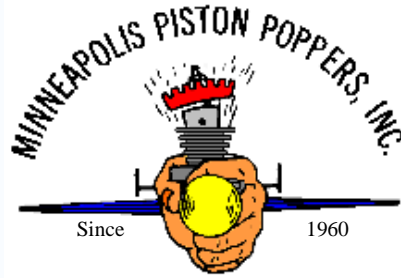


Prop



Wash

October 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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September Meeting

New Business: Tony says there has been no progress on the Ramsey site. We still have the use of the Westwood school site through October 31st, and of course on January 1st. A few people have been flying at the Fridley middle school site, remember, you do so at your own risk, we have no AMA insurance there. Bob Cheney finally met with the airport manager. The manager proposed a site at Crystal airport on the NE corner near gate C and the MAC maintenance building. The MAC people want to do a sound check this Friday, 9-25-2015 with John C. Jeff L. and Steve S. attending. They are proposing the possibility of maybe two days, Wednesdays and Saturdays.

Show and Tell: Tom Sontag brought in a Sport Wing and the plans for it published in 1949. From the DeMarco Engineering Company, this one is powered by an OS Max .35 with I think a 35" wing span.

Jim Gevay

Brotherhood of the Ring

The Piston Poppers got the day off to a great start. Seven fliers put up a number of flights with their Stunt ships before the main event.

The Ringmaster Fly-A-Thon. We had no bad runs, one small error and one major error. Twenty six flights from seven pilots. Starting with 8yr old Rachel Sandberg through 71yr old Jeff Lange. Keith Sandberg along with President Tony Kubes each had a few flights as did Tom Sontag. Steve Scott got in the most flights which were also his first flights of the year. I also managed to put in a handful of flights on a Ringmaster that was pulled out of the rafters spruced up a bit with a rebuilt Fox 35 for power compliments of Jeff Lange.

The two errors were a broken prop by me on a bad landing and one plane that has gone to the Ringmaster of the sky to forever grace the fliers of the Ring.

This was the first day of this two day event I hope to hear of more flights by our group.





I have heard that on Sunday afternoon there were another 19 Ringmaster flights put up with four more fliers. This makes for a grand total from our club of 45 Ringmaster flights, by ten different pilots. Good showing guys.

Bob Cheney

Rookie Report for October 11.

John and Tom enjoyed the sunny October weather, logging about 8 flights in the 10 mph and climbing wind.

John fielded his big Brodak (Legacy?) with its K&B 4011 and semi-clear, polyspan covered wings. It is a slick looking and flying airplane. John dialed her in to 10.4k rpm or so, and enjoyed several nice flights, with a note to add more fuel, and tweak the tank by several 32nds of an inch.

The Rookie brought his repaired Flite Streak, and the repaired blue/yellow trainer from Wisconsin, with its Twister wing and a built-up fuselage. The O.S. 25 FP on the Flite Streak smoothed out on its second run and he squeezed off a relatively good flight while working on the beginner pattern, even managing an overhead 8.

It went well enough that he wanted to try out the repaired blue/yellow trainer. After several runs, and improving inside and outside loops, Tom (me) thought a figure 8 was worth a try. Unfortunately, he soon found trouble in pilot land as the wind came back to haunt the Rookie, as it had at the Ringmaster fly-a-thon. The wings were a-flapping and a-wobbling, and the wind was catching that big tail, or something.

The figure 8 turned out so poorly that the Rookie did some rookie-type figuring as he flew it around some level laps. He decided to try it again, to better himself I suppose.

He figured a new approach might help, so he increased the starting elevation for more room, adjusted the starting point a bit to the right, and took another run at it. Almost immediately the airplane was in trouble. The new approach cost way too much energy and speed. The wind was gusty, or so it seemed.

With the wings bucking and wobbly-rolling, the invisible arm of the South wind grabbed the trainer and set it free-flying its way across the blue sky. All too soon, turf met the nose at an unpleasantly steep angle. It was at that moment the built-up fuse burst asunder, scattering body parts and wing halves in various directions. Interestingly, the fuselage used up so much energy in its own destruction that the tail wasn't even damaged; there is sat, off by itself in the grass, a nugget of airplane cast aside by the carnage.

After a few encouraging words from John, we packed up the pieces and loaded them in the car. It was another frightful day in the life of the Rookie, and exactly 6 months to the day after he lost the Kenhi Cougar in an auger incident.

Lesson of the day: the wind is not yet my friend
Tom Sontag



Club: Minneapolis Piston Poppers AMA #380

Location: Westwood Middle School, Blaine, MN 55434

Dates: Saturday October 3 and Sunday October 4, 2015

Weather: Saturday - sunny, temp 44 degrees rising to 53F. Winds 8-12mph

Sunday - cloudy with partial clearing, 48 degrees rising to 55F. Winds 3-5mph

Ringmasters: 9 total; S-1 (6) S-1A (2) and 1 foamy

Engines: Fox .35 (7); McCoy .35 (1); OS FP .25 (1)

Pilots: 10

Ringmaster flights: Saturday (26); Sunday (19); **total (45)**

Youngest pilot: age 8 (female)

Oldest pilot: age 71 (male)

Most flights: Steve Scott (16)

Reported by Steve Scott



Here is Bob on the last mow of 2015 at Westwood Flying Field. Thanks for excellent field conditions!
THANKS FOR THE MOWING BOB



Tom launching Sean's Nobler



Photo by Bob Cheney

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



MEETING NOTICE: October 29 – 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.

