

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.

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<http://www.pistonpoppers.com>

July Meeting...No Report

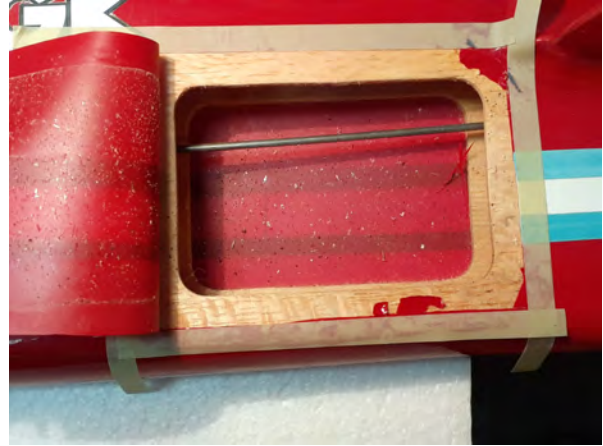
Jim Gevay reached out to me and said he went to the Club Field for the meeting but no one was there.

John's Nobler

This is a followup to the article in Prop Wash about the Geiseke Nobler that I restored. On the first flight all I could do was to fly level laps as that was hard enough to do. I had to give a lot of up on the handle to keep the plane from making an early landing. To correct this problem I changed the handle to give some up control and the plane could fly level. Shame on me. I did not apply the KISS principle to the problem. I made the problem more complex than what it really was. The problem was that the elevator was about 3/32 " down when the flaps were at neutral. So much for a properly built plane.



This problem off course needed to be corrected. Fortunately the plane had 2x3" holes in the fuselage. I cut open the plastic covering expecting to find a 3/32" Music Wire and was not disappointed. The Music Wire needed to lengthen to make the elevators go up.



I needed to protect the plane from catching fire, so lined the cavity with Aluminum foil and wet paper towels. Then used a Dremel to cut the Music Wire. A split roll pin was used to join the two pieces of Music Wire back together. Hammered on the split roll pin to make a tight fit with the Music Wire, so it would stay in place when soldered together.



And it worked. The plane did not catch on fire. The elevators are now lined up correctly with the flaps.



I used epoxy to reattach the covering, as it is fuel proof and did not trust the covering to reattach using heat or even handle the heat from an iron. My first flight with this correction was just great. It was satisfying to find that the fix worked so well. The plane now is a better flyer. It is stable in flight but at the same time goes right where the handle is pointed.

John Christensen



MEETING NOTICE:—Assuming
August 26 at Club Flying Field