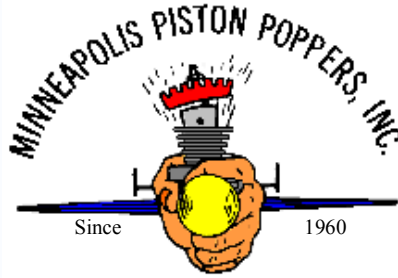


Prop



Wash

March 2016

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. Send to

seanemery2@mac.com

Club web address is www.pistonpoppers.com

February Meeting

Old Business: There is no new information on the status of the web site. The next building session is on March 6th at 10am. Keith Sandberg talked about the kids program for the school. We have 8 Blackhawk models and engines bought. A few kids have signed up already. The dates for building them are April 16th and the 30th. The first day is for gluing and assembling them. The second day is for controls and other tasks; they are responsible for painting them at home in between the building days. One of our goals is to help keep our flying field. Tom Sontag has made up a flyer for the school and they were very happy to post them.

New Business: Tom proposed that the Piston Poppers give a one year junior membership to the AMA and the Piston Poppers for each of the kids signed up. Keith proposed that we also give a one year membership in the Piston Poppers to each parent, voted on and both passed.

Show and Tell: Pete Martin showed us a Super Dilch he picked up somewhere; it has an OK .60 ignition engine on it. Wayne Willey showed off his kit bash P-40, it has a FP .40 on it. Ivars had a SkyRay covered with Ultracote that he's been

working on, he used cloth taffeta for the elevator hinges and it probable has a Fox .35 in its future.

Jim Gevay

Poppers Building Session #2

The second building session got off to a good start but with a smaller group. Three builders two projects. Still a good time. For me it was also informative as I picked up another tip or two. This is what makes these building sessions important as you can learn from others and they can learn from you.

Great progress was made by Ivars as his Skyray is in the finishing process with the covering of wings. As Jeff and I worked on the wing of the Super Clown slowly progress was made with shear webbing, bellcrank mount and the start of center sheeting.

John stopped by with his 1/2A Prowler and Jim Gevay came by to take some picture and lend a hand where needed.

We do have one more session this winter March 6th I believe so why don't you all come out and join us you don't need to build to offer advice or learn a new trick or two, or just plain come to shoot the breeze we all will enjoy it.

Bob Cheney



INTERESTING

While waiting for our meeting to get started Jeff and I were talking with an EAA 237 work crew restoring history.

This group was working on a nose section of the EAA's B-25H based at the Pioneer airport Oshkosh WI. Replacing some belly panels, also replacing all the glass in the bombers nose.

The history of this plane is that it started life being built during 1943-44 to become a 1944 model. As I touched the metal and rivets of these pieces, I thought of Rosie the riveter. Who was probably one the last people to work on these panels. Though it never saw combat it was in a combat theater, a veteran of one of the greatest conflicts of all time.

This plane has sat outside at pioneer airport for many years waiting for its turn in the restoration shop, it is happening now when completed the group feels that the first tour stop may well be at the Anoka airport. Bob





Crank Shaft Thread Sizes

ASP .21 ABC - .46 ABC 1/4" - 28
 ASP .61 all models, .75 ABC, .91 ABC,
 .65 4-C, .80 4-C 5/16" - 24
 Enya SS.25, SS.25BB, SS.30, SS.30BB, .35X, SS.40,
 SS40BB, SS.45 Ring, .46 4-C, .41 4-C 1/4" - 28
 Enya .15, SS.15, .19, .19X, .21CX, .25X 6.0 x 1mm
 Enya
 .35, .40, .40X, .40CX, .49X, .45, .45CX,
 GP.45CX, .50CX, .60FXIII, GP.60XF-4,
 GP.60XF-4H, .60XLF, GP.60XLF-4, .60 4-C, .80
 4-C, .90 4-C, 120 4-C
 7.0 x 1mm
 Enya R120 4-C, R120GP 4-C 8.0 x 1mm
 Fox .19RC, .19CL, .25RC, .25CL, .35CL, .40RC,
 .40CL, .50RCBB, .45RC Schnuerle, .40 Quickie 1/4" - 28
 Fox .60 - .74 Eagle 5/16" - 24
 HB .20 - .61 all models 1/4" - 28
 HP .21 - .61 all models 1/4" - 28
 HP VT.21 4-C, VT.49 4-C,
 .40FRT Gold Cup, .61FRT Gold Cup 6.0 x 1mm
 HP 1.20 5/16" - 24
 Irvine .20 - .61 all models 1/4" - 28
 K&B .20 - .65 all models 1/4" - 28
 Magnum GP.25, GP.40, Pro.25, Pro.36SE, Pro.40SE,
 Pro.46SE 1/4" - 28
 Magnum GP65SE, Pro.61SE 5/16" - 24
 MDS .46 1/4" - 28
 MDS .25 - .40 6.0 x 1mm
 MDS .61 5/16" - 24
 Merco .33 - .40 1/4" - 28
 Merco .50, .61 5/16" - 24
 Moki .61 Long Stroke all models 1/4" - 28
 Moki .51RC 6.0 x 1mm
 Morris .45 - .60 8.0 x 1.25mm
 MVVS .15 - .61 6.0 x 1mm
 OS .20 - .50 all models, .61SFN-H Ring,
 .61RFN-H ABC, FS-26 Surpass, FS-40 Surpass 1/4" - 28
 OS
 .60FP ABC, .61SF all version, .61RF ABC,
 .61RF-P, .61RX-H, .61SX-H, .61VR-M ABC,
 .65VR-M ABC, .65VR-DF ABC, .91VR-DF,

.81VR-M, .91FSR, FF-240, FS-70 Surpass,
 FS-91 Surpass, FS-120 Surpass II,
 FS-120 Surpass SP, FS-61, FS-90, FS-120,
 FT-120II, FT-160
 5/16" - 24
 Picco .21 - .45 all models 1/4" - 28
 Quadra Q-35 5/16" - 24
 Rossi .21 6.0 x 1mm
 Rossi .40 - .90 8.0 x 1.25mm
 Royal
 .25RC BB ABC, 28RC BB ABC, .40RC ABC
 Schnuerle, .45RC BB Schnuerle ABC,
 .46RC BB Schnuerle ABC
 1/4" - 28
 Saito .40 - .60 4-C 6.0 x 1mm
 Saito .65 - .90 4-C 7.0 x 1mm
 Saito 1.20 - 2.70 4-C 8.0 x 1.25mm
 Supertigre .19 - .56 all models, .60G, 60ST 1/4" - 28
 Supertigre S-90K, S-61K, X61K ABC RE 5/16" - 24
 Thunder Tiger GP25, GP42, PRO25, PRO46, F-54S 1/4" - 28
 Thunder Tiger GP61, PRO61, PRO120, F-91S 5/16" - 24
 Webra .21 - .60 all models 1/4" - 28
 Webra .80 - .90 all models 8.0 x 1.25mm
 YS all 2-cycle models 8.0 x 1.25mm
 YS all 4-cycle models except .53 8.0 x 1.0mm
 YS .53 4-C 6.0 x 1.0mm
 Dennis Leonhardi

Mason's First Airplane

Gazing at his Christmas present, Mason Meindl just
 couldn't
 wait for the April Build 'n Fly.

Ever since seeing the Piston Poppers fly at Discover
 Aviation Days, he wanted a turn in the circle. All he
 needed
 was a finished airplane, the one in Brodak box from
 someplace named Pennsylvania.

With his Brodak Basic Trainer in hand, and his
 Mom Lindsey
 in tow, Mason went to the home of The New Guy
 for his first
 build. Dad stayed home with the little brothers.

The Saturday session started at 1pm sharp with a
 tour of the
 micro shop, a briefing on airplane parts and flight,
 and a
 preview of how the parts all fit together.

Being a Leggo's fan, Mason proved to be a patient builder.

First, we prepared a portable workspace. We laid out a white particle board shelf on the dining room table, covered it with a sheet of presentation foam board, rustled up wax paper and miscellaneous building tools, grabbed some extra glue, and prepared for fun!

The young modeler sported quite a smile as he unpacked the bird, and gently pushed parts out of the wood stock. A preliminary test fitting showed a simple, clean design, with all parts sliding together snug and straight. One of many nice features of the Brodak Basic Trainer is that all measurements are in large denominations, like 1" or 1/2". The distance from the back of the wing to the back of the stabilizer is 7" even. Makes it much easier for a first build. Nice touch, Brodak! Mason cleaned and rounded the edges with a sanding block, carefully and patiently working his new plane. Using a small square, we mounted and glued the wing, true and straight, first by applying TiteBond wood glue, sliding it together, then tacking the wing with CA. Mom ran the CA tube. Good thing too, because when Tom tried it, he glued his fingers to the rudder, fuselage and one another. Next, Mason cut and glued the stock cloth hinges to the stabilizer and elevator. With a few extra hands, he joined them.

Mason was a champ, carefully smoothing the glue and flattening the hinges without gooping up the flexing parts.

After a bit of drying, he made glue fillets, carefully

smoothing them with his finger, like a pro. Then he fitted and spun the wheels on the landing gear, eyes bright with anticipation.

Believe it or not, by 3:30 the airplane was assembled and resting between two 2x2's. Even the tools were put away!

He left the airplane with me to apply a few layers of clear dope, and to bend the pushrod. In a week or two, Mason will paint his top colors and we'll attach a Cox motor.

Mason jumped in the van, all smiles and thank you's. I tell you friends, that was FUN! To see the look on his face of having built such a cool machine was fantastic. He soon will be clocking laps in the circle.

Watch out, veterans, here comes Mason!
Post note: My impressions of the Brodak trainer are very positive. It seems to be a sturdy 1/2a profile kit with a solid straight fuselage, balsa wing, nylon motor mount, and preformed landing gear. I am amazed at the precision of laser cutting, and look forward to my first laser cut kit (the Hughes H-1 racer from T & J Models). See you at the club meeting and at the circle.
Tom Sontag



Building the Piston Popper PT-19 Club Trainer

As most Piston Poppers already know, some of us have been working on a few projects with the hope of gaining a bit of local youth interest in our hobby. Another reason for these projects is to help promote us as a club, by creating some fresh and positive "PR" to possibly use as a feather in our cap in our ongoing search for a new flying site.

One project in the works is the planned building project with 6-8 school kids where we will attempt to teach a young group how to build and fly the 1/2A "Raven" models. The Raven is an easy to build sheet wing "hollow log" design by Larry Rice at Blackhawk Models. Through the efforts of Keith Sandberg we were able to strike a deal with Larry on a nice package of eight kits and engines, thank you to both of them.

Another part of this overall plan is having a ready-to-fly 1/2A training plane that can be used for getting a "newbie" on the handle whenever the opportunity may arise. The chosen model for this is another Blackhawk Model design, the "Cox Trainer" PT-19. The kit being used here is what is known as the "Deluxe Kit", which actually comes complete with a brand new Cox .049 and plastic prop. It's called the Cox Trainer because as designed the Blackhawk kit is very similar to the old plastic Cox PT-19, right down to the rubber band "breakaway" features for the engine mount, main wing, and tail assembly, but using all wood construction.

Examining the kit I found it to be very complete and with very good laser cutting and wood. I know this may seem odd given this kit design, but looking it over closely I just felt the incorporated breakaway features looked a bit fragile for our intended purpose. Hard to say for sure, and maybe I'm wrong, but this was my impression. Time will tell.

As a result of this, and after all of my head-scratching, I decided to scrap the rubber band plan and build the PT-19 as a "one piece" airplane. I'm making a lot of changes all the way through the

build which I'm thinking will help the PT be much more durable when finished. It's impossible to make these things bulletproof, but I think this PT will be about as close as possible.

Me being me, I've also taken a few cosmetic liberties with the overall look. None of these changes were at all necessary but I've added wing dihedral, lowered the fuselage profile, re-shaped the fin/rudder and wingtip outlines and also reshaped the cockpit openings. These changes were made simply to obtain a bit more of a scale PT-19 appearance. As far as hardware, I made up and substituted a heavier L/G wire and will be using a Du-Bro 2-56 pushrod with adjustable clevis. I'm also adding new lightweight "foamie" main gear wheels and a Carl Goldberg nylon tail skid.

As of this writing I've got the PT-19 about 95% built. I still have to sheet the bottom side of the fuselage but that's about it. Per the Blackhawk kit design the bottom of the fuselage was left open, like the old plastic Cox model. I'm going to close it all up which will not only strengthen the overall assembly but will also keep out dirt and fuel residue.

There are many other details that I've incorporated in this build too. If you'd like to check them out, along with a lot of step-by-step construction photos and dialogue, go into the 1/2A Building section on Stunthanger and look for the "[Blackhawk Models PT-19 project](http://stunthanger.com/smf/12-a-building/blackhawk-models-pt-19-project/)" thread.....<http://stunthanger.com/smf/12-a-building/blackhawk-models-pt-19-project/>

Thanks again to Larry Rice and Blackhawk Models for their support.

Happy Modeling,
Wayne Willey



Mid Iowa Control Liners

19th Annual MICAL "Fred Miller Tribute" Stunt Contest

June 4th – 5th, 2016

Big Creek State Park -- Brett Smith Memorial C/L Site

Polk City, Iowa AMA Sanctioned – AA Saturday

Aerobatics: 9:00 AM – finished

Profile (BEG/INT), (ADV/EXP) Combat – 75 mph

Classic(JSO) Fargo Special Slow Rat "Race"

Old Time (JSO)

1/2 A (JSO) – Full Pattern

Sunday, May 4th

Aerobatics: 8:00 AM– finished Navy Carrier

Combat - 1/2A

PAMPA Classes (Beg, Int, Adv, Exp) Class 1-2

Basic Flight (Beginners) Profile

Profile Ringmaster Stunt .15 Profile

(using Old Time Pattern) NCS Sport

Site is Brett Smith Memorial U-Control site in Big Creek State Park. The site offers on-site rest rooms, picnic areas, fishing

and close in parking. Five minutes from the town of Polk City. We thank you all for your past and future support.

NOTES: Registration closes at 10:30 on Saturday and 9:00 on Sunday. Late entry will be accommodated as best we can,

depending on the event. We strongly urge you to pre-register, by mail or e-mail. See the registration form on the

back of this flyer for fees. If you pre-register, we will pre-check your AMA and have your paperwork already filled

out when you arrive. Use e-mail and PayPal!

Contact:

CD: or

Bob Baldus Mike Anderson

6719 Colby 402 2nd Ave

Des Moines, IA 50311 Madrid, IA 50156

515-255-8025 or 515-240-1196 515-460-2562

bstudeman@aol.com mikeainia@windstream.net

Special Rules and deviations:

Spectra/Dyneema (GSUMP) lines allowed in Non-Rulebook events. See Safety Code & C/L General for size

and use guidelines.

Stunt Notes: No Appearance points in any class.

Profile – no engine displacement limit. 10 point no-flap bonus.

Classic will use Pattern Points. Old-Time will keep the 10 point 'non-flapped' bonus. Ringmaster:

Profile versions

only (42" span or smaller) – Old Time Pattern

{Questions? - Ask in advance}

Fargo Special Slow Rat: Any plane/engine, 60' lines, 10 minute flight 'window', 2 pit stops required,

Score is total air time (during 10 minute window)

{Speed doesn't matter, it's a pit stop contest}

Raffle

Preregister by email/paypal and we can check AMA and fill out your paperwork for you.

Contact Mike to pre-register.

RSM electric P-51

Here is a project I have had on the bench for about a year now. Finally got to it and finished the dang thing. Not flown it yet as the March winds have been forceful.

I kinda like it.

Sean Emery



Hey Everybody

Why not submit an article, a paragraph, a photo, a blurb, a report, a story, an account, a review to the Prop Wash here.

Sure would make this newsletter a lot more interesting.



MEETING NOTICE: March 31 – 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.