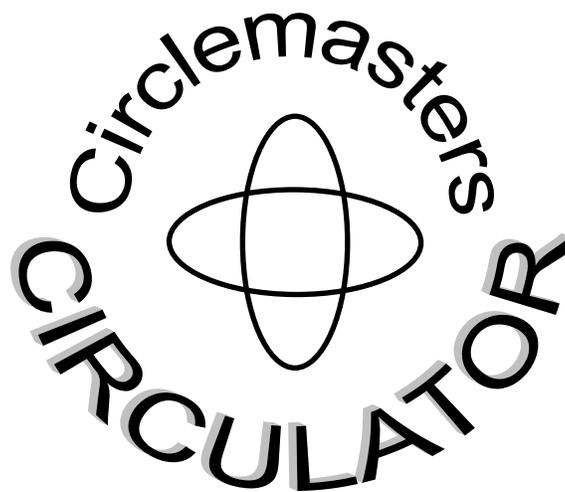


Circulator  
Howard Olson, Editor  
W14441 State Hwy 29  
Bowler, WI 54416



Newsletter of the Circlemasters Flying Club  
Milwaukee Wisconsin  
Academy of Model Aeronautics Chartered Club # 662

June 2014 Volume 12 issue 6



Hello fellow control line nuts. Your *Circulator* is here again. I have a couple of things to cover with you this month, all of it good, I promise. First off: Thank you John Schram and Sonja. I put out a call for pictures from the May meeting and both of you came through for me. We will have photos from these two included in the newsletter this month. Also, Pete sent out an interesting little ditty about his "Flying Wing" stunter that many of you probably received by e-mail, but it's too entertaining not to put it in here. There's other good stuff too.

Don't forget, this coming weekend contains not only the June meeting, but also the annual Stunt and Scale contest. The awards are all laser cut and ready to go. We need everyone's help to make this work, so please show up early and take up one of the tasks required to make our event something guys want to come back for year after year. I don't think 7:00AM is too early to arrive at the park.

On to other things. Perky speed is a one design deal utilizing the 1946 Perky speed model design. The rules are pretty straight forward. The Perky features a type of semi built up wing, but most guys build them with a solid plank wing. As long as it retains the original's outline it's OK. Any .15 engine can be used to power your Perky ( how 'bout a diesel Dennis? ), a .19 is legal if you go with an ignition engine! No tuned pipes, but mufflers and mini pipes are allowed. As far as built up fuselage models go, there aren't too many that would be simpler to construct. You might think that allowing any .15 engine would cause a big power struggle to get the highest performing motor crammed into your ship as possible. Some guys enjoy going that route, however, the overall winner is the pilot who puts up the AVERAGE speed flight for all entrants. So, if I show up with an Irvine XR .15 powered model and Dave S. brings one with a Profi F2D combat engine, Ryan N. can put us both on the trailer because his Fox .15 powered entry hits the average when Greg's clapped out Enya Mk.III .15 powered model brings the average speed Waaay down. Got it? Now is anyone interested in doing this as a club fun event? There are a few things that make this a challenge, besides getting you guys to build one. The nature of the event makes unmuffled flights nearly mandatory. Also, our buddies at the good old AMA require that any type of speed model be flown on solid lines, in this case .014 solids available from Brodak and also Melvin Schutte at MBS Model Supply ( see our advertisers page ) and if you have leadouts, those must be solid also, no braided lines here. As a bonus incentive, lots of other clubs around the country are running Perky speed. This could give you an extra event to fly at Brodak's fly-in or in St. Louis. I think Perky is also an option at the Treetown contest. There is at least one Perky postal contest, run by pulse jet go fast guy Patrick Hempel, which is quite popular. Info for the postal contest can be found under the speed section of the stunthangar.com web group. For this one you mail in your score and see how it compares to other flyers from all over the world. We would have to fly ours without a speed pylon, but since it's all in good fun, who cares? Or we could put a socket in our pad at the park that accepts the official Olson pylon if you really want to go all in. I have a copy of the original plans that I can bring to the meeting so you can check it out. I'm thinking next year for this. My interest in asking about Perky flying lies in the desire to get us all involved in a fun, yet competitive club activity. The Circlemasters have always been kind of stunt-centric for as long as I have been around and this may also give members who are interested in zippiier flying an outlet for one of their many many personal frustrations. I will present more details as the year progresses. Blackhawk Models produces a kit if you don't like building from plans.

See you this weekend, make an effort to show up and be part of what's happening. Remember, if I can drive 160 miles to be there, you can drive 20.

Live long and prosper,

Big How

**CIRCLE MASTERS FLYING CLUB**  
***MEETING MINUTES for MAY 2014***

The monthly meeting of the Circle Masters Flying Club was held at the Sussex Village Park, Flying Field on a beautiful sunny Saturday, May 10<sup>th</sup>. It was a perfect day for flying and prior to the meeting many members did do that. There were a few new models and a few more electric powered planes.

\*\*\*

The meeting was brought to order by President Greg at 1:15 PM. He began, as usual, by inquiring if all members had received the newsletter and had read the minutes of the April meeting. All members present (15) indicated that they had received the newsletter and had read the minutes. No errors were noted so the minutes stood as published.

The Treasurers report was given by Ralph who detailed the past months transactions. A motion to accept this report was made by Pete and seconded by Don.

\*\*\*

**REPORTS & ANNOUNCEMENTS:** Melissa reported that the club will not participate in the North Lake Harvest Fest this year. President Greg as well as Don and Pete collectively reported on a meeting that they had with a fellow control line flyer from Germany. A picture of him in his shop was featured in this months newsletter. They described a nice time “bench flying” for three hours. In addition, he is now a member of the club.

**OLD BUSINESS:** Contest Director (C/D), Pete, discussed final preparations for the upcoming club contest to be held on June 8<sup>th</sup>. Also, a change for this year will allow for practice flights to begin at 8:00 AM. Jason reported on his meeting with the park board regarding the proposed new sign. They allowed the sign and location on the field. The list of its design and finish are to numerous to show here. A picture will be published at a later date. Greg asked for information for the club pamphlet he is working on.

**NEW BUSINESS:** Gene asked if any members would be interested in flight training and demonstrations for a group of tenth grade students as part of their science program. A few members volunteered. Gene will inquire if they are interested and set a date.

\*\*\*

Since there was no more business to discuss Greg called for a motion to adjourn the meeting. The motion was made by Pete and was seconded by Mike. The meeting was adjourned at 2:05 PM.

\*\*\*

**SHOW & TELL:** Flying time!

Submitted by: Wayne M. Schmidt, Secretary

05/27/14

# UPCOMING EVENTS

*The Contest is Here Again Wooo Hooo!*

June Meeting: Saturday June 7th, 1:00 PM, Sussex Village Park. Flying before and after the meeting.

Wisconsin Stunt and Scale Championships, Sunday June 8th Wagner Park, Pewaukee WI. Get there to set up by 7:00AM. Our flyer says you can start practice flights by 8:00 so that doesn't leave much time.

July Meeting: Saturday July 5th, 1:00 PM, Sussex Village Park. Flying before and after the meeting. This is still subject to change because of the date's proximity to the 4th of July Holiday and plans the Village might have for the park. Jason will know for sure by the June meeting.

## Pete's Flying Wing



Hi Guys,

No this isn't really a flying wing, it is the front half of my new electric Oriental. Yesterday Mike and I were flying at Sussex. Even though it was relatively windy I was flying quite well using a new prop and having reversed the spinning rotation of my motor was resulting in greater torque. Some of you may be familiar with the old downhill skiing adage "if you are going to break your leg it will be on the last run." I now believe this also applies to stunt flying. I had three charged batteries and had a ball flying with the first two. However on my last flight I was doing an inside square with the sun low in the sky just above the pine tree line on the west side of the field. The sun was very bright, however the background of the trees was dark. I flew the first leg of the square right through the sun was partially blinded (yes I had sun glasses on) and when I pulled out on the bottom leg I could not see the plane and ran into it. The plane's fuselage is black and it blended in with the background. What was the damage? The major issue is the fuselage broke off right behind the wing. I tried splicing the two pieces together with no luck. So I called Brodak this morning and lo and behold they will sell me a new fuse for \$45.00. Fortunately there is no damage to the wing or tail. I successfully removed the front half of the fuse from the wing without causing any damage to the wing.

Hopefully I will have everything back together again by early next week.

I hope you all have enjoyed this tale of woe.

Pete

**This Perky Speed Flyer has been swiped from the web site of the Lafayette Escadrille C/L Club in St. Louis. Used with permission from Fred Cronenwett**

The Perky speed model was designed in 1946 by Matt Kania and was originally designed for an ignition engine

Looking for a Kit? ..... Click here to link over to [Black Hawk Models](#) web site

Today this model lives on in Postal contests, local contests and the Nationals that run the event



The model is very small and only has a 18" wingspan and most today are powered with .15 sized glow engines

The event is flown with 52' 6" long solid lines (.014 dia) and is timed from a standing start for 16 laps. The fuel system must be a suction feed system (no pressurized tanks) and Tuned Pipes are not allowed

Engine size is limited to .15 cubic inch glow or diesel, or .19 cubic inch Ignition engine

The model has to be built to match the outline on the original plans including the wheel diameter and spinner, however the engine may be mounted inverted, upright or to the side

Even if you are not a experienced speed flyer you can compete in this event without a high tech engine

There are 4 awards for Perky, 1st, 2nd, 3rd and average speed. At any contests the top three speeds will get an award, but also the average speed is calculated and the person with a speed closest to the average speed also wins an award

With the average speed award you don't have a high end motor to win an award



Speeds ranged from 106.59 mph as low as 49.7 mph for the postal contest in 2013 with 17 entries

Top winners were 106.590 mph, 101.680 mph and 99.998 mph

The Lowest speed was 49.7 mph, with the average speed of 81.32 mph

Click here for the [Rules](#)

You can fly with Perky Speed models in St Louis at the [ICE-O-LATED](#), [Speed contest](#) and the [Old Tyme](#) Contest

# May 2014 Meeting Photo Collection



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