

# Prop



# Wash

August 2018

**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](mailto:seanemery2@mac.com)

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

## July Meeting

**Old Business:** Tony really didn't have much to say, except that everything at the flying field is going well. Bob C. has been cutting the grass regularly.

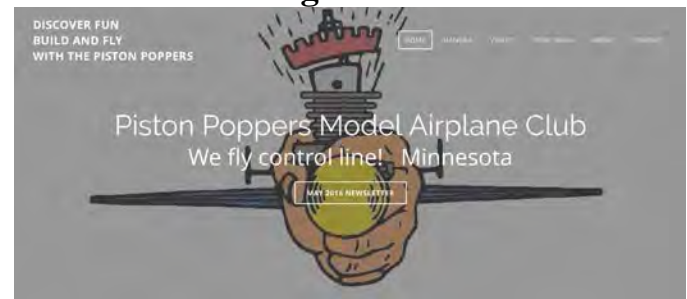
**New Business:** The Fargo contest is on August 11-12.

**Show and Tell:** Tom Sontag showed us the laminated poster he had made for DAD. It has information on it about web sites like Brodak and such. He has another one describing the Piston Poppers.

Jeff Lange showed us how to extend a regular length drill bit so you can drill holes in the fuselage near something, like after the wing is mounted. He also showed how to add copper tubing on piano wire as a wheel retainer. File a notch near the end of the piano wire, mount your wheel and slide the copper tubing on and clamp/squeeze at the notch. Steve Fiskum showed us his Twister and talked about building it and all of the tips he's learned along the way. He also bought a Thunderbird and a Jumping Bean.

Jim Gevay

## Click on Photo to go to the website



## Focus

By nature I am an external person. I play the crowd. But as a child I was extremely shy. It was painful. Folks though something was wrong with me. So I decided to change. Work the room and play the crowd. Play them hard.

What does this have to do with focus you may be thinking.

Well pull up a stool and I will explain.

Getting back into control line 5 years ago has become a quest and exercise in focus.

When the club flew at the BAE plant I was working hard to get the pattern. As I flew, I would often find myself checking to see if those there waiting to fly were watching me. That became a deterrent.

As I progressed with the pattern I got more and more advice from club members and with each flight I noticed I was focusing more on the plane,

body position, arm and hand movements, horizon and all the things that come about executing a solid flight doing the pattern.

Keith had passed along a wonderful flying Mustang with a Saito 4 stroke and that really upped my game. I focused more and more and found myself staying on the plane and less on the crowd that may or may not have even cared that I was flying.



So one night at the field I came to fly after my shows at the Minnesota State Fair. It was a beautiful evening and the sun was down and the red sky was as bright as my cheeks on a cool Fall night.

Took off with a terrific engine run.

Flew that full pattern. The light was on the red Mustang on the east side of the circle making the flying lines glimmer. As I flew into the bright red dusk the plane became a dark red shape.



As the Saito .40 burped out of fuel and I I glided the plane down to a smooth landing. That Mustang just usually landed itself.

I stood there. Quiet. Bugs nipping at my bare legs. Something was new and different. I had stayed with the plane the whole flight even though there were many of us at the field. Nary a glance to the crowd. Not a peep to seek approval.

The plane and I became one.

I was totally consumed by the flight.

Completely immersed in that 6minute 47 second flight.

I seek in life to find these moments of being drawn in and the rest of the World just going away.

Only a few things in life can take me a way like that.

One is playing music in a good jam. It overrides all. In my drinking days a good whiskey drunk would get me there. There was always a huge price to pay. Not good.

So the journey of getting back to flying control line has brought me to that place. That complete focus. It shows itself in my life and work.

Who says we are just spinning toy planes in circles.

Sean Shug Emery

## Fargo 62<sup>nd</sup> Annual Contest

The Fargo Moorhead Skylarks hosted their 62<sup>nd</sup> annual Control Line Contest on August 11-12<sup>th</sup>.

They put on a nice weekend, with a variety of flying and fun, and a delicious feast on Saturday evening.

About 21 fliers participated, and many others came to visit and watch. Larry came from Winnipeg, who recently returned from the world championships.

Temperatures were in the 90's. Winds were light on Saturday for an excellent day of competition.

The wind picked up on Sunday, with 10-15 mph winds that swirled in the trees and gusted. Glenn offered sound advice – “the wind up high blows mainly in one direction so don't change your maneuvering location based on the swirls.”

Judges, participants and visitors did their best to find shade and keep cool.



During practice runs on Friday and early Saturday, Tom struggled to find a good needle setting for the Brodak ME-109. With high temps and a new clunk tank, the engine ran lean and weak. He dippy doodled around until the engine quit, inverted, then glided to a stop on the asphalt, skinning the nose and tail. By competition, Tom had cleaned out his clogged fuel filter, and raised the fuel tank about 1/8 inch. That led to two good flights with the Messerschmitt on Saturday



On Saturday, all stunt pilots flew in one group, except beginner. First we flew stunt, then classic, then stunt again, then classic, with about 8 fliers in each group. Glenn put up his super light Athos, while Ivars, Jim, John and Tom rounded out the Piston Popper contingent. We were up against Scott Molck with his SV11, and the Hayes father/son team from Omaha (Gary and Jered). All of them had big ships powered by modified Super Tigre V60's.

Several categories of carrier and combat flew throughout the day in separate circles, and we enjoyed watching them when we could get away. For our part, the Piston Poppers did well. Jim and Ivars put in nice flights in Classic and placed well. Ivars went on to win Classic for our first trophy of the weekend.

John put in a very good 1st PAMPA flight, but on his second flight he suddenly was in a pickle. The down wire snapped when it came taut from a slack position. As the crowd gasped "oh, oh" and "oh my", John and the rest of us watched his big yellow and white stunter make tight, smooth four foot radius loops ever closer to the tarmac. As luck would have it, the propeller and spinner caught and wrapped up the loose wire. As his bottoms and our fears approached their lowest point, the engine growled to a stop, and the airplane landed hard but without damage.

John and the rest of us were relieved.



Aimee let Tom fly one of her combat planes on Saturday evening. What a rush! It was incredibly smooth with a steady pull and great maneuverability. What amazed him was how well it tracked in any orientation: level, inverted, overhead, in loops, or anywhere else. It was fast, and nimble.



On Sunday, we had a fly-off for the top 4 positions in stunt. The Hayes opted to put up a small fast airplane to deal with the wind. With it they had a few premature landings. Scott flew the SV-11 fearlessly, with a steady hand and good engine runs. Tom struggled in fourth place. His first flight was scrubbed early due to a slow engine run. The second flight went fairly well with no missing maneuvers, but with high bottoms. On the third flight, the engine sounded slow but he resisted leaning it out, since it ran so well on the previous flight.

After an excellent hot dinner, we flew the exciting and sometimes balsa-snapping Balloon Bust competition. With coaching from Glenn and John, Tom flew the flapped Sterling Mustang, mounted with a classic OS Max 35 S, and spinning a 10-4 wooden prop. “Go low and steady, and don’t dive for the balloon” stuck in my head. The little mustang flew well, with steady engine runs. John yelled “come out a little!” and thereafter the mustang popped three balloons. The Piston Poppers brought home the coveted first place trophy.



Once in the air, he was shocked to experience 5.7 second lap times, and a good trail of blue exhaust. He settled in for some frightening wingovers, and sagging inside loops. Fortunately, the O.S. 40FP permanently picked up some speed after a few inverted laps, but not enough to relax. Wind played havoc with the still slow airplane throughout the pattern. He narrowly avoided catastrophe on several maneuvers, and bailed out on others. This ensured that Tom held tightly to fourth place.

For Sunday lunch, the Skylarks grilled hamburgers and brats, and served them with chips, soda and water. Lunch was followed by carrier competition and combat. Ivars ran the timer and blow horn for combat, while the rest of us found cool spots under the trees to enjoy the show.



After the fly offs, the Skylarks awarded trophies and an abundant number of prizes, kits, fuel, hardware, and completed airplanes.



Jim won a profile airplane, complete with engine. Tom won this beautiful All American. Others won various goodies. I'm looking forward to putting the All American up for flights of the Old Time pattern.



Here are Ivars and Glenn in the "Missing Piston Popper" formation, becoming everyone to join in the fun next year.  
Tom Sontag



## FLYING DAYS

**7/25/2018**

Wed. night fun flying. Too windy for flying, this has been the case for most of this season. But it was not too windy for me to get the mowing done in preparation for the weekend flights.

**7/26/2018**

Meeting night, not much to talk about so it was a show and tell time.

New member Steve Fiskum brought in the Sig Twister project he is working on and doing a right nice job on it. He is on to painting and told us how he is planning trim colors.

Tom brought in a message board to use when we were entertaining guests for people to find web sites and information about our hobby. Nice idea.

Then it was Jeff Lange's turn. He did a demo to show another method for attaching wheels to landing gear. He also showed us a simple way to extend a drill bit to a foot long or so. This way you can drill holes straight right next to a wing.

**Steve and the Twister**

**7/28/2018**

**AHH!!!** This is what we've been waiting for, a Saturday we need to bottle up and take out every flying day. The winds were almost too light and the temps almost cool enough to wear a light jacket.

I believe there were nine of us enjoying the day and each other. Ivars had the Gypsy and Trophy Trainer flying while Jim was working with the Electric Nobler.

John was busy getting in flights and so was I.

I had a Sig Akromaster with me and Steve had his first control-line flight with the Akromaster. After that I'm sure there will be more to come.

I had to leave early today but Rachel, Keith, Tom and Glen had also put in flights before I left.



Gypsy breaking ground



Passing overhead sure looks good



Another look at part of the amazing line-up today



John and Glen getting that needle just right  
**8/5/2018**

Today is the first chance we got to fly this month. The weather this year has been terrible, wind, rain, heat and high dew points.

Tom, Jerry, John and I all got a few flights in today. Steve Fiskum was there though not flying. He now has a Ringmaster ARF to fly. Thanks to Keith and Rachel who donated a repaired Ringmaster so he can get his feet wet.

Both Tom and John were getting a little practice for the Fargo contest next weekend, while Jerry and I were boring holes through the sky having a ball.

My lap times were in the 4.6 second laps, with John's advice I changed to one foot longer lines and went to a 12-5 prop. It appears to have worked as now my lap times are around 5.0 seconds with a much better feeling. Still need a few more flights to be sure.



More planes on the flight line



Tom's Peacemaker?



Tom and the Peacemaker McCoy 35  
Redhead powered



### 8/15/2018

Another Wednesday evening light winds and temps with lower dew-points made for a fun night of flying.

Shug, Jerry, John, Jeff, Tom, myself new guy Steve; Doctor Dave even paid us a visit. We had a good time but you know these days are already getting shorter and we know what that means. Get out and fly or you'll be wearing boots and overcoats to get those flights in.

Some of the guy's are just back from the FM Skylarks contest held in Fargo I'm sure somewhere there should be a report on the outcome.

Till the weekend I'll leave you with a shot of Jerry putting the Skyray through its paces.



### 8/19/2018

Sunday brought out a bunch of us flyers and a good looking flight line.

John and Shug were both flying Strega's and Jerry and Steve had Brodak Ringmasters buzzing around. Our newest rookie Steve made a number of successful flights (*way to go Steve*).

John was also flying a 1/2 A stunter a rare sight but looking good. Though I missed seeing Rachel flying today it was good to see Keith get some impressive flights with the Hot Shot.

Hopefully I will see you all on Wed evening enjoying the flying days of Aug.



Good looking flight line





John and his Strega



John and the 1/2A stunter



Steve and a Brodak Ringmaster

# Glen Peterson Photos from Fargo



Planes



Tom



John





Jim

## Tom's Crash

A broken up line destroys plane.



Ivers



Jared Hays



Gary Hays

## TCRC Model Aviation Days

TCRC field is finally not flooded and just in time for our Model Aviation Day. **The offer is still out for Piston Poppers to do some demo flights at the event. would you be interested?** The date is [August 25th](#). Let me know and we can schedule some time for those interested to see the field and practice.

<http://www.tcrconline.com>

Video by Shug

<https://youtu.be/JRhqEdsb9Rw>





**MEETING NOTICE: August 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

