

Prop Spinner Chatter



VOLUME 23 ISSUE 4 AMA Charter # 529 Eugene Prop Spinners <http://flyinglines.org> April 2015

Club News and Other Information

Last Club Meeting

March 21st at the field. Attending were Mike Denlis, John Thompson, Floyd Carter, Gene Pape, Tom Kopriva, Mike Massey, Jim Corbett, Jim Mackin, Mel Marcum, and a few spectators as well.

We had a good turnout for the club meeting and a great day for flying Lots of flying of all kinds of planes.



Out of town Flying

Oregon Flying Fun No. 4, was held on April 4 at the Evergreen Aviation & Space Museum, McMinnville, Ore.

Roseburg flyers had a great day April 9th. See report by Bob Lewis.

Northwest Control-Line Regionals

May 22-23-24 - 44th Northwest Control-Line Regionals, Roseburg Municipal Airport, Roseburg, Ore.

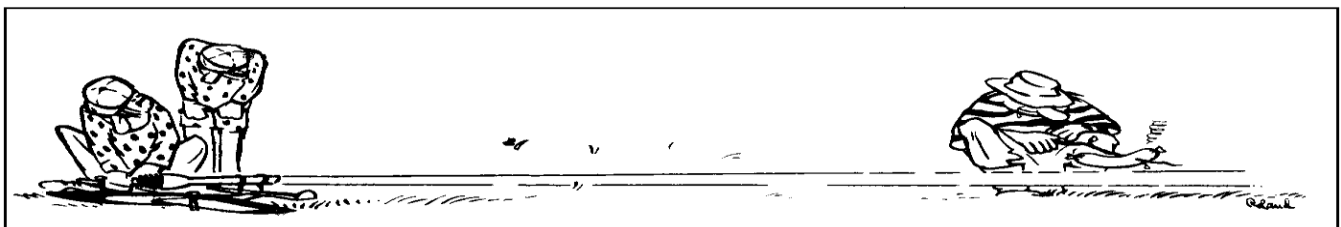
Next Club Meeting

Time and place – **10 a.m. Saturday April 25th**, at Wings.

Since the April 18-19 weekend is the Jim Walker contest event, ***we will have the meeting on the 25th instead of the 18th.*** Note that this will be a business and social happening at Wings as we have been pre-empted for field use that weekend.

Flying dates reserved

Flying dates: April 18th, Saturday. We have been pre-empted for field use the 25th weekend. May flying dates not set yet, watch your email for that info.





At the Field – March 21



Flight lineup.



Bless it Gene!



Just a little grass on it.

At the Field – March 28th



Almost ready line.



A little red one.



John's Lil' Buzzard 1/2-A.

At the Field – April 12th



Flight line.



Admiring the new one



Flys upside down also.



Floyd is ready to fly it.



Look close...



Wheels UP !



Oregon Flying Fun No. 4 – April 4, 2015, McMinnville, Ore. *Flying Lines photos*

Perfect flying weather and great aviation setting for fun fly finale!



A look down the flight line shows the blue sky and a row of casual participants.

CL enthusiasts enjoyed a day of cool but windless flying on three nicely groomed grass circles (two full-size circles and a smaller area carved out for the smaller planes).

The event was hosted by Jerry Eichten and other TEAM members, and the club provided a very nice array of door prizes for all the participants.

EPS members attending; Mike Denlis and John Thompson.



Mike Denlis flies.



New flier Gavin Baker (above) got lots of flights in and did his first loops, using a sturdy trainer built by Jim Corbett and launched by Grampa John Thompson (left).





Flying in Roseburg – , Bob Lewis report.

WHAT A DAY, WHAT A DAY!

April 9th at Sunshine Park in Roseburg. The weather was PERFECT (just under 70 degrees, sunny and bright, gentle breeze)! 8 Flyers joined in: Dave Shrum, Bill Mix, Dave Crabtree, Gene Smith of Roseburg, Mike Massey from Cottage Grove, Walter Hicks of Central Point and Russell Shaffer from Klamath Falls.



We started at 10:00, set up two circles and flew right through the lunch hour. Loni Lewis brought out a big bucket of Safeway fried chicken, chocolate chip cookies and Pepsis. Judging by how much disappeared, nobody seemed to object!



We had two line and three line planes, biplanes, full stunt, sport, profile scale, 1/2A, you name it. I don't know who got the most flights in, but it was a lot! Of course, the chit chat got a little thick at times (all the technical stuff Mike, Walter!) but who cares, more flights for the rest of us, right?



What a day!

Bob Lewis

Bob Lewis photos



Tank Talk – Discussing fuel tank build - Mike Massey

MikeM - For those of you that were part of my “tank” discussion, I decided to do “surgery” on the Nobler.

A brief recap of why.

When I built the plane, I made a couple of problems for myself. First I put a former/firewall just in front of my landing gear block. That substantially decreased the depth available to install a tank. As a result, the tank blocked air flow and caused engine overheating. I could not remember if I had put simply a firewall to keep fuel out of the area under the landing gear block or had moved the fuse former forward. That would not be what I normally do but I could not remember until I cut into the plane. The plans did not help since I had changed that part of the build to accommodate the landing gear block rather than the landing gear wired to the former as the plans called for.

I experimented with making my own uniflow tanks but no matter what I did, there was simply not enough room to get a tank large enough in that opening. This plane uses a little over 5 oz. fuel for the pattern. Even though I could have done a few things to increase the “mileage,” I opted not to do that because it would reduce my flexibility should I need more power in hotter weather. After experimenting with building slightly different uniflow tank shapes for that restricted space, I determined there was simply not enough room to get the tank shape (more wedge for a cleaner cut-off at the end of the pattern) and volume I needed to comfortably complete the pattern. So...off to the operating room as it were.

I have attached a couple of pictures. First there is a picture of the tank set up before surgery. You can see how tight it is, and I needed more tank volume.



Next is a picture of the false firewall, partially removed.



Then there is a picture of the new opening, somewhat cleaned up, to install the larger tank.



Then there is a picture with the tank in place before installing the tank floor and cowling hold downs



and one after installing the platform and cowl hold downs.



One final note. I may have a problem down the road as the depth of the landing gear “tag ends” that insert into the landing gear blocks had to be trimmed to about 3/8”. That will likely cause premature landing block wear and create a “sloppy” landing gear fit. In any event, I had to trim the “tag ends” because the tank now slides under the landing gear block and the “tag ends” of the landing gear wire were hitting the tank. So they can no longer protrude beyond the bottom of the landing gear block. Actually, because the “tag ends” were not supported after they passed through the landing gear blocks as they should have been in the first place, the danger of premature wear did not really change to any degree.

I wrote part of this before test flying the plane. I test flew it yesterday and all is well. I get about 3 or 4 “surges” before engine quit at the end of the pattern but it is not a large problem and if need be, I can cure that by shortening the clunk pick up slightly.

So, weather permitting, I can fly this in Classic at Portland this weekend.

Newsletter Editor
1618 Gilham Rd.
Eugene, OR 97401



April 2015

«FirstLast»
«Street»
«CityStZip»



Upcoming Model Activities

April 17-18-19 - Jim Walker Memorial Spring Tune-Up, East Delta Park, Portland, Ore., for Stunt, Combat, Speed and Navy Carrier. All details tentative; check back for details.

May 2 - Stunt Judging Clinic, Auburn Airport, Auburn, Wash., 9 a.m. to ????. Participants should bring a printed copy of the 2015 AMA Precision Aerobatics rules, a chair, a pen and a calculator.

May 9 - Northwest Skyraiders Club Fun Fly, Auburn Airport, Auburn, Wash.

May 22-23-24 - 44th Northwest Control-Line Regionals, Roseburg Municipal Airport, Roseburg, Ore. The Regionals

returns to the site where it was held from 1996 to 2001.

June 6 - Lucky Hand Fun Fly, Bill Riegel Model Airpark, Salem, Ore. Fly any kind of plane, get a poker card for each flight -- best hand wins prizes. Sponsored by Western Oregon Control Line Flyers.

Prop Spinner Club officers

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

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