

Prop Spinner Chatter



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Club News and Other Information

Last Club Meeting

Our last meeting was on December 19th.

Mike Denlis, John Thompson, Tom Kopriva, Mike Massey, Floyd Carter, Gene Pape and Jim Corbett attended the meeting.

Election of officers for 2011 was held at the meeting.

President: Mike Denlis
Vice President: Jim Corbett
Secretary: Tom Kopriva
Treasurer: John Thompson
Safety Officer: Mike Massey

Your 2011 dues will be accepted at the January meeting.

Club Flying

Saturday Nov. 6 - Mike Massey saw the sunshine and headed to the Eugene Airport field on Saturday. He had a good flying session with sunshine and almost no wind.

Sunday Dec. 19 - John Thompson reports - We had good turnout at the Eugene field for the monthly meeting last Sunday. Election of officers and then a short flying session.

It was pretty cold, so only a couple of us intrepid souls flew. Floyd Carter flew his refurbished Mustang. This is the plane that once had retracts. It's refinished, looks great, and no longer has the retracts. I flew the Ares, same-old. At the field but not flying were Gene Pape, Tom Kopriva, Mike Denlis, Jim Mackin, Jim Corbett and Dwayne Graville.

Friday Dec 24 - John Thompson reports - Mike Massey got some flights in in good weather on Friday.

Sunday Jan 2 - John Thompson reports - We kicked off the year of flying on a day that dawned at 25 degrees and foggy. By the time we arrived at the field, it was sunny and above freezing, but the temperature had scared off most of the regulars. Gene Pape and I flew for about three and a half hours, all combat planes except for my one stunt flight.

Temperature got up to about 41. It was actually a pleasant flying day despite the cold, because we were well dressed for it.

Saturday Jan 8 - John Thompson reports - Mike Massey and I went to Salem to fly at the WOLF flying field with Mike Hazel last Saturday and had a great time.

Now that our field probably will be free, we'll be heading out to the airport this weekend.

DUES TIME

Please bring your \$25 2011 dues to the January meeting, or mail it to our treasurer John Thompson.

Next Club Meeting Time and Place

Time and place – 10:00 AM **Sunday, January 16**, at the field.

Or at Wings restaurant in the airport terminal if the weather is bad.



At the Field December 19 Meeting



Meeting was windless and cool.

Floyd Carter flying his Mustang.



John Thompson with wheels up.



A History of Control line - Part 4 of 4

Control-line fliers are generally more competition-oriented than their R/C (Radio Control) counterparts. There many aspects on C/L (Control Line) flying. The six types of competition are: **Speed, Racing, Precision Aerobatics, Navy Carrier, Scale** and **Combat**. With each type, there are many different classes base on model design, engine displacement and skill level of the competitor. However a lot of flying goes on in a type that is called "**Sport**". That basicly is just plain Fun Flying.

Speed

The Speed competition is based on building and flying an airplane as fast as it can possibly go, given the limitations of fuel, engine displacement and model design and line specifications. The designs are usually small, streamlined, with long, thin wings. Several classes are flown, based on engine displacement. Everything from the standard two-stroke engine to pulse-jets. The models are timed for a certain number of laps to determine their speed. Speeds can reach an awesome 200 mph!!

Racing

Racing events involve the flying of two or more airplanes together in the same circle. The idea, of course, is to complete a given number of laps before ones' opponents do so. Racing events usually involves a minimum number of pit stops, where the planes are landed, refueled, restarted and relaunched by a second team member. The most popular version of the racing was founded in the Pacific Northwest, so the name "Northwest Sport Race" was coined. Other racing events such as "Flying Clown Race", uses models of the same design.

Precision Aerobatics

Precision Aerobatics, or "Stunt" is the premier event in the world on Control Line. It involves flying of a set of aerobatic maneuvers, such as squares, hourglass and four-leaf clover. The models are large compared to Speed, Racing or Combat models, and are often beautifully finished with hundreds of hours of work. Each maneuver is judged from 10 to 40 points. A additional 25 points is awarded for completing the pattern. Also, a

maximum of 20 points is given for the appearance of the model.

Recently, new events have been added to stunt, such as "Old-Time", "Classic" and "Profile". "Old-Time" and "Classic" are nostalgic event which celebrate model designed in a certain period. "Old-Time" model is before 1953 and "Classic" model is from 1953 to 1969.

Combat

The "Combat" event is the simulation of air-to-air combat or "Dog Fighting". These models are very minimal, simply a wing and an elevator. They are constructed to be tough and very maneuverable. Two pilots fly in the same circle, towing streamers. Points are awarded for cuts on the opponent's streamer. In addition, points are awarded for "airtime". As with other events, several classes are flown.

Navy Carrier

The Carrier event is designed to mimic actual naval carrier-based operations. These model area fown from a simulated aircraft carrier deck and must simulate naval carrier flight with includes several things: high speed; slow flight; and precision arrested landing. Scoring is based on the accumulate of these flights plus additional point for scale-like apperance. Like other events there are many classes of Carrier from Class II, Profile, Profile 15, etc. Each class has limits on engine displacement and design type.

Scale

Scale models of full sized man-carrying aircraft have sometimes been the most impressive control line planes to be seen. Their builders lavished countless hours on their construction and preparation as only true enthusiasts can. More than a few scale models have ended up very heavy and have flown poorly, with great difficulty, if at all. For this reason competitions have often been less than successful even at major meetings such as the Nationals. Competition winners have invariably been modellers who produce a plane capable of convincing flight.

End of the series - A History of Control line - Hope you enjoyed it!

(Previous parts published: 1-Mar 2008, 2-Nov 2008, 3-Mar 2009)

Newsletter Editor
1618 Gilham Rd.
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January 2011

«FirstLast»
«Street»
«CityStZip»



Upcoming Model Activities

Feb. 12 - Oregon Flying Fun No. 2, Sunshine Park, Roseburg, Ore., 10 a.m.-3 p.m.. Any airplane, any kind of flying, each flight gets a ticket in the flying raffle for door prizes. Sponsored by Roseburg area CL fliers.

March 12 - Oregon Flying Fun No. 3, Bill Riegel Model Airpark, Salem, Ore., 10 a.m.-3 p.m.. Any airplane, any kind of flying, each flight gets a ticket in the flying raffle for door prizes. Sponsored by Western Oregon Control Line Flyers.

April 2 - Oregon Flying Fun No. 4, Eugene Airport, Eugene, Ore., 10 a.m.-3 p.m.. Any

airplane, any kind of flying, each flight gets a ticket in the flying raffle for door prizes. Sponsored by Eugene Prop Spinners.

May 27-28-29 - Northwest Regionals, Eugene Airport, Eugene, Ore. The West's premier all-events control-line contest.

Prop Spinner Club officers

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

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