

# Prop



# Wash

February 2017

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

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Any articles for the newsletter are greatly appreciated and will be published as soon as possible. Send to [seanemery2@mac.com](mailto:seanemery2@mac.com)

Club web address is [www.pistonpoppers.com](http://www.pistonpoppers.com)

## January Meeting

**Old Business:** Tony reminded everyone that club dues are due. He also wanted to thank everyone who came out to the Frozen Fun Fly, but especially Bob Cheney and Jeff Lange for all their work. The weather was mild and everyone had a good time, and we only had one crash. Next month, at the February meeting is the swap meet, bring everything you have to sell.

**New Business:** Bob Cheney wants to change the days of the building sessions to Saturdays because of scheduling conflicts with the kids and others.

**Both the February and March building sessions are now on Saturday the 18<sup>th</sup> at 9am.**

We had a visitor, Tim, he used to fly C/L but fly's mostly RC now. He still has a few planes like a Lil Wizard, Flight Streak, a Nobler and a Buster.

**Show and Tell:** Tom Sontag showed us his Brodak Bf-109 kit, with a FP 40 on it.

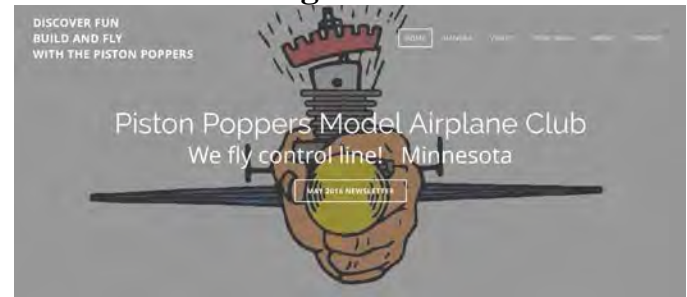
Jim Gevay

## New Piston Poppers Website

Check it out. Thanks to Tom and Carey.

<http://www.pistonpoppers.com>

**Click on Photo to go to the website**



## Videos by Sean Emery

**Reverse Wingovers, Triangles, Square 8s and Hourglass Practice**

<https://youtu.be/llZsCahZiYk>

**RSM P-51-D Electric Control Line Plane Flight**

[https://youtu.be/\\_VpsHOqQRug](https://youtu.be/_VpsHOqQRug)

**Control Line Frozen Lake Flying**

<https://youtu.be/9Z93Rh3ZzP8>

## The 2017 Discover Aviation Days fly-in at the Anoka County airport is postponed until 2018, because of conflicts with the Duluth air show on the same weekend.

Here is the web site if you care to look.  
<http://www.discoveraviationdays.org/>

### Build: Brodak ME-109

WW2 fighters have swooped around in my head since youth. The shining Mustang, blue Corsair, toothy Warhawk, white Zero, and sleek Spitfire were among them. The Messerschmitt BF-109, with its narrow flat top canopy and striking decals, was there too, tangling with several of the others.

As a child, Cox and Testors adorned the store shelves with most of these great airplanes. Two from Testors made it to my flying circle in the street, tantalizing me with their scale appearance.

Recently fanning my infatuation with warbirds are a couple of friends. One friend is from church, Norman Schumacher, who flew the Corsair in the battle of Okinawa. Mr. Schumacher said the Corsair was a dream to fly; and that its big radial engine was incredibly powerful and could pull you out of many tight spots. He also said the carrier looked like a postage stamp from the air.



After the war, Mr. Schumacher became a husband, father, and man loved by all who meet him. It was a

pleasure and an honor to repair and repaint the Wisconsin Corsair last year, often thinking of Norman. Work culminated in a reasonable rookie rendition of a Marine Corsair from the Pappy Boyington days.

A second influence is Carl Evers, the father of my high school friend Tom. Like Mr. Schumacher, Mr. Evers is a good man who lights up when recalling his airplane, a fighter he piloted for his country at the end of the war. In Mr. Evers' case, our country was not to become his home until after the war. Mr. Evers became a husband, teacher, beloved father, and friend to many. He raised his family in Duluth, then Marshall (my home town).

Of one thing there is no doubt; both Mr. Schumacher and Mr. Evers love this country.

When I mentioned my desire to build a Messerschmitt, Bob said he just happen to have a Brodak ME-109 Warbird kit. It was good news and last fall the winter build began.



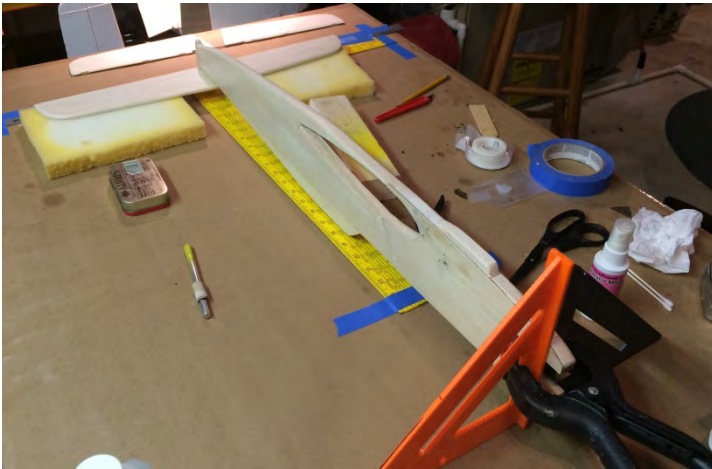
As per my extensive need to develop sound building techniques, I read and followed the instructions closely. I can't say enough about the quality of the Brodak kits. Ribs were well cut (and pre-LASER!), wood was straight, and everything fit nicely with little sanding. Nearly all parts were included. The instructions were clearly written, and they detailed every step. John Brodak and his team print great instructions and produce an excellent kit.

Partly because of the quality of the kit, and partly with the help I received, the construction didn't take all that long. It probably took me less time to follow the instructions to completion, than it did to take my few diversions from design.

I bucked the pattern only rarely. On one occasion, I reinforced the fuselage where the landing gear bolts

to the fuselage. I cut a square hole between the doublers, angled it along the land gear mounts, and then epoxied in a piece of 1/2 x 1/2 hard wood. Didn't add much weight, but I think it made the assembly more sturdy.

On another occasion, I reinforced the fuselage from beam to tail with a 1/2 inch wide carbon ribbon, along the force line. I sanded a groove to make it fit, glued on the doublers, then planked the sides from the doublers to the tail with 1/8 balsa sheeting. I think it stiffens the fuselage, and the sheeting eliminates the transition from doubler to fuselage on the outer side, and it didn't seem to add much weight.



I pestered multiple club members multiple times about techniques and tips. True to form, club members helped out as much as they could. Here, John is helping me to understand how to put the wing on straight.



Jeff and Bob came over to show me how to wrap the lead outs. Man oh live! Jeff was instructive,

sure, fast, and precise. It was an eye opener, and saved me hours of fumbling. Meanwhile, Bob added tips, insight and encouragement, then chatted with my practice granddaughter (grandniece Teagan, who is four and wants to learn how to fly airplanes with the Piston Poppers).



John, Keith, Jim and Jim all helped with various aspects of building, trimming and finishing the airplane. From hinges to added rib bays, and from covering to trimming, they helped, and I appreciate the experience they shared.

It never fails to amaze me the hundreds of little parts, steps, details, tricks, and techniques necessary to build one of these airplanes. They start as a box of wooden parts, plastic shapes, metal rods, and an engine. They come together as a flying machine that can perform maneuvers well beyond the ability of this author.

Choosing a final painted look was very difficult. The ME-109 spanned 6 years or so of wartime production. It came in a dizzying array of configurations, models, paint schemes, insignia, and nose art. Part of the constraint was that I needed something that could be painted in the well vented redneck paint booth, or applied without paint in the basement micro shop.





Jim Gevay was very helpful in sharing his thoughts and amazing historical knowledge. You might say he rescued me from decal and art burnout. Mr. Evers' described his plane as being painted with mostly gray, with a dark green upper fuselage, and without camouflage. I settled on a simple paint scheme and limited decals. More can be added if the urge strikes me.

Well, here she is, perhaps in final form. She still lacks a White 3, or a White 7, or a Black Arrow. Neither is she emblazoned with a heart and the German word for "New Baby in the House" (White 3 art). She sports just a simple green topped gray with crosses, and the Brodak decal. Keith tells me the Brodak warbird series fly great. I await the spring warmup, low winds, and shoots of green grass on a flat field.

Tom Sontag

**Sure would like to get some articles from other club members. Thank you to Tom and Bob for their regular contributions. Were it not for them this would not be a very interesting newsletter.**

## Flying Days

1/26/2017

Meeting night and the few of us that participated were there to introduce ourselves to an active R/C modeler who still has his control-line roots firmly imbedded in his memory.

Though he flies R/C he will join us this year with a Nobler and a Little Wizard from days past. His name is Tim Wirtz say hello when you meet him. He plans to come back to another meeting plus our building sessions. I do believe he will join us for some flying this year.

Our show and tell for tonight came from the Micro shop of Tom Sontag. The project he brought tonight was his Brodak ME-109 he told us of some of the changes he made and described the making of the exhaust ports, which truly makes it look right. He is into the detailing and finishing stages the hooking up of controls and getting it ready for those first flights. This hopefully is just around the corner.

Some pictures of the ME-109 check out the exhaust ports then ask Tom how he did them very interesting.



Scratched built exhaust ports



So what are the rest of us doing share them here or bring them to the meeting for all to see.

2/18/17

Today was the day we changed to do our 2<sup>nd</sup> building session hopefully to gain some new faces. Didn't work still the same guys working there projects or getting ideas and help from the more experienced members of our group. We do have a very talented bunch that is only too happy to help.

John was there helping Tony with crash repairs while Keith was showing a teaching moment on hinges using Spider wire fish line. Dave and I were watching and learning Glen and Jim were there to offer advice and share stories. Wayne was working on the P-38 plane and also had the 1/2 A Zero with him.

Keith's friend and fellow modeler Scott was taking an interest in the building process, I hope to see him join us at the flying field this year.

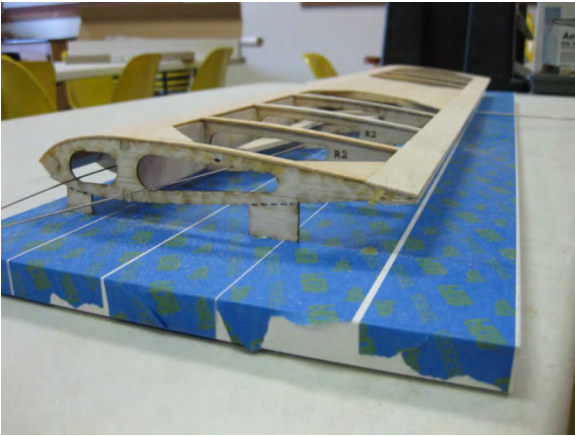
I know this is the middle of February and there is suppose to be cold and snow covering the ground but it is pretty hard to do with temp's in the mid 60's sunshine and no wind. Must be the reasons that Tom and Shug along with Ted felt the urge to feel the airplane tug on their arms begging to them fly.

A last thought our club swap sale is at this month's meeting, bring all that stuff you don't want to sell to people like me, that don't need it in the first place but will probably think we can't live without it.

I have also heard that this year's field use will be discussed you know the rules and regulations some important changes.

Bob Cheney





**Challenger wing jugged and glued by Rachel**



**P-38**



**Scott and Keith tying hinges**



**1/2 A Zero**



**Crash repairs**



**Tom, Ted and Shug**





**Shug and the Privateer**



## **February 19, 2017 Flight Report**

Sean and Tom ventured to a Fridley ball field on Saturday February 18. It was a perfect day to fly. The ground was a bit mushy, but that was nothing a knee pad couldn't overcome. Bob and Ted (Tom's nephew) joined them later.

Sean put up his P-51, an airplane he acquired from Keith at last year's swap meet. He grows more comfortable and knowledgeable with his new plane on each flight, and is tweaking it to his liking. Then he put up the P-40 electric ARF and the Privateer.

Tom focused on the Super Twister and the advanced pattern, hoping to compete at the intermediate level in Iowa. Before flying, he increased the line length from 60 to 63 feet to slow the laps and give the airplane more room to maneuver. It was successful, bringing lap times up to nearly 5 seconds.

Windy U talks about the effects of Dead Air on flight stability. We experienced some of that when the wind dropped to zero and/or variable, but it went away again when the light breeze returned. Who would have thought we'd have such a nice day to fly in February. We are hoping for many more.  
Tom Sontag

### **Sean's Stunt Practice**

Been able to get down on the frozen lake in front of my home and get a jump on practice for the upcoming Stunt season.

Wearing Kahtoola ice spikes on my boots for footing.

Decided today to work on a few maneuvers that I feel could use a lot of work. I have been reading up on these stunts, mainly in the [\*Online Judging Clinic\*](#) on Stunt Hanger Control Line Forum.

Last night I read up on the Hourglass and it gave me a ton of insight.

*From Ted Fancher on Stunt Hanger*

*I believe the single most valuable "tattle tale" for the judge when judging an hourglass is the failure by the pilot to make the top leg parallel to and directly above the bottom leg. If those two items are well done the rest of the maneuver becomes a matter of taste, corners and the dreaded pull out. As soon as the top leg is tilted and/or other than directly above the base leg the whole thing is distorted and can only be salvaged ... it can never be considered a very good or excellent (and seldom even a mere "Good") maneuver.*

*As several have noted, probably the majority of fliers overturn the first corner and the resulting maneuver is too flat (and usually distorted with respect to the above "parallel and directly above" criteria. A pilot is well advised to think of making the maneuver much more upright than they might at first believe it should be. This is because most pilots fly the triangles too "flat" and think they should start the hourglass by copying their triangle entry.*

*Big mistake!*

So I went down to try and make them skinnier and to come back further over my head, like a wingover. Same with Triangles. Always took this maneuver for granted but always hate how it looks on video. Square 8s are always a challenge but I watched a couple of video clips that Derek Barry filmed of Orestes Hernandez doing some stunts and I saw how he keeps his arm out in front and uses the handle to fly. I, like many others tend to jerk my arm all over the place and today whilst flying was trying to stay focused on arm, fly with handle (not arm jerks), smoother full arm drawing of maneuvers, coming back to center of chest (saw Chris Rudd doing this). Wow.....a lot to think about while flying. Can't get any better if not flying so just logging some time, reviewing video and judging myself. Always always always work to do in Stunt flying.

I love that about Stunt!

Sean Shug Emery





**MEETING NOTICE: February 23 – 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.

