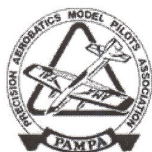


Circulator
Howard Olson, Editor
W14441 State Hwy 29
Bowler, WI 54416

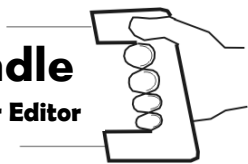


Newsletter of the Circle Masters Flying Club
Milwaukee Wisconsin
Academy of Model Aeronautics Chartered Club # 662

May 2017 Volume 14 issue 5

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

Ok folks, the busy season for the Circle masters starts now. This month marks the return to outdoor meetings and actually flying model airplanes. I for one am anxious to get started. The sound of engines coming to life, the smell of nitro and castor in the air, I LOVE IT! And then there's the excitement generated by electric motors and stuff. Whatever your choice of power, it's game on for 2017. While we are discussing getting started, don't forget, **The meeting is a week later than usual** because of the dog show at Sussex Village Park. I suppose you can show up this weekend, but you might get your face licked and you won't be able to fly.

For your reading pleasure, I came up with another feature article dealing with a subject that can stir up some controversy. I took it upon myself to do some real world testing of commonly available mufflers. Please understand, the purpose of this article is not to torque anyone off or pick on them, it was in the works long before the heated discussion we had flare up at a meeting a few months ago. It's just being put out there to demonstrate some options for quieting the beast so our neighbors don't become enemies. I hope you guys read this stuff. Otherwise, it was a huge waste of time. The results obtained were not too surprising with one exception. You will have to read it to see the outcome.

We can expect our newer members to be joining us at the field this year. If you are an experienced C/L guy, take some time out of your flying session to help them out. What is obvious to you may be totally off the radar for a new pilot. Be patient and explain why we do things as we do and most of all, how to be safe. Hopefully they will see what a bunch of cool cats and kittens we are and want to keep hanging around with us.

Not a lot of input from club members again this month to the newsletter. Dennis took the time to share a photo with us of a new old engine acquisition he got his paws on. It wouldn't kill the rest of you peeps to send something in also. You've heard it all before, but we still need content.

On the government front: If you read the monthly email from the AMA that came out a few days ago, they are once again warning that there is plenty of legislation in the works to limit model aircraft flying. Some of the focus seems to be shifting to state and local laws but the results still spell trouble for traditional modeling if no appropriate action can be taken. In some cases, it simply takes informing government officials that there is a difference between responsible modelers and people misusing drones. In most instances it is not so simple. Stay informed on this. Sooner or later it will effect all facets of model aviation.

The big prize will be awarded for the latest round of "Name That Plane". A random drawing will be made from all eligible entrants.

I hope you will be out at the field for the season opener. Now if only the weather will cooperate.

Later Dudes,

BigHow

CIRCLE MASTERS FLYING CLUB
Meeting Minutes for APRIL 2017

The March meeting of the Circle Masters Flying Club was held at on Saturday March 4th at the Sussex Public Library. As usual the meeting was preceded by a flick about the USAAC/USAF.

The meeting was brought to order by President Greg @ 1:00 PM. All members (14) had received the March 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: Unknown at the time there was a failure with the voice recording equipment. So, based upon the secretary's memory here is what I recall: Don and Wayne read correspondence from the Kohn family thanking the club members for attending Ralph's funeral Mass and donation to the Capuchin Community Services in Ralph's name. Wayne brought the completed Caution signs in and gave one to Melissa who will manufacture suitable frames for them. Wayne brought up the idea of club business cards and was promptly put in charge of that project.

OLD BUSINESS: Once again the need for a suitable field box was discussed however approval has not yet been received from the park board.

NEW BUSINESS: There was no new business that I can remember.

WEB BUSINESS: The Web Master has not had time available to do too much on the website.

All worthwhile business having been discussed, Greg asked for a motion to adjourn. It was moved and seconded to adjourn the meeting at 2:50 PM.

SHOW AND TELL: One again Randy had a model butnot sure.

Submitted by: Wayne M. Schmidt, Secretary/Treasurer

04/28/2017

Upcoming Events

GO TO THE MEETING

May Meeting: Saturday May 13th, Sussex Village Park, meeting at 1:00 PM with flying before and after! **NOTE: The May meeting is on the second Saturday.**

June Meeting: Saturday June 3rd, Sussex Village Park, meeting at 1:00 PM with flying before and after.

Wisconsin Control Line Championships AAA Contest: Sunday June 4th, Mukwonago High School. See flyer in this newsletter for more info.

July Meeting: Saturday July 1st, Sussex Village Park, meeting at 1:00 PM with flying before and after.

EAA KidVenture July 24th-30th. Get your volunteer applications in now. Contact Melissa if you need more info.



Dennis recently added this Wankel Rotary to his collection. He tells me he hasn't run it yet. We all need to exert some peer pressure so we can watch it purr on that awesome space age test rig he has there. Better yet, let's encourage Dennis to get it flying!

THE BIG Muffler Shootout

Text and pictures by Howard Olson

You know we can't get away from them unless you want to go electric, and that ain't happenin' for me Those stinking mufflers. If you look at old *Model Airplane News* or other mags from days gone by, back in the good ole days of the 60's and 70's it seems like nobody in control line was using them. Now days it doesn't work that way. Some clubs like Treetown in Illinois and the Lafayette Escadrille in St. Louis are fortunate enough to be so far removed from civilization that they can get away with screaming open exhaust. For the rest of us, we need mufflers.

Beside the stock can that came with your engine, there are other options out there if you feel like it's not the perfect solution for your flying style. Here we will take a look at some choices that might work out for you. Of course, they come with plusses and minuses. The purpose of this article is to show you a couple of possibilities for your engine.

Let's get started. First of all, the test. I don't have a secret government lab to conduct this stuff and I don't think you need one. For our comparison what the average modeler can use is a kind of real world test where the results are doable for anyone and intangibles like perceived noise are considered. That's not to say there's no instrumentation used here. I have an old analog Radio Shack sound meter and a tach to measure results with actual numbers. Secondly, there's the engine. Remember the old O. S. FP 35 from last year's do-it-yourself venturi article? Well, she's back. This engine is super typical of what a sport or non expert level stunt flyer would use. This example is well used, but who's isn't? Big power is not required for this. Realistic hardware is. Finally, the mufflers. For the comparison, three different mufflers with totally different design features were chosen. Most importantly, they are all available today and none are exotic or hard to find. The first muffler used is the stock O. S. dust bin job that comes with your engine. Secondly we will look at the Big Art Adimson tongue muffler available from Brodak and last, the Mac's muffler, a one piece hydro formed tube style unit.



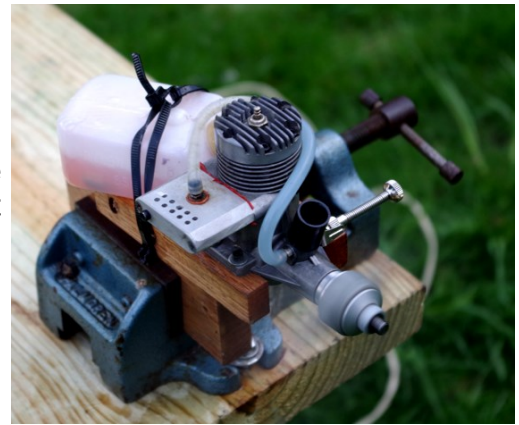
Crankin' it up: For the first run, I ran the engine with open exhaust to get a baseline to compare to. Sig Champion ten percent fuel was used along with an APC 10 x 5 propeller. The needle was set for maximum practical RPM which isn't a whole lot with this tired old mill. The FP churned out a modest 9780 Rpm in *all she'll haul* mode. On the sound side, the audio assault netted us a noisy 103.5 Decibels measured at 9 feet, on the exhaust side of the engine. These conditions were repeated for the other runs to keep things even. The FP is plenty loud, imagine the ear drum beat down with a higher performance plant.



For the second run, the stock O. S. muffler was utilized. The cast aluminum stocker definitely knocked down the racket, but also put a dent in our power output. RPM was 9300 at a much quieter 85.5Db. If you ever get the idea that your open exhaust motor isn't loud, run it again immediately after an open exhaust blast with a muffler installed and the difference will shock you. As you might expect, the reduction in sound came with a 480 RPM drop. Not good, but you may have just saved your flying field.



Roaring right along here. Next I mounted the Big Art's tongue muffler on our test mule and fired it up. The tongue muffler allowed the engine to wind up to 9510 RPM. It also knocked down the sound to 95 Db. So we lost 270 Rs in exchange for a somewhat livable sound level. However, the Db meter doesn't tell the entire story with the tongue. Read on to see what I mean.



For our final run, The Mac's one piece muffler was bolted to the old .35 to see what happens. This combo turned over at a respectable 9600 RPM with a manageable sound signature of 90Db. We lost 180 revs, but the sound was way down as compared to the open exhaust or the tongue muffler.

Subjective factors: As valuable of a tool as our sound meter is, the decibel level doesn't tell the whole story. The tongue muffler was the biggest surprise. Although the tongue knocked the noise down a bit, the perceived noise was not all that different from open exhaust when it came to how much it irritates. The tongue puts out a raspy, crackling exhaust note. It may sound like music to your ears but to the non engine enthusiast in the neighborhood, not so much. It's just racket to them. I would equate the tongue muffler to the glass packs you jammed onto your 69 El Camino. When the cops hassled you, you could honestly say you had mufflers, even if in name only. The O. S. tube and the Mac's changed the entire experience. The stock unit had a lower pitched note, owing to its expansion chamber volume and thick construction. The Mac's muffler puts out a reasonably pleasant sewing machine type sound. Far less objectionable than the tongue without the big power loss of the factory exhaust.

But *weight* just a minute! Did you get that? Weight? Both the Mac's and obviously, the Big Art's number are significantly lighter than the O. S. muffler. O. S. did make a smaller, lighter cast aluminum muffler for these engines that came as standard equipment with the dedicated C/L stunt version, but they have a smaller outlet diameter so you could expect even a greater power loss. Its light weight may be the only redeeming quality that the tongue muffler possesses. I have one, so you may have ascertained that I've used the little devils. Yep, but doing this comparison has really changed my mind about the subject. The one problem I have experienced with the Mac's muffler is that its angle and size sometimes interfere with landing gear on profile planes. If you check out the Mac's online catalog you will see that the company offers control line specific models that mount at a different angle and may not have the gear clearance issue. The C/L version is also bare metal colored and lacks the baffling in the stinger tube at the tail end, no doubt raising the sound level. I haven't tried one of these variants, but if you do, let us know how it works.

WISCONSIN STATE CONTROL LINE CHAMPIONSHIPS

AMA Triple A Sanctioned Event

June 4TH, 2017

Presented by the Circle Masters Flying Club

CONTEST DIRECTOR: PETER MICK 262 377-6137 pmick82541@aol.com

WHERE: Mukwonago High School, Mukwonago, WI

- ALL PAMPA CLASSES WILL BE FLOWN ON PAVEMENT
- SCALE JUDGING WILL BEGIN AT 8:30 am. OFFICIAL FLIGHTS WILL BEGIN AT 9am. Static judging will begin at 8:30 am. Please try to register BEFORE then.

OFFICIAL EVENTS

All PAMPA stunt classes, Combined Old Time, Classic and Classic 30 event, Sport Scale, Profile Scale, ½ A Combat.

UNOFFICIAL EVENTS

Half A Scale using Brodak fly-in rules available on the Brodak Fly-in web site (Mufflers are not required) and ½ A Stunt (Two classes, Beginner and Expert, Standard PAMPA patterns will be used), Profile Stunt (Expert, Advanced and Beginner) and 75 MPH Combat (4 rounds).

A PRACTICE CIRCLE FOR PAMPA STUNT WILL OPEN AT 8 AM.

OFFICIAL FLIGHTS WILL BEGIN AT 9 AM.

MUFFLERS FOR STUNT AND SCALE (OTHER THAN HALF A) ARE REQUIRED. THE MUFFLERS MUST BE STOCK, TONGUE OR AFTER MARKET MUFFLERS

Registration begins at 8 am.

Events: All Scale Classes

Registration fees: \$10.00. Additional \$5.00 charge for second or third individual entries.

Events: All PAMPA Stunt Classes

Registration fees: \$10.00. Additional \$5.00 charge for second or third individual entries.

Events: 75MPH Combat and ½ A Combat

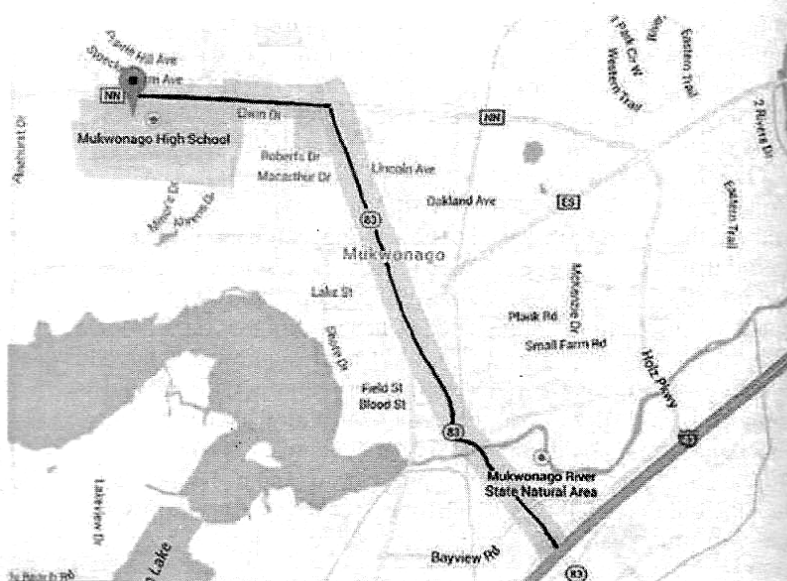
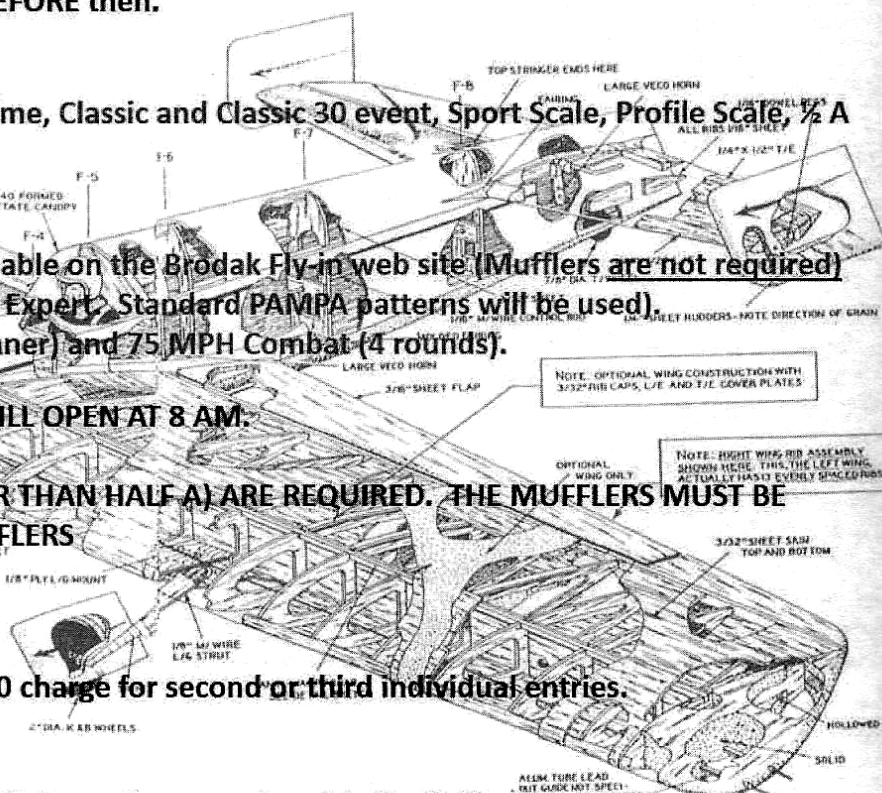
Registration fees: \$10.00.

There is no entry fee for Junior contestants.

HWY I-43 to WI State HWY 83

North 2 miles to County HWY NN

West ½ mile to Mukwonago High School

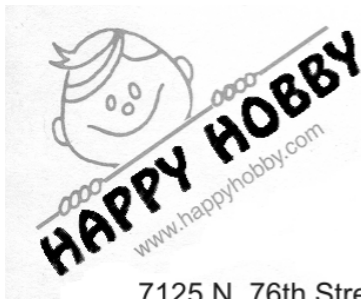


Hiawatha Hobbies

**Silvernail Shopping Center
2026 Silvernail Road
Pewaukee, WI 53072
262-544-4131**

ELIMINATOR PROPS

Steve Wilk
3257 Welcome Avenue North
Crystal MN 55422
763-531-0604
swilk@cpinternet.com
Carbon and fiberglass props and accessories
for all types of competition model airplanes



7125 N. 76th Street
Milwaukee WI 53223
414-461-6013



B&L HOBBY SUPPLIES INC.



Control Line Speed Engines

- CS and GZ from China and now OPS Engines from Italy
- B & L is now the Distributor for John Newton Products
- Fiberglass Speed Model parts and Aluminum Wings

For more information, please phone, e-mail or send a SASE:

Bill Hughes
113 N. Chase Avenue
Bartlett, IL 60103
Phone - 630.736.6036
e-mail - williamhughes4@comcast.net

MBS MODEL SUPPLY

Melvin Schutte
P O Box 282
Auburn KS 66402 785-256-2583

Lines: solid and braided
Nelson glow plugs Many other items for
the C/L enthusiast