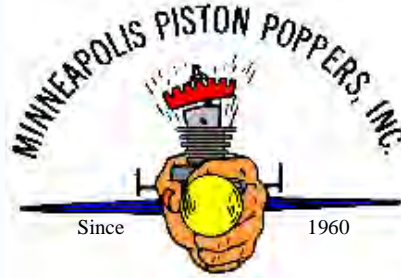


Prop



Wash

November 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

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Club web address is www.pistonpoppers.com

October Meeting

Old Business: Because there is no football program at the school this fall, Tony believes we can still fly on the weekends. There is no meeting in November; the next meeting will be on December 1st. Keith made a motion to re-elect all the current club officers for the coming year, to be voted on in December.

Bob Cheney, John Christensen Keith Sandberg and myself talked about the club trip to Fagen's Fighter Museum. The next Air Show at the museum in Granite Fall is on June 18 2018.

New Business: The winter building sessions are on,

January 15th, that's the 3rd Sunday

February 5th, the 1st Sunday

March 12th, the 2nd Sunday

Show and Tell: Tom Sontag showed us his F4U Corsair he bought from someone and then fixed up and re-painted, powered by a OS .35.

Jim Gevay

New Piston Poppers Website

Check it out. Thanks to Tom and Carey.

<http://www.pistonpoppers.com>

Click on Photo to go to the website



From Steve Scott

With some implications toward getting leverage for future flying sites, I opted to file for an open City Council seat with Arden Hills. I have extensive prior civic volunteer experience with the City, serving as an election judge since 2004 and their Parks, Trails and Recreation Committee since 2008. The seat was open because of a death of the incumbent last fall after sustaining injuries in a serious auto accident. Another member of the community was appointed to temporarily fill the vacancy until a special election could be held. Since more than 2 years remained on the original term, state law mandated the vacancy could only be filled via special election. I and a former member of the Council both filed in mid-August.

I had to invest in yard signs and professional photos, completed a half-dozen candidate surveys and was fortunate to come out on top, getting 63% of the vote. My 2 year term begins January 9th. Two returning incumbents and the new guy will be sworn in. Arden Hills has 1 mayor and 4 council members. The Piston Poppers get their first politician.

The 900lb. gorilla is, of course, the redevelopment of the 427 acre TCAAP (Twin Cities Army Ammunition Plant) property. This was initially offered for auction by GSA but that was during the depths of the Great Recession. After a year of inactivity, the site was purchased by Ramsey County. A massive cleanup effort began since this was the largest Superfund site in the midwest.

Long story short, a master developer was hired for the overall development. Proposed will be three unique 'neighborhoods' with a mix of retail, corporate and residential uses. An 8 acre solar farm will generate enough power to make the entire site energy neutral.

Honestly, it will be a tough sell getting space for toy airplanes in one of the most expensive parcels in the metro area, but we 'got a guy on the inside' working for us.

Steve Scott,
Councilmember-elect
City of Arden Hills

My Start in Model Aeronautics

Shortly after joining the Piston Poppers in the winter of 2015, I wrote "Feeling the Pull". It was a story about how I restarted my model aeronautics hobby. This is the older story of how I originally got started, way back when . . .

In the mid 1960's, when I was an elementary school kid in Marshall, MN, model aeronautics, railroads, slot cars and powered Cox cars was going gangbusters. The good stores (those that sold toys) carried Cox, Guillows, and Testors airplanes, along with many plastic airplane models, glues, paints and Cox Fuel. Addison Hardware, a little family

hardware store, carried tall 1.5volt batteries for glow plugs.



Christmas time was extra special. Trees and light poles in downtown were decorated. There was ALWAYS fresh snow on the ground, and airplanes and toys filled a good sized niche at Ben Franklin, Woolworth, Gambles and Runnings. We walked with googly eyes up and down the aisles, dreaming about all the fun to be had, if we could just convince someone to buy us a worthy toy for Christmas, instead of socks or underwear.

Somewhere in those elementary years, a series of personal experiences with things that fly brought me to this most excellent hobby.

One day, I'll say it was Christmas because I just can't recall, the folks gave each of us youngest boys a Guillow's wind-up airplane with landing gear. I was amazed! It not only took off from our rough old porch, but it could fly! The rubber band and airplane usually lasted as long as we could control our enthusiasm.



It was around my 3rd grade year, in the summer, when the neighbor kids produced a 5-gallon bucket of plastic model airplanes. We hand-flew the little fighters around the yard, imagining ourselves in the great aerial dog fights of WW2. Mustangs, Spitfires, Messerschmitts and Zeros screamed and turned in our hand as we rat-a-tat-tatted each other out of the sky.

It wasn't long before my brother Dave and I were assembling plastic model airplanes on tables in our room. The plastic model phase of my hobby continued on and off for several more years, and included an SR-71 Blackhawk, Star Trek Enterprise D, and a giant Apollo rocket with removable command module and lunar lander. I even presented the Apollo in show and tell at school.



It was around my 4th grade year when my friend, Brian Johnson, invited me along to fly his Estes rocket just outside of town. He actually built something he could fly, and boy did it go, and fast! Then the wind, who is not my friend, took the little rocket away, never to be seen again. Undeterred, positive and impressionable, I purchased an Estes rocket and motors. As I happily built and flew the Alpha, then the Arcas rockets, I dreamt of someday building a more expensive but exceedingly cool multi-stage rocket. I went as far as to submit a detailed X-15 design to Estes, hoping to win a free prize of incredible value so I could afford it. The prize didn't arrive, and my weed pulling money dwindled.



By 1970, in about my 5th grade year, my brother Mike returned from Vietnam. You may remember

him as the brother that carried the Johnston airplanes home from Boise, Idaho.

By some heavenly intervention, he decided to build a Kenhi Cougar in our basement on a sheet of plywood. I watched intently, month after month, astonished at its complexity, his care, and the huge airplane emerging from balsa and Elmer's glue. Eventually he covered it with tissue, doped it down and mounted a Super Tigre something to pull it through the blue prairie sky.

It was a beautiful work of art that deserved all the attention he lavished on it. I adored that airplane.



Did I mention that Mike had never flown nor built a control line airplane?

He didn't have the Piston Poppers to teach him to fly, or to help tweak the controls, or to warn him to start with an Akromaster. All my poor brother had available was me, a scrawny 11 years old kid, holding his prized orange and black stunt airplane as its muffler-less engine barked and pulled at my hands, as he ran for the red handle. One incredibly tight outside loop later, it was all over.

Much later, he let me harvest the wing for an airplane with dowels for a fuselage. It never flew again.

One day in maybe 1972, my brother Dave and I were ogling Cox airplanes at Ben Franklin. He eventually purchased a nice-flying L-4 Grasshopper with his lawn mowing money, while I opted for the cheaper Testors Mustang with my worm selling money. The Testors P-51 was a beautiful, sleek looking silver airplane, with shiny aluminum paint and close-to-scale wings. I was convinced it would fly like a dream. It was solid too, perhaps a little too solid if you catch my drift. When the Testor's motor would start with our cobbled together flashlight batteries, it would go in a circle when I whipped it a little. It landed rapidly when the fuel ran out, then

the silver paint came off. Regardless, it flew and I was a very happy and proud young pilot.



By 1973 I graduated to full balsa kits, building a Guillow's Cessna, a Guillotine combat plane, and the plastic-bodied Spitfire you see below. Eventually I branched out into a Cox Dune Buggy (the next picture down). That "Little Devil" airplane is my first Frankenstein, using the Cessna wing and who knows what fuselage and tail.



Sometime in there, Mike began work on his second control line airplane, a Carl Goldberg Cosmic Wind. I sat in the basement once again, intently watching his progress. This airplane looked like it could go a hundred miles an hour. This is a picture of Brodak's Cosmic Wind, based on the Carl Goldberg design. Mike's was green with a white fuselage.



After completing the Cosmic Wind, and covering it in Monokote, he started driving semi-truck, leaving me to mount my new K&B 35 Stallion. I flew it in the pasture at my sister and brother-in-law's farm sometime in the mid-1970's. It was the most amazing flying machine of my airplane career, up to that moment. I even ventured to make a loop or two and flew it inverted without incident.

The Goldberg design, combined with Mike's meticulous construction, made it one tough airplane. After restarting the hobby in 2012, the old Cosmic Wind came out of storage. With a few minor repairs she was up and flying again. It has endured flights with several novice pilots, and suffered some balsa snapping impacts, only to fly again another day. It currently is in the micro shop for replacement of the fuselage.

That brings us to Discover Aviation Days, and my time with the Piston Poppers.

Well, that's my story.

Tom Sontag

FLYING DAYS

The flying days are slowly coming to an end this year. As of the end of October we will have to leave our flying site till next year except for our January 1st Frozen Fly. Sounds terrible to talk of the Frozen Fly but snow and cold are coming fast.

10/15/2016

Today was the trip we planned to go to the Fagen Fighters Museum in Granite Falls, MN. Wow what a good time. We had a good showing for our group eleven in all.

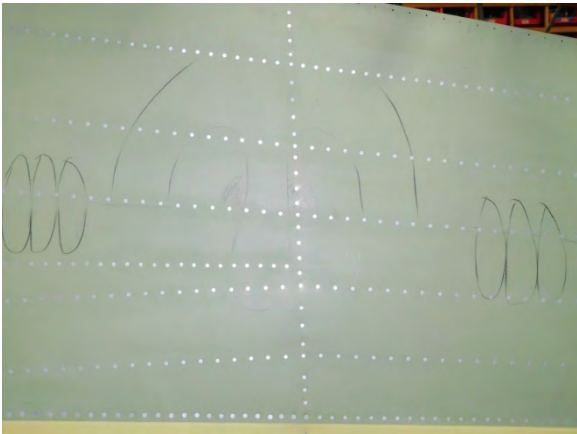
For me it started off when Jim Gevay and John Christensen met me at the Anoka County Airport at 8:00 AM after a 2-1/2 hour drive we were at the Fagen airstrip awaiting the rest of our group. While we were waiting we got the chance to get inside the restoration shop where there was a new P-40 wing being put together. Wow look at all them rivets'.



Not only was this a work of art but the massive jig that was built was a work of art also.



By the way what would a military work of art be without Killroy?



We were soon joined by Keith's brother Al, parents Jim and Margret Sandberg and granddaughter Rachel. Keith and Scott Smeaton a former member of the club who we hope will rejoin soon arrived and we were off to the museum.

The 1st hangar was for the introduction to Fagens with the guide talking about what we will see. The tour is self guided. This is the hangar of trainers. The Jenny, PT-22 Recruit named the Maytag Messerschmitt, there was a PT-19 Cornell the troop Glider (*didn't get a good photo*) plus motorcycle, scooter and truck from WWII.



Then I was out to the tower to watch another of the trainers make a flight. (*Don't know as to which designation this was BT or PT someone will know*).



When I got down from the tower I entered the fighter hangar. History before your eyes. Upon entering you come to a scene of the landing on Utah beach with personnel charging out of the landing craft the fighters are lead by Ray Fagen Sr. the sand you see in the picture is actual sand from Utah Beach.



In this hangar were two P-40's, two P-51's and a P-38.



After they pulled out the P-38 Sweet Revenge a P-51 was towed out to be prepped to fly. Soon it was running and heading to the active runway.



A magnificent piece of history and what a place to get up close and experience the smells and sounds of history without being chased away. That is Keith and Scott within 20 feet or so from the running P-51 Sweet Revenge.



After watching the takeoff and flyby I headed to the bomber hangar where the B-25 Paper Doll was located along with a ME-109 and memorabilia from all theaters of the WWII conflicts were displayed.



My last stop was into the work shop where there was a Wildcat and a Helldiver which is being restored and scheduled to be in Oshkosh in 2018. This hangar also held my favorite civilian aircraft the

Erocoupe.



At the end of the day I meet up with John and Jim in the pilot lounge, that's where I also found Dennis and Dominick Leonhardi. Time well spent with our club members.

Hopefully those of you that weren't able to make this trip will find a way to go in the future. It is a great place to get in touch with history plus you may get some ideas for a winter build that is coming soon.

10/22/2016

I got a chance to go flying today and what a perfect day it was, 55-65 degrees no wind to speak of and good friends to share the day with.

I arrived about 10:30 AM to find Tom and John just starting to put up their first flights of the day. It was just us till the quiet boys came in the early afternoon. Soon after, we left the skies for them to enjoy. John got in his three very good flights with the Magician while Tom flew the Francher styled Twister and PT-22, the trusty old Tutor ARF was my plane of choice for the day. I also made a few flights with my modified Akromaster, Brodak 15 powered, has not been run in a few years so I had to a run few tanks through to get a decent needle and flush everything out.



The Planes



Modified Akromaster



Tom and the Twister take-off



Tom's PT-22

Don't know what Sunday will bring but I hope to get out again as next weekend could be the end of the school grounds flying till next year.

So keep the lines tight, the motor running sweet and no figure 9's.

10/23/2016

Today the winds were blowing and John and I had a couple of motors howling away. Halloween must be coming, because it was a spooky way to fly.

Each of us decided that one flight was enough this way we have planes to take home to fly another day.



Two hands and the flaps of John's hat are straight out in the breeze.



Jeff's plane I call the stick, LA 15 powered. It flew well in the wind but in a lazy eight I was behind the plane as the wind whipped it around. I'll fly it again in calmer winds.



Tom and Jeff had a better idea for a proper flying stance on a windy day.

10/29/2016

Tom and I were the only members to fly today as we had the field to ourselves. The skies were cloudy with light breezes with temps cool enough for a light windbreaker for comfort.

We each had a number of good flights and our beginner patterns show we have both improved this year. I was flying the ARF Tutor and actually doing some hourglass maneuvers, triangles and cloverleaf's that even I could distinguish. What a nice feeling.

Tom has changed out the LA 40 for an LA 46 on his scratch built PT-22 and has found a very positive result. Next he replaced the 60' lines for 63' lines and that really made the flights smoother. He was very happy with the results of these changes.





Tom

and the PT-22

I also put in some trouble free flights with my modified Akromaster. The last time I was flying this plane it took a bunch on running to get a good flight as the motor had not been run in a couple of years.

Last but not least I even flew my 1/2A Skyray something I have not flown in many years. **WOW** what fun even Tom got a crack at the handle of this little guy and had a big smile on his face.

They say Sunday the sun will be out a little warmer with less wind. I will just wait till then to see who joins me for the fun and frolics of model airplane flying.



My

1/2A Skyray
10/30/2016

Burr... it was not sunny or warmer but the winds were light.

John, Jim and Ivars joined me for some airplane frolics today we even had a spectator. He better run and hide his days could be numbered next month.



Jim was flying his Kingfisher and John his Magician; once again I had my ARF Tutor flying just fine and Ivars with the electric Fokker. But as you can see it is jacket weather so after a couple of flights apiece we called it a day.



Tutor II ARF K&B 40



Ivars Fokker



Jacket time



John looks chilled

11/5/2016

What and snow on the ground there were still the green grasses of summer.

John and I arrived first with Tom, Keith and Rachel coming a little later. We had a special guest spend the afternoon with us Keith's mother Margret (*better known as Grandma Sandberg*) we all enjoyed her company.

a day! I was not available to make it to the field till noon so I missed out on a few hours of perfect flying weather. I did stay till the skies were getting dim with the evening sun dropping low. What can

you do but stay outside and soak up these beautiful days. Record breaking temp of 73 degrees, winds a blowing at less than 3 MPH. On November 5th when there should be cold, ice



Now on to the flying John and I had some flights before the others arrived. John is real happy with the way the Magician is flying which is proving to be a great plane.



Tom's PT-22 is starting to show some good signs after the power upgrade to the OS 46. Rachel's continuing to improve her loops and now Keith is starting her on some wingovers.



I think Tom and I better watch out as she will be in beginner completion circle with us shortly doing the pattern. I'm still just working the Beginner pattern and throwing in a few of the full pattern maneuvers at the end, hourglass, cloverleaf, triangle... though I'm probably the only one who can tell what I'm doing as there not very good yet. It still is a lot of fun to try something new.

Don't know what Sunday will bring but I'm hoping to join up with Shug for a few flights if the weather is right.

11/6/2016

Hey guys I did get to meet up with Shug for a private fly, because no one was available to join us.

Only fitting that Shug was flying the Privateer.



He said he was a little rusty I could not tell as his flights were smooth and fun to watch. I had a couple of flights with the modified Akromaster running great and so much fun.



Without anyone there I wish I could bottle these days up to share with others. I guess will just have to look at Shugs video's he posts of the flying fun.

Video: by Shug

Strega Flight....3 POVs

<https://youtu.be/nB9Pgv1chi4>



Privateer Grooves

<https://youtu.be/MNC-xk-KO88>



Hello club members

A lot of talk has been said about fuel and oil percentages about how much castor to add to get your preferred blend.

This chart comes from Byron Originals a known provider of quality Glow-fuels. By using this chart you should be able to custom blend your fuels to the oil content you desire.

Bob Cheney

Number of ounces of Lube Booster to add to one gallon of your present fuel.

Calculations by Byron Originals

Oil % of Present Fuel	Target Oil Percentage of Final Fuel						
	16 %	17 %	18 %	19 %	20%	21%	22%
12%	5.00	6.50	7.75	9.00	10.25	11.50	12.75
13%	3.75	5.00	6.25	7.50	8.75	10.00	11.25
14%	2.50	3.75	5.00	6.25	7.50	8.75	10.00
15%	1.25	2.50	3.75	5.00	6.25	7.50	8.75
16%		1.25	2.50	3.75	5.00	6.25	7.50
17%			1.25	2.50	3.75	5.00	6.25
18%				1.25	2.50	3.75	5.00
19%					1.25	2.50	3.75
20%						1.25	2.50



MEETING NOTICE: December 1 – 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.

