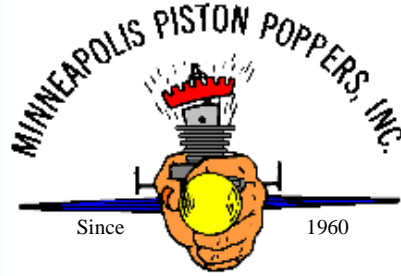


# Prop



# Wash

January 2015

**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

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## January Meeting

Sorry, no meeting info.

### BUILDING SESSION 2

Building session two got off to a good start with a lot of progress gained for me with my Shark 402. Jeff Lange was my co-builder (*actually he was the show I was just the helper*). The wing is framed up and tacked glued but before I remove it from the building board I'll finish up the glue joints. The fuse was built between sessions and it appears that I did a fair job.

Little Rachel Sandberg gained the most progress (*must take after Dad*). Since we were together at the last session she has: drawn out her paint scheme and picked out the colors then with little help from Dad her plane was painted. Today was covering day, as you can see tie the lead outs, put on some decals then its first flight time. Were all proud of Rachel

Tony has started work on the wing of a Brodak S-1 Ringmaster. Ivars was working on his project sorry I cannot remember what the plane was called but the workmanship is first class all the way.

One more session to go hopefully I will be assembling the wing, stab and fin making it take on the appearance of an airplane. Bob Cheney





The ESC is salvaged from an electric sail plane that is no longer with us.

I believe the ESC is rated at 30 amps. A much smaller rated ESC would be okay, but this one was paid-for. The timer is from Brodak

**Timer FM-0c REM**

**Item# BH-1872 \$24.99**



## Mini Force

You've seen the Force; you've even seen the Primary Force now meet the Mini Force. George Muellerleile brought in a scaled down Force he appropriately called the Mini Force. Looks good George. Bob

The specs from George are as follows:

It's basically a scaled-down Primary Force. It's a straight scale down with no manipulation of moments or areas. I've flown it about ten times. As its configured now it is a bit tail heavy so I expect that the moments are in need of adjustment to get the balance right.

Here are the specs:

Wing span is 36 inches

Wing area is 247 Sq. In.

Length is 28 inches

Weight is about 17 oz.

Covering is Monokote with white LusterKote paint and blue gloss latex. Most of the trim is done with decals.

The motor is a Turnigy L2210oc-1200 (1200 being the KV) From Hobby King

The battery is a Zippy 1300 mah 3-cell (also Hobby King)

## Pulled off of the Old Familiar Path

From time to time I hear folks talk about being stuck in a rut. Now, I have never been stuck in one but do feel that at various points in my life that I have walked a well worn path. Familiar and routine. Nothing wrong with that old path, but as I walk it I know there are other hidden trails branching off that I want to wander and never seem to get my feet on. When I got back into control line airplane flying in the Spring of 2014 I was piloted off the familiar path and put onto one of those hidden and inviting new trails.

I had been looking for a way to get out of my normal routine. Just to break things up and to be inspired. To force change is ineffective. I needed to remodel my precious free time.

Then I got bumped off that everyday path and into the scrub.

Getting back into the control line hobby was a jump-start on a new diversion that led to fun, new friends, frustration, jubilation, exaltation, challenges and competition.

In the Spring I started back on the unfinished Prowler control line stunt plane. It was about half built and put away 20 year before. Finally put the OS .40FP engine reworked by Randy Smith that I had purchased in 1991 on the bench to break in. Did it ever run good. Then I got all my old Cox .049s running and repaired the SIG Dewey Bird. Ordered and built a 1/2A Baby Lightning Streak electric and flew and crashed and crashed and crashed. Got good at repairing again. It was a challenge to learn something about electric motors, timers, ESCs and lipo batteries.

Soon I checked up to see if the Piston Poppers club was still active. Got an email from John Christensen telling me that indeed it was. So I went out to the BEA site one day to see if I could find the flying field and saw another man loitering and he had the look of a modeler. Ended up being Rich Mencacci. It was a windy Sunday and no active members showed up so we flew my SIG Dewey Bird and had a bunch of fun. That day got me in the stunt spirit.

Since that day I got out to fly and work on the stunt pattern quite a bit. My plan was to learn the beginner pattern but I went beyond that due to being inspired and coached by club members. Seems I ended up flying with Tony, John C., Keith, Bob and Wayne quite a bit. And sometimes Glen, Ivars, Jim and George were out there as I arrived. Watching everyone flying the full stunt pattern just got me inspired and excited to learn it and do it. Having club members to share flying days and evenings with is a great way to push your skills and pocket many nuggets of wisdom.

By October I attended a competition in a real PAMPA Control Line Aerobatics Contest, the Carolina Criterium in Huntersville, NC and placed First in Intermediate. It truly was exciting to compete in Stunt and getting that little plaque was a huge thrill. All the flying and the coaching I got all Spring and Summer paid off. Keith had often reminded me to just fly my flight. Those words guided me.

Many days I would drive to our club's flying site around 5PM. Rush hour. I would take the surface

streets and go back routes rather than the freeways. I was seeing parts of my own town that I had never seen. If I had been plopped down by aliens and asked what town or state I was in it would have been hard for me to say. It seemed so new yet it was only 10 miles away. The nudge was proving effective. Newborn wonder filled me. The feeling only grew as I would pull into the BAE gate and park at our flying circle. This was truly a rewarding and energizing new path.

My plan is to wear down this new path a bit this flying season and improve shapes and five foot bottoms, consistant 45s and 90s. Get better corners and legs and fly with elan and verve. But mainly to have fun, fun, fun.

Sean Shug Emery

Flying the Plan B



Pilot for my Chief



Chief



### **New Strega ARF from Brodak**

So.....had an impulse. I got the need to feel a big plane in my hand as I circle to the left and fly some stunt.

Ordered a Brodak Strega ARF and bought an Enya .61 CXS Pro to put in the nose. Maybe I am putting my socks on over my boots but part of this hobby for me is the tactile connection between myself and an airplane. We all love that part of control line. So in my quest for a better and more exciting pattern, the Strega has been added to my fleet.

I am hoping that a larger plane can improve my pattern. But really, I just want to feel that feeling.

Sean



### **Need your Articles and Input for Newsletter**

Please feel free to send this new Editor your articles, thoughts, pictures, prose, how-to instructions, opinions or anything that will be of interest to members and I will add to this here fine publication.

Sean

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**MEETING NOTICE: February 26 – 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.

