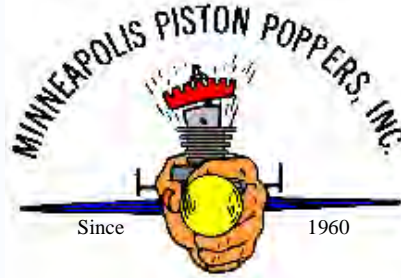


# Prop



# Wash

March 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)

## February Meeting/Swap Meet

We did good at the club's swap meet thanks to Ivars and Rachel. We took in \$39.00 because of Ivars's generosity. Rachel sold a ton of stuff and the club received \$23.00 from Rachel from the sales.

Thanks to Ivars and Rachel.

John Cristensen

## RSM Tutor Kit Build

Finally got out and started building my RSM Tutor about 6 weeks ago. I had become smitten with the Tutor when I saw Bob Cheney's out at the field a couple of years ago. As I perused StuntHanger forum one night I saw that Eric Rule from RSM was offering a laser cut Tutor kit as he was custom doing one for a client. The email was sent and one was on the way to me. It had been sitting in my Nut-Hut taunting me to begin building for couple of years now.

Unboxed it and went at it. There are no instructions as I am used to but I have built a couple of planes so I began. Emailed Eric with a couple of questions and he is always quick to respond.

Had to do a bit of head scratching here and there but I ordered some plans on eBay. Had no idea but it was club member Dennis Loenhardi selling them. By the time I ordered them I was pretty well along. Learned a lot on this build by not having instructions to follow.

What really helped was sitting up late at night and watching the Windy Urtnowski videos. Those help

immensely and I enjoy his palaver. He is a master builder and finisher and BS'er.

Thinking this is my best build so far. Far from perfect but not too shabby. Really taking the time so sand and fill all dings and pongs. Watched Windy sand a lot and also Sparky from Stunthanger so I feel I have been very patient at this part. I like it. Kinda therapeutic to just relax and sand. Lots of 220 and 320 wet/dry 3M sandpaper.

As of today March 19th...I am ready for one final sand and then time to paint on some dope. Watching Windy start on a finish has been my homework at night. I have even taken notes.

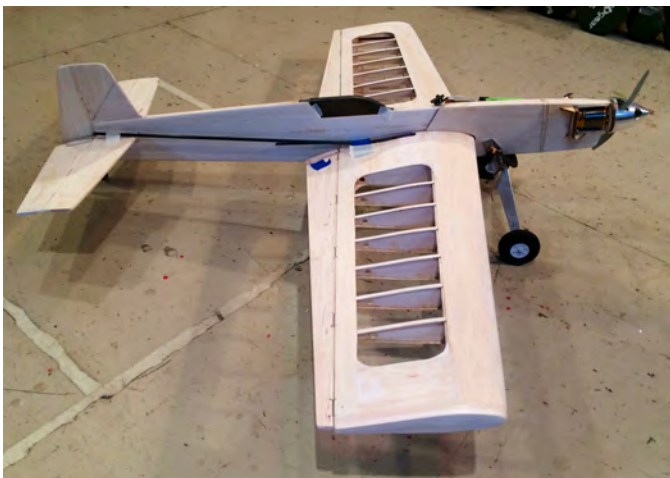
Then to put on silkspan. I have decided to paint this model to learn and improve my finishing techniques. Again, watching Windy do it has inspired me.

I have a scheme worked out. Want the plane to be as light as possible as it will be electric to practice at parks near my house as I go out and fly renegade early in the day.

What I really took from Windy's tapes was to spend the time up front to get the plane ready for dope and paint. The better the finish before you begin to cover and dope the lighter you will be as your not trying to fill mistakes by adding more paint. Makes a lot of sense and because I have a bevy of flyable planes currently I can take my time on this and not rush it and spend that time sanding and sanding and sanding.

As much as I do love getting out to fly the IC

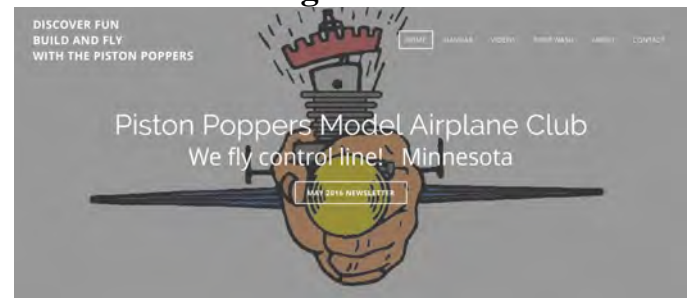
engines, I am liking electric too. Easy to not draw attention to yourself sneaking a few flights in around and near my house. The plane is very clean after flying. I am well away from the prop when it start and I still empty a stooge. On the other hand there are a lot of precautions and things to learn with electric. Electric and IC both have their place and each has its advantage and pros and cons. Until we have or if we ever secure a full time flying site as a Club I am going to continue to advance with electric as I can get out and get some practice in on weekdays at a few places I bounce around to near my house. I maintain a switch-around schedule depending and try not to look like I am full timing it anywhere. So the electric really helps with this. That is the reason I am making the Tutor as it was kitted by Eric Rule to be electric. I'm using his .40 size press and play electric system. Looking forward to getting it finished but can breathe and unclench as I piddle along on this project. Can't wait to get out to our field at Westwood and do some flying with you guys. Ready to get that Strega airborne and feel that .61 pull.  
Sean Shug Emery



Check it out. Thanks to Tom and Carey.

<http://www.pistonpoppers.com>

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



## Gift from the Neighbor

by Tim Mattsson new member

This is a picture of me in the early 70's with a Control line model given to me and my brothers by a neighbor. Do you know by chance what model this would be? A little help would be that I grew up in Minneapolis so this would be something purchased locally I assume. Also, it had no landing gear. I'm guessing by design?



My dad got it "flying". Well, he thought when he got it that someone had screwed up the build and put right rudder in it accidentally and fixed it. When he was trying to fly it, the plane flew across the circle and about took his head off!

I remember him falling to the ground, after the plane hit the end of the lines and crashed, laughing at what he had done. There wasn't anything that my dad couldn't fix so he wasn't too concerned. If you look at the plane in that picture, the right rudder is clearly there. I think the picture was possibly taken right when he finished it as its nice and shiny.

I remember he brush painted it in blue dope. It stunk up the entire house and my mom was on his butt for that. Unfortunately, after raising 5 kids, once we were all gone, the plane ended up in the garbage. I wished that I had that plane now. I would hang it in my shop next to that picture and would of course fly it!

Tim Mattsson

## FLYING DAYS

Meeting night was also our swap sale where yesterdays treasures went to new homes to become new treasures for another. Ivars gave a bunch of fuel and other assorted items where the recipients made donations to the club treasury. Something tells me Ivars is giving up glow powered planes for the electric's he has been flying for the last few years.

Wayne had a super deal but no takers, some Superfil filler used only once.

An observation I've noticed: We have a young member who we all love you know who I mean, Rachel Sandberg. With dad's help she has learned to fly, build, design paint schemes, and now she is learning the art of selling at our swap meet sale. Just look at the fun she is having. The more I see her the more I learn about this hobby. She is teaching me and the rest of us that this hobby is all about **FUN!**



Rachel working a sale



Look at that happy face



### During the winter

During the winter it is not just time for new builds but also time for maintenance, through cleaning and repairing planes, fuel systems etc. etc.

I have always used this time to replace fuel lines and filters, check for any loose or broken parts, just try to have my stable ready for spring.

My latest plane to get into the workshop is my Tutor ARF. This plane has been very good to me so I want to be sure there is nothing lurking which will end in disaster (*course the disaster is the one holding the handle*).

My K&B 40 has been a very reliable powerplant but I have noticed lately I've had trouble hand propping to start the motor. It was very gunked up on the outside so it was time to clean. First thing I noticed was that all the head bolts were barely snugged down so with the head possibly leaking some compression that might explain the difficult

starting. The loose head was also why it was so gunked up. So off with the head and backplate and into the old crock pot with anti-freeze for 6 hrs, rinsed with very hot water, oiled well, assembled

and back on the plane waiting for the first run.

Following are some before and after pictures of the K&B.



Winter oil leaking from muffler. I use Marvel air tool oil.



**Just look at that Gunk**



**Where did all that Gunk go**



**All cleaned up ready to run**

**3/18/2017**

Our final building session of the season was held today. This year was a disappointment, the poor

turnout, no finished projects we even tried to change the date to allow new builders. It didn't work.

Today Tony, Tom and I met up around 9:00 AM ran over to White Castle for breakfast. Returned to find John and Glen. John brought in his Mo-Best in bare bones to show us where he is at in the build and to answer questions.

Glen shared stories of his early days of flying. Which opened the door for reflections from the rest of us.

Tony and Tom were the only builders today. They were working on doing crash repairs from last years mishaps. Tony also was sanding on the Ringmaster wing.

Though I did not bring things to build this year I did take a lot of ideas home to some of my projects hidden in the shop. Even without building I find that these sessions are very helpful to progress in our hobby.

I know that I'll have some new planes along with some repaired flyers at the field this spring. I also know of some projects from Keith, Rachel and from the workshop of Wayne Willey that will be gracing the skies over the flying field this year.

A couple of repairs underway today.  
Bob Cheney





## Prop Wash Article First Flight ME-109

The Brodak ME-109 had its first flights on a warm winter afternoon. My friend Gary O'Malley launched, while I held the reigns tight. Winds were light but steady, and the sun was not blinding.

On the first flight I ran the O.S. 40FP on the rich side; but forgot to reinsert the plug on the fill line. Muffler pressure blew fuel all over the place until I realized my error. Mental note: use the same sequence of steps you successfully used before; if the tank is fueled up and you feel a short length of fuel tubing between your lips then you probably skipped a step. The TopFlite 11-4 prop turned nicely, but trimmed grass until the airplane nosed into the still brown turf. Mental note: apply up elevator.

I wiped off the oily mess, cleaned the propeller and tried again.

On second try, the long grass-mowing takeoff roll was successful and the airplane was in the air. It flies! This always has been a moment of trepidation for me. The engine ran well, but sputtered on inverted flight, and the transition back to normal level flight was frightful. I completed the first flight more carefully, and was happy to hear the engine let out a quick burp followed by a burst of speed, because then it quit, and the airplane returned quietly to terra firma.

Mental note: it is good to know the warning signs of a soon to stop engine/tank combination; don't push your luck on the first flight; and a metal tank can't be short tanked as much as a clunk tank.

Before the second flight, I moved the tank up 1/8" to correct the rich inverted laps, and then leaned out the engine for a faster, more powerful run.

Third time lucky: after another long, grass mowing takeoff, the airplane was in the air for a second

flight, and it was really fun! The Brodak design flew level laps smoothly and without hunting; the wing was stable on quick pitches in both level and inverted flight; pitch rates were excellent; and the lines stayed tight overhead. The engine ran smooth and even, with good thrust in climbs; and RPM seemed the same in level and inverted flight, and didn't run away on descents.

The airplane felt good enough on the second flight that I flew some wing overs, inverted level laps, inverted wingover, , waves, inside loops, outside loops, horizontal eight, lazy half-eights, and a long series of low level laps until the engine let out its now familiar burp, burst of speed and stop. Again the airplane glided to a smooth two point landing.

For the next series of flights, my thoughts are to use a smaller prop (maybe a 10.5/4.5) and/or mount larger tires, choose a hard point handle, recheck the fuel filter, and retest at each adjustment. Heck, it flew so well, I may go for the beginner pattern next time.

This next comment is a little premature with only 2 flights on the airplane, but so far I can't say enough good things about the Brodak ME-109 warbird kit and its flying characteristics. The kit built nicely with excellent instructions, and the airplane flew so smoothly, with clean, predicable responses to control inputs. I can't wait for the next opportunity to fly.

Keep on building and flying, friends!

Tom Sontag

## “Mustang Inspection Report” Tom and Wayne

Here follows an exchange of email between Tom and Wayne regarding the scale Mustang from Boise (see the article Long and Winding Road). Note the detail in the cockpit, and the sliding canopy. The airplane is set up with a third wire for speed control, and coordinated with the flaps. The engine has a rotating slide over the exhaust port for throttle

control, and no muffler. Both flap and throttle must be reset manually.



Hi Wayne,

I bought a nice scale Mustang that has small diameter lead out wires. I haven't pull-tested it, and as far as I know the airplane never has flown. If the pull test fails, might you be willing to fix it up?

Better yet, would you look at the airplane to see if there is a way to open it up and replace the lead outs?

Tom  
-- . -- . --  
Tom,

I took a real good look at the Mustang today, it's a pretty neat model. I didn't recognize it as any certain kit or design but I'm almost positive that it's not Veco or Jetco. I've got an old Jetco Mustang hanging on my wall that someone else built long ago and this one is a bit larger and the outlines are also quite different. I've owned and studied the Veco kits and plans and it's not one of them either. Anyway, whenever it was done, the builder did a pretty nice job overall. By appearance I'd guess it was finished at least 20-25 years ago and I would also guess that it has never been flown. I feel like it's never been flown because it is VERY HEAVY for its size (minimal wing area and thin airfoil) and with that I seriously doubt that it could have ever been smoothly flown and/or landed without acquiring at least a minor scuff or two, even in the grass. There are no signs of any of that type of damage, which is good. Over the years I've seen a LOT of people try to fly models with the same design/weight/control issues this Mustang has, NONE with good results.

So, I am going to strongly suggest not attempting to re-do the leadouts, for a few reasons. First, to gain access and attempt to do so would require significant cutting into the model, which would also require significant repair and refinish in those areas. Matching the paint and finish in the repaired areas would be practically impossible.

No offense, but even if one went to all that work it still won't change the fact that the model is an aerodynamic "brick". The point here is that it's a really neat old model just as it sits. My opinion is that it's survived this long since being finished without being damaged so it deserves to be kept that way. PLEASE just consider it a display piece at this stage in its life, there is no gain to be had whatsoever in butchering up this nicely done old model just to try and get it in the air. Trust me on

this one, I'll guarantee that being as heavy as it is, it would not fly well at all and may even be almost uncontrollable with its minimal control surfaces. I very highly suggest just hanging it on the wall as a vintage display piece and enjoy it for what it is, a neat old vintage build C/L Mustang.

Happy Modeling,

Wayne  
-- . -- . --  
Hi Wayne,  
Thank you for examining it. She reminds me of my silver plastic Testors Mustang as a kid. Looked great in the box, heavy as a brick, flew horribly, and landed like a brick. I like the way it looks and probably will keep it as a hangar beauty. Good show piece for discover aviation days.

Thanks again

Tom Sontag

## **Discover Aviation Days Cancelled**

<http://www.discoveraviationdays.org>





**MEETING NOTICE: March 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.

