

# Prop Spinner Chatter



VOLUME 21 ISSUE 8 AMA Charter # 529 Eugene Prop Spinners <http://flyinglines.org> August 2013

## Club News and Other Information

### Last Club Meeting

Sunday July 21 – At the Wings restaurant – Flying site search discussed, bylaws updated and meeting adjourned.

Jim Corbett, Tom Kopriva, John Thompson and Floyd Carter attended.

### 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.

Mike Massey reports - As you all know, I have been flying with the Roseburg group. Much, much shorter drive for me and a good group of guys. This week we are flying on Fri at 9:30. I am sure any, or all, of you would be welcome if you care to make the drive. For more info etc, Bob Lewis is generally the organizer. His # 541.537.0061.

### Flying site search

July 21 – John Thompson made an inquiry to the Airport folks about the status of the parking / flying site.

We had a good meeting at Wings last Sunday, though it was lightly attended. We approved the by-laws that were updated by

Mike Massey with a few edits. A finished version was distributed to club members.

### Out of town

August 3 – John Thompson reports – We had a good flying session last Saturday at Bill Riegel field in Salem. Prop Spinners Mike Denlis, Mike Hazel, Dave La Fever and Robin Mason and I were there. Weather was nice and we did a lot of sport, stunt and combat flying.

August 10 – John Thompson reports – Gene and I were at the 35th annual Bladder Grabber.

### Out of town event

August 10-11 – John Thompson reports – The 35th running of the most prestigious AMA Fast Combat contest drew 16 entries to Snohomish, Wash., for the traditional weekend of speed, noise and mayhem that in the quest for the most sought-after prize in Combat -- the \$1,000 mug and the honor that very few Combat fliers in the world hold: Bladder Grabber winner.

### Next Club Meeting

Time and place – 10:30 AM **Sunday, August 18**, at the Wings restaurant in the airport terminal.



**Flying site search** John Thompson reports

**July 21** – At our meeting we had extensive discussion of temporary flying site possibilities.

We have two spots under consideration at the Register-Guard property in North Eugene. The best site is a bit rough and would require a work party to get it in shape for flying. The other site is smoother but not in quite as desirable location -- and we're still awaiting word as to whether that site will be available to us.

The trend of the discussion, with no final decision made, was that the best course might be to use equipment we have available to smooth out enough of the rough-but-better-located R-G site for takeoffs, and call that our site until the airport overflow parking lot is available to us again.

Maybe as soon as this weekend, we may be calling a work party.

Stay tuned for information about a work party, soon we hope!

**July 27** - I had hoped to report today that it was time to go flying at the new R-G field. However, not to be.

We had a work party attended by four Prop Spinners. We spent about two hours mowing, removing sticks and rocks and generally getting a really close look at the field we were considering using. At the end, we decided that the field would take too much more work to be smooth enough for landings and takeoffs. So, we decided to abandon the project.

The hunt for a temporary flying site continues.

Many thanks to Jim Corbett, Mike Massey and Gene Pape for participating in the project.

**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.





**Bladder Grabber 2013** Aug. 10-11, Snohomish, Washington



Combat action at the 35th annual Bladder Grabber. *Flying Lines photo*

Bladder Grabber. In the past three years, Jeff Dawson's record at the Grabber is 20 wins and one loss



Jeff Dawson accomplished a historic first at Bladder Grabber XXXV by becoming the first person ever to win the

ultimate U.S. Combat shootout in three consecutive years.

The 35th running of the most prestigious AMA Fast Combat contest drew 16 entries to Snohomish, Wash., for the traditional weekend of speed, noise and mayhem that in the quest for the most sought-after prize in Combat -- the



\$1,000 mug and the honor that very few Combat fliers in the world hold: Bladder Grabber winner.

John Thompson won the Friday preliminary event, High-Performance 1/2-A Combat, with a 7-0 record. The victory carried with it a mug containing \$500.

Weather was good throughout the weekend, with partly sunny skies and very light breeze.



With two planes moving at 110-mph or so, some collisions are inevitable.

Contest Director Jeff Rein ran a smooth, well-organized meet, assisted by Rich Ambler, Buzz Wilson, Don McKay, John Knoppi and several volunteers from among the contestants.

All the top fliers received cash prizes along with plaques, commemorative mugs and trophies.

*Flying Lines and Bruce Hunt photos*

See Flying Lines for a full report - <http://flyinglines.org/BG.2013.html>



**LA46 scratch Green Box Nobler - Mike Massey**

Just wanted to share my first “moment of truth” with my LA46 scratch Green Box Nobler.

I put it together for its first “dry fit” and weigh in. I do have about 7 coats of dope on the fabric (silk) and about 3 coats dope on the rest of the plane. As shown fully assembled,



the plane weighs 45 oz. That will, of course, get more “porky” with the colored finish. That does include 1 oz of lead laying on the tail to balance the plane. As shown, it balances very near the planned CG but slightly nose heavy. I suspect that the added colored dope weight will put a little more weight behind the CG which will help the balance.



The controls are not adjustable but the hatch under the tail is for a weight box. You can see a hole drilled under the tail wheel mount,

between the tail wheel mounting screws. I will put a screw through that hole and through any weight I need to add so it will be bolted down inside that hatch.

I made the landing gear removable. You can see the screw holes in the landing gear mounting cover. You remove those screws,

remove the cover and pull out the landing gear from the landing gear block located under that cover. In another picture I show the way the landing gear is brazed with a



supporting wire tab that you are familiar with in the more conventional landing gear construction. That “prototype” landing gear was replaced with the one you see mounted in the plane. The one mounted in the plane has a much better brazing job than the prototype.



Anyhow, I am just about ready to start the finishing part of the project. Once complete, the second “moment of truth” will happen.

**Feed back and Comments**

Floyd Carter - I liked the Nobler I built. I made the landing gear per plans, but it looked funny with that narrow tread. If I made another, it would have more spread between wheels. I think Mike Denlis has my Nobler. It was flown recently.

Mike Massey - I was thinking the same thing about the narrow landing gear stance. I may make a “spare” landing gear with a wider stance. Nice being able to change the gear for black top/grass etc.





**EVO 60 update** - Mike Massey

With the advent of hot weather and windy conditions, I have changed my setup on the Evo. Just thought I would share it.

My setup was:

- Xoar 12 x 6 or RSM 12 x 5.5
- No fuel pressure
- 2 head shims
- Cool Power 10 nitro and 17 synthetic
- Desired RPM around 8300.
- Obtainable in cooler weather
- 73 oz airplane

I found that in a hot and strong wind, I had to run at about 8500 RPM to get a good flight with sufficient line tension. Since the motor really likes 8200 to 8400 RPM, the 8500+ to get the good speed caused an engine run problem. In a heavy wind, the engine would lean out going into the wind and sometimes would not drop back down. That caused a significant increase in speed, which was too much.

First I tried muffler pressure once again. That fixed the tendency to lean out when going into a strong wind. I now have more than 15 flights with muffler pressure, both windy and not. That is giving me a good steady engine run.

The other thing I did that also contributed to settling the engine down in hot, windy weather was to change the prop to a Xoar 13

x 6. I am now back to about 8300 RPM and running about 5.1 lap speed. The only drawback to the larger prop is "lawn mowing" and RPM. If I get the RPM a little high, say closer to 8400, the plane pulls like a truck and it is hard to keep your "stance" (because of the strong pull) in some of the maneuvers. At about 8300 RPM, however, all is good!

During all of this, I also removed one of the head shims so am back to the one stock shim. Not sure what effect that had in all of this.

In summation, good engine with good engine runs. During the regionals, I flew an Evo 3 times (two different airplanes) and after each flight, someone would ask what kind of engine I was using. They did not ask because of my "amazing" flying skills so they must have liked the engine runs.

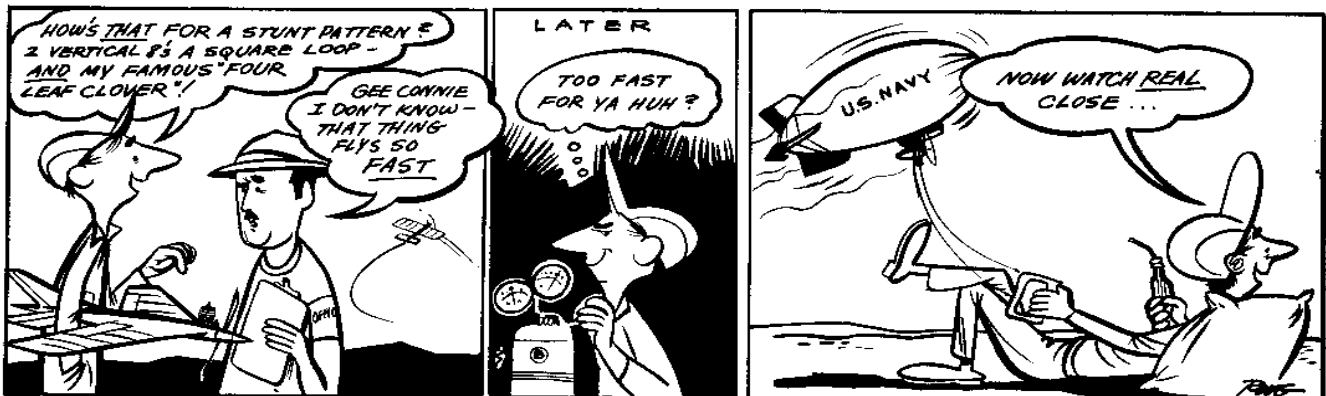
So, new "hot weather" setup:

- Xoar 13 x 6
- Muffler pressure
- One stock head shim
- No change in fuel
- No change in desirable, and now obtainable 8300 RPM
- Airplane has not lost any weight

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August 2013

«FirstLast»  
«Street»  
«CityStZip»



## Upcoming Model Activities

**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, Or.

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

**Sept. 21-22** - Salem Speed & Racing, Bill Riegel Model Airpark, Salem, Or. Saturday: Northwest Sport Race, Northwest Super Sport Race, Northwest Clown Race, Sportsman Clown Race, plus all AMA Speed events, F2A and all Northwest Speed events. Sunday: AMA Speed events, F2A and all Northwest Speed events.

**Oct. 5** Chehalis Cup Contest No. 4 for high-performance 1/2-A Combat, Bill Riegel Model Airpark, Salem, Or., with Fall Follies.

**Oct. 5-6** - Fall Follies, Bill Riegel Model Airpark, Salem, Or. Saturday: Old-Time Stunt, Classic Stunt, Profile Stunt, High-Performance 1/2-A Combat Sunday: Four PAMPA classes of Precision Aerobatics, barbecue.

### **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.