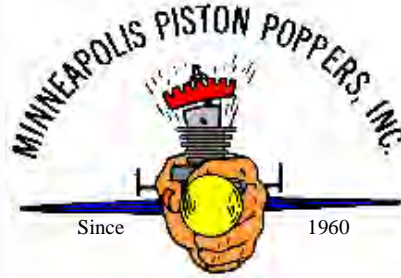


Prop



Wash

September 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

August Meeting

No report issued. Explained in Bob's article below.

FLYING DAYS

8/21/2016

Today started with bright blue skies and temps in the upper 50's no winds.



The Top Flite ARF Tutor



The Cardinal

I made the first flight of the morning with the Tutor great run and smooth flight, I was very happy. John was the only other flier today and he wanted to practice his horizontal eights. He feels he still needs some improvement on this maneuver. He had his Cardinal flying well till he made the cardinal sin, concentrating on what his hands were doing and not what the plane was doing. With some repair work it will make it back into the air.

The winds started to blow a little bit so we did the famous hangar talk when Tom Sontag and Dave Vandegrift showed up. Then we called it a day.

8/24/2016

On this Wed evening John, Jeff, Dave and myself showed up. For a little talk and John was there to work some magic with his Magician.



Though he didn't pull any rabbits out of his hat he did have some good flights. This plane is powered with a Brodak 40 turning an APC 10x5 prop. John was working on some lap times, tank height issues and just getting a little run time on the motor.



After the flying we knew there were no rabbits pulled out of the hat but where did the deer come from.



8/25/2016

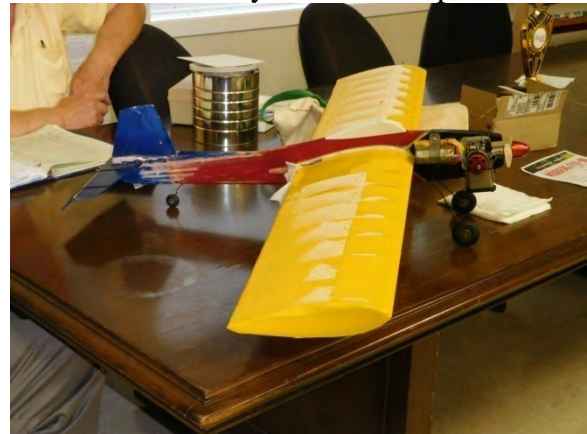
Tonight the club meeting was held but we were short a President didn't even have a VP so with an abbreviated meeting we went ahead with some Show and Tell.

Tom brought in the scale Mustang he purchased from Boise Idaho. It has not flown yet. It appears to have an O.S. max motor with throttle, hard to tell with the cowling in place.



Tom also treated us to his vision of Frankenstein. This was a combination of wrecked planes: Twister wing, Ringmaster fuse, a Gillows Trainer tail

feathers and keeping in line with older equipment how about a McCoy red head for power.



I did discuss the possible field trip to Fagen's Fighters museum in Granite Falls. Got a positive feedback from the group. I will pursue this adventure and will let you know more. Sunday promises to be nice flying time starts by 9:00AM.

8/28/2016

Today the skies were foggy with no wind, after mowing the circle the fog was lifting to a cloudy overcast with sun later in the afternoon.

We did have a few new faces join us today as Tony and Wayne came out to join Keith, Rachel, John and myself. Later on Tom came to play and we even had Justin join us for the day. Justin comes to us by the way of the kid's building sessions we held earlier this spring.

We had many planes that made a bunch of flights today from Rachel flying with the Shark 402, her baby Ringmaster, and dad's PT-19, Keith of course was flying his Legacy. Tony flew the Magnum, Tom was busy with the Frankstein, Sterling Ringmaster, and Francher Twister along with some 1/2A's. John was really enjoying his Magician while I had a couple flights with the ARF Flite Streak.

We even had a plane from the past the Bearcat that was built by Keith and flown by many up and coming pilots, this plane was designed with a third line for throttle control. Kind of fun doing touch and goes.

One of the more notable flights was when Keith was helping Rachel with her inside loops, when she had enough confidence she told dad to leave the circle and let her do her ten loops herself (I

counted over 20 loops during the day way to go girl).

Justin was a young boy who took part in the Kid's Build earlier this year, after a few flights with Tom and his trainer Justin was ready for the solo flights with the plane that he built.

Speaking of Tom if it wasn't for him we would not have this school to fly at, the kids build would not have taken place and Tom is the first person to introduce our club to spectators, to show who we are and what we do. Tom is also the first to do hands on instructing of flying model aircraft. Another reason Tom is such a valuable person is the way he stepped up and resurrected the web site. So when you see Tom thank him for becoming a valued member of our club. THANK YOU TOM.

Some photo's of today.



Justin from the kids building



The Bearcat doing touch & goes



"Frankenstein" Tom or the plane?



Tony with an inverted Magnum



Even a Butterfly gets photo credit



Tom recruiting the neighbors
9/7/2016

After many days of rain this Wednesday evening turned out with dry skies and light winds the dew points were still high but not unbearable. But with all the rain we've had the bugs look like 747's coming to feast on you.

John was the only flier today still working out the Magician, tank and running issues getting better.

Just took one picture as I was on the wrong side of the circle and was shooting into the sun.



John and the Magician

9/10&11

Mowed the circle in hopes that the winds would die down it was not to be.

Tom and I were at the field Sunday did some famous hangar flying. We were willing but even the Frankenstein was saying no way to the wind. This is from a plane made from pieces of wrecked planes, why make more pieces.



Tom and Frankstein
9/14/2016

Wednesday evening and what a treat it was cool temps, clear skies with light winds and friends to share the flying circle with.

Tom was there with Ted and John though being a little ill could not pass up a great evening at the school. I was also there and got in a couple of flights.

Too bad the days are growing shorter, can only mean that the flying days are limited. So come out and join us.



Tom with his fleet of stunters



My Akromaster AP hornet powered



Tom putting the Akromaster up

That's all for this edition of the Flying Days. It is now time to start looking forward to the October flying days.

During the month of October our flying days at the school comes to an end for the year (*don't know for sure when it happens*).

Until then we have some exciting things that will happen. Starting with the 1st & 2nd **The International Brotherhood of the Ring** takes place. This event is the same as last year where

every flight of any kind of Ringmaster is flown as many times by as many fliers with the numbers tallied and recorded. So get out the Ringmasters and let's do our part to put together another gaggle of planes through their paces.

The next exciting happening is the road trip to Fagen Fighters museum in Granite Falls on the 15th. I'm looking forward to this so come to the meeting and sign up for 1 of the 6 seats available in a couple of vehicles. More information and hopefully all answers will be answered.

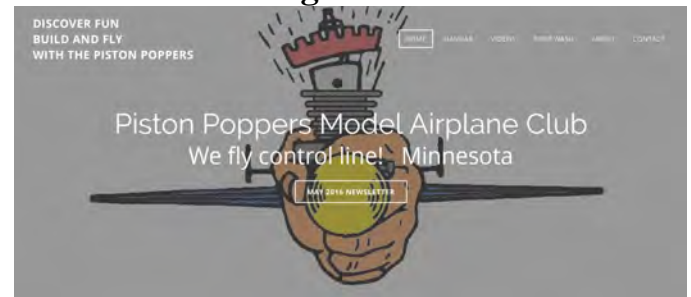
Until then let's FLY,FLY and FLY some more.
Bob

New Piston Poppers Website

Check it out. Thanks to Tom and Carey.

<http://www.pistonpoppers.com>

Click on Photo to go to the website



Attention!

Dear Members. We are in need of your input.

This newsletter is for the whole club but I only ever get articles from the same few members.

You may want to thank them (Bob and Tom) when you see them and thank them for good reading material.

Please submit a short article or even just a photo to share.

Thank you.

Your editor Sean

You said you could use some pics. I just finished this. I won the Twister kit at the winter fun fly. Finally figured out what i wanted to do with it. It is supposed to be a Navy Kingfisher.

Jim Jorgensen



It is hard for me to let go.

I have a combat plane, called the Guillotine, perhaps named for cutting other fliers' to ribbons, something I never experienced. I made it in middle school, circa 1974. It has been "fixed" and doesn't look TOO bad.

I have debris from three planes "fixed" into the new Frankenstein trainer. Flies OK but loves to roll out on tight inside loops.

Believe me, there are more parts hanging around the MicroShop. My past few years of flying, and of providing planes for others to fly, have been productive in parts and pieces.

For some reason I cannot easily let them go to the hanger in the sky. Each has some special meaning that often plagues my sensibilities.

My folks were small town food factory laborers, formerly farmers, with gardens and frozen peas for winter.

I sold night crawlers by day, and by night plucked them from mother earth in the mosquito bitten twilight of a Minnesota summer.

It is not easy for me to let go, or to throw away.

When a son of mine found the Sig Twister flying high and tight, angling backward toward the ground like the backside of the triangle pattern, he didn't know what to do. The sound of snapping twigs soon followed. We carefully sequestered all findable bits of balsa and put them in a box.

Tonight, I put on the Twister's parts on the workbench in the MicroShop.

After a few glued spars, leading edge, and fingers, the realization crept across my mind that a nice laser cut kit lay only 3 feet from the carcass I was reassembling.

This might be hard to say, or to read, but the sound of my foot crushing the remaining portions of semi-mangled wing panel was grisly, but strangely freeing.

Sometimes you must let go, and prepare room for the fresh kits that await!

Tom Sontag





The Fly-A-Thon is a great way to promote control line modeling while having a good time! Have a safe Fly-A-Thon and put up a bunch of flights this year!!

Tight lines and soft landings,
John Cralley, For The Brotherhood of the Ring

I hope you and your fellow Control Line modeling enthusiasts are joining us again next month by flying in the 9th Annual Worldwide Ringmaster Fly-A-Thon on October 1st and 2nd!

Your help last year put us way over the top with record numbers of flights and pilots! With your help again this year we can match or exceed last year's records (3487 flights by 684 pilots)!

I have attached the latest version of informational flyer and the new Fly-A-Thon Logo to this message (PDF files) and I hope you will use them to promote the event. Feel free to translate the flyer into your own native language and please circulate it to other fliers that you feel might wish to participate. You might want to use the Logo to make decals/buttons/hats/T shirts or what ever you wish (if you need higher resolution files let me know and I can supply them). You can address questions to me and you may use either the e-mail address on the flyer or my personal address used to send this message.

As you know, Fly-A-Thon is sponsored by the [Brotherhood of the Ring Forum](#). Feel free to register to join the Brotherhood Forum and you may also wish to visit/join the Facebook Group, [Annual Worldwide Ringmaster Fly-A-Thon](#) (you may have to be a member on Facebook to see/join the Group).

Ringmaster Fly-A-Thon 2016




**The Brotherhood of the Ring is sponsoring its 9th Annual Fly-A-Thon event:
 October 1st & 2nd, 2016**

Matt Kania's beloved Ringmaster control line model has been built and flown by more modelers than any other control line model airplane!

This is not a contest! No registration is required. There are no entry fees or prizes! This Fly-A-Thon is to **honor** the most popular C/L model ever!! Be part of something big and help make history by having more worldwide Ringmaster flights in a single weekend than last year's record of **3487** flights!
 A record **684** different pilots participated!!

This event is open to *all* participants *worldwide*!

On October 1st & 2nd, we challenge you to fly any one or more of the many varieties of Ringmasters, old or new, and report your flights to: 2016flyathon@ringmasterflyathon.com

Deadline for reporting is 12:00 noon Eastern time (USA) Tuesday October 4th

Location: *Wherever you are!*

Any Ringmaster from 1/2A to Giant and all variants in between can be flown.

Please report, how many total Ringmaster flights were made, how many different pilots flew, how many different Ringmasters flew and the location of these flights. Please feel free to include *lots of details* of your event as we plan to chronicle the Fly-A-Thon for future publication!! If you get a new pilot to solo on a Ringmaster, that first flight will count as 2 flights!

****This year a minimum of 5 laps is required to count as an official flight!****

Let's keep the spirit of C/L alive!

Ok everyone! Just dig that old dusty Ringmaster from your attic and go fly it!
The results will be compiled and published by the Brotherhood of the Ring.
 All questions should be directed to the primary contact: 2016flyathon@ringmasterflyathon.com

Omaha Contest

The Omaha Orbiting Eagles Contest has been pushed back 1 week to avoid conflict with Tulsa's Contest. So the new date is Sunday October 2nd with registration starting at 8 am. Our field entrance is located at the intersection of 72nd Street and Washington Street at Seymour Smith park in Ralston Ne. Any questions can be sent to Jared Hays at proetnova@gmail.com or 402-981-4315. We are having PAMPA classes and Classic Stunt.



First Flight of Frankenstein II – The Twisted Cougar

I finished off Frankenstein II just in time for flying with Sean on September 17 at Westwood flying field.

F.S. II was built from rubble.

It's symmetrical wing is from a Kenhi Cougar that yours truly unsuccessfully flew after joining the Piston Poppers in the winter of 2015 (reference Prop Wash "Big Orange Augers In").

The 48" of remaining wing panels stared at me from a shelf in the MicroShop for 18 months. "When", they silently asked, "when?"

The profile fuselage was box stock Sig Twister, from an airplane augured into the spring turf at a local park (reference Prop Wash "Letting Go" and no, I didn't do it).

Sitting low to the ground on short wing-mounded gear, the Rev-Up 10x6W prop mowed grass on takeoff. After some adjustments to fuel feed, the OS 35 FP ran consistently upright and inverted. The engine/prop combination provided plenty of power.

The airplane flew smoothly in level flight and on large inside and outside loops. It wasn't much affected by wind.

To the builder, she looked pretty good, but I must admit those stubby landing gear looked weird when compared to its giant vertical Twister tail. It kind of looked like a Welsh Corgi with its tail straight up, and with wings.

Another fun feature is that large Twister elevator with 60 degrees of throw. When combined with the thinner 1950's wing (without the Cougar's standard flaps). It was easy to induce the sliding speed break effect coming out of loops, and/or stalls going into tight pitches.

The engine probably saved my wagon more than once.

Sean suggested a more adjustable handle to bring the lines together for less motion. I noted the small deflection angles necessary on Sean's nimble Primary Force. A change in handles is in the works. Thanks, Sean.

As for naming the creature, and barring vociferous objection from other Piston Poppers, I plan to derive the airplane's name from its primary parts. "Twisted Cougar" perhaps.

Already it bears the call letters "FS2" on the tail.

Fly on, friends!

Tom Sontag





MEETING NOTICE: September 30 – 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.

