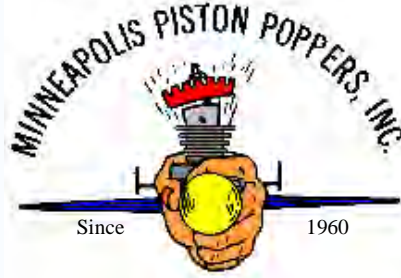


Prop



Wash

June 2018

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

President: Tony Kubes	763-424-1045	Vice President: Keith Sandberg	763-477-9032
Secretary: Jim Gevay	763-780-8140	Treasurer: John Christensen	651-489-1735
Board Member: Keith Sandberg	763-477-9032	Editor: Sean Shug Emery	651-894-4079
Safety Officer: Glen Peterson	651-687-0453	Field Marshal:	

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: None

New Business: Tony thanked everyone for coming out and helping set up for DAD this coming weekend. There is already a Porta Potty from the school at our flying field, we will put one there after this one go's away. Wednesday evening flying begins on June 13th from 4 to 9:30. We had a visit from a guy named Steve who showed interest in C/L at our meeting.

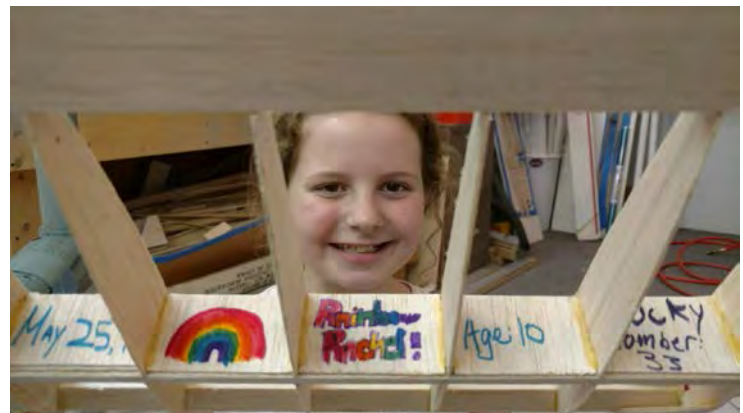
Show and Tell: Jeff Lange showed us an engine of his, *sorry; I don't remember what it was*. Tom Sontag showed us his Challenger powered by an OS .15 and graphics by Rapid vinyl.

www.rapidvinyl.com. Rachael Sandberg showed us her Sig Sky Ray, it weighs 35 oz and has a Fox 35 on it with a Fazer gear. She covered it with teal monocote with silver accents. *It's a very nice looking plane Rachael.*

Dennis Leonhardi talked about graphics and decals.

Jim Gevay

Rachael is working hard on her modified Sig Skyray with a Fox35.





VIDEO

https://youtu.be/KZi_z8OfeDA

Make sure to check out the video comments!



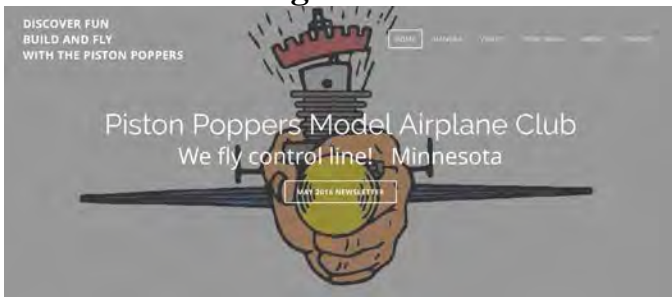
Sean Shug Emery

New Member – Steve Fiskum

The May 31 meeting of the Piston Poppers was joined by guest Steve Fiskum, who began working on his Veco Thunderbird airplane over 50 years ago. The plane's components collected dust for several decades and, upon retirement, Steve decided to finish the project. Looking for sage advice, he found Piston Poppers through watching model airplane flying videos on YouTube.



Click on Photo to go to the website



After his first meeting of the Piston Poppers he said the group is a great bunch of enthusiastic people who are very willing to share advice on construction and flying. Since Steve's old Veco 0.35 engine doesn't have a muffler, Tom Sontag provided a spare OS motor that will fit the Thunderbird's engine compartment with only minor modifications.

In thanking Tom for the LA motor, Steve said that in comparing it with his mufflerless Veco 0.35, the mounting holes line up perfectly. So, it will be rather easy to adapt this motor to the engine compartment (may need to do some minor modifications so that the fuselage clears the muffler). At any rate, it will be easier to adapt than initially thought. Steve said he already emailed Lee Machine Shop for their recommendation on the venturi and needle valve...their website lists several.

Steve also noted that, as an architect, he always thought that buildings are more beautiful when you can see the structure - before the exterior cladding is installed. The same goes for planes. There's a beauty in structural systems - which are mathematically derived (particularly when there's a need for efficiency and light weight).

Although Tom offered a practice plane, Steve said he ordered a SIG Twister plane (profile fuselage). He had been talking to Bob at the airshow and Bob suggested the Twister or Skyray as a good practice plane. The Twister will accommodate the same 0.40 motor. Steve said "Hopefully I can get it assembled in a few weeks and start flying in a couple months. Meanwhile, I'll plan to watch the flying on Wednesday evenings at the middle school."

FLYING DAYS

5/28/2018

Today was hot humid sunny and bright. With temps headed for the upper 90's we got a few flights in early.

Today's group was small four of us making a couple of flights each. John got in a couple of practice flights in preparation for the Polk City contest. Tom flew the Chipmunk with great success; I got a flight with an old Shark 15.

Dave showed up with a P-40 powered by a LA 40 and made a respectable flight. Tom followed this with a good flight of his rebuilt Me-109. Something wasn't working right on the second flight so time to go home and change out fuel system, lines, filter and tank maybe?

By now the temps were climbing and we decided to head for home.

Today's flight line



Tom and Chipmunk



Dave and his P-40



Dave flying the P-40



The Me-109 breaking ground



And the airborne P-40



5/31/2018

Meeting night brought out a number of members to help set-up the D.A.D. site for flying. It may be for naught as the weather forecast is for thunderstorms on Sat. with lots of wind for Sun. Oh well, hangar talk with friends is always fun.

We had some good show and tell Jeff showed us a motor that was put together by a classmate when Jeff was in school many moons ago. It was an O.S. steel fin cylinder with a Supertirge crankcase.

Next up was Tom a beautiful Challenger. He found a source for vinyl graphics ask him for details.

Next up was another winter build and it beats all others. Rachel put together a modified Sig Skyray with very little help from Dad lots of guidance and suggestions from a few of us. Her own color and graphics scheme. It is a winner in my book.

If there is any flying to be done here or Polk City I hope reports will be made from those involved. On to the pictures.





Discover Aviation Days

Saturday started out breezy and cold. Tom and I met at Jim's hangar and headed over to the pancake breakfast tent. After a good feed we returned to find Shug, Jim, Jerry, Dave V., Tony and Steve arriving.

Shug put up flights with the Force and Bi-Slob along with a flight of the Strega. Though it looked normal for the Slob a new maneuver was achieved. Bouncy bounce all over the sky for anything else it would be a disaster. A small crowd gathered and was wowed by the flights, with Tom working the group and explaining the systems of control-line flying.

By 10:00 the winds were picking up so I took a stroll throughout the airport (*Golden wings museum, the ramp where the B-25 Miss Mitchell and Sawbones were parked*). So much for a field with a line-up of aircraft to view.

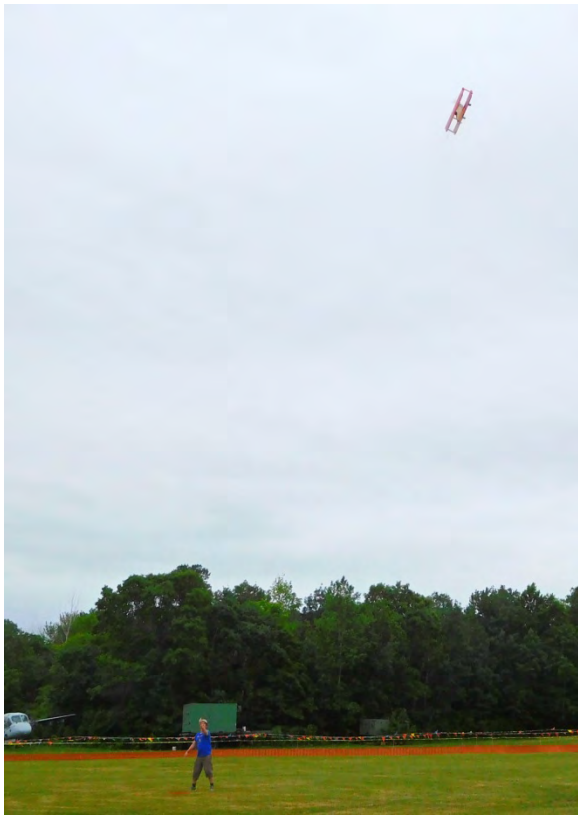
The rains came next followed by more wind. Jim and I returned to his hangar for some hangar talk then we decide to call it a day hope Sunday is better. As you can see below we had the planes to fly just not the weather or enough trash bags to carry them home in if we did fly.



Shug and Force



Tom demonstrating



Shug Bi-Slobbering



The B-25 Miss Mitchell



In flight what a sight with great sound





Hangar full of planes waiting out the weather

Sunday at D.A.D.

The day started as promised cloudy, cold and with lots of wind. Tom, Tony, Jerry and I went over to the breakfast tent got our morning dose of pancakes, sausage and eggs.

Back at Jim's hangar we put out our signs and had a static display as it stayed windy all day. Talked to many people with a couple very interested. Enough to request more information about us. Tom will follow up with these requests.

Around noon we knew no flying would happen for us this year so with help from Tony, Jerry and me we picked-up our barriers. Tom had to leave early and Tony headed out by noon Jerry around 2:00 followed by me at 4:00. I would like to thank these guys for giving up a weekend of being home with families instead of being rained on, blown around and forced to wear

jackets to keep warm and not even getting to put in a flight.

6/9/2018

Rain, wind another weekend must be here. The June weather is not our friend this year.

Met with John and Shug, planes and lines laid out **"RAIN"** roll up lines sure enough rain stopped John and Shug each got a good flight with perfect needles, no wind then **"RAIN"**. We will try again Sunday.



Two guys having **"SERIOUS FUN"**

6/10/2018

Well it is Sunday and oh yes it was **"WINDY"** but flyable.

John got in a couple of flights as did Shug. I tried but for some reason the S.T. 51 didn't want to run, changed the glow plug twice, cleaned out the fuel filter that made it better but after a few laps the Tigre quit on me. No broken bones as the plane landed inverted with just the canopy knocked off. My next

possible solution is different fuel, the only change from the last run of a year ago.

We now can fly Wednesday evenings I believe from 4:00 PM till dusk. With all the road work and traffic I don't know how soon I can make it but I'll be trying for 6:00 PM time. Get out in the evenings and enjoy the calmer winds I hope.



My Skyraider S.T. 51



Shug working on next video (*black spot in front of him on the ground is the camera*)



6/13/2018

Our first Wed evening fun fly boy did we pick a good one temps upper 70's to low 80's light winds which got lighter. Though there were only four fliers we each had a ball.



My 4-Stroking Tutor



Keith's inverted Hot Shot

6/20/2018

Tonight after mowing our flying circle John, Tom and I put up a few flights. It was grand comfortable temps, light winds and no rain.

It sure is nice we have this personal flying place I just wish there was more willing to come out and use it.

Just a few photos from tonight featuring John and his Gotcha. John preparing for

flight by fueling up for round one. Next showing Tom as his pit man, then the launch. Next is in flight and a relaxed pilot having fun.

That's all for this month come out and join us and get yourselves on these pages. Bob





skunked looking for a part, prop, battery. He also peruses swap and estate sales and was the source for the built Sterling YAK model I had at a recent build session.
Steve Scott



Local Control Line Stock

Betting this is the largest stock of CL kits currently in MN right now. Spotted at Big Sky Hobby, 3402 Federal Drive (at the corner of Yankee Doodle and Federal) in Eagan.

Stacked on a shelf are the following Sig CL kits: (3) Shoestring Goodyear racers; (2) Skyray 35; (2) Banshees and (2) Twisters. The owner, Jeremy, doesn't appear to stock any accessories but his small store is crammed to the ceiling with RC stuff. Only shop in town I've yet to get



MEETING NOTICE: June 28 – 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

