



Volume 2 issue 1

Circle Masters Flying Club Wisconsin's control line club January 2021



Announcements

Tuesday Night meetings continue to go on from about 7:15 till about 10:00. No formal structure, just drop on in. I'll try to keep a list of what was discussed.

We will use Jitsi till we get the google thing worked out,

it will be here at the address below. Anyone can start this meeting, no sign in needed.

https://meet.jit.si/circle_masters

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Editor's Notes



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This issue is dedicated to the most influential and successful member this club will ever have, A member of the world championship team, in stunt and scale, Bob did it all. He was a 2 time Walker cup winner. Included are notes from some great modelers courtesy of stunthanger.com

His approach to the event influenced F2B and his influence and mentorship raised all boats with his style and professionalism.
<https://www.modelaircraft.org/sites/default/files/files/GialdiniRobertBob.pdf>

Video meeting tips

Most issues are microphone or camera related. For windows 10 users you can test it.

Got to start menu > camera,
start the camera app to check it.

to check microphone

1. Make sure your microphone is connected to your PC.
2. Select **Start > Settings > System > Sound**.
3. , your microphone is working properly. In Sound settings, go to **Input > Choose your input device**, and then select the microphone or recording device you want to use.

To test a microphone that has already been installed:

1. Make sure your microphone is connected to your PC.
2. Select **Start > Settings > System > Sound**.
3. In Sound settings, go to **Input > Test your microphone** and look for the blue bar that rises and falls as you speak into your microphone. If the bar is moving

Club Information

Web site www.circlemasters.com

Dues \$20.00

Flying Location Sussex Village Park, Sussex. Wisconsin

Meeting First Saturday of the month 1pm

Location Summer (May- Oct) at the field

Location Winter Sussex Library

Comments to circlemastersflyclub@gmail.com

Club Events

Wednesday Night Flights- 3- dusk

On-line shop nights Tuesday 8-10

~~Christmas Party December~~

Stay tuned for 2021 events.

Olympic VI



https://outerzone.co.uk/download_file.asp?planID=8198&FileType=Plan&Filename=Olympic_MkVI_stunt_A_M_oz8198.pdf



Bob Gialdni (R) and Clair Silvering (L) at VSC 16

A dapper Bob G



CIRCLE MASTERS FLYING CLUB MEETING MINUTES for DECEMBER 2020:

The December meeting of the Circle Masters Flying Club was held December 05, 2020, on-line, with a C-141 full of communication problems, including disconnects, no pictures, pops and echoes, and frozen pictures. Dave apologized profusely for all the problems, but it really wasn't his fault. Stuff happens! (I thought all the problems were a little funny and entertaining.) We officially started somewhere around 13:38, with attendance bouncing between 11 and 13 members throughout the meeting, as members were connecting and disconnecting.

REPORTS & ANNOUNCEMENTS:

We have a new member, Joe Hauk, who was a member back in the 1970's. He has an extensive aviation collection in his basement. Do I see a party somewhere in the future?

Mike Strand has taken over as treasurer, Gene Scheiderer as vice president, and John Schram as secretary for 2021.

OLD BUSINESS:

There was a discussion about putting a removeable pole in the center of our flying circle, for some of our older members.

NEW BUSINESS:

President Chris stated that the virus has gone bananas, and we need to meet virtually until spring. Mike offered his place for meetings, **if safety measures are adhered to**. There was a vote to meet at Mike's place for the January 02, 2021 meeting and have an on-line meeting at the same time for those that can't make it.

Howard Olson cannot continue as a contest CD, due to his work schedule. Pete Mick said he will take over for now.

August 08, 2021 is being looked at for the next contest.

WEB SITE BUSINESS:

Dave apologized again (not his fault) for the communication problems and said that he will fix them for the future, by using another service.

There are a lot of hits on our Facebook page with 10 new members. "We are a Control Line community."

Chris thanked Dave for our great newsletters. Our newsletters are on the website and will continue to be in the future.

OTHER BUSINESS:

A motion to adjourn was made by Gene and seconded by Mike at 14:06.

(I may have missed something, because I wasn't *all there* during this meeting.)

SHOW & TELL:

Mike showed his new P51 project wing framework. Chris showed his Bi Slob rebuild project. Jason is building a new Ringmaster and showed his split wing framework. John Schafer showed his new wing with aluminum tubing as hinge pivots. Dave showed his new temperature adjustable heat gun. Chris talked about knife sharpening with a granite slab, leather belt, and aluminum oxide.

There were other interesting group discussions, and the group broke up around 14:30

Review of the Olympic VI

Olympic Mk VI. Control line stunt twin-rudder model. For .35 power.

Quote: "On the Mark VI Olympic I have used an 18% thick airfoil with max thickness at 30% of root chord. At the tips, 19% with maximum thickness at 25%. Looking at the shape of a non-symmetrical section of a light plane, when viewed from the trailing edges, both tips are washed out (bent up). This is done so that when the aircraft is at its rated stalling speed, the tips have not reached stall angle and stability with relation to the roll axis remains. To achieve this same effect with a

symmetrical airfoil, the thickness percentage at the tips is greater than inboard with the maximum section closer to the leading edge. Therefore the tips stall last or at a higher angle of attack assuring some tip lift to resist engine torque. To prove this point, while flying one of my older Mark II Olympics I let the engine quit while the plane was quite high. During the landing approach I gave excessive up control to stall the airplane. I experienced a very severe roll, first toward me and then away. With the improved airfoil, my Mark V can be stalled with the only effect being an extremely mushy approach.

On the plans I have offered an alternate type of landing gear. The first design series used the fuselage gear incorporating a torsion principle which does a fine job of absorbing landing shocks. Its drawback was that when the gear was loaded as in a bump, it returned with authority driving the plane back into the air. This occurs on hard surfaces, not on a grass field. If the majority of your flying is off the grass, the torsion gear is then best for you.

On the Mark VI I switched to the swept-in wing mounted gear in my search for better landing ability on hard surfaces. When flexing to absorb the shock of landing, the gear has to be in a position which will not transfer the shock into the plane. If you trace this shock line, you will find that the straight-ahead gear has to spring forward to absorb this shock and has to flex farther for a given amount of load. With the swept-in gear, the motion of the gear is 90deg to the shock line and its movement is not as great for the same amount of load. The secret is that the shock line is not straight up but somewhere around 45deg. Most straight-ahead gears are at an angle of 45deg and in direct alignment with the bump load.

A slightly stiffer gear has to be used in the wing for good ground stability. It also tolerates a much faster landing speed..."



From American Modeler Annual 1963.

Memories of Bob Gialdini

"Sad news indeed.

I first met Bob at the "Hill Top Cafe" in Sturgeon Bay, Wisconsin back in the early 80's. I'd moved there a few years previous from Alaska and had quickly found the "Cafe" as it was unique in the area. Bob kept his sail boat there and spent as much time as he could during the summer months Sailing on Lake Michigan.

A friend, Bobby Braun, who worked where Bob kept his boat, introduced me to him one morning as I was having breakfast. We soon found we shared more than a good meal. We both loved boats, me, a stink boat, and him, a Rag Bagger. Truth be told, I'd spent some of my early years crewing on a racing sail boat off the coast of California, so, I wasn't too offensive for a true sailor to be around. We often met there in the Hill Top Cafe. About half way through that summer, conversation touched on Model Airplanes. Not just any models mind you, but CL Models. I think I might have been the only person who even knew what that was for miles around.

I enjoyed so many really great stories about his time in the sport. A year later, I bought my first model kit since the early 60's, a Top Flight Tutor, with a used Red Head .35 in Milwaukee. I mention this as I stopped at the shop Bob suggested, on my way home from joining the club he belonged to, The "Milwaukee Circle masters." It was the only CL club in the state, but worth the almost 2 hour drive.

Bob was often at the once a month meetings, showing up at some contests, and was always the Class act he'd always been.

After I moved out west to Utah, I would occasionally see him and a few other 'Masters at VSC. Time, distance, and accidents have reduced the ability to stay in touch. Why does that happen?

I'm saddened to know that he has passed on. He'll be missed by many, but I'm sure he's with a lot of great folks who've gotten there earlier. What a contest they must be able to have."

John Miller Salt Lake City , Former Circle Master and Formerly of Green Bay

"I only met MR. Gialdini once when Cox staged the infamous Me109 stunt challenge at the '74? Nats. I still have a photo of me with him. We were both looking quite sweaty there in Lake Charles. But a good time was had by all. The culmination was all the surviving models were started and flown at the same time which was fine until one guy, who will remain nameless, decided to flip inverted and created a plastic thunderstorm. (Much to my dismay, I wanted these guys to take the models home to show



lesser folk) there wasn't much left but crumbs. 😞

Lary Regner Former Cox Engineer

“Bob and I spoke on the phone once or twice a year ever since we reunited at the 2010 VSC. We had become friends during the 73 Oshkosh Nats and for many years he stayed with Nancy and I in Miami during his trips to the Bahamas. Five or six months ago Bob left a cryptic message on my recorder and stated that he had been moved from his house and transferred to some nursing home. He was upset because his message added that he could no longer call out and I would be unable to reach him. He rehashed a few of our memories and said goodbye. I tried calling that number for months and finally gave up.

He lived a good life, did everything with style, class and dignity. It is an honor that he considered me to be his friend.”

Les McDonald Florida World Champion

“I spent an enjoyable evening many years ago at the VSC with Bob Gialdini and Mario Rondenelli. I wish that I had a tape recording of the evening. I had given Bob a plaque that year that had a Forster .35 mounted on it with the correct prop and fuel tank. The tank was cut down to one ounce so it would fit on the metal motor mount behind the engine.

Bob Gialdini started the pretty airplane /matching clothes movement. The story I was told was that After a AMA nationals in which He received no appearance points for his airplane, Bob studied how to win the Nationals. The next year at the nats he had an airplane which was beautiful, and matching clothing for made by Bob's wife for herself, Bob, and Mario Rondinelli. Her outfit was a matching top, and white short shorts. Bob and Mario had white pants and a matching top.

Bob's airplane had a Forster .35 for power. He and Mario had practiced starting the Forster .35 to where Mario would fuel it up with a rubber bulb, and touch the fuel tank vent to prime the engine at the end of the fueling process, and connect the battery. Bob would hold up his hand to signal to the navy judges for engine start, and would bring his hand down rapidly to hit the prop and start the engine.

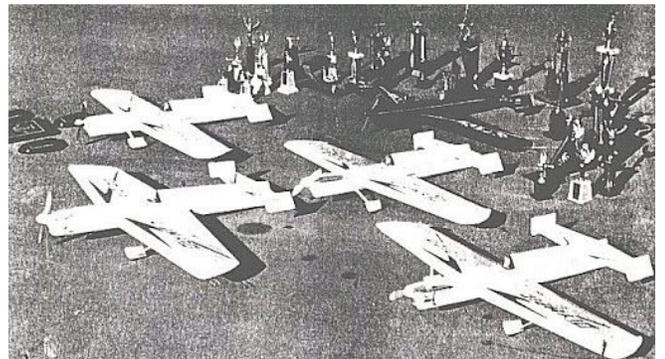
The engine would start on one flip, and Bob would immediately stand up and walk out to the handle. He won that Nats. Bob had a good looking wife, and the joke was that the Navy judges judged Her instead if the flight!

Bob's nickname (which He hated) was " Mister Clean" .

Bob Gialdini was a nice Guy, a fabulous modeler, and a class act.

Farewell, Bob, you were well liked and highly appreciated. "

De Hill Tulsa OK



"Oh, my. Just read this and my heart feels numb.

Like so many of late, the loss of Bob will remain an indelible part of Shareen and my many years with the stunt community (oh my: "Community" a word so often used excessively nowadays, yet so perfect with respect to our event and the special people who inhabit it). Bob has always held a special niche in our hearts for many, many years. Although geographically separated by hundreds of miles, every opportunity to spend a moment with Bob and his lovely wife Joanne was a joy to be cherished for us. That those opportunities have now been lost leaves holes in our heavy hearts.

Class beyond class, skills beyond skills and grace beyond grace...oh, my. We've lost yet another great one. God bless and keep him. "

Ted and Shareen Fancher

"I am deeply saddened to hear that Bob passed. He was an idol to me. I got to see him develop The Olympic when I was 12-13 growing up in Milwaukee. His planes were amazing to see and watch how well they flew. He will be missed."

Terry Bentley Formerly of Milwaukee

"As promised in my initial post above I'm going to add a few thoughts about Bob. I was in such shock when I started this thread that I just couldn't put the words together to convey just how devastating this news was to me. Bob was a great and long-time friend.

I decided that the best way I could pay tribute to Bob was to post here a portion of one of the chapters of my autobiography. I could have simply posted the part about Bob, but I have decided to include a bit of backstory that explains who I was at the time I first met Bob, and how I perceived stunt, and how he changed all that. So please bear with me as this piece is a bit long, but at the end I hope you will get the picture of what I was trying to say. Let's go back now to the 1961 NATs in Willow Grove, PA...



Editor note See

<https://stunthanger.com/smf/in-memory-of-our-friends/bob-gialdini-58277/msg602388/#msg602388>
for the back story

The most significant thing that happened to me at the 1961 Nats was watching an Open class Finals' flight of Bob Gialdini. As I wrote earlier in the section about Larry Scarinzi, it was his flights with his original design, Gay Devil in 1958 that made me want to fly Stunt. It was, however, Bob Gialdini's flight with his original design Olympic MkIII at the 1961 Nats that defined for me just how I wanted to fly Stunt.

Bob had approached CL Stunt with the thought that it could be perceived as a professional sport, perhaps like Golf, or big-time professional sailboating (at which Bob was an expert). And just as the practitioners of those sports put forward a clean and business-like persona, Bob did so with his appearance and conduct around the Stunt circle. His models were some of the first to be painted all white with minimal color trim, giving them a very clean and professional look. He dressed in all white as well; white shirt, white slacks, white socks and white deck sneakers. He certainly stood out from all the rest of the competitors who dressed more conservatively. Many years later he took a lot of kidding about his attire, and was called the "Good Humor" man of Stunt for years. Bob had the last laugh, eventually, winning two Nats crowns and a berth on the United States F2B World Team in 1964.

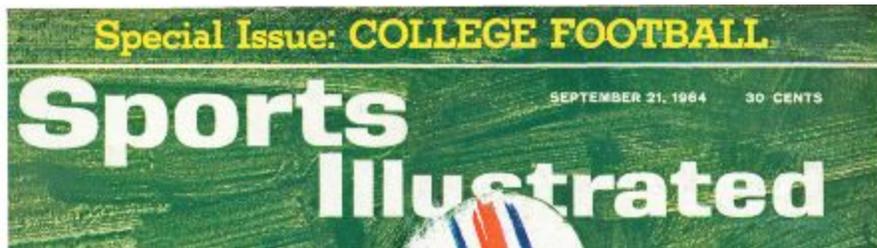
I stood and watched one of his finals flights in complete awe. The Olympic scribed seemingly perfect maneuvers, and had that "turning on rails" appearance. It really did seem as though there was an invisible track in the sky, and the Olympic just glided along on that track, smoothly and very precisely. Yes, this was definitely "how" I wanted to fly Stunt at some point in my life.

Years later Bob and I became close friends, and as this is being written we still keep in touch often. And I have often related to him the above story about the 1961 Nats and how much of an inspiration he and the Olympic were and still are to me. That seems to please him greatly...

The 1961 Nats was without a doubt the turning point for me in the hobby/sport. Until I attended that contest I just envisioned model airplane flying as an enjoyable pastime. Having seen just how seriously and professionally it could be done set me on a life path that from that point on was irreversible, even though I didn't consciously think of it in that manner at that time. Stunt was now both in my mind and in my heart. "

Bob Hunt





PILOT WITH FEET ON THE GROUND

STUNT-FLYING CHAMPION ROBERT GIALDINI DOES PRECISION AEROBATICS—WITH A MODEL PLANE ATTACHED TO TWO 65-FOOT LINES

Robert Charles Gialdini is a champion stunt flier who never gets off the ground. He does daredevil tricks with model planes and was on the U.S. team at the recent world championships in model aviation in Budapest, Hungary. The contests were sponsored by the Fédération Aéronautique Internationale and included racing and stunt flying for teams as well as individuals. The American stunt-flying team won first place, with Russia second and Hungary third. In solo stunt flying Gialdini (in his first international competition) took third place, with the Russian and Finnish contestants ahead of him in that order.

At 32 Gialdini is a well-proportioned six-footer with an outgoing disposition and Italian good looks. He began flying models competitively at 15 at a club in Milwaukee. What had been child's play with fragile balsa models turned into a grown-up's avocation of designing and building intricate craft and taking part in the demanding sport of competitive flying. The stunt flying of model planes, also called precision aerobatics, requires a



IN CELLAR WORKSHOP, GIALDINI PUTS FINISHING TOUCHES ON ONE OF HIS MODELS

tremendous amount of skill. In competition, the pilot must send his model through a series of 14 prescribed maneuvers within a time limit of eight minutes. The stunts include wingovers, inverted flight, inside and outside loops (with round, square and triangular corners) and figure eights. These are executed at the end of two 65-foot control lines at speeds of 60 mph, with the planes swooping to within five feet of the ground. A wrong flip of the wrist or an errant wind current can bring disaster to a plane that took half a year and cost several hundred dollars to build. The judges in a contest watch each maneuver from takeoff to landing, scoring on a point system worked out by the Academy of Model Aeronautics. The A.M.A. is the official association for American competitive model airplaning.

Gialdini designs and builds his planes in a workshop in the basement of his Milwaukee home. One corner of the oak-finished basement is a sort of shrine to Gialdini models—a section decorated with trophies he has won at meets and with photographs of various planes, including the model he now uses, which he calls the Sting Ray. Tools, parts, and plans clutter the work table, and his now retired models are crammed into corners or hang on the walls like bat-shaped icons.

Modelers pamper their airplanes like fussy mothers. When they travel to meets in various parts of the country they pad and pack their models into trunks and special trailers with the care that might be afforded a Ming vase. "The planes travel in comfort," says Gialdini's wife, Joyce. "My clothes get tossed into the back seat." On the one or two occasions when Gialdini has traveled "by air to a competition, he has ridden with his plane on his lap rather than trust it to the baggage compartment. Ordinarily, however, Gialdini will drive rather than go by plane. "Flying makes me nervous," he says.

Competitive model airplanes deserve the delicate treatment they receive. They are crisply engineered craft. Like racing cars, the tethered planes always go around in circles, and the inboard wing is longer by several centimeters than the outboard one. Their jewellike, two-cycle engines, which operate on powerful nitromethane fuel, probably develop more horsepower per pound than any other engine built. A stunt plane weighs a mere three pounds but must display enormous strength. "We want our airplane to fly smoothly at 58 mph like it was tied to a rail," says Gialdini. "But we want it to turn 90° within seven feet. You generate a fantastic amount of lift going around such a corner—something like 300 pounds. It's like turning a flat plate in the wind."

Gialdini brings to his sport something of the same intensity that Miler Tom O'Hara brings to his. Beginning in—February, prior to the start of the summer competitive season, he swears off hard liquor in favor of beer to protect his reflexes, which must be razor-sharp. "We're working in hundredths of seconds," he explains. On the road as a salesman for General Motors' Diesel Engine Division, he packs his model in his car trunk. At the end of the day's appointments he heads for the nearest open field. Last year, in averaging 40 to 50 flights a week, he

burned up 36 gallons of model-airplane fuel.

Modeling made a good Depression hobby. For a couple of pennies a boy could buy wood and a few sticks and build himself an airplane. In 1939, when Bob Gialdini was 7 and living in Portsmouth, Ohio, he acquired his first airplane engine. He and his two brothers used to fly model planes on the mud flats near the Ohio River until—in the interests of national security—they had to stop. When World War II arrived, air wardens began to scan the skies for enemy planes. A model airplane a few hundred feet overhead looked much the same as a real plane several thousand feet up, so free-flight flying was restricted. The sport might temporarily have died. Instead it received an unexpected boost when, in 1939, Jim Walker invented the present U-control line, which happily allowed modelers to keep their planes from flying off into the countryside.

In 1958 Gialdini entered for the first time the National Model Airplane Championships—held conveniently that year in Chicago. Admittedly green, he stood first in line to have his plane judged for appearance. The judges granted him 19 points out of a maximum of 40. Then the judges were switched. A second set of judges rerated his plane at 29 points, but it was too late. His score had been carded: he placed fourth by 9½ points.

He skipped the 1959 championships, held in California, but in Dallas the following year he made the highest score in the qualifying rounds. Five men each from two qualifying circles on Thursday make the Friday finals. Gialdini remembers those finals with pain: "I was so shook up that in my morning flight I did two inside loops instead of three. That cost me 26 pattern points. In the afternoon flight I did four outside loops instead of three. The judges didn't catch it, but my wife did, so when I turned in my score I told them they had made a mistake." A plaque now gracing the Gialdini basement wall proclaims him the best sportsman of the show, but someone else took home the first-place trophy.

In Philadelphia the next year Bob's luck seemingly had improved. He drew the last flying position, ordinarily the one he covets. In addition to the last spot's obvious competitive advantage, he figures that if the judges are going to loosen up they will do so toward the end of the day. In addition, wind conditions become more stable toward sundown. The U.S. Navy hosts championships each year on one of its stations and supplies judges—usually flying officers. For the most part, they make up in objectivity what they may lack in contest experience. But in 1961 the station commander chose the judges by volunteering a bunch of boot trainees who were about as interested in model air-planing as in K.P.

It was 5 p.m. when Gialdini made his last flight, but it was one of his best ever. The other competitors gathered around to congratulate him on his probable victory. But the day had been long, and the cards of the judges, who were then already speeding into town on passes, placed Bob third. "They had left before my plane had even

stopped rolling," Bob ruefully remembers. "I don't think they even saw my landing. In 1962 Bob banged up his old reliable plane two weeks before the championships. A newly built version of the same model flew with the maneuverability of a mattress, so he had to abandon it. After a series of broken propellers and further difficulties with the old patched-up model, Gialdini placed fifth. He returned home disgusted. Abandoning the twin-tailed "Olympic" model which he had flown successfully in competition for four years, he designed a completely new plane with a forward cockpit and a tail like a jet. He anticipated a year's wait adjusting to the new plane. But in 1963 he won with it in open competition at the championships, then returned on the final day of the week-long meet to compete with the winners of the junior (under 16) and senior (under 21) divisions. He beat them and won the Jim Walker Trophy, symbolic of the all-round championship.

After years of patiently building planes and perfecting the techniques of flying them, Gialdini concludes that winning entails a good deal more than merely putting a plane through a series of intricate maneuvers. "It's not always the best stunt flier who wins," he says. "It's a combination of things, the general impression you leave. Besides your ability to fly, there are other considerations. How well does the plane fly? How does the plane look in the air to the judges? Does it look smooth? Does it have appealing lines?

How do you look to the judges? How do you handle yourself around the circle? Are you a pain in the neck? Do you give civil answers to questions? All of these things add up to an impression. You don't get points for it, but it still affects your score."

Gialdini is so sensitive about the effect his actions as a whole may have on judges that, unlike most contestants, he refuses to turn his plane upside down to fuel it. He fuels and starts it while it sits on the runway. "If you're at an actual airport," he points out, "they don't flip the plane over to start it. I like to think of models as miniature planes, not toys. It might make a good impression on the judges." The theory seems to have worked for Gialdini.



GIALDINI LAVISHES CARE ON A MODEL PLANE THAT HAS CRASHED DURING COMPETITION