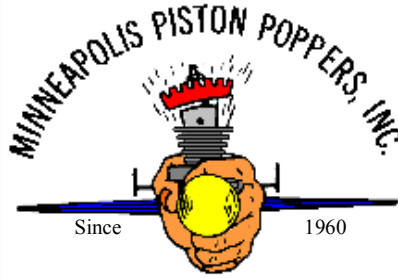


Prop



Wash

April 2016

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

March Meeting:

Old Business: Tom Sontag reports there is nothing new on the web site. Keith said that all the kits and engines are ready for the kids building sessions. The dates for building are April 16th and 30th, from 10-3. I asked that we document everything about this program for future use by the club. It may be useful for promoting the club to other schools or property owners when looking for flying sites. Sounds like Keith and Tom are on top of this, they promised to save copies of stories and photos to be given to the club archives. June 3-4, Friday and Saturday, is the Iowa contest, which partially conflicts with the D.A.D. weekend, which is on June 4-5.

New Business: Keith asked about having something to stand on at the flying field so we don't wear a hole on the grass. We agreed on having a piece of carpet on hand to use. Bob said he needed to replace the decking on the club trailer. He already replaced the deck with marine plywood, hoping it lasts longer than the pre-treated plywood he used previously.

I told the club that our AMA Charter and club insurance have been completed for both the school flying site and for D.A.D. There is also another form to fill out for D.A.D requiring a \$75 fee with a refundable \$100 deposit on top of that, the same as

last year. I will try to contact Sharron Sandberg and have that waived, like I did last year.

Show and Tell: Rachael Sandberg showed us her Baby Ringmaster, it has an .049 and is "powered by polka dots". She and Keith are going to compete with it at Brodak's this year. Keith showed us his Blackhawk models Mini-Stunt Rocket with a Norvel .061 on it. Paint colors and design were chosen by Rachael. John Christensen had his 1/2A Prowler he bought. It was scratch built by someone else, he changed very little on it, powered by a Norvel AME .049. Tom Sontag showed us his 1/2A Brodak Trainer that Mason, from last month's Prop Wash story built.

Jim Gevay

Building Session 3

Our third and final building session is now at a close. The results are in, some planes have progressed to completion, some are very close and others still need lots of work. All have made progress.

This is a time for all of us to share and learn new ways to build and overcome building issues that always come up during a build. I for one have learned a new trick or two. I like Ivars weight tip box idea, and Jeff showed us a neat way to do

trailing edge sheeting. If you need a paint design Rachel is one to ask.

While at Hub Hobby I ran into Keith and Rachel they were there to pick out the covering and finishing colors for their planes. Rachel has picked out covering with poke-a-dots she tells me her plane will be Poke-a-dot powered.

The first to show a completed plane was Ivars with his Orange Crush Skyray. He told us about some finishing issues and thinks he has sorted them out. He also told us about the cloth hinges he used and how he applied them. Even he learned a new way of doing these and was very happy with the outcome.

I for one just wish I could build as good. But that is why I keep coming to these building sessions as I learn new ways of doing things. Hopefully with time I may come close to this kind of perfection.

Wayne was working on the training 1/2A PT-19 while Tony continued on his Ringmaster (*started at last year's building sessions*). Of course Jeff and I have been working on a Brodak Clown which is not progressing very well. We will continue working on it, hopefully it will get completed.

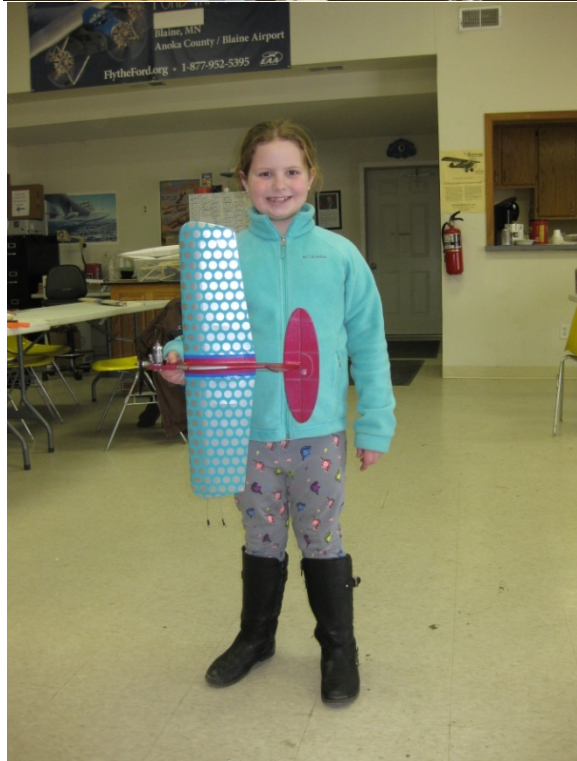
Tom brought in his first big build, a Sig Twister kit bashed to look PT-19 to be powered by an OS 46. He was looking for advice on squaring up a wing and stab before gluing into position.

This year it was a 1/2A themed event for Keith, just as he helped Rachel she was the one who designed his paint layout and color combination. Keith also had a 1/2A profile Nobler he is planning on flying this year.

All in all this was an interesting and productive building session this year. Next year hope to have a bigger group to share the fun or come join us for the hanger talk.

Bob Cheney







March Meeting

Our March meeting had a great show and tell, 1/2A's were the order of the evening. Rachel showed off her Popper winter build with credit going to Wayne for his help, while Keith showed his Skyrocket with the credit for paint color and design going to Rachel. Tom brought in the build he and Mason have put together (*can't wait to see Mason in the circle flying his creation*). John also brought his finished 1/2A Prowler.

Yes they are all soon to be real flying models.
Bob Cheney



Is She Beautiful?

Hard to believe that my first control line airplane larger than a 1/2a is nearing completion. I patterned her after the Ryan PT-22 Recruit. The wing is a rookie modified wing from a Sig Twister kit, with a scratch built profile fuselage and tail. I even Fancherized the fuselage (more or less).

It was my first big build and I had "plans" for the most amazing profile airplane ever constructed! And it was going to look exactly like the one in the Smithsonian, except for the width of the body, and its length, and um perhaps the shininess of the silver.

True, I repaired many airplanes built by other people that I or some other beginner dorked into the

grass. But this is the first 40 size control line airplane that I ever have built. Thanks to everyone who helped me.

Am I proud of it? Sure! Not fully sure, however, since it hasn't flown yet, nor is it fully assembled.

Is she a beauty? Well . . . Not sure yet. The aluminum Sig dope and yellow Top Flite LustreCoat seem OK, but the devil is in the details. Might have been nicer had my compressor not died part way through spraying. A brush rescued the effort.

I will bring the Ryan to the next club meeting and you can figure for yourself whether she is beautiful (don't get your hopes up). Later, much later, I will bring her to the flying field for the real test.

Tom Sontag



Videos:

Well, I did get out for a couple of flights near my house using my electric planes purchased for just that reason...to get out and get a quick flight in without attracting too much attention until we get back to our flying field. Then I can fire up the IC engines. Yeah!

Sean Emery

Shaking off Winter Brodak P-40

<https://www.youtube.com/watch?v=FdLBpVizt3o>

RSM Electric P-51

<https://www.youtube.com/watch?v=4-nTVFytOEM>

Wisconsin State Control Line Championships

With the demise of the SIG contest and the cessation of the Brodak contest after this year, the Circle Masters will be continuing to increase the scope of our contest in the future. We have added more official and unofficial events, in an effort to provide an option to take the place of those events that are being lost. We offer two flat, paved circles for Scale and PA events, grass circles for Combat events and clean facilities at a large local High School in Mukwonago, Wisconsin.

During these times when interest and participation in Control Line are waning, here's an opportunity to help us grow our yearly event, and provide an opportunity for competition, comradery and plain old FUN. Please make the trip to the beautiful rolling green hills of

Wisconsin on June 5th, 2016.

Thanks for supporting PAMPA!!

Mike Strand
PAMPA Secretary/Treasurer
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262-352-0645
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**WISCONSIN STATE CONTROL LINE CHAMPIONSHIPS
June 5TH, 2016**

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, Combined Old Time, Classic and Classic 30 event, Sport Scale, Profile Scale, 75 MPH Combat (4 rounds).

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 (Two classes, Beginner and Expert. Standard PAMPA patterns will be used).

**New for 2016 – Profile Stunt (Expert, Advanced and Beginner) and 1/2 A Combat.

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. No additional charge for second or third individual entries.

Events: All PAMPA Stunt Classes
Registration fees: \$10.00. No additional charge for second or third individual entries.

Events: 75MPH 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



Mid Iowa Control Liners

19th Annual MIDL "Fred Miller Tribute" Stunt Contest
June 4th – 5th, 2016
Big Creek State Park -- Brett Smith Memorial C/L Site
Polk City, Iowa AMA Sanctioned – AA

Saturday
Aerobatics: 9:00 AM – finished
Profile (BEG/INT), (ADV/EXP) Combat – 75 mph
Classic(JSO) Fargo Special Slow Rat "Race"
Old Time (JSO)
1/2 A (JSO) – Full Pattern
Sunday, May 4th
Aerobatics: 8:00 AM– finished Navy Carrier
Combat - 1/2A
PAMPA Classes (Beg, Int, Adv, Exp) Class 1-2
Basic Flight (Beginners) Profile
Profile Ringmaster Stunt .15 Profile
(using Old Time Pattern) NCS Sport
Site is Brett Smith Memorial U-Control site in Big Creek State Park. The site offers on-site rest rooms, picnic areas, fishing and close in parking. Five minutes from the town of Polk City. We thank you all for your past and future support.

NOTES: Registration closes at 10:30 on Saturday and 9:00 on Sunday. Late entry will be accommodated as best we can, depending on the event. We strongly urge you to pre-register, by mail or e-mail. See the registration form on the back of this flyer for fees. If you pre-register, we will pre-check your AMA and have your paperwork already filled

out when you arrive. Use e-mail and PayPal!
Contact:

CD: or
Bob Baldus Mike Anderson
6719 Colby 402 2nd Ave
Des Moines, IA 50311 Madrid, IA 50156
515-255-8025 or 515-240-1196 515-460-2562
bstudeman@aol.com mikeainia@windstream.net

Special Rules and deviations:
Spectra/Dyneema (GSUMP) lines allowed in Non-Rulebook events. See Safety Code & C/L General for size and use guidelines.

Stunt Notes: No Appearance points in any class.
Profile – no engine displacement limit. 10 point no-flap bonus.
Classic will use Pattern Points. Old-Time will keep the 10 point 'non-flapped' bonus. Ringmaster:
Profile versions
only (42" span or smaller) – Old Time Pattern
{Questions? - Ask in advance}

Fargo Special Slow Rat: Any plane/engine, 60' lines, 10 minute flight 'window', 2 pit stops required,
Score is total air time (during 10 minute window)
{Speed doesn't matter, it's a pit stop contest}
Raffle
Preregister by email/paypal and we can check AMA and fill out your paperwork for you.
Contact Mike to pre-register.

The story behind Black Hawk Models

I started Black Hawk Models in 1978 when I owned a hobby store called Modelers Mansion in Gardena California. I started with a few wood model kits, and then added a discontinued .049 engine that had been made by K&B.

I acquired a rare Sterling ready to fly Styrofoam model P-51. That model inspired me to make a ready to fly Fire Ball. I knew nothing about Styrofoam, so that project went bust and took the hobby store down with it. I tried to recoup some of the losses by offering a plastic fuselage Fire Ball. Well in the end the best model that I designed and kitted was the Apocalypse. The Apocalypse was a slo-combat model that I flew with a Fox .35 a couple of years and won several local contests. By 2001 my life had completely changed and I now owned a "Mail Drop and Package Shipping" business in a poor, gang infested neighborhood. Since I had extra floor space I added some hobby items, mostly plastic car kits. One day, 4 teenagers in gang colors (new to the gang but not yet in the gang) came in with an old broken Sterling Baby Ringmaster that they bought at a yard sale. They wanted to know how to fly it. I helped them repair the model and showed them how to start the Cox engine and fly the model. They went out and flew! Suddenly, I had 5 youngsters in the store looking for control line model kits. I checked with the local distributor only to find that every company that I knew of was gone and even Cox was gone. That night, talking with my wife, I realized that if the kids in the neighborhood were flying model

airplanes, the gangs would not want them. I started outlining some airplane kits; since the local kids did not have a lot of money I cleaned up my old Cox engines and gave them away to any kid buying a plane. I often supplied paint and glue too. Knowing that kids do not see profile models as real airplanes, my choice of models was simple. Scientific hollow-log models. To start the business I borrowed the needed tools, and my wife showed me how to make the boxes. E-Bay played an important part of the project too. I needed money to buy wood and hardware, so I sold some kits on E-Bay. The sales were so good that I kept expanding the number of kits that I was offering. A school and an orphanage asked about kits for their kids so I sent them what they needed for free. Just as the business was taking off, I ran out of used engines, so I purchased OK Cub engines and sold them at cost. Let me explain something here. When you own a business, that business reflects you and your experiences. For me, when my parents were fighting and separating, I was placed in a children's home. When it burned down I was sent to a summer camp for boys. These experiences showed me what it was like to be an orphan and later, when money was scarce, what not being able to afford to buy toys was like. This is why I donate out so many models and supplies. Most years I donate between 200 and 300 model kits to kid groups (not to clubs of adults). Okay, back to the story of how we got started. One day the local gang decided that they had enough of me taking their kids away from them, so they parked a car in the middle of my shop, taking out the front window and a lot of other stuff. I had to move, but even after that the business kept growing. What happened to Control Line? That is the biggest question that is asked today and the answer is that many factors were at play. When I had a store in the 70's I would go to a distributor to buy the items that I wanted to sell. A group of wealthy businessmen got together and decided to take over the hobby business. They knew that to do this they needed to get rid of the distributors. Without them, they could control what the stores could carry and sell. These guys bought direct from the manufacturers and sold these items in their own stores at a lower price than the distributor could.

Soon, the local hobby stores were buying from the discount stores to re-sell in their hobby store – not a good practice. What this meant was the demise of the mom and pop hobby stores, and the discount stores deciding what you could buy. Since the control line models were a lower priced item, they had to go, and since the R/C kits required a lot of accessories, they had to go, leaving the current R/C toys that are both high cost and high price. Also, they no longer needed knowledgeable clerks, they had to go.

The last nail in the control line coffin was the death of Leroy Cox. No matter how you feel about his ready to fly plastic planes, he introduced everyone to what control line was. Without him there are very few people who have even heard of control line.

I was asked what I think about laser cutting, as opposed to die cutting. While I prefer the laser cut, I like the router cutting better; it does not burn the wood. But since it is slower and produced more waste I guess that laser cutting will win out. Now electric control line I am not in favor for younger fliers. Kids do not respect the dangers of a model plane in flight if it is not making any noise, and that can be dangerous.

Larry Rice

Submitted by Tom Sontag



Hey Everybody

Why not submit an article, a paragraph, a photo, a blurb, a report, a story, an account, a review to the Prop Wash here.

Sure would make this newsletter a lot more interesting.

MEETING NOTICE: April 28 – 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 start at 7:30 PM. Visitors are always welcome.

