

Prop Spinner Chatter



VOLUME 29 ISSUE 11 AMA Charter # 529 Eugene Prop Spinners <http://flyinglines.org> November 2021

Club News and Other Information

Last Club Meeting

Saturday October 16th - We had a short meeting and the some flying. Jim Corbett, John Thompson and Gene Pape attended.

Next Club Meeting

Meeting will be this coming Saturday, November 20th, 10 a.m. at Can Do Ranch.

Local Flying

October 16 - John Thompson reports - As Mike Hazel noted, this may have been the nicest flying day of the year. We had a good turnout for the club meeting and flying session. Weather was 60-70-ish, with a very mild southerly breeze. Perfect flying weather. Flying were Mike Hazel, Mark Schluter, John Thompson and Gary Weems. Also attending were Floyd Carter, Jim Corbett, Mike Denlis, Jim Morton, Gene Pape, Jeff Shelby and Peggy Weems. It was great to see Jeff back after a long hiatus living life and business away from the area. Jeff plans to return to living in the Eugene area and rejoining the Prop Spinners as an active flier next year.

Maiden flights were made on Gary Weems' Tomahawk and Mike Hazel's Pat Johnston 576 Ringmaster.



October 23 - John Thompson reports - A few of us dodged the showers and got in quite a few flights at the Can Do Ranch. Gene Pape, Gary Weems and I did all the flying and Jim Corbett was there for support. It was sprinkling when we arrived but the rain stopped in a little while and we flew until about 12:30, when it started to sprinkle again.

November 13 - John Thompson, Mark Schluter, Gary Weems and Dave La Fever got some flying in. Jim Corbett was there for support. John Thompson's new Sneeker and Mark Schluter's Twister made their maiden flights.



John Thompson photos

Tee shirts – Collector items

There are "phantom Regionals" T-shirts available for sale in most sizes. If you want one or more, let me know and I will bring them to the field and have them available at the meeting.



John Thompson



Can Do Ranch - October 16 - Meeting and Maidens



Ready for the meeting



Prop show and tell



Maiden flight launch



Maiden flight of Mike's Ringmaster 576



Maiden flight launch



Maiden flight of Gary's Tomahawk



Can Do Ranch - October 16 - continued



Gary has two ready to fly



Mike and John have planes waiting



John's and Mike Hazel's combat hangar



Mark is about ready

Tech tips - John Thompson

I recently found a really great source of vinyl lettering for our planes. I used to use Vinylwrite, but that sort-of garage operation is no longer active. I found online a company that offers a wide variety of fonts and colors and accepts small jobs at a reasonable price. I ordered markings for my new Sneeker — AMA number and plane name — and received it in only a few days. It takes a matter of minutes to apply the lettering; it sticks well and there are easy-to-follow instructions.



Check it out, if you'd like to put some nifty lettering on your next plane.

<https://doityourselflettering.com>



Can Do Ranch - October 23 - continued



Fueled and ready to fly



John's sport planes ready



Gary has the lines on



Gary has it in the air



Gene launches for John



John has it UP



Betta ready (Actually, it is a Gladiator)



Betta in the air



John's Sneaker



Dave's planes waiting



John has some planes ready



Gary's Tomahawk



Can Do Ranch - November 13 - continued



Mark's Tutor



Gary launching for Mark



Mark's Twister



In the air



Gary launching for John



Gary launching for Dave



Can Do Ranch - November 13 - continued - John Thompson photos



Mike Hazel's Ringmaster 576, a Pat Johnston design, power by O.S. .46 LA. Finish is Monokote and epoxy.



Mark Schluter's Twister. Power by HP .40.



John Thompson's new Sneeker, built from a kit made by Gene Pape, powered by Johnson .35. Finish is Plyspan and clear dope.



HP .40 Gold Cup engine on Mark Schluter's Twister.





This is from a 1998 newsletter of the National Control Line Racing Association.

National Control Line Racing Association Page 7

102 REASONS!

There are just SO MANY reasons why things GO WRONG when we go flying C/L model aircraft. These emblems that ruin the day's flying apply equally to racing, aerobatics and combat. Why didn't I do any good? How many "excuses" have you heard? How many have you used...?

HERE ARE SOME THAT MOST CAN RELATE TO! Not in any order, as these Gremlin inspired happenings are most certainly random...

1. The wheel(s) fell off
2. The tank had rust in it.
3. The plug burnt out.
4. The wrong fuel was used.
5. The needle valve came loose.
6. The fuel filter was blocked.
7. The fuel tubing split.
8. The fuel line slipped off.
9. The hackplate came loose.
10. The battery went flat.
11. The head bolts started unscrewing.
12. The glow plug was too cold.
13. The glow plug was too hot.
14. The tank was mounted too low.
15. The tank was mounted too high.
16. The fuel had the wrong nitro content.
17. The pacifier burst during filling.
18. The tank vents came unsoldered.
19. The blockoff fell off.
20. The tank was tilled using the overflow pipe.
21. The filler pipe was blocked.
22. The muffler came loose.
23. The silicone tubing had a pinhole.
24. The propeller was unbalanced.
25. The prop was clipped on take off.
26. The prop threw a blade.
27. The prop pitch was wrong.
28. The tank only got half filled.
29. The prop diameter was wrong.
30. The tank had a loose blob of solder.
31. The prop broke while being flicked.
32. The fuel was old.
33. The pilot was too old (!)
34. The weather was too hot,
35. The weather was too cold.
36. The engine mounting bolts vibrated loose.
37. The propeller nut came loose.
38. The spinner came off.
39. The engine cowl came off in flight.
40. The lines snagged long grass on takeoff.
41. The lines weren't soldered properly.
42. The up was connected to the down!
43. The kink was going to be OK for a few more flights...
44. The frayed connections went unnoticed,
45. The bloody up line broke.
46. The lines were heavyweight instead of lightweight.
47. The handle was picked up the wrong way ... (1)
48. The stainless steel lines bound together in the wet.
49. The lines were too short.
50. The lines were too long.
51. The adjustment came loose at the handle.
52. The controls were out of whack.
53. The bellcrank had become sloppy.
54. The control horn wore out.
55. The leadouts jammed.
56. The lines slipped off the connector.
57. The controls started binding.
58. There was more down than up.
59. There wasn't a spare set of lines.
60. The top was left off the fuel can.
61. The spare glow plug was missing.

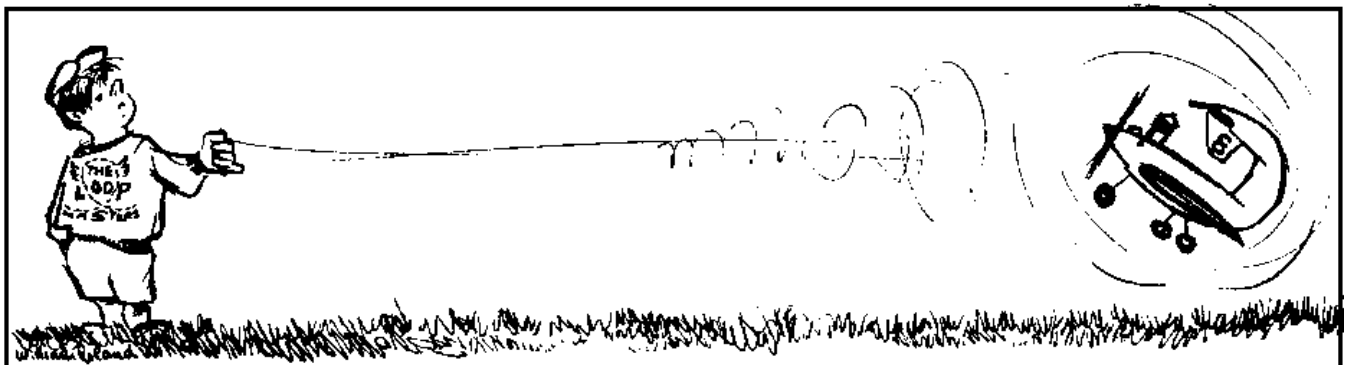


This is from a 1998 newsletter of the National Control Line Racing Association. - continued

62. The spare propeller wasn't in the box.
63. The elevator hinges came adrift.
64. The wing developed a warp.
65. The tailplane was cock-eyed.
66. The covering had sagged.
67. The paint wasn't fuelproof.
68. The covering was peeling off in flight.
69. The tree wasn't that close when I took off.
70. The plug spanner had vanished.
71. The mechanic slept in
72. The pilot didn't turn up.
73. The ground was too wet.
74. The grass was too long.
75. The wheels on the model were too small.
76. The grass was too spongy.
77. The hole in the tarmac caught the monowheel.
78. The other guy caused me to crash.
79. The model was tail heavy and too sensitive.
80. The model was nose heavy and flew like a brick.
81. The battery wasn't connected during starting.
82. The Glow Plug connection wire broke.
83. The needle was set too rich or too lean.
84. The comp. screw backed off in flight.
85. The motor was over compressed.
85. The motor was under compressed.
87. The needle was knocked during the pit stop.
88. The wing came away when I caught the model.
89. The model tipped over on landing.
98. The model landed in the wrong segment.
91. The motor wouldn't shut off for the cool down.
92. The shut-off wouldn't shut-off in flight.
93. The shut-off kept shutting off in flight.
94. The mechanic forgot to re-set the shut-off.
95. The motor out just a few laps from the finish.
96. The pilot forgot how to whip the model.
97. The time keepers lost count of the laps.
98. The stop watches failed to stop.
99. The maneuver was performed out of sequence.
100. The wings decided to do a 'handclap'.
101. The other guy just flew better I
102. The flying field flooded.

JOHN HALLOWELL VH 1984~

(Thanks John Thompson for passing this along.)



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November 2021

«FirstLast»
«Street»
«CityStZip»



Upcoming Model Activities

Nov. 21 - Flying model exhibit, Museum of Flight, 9404 E. Marginal Way South, Seattle. Free admittance to the museum when you display a model.

Nov. 27 - A Day at the Races, Jim Walker Memorial Field, East Delta Park, Portland, Ore. Sportsman Flying Clown Race, Northwest Sport Race, Northwest Super Sport Race. Sponsored by Northwest Fireballs.

Jan. 1, 2022 - Oregon Flying Fun No. 1, Jim Walker Memorial Field, East Delta Park, Portland, Ore. First in four-event series. Fun fly, lunch, flying raffle prizes. Sponsored by Northwest Fireballs.

Feb. 5 - Oregon Flying Fun No. 2, Church on the Rise, Roseburg, Ore. Second in four-event series. Fun fly with flying raffle prizes. Sponsored by Roseburg area CL fliers.

May 27-28-29, 2022 - Northwest Control-Line Regionals, Roseburg Regional Airport, Roseburg, Ore. Aerobatics, Combat, Navy Carrier, Racing, Scale, Speed.

Prop Spinner Club officers

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

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