

Prop



Wash

July 2019

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: Tom Sontag	

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

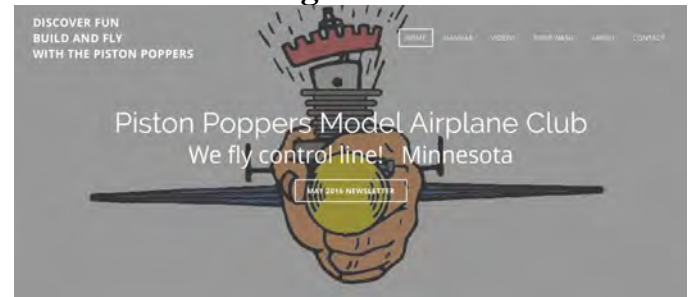
Old Business: The grass at the airport field is not coming up very well, the main issue is the poor soil. There was discussion about how to improve it, and how long it might take. Tony said maybe we should go out there and fly just to make a presence and show that we're using it. It was decided to go there once every week. It was decided the 2nd and the 4th Sunday of the month at the airport field. There is lots of sand and dust so don't bring your best plane, and use a filter.

New Business: The Fargo contest- who is going, a show of hands. Dates are July 27th and 28th. George Murphy passed away recently. He was one of the very early members of the MPP. Polk City results: Tom Sontag took 1st in two events, Rachael won two, Keith won two or three and Glen won a 3rd. Wayne's P-38 "Yippee" was there, it's on one of Sean's videos.

Show and Tell: Tom Sontag showed a Veco with a different exhaust silencer, he also had an old Fox 35 with a 3 bolt backplate. He showed us his Fancherized Twister Recruit with a LA 46 on it. Keith showed his pair of Legacy's, the blue one is 64 oz and the red one is 62 oz, both powered by Saito 62s.

Jim Gevay

Click on Photo to go to the website



Piston Poppers Show and Tell.

At almost every meeting Tom Sontag has something to show us. This night he brought his Fancherized/Twister/Recruit.

He told us about the numerous modifications he has made to this model over the past couple of years.

Keith Sandberg also brought in his pair of Legacy's, both powered by Saito 62s. The blue one weighs 64oz and the red one is 62oz.

What doesn't show in the photos is the second one has metalflake in the red and really looks nice.

Thank you to both of you guys for sharing your nice looking models at the meeting.

Jim Gevay



Trimming Pathfinder

The profile Pathfinder is in the hanger getting some minor repairs. So I am flying the third plane in a series that I have built: profile Cardinal. This plane is my first good flying plane that I built. But now I found that it turned much faster on the outside maneuvers. I must have just got use to it when I was flying it on a regular basis. I decided to try to trim this out of the plane. Since the plane has flaps, I moved the elevators up about 1/16 of an inch in relation to the flaps. This change has a positive effect. Next move the down line closer to the center of the handle two times for a total move of 1/2 inch. Now the inside and outside maneuvers are much better and makes it much easier to fly. Maybe this can be of some help to you.

John Christensen

FM SKYLARKS 63rd ANNUAL CONTROL LINE CONTEST

AMA Sanctioned "AA" Fargo ND July 26-28, 2018

FOR MORE INFO
CONTACT OUR
CONTEST DIRECTORS:

AMUE 320-492-2810 | PAUL 701-237-3901

We hope you can join us to celebrate 63 years of control line competition in Fargo, North Dakota!

SCHEDULE OF EVENTS

FRIDAY:
Balloon Bust (for those who would like to fly prior to being exhausted Saturday night) and Mixed Nuts
Mixed Nuts will be run Friday, Saturday and Sunday on any open circle.

SATURDAY:
Events Registration 9:00am to 12:00pm
Pilots meeting at 9:45am
Stunt: AMA Precision Aerobatics, Classic Stunt, and Beginner Stunt, will fly 3 flights on Saturday, 10:00am until finished. The top percentage of each class will fly off on Sunday from 9:00am until 11:00am.
Speed Limit Combat: 4 rounds beginning at 10am until finished.
Carrier: Profile, Profile Electric, Class I & IE combined, Class II & IIE combined, and .15 Carrier beginning at 10:00am until 5:00pm.
Club sponsored picnic at 5:30pm.
Balloon Bust: continuing from Friday night right after picnic.

SUNDAY:
Chapel Service 8:00am
Stunt Fly off 9:00am until 11:00am
F2D Fast combat: 9:30 until finished. Will try for triple elimination based on number of entries.
Special Slow Rat Race: about 11am

An Awards Ceremony will follow the last event!





Entry fee: \$30.00, this covers all events
*Refreshments available onsite for purchase



Submitted by Pete Martin

Attempted Loop and Newton's Laws

A big THUD, followed by deafening silence, was heard seconds after the OS Max 25FP-powered Ringmaster disappeared over my head and augured into the ground, shattering the wooden prop into pieces too many to count. Being new to CL flying, this was my second attempt at an inside loop. My previous, and first, attempt at a loop was a success – although not very pretty. With my confidence on the upswing, I tried it again. Although I couldn't see the last part of what would become my final maneuver of the day, the flight came to an unceremonious end (crash) after completing only 270 degrees of the loop, instead of the requisite 360. Newton's Laws of Motion, which I learned about in high school decades ago, became abundantly clear. The first law states that an object in a state of uniform motion will remain in that state unless an external force (the ground in this case) acts on it. Newton's second law, which relates force to mass and acceleration (or rapid deceleration in this case) actually worked in my favor. The film-covered wings on the ARF Ringmaster are light in mass and, as a result, the plane sustained no apparent damage other than a broken prop, a severely dirt-covered engine, and a broken needle. I'll carefully clean the engine, try to figure out where I went wrong, and will soon go for a third attempt.

Submitted by Steve Fiskum



Shug flying Strega
Steve Fiskum photo

FLYING DAYS

Father's day and I got out to play. Started the day around 9:30 mowing a circle for flying in, when done Jim Perry and family joined me for some flying.

After a flight with the four stroke Tutor both Jim and his son in-law got into the air with Jim getting in some inside and outside loops for us to enjoy. Though they will need a little repair time in the shop they both are going to be better fliers in a short time.

Shortly after this Shuggy showed up and put in some flights with the electric P-40 before the big Strega made an appearance. Dr. Dave also got into the flying doing the first loops that I think I've seen him do. Progress being made.

I was able to get in a couple flights today and it sure felt good as it always does sharing time with friends. Jim Gevay took some time to come out and share a part of Father's day with us also.

Forgot to bring my camera so we will have to look to others for today's photos.

6/19/2019

Wednesday night flying what great time. A bunch of us were there Jeff, Jerry, John, Tom, Keith, Steve, Dave, Shug and I. We were all there sharing the moments and having some good flying times.

The weather was perfect with light winds and low humidity.



The Score



Jerry's Skyray



The Panther



7/3/2019

Another Wed evening with friends I think this is what life is all about.

Tom, John and I got in a few flights did some hangar talk, just plain had a good time. As we were in the parking lot getting ready to leave Dr. Dave showed up to fly. John turned right around to help Dave get in on

some Wed night flying, what a guy. Thanks John.



Tom flying my modified Skyray

Opposite Day

National Opposite Day, dating back to the presidency of Calvin Coolidge in the 1920's, is observed on January 25th each year. It's a day when something should be understood opposite to its original definition. Tom Sontag gave new meaning to Opposite Day when flying with the Piston Poppers on Saturday, June 29.

The Pilot's Viewpoint

This full fuselage flapped beauty was built by Don Lutz, the late husband of our family friend, Marilyn. Don built the airplane when he was a teenager,

probably in the early 50's. It was stored in his parents' house for many decades and made its way to Minnesota when his parents cleared out some old things.

Controls are left handed so the airplane flies clockwise, left-to-right, from takeoff. This is appropriate control, according to the 1943 Model Airplane Handbook, "The left hand has been proved capable of more delicate control movements..."

Wayne and Keith figured out that the airplane is a modified version of Don Still's Stuka Stunt. The flaps indicate it may be built from the 1952 plan.

Other than a few punctures in the skin, the airplane was in excellent condition. I replaced the 1951 vintage Fox version 13 motor with a Fox 35 formerly in Tony's All American. Then I painted a layer or two of thinned clear dope over the wings and tail, but not the fuselage. When I flushed the tank, everything came out clean, without even a green glow to the discharge. This makes me believe it never was fueled – or was meticulously flushed afterwards.

Flight day was all shakiness. Steve volunteered to launch, and John tried to calm my nerves while encouraging me to fly without trying anything fancy. They were wise words and sound advice. I'd never flown counter-clockwise with my left hand, much less with the airplane upright. It was the strangest sensation I've experienced in flying control line. Everything was a mirror image.

My mind steadily wrestled with direction and never really figured out which way was up. Muscle memory was backwards! I kept her high and managed some waves and gentle wing overs. The last wing over caused a LOT of mental confusion, so I quickly resumed level flight for the duration.

The airplane flew well, with smooth swooping turns, and looked good in the air. Its forward thrusting landing gear were particularly eye-catching. The Fox 35 ran great. As John Christianson said afterwards, the motor sounded really happy. So was the pilot. Everyone else was

relieved the airplane was back on the ground in one piece!

The Helper's Viewpoint

Everything was opposite when Tom asked me to assist in launching his recently acquired left-handed vintage airplane. The old Fox engine, complete with a nice patina, roared to life. I held the silk-covered wing and fuselage down (with opposite hands, of course) and pointed the plane in the opposite direction for a clockwise takeoff. The nearly 70-year-old plane rose smoothly into the sky and Tom deftly accomplished several conservative maneuvers. Tom did a good job remembering that “up was down” and “down was up.” After a long time in the air, the engine sputtered and Tom brought the plane in for a beautiful landing. We know that Don Lutz would be pleased that his vintage airplane experienced a successful flight on this beautiful day!

Submitted by Tom Sontag and Steve Fiskum





Lakeville EAA Presentation

The Lakeville chapter of EAA invited the Piston Poppers to give a presentation on Control Line flying. Mike York called Keith, who couldn't due to work, so Keith asked Tom. Being accustomed to frequent show and tells with the Piston Poppers, he said yes.



Tom made up a PowerPoint presentation, polished up some personal experiences, and packed up airplanes and engines for a presentation on July 17th.

Before leaving home, his wife Cindy told him not to bore them to death.

The Lakeville EAA hanger was pretty impressive. There were two airplanes in the hanger, a Pietenpole, and a Hawk. Members rolled the airplanes out of the hanger and set up chairs, and tables for Tom's traveling fun show.



They particularly enjoyed videos from inside (or outside) the circle, including combat flying in Fargo, Sean's Strega Vomit Cam, and Sean's Strega flights.

To wrap it up, Tom presented the chapter with a gift from our club, a copy of the original blueprint for the Ackerman Flying Wing, circa 1935. We have since invited them to come to our flying field.



Pietenpol Air Camper since 1929.



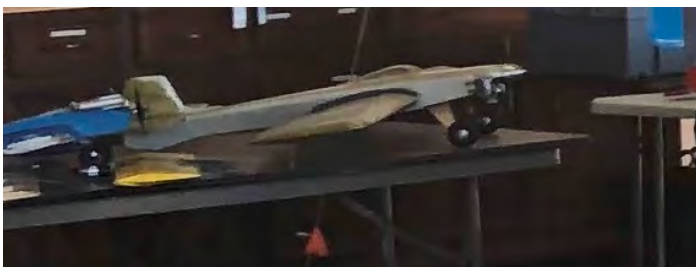
Field Photos by Sean

It turned out to be lots of fun (at least for Tom).

Approximately 35 people attended, most of who seemed to enjoy the presentation. Many chapter members flew Cox or other airplanes in their youth, and enjoyed reminiscing. One question that came up was the first one I had when I joined the Piston Poppers: "how do you start these things?"



Tom pitting Dave





Sean's Spectrum



Sean breaking in his PA 75



Jaydon, John and Jim



Iver's electric



MEETING NOTICE: July 25, 2019–

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

