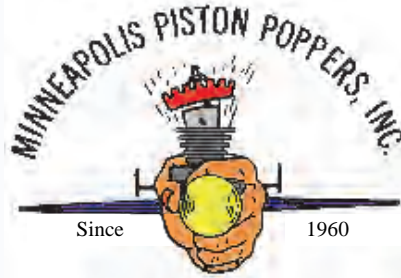


Prop



Wash

May 2019

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

April Meeting

Old Business: We can fly on Saturday and Sunday at the school field but, we will have to wait until June 12th until we can fly on Wednesday evenings. The Porta-Potty was brought up, Tony will call and have one delivered around the second week of May, waiting because of the soft ground. Tom Sontag talked about the new field at the airport, there's no new grass yet, but the gophers are out there. He gave them some pellets to eat.

New Business: None

Show and Tell: Jeff Lange talked about his 'Flounder' plane, it was first flown at the Frozen Fun Fly at the Sports Center. Dave Kruse has some leather finger guards for sale.

Jim Gevay

First Flights

Dave, Glenn, Bob and Tom enjoyed a warm but breezy morning at the school field. We picked up debris then brought out airplanes to brave the wind.

Dave put up the first flight of the season with his trusty P-40 Warhawk. It's de-blued O.S. 40LA started with a couple of flips and ran great.

Tom put up 4 flights with his Sandburg-designed Challenger. The O.S. 15LA is pretty fresh, but runs a little nicer with every flight.

Tom Sontag



A Good Day Flying

Got out to fly one this year with Dave and Tom. We all got in lots of flights. I flew my old Prowler and then my Electric P-40. Felt great.
Shug



Tom pits Dave

FLYING DAYS

Hello club looks like we fooled the weather man, because he was a few days to early with the snow storm to effect the last build session of the winter season. I do hope this was our last blast of snow as I along with the rest of us want to fly our treasures soon. We should have new builds, rebuilds and rescued planes at the field this spring.

Ivars is working on the electric Trophy Trainer doing a masterful job I wish we all could build like him. Wow! Perfection is the key.

Tony with the Mo' Best that has been under repair for awhile is nearing completion as is an all American Sr.

Dave is finishing up a Brodak Ringmaster ARF. Today Steve F. brought in the Thunderbird stunt ship he started years ago told us how he changed this from an upside down motor mounting to an upright mount. Looks good.

All in all this has been a good building session season and should be a great year for flying.



Tony and Mo' Best



Dave and Jeff discussing the Ringmaster



Ivars Trophy Trainer



Keith and Rachel working together on Rachel's next project

EAA's event for this July 5th – 7th the Aluminum Overcast a B-17 bomber will be here along with the EAA's B-25 bomber. This is the plane the EAA members worked on here at the chapter 237 restoring the glass nose where the bombardier sits. Hope

everyone takes time to come and see these wonderful machines.



5/5/2019

Hey guys I finally got a chance to get a first flight of the year today. As I arrived Keith and Rachel were just finishing up some flights along with John. Tom came out and for a flight.

My plane is the second rebuild of a Skyray it's had me at the handle to long which makes for rebuilding. This was the first flight which was successful though it needs a little more needle adjusting to make it perform to my flying abilities.

I know others have been flying this year hope you're all having fun. Be sure to send pictures and comments of your flying to Shug as we all enjoy seeing and reading about our club.



My rebuilt Skyray

Bob Cheney

First Flight in 47 Years

I had my first control line flight in 47 years with Tom Sontag on Saturday May 11, 2019.

As you can see in the pictures, I had my whole family support cheering me on for this maiden flight. Then there is the picture of me with my plane as I get ready to fly. Before take off Tom is coaching me on how to fly again. Not bad for my first flight, I did 5 laps with two inside loops before Tom took over for me as I fell to the ground in complete dizziness. We were flying with 51 foot lines and winds between 10 to 14 miles per hour. Very hard to control the plane in high winds. I want to give Tom Sontag a very big Thank You for all his help in getting me up in the air after 47 years of not flying. Tom was very supportive and a big help to me and support family members. My 2nd flight did not end so well as the wind caught my plane, lines went slack, lost control of the plane and it did not take long for the plane to find the ground. Again Tom was very supportive to me and said the plane can be put back together and will fly again. My son-in-law asked for the plane from me. He wants to rebuild the plane, join the club and learn how to

fly. We pick up a new member for the club from this eventful day. All in all it was a very good day. I now have the renewed interest in flying again, and you will see me more on the flying field along with a new member, and some one else I can fly with that is close to home. Keep those planes flying.
James Perry

Wisconsin State Control Line Contest

Please consider attending our 2019 contest on June 2nd here in Wisconsin. We have a paved two circle parking lot for stunt and scale and a large grassy area for combat. This is our second year as an AAA sanctioned event and we hope to continue expanding and improving each year.

Hope to see you here!!
Michael Strand



WISCONSIN STATE CONTROL LINE CHAMPIONSHIPS

AMA Triple A Sanctioned Event

June 2nd, 2019

(Check local forecast, Mukwonago, WI 53149, prior to contest. Rain Date - August 4th, 2019)

Presented by the Circle Masters Flying Club

CONTEST DIRECTOR: PETER MICK 262 377-6137 pmick82541@aol.com
WHERE: Mukwonago High School, Mukwonago, WI

* ALL PAMPA CLASSES WILL BE FLOWN ON PAVEMENT
* SCALE JUDGING WILL BEGIN AT 8:30 am. OFFICIAL FLIGHTS WILL BEGIN AT 9am. Static judging will begin at 8:30 am. Please try to register BEFORE then.

OFFICIAL EVENTS

All PAMPA stunt classes, Junior Beginner, Combined Old Time, Classic and Classic 30 event, Sport Scale, Profile Scale, Junior Profile Scale, 1/2 A Combat.

UNOFFICIAL EVENTS

Half A Scale using Brodak fly-in rules available on the Brodak Fly-in web site (Mufflers are not required) and 1/2 A Stunt (Junior, Beginner and Expert. Beginner patterns will be used), Profile Stunt (Expert, Advanced and Beginner) and 75 MPH Combat (4 rounds).

A PRACTICE CIRCLE FOR PAMPA STUNT WILL OPEN AT 8 AM.
OFFICIAL FLIGHTS WILL BEGIN AT 9 AM.

MUFFLERS FOR STUNT AND SCALE (OTHER THAN HALF A) ARE REQUIRED. THE MUFFLERS MUST BE STOCK, TONGUE OR AFTER MARKET MUFFLERS
Registration begins at 8 am.

Events: All Scale Classes
Registration fees: \$10.00. Additional \$5.00 charge for second or third individual entries.

Events: All PAMPA Stunt Classes
Registration fees: \$10.00. Additional \$5.00 charge for second or third individual entries.

Events: 75MPH Combat and 1/2 A Combat
Registration fees: \$10.00.

There is no entry fee for Junior contestants.

HWY I-43 to WI State HWY 83
North 2 miles to County HWY NN
West 1/2 mile to Mukwonago High School



Three Sisters

Bill Fick listed his collection of three 35 size airplanes on Craigslist: a Ringmaster, a Flite Streak, and an airplane of unknown pedigree (a mystery airplane for you to ponder).



I was interested in the airplanes as sport airplanes, and for folks looking for a starter airplane. Bill's only terms for the "sale" were that I return to him a flyable airplane, so he can experience his old hobby and join the club. Bill sweetened the deal with a spinner, a 40th Anniversary Fox 35, a control handle with throttle control, and an Enya 29.

With my vast experience at fixing numerous broken airplanes, mostly due to my own hand on the handle, I was happy to oblige. So, I "bought" them and brought them to the MicroShop.

A close inspection revealed airplanes with straight wings, ribs and spars intact and fairly clean film covering. They also had a few trouble spots. The aft fuselage of the

mystery airplane was broken off; and most tail feathers were in rough shape.



The Fox and Enya were in good to excellent shape, with the Enya having particularly good compression, but neither had a muffler. I fitted the Fox with a stock muffler, bolting it through those little wings on the cylinder. Meanwhile, Tony was able to drill out the stacks along the exhaust port of the Enya and fit a stock K&B muffler.

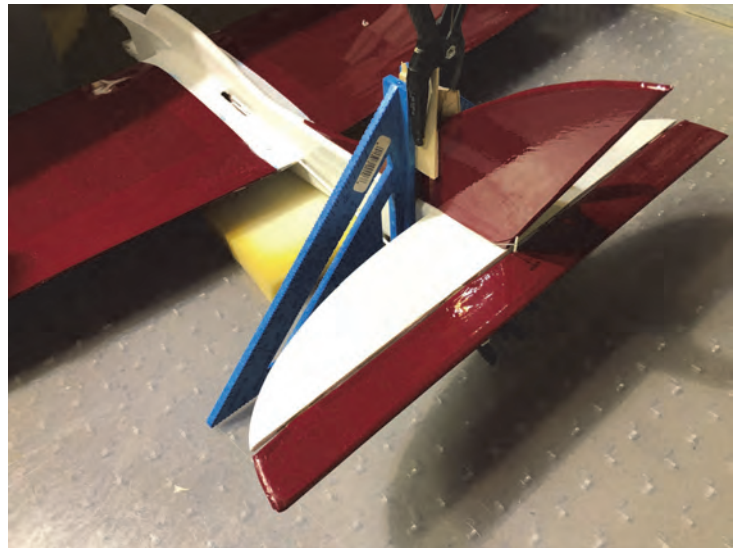


When I brought the airplanes to a build session, Jeff noted the Flite Streak had very thin lead out wires, so we promptly tore its covering off and decided they should be replaced. Keith and Wayne offered wise

words of warning: “Rebuilding is more time consuming than building new.”

Their position is altogether correct. Even if a broken airplane looks almost ready to fly, it isn't. Simply put, the fit and finish of broken parts simply cannot match the precise fit of modern laser cut parts. Well, they are broken after all. Too late. I was committed, and challenged.

To one airplane or another, I repaired damaged spars, smoothed balsa, added cripple spars and/or braces, replaced and joined sheeting, cut and splined a new aft fuselage, recut and attached tail features, added a trailing edge, and installed a new bell crank and leads outs.



Then I set to work applying spackle, some epoxy fillets, fuselage reinforcements, and dowels between the doubles at the location of the landing gear. Then I recovered wings, and cut landing gear from stock aluminum.

Here they are prior to mounting motors:



Here is the Flite Streak getting her new vertical stabilizer, cut to original dimensions using a Flite Streak ARF as a template. Clamping held everything in place until the thin line of epoxy cured.

The Ringmaster was first to be completed, with the goal of returning it to Bill. His Fox 35 fit right into the mounting holes, so I switched out its loose needle valve assembly, and mounted it on the test stand to flip start. The old gal ran pretty well, and steady with a 9x6 and on a 10x6 prop. So, on the Ringmaster it went.

Bill was happy to see the good looking Ringmaster and already had obtained gas and a flight box. He said he even bought a starter. His enthusiasm must have been catchy, because a friend of his also became interested in obtaining a flyable airplane and reviving his old interest in Control Line.

Here is the Ringmaster ready to go.



So, if you see Bill and his friend at an upcoming club meeting, or on the flying field, please give them a good hello and encouragement. I hope the Ringmaster serves him well. Meanwhile, I look forward to completing and testing the Flite Streak and Mystery airplane.

Fly on Friends,

Tom Sontag

Shug Got this....

An Aussie flyer sent me this email.
Pretty cool:

*Your club is an inspiration.
Trying to get C/L going in my club TMAC in
Sunny Queensland, Australia. Would send
some of our good weather if I could.*

Best wishes from Tom.



Tom Terrific

April Build photos

From James Perry







MEETING NOTICE: May 30, 2019– 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

