

Prop



Wash

October 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

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September Meeting

Old Business: Tony reminded everyone that Wednesday evening flying is probably done for the year. We do have the field after 10:30 on Saturdays and normal hours on Sundays until the end of October. The Porta Potty will be there until the end of October. Bob reminded us that on October 7th and 8th is the Ringmaster Fly-A-Thon, if you don't have one, Bob is willing to lend you the use of his at the field.

Next month at the October meeting, are nominations for next year's club officers. *Want to change the way the club is run, here's your chance by becoming a club officer. This is also a chance to voice your ideas about the club and its events, or anything else you would like to talk about.*

New Business: None

Show and Tell: Tom Sontag brought in a couple of his Boise planes he bought last year. One is kind of Mustang looking and it has an OS 35 in it. He also had a Sig Chipmunk with a Fox 40. He showed us his covered Blackhawk Wizard, which he had so many building problems with; it may get a Norvel 049.

Jim Gevay

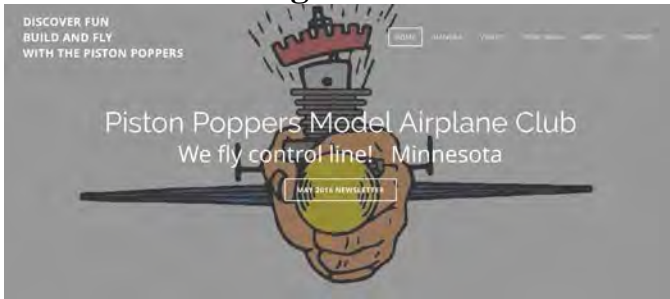
Raffle Item

This new-in-the-box 8" bench-mount drill press with work light was acquired by the club as a raffle item. It will be a multi-month raffle @ \$5 per ticket. Final drawing will be at the October meeting with tickets available also in September.

Perfect addition to someone's shop!
Steve Scott



Click on Photo to go to the website



Flying report for Saturday 10/14

John, Jerry and Tom ventured to the flying field between football practice and the rain.

A business pilot named Ed and his family arrived at the parking lot as we unloaded the airplanes. They came to enjoy the playground with his grandchild. The whole family stopped to speak with us as we were unloading the airplanes. The young fellow had a very close look at the airplanes and enjoyed seeing how the controls worked. They watched several flights, and even applauded with enjoyment.

Kids and adults still love airplanes. We gave them business cards with club information that Bob worked up, and encouraged them to check out the website.

Wind was a factor in shortening the number of flights we put up, especially up on top in the upper reaches of our hemisphere. It was downright unpredictable up there.

When John put up the lightweight Phil Cartier design, the wind nearly stopped it at times in mid-flight. It almost floated there for a moment before resuming. He was blown out of some high patterns, but John's steady hand guided it safely through most of the pattern, two flights, and safe landings.

Tom put up the heavy-side PT-22 Recruit, and the black Sterling Mustang. The Recruit's tall tail provided lots of weather veining, and Tom thought she behaved poorly in upper winds on high maneuvers. He was blown out of several vertical

eights, so he thought it was best to stay low and loopy. The Mustang looked good in the air and has potential for sport flying. The engine ran strong and fairly steady, but probably needs more break-in time.

Jerry brought his Twister, now repaired with carbon tube reinforcements in the fuselage. It is a nice looking airplane and once again ready to fly, just not on windy Saturdays. Jerry is considering re-covering the wings. After removing a patch of its painted covering for repair, he weighed the patch and calculated the total weight of the current covering. He estimates he may be able to shave up to 10 ounces off the total weight if he re-covers in Monokote.

Tom Sontag

Flying report for Sunday 10/15

Steve Scott and Tom Sontag went to the flying field at about the same time on Sunday, October 15th. The weather was beautiful with wind at 10 mph; low enough for the Recruit to do some sport flying. Then we chatted about airplanes, kits, building and the Ringmaster Fly-A-Thon. It was another very enjoyable outing.

Tom Sontag

FLYING DAYS

8/19/2017

“Hello Poppers” Today was a great day the weather was a **10** and flying rated a **10**. Glen, John, Tom, Eli and I had a good 4 hours of flying and hangar talking. What a super way to release the stress of another week. Just think another five fliers and we would have had a perfect **10**.

For the next 3 weeks I will be out of town so my wish is that if some happenings happen with the club someone will report them in the newsletter for all to read.



A boy and his plane



Tom introducing spectators to our sport



John and his Gotca 2000 flying



Another great takeoff by Glen



John with the Pathfinder



Though John is doing the overhead maneuvers, you could also say he is thanking the airplane God's for the perfect day with the perfect friends.

10/8/2017

Just adding to my August ramblings was out of town for a couple of weeks and along with the weather not much flying was happening at my end.

But today was a good weather day along with it being the Ringmaster Fly-A-Thon for the "*Brotherhood of the Ring*" We didn't compare to what we achieved last year, we only had two Ringmasters and five fliers to get our club in the record books with 22 flights. Let's try to do better next year.

Though the season is starting to wind down there is still plenty of time to get in a bunch of last flights. We can also practice for the January 1st frozen fly.



10/22/2017

Was a wee bit windy today but in spite of the winds there were a few of us that were brave enough to fly.

John, Tom, Shug, Keith, Rachel and myself. We also saw Jim Ehlen put in some electric flights, looking good.

Rachel looked the most relaxed flying her ARF Ringmaster loops, wingovers and a few lazy eights. I still say she will be at the top of the leader board before long.

Was this our last flights of the season our will there be more? It is possible January 1st could be the next flights.

Just a few photos from today.



Jim Ehlen's electric Cavalier



The flight line



Rachel doing the lazy eight

Bob Cheney

"Black Mustang"

The traveler's van arrived in Owatonna, MN, loaded with a dozen or more airplanes from Fred Mondin in Boise, Idaho. Dennis Leonardi met the traveler at a convenient stop, and moved the cache to his vehicle for safe transport to New Prague.

Thank you Dennis!

Several good looking airplanes emerged from the collection, including a shiny black Mustang. She was a good looker from the start, straight as an arrow, and sporting nice finish and trim.

The airplane didn't need much work to prepare for flight. Her wing covering was torn in several places so I carefully removed it, and then applied a black film covering from Tony Kubers. It sported no broken ribs or body parts.



To better adhere the film covering to that shiny paint, I brushed a thin layer of Stik-It like glue next to the root chord and along the trailing edge ahead of the flaps. You just paint it on, let it dry, and then iron on the film.

Interestingly, the glue smelled and dried almost exactly like Elmer's glue.

The model was mounted with a Fox Combat Special. I am certain the Fox would burn a good circle with plenty of power, but it simply was too much power for me.



I refitted the Mustang with a seemingly little-used OS Max-S 35. Jim Lee's Machine Shop sent a very shiny tongue muffler to match the shiny airframe, and a Super Tigre needle valve assembly. I replaced the fuel tank with a vintage Perfect triangular tank from the Boise collection.

The final airplane is a good looking flapped model with a 38" wing span.



I met John Christianson on a breezy day of flying on October 14th. I'd never flown the airplane, never started the motor, and the wind was fairly strong and a little ragged. John Christianson looked at me and asked "What could go wrong?"

I pushed ahead anyway, probably foolishly, but determined to get that Boise airplane in the air. The motor started crisply, but soon died on a hot run. We opened the needle another half dozen turns and tried again. Eventually we hit the sweet spot. The engine ran nicely, eager to work, and spinning a Zinger 10-4 prop.

That strong old 35-S purred moderately and steady through Jim Lee's muffler, and easily pulled the airplane to its first take off run in many years. The first flight was in progress!

I held her mostly in level flight, mixed with modest 30 degree wingovers. The airplane bucked quite a bit in the wind and was pretty twitchy to control. It yawed significantly, due to the large rudder offset combined with my one-washer motor offset.

Line tension was good and the airplane looked good in profile as its thin airfoil cut through the air.

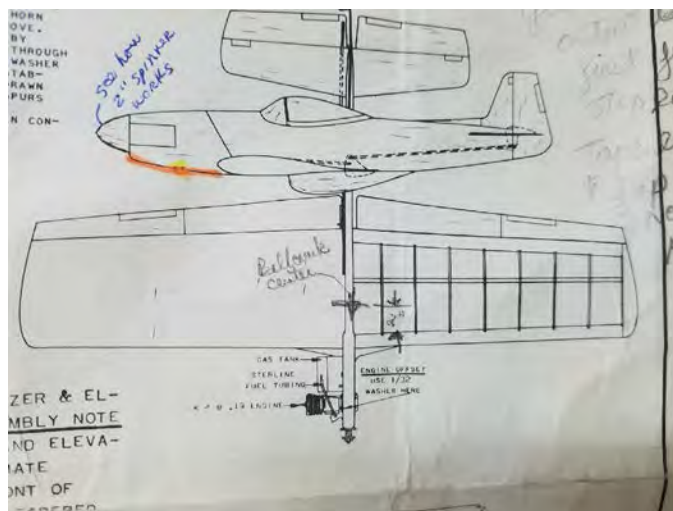
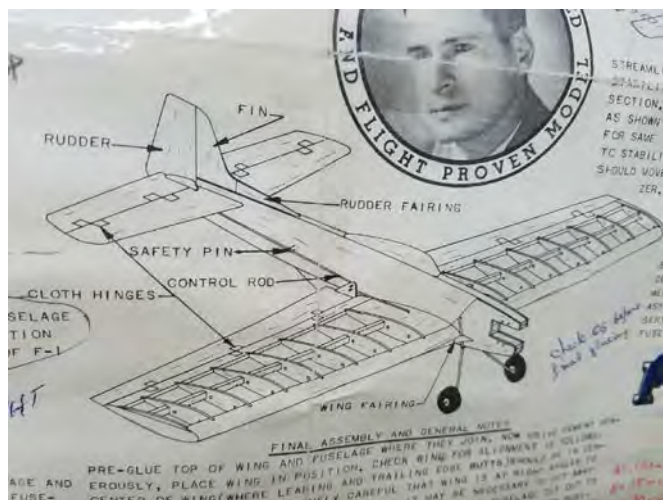


Jerry Swanson joined us at the field and helped settle the question of who manufactured the model. Was it a Sterling, or perhaps Carl Goldberg? Fortunately for the discussion, Jerry

currently is building a Sterling Mustang and remembered it had wing flaps. He send these images from the plan.

Yep, I'd say the Black Mustang is a Sterling.

Tom Sontag





MEETING NOTICE: October 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.

