

Prop Spinner Chatter



VOLUME 24 ISSUE 6 AMA Charter # 529 Eugene Prop Spinners <http://flyinglines.org> June 2016

Club News and Other Information

Last Club Meeting

May 21st at the Airport – We had a club meeting and some flying. Attending were: Mike Denlis, Jim Corbett, John Thompson, Gene Pape and Floyd Carter.



A short meeting



Floyd's new kit.

Next Club Meeting

Time and place – **10 a.m. Saturday June 18th**, at the Airport or the Willamette Grill (Airport) restaurant.

Flying dates

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

EPS Trailer

Mel Marcum gave a trailer to the Prop Spinners. It is in use to store and haul our mowers, cones and other field equipment. Currently parked at the Can Do Ranch.

Local flying

May - 21 – short meeting and some flying.

Out of town flying

The 2016 Northwest Control-Line Regionals in Roseburg, Ore., May 27-29-29, 2016. Good showing of Prop Spinners.

Stunt-a-Thon 2016 June 11-12, 2016 Auburn Municipal Airport, Auburn, Wash. Prop Spinners Mike Denlis and John Thompson placed 2nd in events they entered.

New Flying Site

Can Do Ranch – Progress being made on the development of the site. See pages 4-7.

**The 2016 Northwest Control-Line Regionals - Roseburg, Ore., May 27-29-29, 2016**

Championship contest's 45th running fills Oregon sky

Control-line model aviators from all over the western United States and Canada converged on Roseburg Regional Airport on Memorial Day Weekend for the contest known far and wide as simply "The Regionals." The weather was fine and the competition was world class.

It was the second year for the Regionals in the current series at the Roseburg airport. Previous Regionals venues have been the Eugene Airport (old site), 1971-87; Eugene Airport (overflow parking area), 1988-95 and 2006-13; Albany Airport, 2002-2005; and Roseburg Airport, 1996-2001. Special thanks to Roseburg Regional Airport Manager Patricia Loegering, who assisted at every step of the way in making the modelers feel welcome in Roseburg. Pat is leaving her position at the airport but has left behind a recommendation to Roseburg officials that the Regionals be welcomed back in 2017.

Top-notch performances led to new Northwest records being set in Profile Nostalgia Navy Carrier (Bob Parker) and Northwest Sport 40

Carrier (Mike Potter), and to Regionals records being set in Class I/II Nostalgia Navy Carrier (Burt Brokaw), Sport 40 Carrier (Eric Conley), Class I Mouse Race (Paul Gibeault) and F2D Proto Speed (Jerry Rocha). See the results table below for details.

Field setup and teardown was again under the direction of Eugene Prop Spinners President Mike Denlis, with strong worker support from the Prop Spinners and the Umpqua Valley Modelers, along with a number of contestants on Thursday. Events were directed by Howard Rush (aerobatics); Gene Pape (Combat); Mike Potter (Navy Carrier); John Thompson and Paul Gibeault (Racing); Pat Johnston and Mark Scarborough (Scale); and Will Naemura (Speed). Barbara White and Annette Johnston handled registration and assisted with stunt tabulation duties.

See <http://flyinglines.org/nwregionals.16.html> for full report.



Tinkering in the speed pits; in the foreground, Ken Burdick works on a proto speed plane. *Flying Lines photo.*



The 2016 Northwest Control-Line Regionals - Roseburg, Ore., May 27-29, 2016

Many thanks to all the Prop Spinners and Umpqua Valley Modelers who made the Regionals a big success again!

Special note goes out to Mike Denlis, Gene Pape, Jim Corbett and Mike Hazel for incredibly hard work over the four days of pre-, contest, and post- which began early Thursday morning and ended at 6 p.m. Sunday. Also to Tom Kopriva for help judging combat and most likely some others I either don't know or forgot. Thanks also to Dave Shrum, Bob Lewis, Dave Crabtree and several other UVM guys I don't know, including Russell Johnson, who provided the golf cart.

The Regionals is a huge undertaking and having so many helpers is the only way we can get it done.

Signs are good that we'll be able to do it again in Roseburg again next year, so ... rest up!



Ready for the trophies.



Gene Pape got a prize.



Brian gets the bragging rights this time.



Thank you and farewell to airport manager Pat.



Work Party at Can Do Ranch - June 5

After another work party for a couple of hours, we did the inaugural flying at the Can Do Ranch on Sunday. Thanks to tremendous hard work in the hot sun by Jim Corbett, Gene Pape and Mike Denlis for whipping the new field into shape. There's still more to be done, but here's a summary:

We have one grass circle, with a center that's about 80 feet from the fence and the surrounding gravel driveway. The surface is still a little rough but we will be working on smoothing it out and will be acquiring a plywood takeoff deck. Landings will get better as we keep mowing and smoothing the site. (Right now its just slow down as much as you can and hope to keep the plane upright on landing (nobody has so far.)

We plan to till up and smooth out a center pilots' circle for better footing. Gene has a machine for that.

Our equipment trailer is stored on site, containing the circle mower, trainers and other miscellany; we will add the plywood takeoff sheets to the supplies on site.

We are going to have to set up a rotation so that a club member goes out early for each flying session and runs the circle mower. Feel free to add you name to the list! Also, we'll have to run a riding mower once a month or so on the perimeter and also carve out a pit area across the driveway.

So, there's still some work to do, but we have a place to fly when the airport is off limits. It felt great to get some flights in today, even in the hot weather. Stay tuned for news of upcoming flying.

And, everyone shout so our site owner can hear you, THANKS, PHIL!

John Thompson

A huge thank you to John Thompson for finding this new site for us, then spearheading the work parties to get it into useable condition. He then, still had enough energy and enthusiasm to put up the first flight.

Also special thanks to Jim Corbett. He brought out his own riding lawn mower that did most of the heavy lifting on the field

preparation. When the engine quit running, he took it home and rebuilt the carburetor overnight, then brought it out and started

working again first thing Sunday morning. There is still plenty of work to be done before we have a first class grass circle, I'm

sure when that work is done, more thanks will be due to these two very special gentlemen.

Gene Pape

John Thompson reports - I thought you might enjoy some pictures of the work party that got the ranch flying site in shape. There's a before picture, and a couple of shots of the hard-working crew. A bit more to do but it's to the point we can fly on it.

Picture 1 is "before." Picture 2 is Jim chopping up the mown tall grass with the big mower so the automatic circle mower can chew through it. Picture 3 is Gene escorting the circle mower.



**Outline of the circumstances and rules for our new field - John Thompson**

We'll discuss all this at the next meeting, but I thought I would fill everyone in on the situation at the Can Do Ranch. Some of you have seen the site and worked on site prep; some have not seen it yet. All of the below is subject to fine-tuning at the meeting, but here is an early outline of the circumstances and rules for our new field as I know them at this writing.

Location: From Highway 99 between Eugene and Junction City, turn west on Milliron Road (which is just north of the Eugene Livestock Auction) and then take the third driveway to the left. There is a sign that says Can Do Ranch.

Layout: The flying site is inside a fenced area to the right of the entrance. Inside the fenced area is a horseshoe-shaped driveway, and our flying circle is laid out inside that driveway. The center of the circle is exactly the center of the area within the driveway, and there is just enough space for the one 80-foot-radius circle, so be sure to pilot from the marked center. We are planning to smooth the center for good footing. We also hope to have a doughnut smoothed out for landing and takeoff, thanks to our generous site owner, Phil Richey. We also plan to mow out a pit area to the west of the circle.

Equipment: Our little trailer with the mower and other equipment is stored on site. Club officers have keys to the trailer.

Access: Club officers will have keys to the gate and keys to the club trailer, which is stored at the ranch. Usually, one of us (Mike D, Gene, Jim C or I) will be there for the flying session; if you plan to use the site when one of the officers is not there, you will have to get a key from one of us. As with any of our other sites, if you open the gate, close it and lock it when you leave, unless one of the site owners is there (check with him to see whether to close the gate).

Cost: We will pay the site owner \$5 per flier per session, same arrangement as at the airport, except that there is not a \$30 minimum. Either I or another club officer will collect the fees at the session; if you fly on a day when there is no club officer there, make sure to get the money to the treasurer (me) ASAP.

When we can fly: We can use the site whenever we want, but bear in mind that the site occasionally hosts equestrian events, and we will not fly on those days. We may encounter times when the circle is marked off with barrels and caution tape: Phil will be doing this to keep horses and their people and vehicles off our circle. You may see vehicles or trailers in the non-flying parts of the field. Flying should be OK unless there's a horse event actually going on.

Flying session protocol: As usual, we will send an email out during the week indicating flying plans for the weekend, which will indicate whether we plan to fly at the airport or at the ranch. Some weeks we may do both, once at the airport and once at the ranch. When we plan to fly at the ranch, one club member (hopefully in a rotation of volunteers) will arrive early and run the circle mower. I'm going to suggest that we use a sign-up sheet for flying order, because there's only one circle. **Special note:** Smoking is not allowed at the Can Do Ranch, at the request of the site owner.

Security and emergencies: We should keep an eye on anyone who comes into the site after we have opened the gate, to make sure they are authorized to be there. If any emergency or urgent question comes up, we can attempt to contact Phil. His numbers are (home) 541-344-8279 and (cell) 541-968-9377.

I'll be glad to try to answer any questions. I also welcome feedback on the above, which can be revised if I didn't cover everything or got something wrong, somehow.



Work Party at Can Do Ranch - June 8

Another work party was held today, Wednesday, at the Can Do Ranch. Hopefully, only one more session is needed.

Here's what was done today:

Phil Rickey, the site owner, tilled and arena dragged the center area and an outer doughnut of 60-75 feet, for takeoff and landing. Then Jim and I raked and rolled the center area and planted grass. It is now flat dirt but should soon be nice firm grass.



The outer circle has been rolled and packed and planted, but it is still bumpy dirt. Jim says the RC club's chain link dragger will smooth out the remaining tractor treads and clumps, and then it will need to be rolled again.

I am hoping that another work party can happen this coming weekend, since we can't fly at the airport. However, Mike Denlis and I will be out of town at the Stunt-a-thon, so someone else will have to organize it.

That's where things stand as of today.

So, the field could be flown upon as it is now, but you will still need a takeoff board of some sort until we get it smoothed and the grass gets growing.

Also, don't be alarmed when you see orange barrels around the circle. Phil has put them there to keep horses off the flying circle. You can move the barrels or take down the tape for access.

John Thompson

Work Party at Can Do Ranch - June 11



Gene and Jim worked some more on the Can Do field.



Work Party at Can Do Ranch - June 13

I drove out to the Can Do Ranch this morning to check out the work done by Gene and Jim this past weekend to finish off smoothing the circle at our new alternative flying site. I have to tell you, they did outstanding work. They finished off a process which in about two weeks has transformed a horse pasture into a smooth control-line flying site.

The result is a smooth, firm center pilots' area and a very smooth dirt doughnut flying area, with grass all around. Seed has been planted in the center and doughnut, so we should have golf course-style grass there not too long after the rains expected this week. For immediate flying, a takeoff board will be a good idea to keep the dirt out of the engines, but that will be a temporary situation.

Thanks immensely to Gene and Jim for their hard work this past weekend dragging,

declumping and rolling the doughnut so we all have a great place to fly when the airport is not reserved or is otherwise unavailable.

Tremendous thanks also to Phil Richey for making the site available and spending along day last week tilling and dragging the site for us.

We're scheduled for flying and club meeting at the airport this coming Saturday, but I suggest we try at least a visit to the ranch for all the members who haven't seen it -- and maybe a Sunday flying session just to inaugurate it.

John Thompson

Just so everyone knows, thanks to Floyd there is a takeoff board in the club trailer. Gene

Stunt-a-Thon 2016 June 11-12, 2016 - Auburn Municipal Airport, Auburn, Wash.



Precision Aerobatics planes are lined up and ready to fly on Sunday of the 2016 Stunt-a-Thon. *Flying Lines photo.*



The 35th running of the Northwest's June stunt contest, sponsored by the Northwest Skyraiders, went off smoothly in mild temperatures, partly cloudy/partly sunny skies and variable winds (a bit stiff and turbulent on Saturday, steady and mild on Sunday).

Attendance was down a bit from the usual turnout, particularly in the Saturday preliminary events. Nevertheless, it was an enjoyable celebration of aerobatics finished off with attractive framed trophy certificates featuring photos of the winning pilots and their airplanes.

Dave Gardner was the contest director, assisted by high-tech tabulator Howard Rush and other Skyraiders members.

Prop spinners John Thompson and Mike Denlis attended.

See <http://flyinglines.org/stuntathon.16.html> for full report.

City Parks - Rule changes still under review.

This is the response I just received from the city for the letter I wrote about the proposal to ban model airplanes in city parks. This looks promising. Gene

Subject: Proposed Unmanned Aircraft Park Rule Change

Hello,

I work for the City of Eugene Parks and Open Space Division. I am writing to say thank you for taking the time out to weigh in on the proposed Eugene park rule change on flying drones and model aircraft in parks and natural areas. We put these types of rule changes out for public comment so we can incorporate the public's feedback into our decision making. I wanted to let you know that we really heard your feedback and as you may know, will be reevaluating this rule change.

Our parks planning department will be working with local drone and model airplane enthusiasts such as yourself to find locations in our parks system that work well for this type of activity. I will be passing on all of your comments and contact information to parks planning. I don't yet know who in planning will be the lead but they will be in touch.

For the time being, if you have any questions or concerns, please direct them to me.

Again, thank you so much for helping us make sure our parks are enjoyable for all.

Sincerely,

Kelly Darnell

City of Eugene Parks and Open Space

Marketing and Outreach Manager 1820 Roosevelt Boulevard

Eugene, OR 97403 541-682-4901

Model airplane clubs - assisting each other

Eugene Prop Spinners thanks the Eugene RC Aeronauts for the loan of a field drag, roller and tote. Those pieces of equipment really helped prepping the Circle at the Can Do Ranch.



Flying at the Airport - May 21



Mike flying



John's hangar



New mount system



Ready for a meeting



Ready line



Floyd's warbird

First flying session at the Can Do Field - June 5



First flight at the new field



Floyd is ready



Burp it



Ready



In the air



Start it

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June 2016

«FirstLast»
«Street»
«CityStZip»



Upcoming Model Activities

July 1-3 - VGMC/PAC Fun Event Days for Nearly 1/2-A Stunt, Multi-Engine Profile Scale, Nostalgia Stunt (email for rules), Carrier and Balloon Burst. Rice Mill Road Park, Richmond, B.C. Friday: Starts at 10 a.m. Nearly 1/2-A Stunt, Multi-Engine Profile Stunt and Nostalgia Stunt. Nostalgia Stunt is what was flown in B.C. during most of the 1950s and is similar to the Old-Time Stunt pattern using OTS-legal airplanes. Saturday: Balloon Burst and Carrier. Sunday: Backup date in case of bad weather. Sponsored by Vancouver Gas Model Club and Pacific Aeromodellers.

July 3 - Independence Day Fun Fly, Jim Walker Memorial field, East Delta Park,

Portland, Ore., sponsored by the Northwest Fireballs. Open to all control-line fliers and all control-line planes. Pot-luck lunch. Flying and hot coffee starts at 10 a.m.

July 9 - Combat Graffiti 2016, Rice Mill Road Park, Richmond, B.C. Static judging atd 10 a.m, flying to follow. Precision Aerobatics. Contest Director Chris Cox.

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.