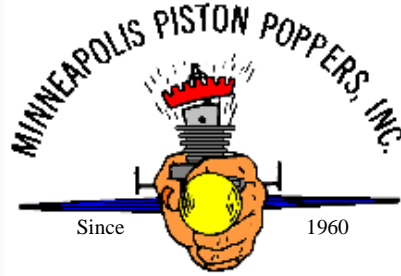


Prop



Wash

March 2015

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:	

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

February Meeting

Old Business: Club dues are due for the year of 2015. The last building session is this Sunday March 1st at 10am. The Polk City contest is on June 13th and 14th. Tony read a letter from the owners of the flying field detailing the date of our last use of the field on 4-30-2015. The area on the very south side of BAE will NOT be able to be used by us as a flying field.

New Business: Bob Cheney has talked briefly to a few people at the Anoka County airport, namely Greg Herrick, the owner of the Golden Wings Museum. Ha has also looked at a few sites around the airport that could be used by us. There were many comments and suggestions about where we might find a site on the airport and who to talk to about it. John Christensen says that the bank needs us to have an EIN number, or a social security number for the club checking account. No one can find an EIN number, if we ever had one, and no one wants to use their social security number on the club account. There were comments and questions about why we need to be a 501c non-profit corporation in the first place. The issue may have been resolved by an impromptu board meeting at the end of the regular meeting. Glen Peterson uses his home address for our State non-profit registration.

We had a few guests, Harold, Sue and their grandson visited us. Harold used to fly controlline years ago. He saw some of Sean's videos on You Tube and contacted him about the club.

Sean mentioned that the two top colors for the club T-shirts were blue and tan. Blue was decided and he will bring some paper copies to the next meeting to show us samples of the design. The club voted to buy 36 shirts, we just need to decide on the design and sizes.
Jim Gevay

Shark 402

Hello flyers, I'm a Brodak Shark 402 designed by Pat Johnston. I have a wingspan of 42" and 402 square inches of area. Hence the name Shark 402. I've been powered by an Enya 21 CX turning an 8X4 Master Airscrew propeller flying on 59.5 .015 flying lines. I went through a couple of changes during my build, a tripler tied into the wing and Sig Fazer main gear. Royal blue Monocote with Topflite Lustercote white. Most of my build was completed at the Piston Poppers winter build sessions with help from a number of fellow club members.



Today March 14, 2015 I met up with a Nobler ARF and a Prowler for my maiden flight. Was it successful? Partially, I got off to a good engine start but stalled out a few times then when I was running good I took to the sky. It was amazing but the motor

stalled again after just a lap or two. But I was able to show what a great glide I have to a perfect touchdown and rollout. At the pits different needle settings were changed and try as I might I could still only manage a couple of laps before flameout. It was decided that I go home in one piece replace the tank, and possibly add a little tail weight, not much though and try again.



I hope to have a long life and become a successful plane for Bob to fly.

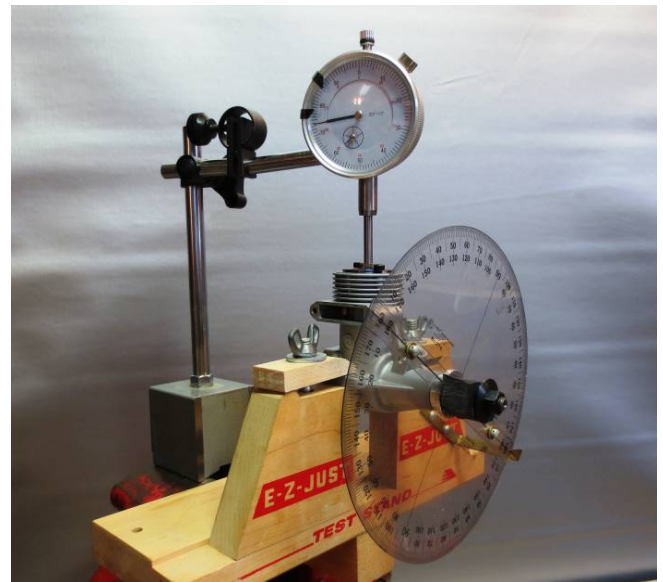
Give Me a Break

I have two externally identical OS FP .40's. One is an absolute sweetheart of a stunt engine with a nice 4-2-4 break and has a broad range of acceptable needle valve settings. The other is useless for stunt. It is prone to "runaway" and is intolerant of needle settings. I got the good one from Skip Luick's estate and always assumed it had been modified. One of this winter's projects was to identify the modifications and attempt to duplicate

them in the bad one. At worst I would screw up an engine I can't use.

My best guess was that the sleeve had been lowered in the case to "soften" the exhaust and intake port timing and that the compression had been lowered to, at least, compensate for the sleeve lowering. Grinding away at any of the ports would be counterproductive on a stunt engine because that's what you do to get more power at a higher RPM. That's what I did to my Fox combat engines back in the day.

So, I gathered my digital caliper, engine stand, dial indicator and degree wheel (made from 2 protractors) and set to work.



I used the dial indicator to identify top dead center and to zero out the degree wheel. Incidentally, you can find TDC remarkably accurately by sight. Just look in the back of the crankcase and make sure the rod is vertical.

I could bore you with the methodology and the numbers (chances are I already have), but let's get to the bottom line – the engines were virtually identical! The only differences are that the good engine has a thicker crankshaft counterweight and the crankshaft venturi opens 1 degree sooner and the bad engine has slightly less piston to sleeve clearance.

So why is there a drastic difference in run characteristics? Did I just fall into exactly the right combination of prop (APC 11-4) and glow plug (Sig RC)? Normally when I fall into something I have to

clean myself up afterwards. I'm waiting for a nice day to test that theory. Maybe air leaks?

So, I'm done right? With apologies to Paul Harvey, here's the "Rest of the Story".

I have another OS FP .40 (doesn't everyone?) that I bought at a swap meet (somebody stop me!). It is considerably different both externally and internally.



It's the one in the foreground. Generally, the ports open 1-2 degrees sooner and close 1-2 degrees later. The crankshaft opens a degree sooner and closes 3 degrees sooner. It has a hollow crank pin and larger counterweight. Surprisingly, its bore is .001 smaller. Even more surprising is the piston:



The gigantic hole in the side lines up with the intake port. What is that!!?

Workin' on mysteries without any clues,
Ivars Greizins

Chief Paint Job

Decided to go with a Navy Chief paint scheme in honor of my Dad. He loved being a Navy Chief and was for 26 years.

I designed the Chief wing logo and had the graphics printed in vinyl.

I found it is quite a job to paint a plane with dope. Lots and lots of re-touching.

Now to shoot the clear coat on and mount the OS .46LA, add some lines and put it into the sky.

Truly excited about this.





Final Building Session

We held our third and final building session of the winter on March 1st. Rachel's P-40 was completed with the lead-outs being tied and lettering added. This plane truly turned out to be a great first project. She needed Dad for many steps but I think Rachel did a good 60 to 70% of the build.

The action continued with Tony getting started with the gluing on the Ringmaster wing. While Ivars was experimenting with multi color panels of Monocote on an open bay wing. Wayne got his remote Willey Aircraft Works busy with the start of a Skyray build, for some racing action and Shug has started an electric Mustang (*15 sized*) looks to be a super job that he's doing. I myself didn't bring my Shark 402 as I have it assembled and I've started clear doping prior to finish painting.

While this was going on today little Rachel was busy painting a little barn.

This has been a fun start for me this year seeing new projects get started including my own. By watching what others were doing I was able to pick up some new ideas. But one of the best parts was watching Rachel work with her Dad to complete a great little airplane that she is so proud of. Bob Cheney



Getting out to the Field in March

The weather looked upon us weirdly this Winter and the warm spell in March has been a good time to get out and enjoy the flying field a bit early this year.

We lose the rights to it end of April so get out when you can in the coming month. I plan to get out as much as I can.

Sean



Sean and Bob on a chilly Saturday morn



Keith and Ringmaster on a Wednesday



Bob Cheney flying an old favorite

Need your Articles and Input for Newsletter

Please feel free to send this new Editor your articles, thoughts, pictures, prose, how-to instructions, opinions or anything that will be of interest to members and I will add to this here fine publication.

Big thanks to Bob Cheney and Ivars Greizins for their contributions this month. Also Jim Gevay's meeting reports.

Sean

Minneapolis Piston Poppers, Inc.
c/o Sean Shug Emery
302 S. McCarrons Blvd
Roseville, MN 55113



MEETING NOTICE: March 26 – 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 hangar. It's the Blue hangar between Thunderbolt Aviation and the Golden Wings Museum, next to the road. Meetings start at 7:30 PM. Visitors are always welcome.

