

AMA Chartered
Club #529 Since
1947

Volume 14, Issue 4

Prop Spinner Chatter

APRIL 2006

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Special points of interest:

The April 19th Club Meeting will be a good one.

CLUB NEWS & THIS AND THAT!

Upcoming Northwest Modeling Activities

April 29th: Spring tune up meet in Portland at Delta Park.

Eugene Airport in Eugene, Oregon



May 26.27 & 28

NORTHWEST REGIONAL CONTROLLINE CHAMPIONSHIPS at the

SPECIAL THANKS TO TOM KOPRIVA FOR HIS WONDERFUL REPORT (at the March Meeting) ON THE ARF KITS AVAILABLE and his advice on how to setup and improve some aspects of these kits.

Program for the April 19th Meeting

THE REST OF THE STORY

Floyd Carter will tell more about the VSC

And the surprising revelation of what he found at the VSC.

Be sure and be there.

Door prizes and even more.

Prop Spinner Chatter

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Presidents Notes-VCS#18- REPORT 2006

The 18th Annual Vintage Stunt Championships, 15-18 March, was a great success by anyone's standards. Weather in Tucson was perfect for all 4 days, with sunshine and warm temperatures. After a long and miserable winter here in Oregon, it was a real pleasure for me to find great weather and finally remove my ever-present jacket and ear muffs!

My wife and I arrived in Tucson on Tuesday afternoon after suffering rain and cold along I-5 in California. We immediately headed for the flying field called Columbus Air Park (formerly called Silver Bell Park). I was thinking of some practice flying, but all circles were already heavily in use. The field

features two paved circles and three grass circles. All were much populated and the sign-up sheets for the circles indicated at least a 1 hour wait for a flight. Since the wind picks up in the afternoon, I decided to instead check in at the Rodeway Hotel and then come back to the field. By then, the wind had picked up and most flyers had given up for the day.

Wednesday featured OTS g10 and the OTS ignition event sponsored by De Hill. OTS means any model designed prior to 1953. The same events were flown on Thursday. Friday and Saturday were devoted to Classic Stunt, meaning any plane designed prior to 1970.

Entries at VSC Totaled 203. Of course, many flyers, like myself, entered more than one event. Of totals, there were 89 entries in OTS g10, 17 in OTS ignition, and 93 in Classic.

The VSC means vintage. And they fly only Old time Stunt and Classic Models. Models later than 1970 are considered Modern, where anything goes, including tuned pipes and designs which are currently winning the WC and AMA Champs. But the VSC doesn't recognize these planes, and these modern high-zoot planes have to go elsewhere to compete.

The Cholla Choppers Club of Tucson deserves much credit in

Presidents notes continued

Organizing such a large contest, and they managed to get all flights in before the wind came up at around 3:PM. After 3PM, the die-hards continued to put in practice flights in the wind!

It was a great thrill to witness flights from the best pilots in the country. Not mentioning any names here, and the results will be posted on the SSW and the PAMPA web-sites, along with coverage in the model magazines much later.

Without getting into a long list of names, we watched the best of the best, and I may have learned something. Needless to say, the usual suspects took the trophies, while the rest of us simply had great fun.

The Eugene Prop Spinners Club was represented, and I managed to once again take a trophy home to Eugene. Possibly the first VSC trophy on behalf of the Prop Spinners. Although my Palmer VENUS suffered from short engine runs for a yet undetermined reason, my WILDMAN 60 with Orwick 64 cooperated for me. Mike Keville flew my other WILDMAN 60 with the Anderson Spitfire Spark

Engine.

Thanks to Floyd Carter for this great report of the VSC #18. He has been to all but one I believe and I (your editor) had the pleasure of attending one many years ago. It is truly a great flying site and if the weather cooperates it is wonderful. Floyd will give a first hand report at the next meeting along with a surprise revelation.

"If you want work well done, select a busy person-the other kind have no time."

Prop Spinners MEETING -- APRIL 19th

TAKE NOTE THE MEETING DAY HAS BEEN CHANGED FROM THE 1ST WEDNESDAY TO THE 3RD WEDNESDAY OF THE MONTH FOR

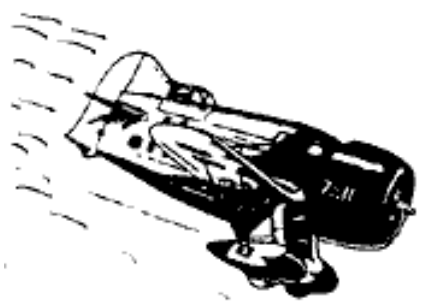

70th Anniversary year
of AMA

THE REST OF 2006
Same place, Northwest Natural Gas.

April Program

Floyd Carter and the rest of the Story, along with his great revelation, don't miss this, it will really be a surprise.

BUILDING TIPS



DETERMINING TRUE L.G. LENGTH

MATHEMATICAL METHOD
— CLIFF M'BAINE

W/IF "A" = 3", "B" = 2", "C" = 7"

THEN TRUE LENGTH =

$$\sqrt{3^2 - 2^2 + 7^2}$$

$$= \sqrt{9 - 4 + 49}$$

$$= \sqrt{52}$$

$$= 7.67"$$

GRAPHIC METHOD — TIN FARR

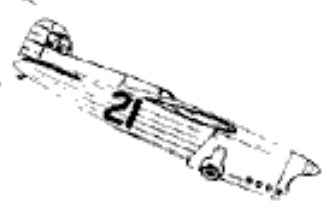
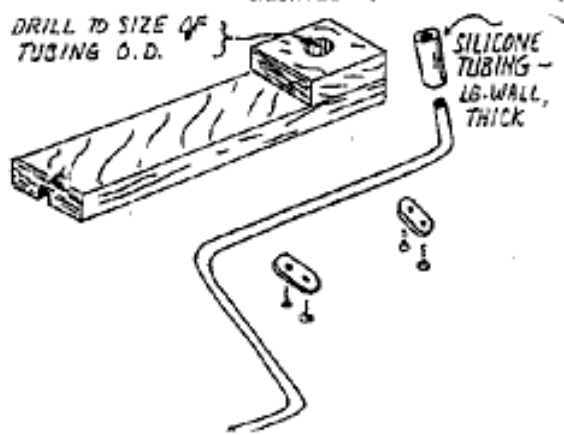
- ① CONSTRUCT TWO LINES AT RIGHT ANGLE. MARK OFF "A" AND "B".
- ② DRAW A LINE THROUGH "A" AND "B".
- ③ DRAW A LINE AT RIGHT ANGLE TO LINE "A-B" AND MARK OFF "C".
- ④ LINE "C-B" WILL BE EQUAL TO TRUE L.G. LENGTH.

Two ways to figure the true length of a landing gear member. A couple of minutes spent using one of these methods can save a lot of mis-bent music wire!

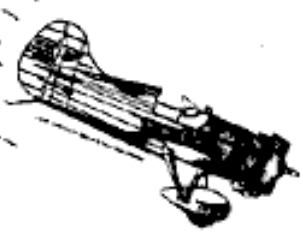
PATE-RONIZING THE JUDGES - Here's something that really works...and I thought of it myself! Using silicone tubing insert in the portion of the landing gear that goes in the wing (drawing below - mb).

- 1) Keeps mounting hole from "wallowing out".
- 2) Helps keep mount from splitting.
- 3) Here's the payoff! - The silicone bushing acts as a **SHOCK ABSORBER**. Gives better landings and takeoffs. Remember: steel has MORE spring than rubber.

- CHARLIE PATE
Nashville, TN



"Choice, not chance, determines destiny."



THINK PEACE!!!!!!

APRIL



AMA Chartered Club

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2006

NEWSLETTER



2006 Prop Spinner Club Officers

- President-Floyd Carter
- V.P.-John Thompson
- Secretary-Mel Marcum
- Treasurer-Morris Gilbert
- Field Marshall-Tom Kopriva
- Safety Officer-John Thompson
- Newsletter Editor-Mel Marcum

