

Prop



Wash

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

President: Tony Kubas 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.

October 2021



<http://www.pistonpoppers.com>

Show and Tell: A visitor showed up at the meeting and is interested in joining the club, sorry I forgot his name already. (Doug) He's flown CL in the past and would like to do it again. He's building a large T-38 stunter. He's making molds for vacu-form fuselage shells and is using 3-D printing for bulkheads and such. He showed us the parts he has made already and we had a very interesting conversation.

Jim Gevay

September Meeting...

Sorry guys, I missed both the July and August meetings.

Old Business: None

New Business: John Christensen said we have 17 paid up members. The club recently bought a newer lawn mower. The older one was bought in 2008 and this is a 2014 model. We paid \$800 for it and sold the old one for \$350. Bob Cheney is looking for necessary parts for it and is doing research to find other parts we will need for later.

Repair of the Twisted Recruit

The Twisted Recruit took a bad header a few months ago. It went over the top in a nice wing-over, wiggled a few times on the indecision of the young pilot, then went almost straight into the ground.

Fortunately, mother earth was soft that day.

The tail snapped off; the fuselage split open between the doublers; the left wing panel came completely loose; the right wing panel suffered broken ribs and spar; and the motor was buried to the hilt.

Could have been worse.



Some of the breaks were the second time around. This modified Twister wing was harvested from the badly crashed PT-22 Recruit, the first large airplane I ever built.

It was a strong, straight wing, so I Fancherized the remainder of the original Twister kit, mounted the wing, and remounted the stock O.S. 40FP.

Hence the new name “Twisted Recruit”.

I let the wreckage cool off in the micro shop for a couple of months, then set about making repairs. Here she is in phase 1, waiting for the epoxy to bond the deeply cracked fuselage and left wing panel.



Yes, that is a bar clamp and a latching hand clamp. This likely will downgrade the Recruit to intermediate trainer status.

As Bob says “if you aren’t crashing, you aren’t flying!”

Here is what I hope it looks like in a few days:



A video of my fleet.
Sean/Shug

Fargo's Mr.Motor AKA Paul Kegel

Hi Everyone,

I am sorry to tell you that Paul passed away on Friday, Oct. 15, from COVID-19. His obit is on Hanson-Runsvold Funeral Home's website. His service will be livestreamed. I am so glad he got to see some of you this summer.

Linda Kegel

Not sure who these guys are but Love the good old days photo



From Jim Gevay

Chipmunk TLC

Boise Chipmunk (2018 synopsis)

Fred Mondin loaded the Sig Super Chipmunk into the van of a previously unknown traveler, whom Tom had found on CraigsList. In she went with quite a few other airplanes for the long journey from Boise, Idaho to Minnesota.

To me she is an exotic, dusty beauty from the 70's in need of TLC. I was about to provide it. , a stunt ship mounted with a nearly pristine Fox 40/45, and said to be a very good flier.

I cleaned off the oil stains (careful of that red dope!), attached the flaps, taped a few tears, replaced the prop, blew out the tank, glued down Goofy, and gave her a nice clear coat of dope.

Here she is in her Nuevo pristine state, a championship winning stunt machine with a Fox 40/45 coffin back.



Super Chipmunk TLC (2021)

The Sig Super Chipmunk ran well and was the largest airplane I'd flown more than once. It cut corners nicely, but the motor could not be trusted to run consistently. One day it ran much worse, quitting when the airplane flew inverted.

Combined, these factors posed a danger to my nerves and to Ol' Chipper's survivability.

I fiddled with the plumbing and checked the filter. Same thing happened again. After consultation with much more knowledgeable club members, I came to believe it was a fuel tank issue. The clunking sound was a giveaway.

So, I took out the blades and started carving. I used a sharp X-Acto blade to find the bottom of the plywood on each side of the crutch, then removed the balsa floor.

Inside was a visually intact tank surrounded with disintegrated something, maybe foam.



I applied a Dixie cup hat to keep particles out of the engine, particularly the venturi and exhaust, then cut the tank supports using a pointy X-Acto blade, and removed the tank.



sealed the tube holes with epoxy. The plans call for a specific tank, which fortunately I found in my tank pile, so I installed and plumbed the replacement.



Giving the freed tank a little shake, sure enough, the innards rattled. Side note: when flying season is over, I'd like to take off the end plate and report on the findings.

Then I vacuumed and cleaned the tank area, sealed it with thinned epoxy, and



In early October, John Christianson met me at the field. We fueled up the Super Chipmunk and put it up for a few flights. The engine ran better, and even inverted, but still not the best.

John suggested trying a different prop, so we replaced the Zinger Pro 10-6 with a Zinger Pro 11-5. We short tanked it and put it up again. After adjusting the needle, the next flight was great. Ol' Chipper looked, ran and

flew beautifully. The Fox engine was strong, steady, and “very happy” as John says So was I.

The final TLC of the year for the Super Chipmunk will be to winterize the engine and hanger the airplane until spring.

Tom Sontag



MEETING NOTICE:- The Piston Poppers meeting will be at the Airport Field, weather permitting. Otherwise it will be in the Lynx reception building conference room.