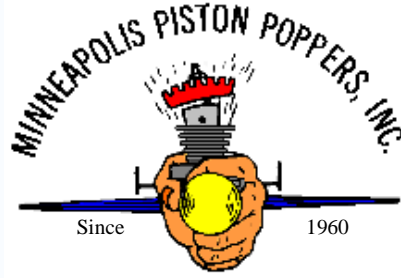


Prop



Wash

April 2015

Prop Wash is a publication of the Piston Poppers Inc., an AMA U-control club

President: Tony Kubes	763-424-1045	Vice President: Keith Sandberg	763-477-9032
Secretary: Jim Gevay	763-780-8140	Treasurer: John Christensen	651-489-1735
Board Member: Keith Sandberg	763-477-9032	Editor: Sean Shug Emery	651-894-4079
Safety Officer: Glen Peterson	651-687-0453	Field Marshal:	

Any articles for the newsletter are greatly appreciated and will be published as soon as possible. Send to

seanemery2@mac.com

Club web address is www.pistonpoppers.com

Get out and fly as the field officially shuts down April 30.

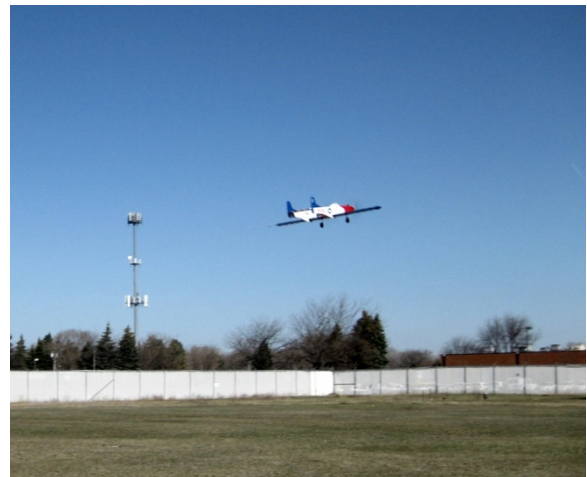
Not sure what the status is on a new flying site.

Thanks to all that contributed to the newsletter this month.

Waning Days

It was fly time during the waning days of the flying field. A few of us were out the winds were up and so were some flights.

Before the carnage took place Tom Sontag put up the twin mustang powered by electrics as you can see it looks great on the ground and in the air.



Though it didn't make it through the second flight Tom was not discouraged and plans to have it repaired.



Shuggy had a maiden flight with his new Sig Primary Force ARF he reported as this was the easiest and quickest ARF he has built. Flying report

was WHOOO BUDDY what a plane, super light and turns on a dime.

Well that's all folks; hope to see you all before the field goes the way of the bulldozer the days are getting short.

Bob Cheney

Old CL Gear

Got a call from an old control-line flier who is wanting to unload his equipment. Old kits, partially built planes Nobler, Ringmaster etc. I invited him to our meeting with his stuff so there could be purchases to be made. Please get the word out.

Thanks,
Bob

Feeling the Pull

My son, Grant, and I walked the flight line at Blaine Discover Aviation Days toward the flight circle of the Piston Poppers. Along the way we enjoyed a long look at an L4 Grasshopper in its forest green high wing splendor. The pilots of the Piston Popper flew their birds in an incredible show, looping, stunting and amazing the crowds. As we walked back past that L4, the combination of control line flying and that L4 came together like a thunderclap.

There was a pull!

Perhaps it was the much smaller Cox L4 Grasshopper that my older brother, David, flew when we were kids. Perhaps it was my Testors P-51 Mustang, with its silvery body. Perhaps it was simply the joy of childhood and the memory of control line flying in the street in front of our house. I don't know, but the pull found me once again. You might thank my parents for my attraction to

flying. I was in kindergarten or so when they came home with a few Guillows gliders and wind-up planes. You know the ones, simple balsa airplanes in a plastic wrapper. The image on the wrapper of the glider looked like a jet, and the wind-up plane looked like my uncle Elmer's high wing, cloth covered airplane. I recall a sunny summer day, winding up that high wing airplane and letting it take off and fly! The flight was short, but it was magical.

My brother, Dave, eventually bought a Cox L4 Grasshopper at Ben Franklin, along with fuel, battery and a glow clip. I spent my worm-selling money on a shiny Testors Mustang; it looked awesome. We happily spent a significant amount of time hunched over one plane or the other, with the smell of mis-squirted nitro fuel and hot summer tar in our nostrils. The battery was the size of a pop can, and the scream of an 049 was like music.

We let go the L4 (or Mustang) on one side of the street, and hoped it would clear the curb on the pilot's side. Once airborne, we forgot looping, and were thrilled simply to have got it running, off the ground, zooming up and down, and landing. To my recollection, the L4 flew better than the Testors, and started better too. For some reason that beautiful silvery Testors airframe was solid, but too heavy to do more than very flat circles.

Regardless, our flying circle was hot, thrilling, smelly and terribly fun for our young lives.

Four decades later, seeing the Piston Poppers fly their airplanes, and seeing that L4, brought it all back. I thought it would be fun to find an L4 for my brother, and located one on eBay, to surprise my brother. Of course, one thing leads to another.

Through it all, I realize that there is something about the pull of an airplane that is different than anything else I ever have experienced. I FEEL the airplane, its twitches, grunts, and flutters. I FEEL it burp and struggle, and I FEEL its rush to power when it pulls into the maneuver, and I feel its gentle glide to terra ferma.

I feel the pull.

Tom Sontag





Happy Spring fellow Piston Poppers!

Like all the rest of you I've had my fingers crossed in hopes that our field issue somehow works out for the best and we actually have a place to fly this upcoming season. It's really been eating at me ever since the official notification of April 30th came to be known. We all knew it was coming at some point, but it seems we were still largely unprepared as a group. For me it's also been very frustrating to live 100 miles south of the area, this makes it next to impossible for me to give much real help with the search for a new site. From here about all I can really do is hope that all of you up there are scouring every area you can possibly think of for potential options, and are letting them be known to our "powers that be". I thank those of you who are making a diligent effort in this direction, I'm also counting on it.

On a completely different note one of the things I really like about the Control Line hobby, especially in the Stunt category, is the pure quality and condition of many of the models that you see. How many times have you spotted a model on a flight line somewhere and thought to yourself man, that thing is *NICE!* In a lot of cases there is some real pride in ownership and craftsmanship, and rightfully so. There's something that goes on though that I've always noticed at every flying session and/or contest. Not just at our field, but everywhere, including the R/C fields. It's very easy to oversee, something that you never really hear being discussed, and something that many modelers do without even being aware of it. Being one who takes pride in the latest creation I actually

find it painful to watch at times. What I'm talking about is the general handling and care of our models, specifically, the poor handling and heavy-handedness that too often occurs.

Many modelers spend an enormous amount of time building and finishing a new model, and many don't. Either way, the appearance and condition of your favorite flying machine is something that can easily be made to last with proper care. This goes for any model, whether it be one that took hundreds of hours to build or the latest ARF that you put together in just a few evenings. Our models are relatively fragile items and deserve to be handled as such. About 98% of any damage that occurs to them is a result of sloppy handling, care and maintenance. The other 2% is usually a result of a rapid vertical descent from flight.

Now, with all of that in mind, stop and ask yourself a few things. Are you "that guy" who bangs his model into six different things every time you take it in and out of your vehicle or house? Do you then stomp over to the flight line and drop your model onto the ground just any old place or do you carefully pick a spot and then bend over to set it down? Do you bang your model around while working on it, or do you carefully handle it and support it while doing so? (Here's an idea, how about taking an extra moment and first laying out a towel or blanket to place it on?) At the field, do you stumble around and clunk your size 12's into your model while performing various tasks? Do you take that extra few minutes at the end of a flying session, or first thing when you get home, to give you model a thorough cleaning? Do you ever look at your model and wonder why it looks like it's been through...well, you get my point.

Almost all of these issues can be avoided by simply slowing down just a bit, thinking, and being conscious of what you're doing. Maybe you think you don't care, but why not? Is it because your model already looks like it's been run through the wringer? If that's the case, how did it get that way? It's not that difficult, take some pride in your hobby and your models no matter what they are, and help make them last for many more days or even years at the field. Next time and *every* time, before you just bang your model around getting it in or out of the car or basement get a nice hold of it, look around

and take note of obstructions, and then *carefully* and *slowly* make the move. All of these thoughts apply to your support equipment too, it's just as important. If you're one of "those guys" try to correct these practices and you'll be able to proudly walk up to the flight line with your pride and joy and others will stand and gaze with admiration, or something like that. :)

Happy Modeling,
Wayne Willey

Site Search

I know we were all busy looking for possible flying sites. As we search some things have come to mind.

In the past (*before we flew at the Hennepin Technical College*) I had talked to a couple parks and recreations departments in Brooklyn Park, Brooklyn Center and New Hope they all asked the same question. What will your group do for our community if we approved a site for you?

Most cities have community papers which list highlights of their city and activities that their residents can take part in (*youth activities are big*). So when the question comes up what will we do what will we offer?

A Control Line Clinic

Kids Contest as we did in the past

Training day

Monetary donation

Sean has already offered a show performance.

Have you any ideas bring them to the meeting, help us put together a package we can deliver to potential site owners or property managers. Be willing to participate to make our club special.

Bob Cheney

FIRST FLIGHTS

Big Orange Augers In

Saturday April 11th dawned a perfect spring flying day, with a light breeze and sunshine. It was a very nice flying day early on at the circle, and we enjoyed the first flights of Sean's Sig Primary Force, and Tom's Twin Mustang and Big Orange Rehab (not sure of the model name of Big Orange, but probably built in the 60's or 70's).

It turned out to be the first, then second and last flight of Big Orange.

She took off nicely, flying with a slight nose-down pitch, little ability to pitch up and twitchy the other way. She also wobbled with the wind, rolling in and out with each gust. Nevertheless I flew her inverted and Big Orange had good pull. The SuperTigre faded due to a loose needle valve, but she glided to the ground without much trouble.

We took a close look after the first flight, and saw that the flaps moved much more than the elevator, and both were not quite trimmed the same, perhaps the reason for the nose-down flying. Bob Chaney and John Christianson helped me clean up the lines, needle valve tightness, and we put in a new glow plug. After that the SuperTigre C35 ran smooth and powerful, and the control handle lined up better on neutral.

On the second flight she ran around a few laps high and low, and felt good in level flight, if a little slow, and had the same pitching issue and nose-down attitude. Still, gaining some confidence and having a misplaced hope for the best, I pulled her up to make a simple loop.



Either due to pilot error or the lack of Big Orange's ability to pitch up, she went high and wouldn't come over the top of the loop. Instead she slowed and slid vertically downwards, towards me.

The lines went slack and that screaming SuperTigre found a target in the grass and barreled towards it. As the motor augered in, the orange fuselage burst into tinder from the motor section all the way to the rear of the main wing, and fractured all the way back to the tail. The mid-wing section blew apart, but spared the outer 11 ribs, with barely a scratch on the yellow MonoKote.

Disintegration. Silence. Rubble. Intact wing sections.

The lessons I take from this experience are multiple: that SuperTigre c35 is a heck of a motor, good fuel and line trim are essential (thanks Bob and John), don't make the airplane do what it is not trimmed to do, and make sure the action of the flaps and elevator are correct and balanced before doing much more than level flight.

I feel bad for wrecking that 1960's work of art, but am looking forward to mounting its engine on a new airplane (maybe my first ARF kit). Bob suggested with a smile that the wings would be good for a somewhat smaller profile airplane. Hmm, I like that idea; it would be an ARFBNQ kit (Almost Ready to Fly But Not Quite).

Perhaps an appropriate name for the new airplane would be "Barney" (Rubble that is!).

Fly-on, friends!
Tom Sontag



Contest Give-Away

I'll give a Globee tachometer to the first club member who contacts you naming the year, location, model and pilot of the model shown in this crash photo.

Anonymous Member

Contact Sean Emery with answer



FLY TIME

Just a few of us were out the other evening when the temperatures were in the 70's. What a great night for flying

New Guy Tom Sontag was there with his nephew I had my trainer plane with me and his nephew got a few flights in. Tom put up his reclaimed Cosmic Wind without much trouble.

I on the other hand had lots of trouble as my Shark 402 didn't survive the trimming. Oh well it wasn't the first won't be the last.

Now John did have a lot of success he was flying his Sig Magnum, his comments were gosh I forgot how nice that fly's. I only got a couple of pictures of John's concentration in his overhead and flyby.

Bob



John Christensen's Cardinal after wing folded



Bob Cheney's Primary Force



Bob's Primary force in flight



Rachel Sandberg and Keith



Minneapolis Piston Poppers, Inc.
c/o Sean Shug Emery
302 S. McCarrons Blvd
Roseville, MN 55113



MEETING NOTICE: April 30– Anoka County Airport at 7:30 PM

The Piston Poppers Club meetings are held on the last Thursday of each month at the Anoka Co. Airport in Blaine, MN. Enter the airport road from the automatic gates on the West side, turn right and go south past the airport beacon to the 2 hangar. It's the Blue hangar between Thunderbolt Aviation and the Golden Wings Museum, next to the road. Meetings start at 7:30 PM. Visitors are always welcome.

