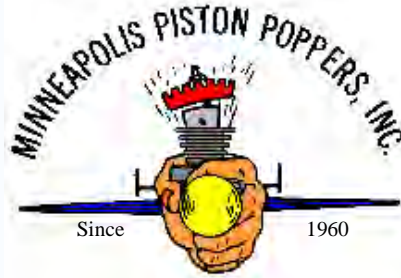


Prop



Wash

August 2017

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

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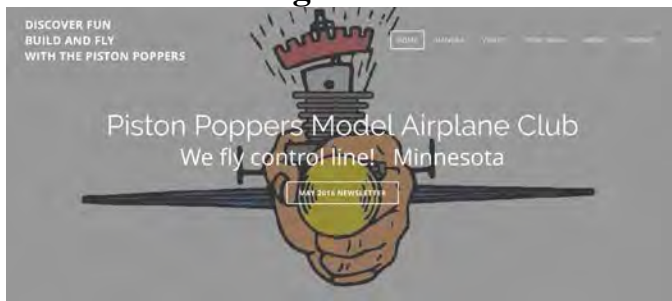
Any articles for the newsletter are greatly appreciated and will be published as soon as possible. Send to

seanemery2@mac.com

Club web address is www.pistonpoppers.com

<http://www.pistonpoppers.com>

Click on Photo to go to the website



Videos

<https://youtu.be/UZOgwU6uj4k>



Too bad this plane is not available anymore. The SCORE has been hanging there on my wall taunting me for a while. And the Magnum .52 modified by Randy Smith needed some more time to break in so I grabbed it to give it the third flight ever.

Truly like the way it flies and comes out on bottoms. Tracks real good.

Motor was rich but kicked in mightily when needed.

Now I got a hankerin' to fly it a bit more as it has been a reserve plane.



Alfred E. Newman is the pilot...what, him worry?

Shug

Flying Field News

News from today is that the flying field will be in use every Saturday morning from 9-10:30 for the school's football teams practice

Fargo Contest Report

This is a report on the Fargo 2017 contest in regard to the event that I participated in: that is Stunt (Precision Stunt). First some random thoughts. Glen Peterson and I have been attending contest together since 1993 and so it was for the Fargo contest this year. We rolled into Fargo after 3 checked into the motel and then headed off to the park. We found that Jim Jorgensen and Ivars Greizins had some practice flights in already. Jim had lost a plane when the power (electric powered) was lost when the plane was overhead. He later knocked the fin/rudder off his ME 109 while inverted. Being electric a major cleanup of the plane was not required and with some CA the fin/rudder was soon back on the plane. Some clear tape patched up some holes in the wing and the plane could fly again (or could it?). Jim did place second in Balloon Bust.

Glen and I each put in one practice flight under good weather conditions. About the weather. Each of the three days had temps in the low to mid 80s. Humidity was in the comfortable range for Friday and Saturday, but was high on Sunday and I found it to be uncomfortable after flying for a couple of hours and had to rest for a while. Wind is a major consideration at Fargo with the trees surrounding half of the circle. Wind from southerly directions over the trees can create some interesting turbulence for flying. The wind for Friday and Sunday was good with at times on Sunday there was no wind. But on Saturday there was enough of a wind to

make it interesting. On one of my flights with the plane up above me, I saw either the top or bottom of the wing for a second. The plane just flipped over in the wind and then flipped back. Also with the wind is that what you feel on the ground is not always what is taken place 60 feet up in the air.

Just before this contest I changed the engine on my Profile Pathfinder to a LA .46 and shorted the lines by three feet. The LA engine turned out to be a good match for this plane with the shorter lines. The plane felt like it was locked in and more precise while flying the pattern. Also the tricycle landing gear was good for 10-15 extra points on the takeoff and landing on their asphalt circles. But the tricycle gear is a problem on grass. We had nine flyers in Stunt (Precision Stunt) and two flyers in Beginners. I think that there were three flyers in the Classic event. Of the nine, five were from the Piston Poppers: Jim, Ivars, Glen, Tom Sontag and me. You can tell that Tom is starting to get the hang of the stunt pattern. It shows in his flying, for this being only his second contest and having to deal with faster lap times, Tom did well.

There were eleven combat flyers and three were juniors. They have some good combat at Fargo and it is interesting to watch. Two past Piston Poppers members were flying combat: Jim Ehlen and Steve Wilk.

Saturday First Round

Ivars put in a good flight. Jim had the power stop in flight. Tom flew fast, but completed the flight. Tom started with a better engine run in Classic with the same plane, but the last third of the flight was fast again. I flew OK, except for the plane trying to flip over. Glen flew OK.

Saturday Second Round

Flying order was reversed for the second round, so Glen flew first. Glen and I flew OK. Tom flew OK, but with the last third being fast again. Jim had his power quit while inverted and then starts up again just before it was going to bite the dust. So he just flew level laps after that after getting the plan back up right. Ivars flew another good pattern.

The result is the addition of both scores. Which means it takes two good flights to advance. Ivars placed third and I made fourth. Which meant that Ivars and I would be in the Sunday fly off. This was some of the best flying that I have seen Ivars do.

Sunday First Round

Ivars was unable to make it, so Glen was next in line and would be part of the fly off. I flew OK, but had a bad entry into the overhead eights. Glen flew OK.

Sunday Second Round

Almost no wind and had some rocking of the plane at times when flying through your own wake. Glen and I both had a better flight for this round.

At the end: I placed third and Glen place fourth.

John Christensen

FLYING DAYS 6/29/2017

Meeting night and all is well with the Piston Poppers. We discussed using some ground paint to mark the center of the circle. So we don't wear a hole from flying in the same spot I will paint three circles numbered 1,2,3 use #1 on Saturdays #2 on Sundays and #3 on Wednesdays. The circle will still be a 100' radius from the center.

John brought in his Gotcha Streak 2000 and told us of the changes and how pleased he was with the fit and how well the foam wings were cut. Jerry a former member from the late 70's and early 80's brought in a Sterling Mustang that he built and flew in the day. It is in a state of rebuilding and he hopes to rekindle his control-line flying with the model. He has been active and still is in the R/C hobby. Thanks to a chance meeting with Dennis Leonhardi, Jerry was invited to join us for a few meetings. Welcome back.

We also talked about the Polk City Contest and congratulated the

members who placed. I did ask for some better newsletter coverage of this event along with any other events we may attend in the future. Again thanks to the Mid Iowa club for putting on a good show.

The weather has been terrible for trying to get out to fly, but keep your fingers crossed it promises to be a great weekend. Well time to get the mower loaded up see you in the morning.





7/1/2017

Wouldn't you know it another day of wind. A few flights did make it in the air the Frankstein of Tom's and the repaired combat styled plane of Jeff Lange's. It was just not the day for flying. What will tomorrow bring? Only time will tell.

It was a good day for mowing, breaking in motors and hangar flying. With the mowing done I did paint the three circles let's see if the experiment works.



Tom's new Boise plane

7/2/2017

The winds were still blowing but John and I decided to put in some flights. Winds were changing direction many times during our flights but we managed to get some good patterns in despite getting bounced around.

Keith and Rachel showed up and this was the day that Rachel started her first lazy eight maneuvers. Watch out once she learns the outsides and gets comfortable using down control there will be no stopping her. Dad as a coach will see that she is well taught in the ways of the pattern. The day

she wins expert not only will dad be proud but so will we.

Tom brought out his new plane from Boise Keith thinks it may be a Vector 40. It is powered by an O.S.46 turning an APC 11-5. First flight a little lean on the needle but appeared to fly good Tom said “*it grooves well and turns crisp*” “*just a little sagging in the corners*” nothing that a little richer needle won’t fix.

As I left the field for the day Tom, Keith and Rachel were getting ready for more flying. Hope there having load’s of fun I know I did.



Rachel’s turn



Dad coaching



John and the Magician



Rachel’s planes



In a huddle before Tom's first flight



1st flight



After every first flight is a first landing



With spectators watching

7/5/2017

Wednesday evening was a hot night but Tom, Keith, John, Jeff and Tim Wirtz all had a hand in some flying including me. Nothing spectacular, just some club members having a great time. Come and join us and make it better.



Jeff launching for Tim



Keith with Rachel's 1/2A Wizard

7/16/2017

I finally got a chance to get out flying today. Only for a couple of hours though. My daughter and son-in-law invited me to the Air Expo at Flying Cloud Airport. I was able to get in a few flights one crash and two inverted landings. Good thing I couldn't stay who knows what would have happened.

John and Shug were there enjoying the morning and I heard rumors that others club

members were coming out hope they did and had lots of fun.



Red inverted landings, yellow crashed



Shug's ride



It's off on another good flight



John enjoying a flight after an engine change



7/26/2017

I got to do a little Wed night flying. It was a grand night lower dewpoints with winds decreasing to a light breeze.

John was getting in his final flights before heading out to Fargo for the Skylark's contest. From the flight he had he should have no trouble to get a podium finish.

Shug and Keith were doing what they do best. The real treat for me is watching Rachel perfecting her loops & wingovers; she is now starting to work on the lazy eights. Dad is a good teacher.

7/30/2017

As most of the club was flying at the Fargo contest doing well I hope, Shug and I had the field to ourselves. Jeff was out as a spectator and helping us with hangar flying from a chair.

I got in a few flights on the Buster, Shug made flights with the Strega before getting out his Score. A Randy Smith reworked Magnum 52 powered this beast. This being the third and fourth flights Shug has flown this plane and what a great needle, a rich burble, burble, burble on the level laps then leaned out two stroke power at the first turn and back to that great burble on level laps. Just perfect in a good stunt fliers hand.

I even got a couple of flights with my Four Stroke O.S. powered Flightstreak before we called it quits for the day.



Leave it to Shug to show the comforts in the sun

Just a couple photo's from the Air Expo at Flying Cloud Airport





Shug and Jeff



Inverted Score



The last flyby of the day



What would a Shug flight be without video? Thanks for keeping us entertained with the videos.

8/5/2017

Another day at the flying field and when I arrived there was a family of new fliers trying to get some 1/2A's to run. I helped them to get them running but there were too many problems to get them airborne.

After getting my own problems with motor issues I got the ARF Flite Streak running good. Each youngster with the help of dad got handle time. They did very well, made some very good flights. Though the plane didn't make it through the day it is being repaired already.

Tom showed up with his 1/2A trainers so the kids got some more flying in hope to see them again soon.



Mason and Dave Fiebich



Brenin and Dave



Mason and Dave



Brenin and Dave



Olivia and Tom



Olivia after a Successful flight with Tom's
1/2A Mustang

Thanks to the Fiebich family for joining us
today.

8/12/2017

Got to the field at 8:00 and started mowing
for the flying to come. While mowing a
coach for the school's football team
approached me with news that they use field
we fly on every Saturday from 9:00 – 10:30

for practice. So till the season is over there
will be no early morning flying on
Saturdays. The field becomes ours to use
after 10:30.

So once we were able to fly John, Tom
and I helped Jerry get his Twister into the air
after 27 years of hanging on the wall. It flew
very well; he wanted me to make a maiden
flight to be sure it flew. Other than being a
little on the heavy side it does appear to fly
straight. Jerry then made a few flights with
Tom as a backup in case Jerry needed relief.

John flew his 1/2A plane and decided
more break-in time is needed. John's other
plane the Gotcha ran flawlessly the other
day but today couldn't get it to keep
running.

Tom was next the Corsair wouldn't
cooperate so that was put aside for the PT-
22, no trouble there. Tom is really getting
good, watch out you seasoned stunt vets
Tom will be a challenge to be reckoned with
before too long.

Then it was my turn, flying the repaired
Flite Streak ARF not bad but still need to get
a better needle setting. Then it was on to the
Boise plane, first run the ST 51 was a
purring beautiful second run nothing was
changed but it ran so bad didn't even get a
tank run. I'll take it home check out the fuel
system maybe just some junk in the filter.

Well this is off to Shuggy now I hope you
all enjoy my ramblings I just wish more of
us were flying to ramble about.

Today's photos



Team work untangling twisted lines for a Twister



The Boise plane which gave me problems today



Jinxed Corsair today



The Streak



John's jinxed plane today



John and the 1/2A plane hard to see



John's 1/2A



Tom and Jerry sounds like a holiday drink
Finally the 27 year old Twister in the air
welcome to the club Jerry



Hello Piston Poppers!

Just a reminder about TCRC Model Aviation Day coming up August 26th! TCRC would love to have you come down and do some demonstration flights on that day for any and all spectators. I've received a lot of interest from club members who used to fly CL and there is excitement for your demos

Attached is the flyer, which has all the pertinent information on it. If anyone would like to come out the field earlier in the week or this week to see it, we can certainly arrange that.

If you are planning on coming, could you shoot me a quick response so I have an idea of who might be there?

Thanks. Please don't hesitate to call me at 952-297-5226 if you have any questions.

Tim Wirtz

TCRC invites the Public to join in our

Model Aviation Day

August 26, 2017 10:00 am - 4:00 pm

Come to our field in Jordan - just 30 minutes from the Twin Cities - to see *what model aviation is all about*: We'll have the following activities:

- Flight simulator programs on PCs to learn basic radio control flight instruction
- Pilots with trainer aircraft to provide hands-on instruction to anyone who wants to fly.
- Radio control aerobatic demonstrations
- Control-line aerobatic demonstrations
- Examples of scale, aerobatic and sport aircraft and club members to tell you about them



We'll also have plenty of food, water and soft drinks on hand should you get hungry or thirsty.

Bring a chair or a picnic blanket and enjoy the day with us

www.tcrconline.com

Contact Info:
Doug E: (612) 508 - 5411



Instructions to Main Site	Mile
Head South on US-169 toward Jordan	9.0
Turn RIGHT onto County 9 at the traffic signal in Jordan	0.3
Turn LEFT onto County 57E-19th St	0.6
Turn RIGHT on Occurrent Ave. Occurrent Ave becomes Occurrent Way. Go straight through the four	0.9
Turn LEFT at the yield sign onto W Sioux Vista Dr	0.1
Turn Right onto the paved road at the sign for TCRC and proceed down to the parking lot.	0.1

Ringmaster Fly-A-Thon 2017



The Brotherhood of the Ring is sponsoring its 10th Annual Fly-A-Thon event:

October 7th & 8th, 2017

Matt Kania's beloved Ringmaster control line model has been built and flown by more modelers than any other control line model airplane!

This is not a contest! No registration is required. There are no entry fees or prizes! This Fly-A-Thon is to honor the most popular CL model ever!! Be part of something big and help make history by having more worldwide Ringmaster flights in a single weekend than last year's record of **3928** flights!

A record **694** different pilots participated!!

This event is open to **all** participants **worldwide!**

On October 7th & 8th, we challenge you to fly any one or more of the many varieties of Ringmasters, old or new, and report your flights to: 2017flyathon@ringmasterflyathon.com

Deadline for reporting is 12:00 noon Eastern time (USA) Tuesday October 10th

Location: Wherever you are!

Any Ringmaster from 1/2A to Giant and all variants in between can be flown.

Please report, how many total Ringmaster flights were made, how many different pilots flew, how many different Ringmasters flew and the location of these flights. Please feel free to include *lots of details* of your event as we plan to chronicle the Fly-A-Thon for future publication!!! If you get a new pilot to solo on a Ringmaster, that first flight will count as 2 flights!

****A minimum of 5 laps is required to count as an official flight!****

Let's keep the spirit of C/L alive!

Ok everyone! Just dig that old dusty Ringmaster from your attic and go fly it!

The results will be compiled and published by the **Brotherhood of the Ring.**

All questions should be directed to the primary contact: 2017flyathon@ringmasterflyathon.com

Rain/Wind/Flood/Conflict/etc. makeup weekend is October 14th and 15th



MEETING NOTICE: August 31 – 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.

