

Prop Spinner Chatter



VOLUME 18 ISSUE 5

AMA Charter #529

Eugene Prop Spinners

<http://flyinglines.org>

May 2010

Club News and Other Information

Last Club Meeting

Our last meeting was on April 18th. It was great day for meeting and flying. Possible summer contest, Regionals, Club decal and name tags discussed

Attending: Mike Denlis, Floyd Carter, Tom Kopriva, Mike Massey, Jim Corbett and Steve Kendall.

Club Flying

Friday April 16 – Mike Massey flew and met one new potential club member who stopped by the field..

Saturday April 17 – Jim Corbett and Mike Massey flew, while Mike Denlis sprayed weeds on the asphalt.

Sunday April 18 – Mike Massey reported – Mike Denlis, Tom Kopriva, Floyd Carter, Jim Corbett, Steve Kendall, Dwayne Graville and Mike Massey flew. Dwayne made his first flights on a club trainer and got a couple of solos in. Steve, who has returned to the club after several years away, made three flights on a brand-new plane. Tom got the first flight on his new Smoothie. Mike Denlis got four flights on his magnum, and Floyd flew both the electric stunter and his Legacy. Some of our members were off at the Jim Walker Memorial Spring Tune-Up in Portland

Sunday April 25 – John Thompson reported – Another nice weekend at our Eugene Airport field last weekend, getting better as the weekend went along until a really nice day on Sunday. Lots of fliers on hand. Sunday was a bad day for airplanes

though. Three crashes, including two caused by mechanical failures. Tom Kopriva's venerable Cardinal bit the dust, victim of a failed crimp at the bellcrank. This is an ARF, so the fault is with the manufacturer. Mike Massey had a clevis break, thumping one of his profile stunters. Jim Corbett's Flite Streak took a whack, too, due to daring piloting. Also flying were Floyd Carter, Gene Pape and I, and Steve Kendall and Dwayne Graville were on hand as well. Floyd flew his electric stunter. I flew the Ares, a Chihuahua 1/2-A combat plane and a Mejzlic/Mark VII fast. Gene flew a Fora/Underdog and a variety of 1/2-A planes. Mike Denlis killed weeds all over the site, but did not fly.

Saturday May 1 – John Thompson reported – Gene Pape, Bill Badstubner and I all flew. It was breezy but not so that we couldn't get good flights in. I flew the Ares, Bill flew his Omega and Gene flew his newly acquired F2D plane several times.

Sunday May 2 – Mike Massey reports – It was a nice day Sunday. Initially very little wind and mostly sunny. Mike D test flew his repaired Dolphin. Looks like that went well. Jim and Dwayne were there and both flew the 1/2A's a couple of rounds. Steve Kendall was there and flew a few rounds as well. I test flew the "Phoenix" Plane Simple. Flew well but needs a little trim. It tended to want to climb slightly. I also test flew the Fox Folly (I am removing all semblance of clevises and going to hard wired pushrods). The engine still is a little problematic but the plane flew well.



All in all a good day and the weather was great.

Saturday May 8 – John Thompson, Gene Pape, Mike Massey and Jim Corbett flew. Steve Kendall dropped by but did not fly.

Sunday May 9 – Mike Denlis, Mike Massey and Jim Corbett flew in perfect weather, Steve Kendall dropped by but did not fly. We had a visiting RC flyer stop by to check us out.

Event Report - The Jim Walker Memorial Spring Tune-Up in Portland. John Thompson and Gene Pape and Mike Hazel attended and built up some points. See the full report on Northwest Flying Lines web site at: <http://flyinglines.org/jw.10.html>

Main Gate Note: Some of the Prop Spinners already know this, but an advisory. If you go flying on Sunday, the first person to arrive will need to call Operations to have them open the gate for you.

The old lock broke and the gate is currently secured by a key lock. They will replace the combination lock shortly, but for now we have to call Ops to bring the key to let us in. John Thompson

Next Club Meeting Time and Place

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

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

A factory-crimped leadout story



Flying Lines photos.

Tom Kopriva got a lot of good flights out of his Brodak ARF Profile Cardinal, but a factory-crimped leadout failed at the bellcrank on April 25, 2010, during a stunt flight over asphalt.

Flying only on the up line, the plane did some spectacular tight, stalling maneuvers, some slack flying, and eventually hit the asphalt under power straight in. Photos above show the investigation of pieces gathered together.

Close-up at left shows the bellcrank area missing the front wire, which is seen in photo at right of that.

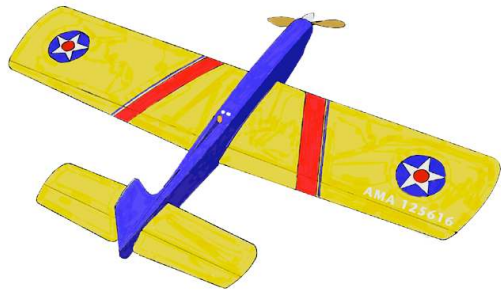
Photos of the spinner and divot made in the asphalt by the still-spinning spinner.

The spinner compressed, possibly saving the O.S. LA .46 engine, which survived the crash.



May 2010

The 39th annual ...



Control-Line Northwest Regionals

Eugene, Oregon

May 28-29-30, 2010

Championship Control-Line flying competition

One of the nation's largest control-line model airplane contests features competition in ...

- Aerobatics • Combat
- Navy Carrier
- Racing • Scale • Speed



Spectators welcome ... admission free!
Food concessions, souvenir T-shirts



The Aftermath by Mike Massey April 27, 2010

After I crashed the Plane Simple Sunday, I told everyone that the clevis had failed. That



is true! But a more in depth analysis reveals a domino of issues leading to that failure. I relate this to all of you only for its informative content.

Let me lay out the issues and variables before the crash.

First: I had put hard "stops" in the wings to prevent hyper extension of the bell crank. I set them at about 45 degrees bell crank travel. As it turns out, the flaps travel less than the bell crank so the flaps provided the "stop" and not the stops I installed.

Second: I had originally installed a pushrod exit from the wing made of a small diameter brass tube.

Third: It was necessary to bend the pushrod from the bell crank to the flap control horn to avoid binding of the pushrod. After test flying, the pushrod still "rubbed" on the brass tube so I removed the brass tube but did not straighten or replace the pushrod. As a result of not straightening the pushrod, the pushrod would tend to rotate as the bell crank was actuated.

Fourth: The flap control horn was older and I reused it. The hole that the pushrod connected with was asymmetrically worn and larger than the clevis pin.

Fifth: I used a 2-56 pushrod and clevis. I believe the clevis was a Dubro. In any event, the clevis was held shut by a thin black sleeve, much like a heat shrink, that you pulled over the clevis once in place. On the previous day, I had found the sleeve was not on the clevis and again slid it forward onto the clevis connection. I should point out here that unlike the Great Planes clevis which has barbs that prevent the sleeve from sliding off of the clevis, the Dupro has no such method to prevent the sleeve from sliding off the clevis.

So, the flight. I was doing an outside maneuver, the last loop in the 3 consecutive loops as I recall. I was a little low so I gave an extra and firm down control to give me more room at the bottom. When I did that, everyone, myself included, heard the "pop" and saw the plane fly into the ground, albeit more level than would have otherwise been.

My belief is that when I gave the extra "tug" on the down, I reached the limits of the flaps. Since the bell crank had more travel, it pulled harder on the clevis. Since the clevis could rotate and the sleeve keeper was probably again off the clevis (it was after the crash in any event), and given the enlarged, and somewhat asymmetrical worn control horn hole, the clevis probably rotated against the side of the control horn and merely opened the clevis.

I hope this gives you some insight into potential problem areas when building planes.

Mike Massey



At the Field April 18, 2010



Short meeting due to weather



Making shadows



Dwayne Graville airborne



Steve Kendall beavering it



The other hanger



Tom making another shadow



Grass hanger



Looks and flies SMOOTH



Mike Denlis's Magnum

At the Field April 25, 2010



Get them ready - Lines and Fuel



Ok - who goes first into the haze



Haze a razzin, sun a commin.



At the Field April 25 continued



Mike Massey and Plane Simple



Smoothie gets a close up pic



Jim readies the P-40.

At the Field May 1 & 2, 2010



Bill Badstubner's Omega (May1)



Mike Massey in the air



Mike Massey's Fox Folly



Very RED and READY.



Steve Kendall in the air.



Two Mikes to start one plane.

At the Field May 8, 2010



Gene Pape is about ready.



John Thompson is ready.



And has it in the air.



At the Field May 8, continued



John Thompson wheels UP



Mike Massey baiting a shadow



Now he is chasing the shadow.

At the Field May 9, 2010



Two Mikes starting,



Ready to launch,



Launched



Mike Denlis landing Big Red.



Plane Simple still flying well.



Resting in the spring grass.

Jim Corbett has been having a rash of incomplete "8's" with his Flight Streak.

Broken props, lost needle valve assemblies, leaking fuel tank ect... has encouraged him to hook a handle and some lines to the Profile P-40 Floyd gave him.

The P-40 made two flights under his control Sunday May 9. It is unscathed (he has not tried any LOW 8's with it yet). His comment "I LIKE IT!"

Newsletter Editor
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MAY 2010

«FirstLast»
«Street»
«CityStZip»



Upcoming Model Activities

May 15 - Northwest Skyraiders Fun Fly No. 1, Auburn Airport, Auburn, Wash.

May 28-29-30 - Northwest Control-Line Regionals, Eugene Airport, Eugene, Ore.

June 12-13 - Stunt-a-Thon for Aerobatics and Navy Carrier, Pierce County Airport (Thun Field), Puyallup, Wash.

June 19 - Chehalis Cup Contest No. 3 for 80mph Combat, cuts only. All details tentative.

June 26 - Northwest Skyraiders Fun Fly No. 2, Auburn Airport, Auburn, Wash.

June 26-27 - Northwest Fireballs Clown Contest, multiple events for one Flying Clown airplane. Entry limited to club members -- anyone can join the club to participate. See Flying Lines article on this activity.

Prop Spinner Club officers

Mike Denlis, President

John Thompson, VP, Safety Officer,

Treasurer

Tom Kopriva, Secretary

Jim Corbett, Newsletter Editor

Where the Action Is <http://flyinglines.org/Action.html>

Visit: <http://flyinglines.org> **web site.**