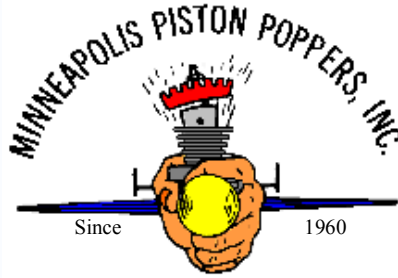


Prop



Wash

July 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

June Meeting

Old Business: Just a reminder, the Wednesday flying hours are 4-9. On Wednesday August 30, there will be a school event and we will not be able to use the flying field that day. The Fargo contest is coming up soon, on July 29-30. We are invited to fly a demonstration at the TCRC field in Jordan on Saturday August 26th. Bob Cheney passed around a thank you card he got from Jeanette Taylor in response to our flowers. To prevent the centers of our circles from getting too worn down, Bob proposed we fly from circle #1 on Saturdays, circle #2 on Sundays and circle #3 on Wednesdays. The centers will be marked with paint. Bob also commented about the newsletter content. He would like to see more articles from other various members than the few who always send in something.

Keith Sandberg gave a short report on the Polk City contest, who won what and the weather.

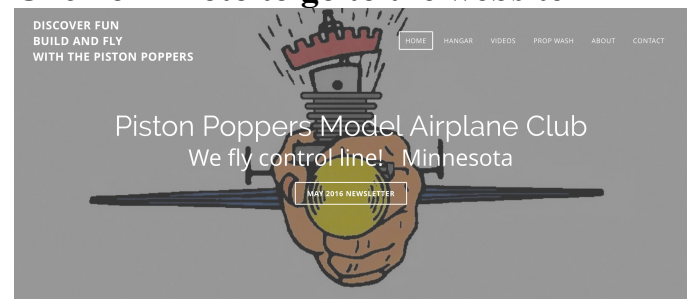
Show and Tell: Jerry Swanson showed us his 30 year old Sterling P-51. John Christenson showed his Phil Cartier design, I believe it has an FP-25 on it.

Jim Gevay

Check it out. Thanks to Tom and Carey.

<http://www.pistonpoppers.com>

Click on Photo to go to the website



Videos

New Perspective Member First Flight in 40 years!

CLICK THE LINK BELOW

<https://youtu.be/6CmA3VTvzJk>



Shug Flying Spectrum with Double Star .61 Engine

<https://youtu.be/AhqJgOV0i7c>



Rachel's Polk City Report

This is a story about a 10 year old girl named, Rachel.(she`s me) I think this is my 9th year coming to Polk City, Iowa! Although I don't remember the first few years I remember most and that's "assuring"!

I come from a long line of line of airplane people , of Control line, Stunt planes and real airplanes! My dad has an airplane, And my grandpa had a lot of planes some were Warbirds and Aerobatics! I fly my dads airplane, it `s fun! My dads airplane is a Tiger.

My dad and I built three new Ringmasters and a new 1/2 A plane called a Wizard, but that one does not fly very well. The Ringmasters me and my dad built came already covered and fly really good. My other plane is a Shark 402 and that flies good too.

I won second flying my Ringmaster and I can do "Wingovers, and five loops in a row with it by myself ".When I `m at the contest I like hang out with my friends , they are Wayne , Tony Kubes , Bob Baldus , Jim

Lee, Tom Sontag , Bob Cheney , and Sean- he`s a clown and juggler and makes me laugh!

When I`m not flying I skip rocks in the lake, ride my scooter and climb trees!

At the end of the day we all went to a Mexican restaurant where I said "Olay" to everyone and shot paper straws to my dad and other random people by blowing in the straw!

Then we went to the hotel where I swam and after all of that I was very tired and could probably lay on the hardest rock and fall asleep.

I have been practicing hard and can`t wait until next year, see you then!

Rainbow Rachel

Akerman Flying Wing

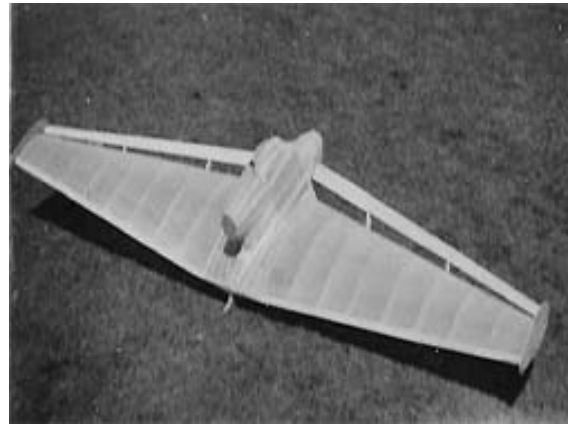
Do you recall the blue print of the Akerman flying wing I brought to the club meeting?

The drawing is signed by John D. Akerman. When I researched the airplane further, I determined that Professor Akerman had a major responsibility in the aeronautics department at the University of Minnesota. He was a WW 1 pilot who moved to the States after the war. Professor Akerman built the airplane with his students at the University, and actually flew it once at Holman Field in St Paul in 1936. From there it went to the Smithsonian, and recently came back to the University on permanent loan.

When I heard that my old professor, Dr. Garrard, was retiring, I donated the print to the my old department. A journalism student wrote this nice article about the donation and its circuitous path back to the building of its origin.

Tom Sontag

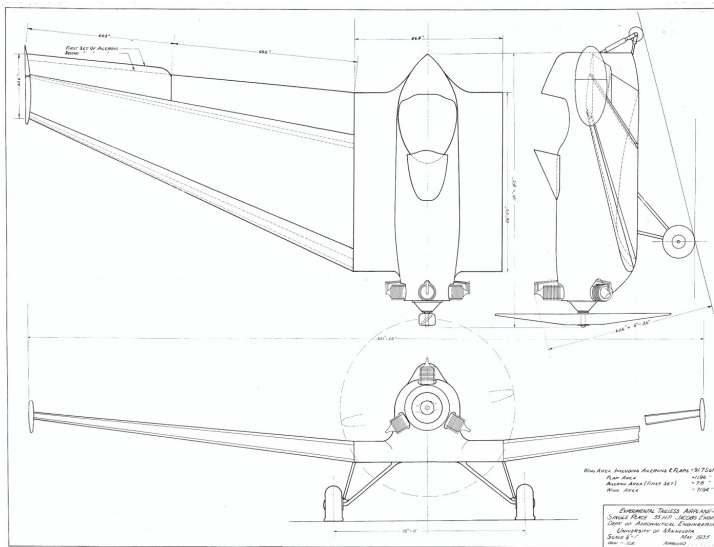
**AEM Alumnus, Thomas Sontag
Donates John D. Akerman's Flying
Wing Blueprint
By Sara Smokrovich
2017-04-18**



Mockup of the Flying Wing



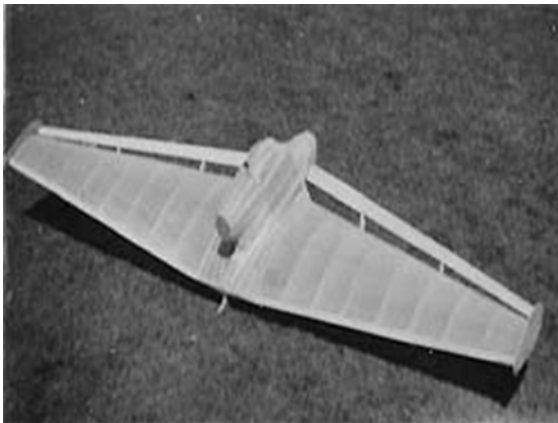
The Flying Wing on display in McNamara Heritage room



The Department would like to thank Thomas Sontag for the donation of the Akerman Flying Wing Blueprint. AEM alum, Thomas Sontag, received a Bachelor of Aerospace Engineering and Mechanics in 1982, and a Master's degree in Civil Engineering in 1991 from the University of Minnesota. Recently, he made a return visit to deliver a blueprint for the tailless airplane known as the Flying Wing. The Flying Wing was built, designed and flown by John D. Akerman, Professor Emeritus and initial head of the department of Aeronautical Engineering.



Tailless aircraft, like the Flying Wing, are more fuel efficient than conventional aircraft, but are inherently less stable. Despite this, Akerman didn't design his aircraft for stability or safety of flight, but rather to involve aeronautical engineering students in the process of constructing aircraft.



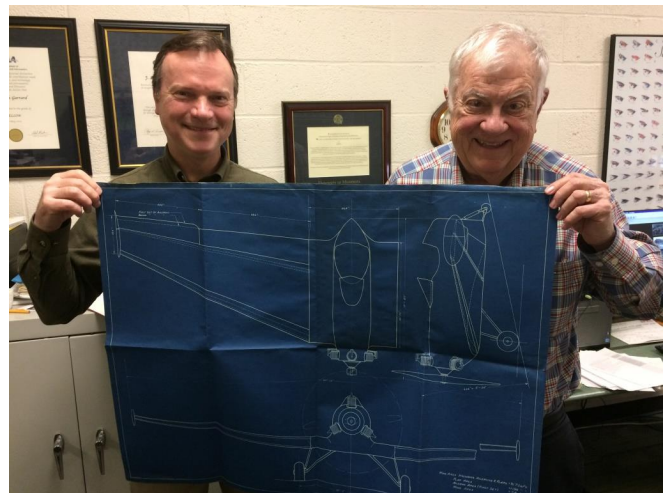
In the early 1930's one of Professor Akerman's students, Charles Howard Swanson, was particularly involved in this process. While at the University of Minnesota, Charles led a team of 8 other students throughout the process of constructing the aircraft. Together these students completed the design and got about half of the plane built. John Akerman then finished the construction of the plane, and flew it in 1936.

"John Akerman was a very advanced designer, and was the man who designed the first low wing airplane that is now standard," said Charles Swanson in his autobiography. Charles, who graduated from the University of Minnesota in 1933, stored the blueprint in a box with other model aircraft items. Years later, his daughter Dianne Swanson found the box when she inherited her

father's estate. She then gave it to her handyman, who passed it along to Thomas Sontag when he learned about his interest in aircraft.

"When I went through the box, I found the drawing and carefully unfolded it. The date and the signed name of J.D Akerman caught my eye. After a quick internet search, I found an article entitled 'Early development of tailless aircraft in the United States' by E.T Woolridge. There was Akerman sitting in the very same airplane," says Thomas.

Months later Thomas read that Dr. Garrard was retiring. As a former student of Garrard's, he decided to reach out to him to see if the department was interested in the blueprint. We were, and after a long chain of events, the blueprint ended up back where it started.



This year, a team of students in the senior design class at AEM have continued the tradition of constructing tailless aircraft by designing, building, and flying a light-weight, tailless, UAV style aircraft to be used in agriculture. Their aircraft operates with a digital control system which allows



for the stability and precision that tailless airplanes have lacked in the past. Tailless aircraft have become much more practical with the advent of these digital control systems, and because they are much more fuel efficient than conventional aircraft, they have gained the support of many. In fact, the Department currently has a grant to design, build and fly a large tailless aircraft as part of NASA's efforts to support more fuel efficient aircraft.

The department has a long history with tailless aircraft, and it all started with Akerman's Flying Wing blueprint that we are fortunate to now have. The blueprint is set to be displayed in the heritage room of McNamara Alumni Center alongside the Flying Wing aircraft, which is currently on loan from the Smithsonian Air and Space Museum

Here is an invite from Tim Wirtz. I think they are planning to have a circle for us to fly demonstrations. **August 26 10AM**
Tom Sontag

Hi Tom
Here is the address for the TCRC Airpark in Jordan: 18266 West Sioux Vista Trail, Jordan, MN.

If anyone has any questions, they can call me at 952-297-5226.

I am working on the actual poster to put in the local hobby shops today and will send you a copy when it's completed.

Stunt News

I sent in an article and some photos of club members and planes to Stunt News. Got in District VII column.

Shug

here. I went for it, having no idea what to do. When I came down the Banshee snatched the ground. Belly flopped, pnooked, and bounced. Then everything went silent for a moment. I have to say I was relieved it was over. I could be done and say that I went for it. That would be rewarding enough for me.

"A sense of calm and finality came over me. The plane looked to be in one piece—just some ripped covering in a few pieces of wood sticking out. No problem. I had spent hours by that point mixing epoxy and gluing wood to my fingers with CA. I was a true National Champion at that.

"As I stood there holding the handle limply in my hand, looking at my saggy lines and a fragmented Banshee lying on the hot tarmac, I saw a man and his son running toward me. I wasn't sure if they were coming to bug me or tackle me. They ran and picked up my plane and pulled me by my flying lines to their van with them. I asked myself, 'Are all contests like this? Being pulled away by my lines like a prisoner in a cowboy drama.'

"It ends up that they were a father-and-son team. I remember their names as Russ and Ben Detmier. They said to me, 'We're going to fix your plane. That was some of the most exciting amateur flying we have ever seen. You've got guts.' Then the boy said, 'Did you just start flying today?' That smarted just a bit.

"They proceeded to glue the wood back together and tape it and bring it back to life. They handed me an ice cold Coca-Cola and said to me, 'We're going to get you back up in the air so you can finish this contest.' Then there was a pause and the boy said, 'Really, my dad just wants to see that crazy flying again.'

"And they did. They got the Banshee patched up, and it was good enough to fly for another round. I admired their spirit. And they didn't know me from anybody, yet they glued my plane together and even soothed my aching soul a bit. What a gracious thing to do.

"Well it was time for my final round and I seem to remember bouncing the Banshee one more time off the asphalt. I may have blocked some of that out. It was one of those days. Like singing the song 'Ruben and Rachel' solo in front of my fifth grade class and the whole elementary school. I only did that because no other boy would sing it, and I felt sorry for my teacher so I did it. After that I was asked to play the lead in the school play Annie. Yes, to play Annie. I have always looked good in polka dots.

To say I was delighted and satisfied is an understatement.
"In 1991 I went on to get another third-place in Stunt at the Minneapolis Piston Poppers 10,000 Lakes contest. Soon after that my Control Line line went on hold for 20 years or so.



John Christensen gets his Magician ready to fly. Emery photo.



The Piston Poppers out on a decent New Year's Day, 2017. Emery photo.

"In the end, like most things in my life I'm glad I was somewhat pushed into flying the pattern that day. My life became better. A lot of things in my life happened this same way. I would show up just to observe and somehow end up becoming part of it.

"The thing that I've always feared in life was not that I would be bad at something, but rather that I would be good at something. It was like that in my football career; I was a very good football player and made the All-County Team. Okay, it was second team as a linebacker and long snapper, but still pretty good for a guy who just went to watch.

"If you're bad at something no one really expects you to do it again, and they couldn't care less one way or the other if you come back and do it. But, if you're good at something, or at least show potential, or at the very least just get out and go for it, well, then people expect you to show back up and keep doing it.

"So here I am 25 years later working at that Stunt pattern again. I'm taking it a little more seriously this time, but to me most of the time my maneuvers in the sky still look like a June Bug flying around with a thread tied to its leg. It is a beautiful thing ..."

—Sean "Shug" Emery
2017 - 3 71



FROZEN LAKE
CONTROL LINE FLYING

Shug's Brodak Electric ARF P-40 on the ice ready for flight. Can't ask for a flatter surface without trees. Got to dress warm though. Photo by Sean Emery.

"I keep that third-place plaque up on my wall out in my studio. Even with my name spelled wrong. They could have just put the name Annie there instead. And a picture of a young me from 1991, 24 years ago. And I remember the judges saying to me, 'We've never seen a pattern like that but you were the gutsiest flier out there today, so we're giving you the third-place trophy.'



MEETING NOTICE: July 27 – 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.

