

Prop



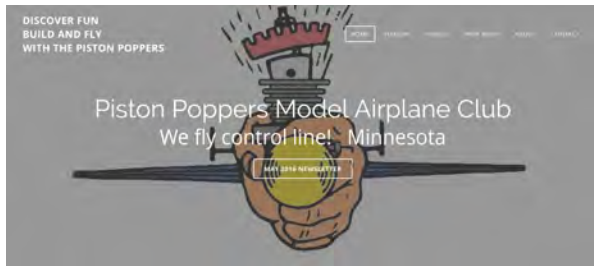
Wash

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.

September 2020



<http://www.pistonpoppers.com>

August meeting

Old Business: None

New Business: Our normal schedule for Saturday and Sunday flying at the Westwood School is back. Tony thinks that no one will be there on Wednesdays, so we could fly on that day without issue. The School mows on Mondays and Thursdays so maybe Bob wouldn't have to mow there plus mow the airport field too. The question was asked, should we fly at least once a week at the school just to show that we're using it? Someone may or may-not organize a once a week at the school flying session. Bob Cheney said that we are wearing a hole in the

grass at the school, and we should put down a concrete circle. Our last one was 5' in diameter, we could do that at the school and the airport too as long as it's flush with the ground. Someone will ask Keith whether to do it this fall or wait until next spring. Bob Cheney bought a new belt and springs for the mower and the oil leak has lessened. He is "cautiously optimistic" about the temporary fix. The problem is that the shaft rides in the case without any real bearing or seal. He and Tony have an idea that maybe the case can be machined to accept an oil seal, they'll look into it. To replace the engine with a new one might be approximately \$900, to replace just the lower case might be one half that. We bought this mower in 2008 for about \$1800.

Show and Tell: Tom Sontag showed us a Gieske Nobler from Mankato, powered by a Fox 35. Looks like it was built straight, it just needs to find a loose part rattling around inside the wing.

Any takers want to buy it and give it a good home, Tom says he has enough planes, at least that's what his wife tells him.

Jim Gevay



Jeff's Challenger

Jeff's Challenger from the three fifteens project is now complete. Thanks Jeff! Well, I think it came from Jeff.

This version has a slightly shorter nose than the kit version I bought from Keith, the designer. It also has rib covers on the leading edge instead of sheeting. Jeff preinstalled the bell crank and lead outs, making my assembly a bit easier.

I cut out the tail parts from balsa according to the plan, and secured the elevator to the stabilizer using button string tied in figure eights. That is another club trick that Keith shared with me. It is a neat technique that holds very well and produces a hinge that is unaffected by paint.

Here it is before the first flight:





The first flight went great. The airplane handled light and tight on 50' lines, easily maneuvering as expected from the Sandberg design. Unfortunately, the Enya 15 Mark III bogged down half way into the flight and would not hold a needle setting, so I just flew flat laps until the fuel was gone.



The Enya probably needs more break-in time. The manual says 2 hours of runtime are necessary, then it will last forever. I've give it about 10 three minute runs to heat cycle the engine, and hoping to avoid the scorn of neighbors with a two hour run.

Anyway, its either back to the test stand, or perhaps a few more in-

airframe runs before the next flight. Thanks, Jeff, for the nice light Challenger!

Jeff's Challenger with its Enya 15 weighs in at 20.4 oz. That is 2.7 ounces lighter than the last one I built. I look forward to more flight on both airplanes. What a nice design!

Tom Sontag

Thoughts from the Den ...

Winter Flying. A recent topic on the *Stunt Hangar Forums* regarding flying in years past brought to mind some of the (crazy?) things we used to do to get our flying time in on cold Minnesota winter days, and/or with airplanes that definitely had seen better times.

Some old (poor quality) photos from the winter of 1959-1960 paint a better picture than words.

The first shows several of our combat models placed on our ... flying field (?) - a lot covered with snow. When engines didn't start easily on those cold days, pouring some fuel on the engine and lighting it with a match seemed to make perfect sense. Well, at least to teenagers in a hurry!

And when the engine quit, several minutes of whipping or wind flying were highly recommended to avoid the sound of a *hot* engine landing in *cold* snow!

I really enjoyed "wind flying" - no power at all - my combat models for some pretty lengthy flights. But it required fairly certain

knowledge of what the airplane would and wouldn't do at any point in the circle - and lots of practice. The *Sterling T-Square* was one of the most difficult to keep up for several minutes, but that shortcoming was partially offset by replaceable motor mounts. Mine was covered with silk and very sturdy, so stalling and crashing usually required nothing more than bolting on another set of motor mounts.

I also confess to enjoying flying *a whole lot more* than building in those early days. So as long as the airplane has at least an inboard wing ... I remember flying a beat-up *Ringmaster* with the outboard wing sheared off and a *Fox .35 Stunt* engine up front in a combat contest on an *extremely* windy day - and winning a match by scoring multiple cuts! (Fort Dodge, Iowa, 1957.)

Photos:

(1) Nice flying field! Friends John, Tom and Jack.

(2) Really windy day! Tom and young sister Trudie, hair and scarf blowing in the breeze, are actually holding the models down for a photo. *Flite Streak* - missing the outboard wing - flies just great when you're desperate to get in the air!

(3) *Sterling T-Square*: Sturdy but not the most agile. (Photo by Bob Mears)

We must have been crazy - but we sure had fun!

Dennis



From Jim Gevay for your enjoyment

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Geiseke Nobler


"Hi John, it's Tom. Are you interested in taking on the Geiseke nobler? It needs . . . Come get it anytime. Always nice to see you. How many project planes do you want to take home? "

And so it began. Tom handed me Steve's donation to the Piston Poppers, a 42 oz. Geiseke Nobler. He also handed me a roll of Monokote very close to the covering on the airplane.

This is my story of the restoration: First, the engine and fuel tank. The engine had an extension on it to keep the exhaust from going inside the plane. That is why the muffler holes did not appear to be tapped.


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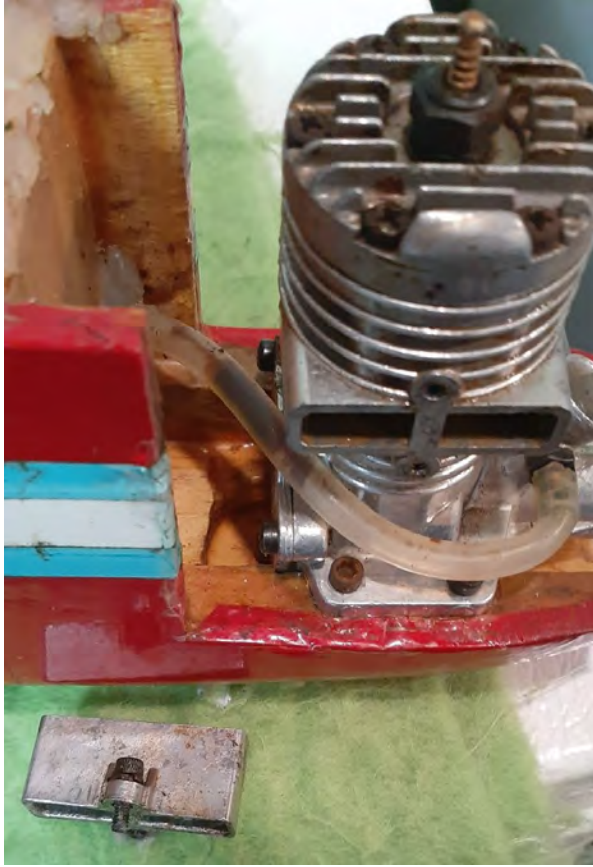
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BIG 42" WING-SPAN

SCIENTIFIC MODEL AIRPLANE COMPANY
218-220 M-9 Market St., Newark 2, N. J.

MODEL AIRPLANE NEWS • September, 1946



The tank is just hopeless. I wonder if the tank can even hold two ounces. The width on the inside is 1 and 3/4 inches. The outside of the plane looks so well done but the tank area really looks sloppy.





Got the Tank Engine area pretty much taken care of. Have a decent close to 4 oz tank in there. And have done proper fuel proofing inside the tank area.

The hinges that are used are Klett. With this hinge, the wire can be removed. You can see in the picture that there is one continuous wire going from the inside hinge to the outside hinge. This should mean that the hinges should be lined up really good someone really did a really good job of building this plane.

Nice touch! I've often had trouble keeping hinges straight.



Lightweight a lot of times means soft fragile wood and that certainly is true of the leading-edge sheathing. There are seven places on the bottom of the wing where the Leading Edge has been cracked. Two of the seven places definitely need to be repaired. The other spots are not that bad and also not that close to the fuselage.



The top of the wing does not have as many soft spots with two of them were close to the fuselage and are bad and needed to be repaired.



I have completed the repairs on the Leading Edge of the wing. There were one on each side of the wing on the top and on the bottom of the wing there were four on the outboard side and 3 on the inboard side. On the outboard side of the wing there was a spot on the top and one on the bottom that had been filled in with with Sig's epoxy

Lite. That stuff is hard and it was difficult to remove with a chisel.



One of the spots had been previously repaired and filled in with SIG's epoxy light. I have toyed with the idea of using transparent monokote to cover the repair spots. I need to do some filling in with wood filler to smooth out some of the repair spots and after that I will soak the wood filler with CA to make a very strong repair.

One reason I was interested in this GN was that it used a FOX 35. Now I don't make it a secret that I am not fond of the FOX 35, but I do have a Double Star 40. Which is a drop in replacement for the FOX 35, but the Double Star is a modern AAC 40 size engine. Don't need to use high castor content fuel and it can swing a 11x5 prop. This is a sweet running engine.

The controls were stiff and the inboard stab was about 1/16 inch higher than the outboard stab. I don't like wire leadouts and the GN has wire leadouts and the size is too big for a plane this size. By straightening out the wire and removing the rust, the controls freed up. Used some weights (28.6 oz) to bend the inboard stab down and kept applying the weights until the stab is parallel with the wing. So far the stab has stayed this way for a few days. Will keep an eye on that stab alignment. Glen had built a GN from a Topflite kit and he gave me the suggested CG for the kit. With the tube muffler the plane balanced on the suggested CG.

Have had four test flights so far. First flight: just went round and round as I had to hold a lot of up at the handle to keep the plane in the air. Second flight: adjusted handle for more up and tried some loops. Oh boy, both the inside and outside loops were really big and the bottom of the outside loop was about a foot off the ground. I had thought that the controls would be too fast, so I had adjusted the handle to be less sensitive. Wrong move, that was the reason for the loops being too big. Third flight: with the new adjustment to the handle, could now do the loops at a decent size. But the plane still turned faster on the outside loop when compared to the inside loop. This is a common problem and it was not very bad. This problem had to be fixed on a number of my planes, so was not

worried about this problem. On the landing the plane was kind of floating. That meant that the plane was tail heavy, so added 1 oz nose weight with one of those heavy washers that fit between the prop and the prop nut. Fourth flight: now the GN felt more like a stunt plane. Loops and inverted flight is possible with some confidence.

I already have adjusted the handle to try to correct the unequal turning of the GN. I think that the handle still needs some more up, but now the plane is flying good enough to try different adjustments.

One thing that was not a problem was the engine and tank. The engine ran just great. The inverted lap times appears to be a little bit faster than the upright times. But the lap times were checked only once and more testing needs to be done. The engine does not speed up too much from the beginning of the flight to the end so far. And the cut off of the engine is good when the fuel is all used up. The tank is 1 3/4 inch wide and is uniflow. No muffler pressure is used, as this engine does not need it.

John Christensen

Dennis Leonhardi sent a bunch of classic ads and art. Including some.



TOP FLITE let's you fly a winner...the GIESEKE NOBLER

Wing span 50"
Wing area 510 sq. in.
Engine size35
Flying wt. 38-42 ounces

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and five time first place
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Top Flite's new and exciting Gieseke Nobler . . . an exact duplication of the Nobler that Bob Gieseke designed and flew to win the World Championship, four first place finishes in national Precision Aerobatics control line contests, and four Walker Trophies . . . can qualify you for entry into the winner's circle, too. The latest design in U-Control, the Gieseke Nobler features special lightweight yet super strong construction required by winners. In addition to a special "Superform" fuselage too designed to reduce weight and eliminate time consuming block carving, a host of other outstanding features such as unique jig built wing construction make Top Flite's revolutionary new Gieseke Nobler the true championship kit.

- All balsa construction of contest quality material •
- Accurately machined parts • Precision die cutting and each part painted for easy identification • "Positive

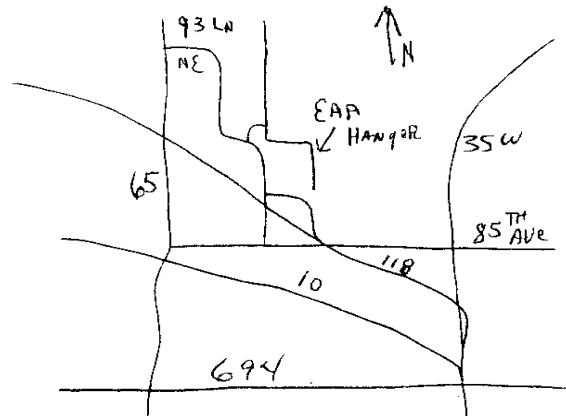
Alignment" feature with built-in wing jig construction • Many hardware parts • 3" nylon bellcrank • Molded adjustable lead-out guide • Extra long rock hard maple motor mounts for added strength • Molded canopy • Formed landing gear • Silver soldered elevator and flap control horns • Easy to build with detailed yet simple to follow instructions

The Gieseke Nobler . . . just one more reason Top Flite continues to be the choice of champions.



From Sean





MEETING NOTICE:--September 24
at Club Field 7:30PM (I think but not
verified)

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