

Prop



Wash

June 2017

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

May Meeting

Old Business: Tony said that the Porta-Potty is installed at the flying field, the combo is 1003. Please turn the tumblers to another number after opening. The Polk City contest is next weekend, June 3-4. The club will not be buying any kits for re-sale at the contest.

New Business: None

Show and Tell: Tom Sontag gave us an update on the plane he's building with all the repairs, now part of its spars are missing. He also brought a box of parts he got from out west. It had handles, lines and belcranks.

Dennis Leonhardi showed us his Cavalier kit. Jerry Swanson introduced himself; he used to fly C/L and would like to try it again.

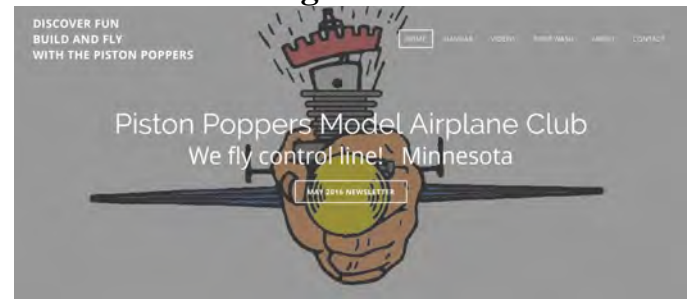
Correction, in last month's minutes I confused Tim Mattsson with Tim Wirtz, Tim Wirtz is from the TCRC club.

Jim Gevay

Check it out. Thanks to Tom and Carey.

<http://www.pistonpoppers.com>

Click on Photo to go to the website



Polk City Contest Videos

<https://youtu.be/R0BTpHL--dE>

<https://youtu.be/8kWXIsUQj5o>



Porta Potty

We have one now and it is chained to the tennis court fence. It also has a lock and the combination of the lock is 1003 (October third). 1003 opens the lock and to lock it again change the numbers to something other than 1003.

John Christensen

FLYING DAYS

Don't need to say much about my thoughts of the Polk City contest as most of our flying members were there.

Got to see many good flights and was reacquainted with a lot of old friends, met some new ones.

I competed in profile flying the Forunner I acquired from John many years ago. Round one the flight was not to bad had a little trouble just a couple of mistakes but a decent score, round two did a maneuver out of order lost pattern points and had a lower score. Oh well, had a great time.

Following are a few photos from me. As for a more dedicated report I expect more insight from others: Tom his first competition, Wayne whose focus was helping the classic fliers and helping run the 1/2A competition portion of the contest, Rachel also promised a few lines for us.

Our editor was doing the things he does best other than the great flying he does, filming videos for the web and entertaining us with stories and ground effects to keep us all loose and having fun.



Shug's classic Ares



Family event



Rachel's possible thoughts of her first round flight?



Some of the serious looks of competing



Shug may the Force always be with you



Shug getting us on the web



That was great

6/17/2017

First chance to get out to the field since the Polk City contest, storms and hot humid weather keeps me indoors.

But for just the four of us we had a few hours to enjoy cooler temps and lighter winds. I had the Tutor and the Boise plane, they were flying very well. Tom with his Recruit and ME-109 looked good. John doing magic with the Magician and getting the first run on a repaired 4-stroke in his Pathfinder. Shug was flying the Strega messing with prop changes till he found the one that put a smile on his face.

Not a bad day hope more can join us next time. Remember we can now fly Wed. evenings but with traffic during the rush hour it can be slow getting there.



Some of today's line up

6/21/2017

Wednesday evening the winds were a bit brisk so just the birds were flying. Jeff, Tom, Dave V. and myself did do a fair amount of hangar flying as well as visiting with some of the neighbors around the field they came to watch and will be back over the weekend.

That's all for this month Shug needs to get the newsletter out to us. Why don't you all come out and make stories for me to write about. Or better yet send Shug your own stories in your own words.

Bob Cheney

Breaking in the Wizard

Tom Sontag

One of Black Hawk Models 1/2A stunt ships was called the Wizard. Its sleek fuselage and graceful lines promise a nice looking profile in flight. With laser cut parts, straight clipped wings, no spars, and light construction it should have been a quick and simple build, even for me.

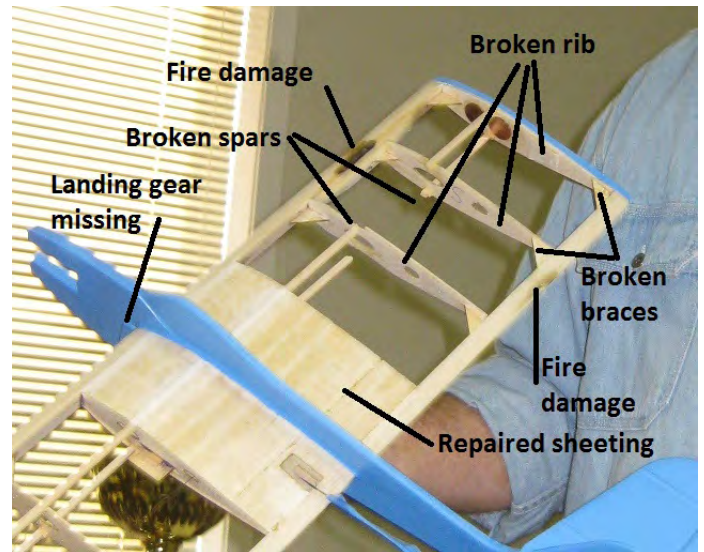
Somewhere along the line, and contrary to plan, I experienced issues, mostly of my own making:



1. Carefully removed parts from the forms, and broke several fragile 1/2a ribs and rib braces.
2. Reinforced the triangle braces with glue, and glued several to my table.
3. Glued the triangle braces to the leading and trailing edges, then glued my fingers to the rib brace, then while extracting my finger, the assembly passed a burning candle and caught the leading and trailing edge on fire.
4. Checked to see how bad the leading edge was damaged, I broke the leading edge in half.
5. Glued the leading edge and trailing edge back together and braced them, then assembled the wing; broke several ribs.
6. Glued the ribs back together, then assembled the center section of 4 ribs with its bell crank platform; gave it some good thought then smartly used rubber bands to gently apply clamping pressure as I glued the center section to the wing; the ribs bowed due to the rubber bands.
7. Alarm, I quickly removed the rubber bands, but they caught on something and snapped back, causing the wing to accordion, breaking several ribs including the outboard wing tip; the center section was unharmed.
8. Successfully assembled the wing, ready for sheeting.
9. Decided to add spars to the design before sheeting, carefully marked then notched all the ribs top and bottom; the holes ended up too deep so I added balsa shims so the spars would be flush with the ribs; after drying, I noted that the spars were crooked like a branch.
10. While sheeting the center section, I carefully glued, then spring-clamped the sheeting with wax paper covered braces, to make it as smooth as possible and limit the spackle and sanding phase; while removing the clamps and braces, I found that the wax paper had a hole and the bracing was glued to the sheeting; tore out a piece of sheeting while removing the bracing.
11. Glued my finger to the rudder, then broke off the rudder while extracting my finger.
12. Carefully sanded the wing and sheeting, paying close attention to the charred leading and trailing edges; test fit the wing in the fuselage, carefully slid the light stunt wing into place; when all was perfectly aligned I carefully glued the wing in-place, making sure everything was beautifully square; it was, so I filled any gaps and applied a beautiful fillet with epoxy infused with micro balloons; once the fillet was dry, I saw the landing gear laying nearby, clearly not in the location where they should have been prior to sliding the wing onto the fuselage.
13. Mounted the new 049 motor into a Tatone test stand; after a couple of

good runs and about 4 glow plugs, the crankcase broke; sent it in for replacement (Brodak replaced the motor)

14. Applied three coats of clear dope; sanded gently; applied a fourth clear coat, then let dry.
15. Covered the wings in paper to protect them from overspray, then apply several nice coats of Sig Clipped Wing Blue; looked beautiful so I hung it up to dry on a string from a tree branch; came loose, landed on tail and picked up mulch on the rudder and elevator as the dope dried.
16. Picked and sanded off mulch, painted and set out to dry; wind blew it off the table.
17. When I discovered it was undamaged, I celebrated by carefully removing the paper covering the wings; broke two ribs on the outboard panel, and cleanly snapped off both spars between the two ribs.
18. Currently, I am somewhat afraid to touch the airplane.



First Competition

An energetic group of about 10 Piston Poppers made the trip to Polk City, Iowa for the Mid Iowa Control Liners Competition, colloquially known at Polk City. It was my first time in 47 years of modeling (minus a few decades of time out). My wife Cindy joined me for the trip, and enjoyed many hours relaxing in the shade.



My first impression as I drove into Big Creek State Park was the flying field itself. They have a good thing going. The site is remote, the woods are deep, the park is pleasant and quiet, and the two flying circles are meticulously cared for. Surrounding the circles is a delineating berm of taller grass and clippings, then regular grass, and then tall trees.

My second impression was the heat. Saturday was sunny and hot at 92 or so degrees. Sunday was a tough cooler, but without much of a breeze. Tall trees provided shade for the spectators and resting flyers. I'm not sure how the judges survived, sitting in the sun for hours, but they were strong. Participants admired and appreciated their dedication.

My third impression was of the pleasant disposition of both organizers and competitors. I met nice folks from Iowa, Louisiana, Nebraska, Indiana, Colorado, the Dakotas, and other states I cannot recall. It was enjoyable to listen to stories of

airplanes, troubles and triumphs. Jim Lee was particularly helpful and supportive when it came to the Sportwing, flying with difficulty but a splash of cool in Old Time Stunt.

My fourth impression was how different PAMPA competition on Sunday was from the fun events of Saturday. Works of art came out of vans, trucks and vehicles. One of my favorites was this turquoise and white airplane by a member of the Control Liners. The mood of PAMPA flights was more tense and competitive; everyone striving to do their best.

My hat is off to the Mid Iowa Control Liners. What a fun event that I forward to attending next year.

See you in the circle.
Tom Sontag



MEETING NOTICE: May 25 – 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.

