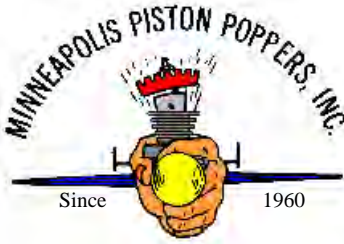


# Prop



# Wash

**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.

## June 2020



<http://www.pistonpoppers.com>

**Hi All,**

**We are going to resume the monthly Piston Popper meetings.**

**The June 2020 Meeting will be at the airport field, Thursday June 25th, at 7:30pm.**

**Come early and fly, the meeting will be fairly brief, so flights afterwards too.**

**As this is fairly short notice for some, please pass it on, to other members.**

**See you there, Tony**

## **Stooge Discussion and Thoughts**

Here is some rambling thoughts about the use of a stooge to launch our airplanes.

Have used two types: tail wheel wire release and stab release.

One problem with using the tail wheel wire is that the wire can break due to the flexing that takes place. 1/16 MW is used a lot for the tail wheel. It helps smooth out the landing with the flex of the wire. But that flexing will create a stress break some day. To counter this, I make it like is done with the Forerunner kit. The wire is 2/32 MW. It has a 90 degree bend at the top. Now drill a 3/32 hole into a 1/4 wooden dowel. Cut a groove from the hole to the bottom of the dowel. With the wire fitted into the dowel, wrap small wire (same wire we use to wrap the ends of our flying lines) around wire and dowel. When this is epoxied into the fuselage, it will be

strong. The down side is that there is that it is so stiff, you do not get any flexing on the landing and will get more bouncing. It can still break, but usually crash the plane before the wire breaks.

If the engine is greater than a .40, I choose to use the stab stooze. Some of you have held a plane with a strong motor (Saito 56/62 and the like) know how hard the motor can pull. No way am I going to kneel in front of that plane and trust a tail wheel wire to hold it. The stab stooze has two arms that touch the front of the stab on both sides to prevent the plane from going forward. This has the advantage of holding down a plane that does not use a tail wheel wire (tricycle landing gear). There is not much downside to the use of this type of stooze. It cost more. Is more complicated in its' parts. If it works for a large plane then it will not work for a small plane.

There is a place for both types of stoozes, but only if the tail wheel wire is built with a stooze in mind.

*John Christensen*

I've been flying with a stooze for several years (my apologies to Jim) and this is what I've come up with for a simple tail wheel setup. See the attachments.

The tail wheel gear is made from one continuous piece of 1/6 MW and is wrapped and soldered. Yes it's a little stiff, but hasn't been much of a

problem. It is very secure and replaceable.

The stooze is made from a hinge mounted on a board. Find a hinge with a 1/8 inch removable pin, cut off the center pin loop, fashion a slider from 1/8" wire, add a couple of wheel collars as travel limiters, and install a return spring. Voila!

*Ivars*

### **Control Line Flying**

I'd like to share some thoughts as I have been flying more stunt and less combat. The two events require some very different skills. For me combat was about reacting quickly to my opponents streamer. The only pre match plan was to not crash. With stunt its quite different with the prescribed pattern. As I fly my stunt planes doing a good pattern has become a fun challenge. My mindset has changed from being bored and sloppy to precision thinking. Because of the difficulty, doing a decent pattern is quite rewarding.

Now some tips for new flyers. This is not a hobby for instant gratification as the learning curve is steep at first. Once you can do loops the fun factor kicks in because you stop spinning and the airplane is maneuvering. Learning inside loops are done giving gradual up and increasing up when the airplane is at the top. Keep practicing until you

can do 4 consecutive big round loops all in the same spot. Do not try inverted or any other maneuvers until you master these loops. There needs to be a hand to eye to brain connection made doing these loops as you will be inputting varying amounts of up. So now you are chopping at the handle to go inverted. [hopefully]. Start by flat spotting the tops of your loops. Keep doing loops until you can go 1/4 lap inverted at the top of your loops. This will help alleviate crashing. Now you are on your way to flying inverted. Remember to learn maneuvers in light winds at your back. This hobby will teach one patience and persistence along with the fun.

by Jim Ehlen

## FLYING DAYS

Got up to the flying field this morning to get the field mowed. The crowd of flyers who showed up were very happy indeed.

As John, Tom, Dave, Shug I seen what I thought was Ivars with a glow powered Ringmaster with the masks were wearing it was hard to tell. By golly it was Ivars and a glow powered Ringmaster making its maiden flight.

Jim J stayed true to form with his electric powered planes though I think he had a problem with one. Needed a jump start maybe? Anyone with little jumper cables?

As I had to leave soon I didn't get to see everybody fly but it was sure looking like the perfect day.



Ivars Ringmaster



Look no batteries, glow powered





Shug's electric P-40



Jim's problem child sure looks good

I would like to see it in the air



John with pitman Tom



Shuggy smoking up the joint while breaking in his engine



Ivars and pitman Dave

### **New Member**

When Greg Thomas joined the club, I'm not sure how many in our group realize what an artist we gained. Yes, we've seen some beautiful control line models, but did you know Greg for several years produced some of the finest rubber powered models and kits, which he marketed under the name Thomas Designs?

That some of those kits sold at prices in the hundreds of dollars should tell you something about the quality; here are some photos.

Enjoy!

Dennis Leonhardi



An idea I've had for the annual Ringmaster fly-in for this fall - I've met LOTS of RC flyers who seem to have an old Ringmaster still stashed away in some basement. Perhaps we should have a 'homecoming' and invites sent to all the RC groups in the area to give CL a whirl again. Most of them are unaware that CL is still being flown these days. There are classic car buffs and classic model airplane buffs. Let's face it - Ringmasters are OUR '57 Chevies!

WCCO TV anchor Frank Vascellero mentioned on (the radio) that he used to fool around with the Cox .049 models and I believe he briefly attended the USAF Academy. We have very skilled professional promoters among our ranks so we should promote the fall event this year - depending on microbe activity.

Steve Scott

### Video...Bi-Slobbin'

<https://youtu.be/XcN5RFsK4Kk>







MEETING NOTICE:—June 25th at Club Field 7:30PM.

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

