

Prop Spinner Chatter



VOLUME 20 ISSUE 8 AMA Charter # 529 Eugene Prop Spinners <http://flyinglines.org> August 2012

Club News and Other Information

Last Club Meeting

Our last meeting was on July 15. Attending were Mike Denlis, John Thompson, Tom Kopriva, Floyd Carter, Mike Massey, Jim Corbett, Gene Pape and Mike Hazel. Good turnout for the meeting on Sunday, and lots of flying.

Local Flying

Sunday July 15 - John Thompson Reports - We had a good flying session. Gene, Mike H and John got in some combat practice. Mike M, Jim C, Mike D, Tom K and Floyd C. got some stunt flying in. We also met a potential new flier, Peter Wood, who dropped by to watch.

Sunday July 22 - John Thompson Reports – Quite a few fliers there and I think on Friday and Saturday, too.

Saturday July 28 - John Thompson Reports – A good flying session today.

Sunday July 29 - Floyd, Mike M, Jim C flew.

Sunday August 5 - John Thompson Reports – Lots of great flying with nice weather. Jim got one of the mowers going, so we got one circle mowed.

Saturday August 12 – Mike Massey Reports - After watching the wind forecasts Friday night, I decided not to go flying. But...Sat morning came around and here at Cottage Grove, my neighbor's flag hung limp on the pole. I dutifully checked the airport weather site, which is always several hours old, and the wind registered zero. So I

threw things in the truck and headed out to the airport. When I arrived, I simply stood outside the gate and watched the wind sock "tear apart" itself. (Well maybe that is a slight exaggeration.) Tom arrived and we both stood outside the gate and mourned. Sundays got to be better.

Sunday August 13 - Mike Massey Reports - Sunday's forecast was for lower winds. I went to the field and met with Floyd and Tom. Wind was...(not mild). We each got one flight but only out of desperation. I flew last and when I was blown out of the Vertical Eight, I decided it was time to "roll it up." But...I did learn something. Jim showed up just as Tom and I were leaving.

Out of town Flying

Bladder Grabber XXXIV Aug. 10-11-12 - John Thompson Reports – The biggest, fastest, loudest and most ferocious Combat contest in the world took place for the 34th time in Snohomish, Wash. Weather was perfect throughout the weekend, sunny and very light wind.

Prop Spinners were represented by Gene Pape and John Thompson.

See full report on flyinglines.org.

Next Club Meeting

Our August meeting will be combined with the September meeting.

Time and place – 10:00 AM **Sunday, September 16**, at the field. Or at Wings restaurant in the airport terminal if the weather is bad.



Oba St. Clair honored From AMA Museum

Control Line visionary honored

At the conclusion of the Control Line week of competition at the International Aeromodeling Center in Muncie IN, the National Model Aviation Museum hosted a reception honoring the 75th anniversary of the first documented Control Line flight by the legendary Oba St. Clair in 1937. Shirley St. Clair, Oba's daughter, attended and helped unveil the museum's reproduction of Oba's aircraft.



Debut of the Miss Shirley

On July 20, 2012, the reproduction was debuted. See full report at the AMA Museum web site: <http://amablog.modelaircraft.org/amamuseum/2012/07/30/debut-of-the-miss-shirley/>

Bladder Grabber 2012 August 10-11-12 - Snohomish, Wash

John Thompson Reports - The contest run in a seven-round format for the third year. After the seven rounds, the placings were clear and no flyoffs were necessary. Once again, the undisputed Top Gun flier was Jeff Dawson of San Antonio, Texas.

Lee Letchworth of Rodeo, Calif., placed second with a 5-2 record, and two-time BG winner Mel Lyne of Garibaldi Highlands, B.C., was third at with four wins, two losses and one tie Jeff Rein won the Friday preliminary event, the Half-A Grabber, a double-elimination High-Performance 1/2-A Combat contest.



As always in recent years, most of the planes in both events were built by Jeff Dawson, though a few fliers used other designs.

Possibly the best match of the weekend was between John Thompson (left) and Mel Lyne; there were a couple of cuts apiece when John scored a kill just before a head-on midair collision. After the match, the pilots showed their airplanes, each with a bit of streamer snagged in the leading edge. *Gene Pape photo.*

See full report on flyinglines.org



At the Field July 14



Floyd, Tom and Dean



Planes waiting



It needs fuel

At the Field July 15 - Meeting



Meeting starts



Combat pilots ready



Sport flyers getting ready

At the Field July 29



First line up



More planes waiting



It needs testing

At the Field July 31



Flight line



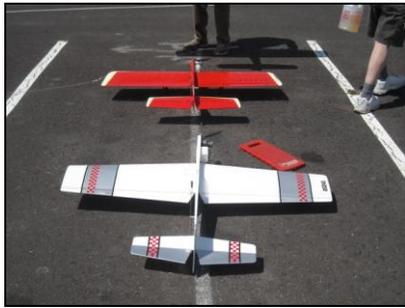
Brian and brother Mike



Keep flipping, it will start



At the Field August 5



Line up



Floyds ready



And flying

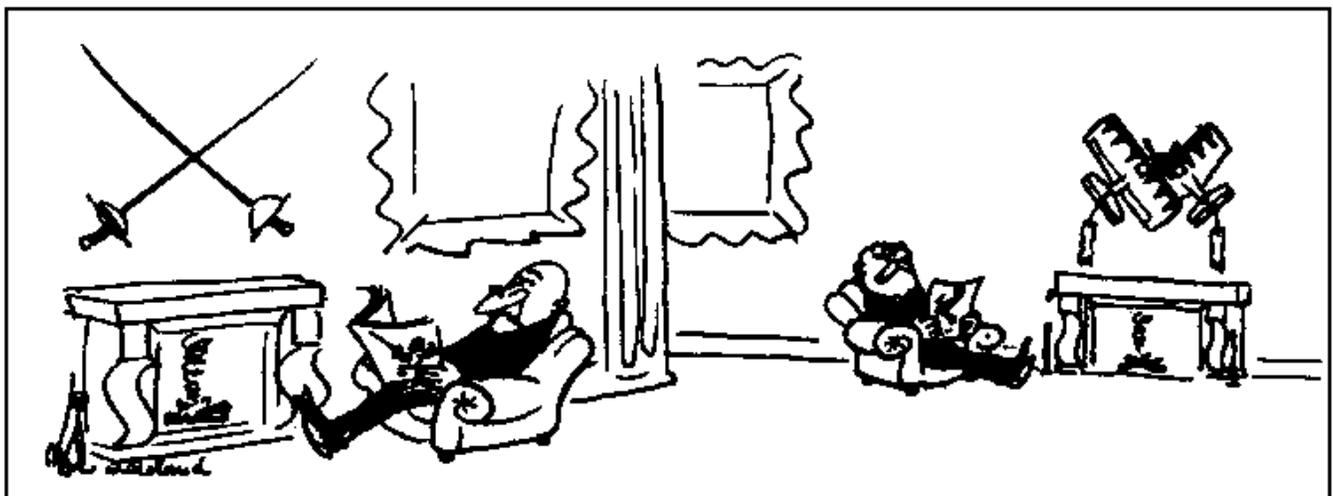
Balanced Plane

When I was at Puyallup a couple of months ago, I had just flown one round and was walking out of the circle. John was carrying my plane and commented that I was still “banging” the corners, meaning I turn the airplane too sharp in corners. That has been an ongoing problem for me. Paul Walker was judging and yelled over his shoulder, “Add some nose weight.” Well far be it from me to ignore advice from Paul so I added ¼ oz. to the nose of my heretofore perfectly balanced plane. All was well...until the above mentioned flight on Sun.

We all know that a nose heavy airplane “slows” the turn so I am sure that is what Paul was recommending to compensate for my “banging” problem. But, in the heavy wind on Sun, making the airplane turn was problematic. We have all experienced an airplane “winding up” in heavy wind and feeling like you can’t make it turn the corners. That is what I was experiencing. But to my surprise, the “outsides” turned much easier. Hence, a very dissimilar turning rate insides to outsides.

Moral of the story, balance it right and learn to fly it. If it does not make equal turns, balance may be one of the factors.

Mike Massey



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August 2012

«FirstLast»
«Street»
«CityStZip»



Upcoming Model Activities

Aug. 18-19 - Dick Scobee Memorial stunt contest, Auburn Airport, Auburn, Wash.

Aug. 24-26 - Prairie Fire Stunt Contest, Namao School Field, corner of Highways 28 and 37, Edmonton, Alberta. Saturday: Four PAMPA classes of Precision Aerobatics and dinner at Coliseum Steak and Pizza. Sunday: Profile Stunt, Classic Stunt.

Sept. 2 - Graffiti Combat, for vintage .35 airplanes and Vintage Diesel Combat, Rice Mill Road model airplane park, Richmond, B.C.

Sept. 9 - Vintage Diesel Combat, location to be announced.

Sept. 8-9 - R.F. Stevenson Memorial contest, Auburn Airport, Auburn, Wash.

Sept. 22 - Northwest Skyraiders fun fly, Auburn Airport, Auburn, Wash.

Sept. 22-23 - Salem Speed & Combat, Bill Riegel Field, Salem, Ore.

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.