

# Prop Spinner Chatter



VOLUME 21 ISSUE 7 AMA Charter # 529 Eugene Prop Spinners <http://flyinglines.org> July 2013

## Club News and Other Information

### Last Club Meeting

Sunday May 19 – At John Thompson's home – Many Regionals shirts folded and stuffed into Registration packets.

President Mike Denlis decided to combine the June and July meetings.

### Club Flying

No local flying since June 1, as the city will be using the overflow parking area (where we normally fly) as they resurface the regular airport parking area.

Several of our members have been flying at Roseburg and Salem.

Our president is pursuing several leads of possible flying locations with the city, county and private parties. We are looking at a flying site East of the Register Guard which will need some work. There will be more details and discussion at the meeting..

### Out of town events

June 22-23 – John Thompson reports – Mike Denlis and I had a great time at the

Stunt-a-Thon last weekend. This is a very fun contest and one at which we Prop Spinners don't have to work -- we just get to fly! So, I encourage everyone to put it on the calendar for next year. A report on the contest is on [flyinglines.org](http://flyinglines.org).

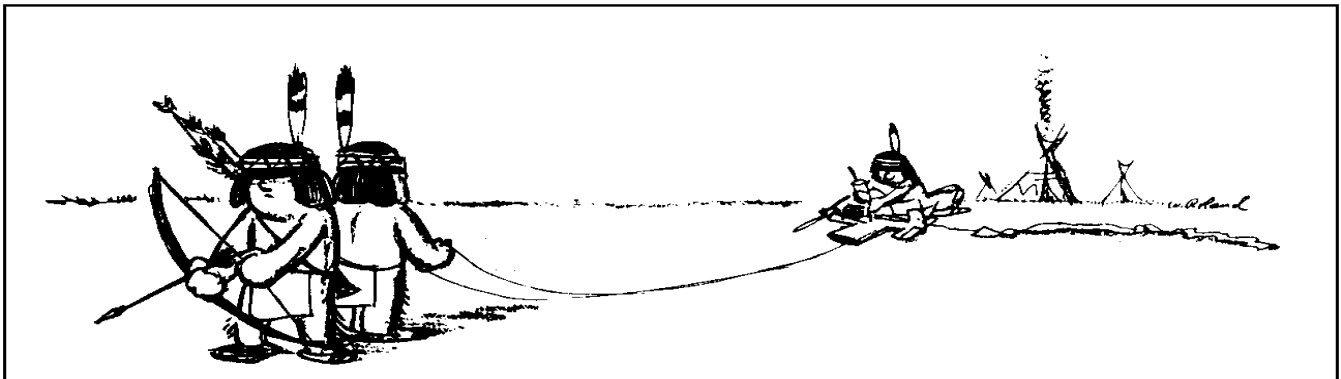
July 5 - John Thompson reports – Saturday's Lucky Hand Fun Fly in Salem was great fun for everyone who attended. Representing the Prop Spinners were Mike Denlis, Floyd Carter, John Thompson, Gene Pape, Robin Mason, Dave LaFever and host Mike Hazel. There were 72 official flights made during the event. See Flying Lines for a full report and photos.

July 13 - Chehalis Cup Contest No. 2 - Gene Pape and Mike Denlis

### Next Club Meeting

We will combine the June & July meetings.

Time and place – 10:30 AM **Sunday, July 21**, at the Wings restaurant in the airport terminal.





**Lucky Hand Fun Fly** Salem, Ore., July 6

## Record turnout for annual summer poker bash

Bill Riegel Model Airpark was the place to be on this beautiful summer day, and Oregon fliers from as far as the Portland and Roseburg areas gathered for a day of flying, flying, flying.

Seventeen fliers signed up for the official chance at prizes, and some flew without entering the poker draw. A total of 72 official flights were made.

### *Flying Lines photos*



Dave LaFever launches Gene Pape



Lineup of some of the planes

As usual, a variety of planes were in the air, with sometimes three circles going at once. Most planes were of the stunt and sport type, but some combat planes were also flown and even a couple of scale birds for good measure.

Participants included Ron Anderson, Craig Bartlett, Pete Benning, Floyd Carter, Mike Denlis, Richard Entwhistle, Mark Hansen, Jim Harper, Mike Hazel, Doug Knoyle, Dave LaFever, Bob Lewis, Jerry Olson, Gene Pape, Dave Shrum, John Thompson, Bruce Tunberg,

See Flying Lines for a full report - <http://flyinglines.org/lucky.13.html>

### **Flying site temporary closure –**

#### **Memo from the Airport Director**

**Subject:** Airport Overflow Parking Lot

This memo is to inform you that the overflow parking lot will be unavailable between June 1, 2013 and October 15, 2013. A repaving project for the short term and long term parking lot is scheduled during this time

period; therefore the overflow lot will be used for public parking and will be unavailable for any other use.

Once this project is complete, the overflow parking lot will be available and you may begin to reserve and use the lot as you normally would.



## Chehalis Cup Contest No. 2 July 13, Chehalis, Wash.

The July contest was to be a tune-up for the Bladder Grabber. Five flyers took advantage to tune their skills. Unfortunately, John Thompson had to work and could not make the contest. Gene Pape brought Mike Denlis with him to help pit.



*Mike Denlis photo*

Gene Pape prepares for an F2D Fast match.

See Flying Lines for a full report - <http://flyinglines.org>

## AN EASY TO BUILD FUSELAGE JIG - Mike Massey

With the significant and painful lack of a flying site, it must be building time. So I would expect to see a lot of new planes when we once again get together to fly. For me, I am working on a scratch built "Green Box" Nobler. The wing and horizontal stab are done and I started the fuse. With the crutch finished and glued into the fuse sides, it is time to merely slip in the formers for perfect fuse shape...time to merely slip in the formers for a ...time to put the troublesome formers in...time...must be time to get a fuselage jig. Better yet, why not look on the forums, steal a concept and just build one.



I saw a picture of a very well done, good looking fuse jig. I truly wish I could remember the person who built it so I could give proper recognition, but alas, I cannot. Anyhow, I copied the concept and put it together but without the really fancy workmanship and detail. But it works well! Here it is if you are thinking about one. It can be done in just a few hours and really inexpensively.

First I used a piece of melamine covered particle board,  $\frac{3}{4}$  x15 x 72. Why those dimensions? Because I already had one. I used melamine particle board because it will not warp and it will lay flat on my work bench. Since my work bench is already flat, I do not have any kind of a warp issue.

I then drew a center line with a permanent marker, which I will redo from time to time. (Why does that not make real sense, having to redraw a "permanent" line?) I then drew a line parallel to that "permanent" line in pencil, one line on each side. First change to consider is making the parallel lines further apart than I did. I made the two parallel lines 4 inches apart. Make them at least 6 inches. You

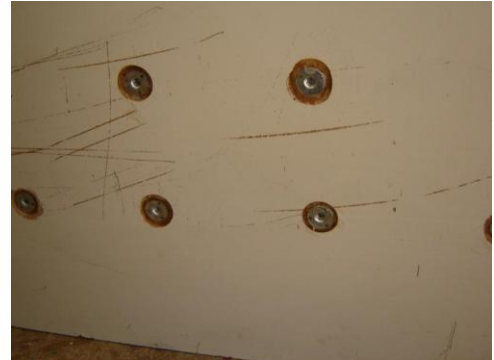




could, if you want, make the start 6 inches apart and then taper them to about 3 inches or so at the other end. Oh, by the way, make the other end about 48 inches or so from where you started. Or in other words, make the lines as long as the longest fuselage you expect to make.

Next thing, I drilled small pilot holes along each of the parallel pencil lines at every location I planned on putting in a blind nut. I put mine in at 5" intervals. That seemed to work out just fine. I turned the board over and used a forstner bit to "counter sink" the flat bottoms of the blind nuts so that they were recessed and would not interfere with the board lying flat. The forstner bit, of course, does not truly counter sink but rather "drills" a flat bottom hole. So I drilled only about 1/8" deep flat bottom holes.

Next I drilled out the center of the hole to accommodate the 1/4" blind nuts that I was using. You could use smaller than 1/4" as there is no real issue with strength of the bolts you use to hold down the wooden blocks. NOTE: Since particle board is not structurally dense, the drill wanders as it makes the cut and does not necessarily follow the pilot hole. You can tell by looking at the picture. I also epoxied my blind nuts in place so the nuts would not fall out as I move the board around and when I store it.



Next I used 1/2" plywood to make the "L" shaped brackets that hold the fuselage in place. I made the vertical piece about 2" wide and 3" tall. I made the horizontal piece about the same, maybe getting closer to 4" on the horizontal piece. I used a band saw to cut a 1/4" wide groove in the horizontal piece. That groove, of course, is used to slide around the bolt, allowing a wide variation in where you place the holding block. I used a brad nailer and white glue to join the two pieces together.



With the 1/4" x 1 (to 1 1/2") screws and flat washers, you have infinite (well almost) flexibility in where you locate the block to the fuselage you are working on.

Generally the screws need to be only finger tight. I suppose if you wanted to get fancy you could spring for some "Wing Head" or "Spade Head" screws. (If you can find them of course. If you cannot find them, and insist on being fancy, you can order them from McMaster-Carr.)

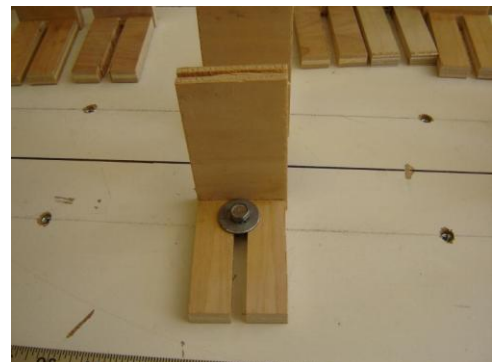
If you need any other slight variation of the 90 degree face of the wooden block, add a little shim under the front or back of the block. That will give you a little angle, other than 90, to accommodate any slight variation from 90 that you need.

So, that's it. Nothing fancy or exotic but it works well. Building time? About 2 hours max. If you don't have a brad nailer or pin nailer, it may take a little longer to make the wooden blocks however. But, why wouldn't you have a brad or pin nailer. After all, they are handier than pockets on a shirt.

If you have any suggestions or questions, let me know.

Mike Massey

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July 2013

«FirstLast»  
«Street»  
«CityStZip»



## Upcoming Model Activities

**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

**Aug 9-10-11** - Bladder Grabber XXXV AMA Fast Combat tournament, Harvey Field, Snohomish, Wash. Friday: High-Performance 1/2-A Combat, double-elimination. Saturday-Sunday: Seven rounds of AMA Fast Combat.

**Aug 10-11** - Dick Scobee Memorial Contest, Auburn Airport, Auburn, Wash.

**Aug 30-Sep 1** - Vancouver, B.C. Combat

Meet for Graffiti Combat and Vintage Diesel Combat.

**Sep 2** - Labor Day Fun Fly, Jim Walker Memorial Control-Line Flying Field, Delta Park, Portland, Ore.

**Sept 7-8** - R.F. Stevenson Memorial Raider Roundup, Auburn Airport, Auburn, Wash.

### Prop Spinner Club officers

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

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