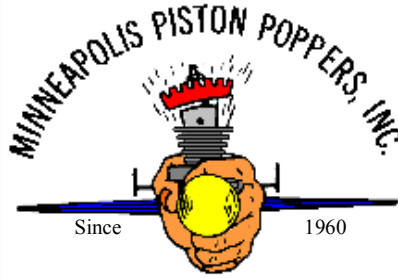


Prop



Wash

November 2015

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

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October Meeting

Old Business: Tony said that this is the last weekend of flying at the school site (October 31st). He has already talked to school officials about next year's schedule and they said that we may have to wait until the end of May to fly. She will ask if we can start our flying earlier, but they need to set their schedule for school activities first. They are very pleased with having us there. The January 1st Frozen Fun Fly is on, we don't know if we'll be flying off the grass area or the parking lot. Tony has tried, but hasn't been able to get a hold of anyone at the MPCA about the Ramsey site. Bob Cheney hasn't heard anything from the MAC about Crystal airport.

New Business: The Polk City contest is on the weekend of June 11-12th. Brodak's is on the same week, June 13-18th. Nominations for club officers; A motion was made to have all the club officers remain the same as last year. Voting will be at the next meeting on December 3rd.

Building sessions; are on January 3rd, February 7th and March 6th from 10am until sometime in the afternoon. Tom Sontag asked about recruitment for the club. A long discussion followed about all the activities we have done in the past years with minimal results.

Jim Gevay

Hi Piston Poppers,

The next meeting will be the combined November/December meeting, to be held at the EAA hangar, on Thursday December 3rd, at 7:30pm.

Items on the agenda, for this combined meeting will be,

- * Elections of Club officers
- * The Piston Popper Website
- * Possible Newsletter changes
- * Club T-shirts?
- * 2016 Dues (not expecting a rate change)
- * Notice of plans for the February Swap meet
- * Schedule for Building sessions
- * Frozen Fly

Tony Kubes....President

Report for flying at Fridley Community Park 11/14/2015

Had a blast!

Three club members and 5 interested persons enjoyed a November Saturday of flying, with a breeze of 10 mph diminishing by 4:30, and the air warm.

Bob, Sean and Tom all had multiple flights with their FliteStreak, Prowler, Nobler and Super Twister. Bob carried on with his legendary love of the FS. Sean's familiar Prowler behaved well, cutting nice patterns in the autumn sky, and his Nobler has a great first flight. Tom worked on the

beginner pattern with the well flying Super Twister from Ivars (thanks, Ivars!).

Sean and Bob scored and critiqued one of Tom's patterns. Just knowing what they were up to flustered the Rookie and he totally missed a wing over, pulled out of one 8, and blanked on the inverted level laps.

Their recommendations were well received, however, especially the one to fly the squares wider on the top, more like a horizontal rectangle, thus making it easier to avoid the less accepted "D" shape the Rookie was quite fond of flying.

Five interested persons joined in the fun. Grant Sontag and James Grygar flew a Ringmaster. Grant's friend, Josh Harris, flew an unloved and unattractive foam trainer named Big Blue. Josh claims it was easier to fly than his 1/2a SkyRay. Ted Bottelberghe and Josh's dad, Lenny, enjoyed watching and launching but didn't fly.

Overall, a very fun day of feeling the pull of control line flying on a nice November day.
Tom Sontag

The '63 Nats, Combat, and "Monoline Pete"

The '63 Nats ... Carl Berryman ... Bill James ...
Courtesy Lap ... Bill Carpenter ... Wow!

A couple of recent topics in the Stunt Hangar Forums (www.stunthanger.com - note spelling difference) have brought back some great memories from one of the most enjoyable times in my life.

The conversations began when a poster asked "What is the best vintage combat plane?" and expanded when combat legend Riley Wooten agreed to share some of his memories from "the early days". And the '63 Nats was brought into the exchange ... so I just gotta respond!

Lee Lausche, David "Monoline Pete" Kruse and I had mentored boys in weekly club meetings/building sessions, flown together, and just generally solved the great issues of the time for a

couple of years, so we were a natural team to leave Minneapolis for the sights and sounds of California, a week in the Navy barracks for not much more than the cost of a gallon of gas today, and some terrific food in the Navy Mess.

Oh, did I mention some flying? A couple of performances by the Blue Angels flying the F11F Tigercat? And a huge open hanger, with tables from one end to the other, where we left our models, equipment, and many personal items at night, with complete faith they would be there the next day? A fairly well-stocked hobby shop? Those who missed a real Navy-sponsored Nats - complete with barracks and Mess Hall - can't begin to imagine what a treat the Navy provided!

And I couldn't have found a better pair of guys to travel or team with - we just enjoyed being together, and had more fun than should be allowed. Add to that Lee knew the area well, having been a Marine stationed nearby at Camp Pendleton.

So ... we left on a Friday evening, stopped and slept at a motel for about 6 hours, then continued on to Salt Lake City, where we rented a motel just to clean up (not sleep), toured the Mormon Tabernacle and Museum, and swam in the Great Salt Lake before continuing on to California.

Flying started and ended relatively early each day at the Nats, so by 4 pm or so we cleaned up and headed out to explore the area - Disneyland (where Cox was flying the early P-40s), Knott's Berry Farm, Hollywood Wax Museum, Marineland of the Pacific (and a concert by Glenn Yarbrough and The Limelites), Tijuana, Navy Base San Diego ... I was so exhausted by the time we got home I was in bed by 8:30 at night for at least a month!

Monoline Pete

Dave Kruse, aka "Monoline Pete", seemed to be a magnet for excitement.
Dennis Leonhardi

Thoughts

Tom Sontag and I thought about trying to bring in new members (*I think he wants to lose the rookie status*). A thought we had is to hold a first plane building session.

A group of 6-8 kids' ages 8-12 years old, with a mix of boys and girls. Must be local possibly from a church or school (*maybe kids from the Westwood school where were flying at*). We could make-up a flier and post at the school. Kids will have to be committed with parental help and about a \$50.00 to buy in.

For the \$50.00 each kid will receive a model to build, .049 motor, handle and lines. We as club members will provide tools, glue and supplies to complete the model then the help them to learn basic flight.

We feel as build dates in early March, April and May. Close to the start of flying season.

These are just thoughts what are yours? Bring them to the meeting and let's see if we can come up with a plan.

Bob Cheney

An Oily Mess (of Numbers)

Ever wondered how much oil to add to reach a desired percent of lubricant? The table below will help. All numbers are rounded to the nearest ounce. As I've been told more than once "Better put some oil in your fuel before you run that McCoy! Those Red Heads love oil!"

Tom the Rookie

	Final % Oil	Starting Oz of Fuel	Starting Total Oz of Oil	Add Oz of Oil	Final Total Oz of Oil	Final Oz of Fuel
10%	10%	128	13	0	13	128
10%	20%	128	13	16	29	144
10%	25%	128	13	26	38	154
10%	30%	128	13	37	49	165
15%	15%	128	19	0	19	128
15%	20%	128	19	8	27	136
15%	25%	128	19	17	36	145
15%	30%	128	19	27	47	155
17%	17%	128	22	0	22	128
17%	20%	128	22	5	27	133
17%	25%	128	22	14	35	142

17%	30%	128	22	24	46	152
20%	20%	128	26	0	26	128
20%	25%	128	26	9	34	137
20%	30%	128	26	18	44	146

Fuzzy Feeling on 694

Everytime I pass the East River Road exit I think fondly of all the unlimited flying at the old BEA Flying site. Those days of going out early with my stoooge and Prowler and really focusing on flying the pattern, messing and tweaking without holding up the next flyer in line was so beneficial to me in my Stunt learning process. Then it was fun when other flyers would show after having some solo time to work things out.

I was thankful for sure of our flying fields this year even though there were limitations on days and hours and the fact we could only fly with others and not alone. Fun to be out there as a club. Saw new things in the pattern...good and bad. I still have so much improvement to work on.

Been getting my fleet repaired and patched up and making some changes in anticipation for next season's flying.

Nobler ARF fixed...again. Privateer patched and almost all done. Prowler motor mounting beefed up. Got the Ares front end torn apart. Need to replace motor mounts. Opened a can of worms there!

I have a Brodak P40 ARF electric in the works.

This is for sneaking out to fly near my house from time to time and figure being quiet will make me a bit more stealthy. It is a real nice kit.

Got an RSM .35-.40 sport system to mount on it.

I will keep my eyes peeled for a full time flying site as that is still what we need as a Club.

Sean Shug Emery



What Airplane Is It?

Ever looked at an airplane and wondered, "What airplane is that?"

That happened to me last month. I purchased a nice looking airplane from a guy in Apple Valley, who bought a pile of RC planes and one control line plane from a guy in Des Moines. "One" is a lonely number, so I added it to my hanger.

Come to the club meeting on December 3rd to see her in person, or take a gander here:



Details:

1. From Des Moines, IA of an unknown builder
2. Top and bottom of fuselage appear carved from solid balsa
3. Fox 45 BB, stock muffler
4. 59 ounces
5. 50" tapered wing with equal panels
6. Balance at 1/4 of root chord
7. Short vertical stab with adjustable rudder
8. Cheek cowling in-line with wing
Built-up flaps and tail feathers

The club weighed in on the mystery, but without a clear consensus, other than it is a pylon racer. Some think it looks like an All American Stunter, Cosmic

Wind, Shoestring, Miss Dora, Continental or a Polecat.

Several think it scratch-built, or a converted RC airplane. One tags the wing of a Chipmunk. Now, most rookies don't realize chipmunks have wings, but I have a leg up on those guys.

I'll go with all of that. It seems to have parts from several planes, or is custom modified. The in-line cowling looks like a Shoestring, the wide stab looks like a Stunter or widened Cosmic Wind, while the narrow cockpit and LONG nose look like Miss Dora.

The Rookie is going to go with Wayne's Miss Dora, with Keith's Chipmunk wing.

Miss Dara:



I couldn't wait to give it a flight so to the flight circle she went. Bob performed the necessary pull test, all the while encouraging me to take it easy. Run some flat laps or maybe a simple wing-over. I was wide-eyed at the thought of our first flight, but the engine soon put me at ease.

No amount of coaxing from Keith and Bob could keep the Fox running, so back to the shop she went. With some dismantling, I soon found the source of the problem. The tank clunk line was completely disintegrated, with nothing remaining but chunks of oddly colored tube cheese. On the positive side, the Fox appeared to be in fine condition. After adding some bracing, redoing the tank tubing, and adding a filter and new muffler bolts, she is ready for trip two to the circle, but I promise not until after the December 3rd club meeting.

Fly-on friends,
Tom The Rookie

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



**MEETING NOTICE: December 3 – 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.

