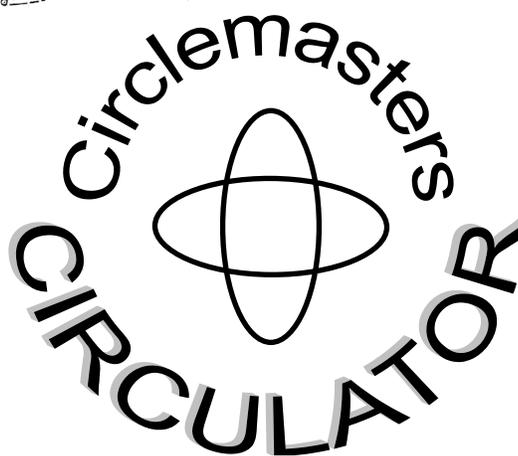
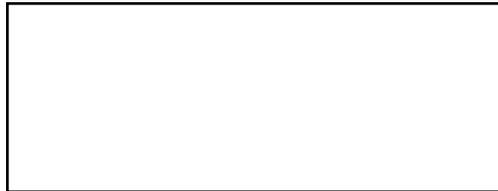


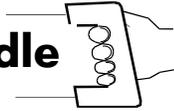
Circulator
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Newsletter of the Circlemasters Flying Club
Milwaukee Wisconsin
Academy of Model Aeronautics Chartered Club # 662

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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

How goes it circle people? Time to enlighten you with another Circulator. Before we get rolling here, let me remind you that this month marks the return to indoor meetings. Indoor meetings mean movies. So, show up at noon and join in on the fun and excitement. I will be providing the entertainment this month, so if you don't like it, too bad, I do.

On the modeling front: I hope you guys have started building. I have reason to believe Wayne and Pete are gluing sticks together these days, how about you? I'm in the process of constructing a modified Brodak Flying Clown for .15 carrier. If it's far enough along not to be an embarrassment on Saturday, I'll bring 'er on in for show and tell. Why a Clown you ask? Because it's easier than starting with a pile of balsa, especially since I don't have access to my shop. Also, if I ever make it to the big show out in Carmichaels PA, you get ten extra points for using a Brodak kit based model in carrier events.

Speaking of carrier, there's a big controversy going on these days in the carrier ranks. Electric powered models have been gaining some traction for use in carrier. Art Johnson demonstrated an example at Kidventure this past summer. Trouble is, an attempt is being made to include the electric machines in with glow powered models in the existing events. Straight up, I don't see this working out. The guys who are making the case for inclusion of electrics have very valid points. They are convinced that electric models are not as reliable as gassers. This may sound odd as reliability is one of the big attractions for electric motors in R/C and even some control line events. Carrier gives the added challenge of requiring precise throttling without overly complex set ups. Electric carrier planes typically utilize a three line handle and bell crank, with the third line controlling a potentiometer to regulate RPM. This is a far cry from the electronic speed controls found in R/C models, or even the timer type controls found in C/L stunt ships. Problem here is, engine driven carrier planes have had nearly sixty years to evolve while the electrics are brand new. It's just a matter of time before developments in battery and controller technology make the electric a much more formidable tool. How do you categorize electric powered models? Number of cells perhaps? I recently spoke to Melvin Schutte, who had just returned from a contest out in the LA area. While there, he witnessed an electric powered speed model that whipped up 42,000 RPM on, get this, a two cell battery pack! Obviously the owner had expensive, cutting edge gear, but it shows you what is possible now, not to mention in the near future. So would that motor/ battery combo be considered a .40 and run in class 1 or a .65 and be placed in class 2? I don't know how it could be determined in an equitable way. Do we start new electric events? I don't know how that would work either. Only a handful of people still fly carrier, so I don't see the AMA jumping at the opportunity to add a couple more classes to what is already perceived of as a dying event. Why should you care? Because if it can be an issue in carrier, it can effect other events as well. How much impact could a rig like the one Gene has been perfecting, have on stunt? It may end up forcing much of the current stunt equipment into obsolescence. So, if you like your smoky, greasy glow motor, you might just find yourself on the losing end of a duel with an electric. How many guys are going to continue trying to compete when they already have mucho greenbacks tied up in a PA .65 powered stunt model and electrics dominate? I hope this can be worked out in a way that allows a reasonable solution so everyone interested can pursue their event with whatever powerplant trips their trigger. For more info on this topic go to stunthanger.com and read some of the posts in the carrier section.

Enough of that bull already. Wayne graces us with another trailing edge article in this issue, so sit back and enjoy yourself. Oh yeah, and Don found a tasty morsel of history of our fav, the Dyna Jet. See you at the movies.

Howard

**CIRCLEMASTERS FLYING CLUB
MEETING MINUTES FOR OCTOBER 2010**

The monthly meeting of the Circlemasters Flying Club was to be held at the Sussex Village Park Flying Field on Saturday September 4th. But due to inclement weather it was moved to winter quarters at Dan Tetzlaff's shop.

*

MEMBERS PRESENT: Ralph Kohn, Don Adriano, Mike Strand, John Schram, Howard Olson, Gene Schiederer, Dan Tetzlaff, Jason Netteshiem & Wayne Schmidt.

The meeting was brought to order at 1:18 PM by Pres. Jason. He began by asking the members if all had received the September newsletter and had taken the time to read the minutes of that meeting. All present had received the newsletter and had read the minutes. Jason asked if there were any additions or corrections to the minutes. There were none and the minutes were approved as published.

The treasurers report was given by club treasurer Ralph Kohn. He reported on the current financial status of the club noting all recent transactions. One of these transactions was issuing a check for the Make-A-Wish project. A motion to accept the treasurers report was made by Mike and was seconded by Dan.

REPORTS AND ANNOUNCEMENTS:

Jason reported that he met with the Make-A-Wish people and presented the club's check. In addition Don reported that the R/C Association will match this contribution in the form of a check which will be sent to the Make-A-Wish project. Dan reported on fellow member Bob Gialdini was involved in an accident while riding his motorcycle. It seems that he had to lay it down the bike in order to avoid contact. No bones were broken but he lost a lot of skin and is one large scab on his right side. Bob has since sold the cycle and is recovering at home. We all wish him a quick recovery.

OLD BUSINESS:

Jason began a discussion regarding the possibility of one or more "Fun Fly" events during the next year. Although the exact format was not decided upon a tentative date of August 6 was decided on. This subject th will be discussed further at future meetings.

NEW BUSINESS:

Following a discussion regarding the winter meetings, November thru April, it was decided to add a movie session prior to these meetings. The movie, from DVD or VHS format will begin at 12:00 PM and the meeting will follow at the usual start time of 1:00PM. Howard will cover the November movie, Wayne for December, Don has January and Mike will provide the February entertainment. A list of upcoming presentations might be available soon.

Since there was no further business Jason called for a motion to adjourn the meeting. A motion was made by Dan and was seconded by Howard. The meeting was adjourned at 2:19 PM.

SHOW AND TELL:

None. But we are working on some.

Submitted by:

Wayne M. Schmidt, Secretary

THE TRAILING EDGE

by Wayne M. Schmidt

Another flying season is over so it is time to turn our attentions to building the new or repairing the old. It is hard to get started with either as the football season tends to crowd in on available spare time. This is even true for us retired guys. There just never seems to be enough time to do the things we want to do. Which leads me to this months topic.

I have developed a labor saving device that if used as intended will save you countless minutes each flying session. So the more you fly the more you can save. Actually, this device has been seen in use at our flying field so most of you know of it. It is called the "Ezra Winder". This handy gadget, as described here, has one primary purpose and that is to wind up flying lines quickly. Very handy when the thunder suddenly starts or static electricity has just zapped you. Use of the Ezra Winder will allow rewinding of sixty five feet of flying lines in less that one minute. This remarkable device is not available on TV or the internet; you must make it yourself, just like a scratch built model. I have listed below, all of the items necessary to build your very own Ezra Winder, along with a detailed drawing. You will note that upon close inspection this device appears to be just a cordless screwdriver with a drill chuck with a cork sticking out of it; and you will be correct. However, the cork or stopper, is not tapered, has a plastic base and tightly fits the reels we use to store our flying lines. The cork/stopper was originally designed to be used to seal a 1.75 Liter bottle of "Ezra Brooks" Kentucky Straight Bourbon Whisky. So, because the key component to this gadget is the Ezra Brooks cork/stopper, I have named it the "Ezra Winder".

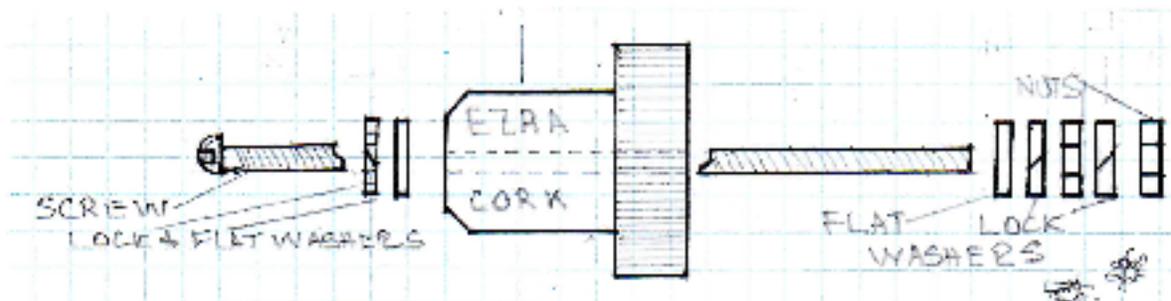
If you are yearning to build one of these handy devices but choose not to purchase the bourbon as described please let me know as I have a supply of Ezra corks/stoppers in stock and offered for free. See you at the winter meetings.

Parts List

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- 1 ea. #8-32 screw 2" long
- 2 ea. #8-32 nuts
- 2 ea. #8 flat washers
- 2 ea #8 star or lock washers
- 1/4" drill chuck Easy Power # 79675 (Ace Hardware) \$10.00
- Cordless screw driver (Ace Hardware) \$9.99 to \$19.99
- Ezra Brooks bourbon (Discount Liquor) \$18.99

NOTE: self locking nuts can be used in place of standard nuts/lock washers.



Way Back...Dyna-Jet History 101...compliments of Don Adriano

Curtis Dyna-Fog, Ltd. Was founded in 1947 in Dayton, Ohio by Russell R. Curtis and his father W. H. Curtis. Originally named Curtis Automotive Devices, the company specialized in manufacturing valves for the automotive and aircraft industry. Before joining his father in business, Russell Curtis attended the University of Cincinnati where he graduated in Aeronautical Engineering and later completed a Cooperative work program at Wright Airfield (now Wright Patterson Air Force Base). At the time, Wright Airfield was the center of all aircraft technology. In 1952 Curtis Automotive Devices moved to Bedford, Indiana to be closer in proximity to its major customers. The company began producing other types of components for the aircraft industry and began doing some development work using acquired Pulse-Jet Engine Technology. During Russell Curtis' employment at Wright Airfield in Dayton he was first exposed to a Pulse-Jet Engine, a unique device used to power the German V2 rockets during the war. The Pulse -Jet was comprised of the basic technology that would later be the foundation for his companies future.

Russell and his father continued working on the possibilities of producing a pulse-jet fogger for use in commercial applications. One of the first pulse jet products they produced was the Dyna-Jet "Red Hera" miniature engine for use in model rocketry. Initially developed in 1945 by a long time associate of Russell Curtis, William Tenney of Aeromarine Company, the Dyna-Jet once held the American Modelers Association land speed record at 179+ MPH! A speed amazing at the time, especially when only standard grade gasoline was available.

After years of refining existing designs, by 1954 the first commercially available pulse-jet mosquito fogger (The Curtis Junior Model) was being produced. In the first year more than 500 machines were sold throughout the country. By 1956 demand grew to the point where more than 4000 machines were being produced each year. As a result of increasing demand for the pulse-jet machines, Russell Curtis moved the company in 1958 into a newly constructed 20,000 square foot facility in Westfield, Indiana. By this time the company was producing several different equipment models including the very first production "Cold Fog" sprayer. It was the machine that pioneered the way for what is known today as the ULV technology.

In 1964, mainly due to no longer producing products specifically for the automotive industry, the company name was changed to Curtis Dyna-Products Corp. During the next several years many new products were developed and the facility was expanded in 1992, the group of Curtis employees who were already managing the company, purchased it and the name was changed to Curtis Dyna-Fog, Ltd.

Today, still located in Westfield, Indiana, Curtis Dyan-Fog, Ltd produces a complete line of spraying and fogging products. With the latest in manufacturing technology in its 80,000 square foot facility, Curtis is renowned as the world leader in manufacturing and distribution. Curtis supplies its products through distributors around the United States and throughout the world in over 60 different countries. All products are manufactured in the one facility in Indiana to help assure a high level of product quality that has been the cornerstone of Dyna-Fog equipment.

Curtis Dyan-Fog, Ltd. Strives to identify the requirements of the market place and react quickly to market demand. Dyna-Fog's worldwide distributor network assures rapid response to all customers. All service shipments of stock items are made within 48 hours by air or sea freight. The sale of Dyna-Fog products are supported with comprehensive literature and a complete technical staff equipped with the latest laboratory testing facilities. Presentations on recent developments are continuously made to all world markets as well as the scientific community.

Some recent examples are:

Application of deodorants in small droplets: International Conference on Air pollution from Ag. Operations, Feb 1996, Kansas City, Mo USA

A new tool for ULV Applications. American Mosquito Control Association Meeting, March 1996, Norfolk, VA, USA (Dyna-Fog Twister)

The use of Thermal Fogging as a technique for the total eradication of Fire Ant Colonies. USDA Imported Fire Ant Research Conference, April 1997, Gainesville, Fl, USA (Dyna-Fog Ant Bear)

<http://www.dynafog.com/about/history/>

