

Prop



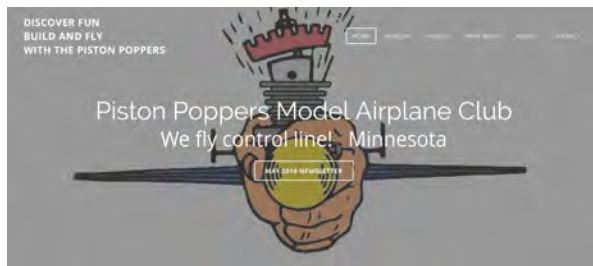
Wash

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.

November/December 2023



<http://www.pistonpoppers.com>

November Meeting :

No meeting notes this month.

From John Christensen

From: **steve mrachek**

<1953singer@gmail.com>

Date: Sun, Nov 19, 2023 at 7:31AM

Subject: Re: Nobler

To: John Christensen

<johnac926@gmail.com>

Wow that was a lot of work on something I figured was just a wall decoration. I am grateful to know that it got a good home and can be enjoyed.

You're quite the craftsman to be able to do all the repairs.

Thanks for the pictures and the information.

Enjoy the old bird this summer.

Steve

On Sat, Nov 18, 2023 at 7:45PM John Christensen <johnac926@gmail.com> wrote:

My name is John. I am the one who got the Nobler flying. The fuel tank was replaced because it needed a larger tank and the old tank was leaking. Had to fuel proof the engine and tank area as it was bare wood. The wing leading edge sheeting had a number of soft spots (8 or more see photo). Had to remove some of the covering to get access to these spots (see photo). Pull out the soft spots and strengthen them using CA. The two large spots nearest to the fuselage (see photo) were the worst. There was something not right when the plane was flying. It took a while, but figured out that when the flaps were at neutral the elevators were not at neutral. So had to cut into the

side of the fuselage to adjust the metal rod between the flaps and elevators. The metal rod had to be lengthened. Soldered a split roll pin to connect the two pieces of the metal rod together (see photo). Now the plane flew good. We fly over grass and this is hard on the landing gear and the front landing gear glue joints gave out. At the same time the rear landing gear was damaged. Had to cut into the fuselage again to repair the rear landing gear (see photo). Glued the front landing gear using some epoxy glue and was flying the plane again. This summer I had a car accident with the Nobler in the car. The battery box hit the wing and damaged the wing leading edge sheeting and 2 or 3 ribs. This will be repaired this winter and the plane will fly again.

It has taken some work to get it flying decent, but it is fun to fly.

Thank you
John





2014 Control Line Re-Entry~

It was back in 2014 that I was doing my yearly cleaning out in my shop that I call the Nut-Hut. There is a space above the entrance door where I hide things from myself. A sort of Purgatory for doodahs I don't want to discard and know I'll visit again someday. Hopefully Usually in my cleaning and clearing frenzy.

I'll toss something up there and keep my eyes level, daring never to look up to that place. For what I may see may lure me in. My Nut-Hut is my World of Distractions.

So up there was stashed my partially completed Prowler control line airplane. Hidden well back and smothered and covered in dust awaiting me for over 20 years in it's box.

As I delve into the cleaning and clearing project up in that loft of long ignored bagatelle that is done every five or ten years I shutter in apprehension. My jaw tight. Executive decisions must be made discard and banish a few hidden gems and make room for new refugees to the space where I dare not look.

Perched atop my step ladder I peek into the dusty gloom and let out a small and nearly silent sigh as I start pulling things down from my past. Hidden no more, they stare back at me like rescue animals waiting for acquisition.

Reaching way back with my face smashed against old basketballs, chin up bars, music stands, retired juggling

clubs, old rafts, RC boats, putrid suitcases, retired moldy clown props, magazines, tattered and body odor soaked costumes, foam, failed projects, old model boxes full of old wood bits. Riches and Remnants of the My Past. As I pulled the Prowler box through the detritus of my history, bits and bobs and odds and end of my pursuits fell to the floor like a waterfall of unfinished dreams. I saw that waterfall as the fate of those items. Into the rubbish heap go they and will be replaced by current pursuits those must be hidden from myself. Until the purging takes hold in me again.

Teetering on the stepladder I held that Prowler box in my arms like a man holding an infant for the first time. Risking a fall into the remnants of the cascade of broken aspirations surrounding the ladder I rubbed the patina of smut off of the graphics on the Prowler box. As I did I had that sensation in my stomach one gets when they find they are lost in the woods. Or misplaced their wallet. Or ate some tainted oysters. My stomach did some acrobatics and sent a sensation up to my cerebral cortex. In that moment I knew I was holding unfinished business. Deep in my soul I was aware this Control Line adventure that had been suspended for over twenty years was being set in motion once again. Mixed feelings and excitement pervaded my physical being. Oh, it was now in motion. This WILL get finished. Yes I will finish the hobby venture and leave more important

things like chores unfinished. Atta Boy Sean! Go for the Bronze.....*to be continued*~~
Sean Emery

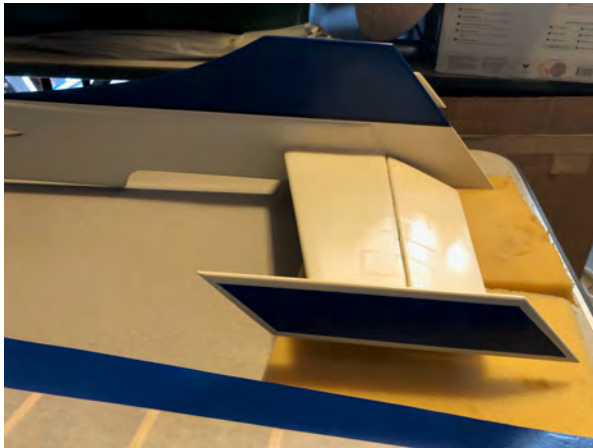


Update on Electric Force XL

I finally can report some progress on the electric Force XL I purchased from George Muellerleile. This week I tested wing fit, then taped it up and painted the wing.

While painting the wing, I also taped up the tail, changed the blue to Miami

Blue from Brodak and added trim to the winglets on the stabilizer.
Next up is test fitting the landing gear and electronics, then gluing in the wing. Wish me luck!
Tom Sontag



Some photos of the Fargo/Moorhead CL contest from Aimee Olsen to me. With my 3rd Place in Classic. Another with Gary and Jerrod Hayes. Great flyers. And stunting with my Accentor CL Kit I won in the raffle. Sean Emery





MEETING NOTICE: Combining November and December Meetings on December 7. Usual location as far as I know.