

Prop



Wash

November 2017

Prop Wash is a publication of the Piston Poppers Inc., an AMA U-control club

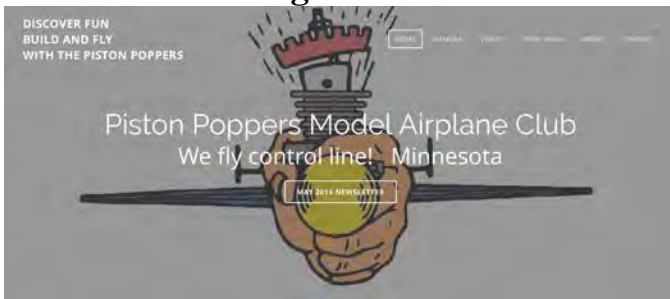
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Any articles for the newsletter are greatly appreciated and will be published as soon as possible. Send to

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Article from Wayne

Well folks, it seems the 2017-18 Building Season is now upon us. I've always considered late fall, winter, and early spring "Building Season" as I almost never spend any time down in the shop during the summer months. About the only time you'll catch me in the airplane shop during the summer is for necessary maintenance or repairs.

Neither of those were an issue for me this past season however, as I did almost no flying. A slew of other preoccupations have kept me from hitting the field much over the past couple seasons, mostly related to an old El Camino. Other than New Years Day I think I only made it up to our field two times all this season, maybe three. No ones fault but my own, I just never found the motivation to make the 200 plus mile round trip any more times than that. It's probably somewhat silly, but I still haven't been excited about the club not having a field to truly call

our own either. Is anyone still searching?

Anyway, back to "Building Season". A few weeks ago I did a fairly thorough shop cleaning in preparation for getting back to work on the 60" Don Hutchinson P-38 Lightning. When I parked it all last spring I'd left off with having all of the major components built, sanded, and pretty much ready to cover. Spending a few evenings the past couple weeks I've now got the twin booms/engine nacelles covered with OO Silkspan along with a few extra coats of 50/50 clear. They're now ready for primer and final sanding.

As I type this I just came upstairs from putting the second coat of 50/50 clear on the bare wing structure. I did the first 50/50 coat on the wing a couple nights ago, tonight was giving that a light sanding with some 600 and then giving it a second coat. Next will be another sanding, one more coat of 50/50, one more sanding, and then it'll be time to get out the Polyspan. I also gave the main fuselage pod it's first coat of 50/50 clear tonight.

After the first (very heavy) coat of 50/50 on bare wood I always like to give it at least an overnight to dry and harden up as I like the way it sands out much better. I usually do a total of three 50/50 coats as preparation, sanding with fresh 600 between each, before adding the Silkspan or Polyspan.

As the P-38 moves along I need to continue with this (pre) finishing process on the main wing, fuselage pod, and twin booms until I get those

components glued up and assembled into an airframe. I've got the vertical fin/rudders, horizontal stab, elevator and flaps all built but I can't pre fit them and get them ready to cover until I have the assembled main airframe to work with. Fitting that stuff should all go fairly quickly though once I reach that point.

I'm forcing myself to stick with and finish the Lightning before distracting myself by starting another build. I'm also determined to finish the '38 as soon as I can, but without rushing anything. This is because I've got a very long line of other builds in inventory and on "The List" and I'd really like to bang out another one or two smaller models yet this Building Season.

Thinking ahead to the 2018 "Flying Season" I still need to put the maiden flight on the P-40/Nobler. Hard for me to believe but next spring will mark two years since that model has been finished, yet to see fuel. Being the detail freak that I am I'd been holding out with flying it until I got the custom muffler from Tony this past summer. The muffler is done and on the plane now (THANKS TONY!) so I'm out of excuses there. When I installed that fancy new muffler though I noticed that all of the U.S. star insignias had somehow shrunk just enough to "pop" the final clear coat all the way around their perimeters. Since the model hadn't yet seen fuel I decided to wait until I can get a chance to re-clear and re-seal those areas to hopefully avoid issue down the road. Assuming they're done shrinking I plan to re-shoot and seal them sometime while I've got the airbrush out during the final clear work on the P-38. With the 'ol P-40 done and new P-38 in the works it should make for at least two brand new Warbirds at the field next year, maybe more?

I hope the rest of you are hot-n-heavy into the new Building Season too. If not, get your shop in order, get to building, and THINK SPRING!!!
Wayne Willey

Corsair has Problem with Gas

The Sterling full fuselage F4U Corsair came from Wisconsin with other airplanes a few years ago. I have always admired the many WW2 warbirds. After looking through photos, I

painted it Navy blue with a light blue underbelly to match the late war Navy Corsairs.

When shown to Norman Schumaker, a Corsair pilot in the Battle for Okinawa, he immediately noted its birdcage canopy and thought it probably was an early war version flown by the U.S. Marines.

Mr. Schumacker also pointed at its long cowling and reminisced about the incredible power of its Pratt & Whitney Double Wasp radial engine, and how it could pull you out of a jam.



Of course, what is a warbird without decals and a pilot? So on Tony's recommendation, I asked James Koutek at Performance Signs and Displays to make me a set of early war Marine decals, providing him with drawings of the roundels. I settled on #10, the "Little Stinker".

I found and painted a fellow that looks like an early war US Marine pilot in his flight suit (if you don't look too close). Then, I carefully removed the canopy and glued him into the pilot's seat, and re-glued the canopy. After repainting the cowl, I applied the decals. Here is how it came out with the "Little Stinker" skunk on its cowling.



You may have read in the October flying reports, we found that the Corsair had the unfortunate characteristic of running fuel out the inverted venturi while at rest, and fuel-locking the engine. After some fiddling, it was retired from the flight line for repairs.

In October, I cut open the forward fuselage, and removed its high mounted metal tank with needle nose pliers. The tank was not reusable by the time the glue let loose its grip. I found that a 2 ounce clunk tank slid neatly between the beams, so I bent tubes, cut a bulkhead, and test fit the tank until I could bolt it down like so, with the fuel feed at the same level as the fuel nipple on the venturi.



I braced up the broken and cut bulkheads, added a half bulk head over the tank, and reinforced the forward area to brace the sheet balsa. Then I

cut off the antenna, and rerouted the fill line to the inside in the unfortunate case of an inverted landing.

After gluing it all back together, I started coated the rework area with finishing epoxy and starting sanding. My goal is to smooth it well enough that the repair won't look too horrible when painted. I'm looking forward to seeing it in the air, powered by an O.S. 35. Here is how it looks at press time.

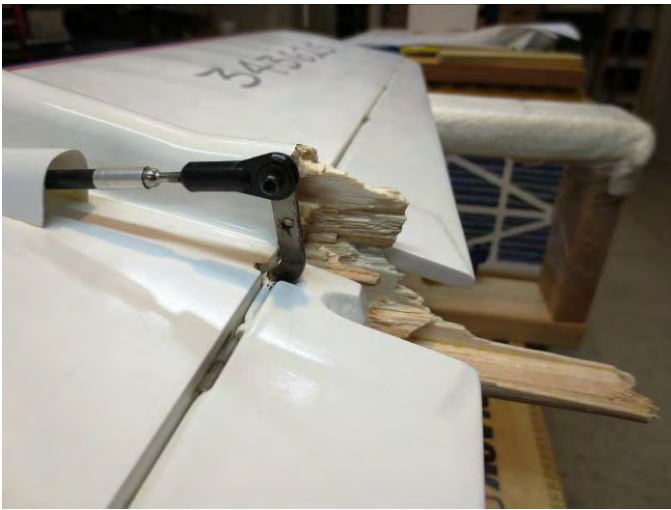
Tom Sontag



Polk City Blues

I crashed my Trophy Trainer at the Polk City contest this spring. I really like the airplane so I knew I would have to repair it.

The tail broke off and the fuselage was shattered. The fuselage is of built-up construction so I couldn't just glue the tail back on.



The Trophy Trainer sat all summer while I tried to figure out how to repair it. Obviously a new fuselage section would have to be made, but how do I attach it to the wing and how do I clean up the damage to form a good glue line and maintain alignment? I thought of several ways I could make a whole lot of work for myself until I thought of this:



It's a two sided ramp that fits over the fuselage front to form a ramp to guide the cut. The view from the other side shows how I made the jig by working from the plans.



For the other side of the wing I had to break the jig apart and use a new spacer block because of the cheek cowl.



After making the cut I used the ramps to sand for a smooth glue line.



So, the hard part is done and I'm off to build a fuselage section.
Ivars Greizins

Building Sessions

Here is a list of proposed dates for our 2018 building sessions...

- Sunday January 14th
- Sunday February 18th
- Sunday March 25th
- Sunday April 8th

Tony Kubes



MEETING NOTICE: November 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.

