

Circulator
Howard Olson, Editor
W14441 State Hwy 29
Bowler, WI 54416



Circlemasters Circulator

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Milwaukee Wisconsin
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At The Handle



If you would like to contribute material, please submit to the address on the cover or contact me at (715) 697-8458 I may be reached via e-mail at clmodman@wctc.net

Ramblings from your Editor

Hello all of you out there in control line land, I have put together a little thing called the *Circulator* for you, maybe you've heard of it? There is plenty of stuff to cover for October. Sheesh, October already, last month for an outdoor meeting in 2015, barring some kind of weather miracle, that is. It has happened, in 1998 we were flying during the November meeting, and it was something like seventy degrees outside. That was one of those El Niño, or whatever it is, years. Guess what? This is supposed to be one too! It might be possible to squeeze out a bit more flying, we will see.

This month, I have a short piece about the flying field dedication. Melissa was there, so she wrote it up for us and contributed the pictures that accompany it. I was not there, because of work. Suffice to say, when I saw the pictures, I was pleasantly shocked by just how many people showed up. That's quite a bunch! Dan was a real fixture around Sussex, and his family and friends are many. Good to see that Dan was so well thought of, that, even for the dedication of our humble flying site, a whole crew showed up to honor him on this occasion.

On the Sunday, following the September meeting, The boss and I went down to visit our southern neighbors at the Treetown Modelaires contest held at the Aroua, IL municipal airport. Our purposes in making this trip were two-fold. First off, we wanted to support the contest, as their guys always make an effort to attend ours. Secondly, we felt it was only right to console them in advance for the butt whooping that the Packers were sure to lay down on those sorry Chicago Bears in the NFL season opener. Both endeavors were a success, in my opinion. Melissa really dug in and helped out with a number of tasks, such as, running stunt scores and helping out with the ordering of lunch food and even lap counting for the race. I mostly visited with a bunch of guys and took pictures, to make sure I would have something to put in the newsletter just in case that awesome article you wrote didn't make it to me on time to be included this month. Overall, there was a lot of fun to be had. The weather was hot and humid. Temps approached the century mark out on the pavement and humidity wasn't far behind. In spite of the tropical conditions, competition was good in all of the different disciplines. The Jerry "Who" memorial race is my favorite event to spectate. We really, really need to get a Circle Masters entry into the race next year. I offered to build one and Mike said he will pilot, so hold us to it for next September.

The Sugar grove contest as it is popularly known, gives a kind of goal to shoot for. I think the inclusion of combat in our meet this year, was a step in the right direction. Would something like a race, utilizing the Jerry Who rules be far fetched? Several of the guys who were at our contest, were in the Aroua race, so they must have planes and pilots available. Running carrier at the Wisconsin Control Line Championships would likely be undoable at present. Our date normally conflicts with a long standing contest in Iowa. Our club is a bit smaller, however, our number of actual active members is similar to Treetown's. Just something to think about. We do need to bring in more competitors.

Like it or not, building season is fast upon us. My problem is, I want to build so many different models that, I end up getting nothing finished. This time I'm trying to fix this situation. I am not starting any more new projects until current ones are brought to a conclusion. I want to build a decent scale model, I really want to build a sport jet for my Jet Bill engine. The aforementioned sport racer is another story. See what I mean? If I don't show up at some winter meetings with reasonably close to finished planes for show and tell, try to remind me of my plan. See my article about rebuilding a crashed plane in the following pages. It chronicles some of my building/procrastinating efforts.

I won't be at the meeting guys, the spoil sports who sign my pay check have it in for the club again. Next month heralds the return of "Name That Plane" whoo hoo!

Cheers,

Big How

CIRCLE MASTERS FLYING CLUB
MEETING MINUTES for SEPTEMBER 2015

The monthly meeting of the Circle Masters Flying Club for September was held at The Dan Tetzlaff Memorial Flying Field. The meeting was preceded by a flying session as usual.

The meeting was brought to order by Vice Pres. Melissa at 1:00 PM. Melissa began by inquiring if all members (9) had read the minutes of the August meeting found in the newsletter. All had done so and the minutes were approved.

Due to the absence of the treasurer, the financial report was given by Wayne with info supplied by the real treasurer. It was moved and seconded to accept this report.

REPORTS & ANNOUNCEMENTS: Wayne reminded the members of the dues discount offer made by AMA. If a senior buys a two year deal a savings of \$37.00 can be had.

Melissa reported on the sign dedication held in conjunction with the Antique Tractor Show held on August 30. Many of Dan's relatives were present as was his wife Dorothy. Bob Gialdini gave a brief talk and read what later will be added to the sign. Melissa reported on the meager turnout of members at the Tractor Show. Saturday was understandable as it rained or drizzled all day but Sunday was a fine day and there should have been more members there.

OLD BUSINESS: There was no old business.

NEW BUSINESS: John reminded all, of the upcoming Ringmaster fun fly to be held on October 3rd which is the same day of our next meeting. This is a National event. Check in Model Aviation.

Since there was no more business to discuss, Melissa called for a motion to adjourn the meeting. The motion was made and seconded. The meeting was adjourned at 1:20 PM.

SHOW & TELL: There as no show and tell this month.

Submitted by: Wayne M. Schmidt, Secretary

09/18/2015

Upcoming Events

Last outdoor meeting for 2015!

October Meeting: Saturday October 3rd, Sussex Village Park. Meeting at 1:00 PM flying before and after. Last outdoor meeting of the year.

November meeting: Saturday November 7th, Pauline Haass Public Library N64 W23820 Main St, Sussex, WI. Meeting at 1:00PM Entertainment of some kind at 12:00 noon.

December Meeting: Saturday December 5th, Pauline Haass Public Library N64 W23820 Main St, Sussex, WI. Meeting at 1:00PM annual Christmas Party begins at 12:00 noon.

Flying Site *Dedication*

Submitted by: Melissa Olson



Sunday, August 30th, 2015. It's official...Our flying site is dedicated to a wonderful friend, flyer and community member...Dan Tetzlaf. With the stands full of Dan's family members on this rapidly warming up Sunday, words of remembrance were spoken by Circlemasters members past and present. Wayne kindly spoke of the reasons we sought to have Dan memorialized in this way and the steps taken to get it done. Dan's activism in promoting the flying site in the beginning, his love of community and flying control line models...His building skills and humor were reminisced upon while telling stories of meetings in his workshop, a workshop many of us envy to this day.

Also in attendance, Bob Gialdini, close friend and flying companion of Dan, shared how far back they went together in early club days. Bob read the inscription to be put on the sign that the city requested be included about Dan which Wayne was wrapping up and installing asap. Greg did a wonderful job on laser cutting and powder coating the main memorial portion that was revealed after the speeches.

Dan's family crowded around the post to see the reveal of the sign, lining up to take pictures of and with it. We were also interviewed by the Sussex newspaper about the dedication and our flying with the kids at the show over the weekend.....anyone seen the article yet? All in all, decent weather, terrific turn out for the ceremony, some good flights, some crashes of course, and lots of great memories of Dan.



Stunt Pits, I think Mike is warming up by doing toe touches in the background.



Pete is all business getting ready to fly.



Mike Anderson hangs his profile carrier Hellcat while Bill Calkins eyeballs him.



Jensen's scale Corsair looks real enough to be scary.



Skip Spoula gets his pilot's racing entry going after a pit stop.



Charlie is either launching his scale DH 88 with great form or he's saying "to heck with this".



Jerry "Who" memorial sport race action. The big fella in the gray shirt is Greg Meyer, son of late C/L racing legend, Jerry Meyer, for whom the race is named.



Bruce Lee inspired stunt ship. I didn't catch the owner's name.



Mike going for the gusto with his Nobler.



Class one carrier Martin MO-1



Jim Fruit's Rearwin Speedster. A gust of wind turned it over on its back while taxiing during a previous attempt.

To Rebuild or Not to Rebuild

That is the Question

Did you ever have a favorite plane that had a little “mishap”? I know I sure have. Somehow I have ended up with only one flyable model this summer. At least that one has survived. When I look back, I could just cry, the first autogyro, a couple of good flying Sig Skyray .35s, my fabulous Guardian profile carrier ship, gone, gone, gone. That’s just to name a few! So, how do you decide? Rebuild it, or just let it rest in pieces? Normally, I’m a fan of the build a new one school of thought. By the time you fix up broken fuselages and wings, etc. It is often a whole lot simpler to start over. One example of taking the other route is my mass fly Albatross bi-plane. My reasons for rebuilding this model are worth reviewing before you decide on your own project. The foremost reason why I chose to jump in and rebuild the Albatross was cost. This plane has a fairly deep fuselage that takes a sizeable chunk of balsa to replicate. Also, two wings instead of one. The wingtips on this bird were a pain to hack out, besides being made from a good bit of Ecuador’s finest. Emotional attachment also played a role here, and that may be the single worst reason to put the old girl back together. This model was one of my all time favorites. After working out the bugs, it flew like it was on rails and looked cool to boot. Truth be known, the profile fuselage was demolished beyond what a sane person would piece back together. I did it anyway.

Now that the decision has been made to repair, what are the expectations here? When first starting this endeavor, I had lofty goals of the Albatross looking better than ever. Ok, let’s think about this. What is the model’s purpose? In this case, it’s main reason for being is to grind out laps with all of the other bi-planes in flying demos. Take a look at the other mass fly ships. Most look like they came out on the losing end of an ariel demolition derby with the Red Baron’s flying circus over the trenches of Flanders. So, for its purpose, a top notch appearance is not really necessary. If you are dealing with a scale model, your priorities may be entirely different. In that case you may wish to revisit option one, start over. It is a bunch harder to make a re-

Original upper wing being used with aileron like trailing edges added to give it a more believable look.



paired model look good than a new one. After coming to terms with the looks issue, it was kind of liberating. I used the upper wing, with a few changes. The lower wing was beyond hope, but pieces were salvageable. The wing tips as mentioned before, were sawed off for reuse.

One of the challenges facing the builder on a crash resto project is the transition between old and new parts.



Old wing tips blended to new wing, not pretty, but it works OK.

My made to fit wing tips didn’t quite match up with the new lower wing. See the above statements relating to appearance. The lower wing, in this instance is new, with recycled tips. Not a good match up. Well, thank goodness for the upper wing, you don’t even see much of the lower underneath there. The tips were faired in ok, not excellent, with some spackling compound. Not the greatest, but it works. The point here is to use a little clever deception. Figure out how to hide stuff that isn’t exactly the way you would like. Who looks at the bottom of your plane? Remember when asymmetrical stunt and speed jobs were painted with zig-zags or stripes to hide their odd shape? Use some creativity to hide boo boos. Thankfully WW1 German paint schemes were wild enough to bring this into play with the Albatross.

Fixing up plain old busted parts is a whole nother animal. In my case, several sizeable chunks were broken out where the cabane struts enter the top side of the body. A few more cracks emerged where the doublers ended. What a mess. In this case, it wasn't going to look fabulous after repair without a ridiculous amount of work. Let's go back to acceptable, not beautiful here. I glued the fuselage chunks back together with my favorite fix-up adhesive, gorilla glue. This stuff is super strong and fills in spots where little pieces are missing. A couple of straight, pine furring strips, covered with waxed paper and a bunch of spring loaded clamps held the whole mess in alignment. Both sides were reinforced with an extra doubler extension made from one thirty second inch plywood. The missing wood and irregular surface left by the gorilla glue made for some pretty wavy doublers. They were sanded out as best as practical, which ended up with some strange patterns in the wood, when the various plys were sanded through. The final result was a strong and serviceable fuselage. If this were even a carrier model, I wouldn't be thrilled with it, but it isn't.



New added on doublers. Looks funky, but it's strong. Should be concealed somewhat by being between the wings.

Now that the airplane is patched up, you are probably going to want to paint it. When I had my repairs finished on this one, I gave the whole repaired area a coat of West Systems epoxy. This process does a couple of things, while only adding minimal weight. First, it stabilizes various types of filler materials. Magic Wood and lightweight spackle are notorious for poor adhesion. They are also porous. The epoxy coating seals up exposed wood and these other materials to give a consistent base for paint and keeps fuel from absorbing into the model.

You have seen what I've done so far to get this bird back into the air. What about that little gem up front that provides the power? You are on your own with this part. Most of us ukie guys are using engines that the rest of the model airplane community considers obsolete. If you try to repair a damaged engine, don't be shocked when the parts are impossible to find. This even applies to engines that are only a few years old. It used to be that the Great Planes/Tower Hobbies leviathan carried repair parts for engines for many moons after the engine was discontinued. No more. Try to find a part for an LA .46 on their web site. Good luck, they aren't there. You may be better off finding a different example of an engine like yours on ebay. Enyas are a notable exception here. The folks at Enya pride themselves in keeping parts for older engines on hand, if you can bridge the language barrier. Boca Bearings sells replacement bearings for nearly any ball race engine, if those were packed full of terra firma along the way.



Here is my steady old MVVS .40 Q-500 racing engine that (over) powered the Albatross. Thankfully, it didn't sustain any damage during the crash. Has a Norvel .40 carburetor, the only part of a Norvel .40 engine that's good for anything. Exhaust header connects to effective tuned muffler. If anybody wants to race bi-planes, it's on!

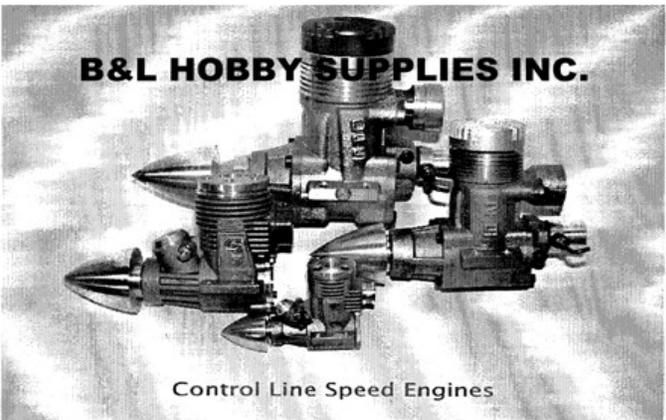
There you have it, some of my views about rebuilding crashed models. This doesn't really apply to restorations of old models that are in need of repair. These projects are nearly always rife with emotional bond or some other destabilizing force. Take Greg's Sterling Flying Fool, that plane was just meant to be restored.

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