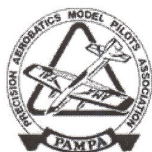


Circulator  
Howard Olson, Editor  
W14441 State Hwy 29  
Bowler, WI 54416

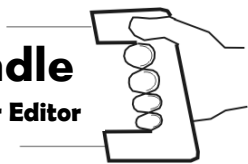


Newsletter of the Circle Masters Flying Club  
Milwaukee Wisconsin  
Academy of Model Aeronautics Chartered Club # 662

November 2019 Volume 16 issue 11

## At The Handle

Ramblings from your Editor



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](mailto:clmodman@wctc.net)

Greetings Circle Maestros, Big How has another issue of the Circulator here for your viewing pleasure. I have to apologize for being totally out of the circle lately. Work has not been co-operative for either the VP or I. I am totally out of touch on what the club has been doing. Good thing Don sent us an article or you would be looking at three pages of stuff this month!

I hate to say this but the old well is running pretty dry around here as far as topics for writing goes. If I were you guys I would vote to impeach me before I make an embarrassment of the club. Maybe I have been colluding with unsavory characters on the international scene or maybe you could just invent a bunch of malarkey to make it look that way. Either way I have to go!

The article Don sent in is a real dandy dealing with engine cleaning. Now that the snow is flying you probably won't be so dig out your beautiful glow engines and give them a good scrubbing up. I use a different method that I would be happy to share if you like but take a good look, this one doesn't involve disassembly. And while you're at it squirt some harsh cleaners onto and into your electric motors. Give em a good hosing, bleach based household cleaners should do the trick, and don't bother rinsing, I'm sure they will be fine come next spring. I wouldn't lead you astray. Lighten up, you know I'm kidding.

Don't forget the big news for this month, we have a guest speaker for the November meeting. I can't imagine why somebody would want to sully their reputation by hanging around with us but don't miss this opportunity. A gentleman named Dave Schroeder is coming tell us all about drone usage back in the days when you didn't buy one online from Amazon. I have seen Dave's display at the MECA Collectos and he has some mighty impressive engines, the internal combustion kind, you know the way God intended. No kidding, this is great stuff.

Before I forget, Happy Thanksgiving! We have a lot to be thankful for. If you live in the United States you are better off than ninety plus percent of the world's population and most of our club would be on the top couple of rungs on that ladder too. Don't forget our veterans. A couple of our folks are still out there serving.

See you Saturday,

Big How

# **CIRCLE MASTERS FLYING CLUB**

## **MEETING MINUTES for October 2019**

The October meeting of the Circle Masters Flying Club was held at the Dan Tetzlaff Memorial Flying Field on Saturday October 7th. The meeting began at 1:06 PM when Pres. Chris hammered the meeting to a start. He asked if the members (11) had received the Circulator and had read the minutes contained therein. The members present acknowledged that they all received the newsletter and read the minutes, whereupon they found no errors. The minutes stood as published.

The Treasurers Report was presented by Wayne. His report was approved as presented.

**REPORTS & ANNOUNCEMENTS:** Wayne reported that the check to the Honor Flight has not yet been sent but will be sent next week. In addition, he reported that a new AMA Flying Site improvement program has been implemented. They have increased the grant from 10% to 25% and up to \$3,000.00 and a grant may be requested each year. Wayne reminded the members that election of officers will be held at the November meeting. At this time, it is not clear if the Vice President's currently held by Melissa Olson will be vacated. The president and secretary/treasurers' offices will remain the same for 2020 as they were in 2019.

**OLD BUSINESS:** A discussion regarding weed control for next year brought about a vote to continue this program next year. Jason will check to be sure the spring application is scheduled for 2020. Pete began a discussion on the 2020 contest. He will be changing the stunt format as well as changing to an August date. He was seeking to quit as Contest Director but was convinced to remain. A final discussion regarding the flight demo at the "Steam Show". Wayne suggested that we fly one longer show and after noon could be dedicated to "training flights". Other suggestions were presented but no decision was made. Further discussion and planning will occur at a future meeting.

**NEW BUSINESS:** A discussion regarding the December Christmas Party ensued. The library is available as is Mike's place of business. A decision will be made at the November meeting.

**WEB SITE BUSINESS:** None.

**OTHER BUSINESS:** None.

There being no further business Chris as for a motion to adjourn and this was quickly moved and seconded. Meeting adjourned at 2:09 PM.

Submitted by Wayne M. Schmidt Secretary/Treasurer

10/15/19

# Upcoming Events

---

November Meeting: Saturday November 2nd at Pauline Haass Public Library N64W23820 Main Street, Sussex, WI 53089 at 1:00 PM. Social hour begins at noon. GUEST LECTURER!

December meeting and Christmas Party: Saturday December 7th. Place to be determined.

January Meeting: Saturday January 4th at Pauline Haass Public Library N64W23820 Main Street, Sussex, WI 53089 meeting at 1:00 PM. Social hour begins at noon.

---



**These forerunners of modern RPVs helped train WW II gunnery crews to shoot down enemy aircraft. Part One of a two-part article.**  
■ Hugh Maxwell

THE ARMY called them TQs. The Navy called them TQDs (Target Drone, Engine). By either name they proved to be highly effective autonomous training tools.

The WW II era model airplane came from them. Until then, the war had pretty much been limited to small target aircraft for gunnery training. These drones had several drawbacks. They flew only in a straight line. They didn't look like airplanes. And you couldn't be sure you'd hit one until someone reported the entry of the plane around the target before the shot.

With the advent of radio-controlled autonomous target planes, the primary crews had a chance to practice on something

that looked, sounded, and acted like full-scale airplanes. It almost was that the size and one-third the speed of a full-scale plane, a drone at 100 yards distance approximated a full-scale plane at 300 yards and could simulate all maneuvers and attack conditions of its larger counterpart.

The forerunners of modern RPVs, these radio-driven TQ target planes offered some of the excitement of combat with none of the obvious drawbacks. The primary crews could hardly wait to get a drone. Tracking a drone's 100-watt gas-burn engine was very satisfying, and shooting at it was well then reaching the drone was to make the day worthwhile. Once better was a bit that

July 1992 33

## Learn About the Target Drones of World War II

*Presented by Dave Schroeder*

During World War II, the Radioplane Company built several thousand small radio-controlled model planes for use as aerial targets by the armed services. There were various models, which received designations in the USAAF's OQ-series and the U.S. Navy's TDD series.

At the **November Meeting** Dave Schroeder will be displaying four Target Drone Engines, and give a presentation which follows the History and use of these Target Drone Aircraft, during World War II.

Dave Schroeder has been compiling a photo and historical commentary on this topic. His presentation and will cover the early pioneering of these aircraft by Reginald Denny, development and specifications of each engine, and how they were used, from 1942 to 1945.

**November Meeting Presentation Don't Miss it!**

## **Thanks to Don for sending this article for inclusion in the newsletter**

volatile solvents outside along with the application of liberal amounts of elbow grease if one was to expect any degree of success.

That all changed when I discovered Dawn Power Dissolver®. To say this stuff was amazing is a vast understatement! I applied it to a particularly grungy engine, waited 5 minutes, and lightly scrubbed with a bristle toothbrush. To my great joy, the crud came right off with very little effort. Wow! The label states it is "Ideal for use on dishes with baked and burnt-on grease." Well that is pretty much what the brown oil buildup is on an engine, so no surprise that it works so well. In addition to the quick and easy cleaning which did not require a potentially damaging wire brush, since this stuff is made for dishes, here is no problem using it indoors at the kitchen sink (when your wife is out).

The label advises cautious use on painted metal surfaces and suggests testing a small area first. I have found it to work perfectly well on painted heads and have restored McCoy red heads and K&B green heads to like new condition with no damage to the paint. The occasional tough bit of baked on crud remaining after the first application of the Power Dissolver® will usually go away by spot treating the area. I have found a length of 1/8-inch hardwood dowel sliced at an angle to form a point is very useful for scrubbing tight corners and between the head fins. Then sit back and admire your pristine engine!

---

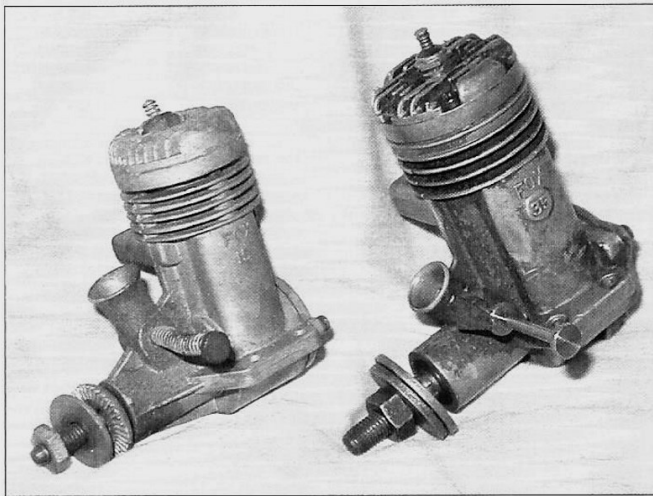
### **Easy Engine Cleaning by Rich Kacmarsky**

NOTE: This is an article I wrote for *Control Line World* several years ago. I hope it will be useful for seasoned and new engine collectors alike.

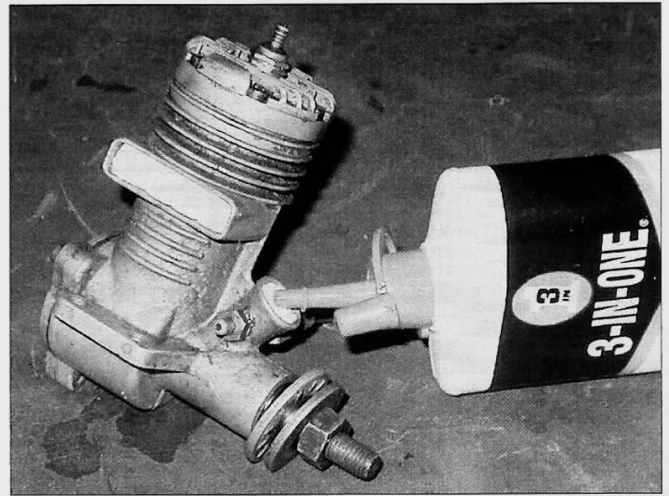
Although most of us like to acquire engines that are in pristine condition, the real bargains at swap meets and on Ebay are usually the crusty 'diamonds in the rough'. Bringing a dirty engine back to life can be more rewarding than adding that 'ready for the shelf' engine to the collection. I have tried many methods over the years including fuel, MEK, paint thinner, anti-freeze in a crock pot, etc. with varying degrees of success. The one thing they all had in common was the need to use these

The process I use is illustrated in the pictures. Most of the steps are aimed at keeping water out of the engine and removing any moisture that does creep in. I only use this process to remove the baked on crud from dirty engines that have not been subjected to a crash or other incident where dirt or other debris might have been introduced into the power plant. If your engine has been the victim of an agricultural flying incident, it should be immobilized, transported, and disassembled for cleaning. A shiny exterior will be of little value if dirt has scored the piston and cylinder. Also, do not skip the final oiling step. Although WD-40 does contain a lubricant that remains on the surface to prevent corrosion, it is not a substitute for a good oiling. Invented in 1953, WD-40 was originally designed to repel water and stands for "Water Displacement – 40th Attempt."





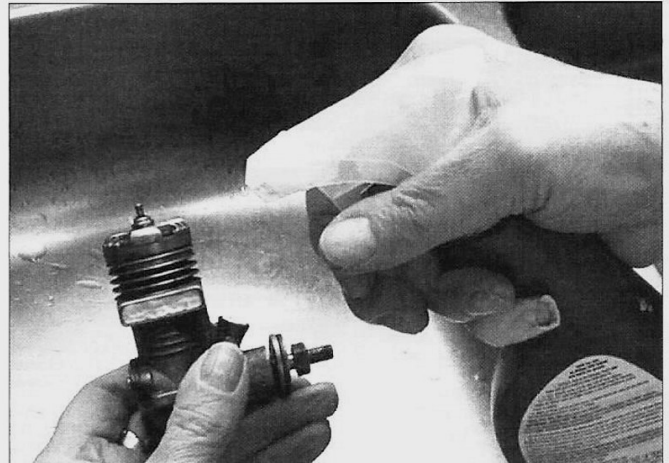
A Fox 35 and a Fox 15 in need of some cleaning



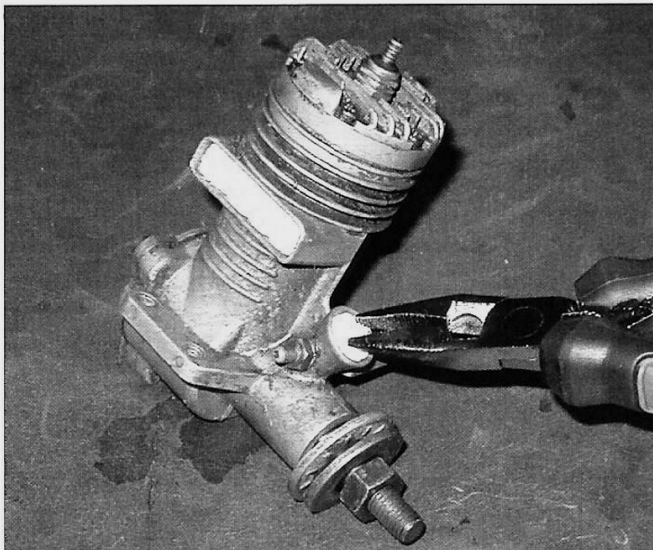
**STEP 3** – Soak the paper towel packing with oil to make it water resistant



**STEP 1** – Rotate the piston so the exhaust port is closed off to water entering the cylinder



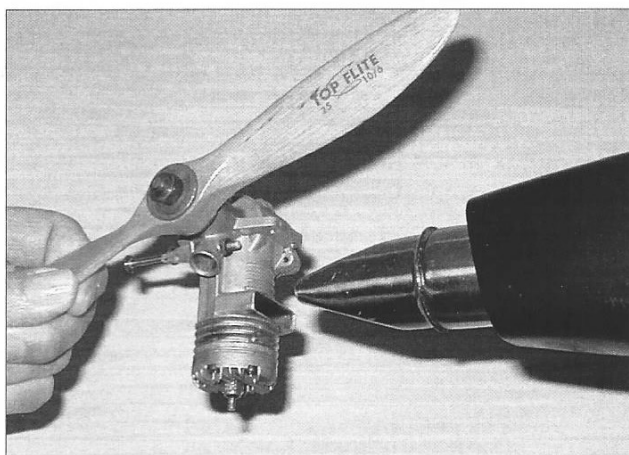
**STEP 4** – Spray on the *Dawn Power Dissolver*® and wait five minutes



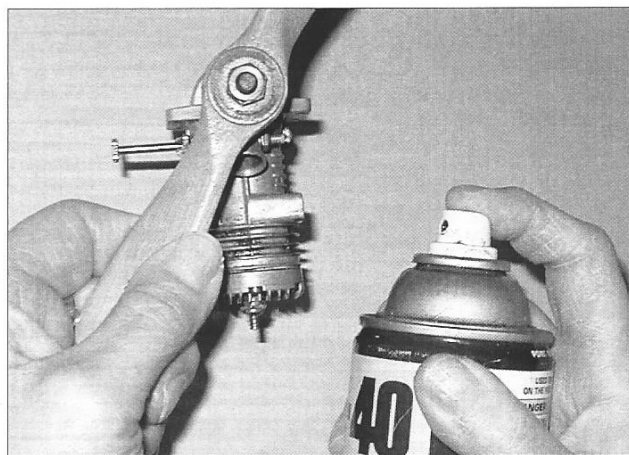
**STEP 2** – Pack the exhaust port and venturi with paper towels. Leave the needle valve in place to block water entry thru the spray bar



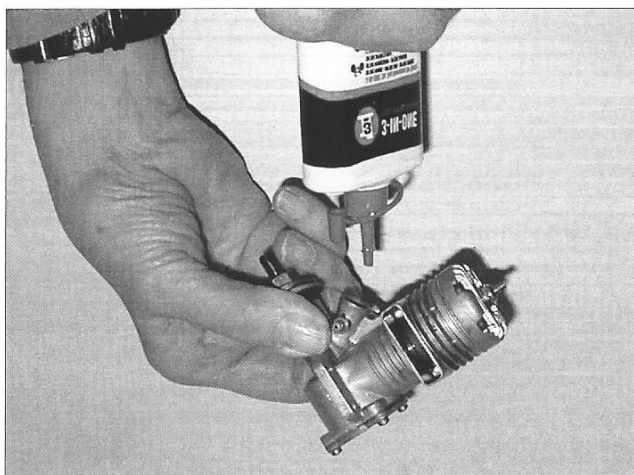
**STEP 5** – Using a bristle brush scrub away the baked on oil and dirt. Place a finger over the exhaust and venturi to keep the water out



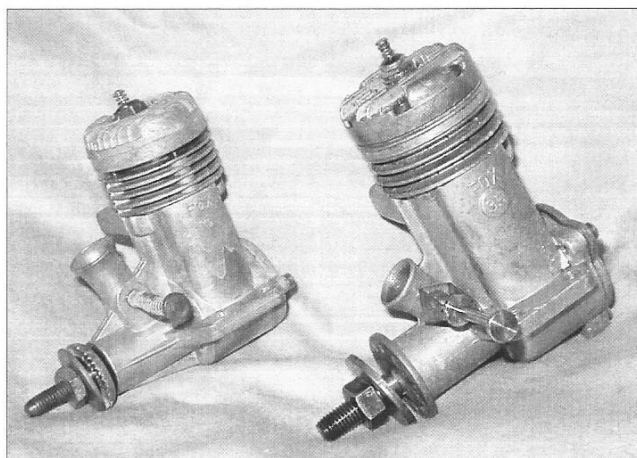
**STEP 6** – Towel dry the engine and remove the paper towel packing. Mount a handle such as an old prop and heat the engine to at least 212 degrees to evaporate any moisture that may have entered the engine



**STEP 7** – After the engine is completely cooled, spray WD-40 into the exhaust port and venturi to remove any lingering moisture (Remove the packing first!)



**STEP 8** – Finally oil the engine thoroughly before storing



**STEP 9** – The end result speaks for itself!

Now some of you may be aware that this product is no longer available in your local supermarket. A few years ago Proctor and Gamble withdrew Power Dissolver from the retail market, probably due to a single complaint and the fears of some corporate lawyer. However it is STILL AVAILABLE from restaurant supply companies and on Ebay. The cost will vary from around \$14 to \$24 per bottle with the difference being the quantity you buy. A case of six is much cheaper per bottle than a single bottle. Get a few guys together and buy a case and save! This price is not bad considering the old supermarket bottles contained 12.8 ounces while the new bottles are nearly triple that amount at 32 ounces.



The old (left) and new (right) bottles



**Falcon Hobby Supply, Inc.**  
The Midwest's Largest R/C HobbyShop

2700 E. Ash St. Springfield, IL. 62703



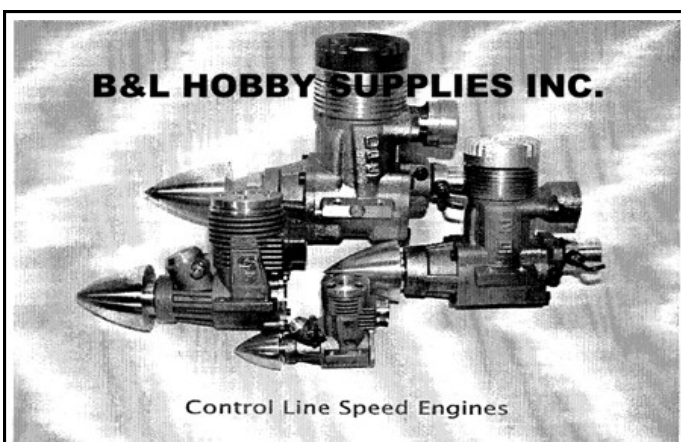
Many Standard blends or blended to your specs.

## Hiawatha Hobbies

**Silvernail Shopping Center  
2026 Silvernail Road  
Pewaukee, WI 53072  
262-544-4131**

### ELIMINATOR PROPS

Steve Wilk  
3257 Welcome Avenue North  
Crystal MN 55422  
763-531-0604  
swilk@cpinternet.com  
Carbon and fiberglass props and accessories  
for all types of competition model airplanes

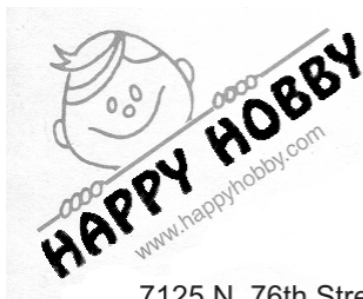


Control Line Speed Engines

- CS and GZ from China and now OPS Engines from Italy
- B & L is now the Distributor for John Newton Products
- Fiberglass Speed Model parts and Aluminum Wings

For more information, please phone, e-mail or send a SASE:

Bill Hughes  
113 N. Chase Avenue  
Bartlett, IL 60103  
Phone - 630.736.6036  
e-mail - williamhughes4@comcast.net



7125 N. 76th Street  
Milwaukee WI 53223  
414-461-6013

### MBS MODEL SUPPLY

Melvin Schutte  
P O Box 282  
Auburn KS 66402 785-256-2583

Lines: solid and braided  
Nelson glow plugs Many other items for  
the C/L enthusiast