Prop Spinner Chatter

VOLUME 21 ISSUE 10 AMA Charter # 529 Eugene Prop Spinners http://flyinglines.org October 2013

Club News and Other Information

Last Club Meeting

September 15, at the Wings Restaurant - Meeting was called to order at 10:30 AM. PRESENT: Mike Denlis, John Thompson, Jim Corbett, Gene Pape, and Jim Mackin.

Discussion of our search for a flying site continued.

Club Flying

No local flying since June 1, as the Overflow Parking Lot will be used for construction equipment as well as passenger parking.

Out of town Flying

Several of our members have been flying at Roseburg and Salem.

Out of town events

September 21-22 – Mike Massey reports - Meet 'n Meat - All in all, had fun but not as nice as it could have been.

September 21-22 – John Thompson reports – It was fun to get racing going again in the Northwest at last weekend's Salem Speed and Racing meet in Salem. See Flying Lines for details of how the contest went.

Next Club Meeting

Time and place – 10:30 AM **Sunday, October 20,** at the Wings restaurant in the airport terminal. An update on our field status and long-term future is on the agenda.

Flying site indefinite closure – September 16, 2013

Memo from the Airport Director

Subject: Airport Overflow Parking Lot users

On May 15, 2013, a memo was sent informing you that the overflow parking lot would be unavailable between June 1, 2013 and October 15, 2013.

This memo is to inform you the lot will be restricted to official City/Airport use only until further notice. The airport is entering into an aggressive construction plan to accommodate our recent growth. This will result in the overflow lot being used for construction equipment as well as passenger parking. The overflow lot is also scheduled to be the location of the new rental car wash and service facility.

I apologize if this causes any hardships. Thank you for your understanding.

Follow up - Nobler - Mike Massey

September 12 - As you all know, I said the Nobler flew very well "off the table." I also mentioned I was using more fuel than normal. I could not get through the pattern on 5.5 oz.

The Nobler now weighs 53 1/8, up from 51. That is because it was the slick, light weight Randy Smith tube muffler that caused the fuel consumption increase. I put the stock muffler on the plane. That, of course, caused it to be too nose heavy so had to add some tail weight as well. Plane now balances at 53 1/6 oz. and I can again do the pattern on 5 oz. fuel. The added weight did not seem to hurt the performance at all but it would, of course, be ideal not to increase weight at all. Anyhow, all is now well and I leave for the Meet 'n Meat next Thursday.

GSUMP lines - Gene Pape

A few years ago, well known combat flyer Phil Cartier started experimenting with the new gel spun polymer fishing lines for use as control lines. His efforts got this material approved for use in control line combat last year. The idea intrigued me, so began experimenting with the material a few years ago. The first specific material I could find was sold under the trade name Spiderwire. I bought 50 pound test which is the equivalent of .015 stainless steel to use for 1/2A high performance combat. That is the material I have used the most, and still haven't concluded testing. I have also used yellow Power Pro 65 pound test .018 equivalent for speed limit combat with very good results.

GSUMP lines have many plusses and minuses for our use. On the plus side, the material is available from local sources. Bi-Mart, Mazama Sporting Goods, and Cabela's that I know of for sure. Once you know how to tie knots in it that don't slip, it is easy to make up. It is reasonably priced. It will not kink under any circumstances. It seems to have a much better chance of surviving line tangles. If you buy the proper color material, yellow Power Pro which you can buy in any length you want from Mazama, is very good, it is very easy to see in the grass. It is a non conductor of electricity.

On the minus side, don't buy the green Spiderwire. You can't see it in the grass. New lines stretch very slightly. There is a slight difference in the feel.

When I first started using this material, it seemed to have slightly better feel in line tangles. Later, I noticed that the lines would lock up in tangles, and even when just having a number of twists from doing lots of loops in the same direction. I have concluded that this comes from using lines that have been frayed from line tangles, and the damage is not apparent to the naked eye.

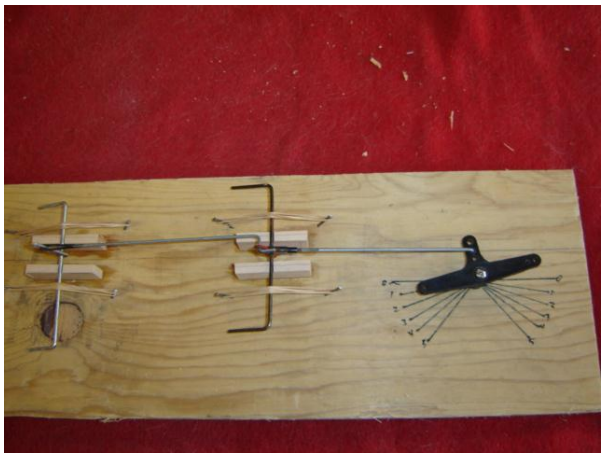
My conclusion to all of this is that I will continue to use both. GSUMP for flying at local contests where saving equipment has a bit higher priority for me. Stainless Steel for larger contests where the last bit of performance is important. This is not at all clear cut to me, and my opinion may well change after more testing.

Controls 101 - Mike Massey

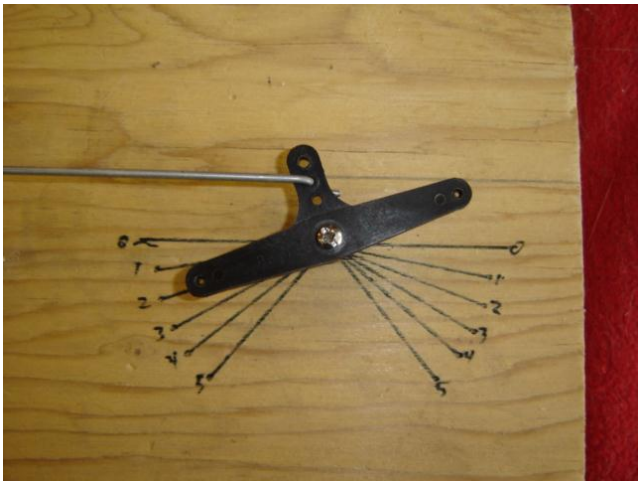
Just a little experiment I set up on controls. I thought some might find in interesting and it may stimulate some conversation.

Controls 101

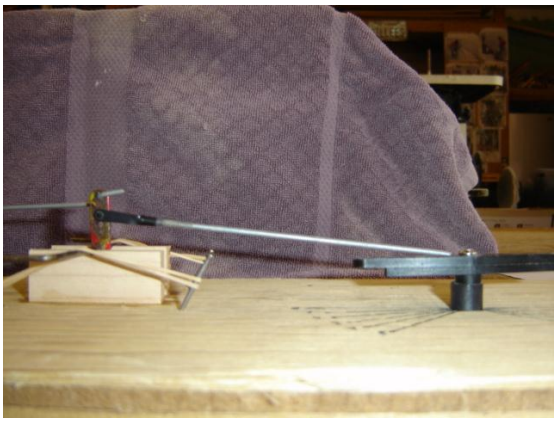
I recently read an article written some time back, by Ted Fancher. He talked about setting up the controls for fast or slow and how to do that. Based on that article and the fact that (apparently) the proportional (same elevator and flap movement for any bell crank movement) control setup on my Shark 45 seemed to be what caused my turn problems with the Shark, I decided to set up a little "control system" to experiment with. So here is what I set up. First I set up a 3" bell crank and drew lines at 10 degree increments, 0 being level controls. I measured the hole locations of a similar 4" bell crank and the pushrod holes are the same distances from the mounting axis so there would be no substantial difference in the outcomes of this experiment for either a 3" or 4" bell crank. Any difference would be hand and handle movement.



Note that the "elevator" control horn in this experiment moves in the same direction as the "flap" horn. It was easier to setup and measure using this method than setting it up as it would be in the plane. Since I am only measuring the deflection of the control horns, the direction of deflection is not relevant.



In the first observation, I set the bellcrank to flap control horn pushrod to the second hole in from the furthest end of the bellcrank and to the second hole down from the "top" of the flap control horn rotational axis (or the middle hole). I left the flap control horn setup the same throughout the remainder of the experiment.



I then set the elevator end of the flap to elevator pushrod to the closest hole to the control horn rotation axis. The Ted Fancher article gives measurements and refers to these positions as fast or slow. The closer the hole location to the rotational axis of the particular control, the "slower" (or less) the control movement outcome. Conversly, the further the pushrod hole from that rotational axis, the "faster" (or more) the control movement outcome.

Controls 101 - continued

I set the pushrod adjustments so that at 0 degrees on the bellcrank, both the flap and elevator control horns were level. I used a block of balsa that I marked at 10 degree increments to approximate the deflection of the control horns.

At this point I moved the bellcrank 10 degrees, measured both flap and elevator deflection. Then moved the bellcrank 20 degrees and again measured the horn deflections. Here are those results, in fine approximations of course:

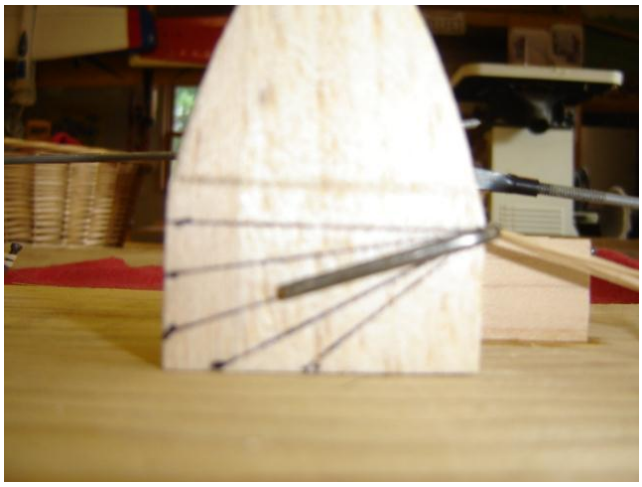
10 degree Flap 12 and Elevator 18

20 degree Flap 26 and Elevator 40

Then I moved the bellcrank pushrod hole from the middle hole (slower) to the furthest hole (fastest) from the rotational axis. Here are those (approximate) measurements.

10 degree Flap 20 and Elevator 32; 15 degree (20 degree too extreme) Flap 32 and Elevator 50;

Then I moved the pushrod to the closest hole (slowest) to the rotational axis. Here are those, again approximated:



10 degree Flap 11 and Elevator 17 20 degree Flap 20 and Elevator 30 30 degree Flap 33 and Elevator 50.

Then I repeated the entire experiment once again but this time I put the elevator pushrod to the middle hole (faster). The outcomes with this setup, made the controls proportional. That is I obtained the same deflection on the Flap and Elevator for any given setting of the bellcrank.

Results will vary depending on the exact location of the various holes in the different control horns and bell cranks, but this should get you into the “ball park.” It may seem as though I have too much time on my hands, and maybe I do. But I needed to get set in my mind, these control relationships. I hope this simply gives you a starting place so you can set up your controls the way that suits you and your flying style.

Meet 'n Meat

Sept. 24, 2013 – Mike Massey reports

I got there Thur. afternoon. Too late and too much ready for a beer so my brother and I passed on any flying and had a couple of brews. That evening, we were eaten alive by mosquitoes. Next morning I got 3 disappointing flights on the Nobler before the wind blew us off the field. Sat. was very windy, rainy, hail, lighting and generally less than "ideal" flying weather and on top of that, believe it or not, they called the contest. Sunday morning we got our planes out at 6:30 am. I managed to get a couple of flights on the Nobler and one on the Legacy. The Nobler was flying too fast as was the Legacy. Turns out the air density there is so much different than here, I got totally different engine runs with no real time to get it sorted out. We started contest prep by 8:15 and we did the 2 day contest all on Sunday. Kinda frantic.

Anyhow, I placed next to last (I think) with the Legacy in Advanced. It was flying too fast and the competition was stiff. There were 4 or 5 Advanced flyers over 500, and I was down at 474. Way down from the 500's and very high 400's.

Turns out the clunk tank in my Nobler had the clunk tube break inside the tank and that was what was giving me the bad engine runs. When I took the tank out today, the clunk tubing (which was silicon fuel tube) was disintegrating. It came apart in pieces as I "fished" it out of the tank.

Bottom line, change your clunk tubing from time to time. At any rate, I am open for flying Friday or after. Let me know. Bob, If I don't see you before you leave, have a nice vacation.

Fall Follies

Oct. 5-6, 2013, Bill Riegel Field, Salem, Ore. - John Thompson reports

Rex Abbott photo

Floyd Carter puts in the winning flight in Advanced Precision Aerobatics.

The 27th annual Fall Follies lived up to its reputation as a perfect season-ender for control-line model airplane competition in the Northwest, with two days of nearly perfect weather, fine flying and friendship, not to mention the traditional barbecue (which attracted some folks who flew all the way down from Canada in two airplanes just to chow down on the hamburgers!).

Fall Follies - continued

Classic, Old-Time and Profile Stunt were the Saturday events and the four classes of PAMPA Precision Aerobatics were on Sunday. Saturday also hosted the finale of the Chehalis Cup Combat series, with High-Performance 1/2-A Combat on the grass field.

Rex Abbott photo

Marc Winz flies his Pathfinder.

Rex Abbott photo

Mike Hazel flies his Cardinal to first place in Sportsman Profile Stunt.

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There was quite a bit of spectator interest in the contest, which was held at Bill Riegel Model Airpark at the Salem Airport, which is right near the intersection of a couple of fairly busy streets.

Rex Abbott photo

Gordon Rea flies his Ringmaster

A total of 64 official flights were made over the two days, plus an unknown number of practice flights that began on Thursday or Friday, and four rounds of Combat. A number of the flights also contributed to the worldwide Ringmaster Fly-a-Thon.

Howard Rush captured the Expert Precision Aerobatics crown, and Floyd Carter captured the Advanced trophy. In Saturday events, John Thompson topped Classic Stunt and Dave Royer won Old-Time. Mike Hazel captured a hotly contested Sportsman Profile Stunt class. John Thompson won the 1/2-A Combat event.

Editor's Note: EPS was well represented at the Fall Follies. John Thompson, Floyd Carter and Mike Hazel all had first places.

See Flying Lines for a full report - http://flyinglines.org/Stevenson.13.html

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October 2013

«FirstLast»
«Street»
«CityStZip»

Upcoming Model Activities

Nov. 3 - RC Model Flying Exhibit, Museum of Flight, Seattle, Wash. Static display of all kinds of models, including control-line. Everyone who brings a model gets free admission to the museum.

Nov. 30 - Northwest Skyraiders Winter Swap Meet, Clover Park Technical College Paint Hangar, Puyallup, Wash.

Prop Spinner Club officers

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

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