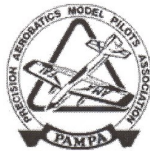


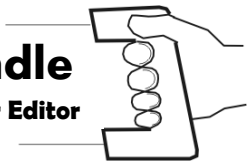
Circulator
Howard Olson, Editor
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Newsletter of the Circle Masters Flying Club
Milwaukee Wisconsin
Academy of Model Aeronautics Chartered Club # 662
September 2017 Volume 14 issue 9

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

Hello Circle Masters, your pal Big How is back for another round. So much has gone down (no pun Intended) in the past month, I hope I can do it all justice. We had the August meeting in conjunction with the Funish fly at Lisbon and just yesterday the Sussex Antique power show wrapped up. There are pictures in here from these events, however I have to keep the file size for the newsletter to a reasonable level or it doesn't like to upload to my email. Some of the coverage may spill over to next month.

The Lisbon vortex lived up to expectations again with some killer crashes. The best one had to be my new autogyro that didn't make it quite half a lap before turning in and wrapping the lines up in the rotor before ending up in a heap of rubble. The whole rest of the day I was downtrodden thinking it was just a lousy design. When I got home, I was taking apart the wreckage to salvage useable parts and found an interesting thing. The rivet that forms the pivot for the bellcrank was pulled out of the unit. If this happened before the crash, it would certainly explain the total loss of control preceding the pile up. I don't know for certain but I do know that after building two other gyros that flew pretty well, the design should have been sound. In addition, this would not be the first plane I have lost due to a faulty three line 'crank. Remember about ten years ago my Guardian carrier plane took off, flew a few yards and turned ninety degrees straight down at full speed, breaking the mounting lugs off of a Nelson .36 and splitting the fuselage lengthwise so it opened up like a banana. What's the moral of this story? Don't implicitly trust a Brodak three line bellcrank. I love those guys but I have seen a few of these units that were made poorly, including one that was so malformed that I sent it back without even opening the package. I still have the old J Roberts three liner from Gyro number one. I think that will be handling the leadouts for number four. That's right, number four. The parts are already cut and the glue is curing. Dave will be pleased to know that this one is going back to bushings for the rotor. Bearings don't work enough better to justify the cost and complexity. Stay tuned.

Did you receive the emails from the AMA that display the statements from the executive council candidates for the upcoming elections? There are two fellas running for executive VP of the AMA. The candidates are Randy Cameron from Missouri and Lawrence Tougas from California. Now, let's start with I'm not endorsing either of these guys. That being said, what I find most interesting about their platforms is that both candidates bring up the issue of drones and more or less protecting the interests of traditional modelers in the wake of the drone issue! All I can say here is Amen brothers. I'm happy someone who has the ear of the AMA management is paying attention to this situation. One of the candidates also states that he feels the AMA has "lost its way" in representing traditional model aviation enthusiasts. Hallelujah. I made up my mind and I encourage all of you to look into this and make an informed choice.

Every six months we have to rebid for our jobs with the airline. How this shakes out determines what weekends we get off and which we have to work. I got a schedule so miserable, that I do not have the day off for a single meeting for the remainder of the year. That doesn't mean I won't be attending anything, however it limits my involvement. I have to wrangle vacation and holiday comp time to attempt being there. So far I will be at the December meeting/Christmas party but I can't commit to anything else. I do know I cannot attend the September meeting.

We have a submission from Wayne this month, some pictures that John Schram contributed and a couple from Sonja. I have received a bunch of material from members lately, if you don't see your stuff this month, stay tuned I have plans to include it in a following issue.

The club has a new member this month. Chris Sterner has joined the Circle Masters. Some of you have met him already. Chris was a volunteer at KidVenture in July and is reputed to be a super Bi-Slob pilot. Be sure to greet Chris and make him feel welcome.

Finally, the club needs to acknowledge Walter Woefle, a former control line flyer from Pewaukee. Walter donated a bunch of old engines, planes and other useful items to the club which were sold off to members at the Lisbon show. Walter even showed up to support the club and meet our members who were present. Thank you Walter.

Cheers,
Big How

CIRCLE MASTERS FLYING CLUB
Meeting Minutes for August 2017

The August meeting of the Circle Masters Flying Club was held at on Saturday August 12th at Lisbon Community Park in conjunction with the Lisbon Heritage Weekend. It was a fine day for flying but some landings were less that perfect. The “Lisbon Vortex” did consume planes once again and this year added one pilot.

The meeting was called to order by Vice President Melissa @ 9:10 AM. The members, (11) had all received the latest newsletter and had reviewed the minutes of that meeting. Those minutes were approved as published.

The treasurer’s report was given by Wayne. He reported all transactions for the past month and treasury balance.

REPORTS & ANNOUNCEMENTS: Melissa reported that there were between 1300 & 1400 flights at Kid Venture. Pete reported that he had picked up the models, engines, wood and accessories and following the meeting the members can offer to purchased needed items. HI ERIK ! Mom & Dad gave us a report on your recent visit to another part of the world and great accommodations beneath the Cats.

OLD BUSINESS: A general discussion ensued regarding the field storage box. It was generally decided to locate an appropriately sized box to purchase.

NEW BUSINESS: A general discussion regarding the clubs participation at the upcoming Antique Tractor show.

WEB BUSINESS: None

All worthwhile business having been discussed, Melissa asked for a motion to adjourn. It was moved and seconded to adjourn the meeting at 9:50 AM.

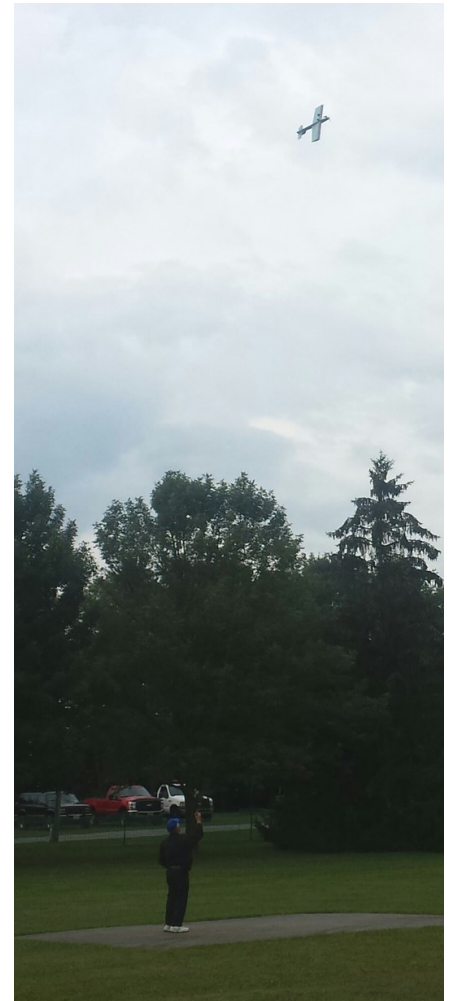
SHOW AND TELL: The box of goodies in Pete’s car.

Submitted by: Wayne M. Schmidt, Secretary/Treasurer

08/24/2017

SUSSEX ANTIQUE POWER SHOW 2017

Photos by John Schram and Sonja Olson



Upcoming Events

GO TO THE MEETING FLYING TIME IS RUNNING OUT

September Meeting: Saturday September 2nd at Sussex Village Park. Meeting at 1:00 PM with flying before and after.

Treetown contests: Treetown Midwest Regional Championships contest, September 3rd at Aurora Municipal Airport, Sugar Grove IL.

October Meeting: Saturday October 7th at Sussex Village Park. Meeting at 1:00 PM with flying before and after Last outdoor meeting of the year.

MECA Collecto: Saturday October 7th at the American Legion Post located at 6351 West Grange Avenue, Greendale. 8AM until noon. Set up at 7:30. Contact Don for more info. Check it out before the meeting.



Lisbon Fun Fly



By
Wayne M. Schmidt

This time I have something different to pass on. Recently a friend of mine was trying his best to explain to me an airplane related story that involved his nephew, a former Marine airman. Frustrated that his memory failed to retrieve some key points, stopped and said, "I will write him a letter and ask him, then let you know". My friend is part of the generation that texted on paper, then waited for a response. In this case the response also arrived on paper and is presented here as it was written except for minor corrections. The letter writer at the time was a 1st Lieutenant in the Marine Corps, flying McDonnell-Douglas F-4J fighters as a back seat Radar Interceptor Officer or RIO.

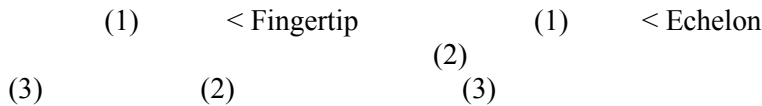
(1) 6-14-17

Uncle Art,

It's funny after receiving your letter, I realized this fall will be the 40th anniversary of my ejection. I really don't think about it or have occasion to talk about it too much.

It happened Nov. 7, 1977 at Yuma, AZ. The squadrons at Beaufort, SC all took a 3 week trip to Yuma (MCAS) to concentrate on only flying – the weather is fantastic there and very little air traffic. My squadron was VMF-451.

I was a twenty four and a half year old First Lieutenant and had gone on a live bombing mission dropping five hundred pound bombs in the desert. On the way back to the air base in Yuma we flew in a "finger tip" formation which put the lead (1) aircraft in the middle of the formation. This was not the norm as we usually flew in an "echelon" formation with the lead (1) first and the other planes in line on one side or the other but not both sides like the fingertip.



We were at approx. 1,500 ft and 500 mph right over the airbase in Yuma which is shared with the civilian air traffic but each has their own runways and taxiways. The lead plane in the middle must have forgotten (that) we were on his right side and when cleared to break, (turn 180 deg. to bleed off air speed to 180 mph – landing speed for the F4). They rotated and pulled/turned right toward my plane. We were about fifteen feet apart and should have received a hand signal from them so that we could break/turn first and then each other plane would wait two seconds before breaking which would give sufficient separation for landing.

(2)

Fortunately I had my eyes on the other plane and saw them turning into us and I bent over and pulled the ejection handle between my legs which is the Low Altitude/High Speed handle to use (you are supposed to sit up straight when using this handle) but I did not want to miss it so I bent over. There is another ejection handle over the top of the helmet which is for High Altitude and with more time for ejection. Anyway, the canopy blew and out I went. I hit the air going between 450 & 500 MPH and blacked out. I kind of remember tumbling and praying. When I came to I was in the parachute swinging like a pendulum and seeing a wide black strip. I soon found out the black strip was the taxi way at Yuma Air Station and I hit the ground fairly hard. I felt all my limbs and thought I was all right but I could not lift my head as my neck was hurting so I just laid there on the taxi way. The next thing I saw was the Major from the other plane who thought that I was his pilot. Sadly both pilots died in the mid-air collision and landed in the lemon groves.

The lead pilot died in his ejection seat as he was out of the correct envelope (attitude of the airplane) for safe ejection, the plane was upside down when he ejected. My pilot did not eject and died in the crash. My right ribs were sore for two years as the radio vest went into my ribs on hitting the ground.

The first night I spent in the Yuma, AZ hospital then I was flown to the Naval Hospital in San Diego. I was there a week or so and could not sleep with the neck pain. They only gave me meds (Demerol) which they then stopped giving me as it was an addictive form of morphine. Anyway, I was sent to the Naval Hospital back in Beaufort, SC to rehab with ultra-sound therapy. I eventually went back to flying in January of 1978 with the Warlords of VMF-451. I flew with them until December of 1979 when I was discharged as a Captain in the Marine Corps Reserve.

The good Lord blessed me with life and I also received a tie from Martin-Baker, the manufacturer of the ejection seat.

Hiawatha Hobbies

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