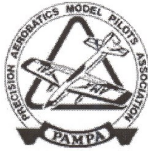


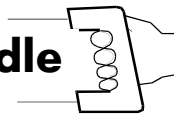
Circulator
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Circlemasters Circulator

Newsletter of the Circlemasters Flying Club
Milwaukee Wisconsin
Academy of Model Aeronautics Chartered Club # 662
September 2015 Volume 12 issue 9

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 Circlecats, just when you thought it was safe to look at your mail, I'm back and so is the *Circulator*. How was the Sussex Antique Power Show? I missed it, as you probably well know. I heard that the weather was lousy on Saturday, but that Sunday shaped up pretty good to get in some flying. Melissa and Sonja gave me some info about the goings on, I think they were having too much fun to keep Big How in the loop on a play by play basis, like I was hoping. I was told about the flying field dedication. I'm happy to hear that went off well. Dan was always a fixture in the Olson clan's early involvement with the Circle Masters, He was also kind of a big deal around Sussex, so it's about time this has happened. If I get the e-mail from the boss before I'm done writing this, I will include more about this important topic, otherwise, it has to wait until next month. I sure have fond memories of those meetings in Dan's shop. Even in January, the pellet stove kept it around one hundred degrees in there and we had to open the door. If you moved the lever on the water spigot for the coffee pot the wrong way, you were sure to hear about it! Those were lively times with old Dan around, weren't they?

Wayne sent us an excellent article this month. The story he was so kind to pen (keyboard?) for us deals with his long time relationship with his one true love. Namely, the amazing Bi-Slob. This thing reads like some kind of first person documentary. Good job Wayne. Now the rest of you clowns who never send anything, get at it! I'm not certain that I got all of the facts related to me quite accurately, but did another one, shall we say "buy the farm" at the steam show? I hope not! Maybe it was a regular mass fly plane. Somebody let me know.

I recently stumbled upon information that may be of interest to some of you. *Flying Models* magazine was purchased back in July. We can only hope that the new owners intend to bring it back into print. I was unaware that the entire Carsten's publishing firm went belly up when FM disappeared some time back. I know they continued promising that issues were forthcoming, even though they kept getting less reliable, and I think everyone knows that companies seldom come back when they begin a downhill slide. I certainly would like to see the new owners, Flying Aces Press, get it up and going strong. A rumor I have heard recently reports that a picture of a brand new issue has been circulating. There's hope yet. We need a magazine with decent control line coverage. I wonder if the *FM* plans collection will be available?

There's a picture in here from Fred Krueger of a handle belonging to world class stunt competitor Chris Rud. Everyone should heed the warning it offers, before it happens to you. Losing a model is the least of your worries when this happens. Safety is the number one issue here. If one line or lead out breaks, the other is stressed, so inspect your gear regularly.

That's all for this month. We are planning to be at the meeting.

Howard

CIRCLE MASTERS FLYING CLUB
MEETING MINUTES for AUGUST 2015

The monthly meeting of the Circle Masters Flying Club for August 2015 was held at the Lisbon Community Park on the 9th. The meeting was held in conjunction with a flying demonstration and club picnic. Once again Greg cooked some wonderful burgers and chicken brats.

The meeting was brought to order by Pres. Greg at 10:15 AM when he welcomed all members present (13), then inquired if all present read the minutes of the July meeting. All members did read and approved them.

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: Note: For some reason, perhaps Secretary error, and one of many that day, the recorder mike was not activated. So nothing was recorded meaning this narrative is by a vague memory. Wayne reminded the members of the up coming Make-A-Wish event next month and do we want to continue to donate as in past years. It was voted to donate as usual. Melissa gave a report on the EAA/Kid Venture week. There were more than 1700 flights conducted during a busy and successful week

OLD BUSINESS: Greg showed the completed Dan Tetzlaff Memorial sign. And a discussion began on how to use the remaining space. Wayne will write a brief story on Dan and have it transferred to a vinyl decal. In addition Jason will try to secure a picture to add to the text. All will be ready for formal dedication during the Tractor Show on Aug. 30th.

NEW BUSINESS: Returning member Jim Kudalah introduced himself. Jim was an early member of the club back in the 1970's. Welcome back Jim.

Since there was no more business to discuss Greg called for a motion to adjourn the meeting. The motion was made and seconded. The meeting was adjourned at 10:45 AM.

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

Submitted by: Wayne M. Schmidt, Secretary

08/19/2015

Upcoming Events

September Meeting: Saturday September 5th Sussex Village Park. Meeting begins at 1:00 PM with flying before and after.

Sugar Grove IL, Midwest Regional Control Line Championships contest : Sunday September 6th at the Aurora Municipal Airport. Stunt, Scale, Jerry Who Memorial Sport Race, Carrier and Speed.

Contact: Pat King 708-921-6322

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



Here's the picture of Chris Rud's handle with broken lead. This simple item cost Chris a top notch stunter and forced him to resort to a back up in competition. Inspect your flying equipment. It's less painful to learn from someone else's misfortune, than your own.

Photo courtesy of Fred Krueger.



THE TRAILING EDGE

By
Wayne M. Schmidt

Back once again. It sure is not easy coming up with a suitable subject every month, which is why I have not submitted anything for the newsletter in a long time. But I thought that I had a story to tell and Howard encouraged me, no, actually begged me to write something, anything.

I decided to write about a subject I have been involved with for awhile, the Bi-Slob. As you know this model is a funky design that allows the flyer to have more fun flying a model airplane than a woman, with your credit card, shopping. I have built six and a half modified versions of this airplane and the seventh is on the building board. Most of those models looked and flew very good some only looked good. Two were actually covered in Monokote if you can believe that. One even had a nose wheel. All were powered by the ubiquitous Fox .35, as recommended.

So, listed below are all of the various versions I built with a bit of history about each one and some lessons learned from each one.

Bi-Slob #1: This was the “Orange Crate”. I built this model just like the plans suggested, really I did. It was spray painted orange, covered with Sig Koverall and powered by a reasonably good Fox.35. This model was flown so much, not only by myself but any one else who wanted in on the fun. The only damage was one Fox that froze and a rudder which departed. The Fox was replaced by another, the rudder glued back on and more flights commenced. Finally after three years I was forced to retire it as it became so soaked with fuel and used castor oil that it was coming apart.

Bi-Slob #2: This version was also built mostly according to the plans but for some unexplained reason I decided to cover it with that plastic stuff. Day glow yellow and chrome no less. An overhauled Fox was installed and away I went to the field. After two laps on the maiden flight the controls became erratic and the model landed itself. Back at the shop I found that the shaft and collar pivot for the bellcrank had come loose when one collar escaped. After repairs were made it was back to flying, sort of. The next flight allowed just enough laps to convince me all was well when it happened again, this time during an inside loop. Once again it landed itself but not on its wheels. Back to the shop, this time for salvage not repair.

Bi-Slob #3: This version was modified with the addition of a nose wheel and with the main wheels moved to the center of the lower wing. This of course meant that the name be changed to “Tri-Slob”. It was again covered with that plastic stuff, though red and white this time. It looked cute but did not fly that way since it was so heavy. It was not much good but for flying round and round and that is not fun and makes me dizzy. No one else wanted to fly it either as there was not enough sky for a loop. It was scrapped after the season. Do not build one like that.

continued

Bi-Slob #4: This was going to be the ultimate Bi-Slob but it just did not work out that way. This version was built according to my well worn plans but with the addition of lightning holes throughout. Each wing rib had three holes and the fuselage sides also had a few as did the flaps and elevator. I was able to locate a source off shore that stocked these various sized holes at a reasonable price. They are hard to find. Any way, having learned my lesson with plastic covering I covered this model with silk-span and four coats of clear dope. I thought that a cool color would be black and I had a can of black spray enamel. Heck that should work fast and be ready to fly by the weekend. It was ready but just a bit tacky. It flew fine but I was having a hard time getting any help launching it. The thing was very sticky plus the caster oil residue would not wipe off. I found out NEVER dope under enamel! I thought that it was the other way. This one was scrapped also.

Bi-Slob #5: I spent most of the winter of 2011 on this one. It was modified with additional fuselage support and an aluminum main gear both of which made the model a bit heavy. A new Fox should pull it around just fine. After a covering of some newly acquired Poly-Span, a scalloped red and yellow brushed on paint scheme was carefully applied. Finally a good one as it flew well for two seasons. By this time other Bi-Slob's began to appear at the field; more people were having fun too. Sadly on the second day of the 2013 Sussex "Steam Show" while flying inverted the new Fox decided to quit and gravity took over with disastrous results. The engine quit because it was out of fuel, pilot error. Somewhere on the club web site a picture of the remains can be found.

Bi-Slob #6: With a fresh set of plans and notes taken from the old set, this version arose from the plans. A mostly stock model was built as I wanted to go back to a lighter version. The aluminum gear idea was scrapped and I went back to the wire version. Again I used Poly-Span and painted this version blue and yellow. This version turned out to be a fine flyer and I used it for three seasons. At the end of a good flight following the May meeting a nasty gust of wind blew around the Lions building while attempting to land and it placed this victim on the lower left wing tip. This hard landing cracked or broke enough pieces that it had to be scrapped. I was getting good at this.

Bi-Slob # 6-1/2: This version was an exact replica of #6 but half the size and powered by Norvel .049. It has been flown once at the Lisbon Heritage Weekend fun-fly & demo. More flights are needed to work out the bugs although it flew fine. Perhaps the bugs were in the pilot. Plans are available for this 1/2 version.

Bi-Slob #7: At this time this version is being built and will employ all the lessons learned over the past ten years and six previous versions. This one will be stronger but not much heavier. The firewall, engine mounts, tank and gear salvaged from #6 is being used. Covering will be Poly-Span (I bought a lot of this stuff) and a doped finish not covered with enamel will be applied. I have not decided upon an appropriate color combination.

So that is the Bi-Slob story, so far. I am sure that there are many more memories of this model to come. But looking back over the last six versions, here is what I have learned.

Lesson #1 Two coats of clear dope will not protect against fuel soaking.

Lesson #2 Monokote sucks.

Lesson #3 Monokote still sucks, so do the Bears. A nose wheel is not cool.

Lesson #4 Never, ever paint enamel over dope. Dope!

Lesson #5 An aluminum gear will depart the model, fast.

Lesson #6 Learn how to fly and land a model, they will last longer.

Lesson #7 This one is still a bit vague but will probably be, do not write an article this long again. See you at the field, with #7.

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