

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.

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<http://www.pistonpoppers.com>

Dave Kruse

Kruse, David age 81 of Columbia Heights, passed away peacefully on 3/30/2020. He was preceded in death by his parents, Lloyd and Dorothy Kruse; sisters, Alice Kruse, Connie Dirkes, and Jean Sawver. Survived by wife of 53 years, Carol; daughter, Ann (Paul) Kinneman; sons, Mark (Deb) and Patrick (Verna); sisters, Carol Kruse, Kay (Barnard) Stueve, and Janet Johnson; brothers, John (Terry) and Jim (Jody); many nieces and nephews. David spent 42 years in the grocery business working in a total of

39 Minneapolis stores. David's passion was aviation. He loved making and flying model airplanes and gliders. His skill flying monoline earned him the nickname of "Monoline Pete." He will be remembered for his kindness, generosity, and his love of giving gliders to the neighborhood kids. David will be deeply missed by all who knew him.

- published in the Minneapolis Star Tribune April 5, 2020



Dennis Leonhardi

FLYING DAYS

Flying days are going to be a little different this year.

First off condolences to the Kruse family. Dave was a member of this club for many years and he brought us many stories of the early days of the Piston Poppers. He was there with neat little gliders and do-dads for entertainment geared to young people but he was also a master of the “Mono-line” flying of control-line models. We will all miss him.

On to the flying part of our modeling this year. I have a thought that may work but would like some feed-back and suggestions from others.

My thought is since we have to have at least two people at the field while we fly (safety to warn outsiders not to cross into the flight path). **To keep social distance we could have a club stooge at the field.** We hook up our plane start and set needle walk out to handle but have our pit person release stooge line.

We would have to all have the same style hook up. I was thinking that John Christensen who has had good results with stooge flying could make a good design and instructions on how to set-up our planes. This way we could still fly, still socialize (set our chairs 6’ apart) and enjoy our sport to the fullest.

Or what are your thoughts?

Bob Cheney

Club Insurance

I sent in our club charter and insurance for our flying fields early this month. Because of the virus, the AMA has closed their doors a few weeks ago and the employees have been working from home.

Usually I get an e-mail from them with insurance certificates and the club charter before the end of the month as all of the insurance policies expires on Mar 31st.

I just spoke with the AMA today Monday March 30.

Lois assured me that the club charter and insurance has been processed and we are insured at each of our flying sites until 3-31 2021 of next year.

As soon as I get the e-mail I will forward a copy to Tony for his records, copies should have also been sent to the Westwood school, MAC and Lynx FBO at the airport.

Jim Gevay

Dear fellow Piston Poppers,

You should see a short article in this newsletter about renewing our club Charter and flying field insurance. Both of those are done and up to date. I have not done anything about Discover Aviation Days. I have checked both their web site and FB page (as of mid April) and there's no recent activity or posts concerning the

fly-in. Really there's nothing new since last summer.

Considering the events across the country with the virus, my guess/hunch is that there will be no event this year either.

If... something were to happen, I would call the AMA to arrange insurance for the event, I believe that would work as a last minute plan.

I think the dates would be June 6 and 7, if it were to happen at all.

Jim Gevay



Airport Field Update

We are fortunate to have two flying fields again this year, the playing field at Westwood Middle School and the new flying field on the north side of the Anoka County Airport near the FBO. Both land owners have been good to the club.

The condition of the airport field is promising and much improved. The grass we planted in 2018 responded well to the fertilizer ratios recommended by the UM Extension office. It is growing nicely, with strong roots.



In early April, Tom Wischnack, a longtime landscaper, examined the field. He recommended we work it once more this April by dragging, seed and fertilize, drag again, and then stay off it for a month. "It'll be good to go in mid-May" he said.

We contacted the managers of the FBO and Anoka County Airport with the plan, and they gave us the thumbs up. We prepared for spring field work. Jim Ehlen donated 3.5 yards (about 7000 pounds) of black dirt from his backyard elevated planters. We still owned 1 huge bag of grass seed from the earlier planting, and we purchased 160 lbs of Fertilome starter fertilizer from Beisswingers Hardware.

Jim neatly piled the black dirt in his driveway. It was a beautiful sight. The dirt was perfect. It had no pebbles, was dry enough to shovel, and was inhabited by many earth worms. My son Eli helped me load it onto a rented 4-yard dump trailer, and spread it in the most used areas by shovel.



After returning the dump trailer only 4 hours after picking it up, we picked up the club's riding lawn mower, rake attachment and seed from Bob Cheney. Bob had carefully prepared it and gave us a can of fresh gas. He did good prep because the tractor fired right up when we needed it.

On Saturday morning the work crew arrived: Sean Emery, John Christianson, Dave Vandegrift, Jim Ehlen, Dennis and Dominick Leonardi, and Jim Perry. Everyone who came helped by labor and/or by keeping spirits bright. In light of Covid-19, however, we mostly kept the recommended distance, family members not included.



First things first, we dragged the field in both directions with the rake attachment. Tom found dragging works much better when the driver remembers

to let down the attachment. The tractor occasionally had some difficulty, which Bob attributes to the need for a new drive belt. It worked better at mowing speed than racing speed.

As each part of the field was prepared, we set to work spreading seed and fertilizer, picking rock, and telling stories. We carefully worked all areas, but gave special attention to the most used.

Sean, John and Dave nearly wore out their shoes traversing the field, while Tom looked like a scene from Green Acres on the riding mower.



To improve seed/soil contact after seeding and fertilizing, we dragged the field one more time. For this final pass, Jim attached 4 rakes behind the drag, flat side down, to smooth and mix the loosened surface. He made good use of some grippy wraps that never let go.

By 1pm we mostly were done and it looked pretty darn good. The green grass was still strongly rooted, and the worked surface was ready for rain. As fortune would have it for the Piston Poppers, it snowed the very next day and the day after. When it melts, it will give the seed a good start.

Thank you to everyone who helped out. It makes work easier and far more enjoyable to do it with friends. A special thank you to Bob Cheney. He diligently mows our fields to perfection and stores the riding mower and trailer all year. Come on spring, we want to see Bob work the grass!

Let's hope for good flying weather, and let's stay healthy out there.

Tom Sontag

Quarantine Akromaster

After a fairly mild Minnesota winter, we all know that the eagerly anticipated days of spring flying will just have to wait a while longer. As a control line retread who just learned to do loops without crashing last year, I'm passing some of my indoor time by dusting off a project that got started last summer after a visit to Hobby Warehouse in Richfield. In their glass case was a new OS 15 LA engine (RC version) that I just couldn't pass up.

At the next Piston Poppers meeting, I asked a few veteran flyers for their recommendation of a good airplane that would match up well with my new

motor. “Akromaster” was their unanimous verdict. The next day I ordered an Akromaster kit from Sig for the bargain price of \$29.06. I also contacted Jim Lee who kindly sent me a venturi and needle valve assembly for converting the engine to control line.

With a few other things going on in life, my focus on building seems to go in waves. It’s time to get started again. Most of the building of the Akromaster was completed last fall. Final assembly, covering, and painting remains to be completed. I have plenty of Brodak Silkspan left over from my Twister build and several partial cans of Brodak butyrate dope from my Twister and Thunderbird projects. I think the primary color of the Akromaster will be red, so it shows up well in the sky. While it may be a cliché, I couldn’t resist carving out small a Snoopy pilot and Woodstock co-pilot to fit inside the plastic canopy.

With the hoped-for relaxing of social distancing guidelines, my goal is to fly the Akromaster sometime this summer. In the meantime, I’ll bench run a new OS LA 46 engine to install in my recently completed vintage Veco Thunderbird (switching out the current OS 40 LA). Although my 1960’s Veco kit recommends the smaller Veco 35, I think the extra power of the OS 46 will come in handy as the plane may be a bit on the heavy side. As Tony once said, “Power is a beautiful thing!”

Steve Fiskum



Starstruck

Tom: After stowing the tractor and gear on field work day, Jim brought out StartStruck, a twin fuselage airplane airplane built from an F2D combat wing. She flew nice and smooth, but without as much pull as a heavier airplane.

StarStruck easily could fly whatever pattern I wanted it to fly, all the while looking great on the ground and in the air. This was my first flight since the Frozen Fun Fly and it felt good. Thanks, Jim, for sharing.

Here is Jim’s story of the StarStruck:



Jim: One day I looked at my collection of perfectly made Yuvenko-F2D combat wings and thought they should be put to use instead of collecting dust.

In the fall of 2019, I started tinkering with how to build a combat wing into a full-bodied airplane. At first, I thought a profile airplane would be best, because I could attach it to the existing mounting lugs normally used to attach beams for the wing's motor.



I didn't like the look of wires dangling all over the place, so I modified the profile fuselage with removable clam shells around the motor, battery and speed controller. They are shaped from foam, hardened with epoxy, and painted with latex gloss enamel.

I used the same procedure for the cockpit, and added a pilot to give her a full airplane look.

The three shells attach independently to the profile fuselage with magnets and washers, and are removable.



For the rear of the fuselage, I added twin tail booms, attached to ribs. To adhere the booms, I poked a series of holes into the covering and squished in epoxy for a strong bond. Then I added Twin Mustang-like vertical stabilizer, horizontal stab and elevator.



With the wing's bell crank and flap intact, it was a simple operation to attach the elevator for countering motion. Elevator motion is set to a smaller motion than the flaps.

The boom is reinforced with a small spine extending from the wing nearly to the vertical stabilizer. The booms and tail are covered them with Monokote.

Here is a nose view for the web page called "Noses".



The landing gear are made from 6061 T6 aluminum. After cutting to size, I smoothed the edges, and then polished it with a series of sandpaper, starting

with 400 grit and ending with 1400 grit. The strong T6 aluminum bent into a nice curve when clamped in a vice.

To make the forward sweep, I measured a 15-degree angle to all bends.

Not knowing what to expect, I was pleasantly surprised at how well the airplane flew. To date I have logged 30 flights, and am enjoying how she flies.

Here are the details specifications for StarStruck:

Wingspan: 45"

Area: 400 sq.in.

Weight with battery" 30 oz.

Motor: Turnigy SK3 3536 KV 1200

Battery: 3 cells LiPo

Prop: APC 10-5E

Lines: 60ft, .015

Laptime: 5.15 seconds

Jim Ehlen, Tom Sontag

WindyU Stooge

I have a couple of stoooges but needed a new one a wee bit better.

Found Windy Urtnowski's old stoooge design on StunthangerForum <https://stunthanger.com/smf/open-forum/windy's-stoooge/msg375100/#msg375100> and basically modeled this off of that design. The *tailwheel trough* is what makes it!

Now that I got all the parts fitting and not binding, I can glue and final screw it together. And some sanding and then coat it out in some varnish or dope.



Hardest part to fit was the *pull wire* and getting it all straight through the drilled holes so it would not bind yet not be too loose either.
Plug it into the ground with a couple of



long spikes set at an angle and maybe this can help us social distance as Bob suggested.
Shug





MEETING NOTICE:- 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

