett and I all flew. Floyd entertained us with his 1944-vintage Tethered Trainer, powered by a replica Elfin diesel. Old rubber bands broke, causing the plane to shed its wing. Damage was repairable. Tom K flew his pretty Cardinal. Steve flew his Skyray. Jim flew his P-40. Mike flew his Big Spin. I flew the Ares, the Vector and two vintage diesel combat planes, getting ready for next weekend's Raider Roundup. A good time was had by all!

Saturday September 11 – Mike Massey, Floyd Carter flew, Steve Kendall watched.

Sunday September 12 – Mike Massey and Jim Corbett flew.

Stevenson Memorial Raider Roundup

John Thompson, Bruce Hunt and Mike Hazel attended the Chehalis, Washington event.

(See full report on <http://flyinglines.org>)

A seasonal note:

On occasion during football season, our flying field is invaded by automobiles related to away games. This coming weekend is an away game. There are two possible situations:

1. The rental car agencies move some of their cars into our field to make way for more parkers at the terminal lots. They usually line the rentals up along the outside edge, and we can fly as usual. I would advise, however: Put the cones around the circle, not in a line across the field. This will make it more clear to the rental car people where to drive to avoid our flying, because they usually park on the south and west parts of the lot. If you just cone straight across, they will have to cross the line, and who knows where they would go then?

2. If there actually are customer cars being parked -- and the toll booth is occupied by a worker -- we are not allowed to fly; don't even try to negotiate with the parking worker or Operations. Usually the game parking clears out within a week or so. If you want to check on this scenario before going to the field, call Operations. Make sure, if they are telling you cars are parked there, that they are customer cars, not rentals, because rentals are no problem.

Next Club Meeting Time and Place

Time and place – 10:00 AM **Sunday, September 19**, at the field.

Or at Wings restaurant in the airport terminal if the weather is bad.

**Robert (Bob) Winn Shelby** *March 25, 1928 - September 4, 2010*

A Mass of Christian Burial was held on Thursday September 9, 2010; 11:00 am. for Robert (Bob) Winn Shelby.

He was 82 years old, and a long term resident of the Eugene and Springfield area.

Bob was born to Edgar and Lola Shelby in Eugene. He attended Bethel School. and graduated from Eugene High School in 1946. Bob graduated from the University of Oregon in 1952 with a bachelor degree in Business Management.

Bob married his wife, June Lorraine Stadther, on November 22, 1951 at Saint Mary Catholic Church in Eugene. He finished school, started raising a family, all while working in retail sales, first at the original Oregon Outfitters, and later at Elingsworths Men's Clothing Store located on the corner of 10th Avenue and Willamette Street in Eugene.

Bob's passion, and eventual career, was aviation. The photo of Bob is from the Evergreen Air Venture Museum sitting at the controls of the Spruce Goose. He was a member of the original Eugene Prop Spinners model airplane club. He became a Private Pilot at the age of 17. In 1964 he moved the family to the greater Seattle area to work as a senior supervisor at the Boeing Commercial Airplane Division.

In 1967 the Shelby family moved to Moses Lake, Washington, where Bob became the Assistant Airport Manager for the Grant County Port District, formally known as Larson Air Force Base. In 1972 Bob returned to Eugene and fulfilled his lifelong dream and become the Director of Aviation at the Eugene Airport. He managed Mahlon Sweet Field until his retirement in 1988. During his tenure as an airport manager he became an Accredited Airport Executive, past President, and professional member of the American Association of Airport Executives. (AAAE.) While manager at Mahlon Sweet he oversaw the completion of a new terminal, and construction of a new Airport Rescue and Fire Fighting station.

Bob was an active member of his community. He volunteered with the original Springfield committee that began raising funds to build McKenzie-Willamette Hospital. He served in the Oregon National Guard, obtaining the rank of Master Sergeant. He was a volunteer for the Red Cross in Washington, a Toastmaster, and a member of the Eugene Elks.

Hobbies also included a licensed amateur radio station. Bob belonged to the Emerald Amateur Radio Society. His call letters were W7FPY. As a radio operator he volunteered with the Navy-Max-me Corp Military Affiliate Radio System (MARS). In the days before e-mail he assisted military personnel abroad to communicate with home. Bob was instrumental in establishing an Amateur Radio Emergency Communication System for the local area in conjunction with Springfield Fire and Life Safety, and the Springfield Police Department. He was a member of the Navy League, and enjoyed being a guest on a variety of naval vessels. His most memorable trip was aboard the Trident nuclear submarine USS Georgia.

Robert Shelby's family legacy includes his wife of 58 years, June Shelby; son Michael of Willamina; daughter Mary Shelby of Springfield; son Craig and his wife Janet of Eugene; son Jeff and his wife Theresa of Springfield; and son Christopher and his wife Anita of Canby. There are six grandchildren, and three great-grandchildren. He was preceded in death by his sister, Pauline Waters of Eugene.



Remembrances

Some of you may have seen the obituary in the newspaper for Robert Shelby.

Bob Shelby was an original member of the Prop Spinners and was the airport manager for many years. He was the person responsible for clearing the way for our current flying field to be designed to accommodate model airplanes and made available to us.

His son, Jeff, also has been a Prop Spinners member at some times in the past. We all owe a debt to Bob Shelby for our continuing use of the flying field.

I've asked Mel Marcum, who knew Bob best, to send a condolence to the family from the Prop Spinners. - *John Thompson*

Bob Shelby was before my time. But I also operated a MARS radio station in Alaska and Calif. We arranged "Phone Patches" through other amateur radio operators so our GIs could talk "home" at no cost. That was before cell phones, satellites, etc. So "ham" radio was one of the few ways a GI could talk to home. - *Floyd Carter*

At the Field August 15 Meeting



Discuss combat contest



The results



Floyd's small fry



Ready to fly



These too



Electric waiting



At the Field August 15 Meeting - *continued*



Hangar getting full



Floyd electrifies the air



John chasing shadows



Ready for a power on landing



Meeting began



Sample ready



Floyd discussing engines



New name tag style



Mike checking control rod



Talk or FLY ??



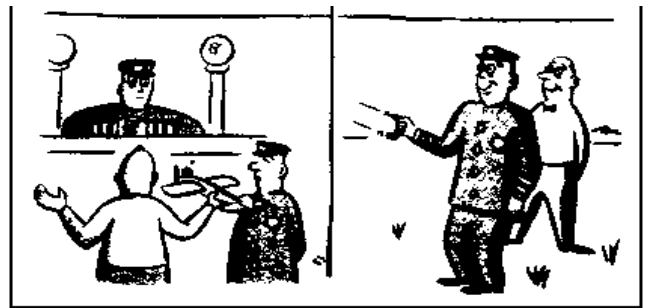
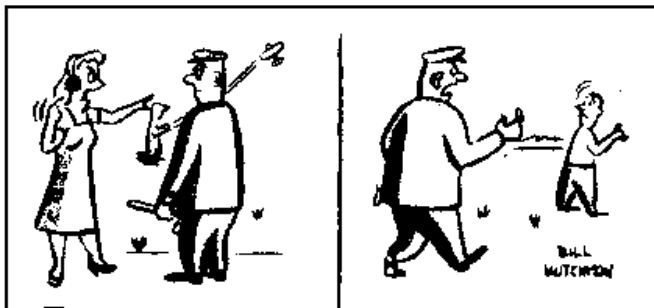
Another shadow chaser



Mike kept his in the air



At the Field August 22





At the Field August 29



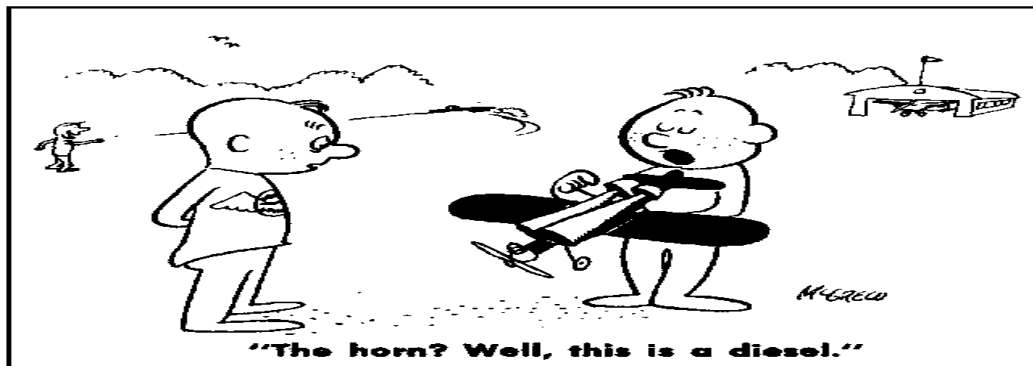
At the Field September 4



New wind sock installed



Roof Goo applied





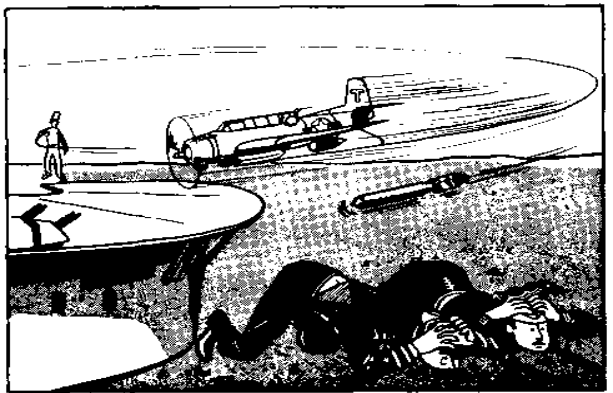
At the Field September 5



Vivell engine ready to test



After some of Floyd's TLC, it runs rather well





At the Field September 12

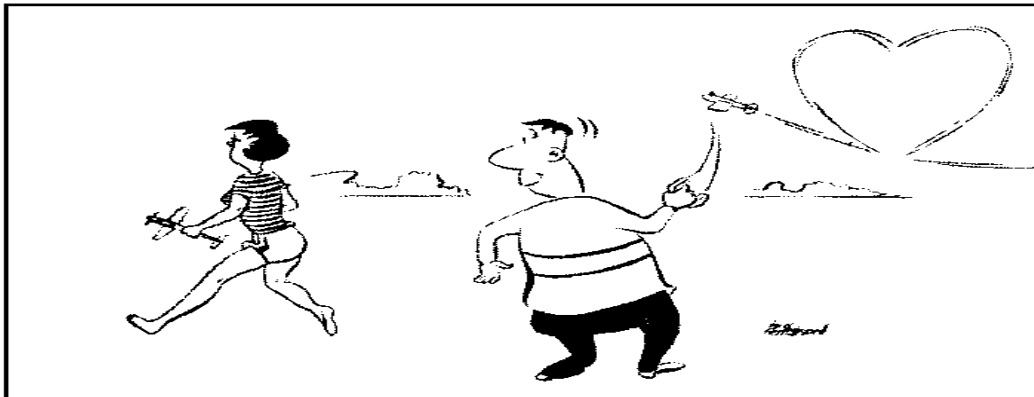


Field use reminder

It is the time of the year that we may have some parking on the parking lot we use..

The following is a guide for use of our flying site:

1. Call Airport Operations @ 954-6584 and let them know your plans. This is just a courtesy 'heads up' for them, at their request, BUT, if they know of an unusual closure they will let you know and save you a trip.
2. If the Police Department is using the site, flying is not recommended. It would be OK to ask them, I suppose, but as I have said it could be a major distraction and I personally would not do it. The Airports position is flying models is prohibited.
3. If the site is being used for parking PUBLIC vehicles there is no flying. If the gate is open and the booth is manned, that is the situation.
4. If the site is being used to park RENTAL vehicles, we can fly, and that understanding is between us and the rental car folks as it has always been. That about sums it up and should keep us all on the same page, so please share this information with new members. Thanks to you all for being responsible, safe fliers! Mike.



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September 2010

«FirstLast»
«Street»
«CityStZip»



Upcoming Model Activities

Sept. 25 - Northwest Skyraiders Fun Fly No. 3, Auburn Airport, Auburn, Wash.

Oct. 2-3 - Fall Follies, two-day aerobatics contest, Bill Riegel Field, Salem, Ore. Saturday: Old-Time Stunt, Classic Stunt, Profile Stunt. Sunday: Precision Aerobatics, all four PAMPA classes.

Bid now on fabulous Old-Time Stunt kit/engine/hardware package in Fall Follies auction! See Flying Flea Market for details. All proceeds to benefit Northwest Regionals. See Flying Flea Market for auction details.

Ringmaster Fly-A-Thon 2010, worldwide effort to fly as many Ringmasters on one

weekend as possible, beating previous record of 288 flights. Any location, just fly and report info to Brotherhood of the Ring.

Dec. 11 - Northwest Skyraiders Swap Meet No. 2, Clover Park Technical College, Puyallup, Wash.

Prop Spinner Club officers

Mike Denlis, President

John Thompson, VP, Safety Officer,
Treasurer

Tom Kopriva, Secretary

Jim Corbett, Newsletter Editor

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