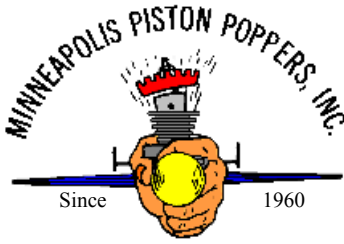


Prop



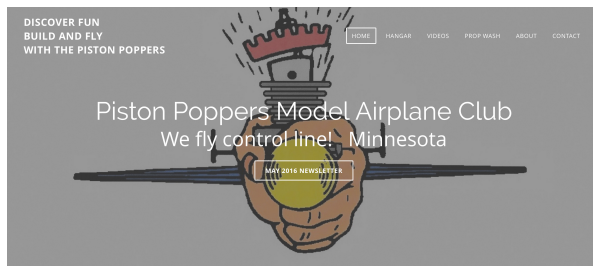
Wash

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

President: Tony Kubas 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: Tom Sontag

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

July 2023



<http://www.pistonpoppers.com>

June Meeting :

New Business: We talked briefly about having a club picnic this summer. Since Bob Cheney is having surgery sometime this summer he wants to delay it until late September. That's if everything goes according to plan. He puts in a lot of work and he wants to have his legs strong enough to handle all the walking and work. There have been quite a few flyers out at the school field these past 3 weekends. The grass is much better there than at the airport.

Tom Sontag showed us a plane he built from some wing and a fuselage, covered in a blue monocoque, it will have an LA-25 on the nose. Looks real nice Tom.

Jim Gevay

My Fargo Contest Report

It is true what club members say about FM Skylarks contest in Fargo...windy up yonder!

Had a mighty fun and challenging couple of days competing in AMA Precision Aerobatic Stunt and Classic stunt. There was also Combat flying and Navy Carrier.

We had four Piston Poppers in attendance. Ivers, Jim J, Tom Sontag and myself. All of us flying Stunt.

My chosen plane the Pathfinder in McClaren F1 livery had a lot of engine issues and on Friday eve practice my engine came loose in flight and caused a really weird run and it shut down in the first look of cloverleaf. Came down

nose first into the grass and did not sustain too much damage. I was kind of relieved as it had been causing me some stress not getting consistent runs and never could figure out the problem. Too much fuel and long runs..too little fuel and short runs. Frustrating. I had my Vector as backup. It flew great. Wanted to use the Pathfinder as I built and covered it but not to be. I'll get it in shape for next time. Saturday was very windy for sure. What fun!! The Vector really got me through the wind but I did not place as well as i had hoped. I got 7th place. Ivers got 5th and tom and Jim were behind us on the board. There were 9 competitors in stunt. Good turnout.

For Classic I took down my ARF Nobler that has not been flown in 3 years. Fired it up one eve at our school flying site as Tom and flew some contest prep flight. Forgot how well it flies and the OS 40FP is a nice running engine with a great 2/4 break. It got me on the board in 3rd place on Sunday. Ivers got 2nd . Jim had an ESC go bad on his electric and Tom fought through with a Nobler he bought from a local guy on Friday. There were 6 of us flying Classic so a good competition.

I only decided to do the contest about a week before. I'm glad I did. It has gotten me pretty pumped about working on the pattern and getting a couple of planes ready willing and able

to fly me through it. Time to knuckle down.

There is the video I shot below of the two days if you care to see what went on. I tried to get as much footage of the whole contest as I could.

Sean Emery





Focus...a Control Line Story Re-run

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 6 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 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.

BOB GIALDINI MEMORIAL CONTROL LINE CHAMPIONSHIPS AMA AA Sanctioned Event August 6th, 2023

Presented by the Circle Masters Flying Club

CONTEST DIRECTOR: John Schram 414-464-8109 john.schram@att.net
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.

EVENTS

All PAMPA Stunt Classes, Profile Stunt (One Class)
Combat, Speed Lines, 1/2 A Combat (4 Rounds)
Sport Scale, Profile Scale, 1/2 A Scale using the **brodat flying rules (mufflers are not required)**
Fun Scale

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.

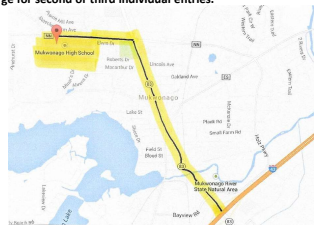
Events: All Scale Classes
Registration fees:\$10.00. Additional \$5.00 charge for second or third individual entries.

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



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, 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 6 minute 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. Not good at all.

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



MEETING NOTICE: July 27