

Prop Spinner Chatter



VOLUME 26 ISSUE 2 AMA Charter # 529 Eugene Prop Spinners <http://flyinglines.org> February 2018

Club News and Other Information

Last Club Meeting

January 20th – at the Kozy. Mike Denlis, Jim Corbett, John Thompson, Gene Pape, Mel Marcum and Wayne Esauk attended.



Next Club Meeting

Time and place – **10 a.m. Saturday February 17th**, at Orchard Point Park, or at the Kozy at 1600 Coburg Rd, Eugene, if the weather is not good.

Local flying

January 28 – Gene Pape reports - For those of you who missed it (nearly everybody) today was the perfect day for flying at Orchard point. Just enough wind to know which direction it was coming from. Just enough overcast to keep the sun from being a real problem. Plenty warm (Jim had a long sleeved shirt and I had only my t shirt. Adding to the enjoyment of the model flying was watching the two air tankers re fueling two fighter jets.

February 3 – John Thompson reports – Never mind the weather forecast, it was a perfect day for flying (again!) at Orchard Point on Saturday, and we had a good turnout of fliers: Gene Pape, Mike Denlis, Jim Corbett,

Tom Kopriva, Russ Hester, Wayne Esauk and me. Not everybody flew but everyone had a good time as the temperature was 60-ish and there was absolutely no wind.

Special thanks from me to everyone who helped me out so that I got a couple of flights in even with my broken leg. Gene and Russ did quite a bit of practice with combat planes.

February 10 – John Thompson and Mike Hazel flew, Wayne Esauk and Jim Corbett watched.

Ranch update

February 9 – John ran the circle mower and Jim used to riding mower to mow outside the circle.



Orchard Point Park

You will need to get your Park Pass (\$10) from the Lane County Parks people.

Upcoming Out of town event

March 3 - Oregon Flying Fun No. 2, Sunshine Park, Roseburg, Ore. Fly any kind of airplane, eat lunch, win prizes in "flying raffle." Sponsored by Roseburg area control-line fliers.

Dues Reminder – 2018 Dues are due.



Flying at Orchard Point Park - January 28



Gene readying his plane



Flying it



He shed the jacket



Added sunglasses



Jim's Flight Streak ready



Why we were not flying at the Ranch



Flying at Orchard Point Park - February 3



Russ watches Gene make a perfect landing



Tom, John and Russ



Wayne chatting with Gene



John, Russ, Gene, Tom and Mike Denlis



John, Wayne and Gene



Russ flying



Flying at Orchard Point Park - February 10



Mike Hazel flying



Pits



Mike Hazel landed



Prepping



John flying



Hangar

**EPS Nostalgia - Steve Doty - February 3, 2018**

I may well be the oldest living past member of the Eugene Prop Spinners still walking the round rock, so before I take history with me, I'll jot the best of my recollections about C/L flying with EPS beginning in 1946...

By happenchance, a spring afternoon in 1946, my parents decided to drive around the then small city of Eugene to look at their first home which was on the southern end of Lincoln Street. Since it was a pleasant afternoon, they continued north on Lincoln which led them to drive Lincoln Street up and onto Skinners Butte around the numerous curves to the top, and the southern exposure of the parking area. Obviously this provided my folks a great opportunity to look at the expansion of the town and how it was changing. My dad, at the time was working for the Railway Express. Their company offices were directly below the Butte next to the Southern Pacific Railroad Eugene Terminal at the North terminus of Willamette Street. (Notably, The contentious Cross had not yet been erected to later become a national issue). As we were walking about taking in the view, I could hear the high pitched noises produced by the C/L engines, which drew to my curiosity. I walked a short distance down to the Lincoln street Reservoir to investigate the source of the noise. As I approached there was a little aircraft darting about in a circle controlled by tiny wires and a person in the center of the circle who obviously was controlling the tiny circles loops and stunts, and surprisingly made quite a smooth landing on the concrete. The Reservoir provided most of the city wide water.

I was then and there absolutely smitten with a desire and passion for this exciting hobby which, provided noise, (no mufflers) action and interaction with others of a like hobby interest. And so, from then on, I spent every cent I could make from my paper route, mowing lawns, baby sitting and whatever else would provide some funds for a kit, engine (ignition) and all the attendant parts and pieces necessary to support this exciting hobby. I recall meetings at the Eugene City Fire Hall over which Maury Morton presided. The club was having an internal participation contest which amounted to two teams getting points for new builds, first

flights, and of course one point for ending a flight with the tail pointing toward the sky and a clean flying field cleaned up by the unfortunate pilot. Not having any knowledge or experience whatever in this, I set about hurriedly building a Ringmaster, or similar in-expensive profile kit. (I should comment at this juncture that I can't recall exactly, but the Ringmaster comes to mind as one of the very early control line kits). In my haste to be a part of my new hobby, and be accepted by new friends, I built this very shabbily built model with a balsa wood bell crank mount. I was surprised and somewhat hurt that the safety officer (Gene Pape take note here) wouldn't let me fly it. But it was powered by a tiny O&R 23 ignition engine, and surely couldn't hurt anything. Suffice it to say, many of my new acquaintances got quite a laugh (at my expense) only to have to swallow their pride because the new kid off the street showed up with a new, ugly, albeit unflyable winning model. An additional bit of insight on this.....The severely warped trailing edge surely would have contributed to an early demise It seems that in 1947, we lost our permission to fly on the Lincoln Street concrete pad, and the club was busy looking for an alternative. The City of Eugene, did however, find that our little Non Profit Club was in need,, and certainly couldn't hurt anyone or be a nuisance, gave us permission to fly our "little models" at Civic Stadium which later became the home of the Eugene Emeralds Baseball Team, and used as a football stadium by the Eugene and University High school teams in the now infamous 0-0 tie of, I believe, 1952. This was really a great place, nice well maintained green grass, and even the outfield was well enough manicured that the larger planes (approximately .61 Atwood & McCoy 60 x could handle take off and landings with ease. There were no powered mowers to be adapted to self mowers as some of the much later club members came to invent ..pay attention Gene Pape..... The pitcher's mound was somewhat problematic depending on how fast you could run away from it and still whip the plane to a satisfactory landing spot.



By this time, I had been befriended by EPS Club member by Bob Steen, who was at the time rebuilding a 1941 Taylor Craft which he had purchased as a wreck. It was stored at the Eugene Municipal Airport located on the south end of Chambers Street, which provided an opportunity learn more about what makes airplanes fly, as well as much needed craftsmanship.

I recall that Bob was or had been attending the Eugene Vocational School (Airport), which certainly lent considerable knowledge and experience which he applied to his Taylor Craft. I remember that Bob bought a 55 gallon drum of blue aircraft dope. A couple of my builds ended up the same color blue as Bob's Taylor Craft! Bob helped me build a box (built up) model with a non symmetric wing cord. Again, my trusty O&R, now powered by the new glow plug technology, was a wonderfully quick, well mannered little craft in inside loops and wingovers. Bob warned me away from trying outside loops or inverted flight obvious reasons, and the little craft flew several years for me with no failures. Bob was a really nice guy, good friend and mentor.

I remember buying building supplies from Brian and Paul Agerter at the Eugene Magazine Exchange. There was another small shop on East 15th that was DARR'S Hobby. Darr was a great modeler, good friend and excellent mentor. He was really well liked.

The club, trying to grow, came to sponsor an AMA event consisting of Jr. and Sr. Speed and stunt. I don't recall there being any other classes at that time. Civic stadium provided a great spectator opportunity, and I recall that several participants showed up for the speed events. It was the first time I had seen a post with U shaped handle sitting on a concrete block in the middle of the flying field. There were no pull tests or weight requirements. The speed events were strictly engine displacement, and I recall to this day the ear piercing scream of the Jet powered plane. I couldn't believe that it was started with a bicycle tire pump!! I do remember that one of the pilots fell over the concrete which led to the immediate demise of the speeding craft at the end of the control lines. I recently contacted the AMA to see if they could track my membership. At this point,

the record is too old, but I neglected in giving them the EPS charter number which I came across the other day. I have to give it another try.

One of the most interesting and unlikely club members was Obie St Clair, whom I remember came to one of our Civic Stadium Flying Days. He was such a nice quiet man; great warm smile and a great demeanor. Obie came to Civic a few weeks later with a trunk load of stuff, and this gigantic airplane standing on its nose the back seat of his car. (Seems he was driving a Studebaker sedan) Obie suffered terribly from motion sickness, and, early on, garnered grass stains on the knees of his trousers for practicing turning in circles in his back yard. The stuff he had in his trunk was a three legged chair with backrest sitting on very low resistance ball bearings. Obie would start the ignition .60 something engine in his gigantic airplane, walk to his seat, check the controls and pull the release pin for take off. We were all very taken by how Obie could make such tiny refined parts with such precision. Then we found out he was a watch maker for Ski's Jewelry in Eugene!

It is notable that EPS made a successful world championship endurance run sometime in 1957 while I was away playing army First Sergeant. Actually, to the edification of all you youngsters, In about 1947-48 EPS made a run at it while we were flying at Civic Stadium only to have the engine seize up about one day into the effort. Obie St. Clair was instrumental in designing the fuel system; Maury Morton, the aircraft. The rest of us took 1 hour stints on the handle.

Maury Morton was an interesting person as well. I really know very little about him, but he was an exceptional builder of BIG models (anything sporting an Atwood .60 was Big to me) I remember the group interest in his glow plug version Atwood, and the BIG plane he powered with it. He actually leaned at least 20 – 30degrees into the control handle just to keep his balance on level flight. Maury had most (if not all stunts mastered, and it was so much fun for a then 14-15 year old to watch. By this point, we had been relegated to the Colin Kelly Jr. High school on the west if town off River Road. It was quite a spacious field, well



maintained, and with good asphalt for take off and landings. My building expertise still wasn't the greatest, but I managed a really satisfactory "Madman" which was my favorite of all my efforts. It really was a great stunt airplane and except for a severe case of brain fade, I would probably still have it. Even my cherished Atwood .49 was destroyed in that one. I still haven't found a replacement. It seems that combat was in the experimental stage. Initially, we just got a couple of guys to fly together and try to avoid getting pranged. Then, some crepe paper appeared, and the outlaw combat was born. I have no idea when actual rules came into existence, but it was sure fun. Gradually as the guys got better; their new profile builds got crazy maneuverable, and compact. Actually in some cases, nearly indestructible.

Since I had enrolled in the Eugene Vocational School (Airport), I would go to the south end of the Eugene Municipal Airport to do some solo flying. The Grass and weeds were a pain, but a hand scythe served to make life easier. I made up a release mechanism similar to Obie's, which enabled flying my twin O&R 23 powered profile. The first flight was the greatest, but, as was my luck, mostly disastrous when the inside engine quit first. .Dear Reader: Being a modern day modeler, you will no doubt find humor in my predicament. For the next five minutes, I ran like crazy in ever changing, narrowing and enlarging ovals which led me to and onto the south end of the AirPort Runway. As if the destruction of my newest venture into aero modeling wasn't sufficient, I had to endure a severe lecture by a very intimidating Eugene Police Officer for my infringement of something called AIRSPACE. I did, on my next flight day allow the outside engine to run for a while so it would not cause a re-occurrence of my extensively R&R'd aircraft. One engine however, did not return for another try.

The 1948 – 1950. I became distracted as most young men who had succeeded in convincing the State of Oregon Department of Motor Vehicles that I was a responsible person. (silly them for believing that.) It was kind of like a squirrel finding his first peanut. Girls were sufficiently interesting and expensive so as to dampen my C/L activities, and certainly destroyed my budget. I dropped out of

modeling until well after my Military service. Around the middle 1980s I picked up a Chipmunk kit, an Atwood .49 and some building materials for my spare time building. As I recall, I donated the Chipmunk and at least 3 profiles to someone at EPS for the benefit of a youngster wanting to get into C/L I didn't fly any of them. (None of the profiles were duplicates of the crazy twin that nearly landed me in jail.)

Now, at 83, I find my desire and passion for C/L flight still exists. I really would like to build an old time (Madman) (Chipmunk), and another silly twin profile (bolt enough horse power to anything including a flat board, and it will fly.) Unfortunately I now have breathing issues that prevent using anything glue or dope. So, one of these days I hope to show up at one of the PNW clubs field to admire what you youngsters are up to.

I would like to compliment the Eugene Prop Spinners Club for always being singularly and as a group, helpful and supportive of kids wanting to learn/participate in Control Line Flying. It was an excellent experience in building character and skills that I found helpful in my life. I do sincerely hope that each of you will continue on a 72+ year history of helping each other and especially youngsters. It is helpful to keep parents involved as well. They should have some basic aeronautical knowledge. Most of which should deal with warps and to be sure the rudder points in the right direction.

Always remember which is up

Steve Doty
Eugene Oregon
1946-195

Update February 3, 2018

Ruminating on my EPS experiences....

Some where between 1947 and 1950 (closer to the latter, I think) the club got a request to do a demonstration at Mac. Court during a UofO basket ball game half time. Of course I volunteered ! I don't remember what how wide the floor was, but I had to make up lines about 25 ' long. The "Pit" was packed, so it was a real thrill...to be the only one ever to fly CL in Mac



February 2018

Court. My little O&R .23 started on the first flip. The noise it made in that big building was really un-nerving. What we didn't plan on was the dizzying effect the short lines and my little plane Bob Steen designed for speed and stunt was going to have on me. After a few laps, I tried consecutive inside loops to mitigate the urge to lose my dinner in front of a couple of thousand people. The first few front rows of spectators were wisely shifting away from center court for concern over their physical well being. At about the 20 lap point, I had all I could take, and dropped to my knees, then face down. The crowds reaction was turning from laughter to concern and some to actual fear because the planes pilot was clearly losing control of the screaming little banshee, now making ever widening elliptical circles driving them further

back in the bleachers. At last, to the crowd's enjoyment and relief, I was saved by my Irish heritage, pancaking my plane onto the shiny wood floor without killing anyone. With EPS members help, I hurriedly gathered the debris, wiped up the spilled glow fuel, and ran off as quickly as possible to the cheers of the crowd.

I recall that the UofO event organizer was only concerned with the possibility of glow fuel damaging the shiny playing surface. (No one ever said anything about the nasty gouge the prop and prop nut left in the floor!) I wonder if it is still there...

How's that for fast and loose!!!

Steve Doty

EPS Nostalgia - Jim Morton

Hello EPS,

Great letter from one of the beginning members of the club. He may not remember me but I do remember my dad, Maury Morton, talking about him. Not that I remember about what just the name rings a bell. I was just a little kid at that time but my dad would take me to the Saturday fly's and sometimes he would let me get in the circle with him and let me take the handle with his hand over mine. I do remember flying on the reservoir and at the old airport. But we moved away from Eugene in 55-56 and pretty much lost touch with control line flying as we had bought a ranch with a small town on it and it all kept my dad busy besides working in a garage 23 miles away during the week.

Taking care of over a dozen rental houses and trying to farm 500+ acres was enough to make anyone forget about flying. But we managed to fly in our barnyard a

couple times. In the late 60's when my dad got sick with cancer and couldn't do much any more he resorted to building airplanes again. Mostly scale WWII bi planes. Some he gave away a couple were hung in the office of the Lakeview airport where I was working part time. Not real sure what happened to some I guess they got lost in the moves I have made since.

Anyway I am currently building something to get me back in the circle again. Hope to see Mr Doty one of these days at the field when I can manage to make it myself. It is hard for me as I have dialysis on Saturday mornings and usually just don't have much energy to make the trip down to Junction City to the field. But I will try and make it if I know Steve will be there sometime because I would love to meet him again

Jim Morton.



Oregon flying fun! - Next event March 3 at Roseburg

Northwest Fireballs, Western Oregon Control-Line Flyers and Roseburg area CL fliers present ...

Oregon flying fun!

A trio of control-line fun-fly events

Everyone invited — No entry fee! 10 a.m.-3 p.m.

If the weather is bad, go to the alternate site listed for “hangar flying” socialization!

Monday, Jan. 1 at East Delta Park, Portland

Pot luck lunch, plus coffee and doughnuts

Bad weather meeting site: Elmer’s at Delta Park; cell 503-867-2101

Info: Northwest Fireballs, Richard Entwistle, 503-867-2101

Saturday, March 3 at Sunshine Park, Roseburg

Bad weather: Elmer’s restaurant at I-5 Exit 125; cell 541-537-0061

Info: [Dave Shrum](#), 541-672-8893

Saturday, April 7 at Bill Riegel Model Airpark, Salem

Bad weather: Flight Deck restaurant, 1 block south of the flying field; cell 503-871-1057

Info: WOLF: [Mike Hazel](#), 503-871-1057

• Bring any and all airplanes ... do any kind of flying! • Every flight is an entry in the “flying raffle.” • Flying raffle prizes will be awarded after a drawing

Come to all three fun-flies and support three great Oregon CL flying groups!

Academy of Model Aeronautics membership required

Directions to flying sites:

Portland

The flying site is in the northwest corner of East Delta Park. Take the Marine Drive exit from Interstate 5 and follow the signs to Delta Park.

Roseburg

The flying site is the Sunshine Park baseball fields. Take Interstate 5 Exit 124, and follow the signs to Highway 138. The baseball field is about three miles east on 138 at Sunshine Road on the left side.

Salem

Bill Riegel Model Airpark is at the Salem Airport. Take Interstate 5 Exit 253, head west on Mission Street Southeast and turn left on 25th St. S.E.; the flying field is at the airport terminal on the left.

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February 2018

«FirstLast»
«Street»
«CityStZip»



Upcoming Model Activities

March 3 - Oregon Flying Fun No. 2, Sunshine Park, Roseburg, Ore. Fly any kind of airplane, eat lunch, win prizes in "flying raffle." Sponsored by Roseburg area control-line fliers.

March 13-17 - 30th annual Vintage Stunt Championships, Christopher Columbus Park, Tucson, Ariz.

April 7 - Oregon Flying Fun No. 3, Bill Riegel Model Airpark, Salem, Ore. Fly any kind of airplane, win prizes in "flying raffle." Sponsored by Western Oregon Control-Line Flyers.

April 20-22 - Jim Walker Memorial Spring Tune-Up, Jim Walker Memorial CL Field, East Delta Park, Portland, Ore. Aerobatics, Combat, Navy Carrier, Racing, Speed. Sponsored by Northwest Fireballs.

May 25-27 - 47th Northwest Control-Line Regionals, Roseburg Regional Airport, Roseburg, Ore. Aerobatics, Combat, Navy Carrier, Racing, Scale, Speed.

July 1 - 1/2-A Flying Fun, Rice Mill Road Park, Richmond, B.C.

July 15 - Old-Time Stunt and CL Swap Meet, Rice Mill Road Park, Richmond, B.C., hosted by Vancouver Gas Model Club.

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.