

Prop



Wash

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.

March 2020

Hi everyone,

Due to current events, It has been decided to cancel the March 26th Club meeting, and postpone the Building Session scheduled for Saturday the 28th.

We will hopefully resume normalcy soon. At this time the April meeting is the next club event.

The Best to Everyone, Tony

February Meeting

Old Business: Dues are due this month.

~~The next building session is on Saturday March 28th at 9am.~~ The swap meet is tonight, 10% of all sales go to the club. Our upcoming flying schedule at the Westwood School starts on March 30th through October 31st, on

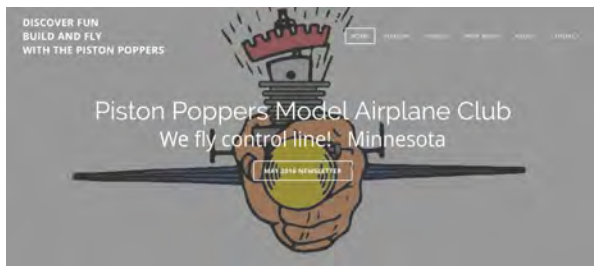
Saturdays and Sundays. Wednesday flying starts after the school year is out for the summer. The Frozen Fun Fly at the school is all set for next January 1st 2021.

New Business: None

Show and Tell: None

The swap meet was tonight and I saw a lot of used planes for sale, plus tools, plans and tool boxes. I know that Dave Vandegrift came away with a great deal on a handy tool/flight box. One of Tom Sontag's friends showed up with his dad and his two sweet little girls. Bob, the grandfather is a pilot and used to fly C/L in past years. Ryan and his girls were there for support. I hope to see them come out to the flying field. They were there at the Frozen Fun Fly, and I hope they come back on a warm spring day. I know someone will help put a handle in their hands and maybe re-ignite the interest.

Jim Gevay



<http://www.pistonpoppers.com>

A Memory I'll Never Forget

I grew up in Owatonna, a small (but modern & classy) town in Southern Minnesota. We were fortunate to have an area we could fly in provided by a major business in town, land they weren't using.

It ran north-south with a residential street on the east side, and railroad tracks running along the west side.

One Sunday, the engine in my good friend Tom's airplane decided to fly off on its own. That was completely unexpected - OK, we were just kids, but Tom was an excellent builder.

The bad news is it landed on the lawn of an elderly woman, perhaps 25-30 feet away from her as she worked on her lawn on that residential street.

When the excitement subsided, the police were convinced it was

something of a freak accident. We decided we could resume flying a couple of hours later.

I would fly literally anything I could beg, buy or steal (OK, not that) and had a Sterling Mustang that had seen its better days. The wing-fuselage joint was "iffy", but ...

Sure enough, a short time into flight the fuselage with a Fox 35 up front decided to venture off on its own and ended its journey on the roof of a small railroad building along the track.

Several of us started walking toward the building and then stopped to watch as ... a police car drove up. When the officer asked how things were going, we all of course assured him everything was under control, and we were having a great time.

Had he pulled up about 2 minutes later as I retrieved the fuselage from the roof ... Thank goodness we'll never know!

Dennis Leonhardi



Some Old Ads from Jim Gevay

THE BANTAM FOR '46

America's Finest Miniature Motor

**National Champion Class A 1939, 1940, 1941
NOW AVAILABLE**

BANTAM PRODUCTS COMPANY
51 CHAMBERS STREET
NEW YORK 7, N. Y.

*Manufacturers of Miniature Gasoline Engines For
Model Aircraft and Outboard Motors*

Coming Soon...
real jet propulsion for models



\$19.50

PATENTS PENDING

DYNA-JET

There's a good reason why model builders are eager to get Dyna-Jet. Never before has so much power been available in such a small unit. Dyna-Jet develops three pounds of thrust yet weighs but one pound. Power to spare, and safe too—Dyna-Jet can be enclosed in a balsa wood fuselage without danger of charring or burning according to methods developed by the Aeromarine Co. Be sure you can keep pace with the demand for Dyna-Jet.

Johbers and Distributors write:

AEROMARINE CO.

TOYS and NOVELTIES—May, 1946

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Time Spent at Home...

With all this time spent at home I have two planes ready to fly this spring. Banshee and Pacemaker.

I now have another plane ready to fly this spring. This is an army plane that I purchased from Keith last year. It now had a Saito 56 engine installed and ready to fly. Also ready to start my next airplane kit a Nobler ARF. Hope to have it completed by warmer weather. See you on the flying field this summer.

Jim Perry



TWO-OF-A-KIND—each with ACES!

COMET'S ALL-PLASTIC READY-TO-FLY

U-CONTROL SCALE GAS MODEL

THE Mustang F51



\$12.95

Wingspan—14"
Length—14 1/2"
Weight—11 1/2 oz.
approx. 7 1/2 cc.

Complete with Horkimer 1/2A .049-B GAS ENGINE with "AUTO-RECOIL" STARTER

Big—beautiful—way, way up in performance and sales—that's Comet's great ALL-PLASTIC control gas model of the MUSTANG F51! Made of high-impact plastic in a striking two-tone color scheme, it's complete with Horkimer 1/2A .049-B Gas Engine with "Auto-Recoil" Starter. Needs no "building"—truly ready-to-fly! Magnificent perspective shown printed in rich colors. Nothing even comes close to this inspired scale model of the plane that made history in America's air battles!

PLM-45

—and at the peak of its tremendous popularity

THE Sabre 44 ALL-PLASTIC

READY-TO-FLY U-CONTROL GAS MODEL



\$9.95

Wingspan—14"
Length—14 1/2"
Weight—11 1/2 oz.

Complete with Horkimer 1/2A .049-B GAS ENGINE

Comet's superb ready-to-fly ALL-PLASTIC SABRE 44 is easily the most popular plane of its type ever produced! High-impact plastic gives this control gas model amazing durability; swept-back wing design and a powerful Gas Engine give it flashing performance! Nothing to assemble—it's ready to take to the air the moment it's fueled! The vivid colors of the model are matched by its brilliant colored container. Only Comet could offer such value!

Send 20c for Comet's Big New 1957 Catalog

PLM-44

COMET MODEL HOBBYCRAFT, INC.

501-05 WEST 35TH STREET • CHICAGO 16, ILLINOIS



Lockdown Projects

Sean Emery

This self quarantine/social distance thing is perfect for me as I loved being banished to my room as a kid. Finally assembling the SV-11 ARF and putting my Randy Smith PA 75 in the nose. Still breaking it in but may as well break it in on the plane. Got about an hour and a half of bench run time on it. Plan is to just ground run it on the SV-11 for a bit then put it up...come Spring.

The plane is just pieced together for the photos.

Maybe even get the Pathfinder build started with all this down time.

Hopefully off this pandemic passes.
Some good new plane names...

Miss Pandemic

Corona Cutie

Viral Viper



Had to add a pilot~~



PA 75 ought to haul it around.



Three Fifteens Update Tom Sontag

The Three Fifteens Project is coming along, a little bit faster in the last week with the national lockdown due to the coronavirus.

Challenger

The Sandberg Challenger is ready for assembly. In the past month or so, I cut, sanded and bent the landing gear (more on that in a separate paragraph), cut and sanded the tripler, and prepared the engine mounts.

Next up is engine run out of the brand new Enya .15 Mark IV with a strap on muffler. In the meanwhile, the airframe will get final assembly, gluing, epoxy fillets, covering and painting. No idea what I'll do for a paint scheme this time.



Barracuda

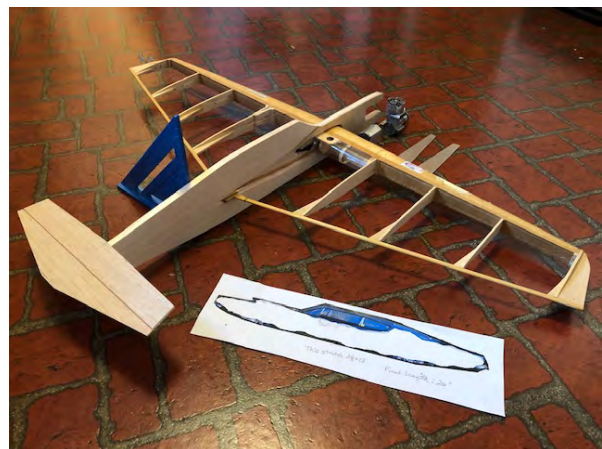
The Barracuda is nearly ready for assembly.

The main decision yet to make is the size of the stabilizer and elevator. The one I cut previously is a bit smaller than the one on the Challenger, and it just looks too small. Both planes have similar wing area. I've sized up the tail by 33% but that seems way too big. Here it is with the first "cut" at the stab.

To fix the spot where I suspect a combat mission broke the leading edge, I gouged out more of the foam then I sandwiched the broken leading-edge between two epoxied splints of 1/16" plywood. To fill the foam, I wrapped the leading edge tightly with copier paper, made a hole, then shot window foam into the hole. The foam is holding strongly, trimmed easily after drying, and withstands both dope and epoxy.

Now I'm on to engine runs, bending and mounting landing gear, and deciding if it should have a vertical stabilizer. The stab will be mounted at that point in the picture where the car had a bumper, not along the trunk as in this photo.

Getting close. Feeling the pull of some spring flying. Come on!



TwinFoil

The TwinFoil is proving to be design of many half-baked ideas.

I put aside the long fuselage of the previous article and digressed to a 24" sheet of 1/8" basswood. With the much stiffer basswood, I decided to forgo beams in the engine mounts, instead mounting the motor directly to the doubler-covered fuselage.

The setup seems strong enough, but will need several static engine runs, flights and perhaps a crash or two to test the design. The wing tips and stabilizer are still square; maybe they'd look better rounded to match the canopy.



Trimming Doublers

Accurately cutting hard plywood for doublers with a utility blade can be tough work. Mine always turn out to be a mess. To remedy the situation, my

nephew Ted mounts a flush cutting bit with a roller head in his router table. It is unbelievable how easily a sharp router bit and a powerful motor cuts 3/32" hard plywood. It feels like a knife going through butter.

Now, the initial cutting of the doubler doesn't cause as much trepidation, there is a lot less sanding, and the trim disappears into dust within minutes. This has been especially helpful trimming the plywood within the hole for the wing.



Landing Gear

For light airplanes, I've been using 1/16" bar stock aluminum from Menards. I patterned the dimensions from the landing gear provided by Keith for the red, white and blue Challenger. I cut the landing gear using a band saw, and then smooth imperfections in the cut edge using sand paper. To remove marker lines and burs, I rub each piece

unidirectionally with steel wool soaked in isopropyl alcohol. That cleans up the aluminum nicely, and leaves an attractive burnished finish.



Engines

The three Enya 15's are a nice sight. They have great compression and a sturdy construction. This picture isn't the best, but the engines have a shiny head. Many an article has addressed their long break in time. I'm starting to heat cycle them with 2 minutes per run with full cool down between.

The current outdoor temperatures are great for heat cycling. I'm using fuel with 5% nitro and lots of castor. The first motor ran well with a nice 2-4 break when I lifted the nose. On to motor two, which appears new.

Brodak is sending three 1.25 oz fuel tanks to keep the setup of the Enya's similar. That seems like enough fuel

for a pilot to get a good spin, even enough for a few maneuvers.

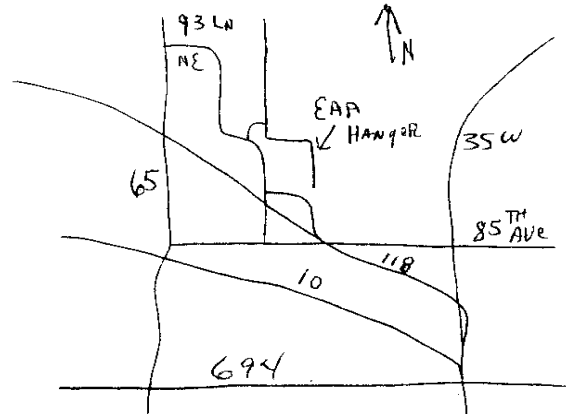


Polyester

I performed a simple test of the low weight, tight-stranded polyester from the fabric store. I used a Q-Tip to coat it with thinned dope. To my delight, it didn't melt. Next up is Jim Gevay's idea of doping it to croquet hoops for tightening and doping tests.

If all goes well, this will be the covering for the Three Fifteens.





**MEETING NOTICE: MARCH
MEETIN CANCELLED**– 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

