

JUNE 2005



240 RACING

Creative Aeromodeler



What is 240 Racing? It is giant scale sport racing at it's best! This particular type of pylon racing is an affordable alternative to fast action giant scale racing. What Gene Cantrall and some of his comrades did was come up with a formula that would allow the novice or the expert participation on an equal foot in regards to start up and flying cost. The aircraft that is raced is Mel Whiteley's Sport 240 or the Sport 300. They must be built to strict guidelines established in the rules and they are checked before the race. The engines can be of whatever make you like but they cannot exceed 2.2 C.I., also they must be available commercially. These models are economical enough that most pilots have two or three, try that with a giant scale racing P-51 or Stiletto! Race course is to be a 2-pole course with no personnel on the field. All Pilots/ callers, flight line Judges, pylon pole judges will be completely off the flight course. No one is allowed on the field during the conduct of the race.

Pylon course is approximately 880 feet from pole # 1 to pole # 2. Flight line distance to the spectator area is set according to the AMA min. required distances. The start / finish Line is set at the midpoint of the pole distance.

Pilots fly 10 laps from the start of the race, around the pylon poles. 3 pylon cuts cause the pilot to be disqualified and taken out of the race, cuts one and two are make ups and pilot then must fly the additional laps.

At the start of each race all planes are positioned on the inner edge of the runway, facing across the runway, and cannot take off until the line starter grants permission. The line starter will announce the take off direction, left to right or right to left and all planes will be launched in that direction. The line starter will have visual contact with each pilot and caller, and it is his discretion to launch the planes, in the order he decides to utilize.

All pilots will have 3 minutes to start engines and be airborne. Line starter will announce the start engines, which starts the 3 Min. countdown. After all planes are airborne, the 3 Min. clock stops. (A pilot may restart his engine if there is time left and his wheels have not left the runway) Then a 30 second warning will be announced then a 15 second notice and commence an oral count to the count of 0. The official starting blank gun (or air horn) will be fired to signify the official start. No plane is allowed to be in front of the start line when the race starts, this is called a jump-start and the plane then is considered one lap behind. After the completion of the stated time (3 min) if a plane is not started and airborne he is considered a DNS (did not start) and will be awarded a 0 for that heat.

Pilots will be in assigned positions, 2 pilots to the left and 2 pilots to the right of the start / finish line. Lap counter judges will be positioned well behind the pilots and on the start finish line and be responsible for the counting of the laps for the pilot position he is assigned to. The start / finish line will be marked on the runway in front of the lap counter / judges. Lap counters are responsible to keep track of the plane that has been assigned to them by the position on the runway. The lap counters will have voice communications with the pylon pole judges and the line starter. The Lap counter will turn over a numbered card for each time his assigned plane passes over the start / finish line.



Paul Towkach firing up his speed demon!

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. The lap counters will also have cut cards, a card marked with a X or a / to inform the pilots not only what lap they are on but to also show that they have a cut. In the case of a cut, the numbered card will not be turned over but the cut card will now be shown. It is imperative that all the pilots' callers have visual sight of all the lap cards. In the case of a jump start, the lap counter will be informed by the line starter that his assigned plane has a jump start and he will not turn over the number 1 card until said plane has made up his jump start, ie the plane now in question will not get the number 1 card until he has completed 2 laps.

Scoring will be done on the 4 point system i.e., 1st finish is 4 points 2nd is 3 points 3rd is 2 points and 4th is 1 point. This applies in all heats whether there are 4, 3 or 2 planes in the heat. Bonus points are awarded to the finalists as follows. GOLD class 1st place is 6 points 2nd is 5, 3rd is 4. --- BLUE class 1st is 3 points 2nd is 2, 3rd is 1 point.

This makes for some very affordable yet competitive racing. The 240 Racing Association is in its eleventh year and it is going strong. Take a look at the web at <http://florida240pylon.tripod.com/index.html>, build an airplane and come show off on the race course, we will be waiting for you!



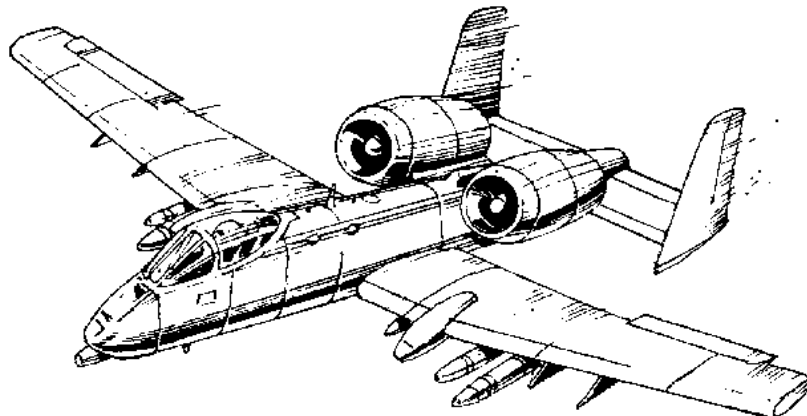
JIM ROGERS HEADING TO THE LINE

MAKING A THROUGH THE BAG CONNECTOR

When getting into more advanced modeling techniques we run into new equipment and sometimes the equipment can be “home made” very inexpensively or you can purchase it according to your preference. In vacuum bagging, a process by which composites can be made virtually void free by the removing the air in a bag that contains the part being made, we use a part called the “through the bag connector”. This part allows the air in the bag to be removed and this allows the pressure from the atmosphere to press on the lay-up and therefore remove all the air bubbles from the part being made. Here is a through the bag connector made from a tire valve stem replacement kit available at most car parts stores, there are different sizes and you will see two different sizes here. A truck replacement stem and a regular automobile replacement stem.



Regular tire stem as it comes out of the package





Here is the stem and all it's parts.



The bottom of the stem before cutting air passages.



The stem has the schrader valve removed from the inside and two (2) washers that fit around the stem are faced with rubber from a bicycle tube. These washers remain removable.



The bottom of the stem has a cross cut into it with a rotary type tool like a Dremel, these cuts are done in such a manner that if the bottom of the stem flattens out on the bottom of the table, the crosscuts allow air to be evacuated from the bag.



This picture shows the large valve and the small valve and the bare stem before putting on the washers.



Bottom washer on.



Stem pushed through the hole in the bag.



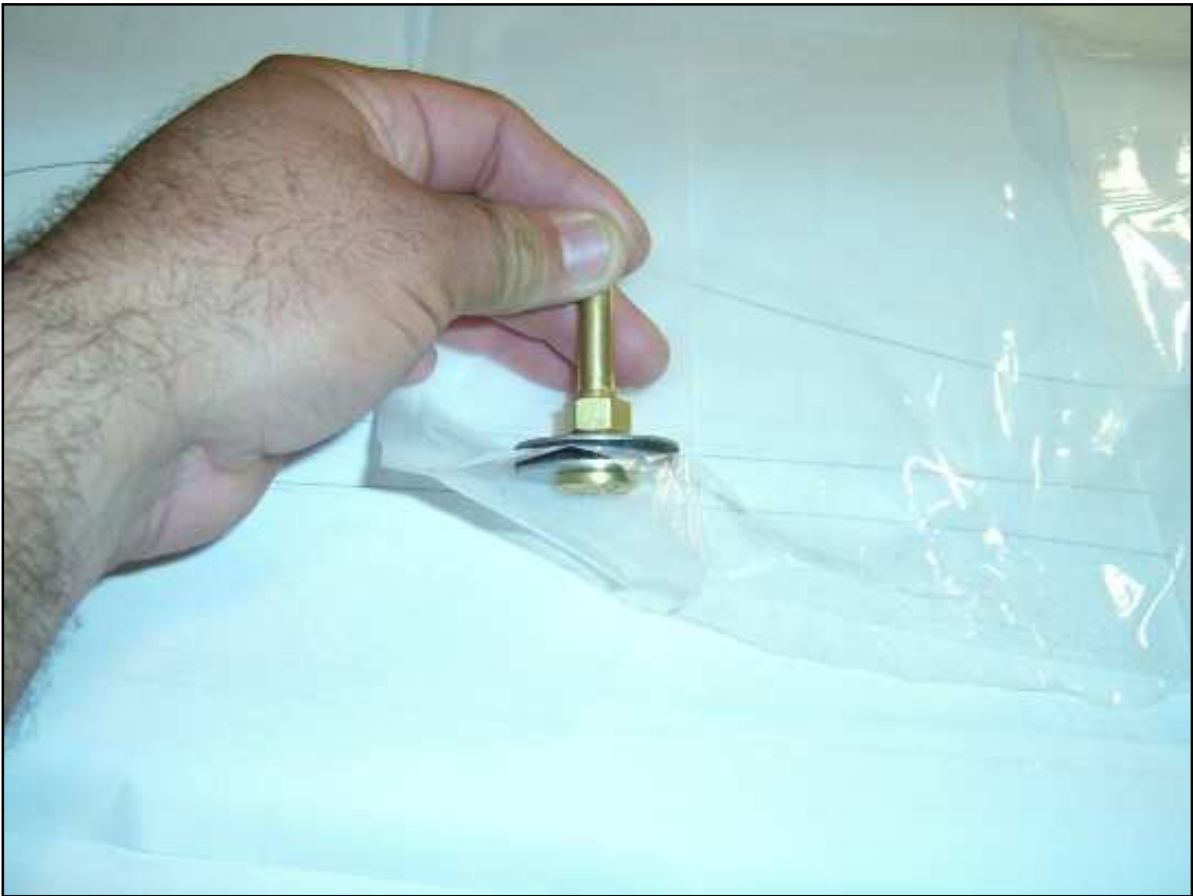
Second washer going on.



The pressure washer that comes with the stem kit now goes on.



Now the nut goes on and is tightened.



Now you have an airtight connection through the bag.



The bag is now ready for use.



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