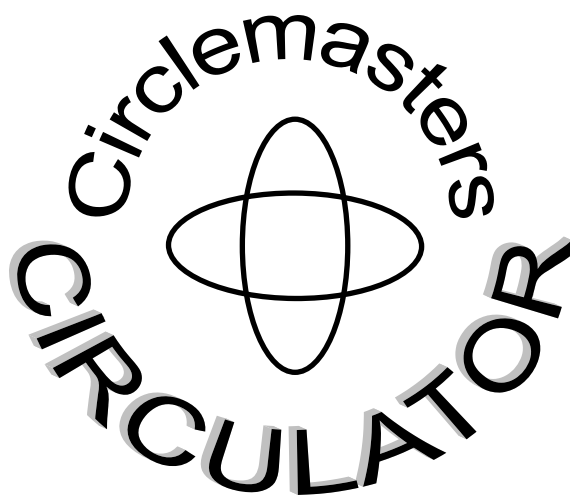
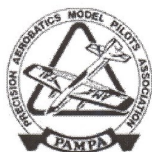


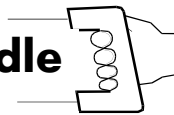
Circulator
Howard Olson, Editor
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Newsletter of the Circlemasters Flying Club
Milwaukee Wisconsin
Academy of Model Aeronautics Chartered Club # 662

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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

Welcome all to the November issue of the *Circulator*. Remember how in September, I hinted that I was lining up a special guest for the October meeting? I bet you didn't expect to see that guy! Anyway, we are all safe again, at least from foreign invaders crossing the Pacific, Erik has long since departed for Washington and is back on duty.

Ahh... November, when the nasty wind starts blowing through the tongue and groove and we go back to standard time, ensuring that many of us depart and return home in the dark every day. November also brings us some good things, Thanksgiving for instance and Holy Week, otherwise known as deer season. Then, there's what you've all been waiting for, *Name That Plane!* Yayyyy! Here are the rules: Rule 1 - The rules are whatever I say they are. Rule—2 If you have questions, see rule 1 for clarification. Ok just kidding, but it's pretty much true. You submit your guess at the meeting. If I can't attend, I will designate a patsy.. er I mean representative to act in my place. Bear in mind, I have mighty big shoes to fill, literally, they're like 12 double E's, so if you are asked to help, graciously accept the honor.. **YOU MUST BE AT THE MEETING TO WIN.** If you are not at the meeting, you are a complete loser. I don't care how right your answer is, must be present to win. My answer is the only correct one. Some freaky planes have more than one designation over their lifespan. I or my class monitor must agree with your answer. I won't do really rotten things like say a plane is a Il-2 Sturmovik when it's clearly a Pietenpol Aircamper, but you don't get to argue. The buck has to stop somewhere when determining a winner. The victor will be selected randomly from correct answers. If you really want to win, bribery is one suggestion that will likely help, but no promises. Have fun.

On to more fun stuff. As you know, I am a fan of the ridiculously overpriced British modelling magazine *Aeromodeller*. These guys put together a real model plane mag, the way they used to be when they were not just infomercials for electric R/C ARFs. I was browsing through an issue recently looking for some goodies to plagiarize, you know like model airplane stuff or maybe a job plan or something like that, when I ran across the wildest thing I have seen in a long time. This is a product produced in England, that when added to your model, **makes it lighter!** No I haven't been hitting granny's "recipe". The magic material is called *Liquid Lighten*, and it's manufactured by *Deluxe Materials*. The stuff works with some kind of nano ball voodoo technology that is activated by UV light and displaces the heavier Nitrogen molecules in air. The reviewer left his bottle in direct sunlight and it was floating in the photo accompanying the article! Look on the interweb for more info on this stuff. Think of the possibilities here. Instead of adding weight to your outboard wing, add Liquid Lighten to your inboard wing. Plaster some inside of the fuselage on your eighty -four ounce stunter with eighty -four coats of dope on it and maybe you can make it levitate. I'm not joking, look into this and report back to the lodge. This outfit also manufactures a product called *Liquid Gravity* for adding weight, but who really needs help with that?

And finally, November means it is building season. I have at least three models I am working on, which would explain why I never get anything finished. You don't want to be out at the field with the same lousy models every year do ya? Build Circlemaster, build like the wind. Don't let summer sneak up on you and old Ground Pounder again. Build a new plane or two. There's a plan in here somewhere for a .15 sized profile scale model from the January 1971 issue of *Flying Models*. Could be a good model to get started with in scale or as a model to use on a windy day, so you don't need to risk your NATS ship at a blustery local contest.

Mrs. How and I are doing everything we can to be at the meeting on Saturday. I hope you are too.

Toodles for now,

Howard



CIRCLE MASTERS FLYING CLUB

MEETING MINUTES for OCTOBER 2014

The monthly meeting of the Circle Masters Flying Club was held at the Sussex Library, due to inclement flying weather, on Saturday October 4th.

The meeting was brought to order by Pres. Greg at 1:00 PM. He began the meeting by inquiring if all members had received the newsletter and had read the minutes of the August meeting. All members present (11), indicated that they had received the newsletter and had reviewed the minutes. There were no errors or changes so the minutes stood as published.

The Treasurers report was given by Ralph who outlined the current financial status of the club including a story of a missing check. A motion to accept this report was made by Don and seconded by Jason.

REPORTS & ANNOUNCEMENTS: Jason reported that at a recent meeting with the Sussex Park Board regarding the naming of our flying field area, he was asked to provide an essay as why we wanted the Board's approval to do this. Jason indicated that he would do this and hopefully have an answer by the next meeting.

OLD BUSINESS: Greg reminded the members of a previous item which was tabled at the last meeting; the donation to Make-A-Wish foundation. After a discussion it was decided and voted upon that the club donate \$50.00 to this organization.

Greg brought in samples of plasma cut signs and lettering of the type he suggested can be used to create a sign for the Dan Tetzlaff Memorial sign. A number of ideas were discussed with no decisions made.

NEW BUSINESS: Wayne suggested the club support Howard's supply of items given as prizes for the monthly name a plane contest. After a brief discussion it was decided to present him \$25.00 to use to purchase prizes.

Contest Director Pete suggested that the 2015 contest be held on Sunday June 7th. This would allow those stunt flyers, who wished to attend the Brodak Fly-In the following week.

Since there was no more business to discuss Greg called for a motion to adjourn the meeting. The motion was made by Mike and was seconded by Pete. The meeting was adjourned at 2:25 PM.

SHOW & TELL: Once again there was no show and tell this month except for the surprise attendance of Erik Olson, former member and current U.S. Navy employee.

Submitted by: Wayne M. Schmidt, Secretary

10/24/14

UPCOMING EVENTS

Library meetings have arrived!

November Meeting: Saturday November 1st, meeting at 1:00 PM Pauline Haas Library Main Street in Sussex. Show up (noon) early for? Somebody bring some entertainment.

December meeting: Saturday December 6th, Pauline Haas Library on Main Street in Sussex. Annual Christmas party begins at Noon. Bring some kind of food item to share. You know the drill, bring your wife or girlfriend, but not both. Meeting at 1:00PM.

HERE IT IS...

Name That Plane



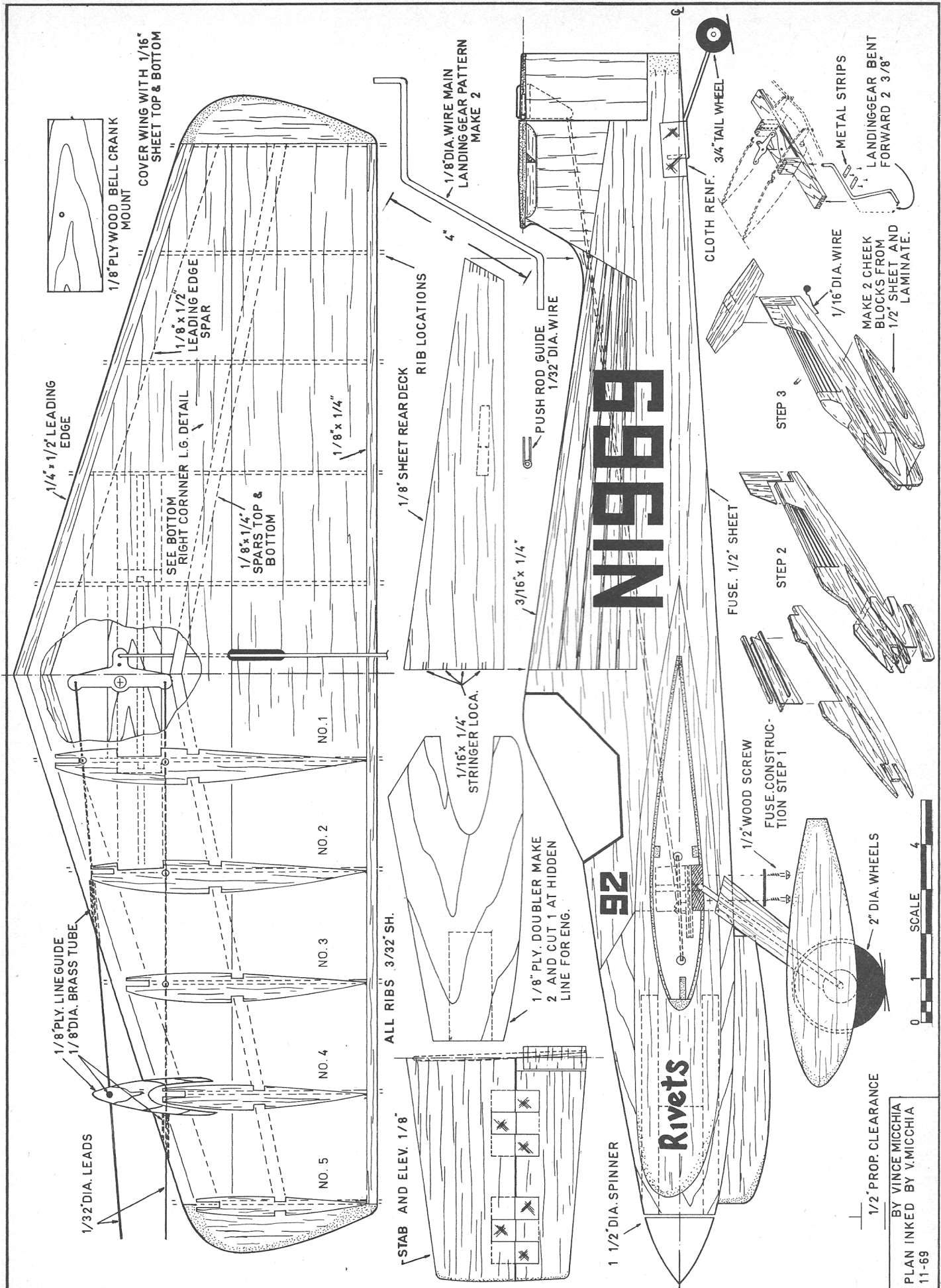
I never said this was going to be easy. Let's start by really testing your aviation detective skills. If it's too hard for everyone, I'll dial it back for next month.

2.4 Gigahertz Here to Stay

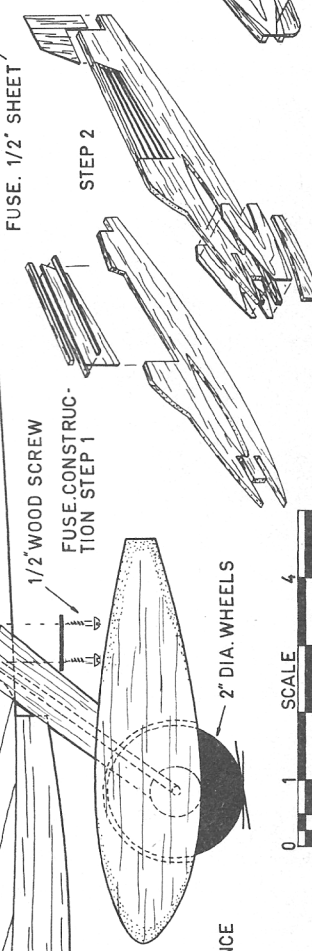
This article is a kind of State of the State commentary on the inclusion of 2.4 gigahertz radio control features in control line models.

When the proposal to allow R/C control of various features on scale models and on throttles etc. on carrier models came to light a couple years ago, I was firmly rooted in opposition to it. I am still not enthused about this situation. We as a community of model airplane enthusiasts gave up a major part of our unique identity by allowing this evolution to take place. Many ukie scale guys have traditionally worn it as a badge of honor to be able to build a plane with a multitude of operating items such as flaps, throttle, retracts and ordinance drops strictly by mechanical control. I can recall the late scale modeler Lyn Green (please see page 107 in the November 2014 issue of *Model Aviation*) having a plane at the FCM contest, back around 2002 or so, that had no less than seven control lines. And the thing worked perfectly! Proponents of the R/C systems will comment that people who still want to fly the traditional way are free to do so. That is true, but at what competitive disadvantage? It's far more of an achievement to get multiple lines and related mechanisms to function than it is to install and rig a receiver and servos into a model. Another thing I recall the pro 2.4 ghz crowd saying was that the radio systems were not that big of an advantage, and that they would not obsolete everyone's three line systems. I beg to differ. Since the R/C systems have come into use, they have come to dominate the winner's circle at carrier contests and they are also dominating in scale circles. We don't see it as much at our contest because the usual suspects who attend our meet every year are from the traditionalist camp. When the topic was originally being debated, the radio guys also commented on how making it easier would attract more people to control line modeling. You had to know that was a pipe dream from the start. There are simply not a hoard of people out there in the general public , circling on the fringe of the U/C modeling community, just waiting for 2.4 gig control to be allowed, so they could dive into control line scale modeling. To the credit of the R/C proponents, one thing that has happened is that a few guys that I am aware of, have decided to give scale modeling a try, whereas before they were only interested in stunt or sport flying. This is a big deal. Also, the cost of three line handles and bellcranks have gone through the roof. A cheap 2.4 GHZ car radio set up can now be purchased for well under fifty bucks. Hard to argue with that. Perhaps the most significant positive factor supporting the use of the radio controls has yet to be realized. Rumor has it that the tooling to produce three line system components no longer exists. That would mean that when current stocks are used up, there will be no more. I don't know if that's true or not, but I have never seen it refuted.

In conclusion, I wish this spectre had never raised its head in the control line model aviation hobby. However, it appears to be here to stay and is growing in use. My stance has softened some and at some point, I will probably give in to the allure of electronic control. If only because I can see it coming that this will soon be the only way to be competitive in events that allow R/C control.



1/2" PROP. CLEARANCE
 BY VINCE MICCHIA
 PLAN INKED BY V. MICCHIA
 11-69



NIGER