

Prop Spinner Chatter



VOLUME 21 ISSUE 3 AMA Charter # 529 Eugene Prop Spinners <http://flyinglines.org> March 2013

Club News and Other Information

Last Club Meeting

Sunday February 17 - John Thompson reports - We had an excellent meeting and flying session last weekend. Welcome to the club new member Robin Mason, who flew with us along with his son, Matt. Also attending and flying (hope I don't forget any names) were Tom Kopriva, Mike Denlis, Floyd Carter, Mike Massey, Jim Corbett, Gene Pape, Roger Winz and me.

Gene Pape showed some items he purchased from MBS. Great prices!

<http://www.mbsmodelsupply.com/Catalog.pdf>

Local Flying

Saturday February 23 - John Thompson reports - I went out on Saturday despite threatening weather, and found myself alone at the flying field -- and I had forgotten my stooge for perhaps the first time in months! Gene dropped by for some show and tell but was unable to stay and fly because of a previous appointment.

I got club's stooge out of the trailer and spend a half-hour or so trying to make it work with my Ares (it won't) and was about to try it with my Ringmaster when the rain descended. So, I put the cones away, getting drenched in the process, and went home "unflown."

Sunday February 24 - Floyd Carter reports - Mike, Mike, Jim, and Floyd enjoyed nice weather Sunday. Denlis got nice "touch-and-go" flights on his "E-goat". Massey got his engine tamed down. Floyd is getting closer to trimming 31". Jim is getting

more confident with Fright Streak over asphalt. We only left due to hunger pangs, and not due to weather.

Saturday March 9 – Jim Corbett Reports – John Thompson, Tom Kopriva, Mike Denlis, Floyd Carter, Robin Mason, Mike Massey, Jim Corbett, Gene Pape, Don McClave and Dave LaFever flew.

Sunday March 10 - Mike Massey reports - Ya shooda been dere. Very little wind, or breeze. Clouds mostly covering the sun and warm!

Floyd flew his electric. Flew great, no slowing down due to battery problems. (Albeit the long extension cord was a "drag".) Jim flew his Flight Streak once, some lame story about a couch getting in the way of his "good" airplane. Robin flew his Clown for two flights as his engine is breaking in. Dwayne dropped by to observe, and wish he had a plane to fly.

I flew a series of plain old practice flights. I moved my lead outs back a little and that is giving me better line tension in the overheads. Hope next weekend is even half as good as the past two days.

Out of Town Flying

Saturday March 2 - Oregon flying fun #3 in Salem. See report on page 4.

Next Club Meeting

Time and place – 10:00 AM **Sunday, March 17**, at the field. Or at Wings restaurant in the airport terminal if the weather is bad.



43rd annual Northwest Control-Line Regionals May 24-25-26



Championship Control-Line flying competition

One of the nation's largest control-line Model airplane contests.

At the Field February 17



Meeting under way

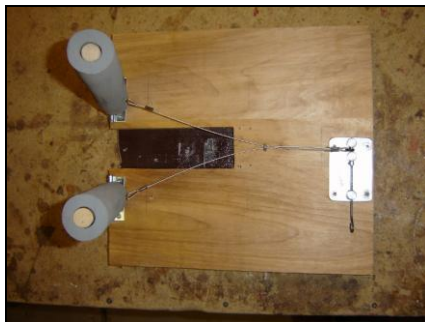


Pre flight pits



Gene Pape MBS control stuff

A Project - Stooge prototype – tail trap version - Mike Massey



This is a prototype stooge that does not require any connection to the plane.

Currently there is 3/8 plywood mounted to my 12 x 12 x 1/4 steel plate (for



weight). I have 1/2" dowels attached to 3" hinges.

I placed hypalon or EVA foam (used for fishing pole grips) over the dowels for grip and anti-abrasion. I have



200# wire attached to eyes screwed into the dowels I tested this at the Roseburg Fun Fly and it seemed to work fine. I will use it awhile then make any mods as necessary.





At the Field February 24



It was that big



Early pit



Noon Pit

At the Field March 9



Mike launches John's plane



Floyd flying with charged bat



Robin and Tom watch John



Waiting for the wind to arrive



Discussing engines



Mike testing

At the Field March 10



Ready line



Looking good on the grass



Seasonal Maintenance ride



Oregon flying fun #3: Salem Saturday March 2nd – John Thompson reports

WOLF does it again – Good crowd, good food, good flying!



Planes



Prizes



Full load of planes



Full parking lot

A great time was had by all who made Oregon Flying Fun No. 3 in Salem last Saturday. Prop Spinners attending included Jim Corbett, Floyd Carter, Mike Denlis, Mike Massey, Robin Mason, Mike Hazel, Dave LaFever and Gordon and Dean Rea. Weather was cool and calm and lots of flights were made. See the article on the Flying Lines website for details and lots of photos.

<http://flyinglines.org/Oregonfun.3.13.html>

Oregon flying fun #4 on April 6, in Eugene.



Evo 60 Test Report – Mike Massey reports

Just thought I would share this “data”. (Data means that I do not necessarily understand nor can explain it) but if you are considering an Evo 60, it is good information.

As you know, I put an Evo 60 in my Shark 45 and had engine runaway/lean out problems once it was airborne. I finally “solved” it, or appeared to, when I isolated the tank with Styrofoam sheets. I now get good and consistent engine runs. So, I bought a new Evo 60 for the Legacy I am working on. Yesterday I started the break-in process. I always put at least an hour of “bench time” on a new engine. Here are the results.

First half hour with no muffler. All seemed as it should.

Second half hour: Put on the tube muffler and the engine settled in at about 7900. If I needed up, it tended to “lean out” and run away to about 9000.

Adjusting the needle down did not find a happy spot. It had a tendency to lean out, or if I leaned it out by squeezing the fuel line, it did not want to come back down to a lower 4 cycle. As the engine vibrates, I pulled the tank off the test stand and held it in my hand, thus isolating it from the vibration. That did NOT help noticeably. The engine wanted to run at 7800 to 7900 RPM or lean out to a higher and not controlled RPM.

Put on the tongue muffler and that seemed to help a lot. It did not have as much of a tendency

to lean out. I could adjust it to 8200 RPM and have it be consistent. 8200 is my target RPM where I want it to run reliably. For my Shark, that RPM with a Xoar 12x6 is a good combination.

Put the stock small venturi on. Small venturi with the tongue muffler was best. Ran well, stayed where I adjusted it and came back to that RPM if I pinched the fuel tubing to lean it out momentarily. By the way, most people on the forums recommend the small venturi. I run the small one in my Shark as well.

Put the tube muffler back on and it was better than before although it was a little slow dropping the RPM back to my set point when I pinched the fuel tube.

Bear in mind the engine is getting more run time as I was doing these changes so I do not know how much was break-in related and muffler/venturi related. I was not running muffler pressure since most people on the forums do not recommend it and when I tried it early on, it did not work for me. Admittedly, I have not tried it since the engine is running well, but then if it is running well, why “fix it”.

I share this because the Evo in my Shark 45 gives me good reliable engine runs and I think the new one will do well in the Legacy. They are a relatively inexpensive motor, generally sales price around \$140, so a good bargain for a larger engine.

Oregon flying fun! 2013 - # 4 of a quartet of control-line fun-fly events

Saturday, April 6 at Eugene Airport, Eugene

Bad weather: Wings Restaurant at the airport terminal, cell 541-554-8848

Info: Prop Spinners: J. Thompson, johnt4051@aol.com, 541-689-5553

- Bring any and all airplanes ... do any kind of flying!
 - Every flight is an entry in the “flying raffle.”
- Flying raffle prizes will be awarded after a drawing

Academy of Model Aeronautics membership required

Directions to flying site:

Eugene - The flying field is at the overflow parking area across the road from the Eugene Airport. Take Belt Line Road West exit from Interstate 5 (exit 195); take Highway 99 North exit, turn left on Airport Road. The flying field is on your right as you approach the airport.

Newsletter Editor
1618 Gilham Rd.
Eugene, OR 97401



March 2013

«FirstLast»
«Street»
«CityStZip»



Upcoming Model Activities

April 6 - Oregon Flying Fun No. 4, Eugene Airport, Eugene, Ore. Fourth in series of Oregon winter/spring fun-flies. Fly any plane, get a ticket for the flying raffle. Sponsored by Eugene Prop Spinners.

April 19-21 - Jim Walker Memorial Spring Tune-Up, Jim Walker Memorial Control-Line Flying Field, East Delta, Park, Portland, Ore. All details tentative.

May 24-25-26 - Northwest Control-Line Regionals, Eugene Airport, Eugene, Ore. Aerobatics, Combat, Navy Carrier, Racing, Scale, Speed.

June 29-30 - Salem Summer Speed, Bill Riegel Model Airpark, Salem, Ore. All details tentative.

June 30 - Yearly 1/2-A Fun Stunt Event, Rice Mill Road Park, Richmond, B.C.

July 20-21 - Western Canada Stunt Championships, Rice Mill Road flying site, Richmond, B.C. Saturday: Old-Time Stunt, Classic Stunt, Profile Stunt. Sunday: Four PAMPA classes of Precision Aerobatics. Contest starts at 9 a.m.; no start time for electrics. Entry fee \$20 first event, \$10 for second event, \$30 max.

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.