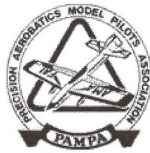


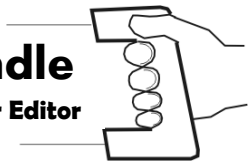
Circulator
Howard Olson, Editor
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Newsletter of the Circle Masters Flying Club
Milwaukee Wisconsin
Academy of Model Aeronautics Chartered Club # 662
February 2017 Volume 14 issue 2

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

Greetings dear Circle Masters, the *Circulator* is here once more for your reading pleasure. This month we have a real treat. Wayne has been working on a building project that appears to be very involved. Let this be an inspiration to you to get some new models built. We only have a couple more indoor meetings folks and then it's time to head over to the field and crank 'em up! So we have Wayne's article and a cool old pic from Ron W. And then we have the submission you sent in... what's that? You didn't send me anything for the newsletter?

You know how I'm always attempting to get more of you guys to enter scale at our contest. This month I am running another in the series of articles I have done that include complete documentation for a full sized prototype. I think that collecting good scale data is the toughest part of scale modeling. While judging at our contest, there are many instances where the entrant has included pictures that are not all of the same particular aircraft, probably in an attempt to provide complete outlines of their chosen subject and then the markings don't match their plane because they couldn't find both an outline and proper markings in the same picture. This year, the dehavilland Chipmunk is the plane that I am providing documentation for. The old Chippy makes a good ship to model, it has fixed, relatively wide stance landing gear. The Chipmunk's general configuration also lends itself well to being modeled. There is nothing particularly complex about the plane's outline and the moments are well suited to modeling with a just right nose length, not requiring a bunch of ballast etc. There are two basic configurations for the Chipmunk. One has a "greenhouse" type canopy and the other is a bubble type. There are also modified Chipmunks out there, souped up for airshow work a la Art Scholl, but we aren't getting into those here. If you get after it, you could scratch build a half-A or even a plank winged .15 sized Chipmunk in one weekend. Better yet, do one of each and enter profile and half-A with the same documentation! Now you don't have an excuse. Build a Chipmunk and enter scale competition.

If you took a look at the latest issue of Model Aviation you will notice that the Federal Aviation Administration is hard at it attempting to regulate model aircraft. At least the AMA is working on minimalizing the effect this has on the modeling community. So far, the feds have not bought into the AMA's insistence that by being an AMA member, you are part of a self policing organization with a formal safety code and a long standing history of operating model aircraft with very few problems. You may feel pretty detached from this issue if you fly only control line models, but not everyone is convinced that any form of aero modeling is exempt from FAA meddling. Also, if you were in the unfortunate spot to have to answer to an FAA official about a model aircraft activity, don't count on them knowing or caring about the difference in methods for controlling models. Back in 2012 congress passed a law that insulated model aircraft from excessive government regulation. However that doesn't stop the FAA, an agency with a history of answering to no one when it comes to rule making. Think IRS here, wrong or right they generally get their way and you don't have the resources to fight them on it. Maybe a new administration coming into power with an inclination to reducing bloated government bureaucracy will help us out down the road. For now, I'm not registering model airplanes.

Name That Plane is back this month. This could be the final year for this feature. The response has dwindled to practically nil and I don't need to complicate the newsletter process if nobody wants to play along. The unique specimen we have this month reminds me of a similar ship that I saw being demonstrated at the Oshkosh fly-in many moons ago. The pilot just barely lifted the machine off the ground, but the noise was enough to make you soil your drawers! I regret not having pictures of that fire breathing animal.

Just for kicks, I threw in a poster put out by the FAA with tips on how to operate your model aircraft. It is obviously aimed at the drone crowd. This comes to us courtesy of the Flying Electrons club and their *Flypaper* newsletter.

Both the boss and I should be able to attend the February meeting, I hope you will make every attempt to be there also. Former member Mike Wood is planning to join us at the February meeting. Mike has a few items to sell including a piped PA stunt engine.

See you Saturday,

BigHow



CIRCLE MASTERS FLYING CLUB

Meeting Minutes for JANUARY 2017

The January meeting of the Circle Masters Flying Club was held at on January 7th at the Sussex Public Library. The meeting was preceded by a video telling the story of Lake Michigan aircraft carriers used during WWII.

The meeting was brought to order by President Greg @ 1:10 PM. All members (11) had received the December newsletter and had reviewed and approved the minutes from that months meeting.

The treasurer's report was presented by club Secretary/Treasurer Wayne. He outlined the financial activity for the club during the past month. His report was approved.

REPORTS & ANNOUCEMENTS: Wayne read a letter he received from the library thanking the club for their support in purchasing a brick which will be installed in the spring. Wayne asked the members present if anyone saw the need for membership cards. They are placed in our wallets each January and never removed until replaced the following January. The club voted to abandon this practice. **NOTE:** About this time the recorder died so the balance will be dependent on the secretary's failing memory.

OLD BUSINESS: Pres. Greg asked who will be working the R/C Auction to be held tomorrow. Pete commented that he has heard nothing regarding his timely filing for our 2017 contest. Greg asked if the members were interested in another Pebble Creek Fun Fly. He will talk to the Pebble Creek guys at the next R/C assoc. meeting in February.

NEW BUSINESS: John asked if any interest in a March static display at EAA held in conjunction with a Family Flight Fest. Will discuss at next meeting.

WEB BUSINESS: Dave reported that he has not done any site updating due to long work days. All business having been discussed, Greg asked for a motion to adjourn. It was moved and seconded to adjourn the meeting at 1:40 PM.

SHOW AND TELL: Randy's Baka Bomb and P-38 short kit.

Submitted by: Wayne M. Schmidt, Secretary

01/13/2017



Attached is a photo for inclusion in the newsletter. It is of my Goldberg Cosmic Wind and me at Milwaukee County Stadium parking lot, circa 1965. I used to like to fly there as it was paved with plenty of room and nobody cared or bothered us. The airplane had a Merco 35 with throttle and 3 line control. I'm currently building the Brodak version of this Cosmic Wind with the electric conversion.

Ron



WHAT AM I BUILDING NOW

By
Wayne M. Schmidt

I started to build this Balsa USA 1/6 scale Nieuport 28c-1 in January and am still working on it. I put in about two to three hours most week day afternoons on this model and did not miss many days. The kit was designed for R/C flying and I have converted it to C/L operation. I have sent along several pictures but do not know which will be selected for publication so I cannot comment on that.

My engine choice is an O.S. Max .46FX. I wanted to power it with the Magnum .52, four cycle I had recently purchased but due to the short nose which is typical of WWI aircraft there was no way to fit it as the engine is too long. I will control it with a standard Roberts three line bell crank. The kit was designed as a semi-scale model but I have taken it further with scale wheels, machine guns, steel flying wires and pilot. My goal is to have this model ready for the Armed Forces weekend in May and to compete in our contest in June.

If you also are building a model this winter, I hope you are having as much fun as I am building this Nieuport 28c-1.



Upcoming Events GO TO THE MEETING

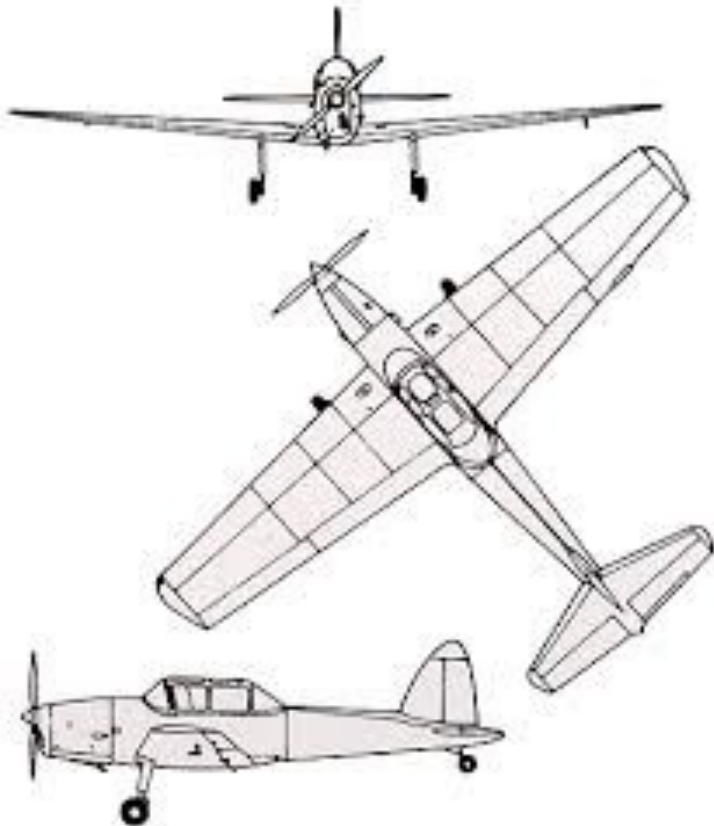
February Meeting: Saturday February 4th, Pauline Haass Public Library, Main Street in Sussex. Meeting at 1:00 PM Social hour begins at Noon with movies etc.

March Meeting: Saturday March 4th, Pauline Haass Public Library, Main Street in Sussex. Meeting at 1:00 PM Social hour begins at Noon with movies etc.

April Meeting: Saturday April 1st, (no foolin') Pauline Haass Public Library, Main Street in Sussex. Meeting at 1:00 PM Social hour begins at Noon with movies etc.



Ok here's a true original. I will even help you out and say that this marvel of aviation technology appeared in the August 1949 issue of a magazine that was *Popular with Mechanics* if you get my drift. I don't know how this amazing machine faded into obscurity. A helicopter powered by two monster pulse jets? Pure genius at work. I hope they are wearing ear plugs and the fella with the pompadour might want a helmet like his friend. If some brave soul wants to build a model of this beast, I'm good for a Hobby King pulse jet engine to support the cause. How about it Don? I wonder how many cans of Coleman fuel it takes to fill the tank on this buggy and who is going to run the tire pumps?



deHavilland DHC-1 Chipmunk

General characteristics

- Crew: 2, student & instructor

- Length: 25 ft 5 in (7.75 m)

Wingspan: 34 ft 4 in (10.47 m)

- Height: 7 ft in (2.1 m)

- Wing area: 172 ft² (16.0 m²)

Empty weight: 1,517 lb (646 kg)

- Loaded weight: 2,014 lb (953 kg)

Max. takeoff weight: 2,200 lb (998 kg)

Powerplant: 1 × [de Havilland Gipsy Major](#) 1C, 145 [hp](#) (108 kW)

Hobby / Recreational Flying

What Can I Do With My Model Aircraft?

Having fun means flying safely! Hobby or recreational flying doesn't require FAA approval but you must follow safety guidelines. Any other use requires FAA authorization.

AVOID DOING ANYTHING HAZARDOUS TO OTHER AIRPLANES OR PEOPLE AND PROPERTY ON THE GROUND

- ✔ **DO** fly a model aircraft/UAS at the local model aircraft club
- ✔ **DO** take lessons and learn to fly safely
- ✔ **DO** contact the airport or control tower when flying within 5 miles of the airport
- ✔ **DO** fly a model aircraft for personal enjoyment
- ❌ **DON'T** fly near manned aircraft
- ❌ **DON'T** fly beyond line of sight of the operator
- ❌ **DON'T** fly an aircraft weighing more than 55 lbs unless it's certified by an aeromodelling community-based organization
- ❌ **DON'T** fly contrary to your aeromodelling community-based safety guidelines
- ❌ **DON'T** fly model aircraft for payment or commercial purposes



For more information about safety training and guidelines, visit www.knowbeforeyoufly.org

For more information, visit
www.faa.gov/uas



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