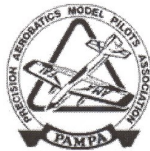


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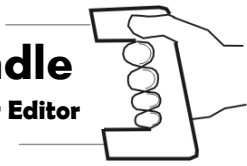


# Circle Masters Circulator

Newsletter of the Circle Masters Flying Club  
Milwaukee Wisconsin  
Academy of Model Aeronautics Chartered Club # 662  
November 2017 Volume 14 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 Masters and other interested parties. We have another newsletter all ready for you with some great stuff included so have a read and look at the pretty pictures.

First off: It is the Thanksgiving season and we should all be giving serious consideration to what we have to be thankful for. If you live in the United States and are considered middle class, you are better off than approximately ninety-five percent of the people around the world. That's a good place to start being thankful. You also might be full of gratitude for having such a wonderful newsletter every month, but the ninety-five percent thing is a much bigger deal. I personally am gushing with thanks to Dennis B. who took the time to write us an article for inclusion. Dennis has a real ability for covering model airplanes with materials that the rest of us probably wouldn't think to use. Remember his great looking ships done up with silk from thrift shop dresses? I bet he didn't look like some kind of nut shopping for those. Oops, humor like that is no longer acceptable and we all know how much Big How worries about things like political correctness. Don't we?

Moving right along here. The year is grinding to a conclusion and that means club officer elections are coming up. I know a couple of guys who are going to be nominated for president. Greg took his turn and now somebody else deserves the honor. Maybe you know who you are and maybe not but somebody has to do it. Look at the up side to this. We have a club that's pretty darned vibrant considering the niche market we are in, being U/C and not R/C. I get newsletters from several toy airplane clubs, all larger than ours if you check out their rosters and yet we typically bury them when it comes to the number of peeps showing up at monthly meetings, doing community outreach events and Don's fave, helping at the swap meet. Where we seem to lag behind some other clubs is in the number of formally scheduled flying events like contests and fun flies. This too is headed a good direction with the inclusion of combat bouts at our annual contest. Some of you fellas have been knocking around the idea of branching out even more, possibly tying carrier events in with our yearly gig. Call me a skeptic, actually go right ahead, compared to what I get called at work all day, that's child's play, but that's where our smaller club size would make things dicey at the contest. We have experienced an influx of new members of late which should help. Even though there was some uncustomary drama with at least one disgruntled member being "shown the door" this past year, the good ole' Circle Masters are in pretty good shape. Who wouldn't want to be club president? Except for me, my hands are full with the newsletter.

Last but not least: I hope you guys are building planes for the big building competition that Dave instigated. Also, now we are trying to do the Cox product engine shoot out with most of the challenge being getting one of these wrecks to start. I think this should be wrapped up with a junk yard war type deal where we have teams and have to build and fly a model in a minimal amount of time, like an hour. That's the kind of thing that could soil a proud eighty year history of control line aviation in one stroke and reduce it to the equivalent of a modeling stone age! What a beautiful idea.

Since our last flying meeting of the year turned out to be a bit of a bummer with lousy weather, we should all commend Chris for braving the twenty five mile per hour winds and closing out the season with some entertaining Bi-Slob flights. Pictures are in here courtesy of VP Melissa.

Name that plane is back. I haven't finalized the rules yet but if you don't go to the meetings, you don't win is still the deal.

See you later,

Howard

**CIRCLE MASTERS FLYING CLUB**  
**Meeting Minutes for October 2017**

The October meeting of the Circle Masters Flying Club was held on Saturday October 7th at the Dan Tetzlaff Memorial Flying Field. It was not a great day for flying but despite the wind Chris put in some great Bi-Slob flights.

The meeting was called to order by President Greg at 1:10 PM. There were fourteen members in attendance. The 14 members were asked if there were any errors or changes to the minutes; there were none and the minutes were approved as published.

\*\*\*

The treasurer's report, which included all transactions recorded since last months meeting was read by Wayne. This report was approved as read.

**REPORTS & ANNOUNCEMENTS:** Our Gold Leader Club status has been re-established, thanks to Dave. While reading Model Aviation he saw that we were not listed so I contacted AMA and it was corrected. Wayne also reported that the search for an appropriate field storage box has found nothing suitable. The search will continue. Greg announced that he will not continue as club President after this year. Someone needs to volunteer to run for this office and not the same people who have done it before.

**OLD BUSINESS:** \*\* Unknown at the time, the recorder ceased recording\*\*

**NEW BUSINESS:** Dave began a discussion on his new idea; A winter building contest. He outlined the basic concept and it was discussed for awhile. It was received well and all thought it was a good idea. (Note: since the meeting he has emailed all members, rules and forms to fill out) He stressed that we all need to participate. Melissa asked for volunteers for the library display coming up in April. I will only be a cabinet display.

**WEB BUSINESS:** None

All worthwhile business having been discussed, Greg asked for a motion to adjourn. It was moved and seconded to adjourn the meeting at 1:50 PM.

**SHOW AND TELL:** Randy had a box of Cox engines and parts to dispose of.

Submitted by: Wayne M. Schmidt, Secretary/Treasurer

10/17/2017

# October Meeting Pictures



# *Upcoming Events*

GO TO THE MEETING WE ARE OFFICIALLY INDOORS

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November Meeting: Saturday November 4th at Pauline Haass Memorial Library N64 W23820 Main Street in Sussex , across from Pggly Wiggly in the municipal complex for you newer members. Meeting begins at 1:00 PM with social hour starting at Noon. We need a movie or other presentation for this, please consider what you can do.

December Meeting and Christmas Party: Saturday December 2nd at Mike Strand's Shop. Party begins at noon with meeting to follow. Bring something to share. Mike will be providing directions to his business before the December meeting. We can hash out the details at the November meeting.

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**NAME**  
**THAT PLANE**



# WHAT COLOR IS YOUR PARACHUTE MATERIAL?

## Covering with parachute material by Dennis Bogie

The pictures are parachute fabric used as wing covering on a Ragallo project I had previously built. The paint I used is Jason's suggestion, Polycrylic from Minwax and it seem to work well together. The fabric is not eager to allow any liquid through it, so I applied one coat to the frame work and another coat to both sides of the fabric and that allows the fabric to stick well to the ribs and leading and trailing edges. The fabric is very light and has some glass running through it so it is very strong. A slight tug on it, or a gentile repositioning removes any wrinkle and you done. I also noted that two coats of Polycrylic will produce a nice sheen.



Continued on next page

OK let take a second look at the parachute material using it as a wing covering with polycrylic as a replacement for Aero gloss Dope. I should have stated on the onset that I came by a large model stunt ship and after some research I wanted to be able to cover the wing and tail section with items I already had or be able to go to most hardware or hobby stores and purchase said items locally. Secondly I have never been satisfied with the shrink on plastic wing coverings that I could pick up at my local hobby center. I was kind of in a quandary until Jason Netteschiem told me that he had some luck with Polycrylic and polyspan so I tried it and also had some success however the skin tension seemed to be dependent on the amount of humidity and on a very wet day you could have a fair amount of material sag. I tried a lot of different types of silk off of E-Bay. It wasn't until the last plane that I thought of the fiberglass in the material might make a solution for several of the problems I was faced with.

Now if you remember the first attempt to cover the tail section of the plane went pretty well. I discovered that Polycrylic would not easily permeate the material so I put down a base coat of Polycrylic on all the ribs, and leading and trailing edges and then on the top and bottom side of the Polycrylic. I notice thru experimentation that the edges of the parachute material would curl slightly so I tried to use that small windfall to my advantage. I also noted that all you had to do was put the material down and tension out some of the wrinkles and you were done. I thought it looked great it was taught and the material seemed to fill easily because the polycrylic just seemed to build up on the outside of the fabric. It dried pretty quickly and looked good, at that point I thought it was hard to make a mistake.

The other side was more difficult that what I imagined it would be. I started the project pretty much the same way , looking for the slight curl in the material and trying to advantage of it where ever I *could*, but I noticed that the material did not want to cover areas like the tail tips and the leading edges. I also noticed that it was not as easy to get the wrinkles out of the freshly laid down material. I worked on one section for some time and I became so frustrated I just walked away, it really didn't make any difference how many wrinkles were on the surface, but low and behold when I returned the following day, and thinking that I would have to start all over, I found a complete taught surface that looked and felt great

Upon closer scrutiny I found that heavy coats of polycrylic did NOT seem to be able to heal the line where top met bottom, front and rear, and I also found an area under the fabric where it did not appear to have been glued by the preliminary base preparation of the Polycrylic . However I found that as very light layer of Sig-Ment caused all gaps and loose spots to be brought together and any loose spots were secured, and all without a loss of any of the material tension.

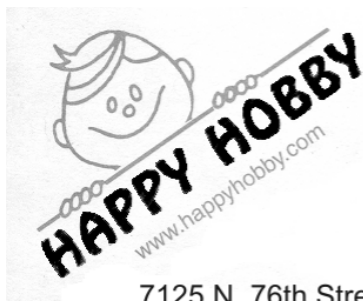


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