

# Prop Spinner Chatter



VOLUME 21 ISSUE 11 AMA Charter # 529 Eugene Prop Spinners <http://flyinglines.org> November 2013

## Club News and Other Information

### Last Club Meeting

October 20, at the Wings Restaurant - Meeting was called to order at 10:?? AM. PRESENT: Mike Denlis, John Thompson, Jim Corbett, Tom Kopriva, Gene Pape, Gordon Rae, Roger Winz and Jim Mackin.

Discussion of our search for a flying site continued.

### Club Flying

Gene Pape is flying his Electric Clown at one of the local school yards.

### Out of town Flying

Several of our members have been flying at Roseburg and Salem. (See reports of Salem and Roseburg flying.)

### Out of town events

Golden State – Mike Massey reports - Just returned from the Golden State in Madera. I flew Classic and Advanced. In Classic and Advanced, I was well down at the bottom. I did, however, manage to beat my brother in both events. In Classic, even Ted Fancher beat me. Imagine that.

Scores in Classic ranged to the very high 500's to the bottoms about mid to upper 400's.

The Advanced winning score was 516 or 517. I was way down at 475.5. A lot of good flyers obviously.

See news clip of the event.

<http://www.kmph.com/story/23741022/55-model-planes-rip-through-valley-sky>

You will see me launching for my brother in the very final shot. Too bad the camera stopped rolling at that point, Brian had hooked the lines up backwards on his, now ex, Trophy Trainer.

Oh well, it was time for him to retire that anyway.

### Next Club Meeting

Time and place – 10:30 AM **Sunday, November 17**, at the Wings restaurant in the airport terminal. An update on our field status and long-term future is on the agenda.

### Super Glue Tip - Gene Pape report

Super glue has been something I've kept in my pit box for many years for field repairs. The containers from the hobby shop are a bit cumbersome for this use. I found some Duro brand in .1 oz. tubes at various places that typically sell for \$2.99 for 2 tubes that are perfect for this purpose and have been using them for a few years. Yesterday I was in Harbor Freight where I discovered they have the same size tubes of C/A on sale for \$2.99 for 10 tubes. They have a great sale going on this weekend for all kinds of modeling related tools and supplies. Check it out if you're out and about.



**Flying site indefinite closure – September 16, 2013**

**Memo from the Airport Director**

**Subject:** Airport Overflow Parking Lot users

On May 15, 2013, a memo was sent informing you that the overflow parking lot would be unavailable between June 1, 2013 and October 15, 2013.

This memo is to inform you the lot will be restricted to official City/Airport use only until further notice. The airport is entering into an

aggressive construction plan to accommodate our recent growth. This will result in the overflow lot being used for construction equipment as well as passenger parking. The overflow lot is also scheduled to be the location of the new rental car wash and service facility.

I apologize if this causes any hardships. Thank you for your understanding.

**October 20 Meeting - and some electric flying after**



**Roseburg Flying** - Bob Lewis reports

**October 25** - Well yesterday was quite a day at Sunshine Park in Roseburg!

Dave Shrum started off. I was launching his big stunt plane, what is that, Dave, an OS .45 up front? Anyway, he set up on the old wrinkley, David Mitchell, rubber mat and the prop banged the end as it came off. The impact splintered half of one prop blade off and the engine began racing but the plane was just below critical speed to lift off. I yelled at Dave and started chasing the plane with a rag, hoping to stop the engine by throwing the rag into what was left of the spinning prop. After about a quarter of the circle, I caught up and the engine was smoking, screaming, vibrating violently and chewing up part of the nose block which had come off and got sucked in. I threw the rag in twice. Both times it was spit back with no effect. I looked out at Dave and he was slamming his cane on the ground yellowing "Down, down!" So I pictured the crankshaft snapping as I picked up the tail and tilted the nose down into the grass. That did it and the beast was dead! The crankshaft even survived! Then followed one of those silences that strains your ears. Bill Mix and Pete Benning came running up with their mouths open and heads shaking. Dave checked the engine and the specialty muffler was missing the plug out of the front of the tubular expansion chamber. After all but one of us gave up looking for it, Bill Mix found it several feet inside the track of the circle.

**October 30** - Another good (if a little dreary) day at Sunshine Park. For a brief moment there was a tiny patch of blue sky. I ran for the Sun Screen, but the hole closed back up before I could get to the bottle.

This time Gordon Rae (maroon hat in the pixs) and his dad came down from Eugene and flew with us. Gordon flew his Profile Oriental (upright engine) and his OS. 25 LA powered P-51. His stunt pattern looked good

Later I was helping Bill Mix launch. His plane took off in one of those steep climbs that you know is going to mean trouble. I gathered up his battery/Control Panel pack and his starter and ran them out to the pits. I looked up and the plane was coming right at me just over Bills head dragging slack lines behind. I ran back out and grabbed Bill's converted four-drawer chest-of-drawers flight box and headed back to the pits. I could hear the plane just over my head, a fact confirmed by Pete, and slid into home plate. By the time I got collected and looked back the plane was doing fine, making a normal flight. I guess sometime in the middle of all this, as I was running for my life, Bill slipped and fell and was trying to get control sitting down on the grass.

Pete Benning got in some really nice flights with his .15 powered sort-of-junior-Ares, but after all that went before, what should have been really neat came off as boring! Sorry, Pete, you've just got to find a way to follow acts like those!

Me too. I tried out my almost-new Fox BB Schnerle Ported .25. I put it on my Tomahawk II. It was my first time to fly the engine, although David Mitchell had flown it a couple of times on a Veco Brave before I traded him out of it with a NIB OS .25. It ran pretty well and the plane flew great. Dave Shrum tried it out but only suggested about 50 modifications, so that's pretty good for the first time out.

to us, but of course Dad had to score the finer points.

Dave Shrum managed to get the run-away-engine airplane back and in the air and flying very well. By the way, the airplane is a scratch built Roadrunner and the engine is an ST (Supertigre) .46. It is the white airplane in the pixs.



Anyway, it was a good day short on crises but long on some good flights. It was really nice to have Gordon and his dad visit. Hopefully they and any/all of the Prop Spinners will make a habit of it.

Pete Benning was back with his modified (full-bodied) 38 Special blue and yellow biplane. He had the closest thing to an exciting event for the day when his battery plug wire popped off and struck the prop, splintering it. I thought sure it was his finger and expected to see blood all over. Remember the Henry Winery fun fly that time, Pete? It's usually me, but that time Pete got blood all over!



I brought my Larry Kruse modified Tomahawk II and my Goldberg P-40. But this time I have my new Fox .25BB Schnerle on the Tomahawk and my new Enya .20 on the P-40. The Enya flew but needs more break-in time. Somebody said you should run them on the bench for a while first! Who knew? It was the Fox .25 I am getting excited about. It starts and breaks in easily, has vookoo power and a great 2-4 (two clycle-four cycle) break in the engine run. Shrum denies he had 50 suggestions for the plane, but we both agree it needs a bigger tank. The schnerle (I wonder if I am spelling that right?) engine sucks fuel bigtime.





## Salem Flying - Salem Flying – John Thompson reports

**October 11** - There was some pretty good flying this weekend. Gene Pape, Floyd Carter and I had a good session in Salem on Sunday. It was raining early, so we went to the Flight Deck restaurant for coffee and/or breakfast and then back to the field when it cleared up. Weather was fine for a while and we got lots of flights in.

There also were a couple of good sessions in Roseburg with the Umpqua fliers. Bob Lewis has reported on the flying there. If you're not getting Bob's reports, contact him at radarrobert@yahoo.com and ask to get on his mailing list. Looking forward to more trips

one way or the other this fall as we work on getting a flying site back at the Eugene Airport.

**November 13** - Gene and I ventured off to Salem on Saturday morning for a flying session, and ran into WOLF members Dave Denison and Fred Underwood. We had a great time flying with them. It was virtually windless. A very nice flying day.

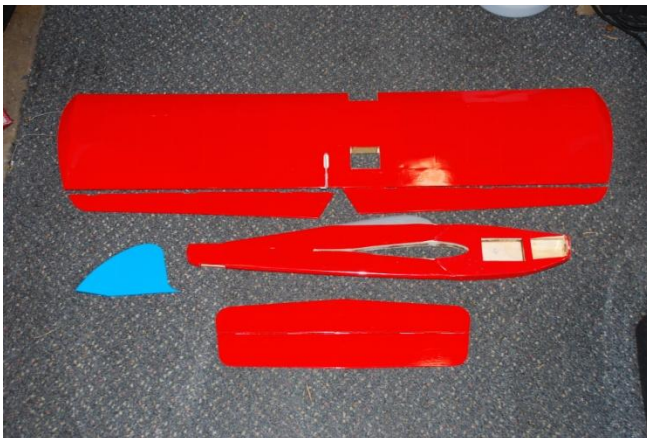
This coming Sunday is Club Meeting Day. We'll meet a Wings at 10:30 as usual. Hopefully we will be able to report on flying site developments, if any. Also, it's time for election of officers. See you there.

## Electric Clown - October 21 - Gene Pape

For some time I have been considering an electric model to take advantage of living within a few blocks of a large, mostly unused, baseball complex. The loss of our flying field at the airport increased the urgency of this.

After having spent the summer driving to Salem to test fly and flying at contests, things finally settled down to the point where I had time to get serious about the project. I spent some time talking with Jim Corbett who has some experience with electric control line

Flying Clown and the Electric Power Package they have for this model. The only things you need to supply to build this model are adhesives of your choice, a 12 volt power source for the battery charger, and three M3 X 8mm screws to mount the electric motor.



models, and he suggested I purchase a package of everything needed from one of the various vendors. I did some surfing on line and decided on the Brodak ARF Electric



Wheels, horns, etc. are all included.

Since I am new to electric powered models, and haven't built a plane with what most of you consider normal hinges in a lot of years, I ran into a few snags. First, the power package I received did not include the timer. The instructions also show a separate switch which also was not included. I called Brodak,



and they referred me to Dennis Adamisin who was happy to tell me what I needed and what I needed to know. Brodak shipped the timer (which has the switch built in) to me by express mail, and I was set to go.

My next problem was trying to install the flap hinges using c/a as recommend in the instructions. The last time I used this type of hinge, I installed them using yellow wood glue, and all went well. For me, I did an excellent job of gluing the hinges solid with the c/a. All else went pretty much according to the instruction books (yes, I did read them).



When John Thompson and I took the plane out to test fly it at the local school, the Clown lived up to it's name. I knew before I flew it that the motor speed could be adjusted. What I didn't know was what I would want to adjust it to. The Clown didn't want to rise out of the tall grass at the local baseball field, so John hand launched it. It took off and flew well enough level, but seemed a bit underpowered. When I tried to do a large inside loop, it started to lose line tension as it neared the top. I started running backwards to keep the lines tight, slipped on the wet grass and fell. I kept my focus on the model and completed the loop, but couldn't get back on my feet and fly the model level at the same time. The result was an abrupt landing which broke my only prop.

I took the Clown home to prepare for it's next outing. I cleaned it off, and patched the hole one of the wheels had put in the wing

during my abrupt landing. I then checked the motor rpm with a tach. I had been lead to believe that 10,000 rpm should be about right. That is what the motor was running as supplied. I adjusted the power pot to 12,100 rpm for the next test. I purchased two new props from Eugene Toy and Hobby. I also had purchased some additional batteries from HobbyKing.com so I could make more than one flight.

The following weekend was the Prop Spinners club meeting. After describing the project at the indoor club meeting, most of the club members came out to see the finished project. We then caravanned to the ball fields that are very near my house for more flying. With the duration timer set for only 2 minutes, John and I both did brief test flights. The Clown was now solidly on the end of the lines and seemed ready to see if it could do the AMA pattern. I adjusted the timer to what I thought would be 5 minutes, and turned John loose. He got up to the overhead eights when the timer announced it was going to shut down. It appears that with a bit of trimming, the Clown will be something I can take to the nearest school yard and practice the pattern with.

If you have been considering building an electric powered control line model, but don't have a clue where to start, I strongly recommend this combination. For me, it is now time to mount an electric motor on a combat plane so I can enjoy the quiet flying.

Thanks to Jim Corbett for the help getting me started, and Jim Mackin for the computer power supply for the battery charger.

Other sources are:

for the kit, power package, and advice.

<http://brodak.com/>

<http://www.hobbyking.com> for batteries

<http://www.rsmdistribution.com/> for general information about electric control line models.



## Electric Motor and Battery calculator - Gene Pape

I have a spreadsheet that allows you to determine electric motor size and battery size for your application by entering the glow engine size and flight duration. All other cells are locked so you can't screw up the formulas.

Here are a couple samples:

Engine size 0.15  
Motor Watts 225

Engine size 0.40  
Motor Watts 600

Battery	Voltage
2S	7.4
3S	11.1
4S	14.8
5S	18.5
6S	22.2

Battery	Voltage
2S	7.4
3S	11.1
4S	14.8
5S	18.5
6S	22.2

Motor Amps = Watts/Volts

2S	30.4
3S	20.3
4S	15.2
5S	12.2
6S	10.1

Motor Amps = Watts/Volts

2S	81.1
3S	54.1
4S	40.5
5S	32.4
6S	27.0

Battery Ma for 6 Minute Flight Time

2S	3647
3S	2431
4S	1824
5S	1459
6S	1216

Battery Ma for 6 Minute Flight Time

2S	9726
3S	6484
4S	4863
5S	3890
6S	3242

## Electric Clown update - October 26 - Gene Pape report

Today was the first time to fly the Clown as I intended. I had a few minutes, so I grabbed the Clown and the U-Reely. I walked to the school, hooked up the lines and battery, pushed the button, and flew.

When the motor quit, I landed, reeled up the lines and walked home. It was perfect.

No assistant needed, no noise, nothing to fuss with, no grease to wipe off, and no need to take a shower the minute I got home. If you just sport fly, or you fly an event that doesn't have engine classes, I strongly encourage you to try an electric. You'll be glad you did.

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November 2013

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«Street»  
«CityStZip»



## Upcoming Model Activities

**Nov. 30** - Northwest Skyriders Winter Swap Meet, Clover Park Technical College Paint Hangar, Puyallup, 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.