

Prop Spinner Chatter



VOLUME 23 ISSUE 12 AMA Charter # 529 Eugene Prop Spinners <http://flyinglines.org> December 2015

Club News and Other Information

Last Club Meeting

November 21st at the Willamette Grill (Airport) restaurant. – attending were Mike Denlis, Jim Corbett, John Thompson, Gene Pape, and Jim Mackin.

Next Club Meeting

Time and place – **10 a.m. Saturday December 19th**, at the Willamette Grill (Airport) restaurant.

Officer elections, and if the weather and time permit can go fly after the meeting.

Dues R Doo!

Treasurer John Thompson Reports - You can send your \$25 annual dues to the treasurer (John Thompson). The mailing address is John Thompson, 2456 Quince St., Eugene, OR 97404. Donations also are welcome from nonmembers, life members, etc.

Flying dates

The lot is unavailable for usage starting November 16th through January 2nd for the holiday season. Only the airport's car rental and parking tenants will be allowed to use the lot during this time.

We are on the Calendar for all 5 Saturdays in January at the airport. The 2nd might be iffy due to the Alamo Bowl. Randi will keep us updated. See you Saturday! Mike D.

Flying site for this winter

President Mike Denlis reports – Well some GOOD news for a change! We have obtained a Special Use Permit from Lane County for

use of Orchard Point Park for 3 years, from November through April.

Meanwhile, each of us will need to have a County parking permit. To obtain yours, call 541-682-2000 and reference Permit No. 15-188785. We have a special rate of \$10.00 for this annual pass that is good for all Lane County parks, and they will mail it to you. Please do this ASAP, there is no day use fee asked by the Club for this site. We will have a combination lock on the gate that will be the same as we use at the Airport.

ORCHARD POINT NOTES, EVERYONE PLEASE TAKE NOTE:

We enter through the locked gate and can park anywhere we want; it is a bit of a walk to the flying area, which is adjacent to the playground to your right after you drive in. There is a daisy chain of padlocks on the gate: One of them is ours and uses the same combination that we use at the airport gate.

We are to keep the gate closed while we are flying and make sure to lock it up when we leave. If a non-modeling car comes into that end of the park, we are asked to chase 'em away. Nobody is allowed in there but us. Even so, you must have a county parking permit, which is available from the county parks department for \$10 a year. To obtain yours, call 541-682-2000 and reference Permit No. 15-188785. Make sure to mention the permit, because ours is a special cheap rate.

Use the cones to mark off the circle because some random people do wander through the park. Jim has spray-painted dots on the grass to mark the centers of the circles. The grass is not too bad for takeoffs, but we



have the rugs to make it even better, which we'll put on the downwind side. They are in the trailer that Jim has been hauling around, and hopefully in the future will be stored at the site (stay tuned on that). Jim also carries a carpet circle for the centers.

One thing that nobody has mentioned formally but we are aware of: There are some frisbee golf matches held at the park in the winter. I don't know how it will affect our usage, but these people have been doing this for some time and we will need to cooperate with them, which may mean canceling a flying session if they are there.

Another thing to bear in mind: There are residences right behind the trees. Nobody has complained yet but we should be mindful and not overdo our noise at least to begin with. We're in a public park, so good "diplomatic" behavior will be advised when dealing with any public or neighbors who might show up. Be friendly, show 'em our stuff, offer to teach 'em to fly, etc.

Any questions?

Local flying

November 29 – John Thompson – Wow. That's all I can say about last Sunday's inaugural session at Orchard Point. Everything went really well. Considering the cold day, we had a good turnout of Prop Spinners for the first day on our new winter flying field. Attending were Jim Corbett, Mike Denlis, Mike Hazel, Tom Kopriva, Gene Pape and me.

Iron Man Jim showed up with a trailer full of support equipment: Cones, mower, a center rug, staples to hold things down, etc. The club had purchased a couple of narrow rugs to roll

out as a takeoff strip, and that worked well -- we're going to get one more to make the strip a little longer. We met Wes, the caretaker, a really nice guy who wants to learn to fly, so we promised him that we'd make a club trainer available. Gene Pape put up the first flight and John, Mike and Mike followed. We got in quite a few flights on electric and engine-powered stunt planes.

Weather was cold but there was no wind and the only problem was the sun in our eyes! It turns out that there is room for two circles -- which means we can mow one while flying on the other. We are going to see if we can get permission to park a small trailer or our mower shed on site for the winter so we can keep our gear there. We're looking for a trailer. More on that later.

Plans for the rest of the winter are to fly at the airport when it's available and at Orchard Point when it's not. Sessions at the airport will be scheduled in advance and have the usual \$5 flying fee. Orchard Point allows more flexibility -- WE can fly there whenever we want -- and there is no fee. So, IF a scheduled Saturday session at the airport doesn't work out, we can jump to Orchard on Sunday. Watch your e-mail for updates. Remember, the airport is unavailable to us until January.

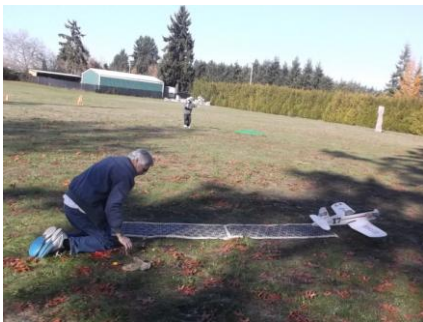
Mike Denlis reports - Mike D, Jim C. John T, Mike H, Gene P, Tom K. attended

Gene made the maiden flight at Orchard Point. John, Mike D, Mike H also make flights. Tom and Jim observed. 28 degrees and a light wind

December 6 - John Thompson reports - We had a pretty good flying session. Gene, Jim and I all got some flights in. Wind came up by about noon.



Flying at Orchard Point - November 29



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FAA DRONE RULES

December 15 - The FAA has announced that all model airplanes, including CL, must be registered with the FAA. There is a \$5 fee, which will be refunded for people who register by Jan. 20. When you register, you get a number which you have to put on your airplanes. One registration covers all your planes.

Here are details. http://www.faa.gov/news/press_releases/news_story.cfm?newsId=19856

December 17 - FAA Rule affecting Model aviation.- some updated info.

The AMA Executive Council met last night and gave us some direction. Note that there have been some changes on what AMA's position is and how it effects our members.

1 The AMA has been assured by FAA that registration only applies to RC aircraft. Traditional CL aircraft are exempt. **However**, if you use RC in any of your CL aircraft (some do) then you would have to register.

2. AMA is now recommending that AMA members hold off on registration while AMA pursues legal action. AMA will be putting out another e-mail concerning this later today or tomorrow with more details on how this position came about.

So, the bottom line here is that this situation is fluid and there are almost daily changes. Please, PLEASE make sure you are getting the latest e-mails from AMA and check the website DAILY to make sure you have all the current info.

Gordon Rea report

Hello Prop Spinners,

I have been away from the flying fields for a while. Life has been busy with moving and settling in, long hours at work and family activities. I am looking forward to checking out the Orchard Point site. Thank you, Mike, for your work for securing this alternative site. And thank you, John, for keeping the communications and encouragement going for the club.

Though I have not been flying, I am finding short snatches of time to do a little building. I am continuing on the Vector project that my father began. The wing is now ready to receive the controls.

This controls next step led me to ponder the idea of an adjustable control assembly that I had heard of. Attached is a description of the thinking I went through as I began flying the Shark and pondering what the Vector project will receive regarding the controls. Attached, also, are pictures of what I decided to fabricate for the Vector controls.



I look forward to seeing you at one of the upcoming flying sessions.

Gordon Rea



Cox PT-19 - Gene Pape



I thought you guys might be interested in this. Someone went to a lot of trouble to copy the Cox PT-19 using coroplast as the main construction material.

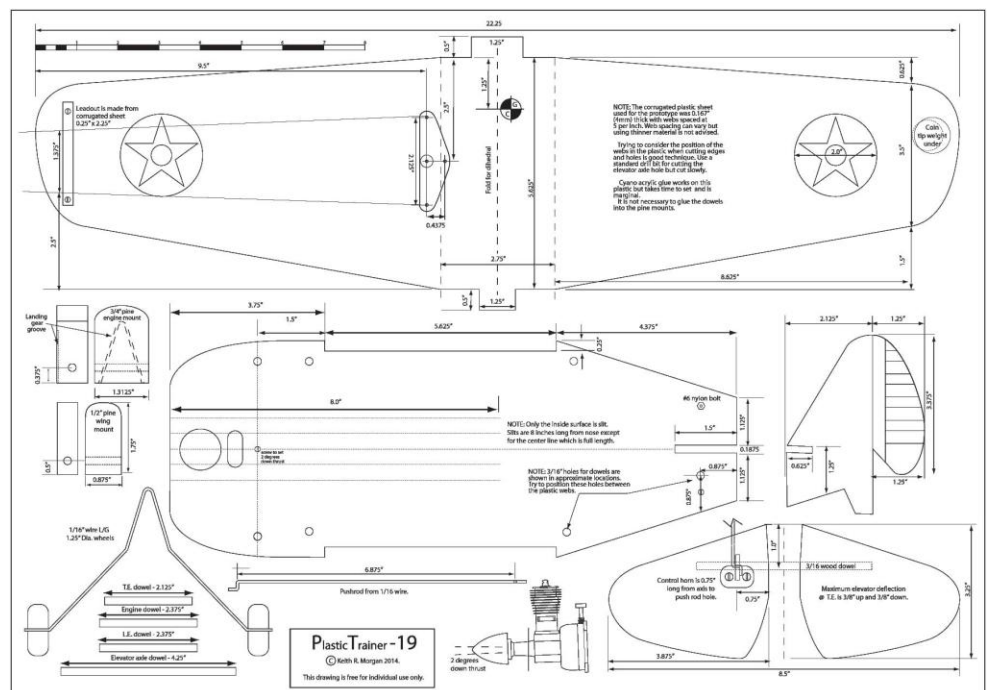
This is a link to the discussion:

<http://stunthanger.com/smf/12-a-building/cox-pt-19-replica-build-flight-video/>

The construction starts at reply #17. If you're not a member of the stunthanger forum, you will need to join before the link will work.

You can join at: <http://stunthanger.com/>

Gene



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December 2015

«FirstLast»
«Street»
«CityStZip»



Upcoming Model Activities

Jan. 1, 2016 - Oregon Flying Fun No. 1, first installment of four-part Oregon Flying Fun series, East Delta Park, Portland, Ore. Any plane, any kind of flying, no entry fee, 10 a.m. to 3 p.m.; win prizes in "flying raffle." Sponsored by Northwest Fireballs.

Polar Bear Fun Fly, sponsored by Vancouver Gas Model Club, Rice Mill Road Park, Richmond, B.C.

Jan. 29-30 - North West Model Hobby Expo, Evergreen Fairgrounds, Monroe, Wash.

Feb. 6 - Oregon Flying Fun No. 2, Sunshine Park, Roseburg, Ore. Second in Oregon winter fun-fly series. Any plane, any kind of flying, no entry fee, 10 a.m. to 3 p.m.

Prop Spinner Club officers

Mike Denlis, President
Jim Corbett, VP, Secretary
John Thompson, Treasurer
Gene Pape, Safety Officer
Jim Corbett, Newsletter Editor

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