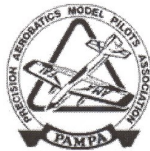


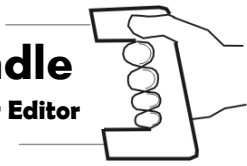
Circulator
Howard Olson, Editor
W14441 State Hwy 29
Bowler, WI 54416



Newsletter of the Circle Masters Flying Club
Milwaukee Wisconsin
Academy of Model Aeronautics Chartered Club # 662
April 2018 Volume 16 issue 4

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

Hi Circle Masters, the newsletter you were waiting for has arrived. The *Circulator* is back again for April. It's getting a little warmer outside so flying time is almost here. Do you have your stuff prepared? Do your lines look like you wound them up with an egg beater last fall because you were so distraught that another season was over? Are your batteries charged? Are they any good? Did your significant other store her (or his, you never can tell) collection consisting of 387 romance novels in a Rubbermaid tote bin on top of your favorite plane? Well, better figure it out. Get those batteries juiced up, look over your lines so Don the Safety Officer doesn't have to go all Chuck Norris on you. I don't know what you're going to do about the romance novel thing, you are on your own there. Maybe even start your engines or make sure the demons in your electric motor haven't fled, or whatever you do to get those things ready. You get the idea, actually prepare for the flying season to start this time.

We have an oddity this month in the *Circulator*. There are two sets of minutes present in this issue. The club president and Mrs. VP met, also accompanied by Don who was chosen as a sort of ambassador in the matter of our club rules. I'm sure everyone is familiar with the unfortunate circumstances that led us to visit the topic, we have beat this to death in several meetings. Anyway, this crew attempted to make some headway so we know for certain how to avoid nasty situations like the one that started this whole mess, and hopefully we can put it behind us for good.

Before the meeting on Saturday, Don is hosting the *Model Engine Collectors Association* "Collecto" over at the Legion Hall in Greendale. The flyer is in this issue. Go over and have a look around. There's time to make it to the meeting after visiting the Collecto. There is usually something interesting but once in a while somebody shows up with a load of stuff that really remarkable. Support this effort than Don is involved with.

What else do we have this time? There's the usual *Name That Plane*, the last one until next fall, then there's the new hit, *Who the Hell is That?* feature where we look at old pictures of members and try to figure out who it is, then we make fun of them. Nobody ever said being a Circle Master was for the thin skinned. And as a little aside, being featured once is no guarantee you won't be showing up in this deal again. I have spies everywhere. I also dug a short blurb out of an old issue of the *Torque Roll*, the newsletter of the National Control Line Racing Association that I hope you find informative.

On a more serious note, Dorothy Tetzlaff has passed away. I'm sure you are aware of this already. As the wife of our late founding club member and long time meeting host Dan Tetzlaff, she acted as a bit of a buffer between Dan and the rest of the world which wasn't always ready for his really shall we say...to the point style. Dorothy was a super good person who offered to let us use Dan's old shop after he was incapacitated. Our condolences to the family and friends of Dorothy Tetzlaff.

I think that's it for this month troops, Once again I am scheduled to work on Saturday but you never know what might happen, if I miraculously appear at the meeting, don't put pictures of me on Facebook with big captions saying LOOK WHO SHOWED UP! Because I probably ain't supposed to be there if you smell my breeze on this one.

Until next time, keep both feet on the wheel.

Big How

Circle Masters Flying Club

Meeting Minutes for: *March 2019*

The March meeting of the Circle Masters was held at the Pauline Haas Public Library on Saturday the 2nd. The meeting which was begun promptly at 1:02 PM was opened by President Chris who began by asking the members (13) if they all had read the minutes from the February meeting. Not all members had received the newsletter and could not read the minutes. Copies were passed out for reading and later in the meeting were asked if there were any corrections. Greg indicated that there was one. He said that he did not say that he would contact Pebble Creek Flyers regarding another joint fun fly. The Secretary apologizes for this error.

The next item of business was the Treasurer's report and was presented by Sec/Treasurer Wayne. This report, which listed all financial transactions of the past month was approved as read.

Reports & Announcements: Wayne reported that the club had received a thank you letter from the Honor Flight for the donation. Don reported on the R/C association continues to search for a president. Don also reported on the recent passing of Dorothy Tetzlaff, wife of the late Dan who was a founding member of the Circle Masters. As per the family's wishes, in lieu of flowers, a donation will be made to Dorothy's church. NOTE: **At this point the recorder failed.**

Old Business: Don (again) said the he would be calling Jim Kudla and telling him that he would not be welcome back into the club, as has been agreed upon.

New Business: Wayne brought up a discussion re: By-laws vs Safety. He stated that both pit and flying safety are important areas that should be applied to any new member. Usually, it cannot be known how a new member responds to safe operation of his model and therefore should be shown around the flying field, field box etc. while informing him on local rules as well as pit and flying safety. The club needs to develop a program for this important subject.

Web Site Business: See above for reason this section is missing.

Other Business: Name that Plane won by Greg/Miller Texas Gem and the Mystery Member turned out to be Don Adriano holding an unfinished Nobler.

There being no further business, a motion to adjourn was asked for. The motion to adjourn the meeting was made by Wayne and was seconded by Greg. The meeting was adjourned at 1:55 PM.

Show & Tell: Secretary forgot.

Submitted by Wayne M. Schmidt
03/14/2019

Circle Masters Flying Club Special Meeting Minutes

Called to order at 4:10 pm on Wednesday March 13th at the Pauline Hass Public Library. Attended by Don Adriano, Chris Sterner, and Melissa Olson.

This special meeting of officers was called to discuss specific topics regarding the club constitution, bylaws, proposed changes, amendments and governing procedures in the interest of clarity, and transparency of membership procedures recently brought into question. Typos and descriptive text to aid in communication and understanding of these documents has been suggested as well as a few specific amendments proposed to streamline membership processes.

Topics of discussion

Membership Specifications

Club Pledge and Safety Rules: Reviewed, renamed, edited, and published for next meeting to be introduced and implemented. This pledge will be used as the official “pledge” specified in Article III Section 1 of the Constitution for all current and future members. Already stated in the constitution it need only be implemented to fulfil its purpose.

Article III Section 4 to be amended: Any person meeting the requirements in Section 1 and 3 may **request (vs. apply)** for active membership **to be voted into club by majority at the next meeting** (instead of **only thru any member or officer**) This would eliminate an application needed. Instead we will obtain the information required by the club secretary to conduct business with all members on the roster. It was further determined to eliminate the “application” online and streamline the membership processes while adhering to the constitution and bylaws. Website will be updated accordingly.

Article III Section 8 to be amended: Adding a Conduct Code.

Conduct Code shall be described as conduct materially prejudicial to the welfare or good name of the club and /or placing the club’s ability to use its current flying site in jeopardy. Conduct resulting in Discipline or Expulsion: Any member failing to abide by the Club Constitution or for just cause, shall be given a one time (1) verbal warning by any Officer or Board Member to desist the conduct. Any subsequent violation will then be just cause for removal. Notification of reason for said dismissal in writing will be mailed to member after all other measures and procedures stated have been duly followed.

Article 7 Section 2- A special meeting shall be called by officers when necessary. **or if 10 or more members request such a meeting in writing. (this was proposed to be eliminated.)** Only those issues which are relative to the stated reason, for which the meeting was called, shall be voted upon.

Article 8 Section 2- Sub B. Any proposed by-law introduced to revise the Constitution must be submitted **in writing** to the club membership at a monthly meeting. It must appear in two (2) consecutive monthly minutes, following introductions, prior to being voted upon. This proposed procedure is being followed with this meetings minutes. Introduced in April, posted April , May, and June at which time it will be voted on.

Further recommendations included cleaning up typos on the entire document, adding descriptive detail for clarification of the Membership Dues and Divisions/Finance area. After

review it was determined that in several places pertaining to dues and membership levels the changes previously recorded were no longer clear or concise.

To clarify, the board proposes adding in Article III-Membership Division, Section 2- ...membership will be divided into three(3) **AMA categories**.

Article IX Amendments, Section 1 thru 3 be retyped in order, with the following verbiage:

Article I, Name, Section 1 – Circle Masters Flying Club.

Article III, Membership Division, Section 2 –

For the purpose of club dues structure, the membership shall be divided into four (4) categories as follows:

AMA Juniors- under 18 years of age individual non family membership

AMA Open – 19 years and older individual non family membership

Family – including children of members under the age of 12

Lifetime and non-flying members- as voted by the membership, shall be exempt from paying both AMA dues and Club dues to participate in meetings and attend functions of the club.

Article VI, Finance, Section 1- The annual dues are as follows:

AMA Juniors as individuals will pay \$5.00/ year

AMA Open as individuals will pay \$20.00/year

Family Memberships shall encompass all family members and will pay \$20/year

Lifetime (non flying participants) are granted free membership via membership vote

Web site changes propose a new look to joining the club:

Requirements for membership

AMA membership

Club Dues \$5-\$20/year

Contact an officer(click here!)

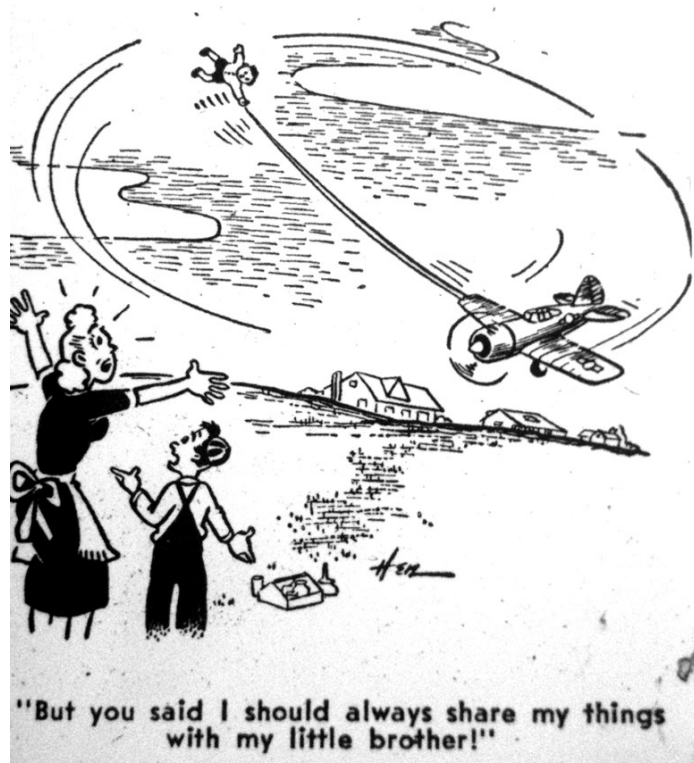
Attend a monthly meeting to pay dues and be voted in

These items discussed are respectfully submitted to the Circle Masters Flying Club membership for vote in June at the monthly meeting. Meeting is hear by adjourned at 6:34pm.

Melissa Olson

Circle Masters Vice President

Wayne and Greg S. circa 1965



WHO THE HELL IS THAT?

I had to doctor up this photo a bit, you know photography technology was a bit sketchy before 1900 or so. Can you guess who this cute little fella is?



Upcoming Events

GO TO THE MEETING YOUR CLUB NEEDS YOUR PARTICIPATION

April Model Engine Collectors Association "Collecto": Saturday April 6th 8:00 AM until 12:00 noon. American Legion Post 416 6351 West Grange Avenue, Greendale. See flyer in this issue.

April meeting: Saturday April 6th at the Pauline Haass Library in Sussex. Social hour begins at noon, meeting to follow at 1:00 PM.

Lisbon /Sussex Eggstravaganza: Saturday April 13th @12:30 PM Lisbon Community Park N78 W26970 Bartlett Parkway Lisbon, WI The club is sending representatives to this community event. If you have grandkids bring them out to participate.

May meeting: **Saturday May 11th** at Sussex Village Park. **MEETING DATE CHANGED DUE TO THE ANNUAL DOG SHOW!** Flying before and after the meeting. Meeting at 1:00 PM.

June meeting: Saturday June 1st at Sussex Village Park. Meeting at 1:00 PM flying before and after the meeting.

Wisconsin Control Line Championships AAA contest: Sunday June 2nd, Rain Date August 4th. Mukwonago High School, 605 West Veterans Way, Mukwonago WI

NAME THAT PLANE



I'm going easy this time to give more members a shot at getting a correct answer. Must be at the meeting to be entered into the final drawing.

Editor's note: The following article is taken from the December 1995 issue of the Torque Roll the official newsletter of the National Control Line Racing Association. The purpose is to give pilots involved in Bi-plane mass flying some pointers on getting into the circle safely when there are multiple pilots/ pit persons in or near the circle. A lot of the material here pertains strictly to the racing arena, but makes interesting reading. If on the other hand it lights a fire under some club members to try racing, that would be awesome!

How to get around a Racing Circle

We all know that any flat foot can pit, but it takes real athletic ability, lightning quick reflexes, superior mental capacity and a strong right arm to be a good pilot. Pilots have been known to leap tall opponents in a single bound, whip faster than a speeding bullet, and smell stronger than a bull.

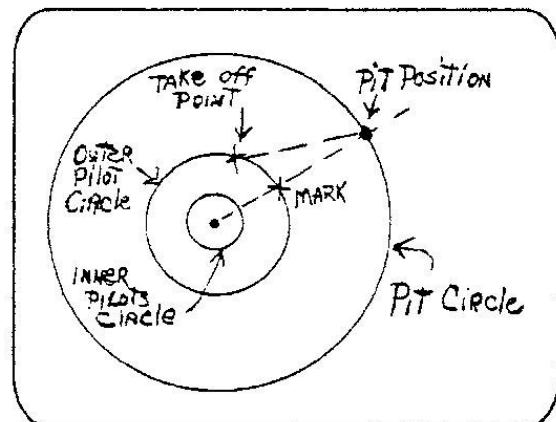
Seriously, no amount of reading or writing will create a good pilot. It is up to you to get out and practice until most of this is second nature. Let's look at racing in three segments: Takeoff, Level Flight, and Landing.

Takeoff

The takeoff is the single greatest source of grief in a race, lines go slack, planes crash, and props are broken. Any of which is enough to ruin your whole day. The cause of these problems is the frequent violation of two basic principles:

1. You've got to be ahead of the plane at all times. That means you've got to pull the plane off the ground and into the air. Don't wait for the plane to takeoff by itself.
2. You've got to be ready. The pitman probably won't check to see if you've fallen asleep while he's doing his thing. So be alert. So let's look at a circle layout. (Fig. 1)

Before the race starts, always mark a spot where you can plant your clodhoppers in the same place every time. This will allow the plane to land at the same spot at each pit. This spot will be directly opposite your pitman's position (fig. 1). This is not the place you stand to take off! Move around the circle a few steps. You've got to be ahead of the plane at all times, even before it is released. Remember to extend your arm as you move ahead of the plane to make up for the increased distance. Pitmen tend to get short tempered when you start dragging the plane into the circle. As the plane takes off you can pull in your arm to take in a lot of slack.



Now how to get from the takeoff spot into the traffic of the inner circle. There are two no-no's here. Do not run around the outer circle. Your plane will be dangerously close to other pitmen. If you hit one, you're liable to break a prop or get blood on your plane. Plus when you are up to speed you will be in a position to wrap lines around the other pilots who are in the circle where they should be.

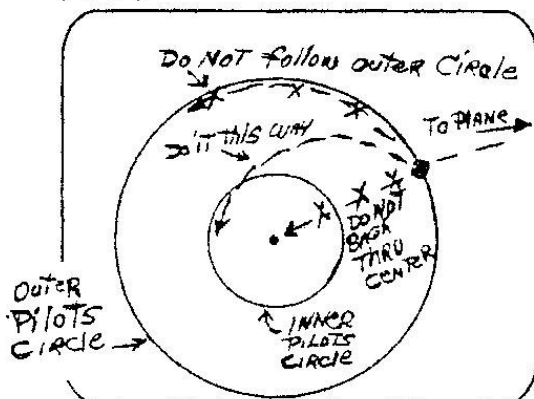
Do not back through the center. This tends to make the other pilots very unhappy and causes line tangles, crashes and hard feelings. The correct route to the center is shown in Fig. 2.

Always move from the outer circle to the inner circle in an arc. Be ready to merge with traffic, this is NO TIME FOR SUNDAY STROLLS. Do not stand straight up the minute the plane is released. Remain at a semi-crouch until you are in the center. If you feel you should stand straight up the resulting line cuts on the neck, head, shoulders will eventually ruin your natural good looks. (of course most pilots I know good looks are already gone)

Level Flight

For some unknown reason everyone thinks you've got to fly high during a race. Well if that's what you want go ahead, but you will lose wing effectiveness, start flying on the prop, generate more heat in the engine, and slow down. Not to mention the judge will be watching you, which will give the other guy a perfect opportunity to whip without being caught.

During the race try to fly as level as possible. all the



ups and downs add distance. Also keep the handle as near to the chest as possible. An extended arm adds about 1/3 mile to a 10 mile race. At 100 MPH that is an additional 12 seconds to your race time.

Along this same line, it should be obvious that you want to walk the smallest circle possible. This is where the competition really begins for the pilot, the battle for the center. You see, those other pilots realize that the center is the place to be. Not only does it shorten the race, but it's a whole lot easier to stand there and pivot around than it is to, continually walk a circle. This is where you have to look out for yourself. I've rarely seen a judge who realizes what's going on out there (they're usually too busy trying to get everybody to quit whipping). Just lean in there and let the other guys know you expect them to play fair.

Don't get lulled to sleep just because everything is going along smoothly. You must be alert at all times. Be aware of what is going on around you.. especially when one of the other teams is shutting off or getting back in the air. If someone else gets into trouble, it's a whole lot easier to make an extra pit than get involved in a line tangle, or midair. Also keep an eye on your pitman may be trying to get you to pit, or quit whipping.

Landing

The landing sequence begins at shutoff and ends when the plane is safely cradled in the pitman's arms. The objective here is to get the plane to the pitman. If he has to move at all, you will be losing valuable time. So shut off far enough out so the plane arrives at the pitman at some reasonable speed. One lap out is usually a good place to begin. Hit the shutoff right over your pit position. There is really no need for all that radical climbing and diving action commonly seen during a shutoff. This only endangers other fliers, who may not be ready for your aerobatics. A quick down and return to neutral shouldn't cause you to lose significant altitude. By all means, learn to shutoff on the first try, Relax! Wait until the next lap and try again. Otherwise you will end up shutting off a half-lap out, which means the plane will either land a half lap from the pitman (very bad! and the pitman will tell you) or you will have to whip the plane a lap and half (also bad). Once you hit the shutoff, get your body out of the pilots circle and your plane out of the traffic pattern. A few rapid shakes of up and down control should kill off any excess airspeed. By this time you should be ahead of the plane again. When the plane is 1/8 to 1/4 lap out you should be firmly planted at your marked landing spot. The plane should roll straight to the pitman. As soon as he catches it move to your takeoff spot and get ready.

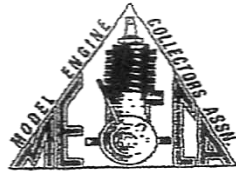
How to Practice

The only way to really practice is to mark off the circle so you can get a feeling for the relative distances involved, directions to move, and timing required. Practice walking a small circle until you can walk around one spot for hundreds of laps without looking down all the time. It should take about 4 steps to go around the proper sized circle.

Practice flying with the handle pulled into your chest. It's a little awkward at first, but feels natural once you get used to it. Also try flying with the handle held above your head, just in case you have to pass a tall pilot. When practicing alone, follow the correct routes between the inner and outer circles until it's second nature. Once you feel comfortable alone, find a second team to fly with. Do lots of passing and pitting until you can do everything smoothly without running into the other guy, falling down, or crashing.

Finally, if you feel like it practice with three pilots. You'll notice that passing with three in the center is a little more difficult, usually because the guy doing the passing has walked and passed everything at the same time. You've got to keep moving!

I hope this article has been worth reading. If we end up with even one more pilot, it will certainly have been worth it. Now, let's get out there and work together. I think the team work involved in racing is one of the most enjoyable aspects of modeling.



17th ANNUAL SPRING & FALL IN WISCONSIN

MECA Region 5

Collecto and Hobby Swap Meets

Saturday April 6, 2019 8:00 am – 12:00 Noon

Saturday October 12, 2019 8:00 am – 12:00 Noon



Set up at 7:30 am

American Legion Post # 416

6351 West Grange Ave.

Greendale, WI

Directions in Milwaukee from I-894 Bypass

Exit #7-60th Street/South 1.2 miles to Grange Ave.

West 0.3 miles to Post #416



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