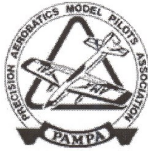


Circulator  
Howard Olson, Editor  
W14441 State Hwy 29  
Bowler, WI 54416



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

October 2016 Volume 13 issue 10

## 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)

Hi Circle Maulers, here we are again, staring down the barrel of another *Circulator*. October has worked its way around again, so you know what that means. The official close of the Circle Masters flying season with the last outdoor meeting until next spring. I was not able to attend as many club functions this summer, the job has a nasty way of interfering with my control line schedule. If we could just convince people to stop flying on weekends it would help me out a lot. That probably won't happen.

Now that the weather is turning a little more chilly, it's time to start getting out the glue and x-acto knives again. Unlike our friends in southern states we have two distinct model airplane seasons: Building and flying. I don't know about the rest of you guys but I have quite a line up. Probably more than I can possibly manage, however, if you don't start, you won't have anything to fly or smash for next summer. There's a new gyro in the works, I have a bi-slob to finish and I want to build a Jerry Who racer that has been on the to do list for a while now. What about you? Any cool new stuff in the works? Make sure you bring your projects to the meetings so the rest of us can be inspired and then get all green with jealous rage.

Have you taken a look at ebay lately? There's a real phenomenon going on that I never anticipated. We all know how guys love to hate Fox engines. They don't like to hot start, require messy fuel with a boatload of castor, insert favorite gripe here... Well, since Fox stopped producing engines, the ones that are out there have apparently undergone a miraculous transformation and are now made of gold. The best part is, good ol' Fox .35s are leading the way! Whodathunkit? A couple years ago, a Fox .35 would be put up for sale online for fifteen bucks and not even get a bid. Some are now going for crazy money, especially the 40th and 50th anniversary models. The old ones with the unbridged exhaust port also go for more. I have never gotten into the Fox bashing thing. I have some real good ones. Also, would Fox have sold millions of engines if they had no redeeming qualities? A well broken in Fox will give you years of reliable service. The problem that I see with Foxes is that their non ABC engines suffered from outdated metallurgy. The result is that without a good bunch of oil in your fuel, (and subsequently all over your model) the piston fit would go away. Fox was dragged into the modern era a few years ago and came out with ceramic coated cylinders. Unfortunately, it was too late to save the brand, especially with the onset of the electric motor and you know how much I love those dandy things. So, think about those grimy Foxes you have in the drawer. Those old girls might be more valuable than you thought. Combat Specials and "X" models are getting big bucks too but those have always commanded higher prices. The real old .59 stunt engines are out of sight pricewise. This craze will likely pass when the guys snapping them up for collections realize that every time they buy one, eight more pop up for auction. For now, when you are out on the field flipping the prop on that old Fox, swearing to replace it, appreciate it as the collector engine you never knew it was. If you want your Fox to run better while stunting the place up, read the article Dave sent us this month. A simple project anyone should be able to duplicate. Thanks Dave.

Enjoy the newsletter, there's a plan in here from our friend Walt Musciano that you might find interesting. No meeting for me this month. Work wins again. The good news is, next month is looking better. No info on the VP. It's unknown if she has to work Saturday as this is being written. You probably don't have to work. Go to the meeting and fly if possible. Might be your last chance for the year!

See you later,

Big How

***CIRCLE MASTERS FLYING CLUB***  
***Meeting Minutes for SEPTEMBER 2016***

The September meeting of the Circle Masters Flying Club was held at the Dan Tetzlaff Memorial Flying Field on Saturday September 3<sup>rd</sup>. The meeting was preceded by a flying session as usual.

The meeting was brought to order by the Secretary Wayne @ 1:03 PM. All members (12) had received the August newsletter and had reviewed and approved the minutes from that months meeting. Two new members were in attendance.

\*\*\*

The treasurer's report was presented by club Secretary Wayne. He explained that once again there were no transactions so the treasury balance remained the same. This report was approved.

**REPORTS & ANNOUNCEMENTS:** Wayne was forced into explaining how his mindless actions caused the wounds to his arm and finger. This done, he promised to not do it again.

**OLD BUSINESS:** Club member Jason, who is also a member of the Antique Tractor Club, reported that there were approximately 2500 who attended the Steam Tractor Show. An expanded Car Show was added this year which was well received. Overall attendance was down.

**NEW BUSINESS:** The club voted this year to donate money to the Honor Flight of Wisconsin. Wayne will send them a check along with a letter.

Pete began a discussion regarding the possible change of dates for the club contest due to poor weather in June. He pointed out that there are no other available dates. It was decided to keep the early June date.

**WEB BUSINESS:** None.

All business having been discussed, Wayne asked for a motion to adjourn. It was moved and seconded to adjourn the meeting at 1:40 PM.

**SHOW AND TELL:**

Submitted by: Wayne M. Schmidt, Secretary

09/23/2016

# *Upcoming Events* FLY WHILE YOU CAN THE YEAR IS WINDING DOWN

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October Meeting: Saturday October 1st, Sussex Village Park flying field. Meeting at 1:00 PM with flying before and after. Last outdoor meeting for the year.

MECA collecto swap meet: October 8th See flyer in this newsletter.

November Meeting: Saturday November 5th, Pauline Haass Public Library, Main Street in Sussex. Meeting at 1:00 PM Social hour begins at Noon with movies etc.

December Meeting and Christmas Party: Saturday December 3rd, Pauline Haass Public Library, Main Street in Sussex. Party begins at Noon. Short meeting to follow. Bring something to share.



These two guys were spotted at the Treetown contest in Aroura IL helping out.

Photo courtesy of Slack Lines



**2 MECA Region -5-**



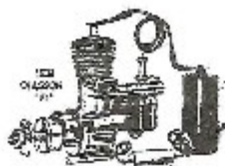
## **Collecto and Hobby Swap Meets**

**Saturday April 09, 2016 8am.-12noon**

**Saturday Oct. 08, 2016 8am.-12noon**

**Set up at 7:30 am**

**American Legion Post #416  
6351 West Grange Ave. Greendale, Wi.  
Adjacent to Ray and Dots Tap**



**Directions in Milwaukee from  
I-894 Bypass, Exit #7 - 60<sup>th</sup> Street  
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head west 0.3 miles to Post #416**



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BUY-SELL-TRADE-FREE APPRAISALS  
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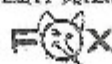
**Tables \$10.00 each (includes one admission)**

**\$20.00 non-MECA member**

**\$5.00 General Admission (under 12 free)**

**Contact Don Adriano @ 262-677-2835**

MILWAUKEE ENGINEERING CLUB



# FIXING THE "FOX BURP"

Submitted by: Dave Siegler

Much has been written on how to make a fox 35 work as a stunt engine. They vibrate a lot, they need extra oil because the cooling fins are too small. The case is light and you can warp it if you are not careful when you tighten the head or muffler.

Even with all its problems Duke had a winner. It was an awesome light inexpensive engine that did the 2-4-2 very easily. It won a lot of contests. Has its own racing class and is either loved or hated by all.

There was a lot of rework, chrome cyliners, hemi heads, stuffer backplates and pixi dust in the intake to make them run better.

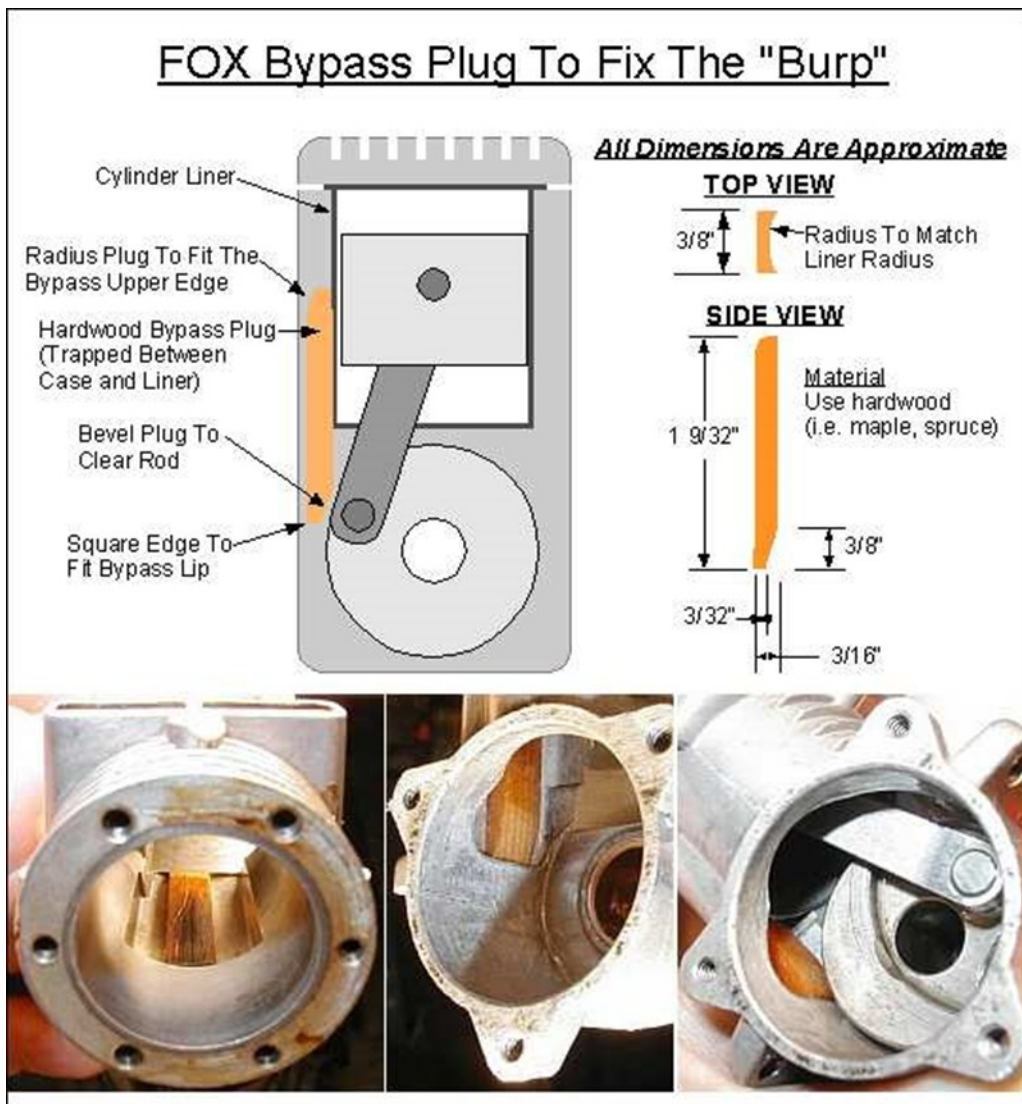
One of the worst problems happens when running them as a profile in a rich 2-4-2 mode. Many engines cut out on outside maneuvers like the intersection of the 8. This has been called the fox burp. A very simple reduction of the oversize bypass will fix it. I believe Frank Williams from Dallas was the first person to understand this problem.

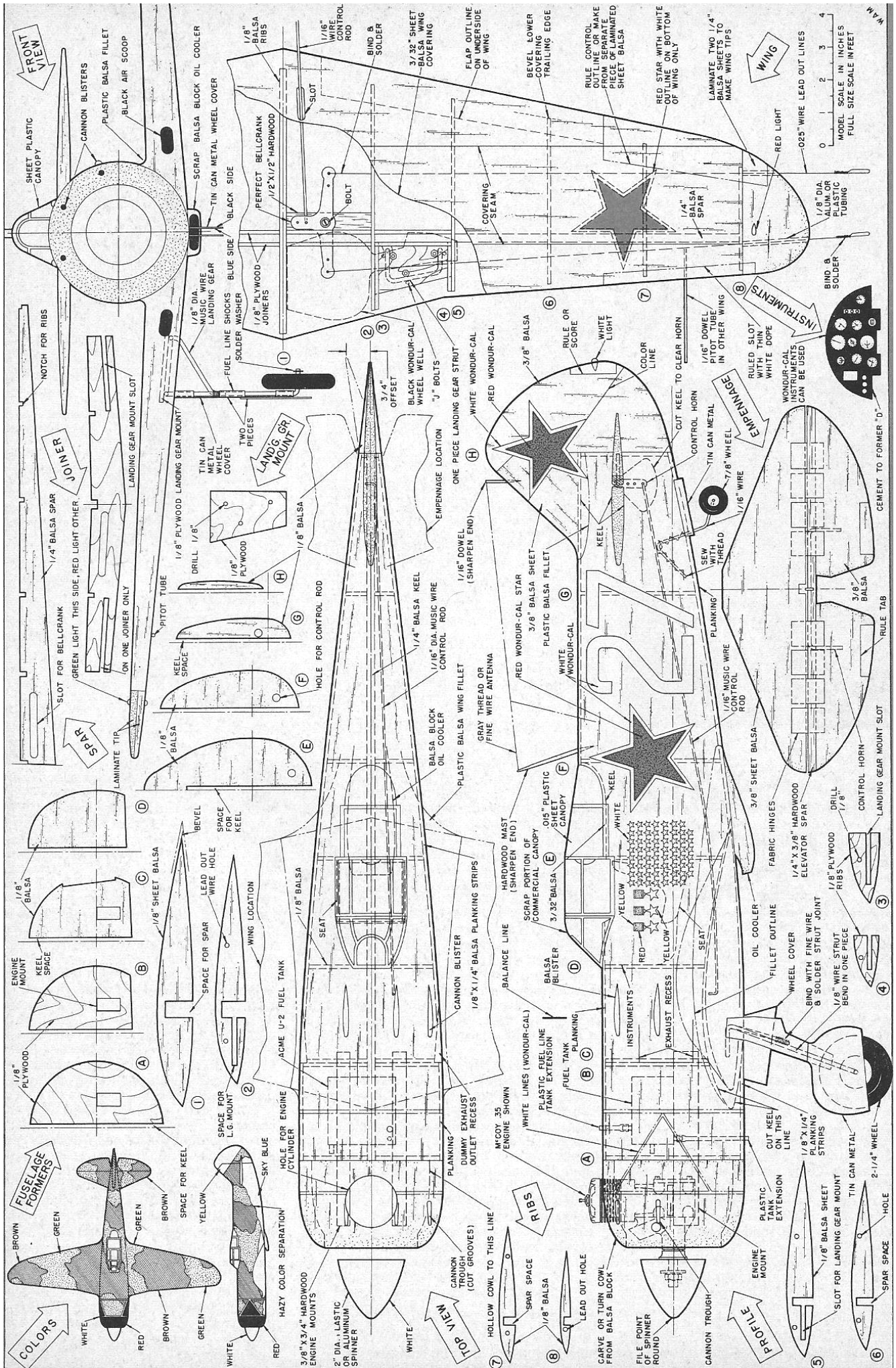
I did it on mine with just a popsicle stick and it works well.

The dimensions are not all that critical. Just wittle down some scrap spruce or a popsicle stick so it fits and it clears the liner.

Picture credits go to Dennis Vander Kurr.

Dave Siegler AMA 720731





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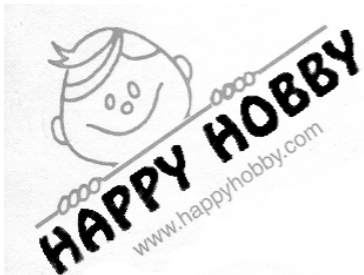
**B&L HOBBY SUPPLIES INC.**

Control Line Speed Engines

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