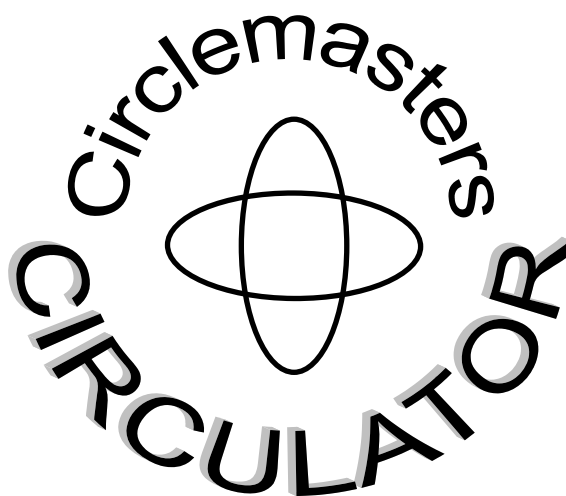
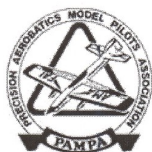
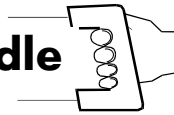


Circulator
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Newsletter of the Circlemasters Flying Club
Milwaukee Wisconsin
Academy of Model Aeronautics Chartered Club # 662

March 2014 Volume 12 issue 3



Ramblings from your Editor

Hello Circlemasters. This is your favorite newsletter editor Big How here to thrill you with another issue of the *Circulator*. We have a couple things to capture your interest this month so sit back and give 'er a read.

This month I have included an article and plan submitted by Dave S. a few months ago. When Dave originally sent this, I couldn't open it with any of the software on my old computer. Dave was kind enough to send it again, and this time it worked. The model is named "TEOSAWKI" and was designed by former Circlemaster, Clayton Smith who passed away some time ago. The design is interesting in that it proposes a kind of minimalist approach to building a precision aerobatics plane for beginner or expert alike to hone their flying skills. This doesn't look like it will build into a front row ship as far as appearance judging goes, but it sure should fly. Pay attention to the text, there are some interesting theories here that might blow your mind or at least give you some ideas to consider.

Now shifting gears to a decidedly un precision aerobatics design, I have been building a Bi-slob for some time now. The engineering of the Bi-slob leaves something to be desired. A few months ago, I wrote about going to sheeting on both sides of the wing center sections. Moving my stuff up here from Milwaukee caused one of the wings to be damaged to the point where it was easier to build a new one than to fix the original. Well, the new one is done with the two sided center sheeting. The torsional rigidity of the new wing is off the charts as compared to the plans built example, with a minimum of weight penalty. Even shaping the leading and trailing edges is easier as the whole wing isn't flexing and creaking as you sand away on it. I believe this mod will prove out to be worthwhile in the end. The fuselage is a whole nother animal. I'm not going to take on redesigning it, but the body is kind of a goofy design. The fuselage really needed a couple more formers to help keep the blasted thing straight when joining the fuselage toward the tail end. Yeah I know, it's supposed to be a simple, light design that has a minimum of parts. Great, but I have built other, more complex fuselages that ended up being easier to construct because they had a better internal structure. Some enterprising builder/ designer should take on a Mark II version and publish the updates for the rest of us. Yes I know this sounds like I'm picking on a much loved design, but it couldn't hurt to improve the breed a little. Power considerations? Sure the Fox .35 is the traditional motivator here but who knows what might work even better? Gilbert Berringer, father of the former world champion F2B pilot Remy Berringer, powers his slob with an MVVS .15, Wait for it...DIESEL! Now that's a cool way to go.

What's going with *Flying Models* magazine these days? I normally buy mine over the counter either from a hobby shop or from a book store like Barnes and Noble. There hasn't been a new issue on the shelves at these outlets since the January 2014 issue came out, unless I have missed it. I took a look at the FM web site today, and guess what? There was the January issue appearing to be the latest one offered. Do any of you who subscribe have a different story to tell here? I would hate to think that FM has gone belly up. Scuttlebutt had it last summer that FM was in trouble. All of that was allegedly ironed out and the mag was supposed to have a promising future. Being the last remaining American model airplane magazine (Besides *Control Line World*) that gives control liners a voice and publishes articles they might want to read, *Flying Models* would be missed if it goes the way of the Edsel.

I took the liberty of reviewing a product that may be of use to you while you are building your 1/2A scale ship. Finally we have some pictures from the creative eye of John Schram, for the big finish.

The boss and I should be there Saturday for the meeting, barring some unforeseen disaster.

Until next time, work on those planes, winter can't last forever.

Howard

CIRCLE MASTERS FLYING CLUB
MEETING MINUTES for February 2014

The monthly meeting of the Circle Masters Flying Club was held at the Sussex Public Library on Saturday February 1st. The meeting was preceded by a fine video extolling the virtues of the Lockheed P-38 "Lightning".

Due either to work or flu both President and Vice President were unable to attend the meeting. Therefore the meeting was brought to order by Secretary Wayne at 1:00 PM. The newsletter was received and minutes reviewed by all present (8). The minutes were approved as written.

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

REPORTS & ANNOUNCEMENTS: Don reported on a response to a card Pete had sent to Allan Brickhaus's wife wherein she thanks all for the kind words on his passing. Wayne reported that he is in the process of completing the application for re-charter for the club. Jason reported on the field rental dates with Sussex Parks Dept. All meeting dates will be the first Saturday of each month except for May which will be the second Saturday.

OLD BUSINESS: Jason reported that along with Mike & Pete they discussed the disposition of the donated combat models. With engines and fuel bladders supplied by Don, the club will use them during the demo flying events this flying season.

NEW BUSINESS: Don read a note which he received from Marleen at the Town of Lisbon regarding the annual Easter egg Hunt and if the club would participate. Don and Jason will be there. Also, regarding the Lisbon Heritage Weekend; she asked if we would mind shifting our day from Sunday to Saturday. Following a brief discussion and a vote it was decided to move our assigned day to Saturday August 9th. This day will also be the club picnic and Fun Fly. Mike passed out a copy of the club contest flyer which will appear in Stunt News as well as being emailed to prospective contestants.

Since there was no more business to discuss Wayne called for a motion to adjourn the meeting. The motion was made by John and was seconded by Ron. The meeting was adjourned at 1:50 PM.

SHOW & TELL: There was no show and tell this month

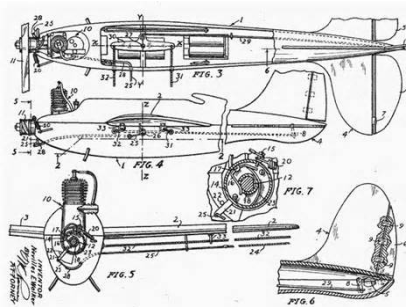
Submitted by: Wayne M. Schmidt, Secretary

UPCOMING EVENTS

Come to the meeting early and visit with your clubmates!

March Meeting: Saturday March 1st. Sussex Library. Movie at noon. Meeting begins at 1:00 PM

April Meeting: Saturday April 5th. I think we could fly at this one though it's hard to believe now. Otherwise meeting at the Sussex Library at 1:00 PM.



Name That Plane



Ok, this month's name that plane subject is a model. One of the most famous combat ships from back when guys built combat planes instead of buying them by the dozen from Eastern Europe. I didn't hear if anyone guessed last month's mystery plane.

This was written by former Circlemaster the late Clayton Smith. I corresponded to him about this airplane and he asked a lot about stuff back here in Milwaukee. He has been gone a while now. He built these for people and they were much in demand. Someone has made some good drawings of this airplane. This might make a good newsletter article and I think it would make an awesome group build.

TEOSAWKI

The End Of Stunt As We've Known It

Design By Clayton Smith

TEOSAWKI is a simple durable low cost model using readily available .40 to .46 engines that, when measured by flying performance, can carry the CL stunt newcomer from beginner to a 500 point advanced pattern. This one really flies like a "prostunter," maybe better. TEOSAWKI is a tool to confidently perfect needed skills without the burden of trying to carry, at the same time, the marginal performance of the newcomer's typical precision stunt models with their seemingly endless tradition of complications. The prototypes have won and placed competitively at contests including Brodaks, King Orange and the AMA Nationals. Even while giving up all builder of model appearance points in expert it has garnered competitive 500+ scores.

Construction will seem unorthodox to veteran stunt builders. The methods are those perfected over the past decade by the Eastern European and Russian combat designers. Even at only 35 ounces ready to fly and 635 sq. inches of wing its durability belies its combat heritage. Crashes into pavement hard enough to break off engine mounts hasn't stopped TEOSAWKI from flying the same day.

You will find that the TEOSAWKI executes the Precision Aerobatics Pattern easily and at your will. Don't get distracted by how it looks or its seemingly unusual flapless design. Just get it in the air. Perfect your skills with TEOSAWKI, "show and shine models" will come later.

Specifications:

Span: 53"

Length: 41"

Area: 635 sq. inches.

Root Chord: 14" 13.5% airfoil.

Tip Chord: 10" 12.5% airfoil.

Mean 25% Aerodynamic Chord: 0 degrees sweep. $\frac{3}{4}$ " behind CG.

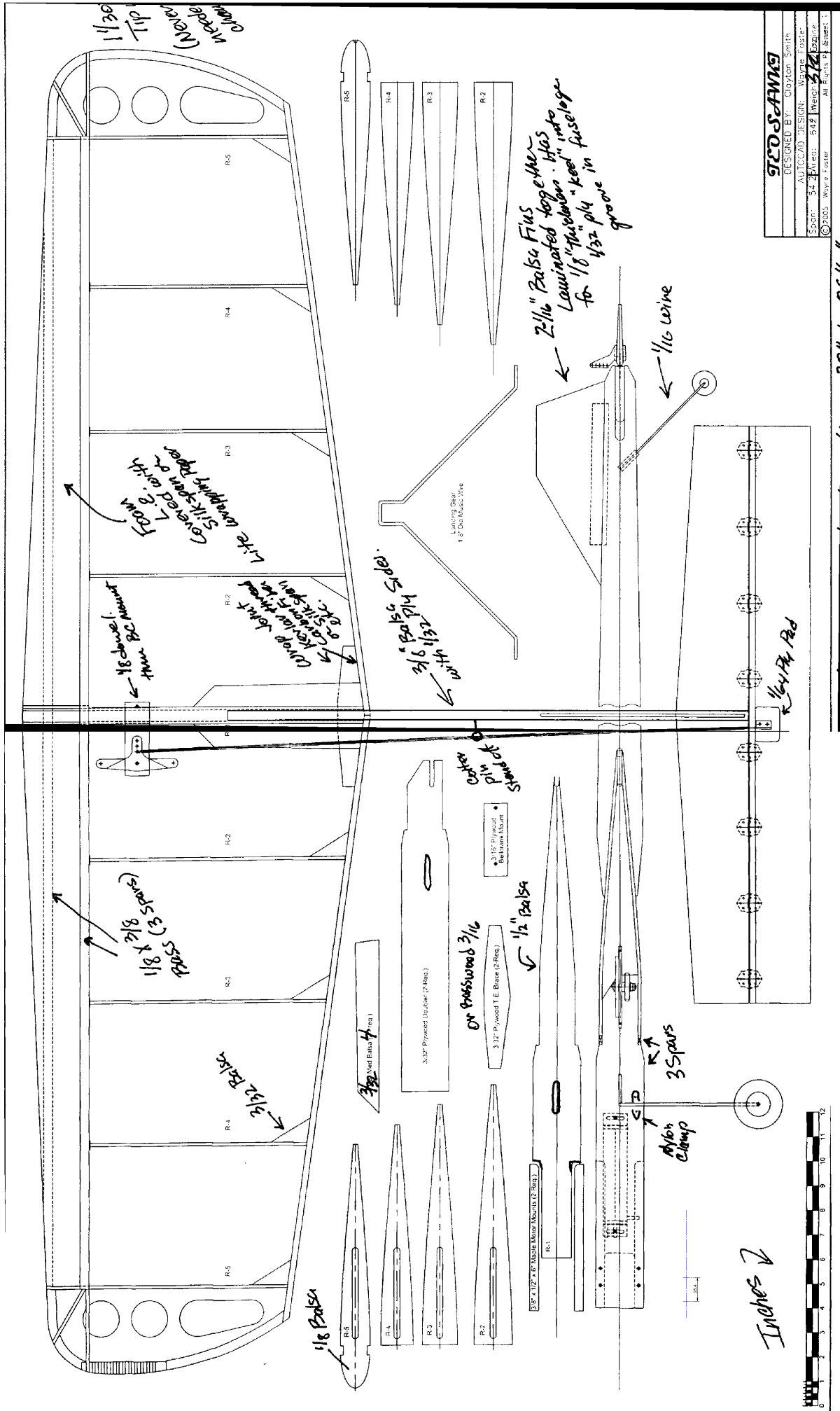
Step down elevator/stabilizer.

Here's something to get the Prostunt guys really going. TEOSAWKI is asymmetric. Having one wing longer, asymmetry, is not all that unusual especially with older designs. Kind of out of favor today however. But those asymmetric designs and even new ones today have a longer inboard wing. **Now the surprise. TEOSAWKI has a longer outboard wing. Not by much, just a quarter inch. Just enough to assure the separation between thrust line and the mean aerodynamic center(MAC). Phil Cartier wrote the best explanation of this in the June 2000 issue of Flying Models.** Bill Netzeband had a good comparative test some time ago in Stunt News. What this really amounts to is to place the engine bearer side of the motor mount in alignment with the centerline of the wing. This differs from the typical profile model which has the center of the fuselage instead of the center of thrust bisecting the wingspan. That conventional design results in the thrust line being outside the wing's physical centerline and closer to the MAC. Because a CL model is flying in a circle the wing's center of lift is outside the physical plan form centerline of the wing. At the slow speeds of Stunt models this distance between centerline of thrust and MAC is small making its relationship sensitive for good line tension. The closer the thrust line is to the MAC the poorer the line tension. On the TEOSAWKI we are talking about just an extra quarter of an inch to assure that separation. Get the thrust line outside the MAC and you've got a freeflight with lines attached. Sort of like an All American Sr. taking off. (You have to fly an All American to understand.) But then why not put the engine thrust line on the inboard wingtip, plenty of separation. A couple pounds of outboard tip weight too, that's why. Enough theory for now.

FLYING

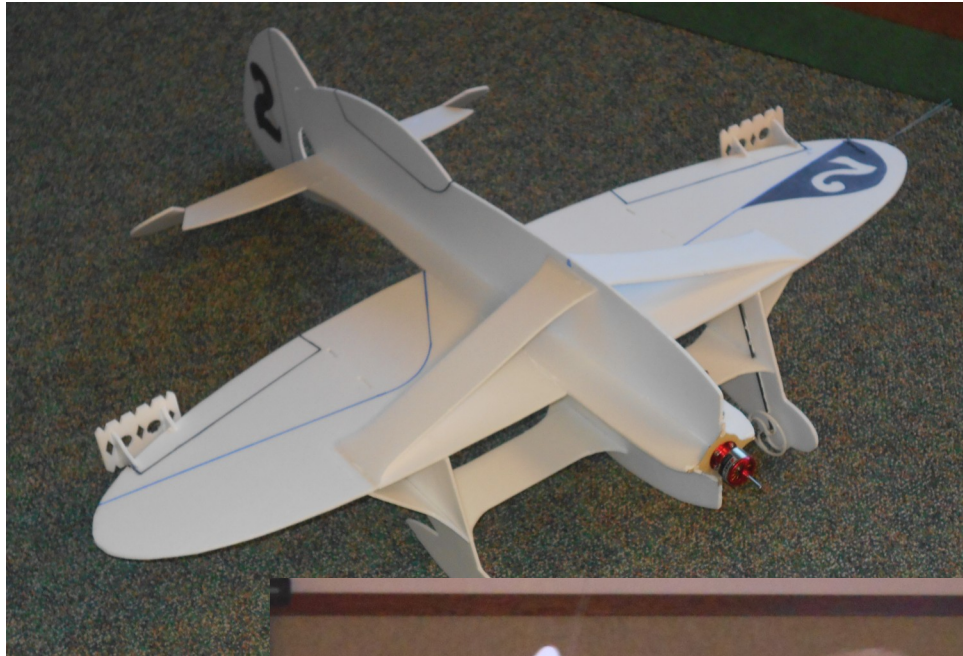
Strongly recommend a stock OS 46LA running the stock muffler (the muffler baffle may be removed. Fly on 60 to 65 foot .015 or .018 lines. Prop sizes of 10/5, 10/6, 11/4.5, 11/5, 11/6, and 12/4.25 have worked well. TEOSAWKI's have proven easy to fly forgiving planes. Good in wind. Good tension everywhere with equal turn qualities. Can turn on a dime if needed. Capable of full pattern even with laps over 6 seconds. Ideal at 5 to 5.5 second laps.

Now fly it. You'll discover hidden in the TEOSAWKI a character that you'll know is special. It is The End Of Stunt As We've Known It, TEOSAWKI.





Living up here in the middle of nowhere is really liberating. You could go outside and fire a cannon (or touch off a Dyna-Jet) and even if anyone were around to hear it, they still wouldn't care. On the other hand, some aspects of this rural lifestyle pretty much suck. For instance, the nearest hobby shop I know of is at least fifty miles away and that's a pretty lousy one. This joint caters to nerds who sit around big tables rolling dice and casting spells on each other's imaginary friends. Whoo Hoo now that's a good time. Ok, to the point. You can't get model building supplies anywhere in the area. While looking over adhesives at the hardware store, I found the above product offered by Titebond. It's an accelerator that works with all CA type adhesives. As far as accelerators go, it works well, but doesn't seem to set off CA adhesives with such a shock that smoke arises and the glue foams up like happens with other CA catalysts. The pump sprayer puts out a very fine mist that minimalizes the waste of product by not flooding the surrounding area. On the down side, the sprayer can be a little unreliable and sometimes won't spray until you give it several pumps. Not ideal when you are holding some parts and the drop of CA rolling down the seam is heading for your fingers. In a pinch this stuff works, and it is available in places where you won't find other products of use in model building. For that reason alone it's worth trying.



Picture Page

John Schram sent in these photos of Mike and his indoor foamie electric U control model, taken at the Christmas party. I don't recall it's name but it looks much like a Gee Bee R-3. The air brakes are an interesting touch.

