NEWS RELEASE NMPRA

NATIONAL MINATURE PYLON RACING ASSOCIATION

PYLON RACING → FORMULA I → FAI → QUARTER MIDGET

MAY 1975 AMA AFFILIATED

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FROM THE PRESIDENT, GLEN SPICKLER

At last we have found someone to take on the job of Quarter Midget Association Vice President, and wouldn't you know it's Bill Cooper again. Bill has already served two terms in this capacity and deserves a lot of credit for taking the job on again. His address is 2930 Burlwood Drive, Winston Salem, N.C. 27103, and all information on Quarter Midget should be directed to him.

Rumor has it that the new K & B rear-exhaust engine will be available soon, and I hear that it's a good one. One of the things we tend to lose sight of is the effort made by the manufacturers to continually upgrade their products. I'm sure most of you realize that pylon racing is a relatively small market, and I for one appreciate the continual flow of new, improved equipment.

I received a letter from Juhani Sederholm who is Chairman of the F.A.I. Pylon Racing Subcommittee regarding an attempt which will be made (again) to adopt the Formula I airplane with F.A.I. fuel and muffler for international competition. This is what was originally proposed by the English several years back and would be the rule today if the U.S. representative had not made a counter proposal that fouled up everything. To show exactly what can happen when non-racers attempt to write racing rules, our U.S. rep. (Maynard Hill), a man who is vocally anti-racing submitted a proposal, on his own, for 650 sq. inch models with I believe either .15 or .19 engines. I do not believe he had authorization from the A.M.A. to do this, at least I hope not. The F.A.I. members who voted on rules for pylon racing were mostly from countries that do not even fly pylon. They used part of Maynard's proposal and part of the English proposal, and you know what we ended up with, a dying event. Juhani is making an all-out effort to line up enough rep's from different countries to change the rules back to what they should have been in the first place. I will be in contact with flyers from Japan and Mexico this month at the Bakersfield Air Races and hope to convince them to help push this thing through. We will be submitting our proposal on this to the AMA soon and maybe this time the fellows that do the racing will get the rules the majority want.

The racing season is starting off again in the Southeast and Southern California and by the time you read this should be in full swing nationwide, so get out there and promote your sport, fly fast, and last but not least be a sportsman.

FROM THE EDITOR, JAY REPLOGLE

May's here, thank goodness, and our weather is finally starting to look like Summer. We had our first race of the season a couple of weeks ago, and I'm really pleased with the results - mine that is!! I flew the whole race without breaking anything and turned the best times I've ever run. Would you believe a 1:24.0 in Standard Class! Now I've got to figure out how to do the same at Bakersfield and do it consistently. All I can say is that when you're going FAST, the fun doubles and triples!!. Well, so much for me. More about the race under the Race Report.

One of the things that came to mind at our first race this year is an issue that has bothered myself and many, many others for some time. That's the problem of Scale judging, I'm speaking about. Isn't it time to do a little standardizing of certain Scale judging criteria? I was a judge along with two other pilots from Standard Class judging the "Expert" Class planes. Each of us had our own idea about what was expected for a perfect plane, and we were all using different criteria. Do Formula I planes require 2 5/8" pilots or don't they? Should a plane be down-graded for lack of an instrument panel? Is a plane with the cylinder head exposed any worse than one with a funny bulge on the cheek to hide the head? Should a rear exhaust that sticks out the back of the cheek be down-graded over one who has run their exhaust down out of the bottom of the cheek where it doesn't show? I could go on and on, but the point is, why don't we establish some printed criteria to be followed nationwide? Then when we're building we at least could have some quidelines to follow to try to maximize our scale points, and also we could count on the judging being reasonably consistent. What do you say. Are there any volunteers to work up some judging criteria for all of us to follow? How about dropping a line to Glen Spickler with your thoughts and then maybe we can fill one of the gaps in our sport.

Well, that's it for this month. As a wise old engine builder by the name of Clarence Lee once said to me, "Keep the dirt out of your Engine and don't tweek the needle, and you'll be a much more successful racer." You did say that didn't you Clarence?

FROM FRANK SZEKULA, SOUTHERN CALIF. VICE PRESIDENT
RACE REPORT - April 19-20, 1975 LOCATION - SEPULVEDA BASIN, LOS ANGELES, CALIF.

The first race of the season got off to a flying start, no pun intended, with close to ~~20 flyers~~ showing up to do battle. The meet was hosted by the Valley Flyers and sponsored by the NMPRA. Tom Swift was C.D. and did a fine job in his first attempt at running a Formula I Contest and also flying in it. That's an achievement in organization if I've ever seen one. The racers were almost equally divided with the edge in count going to Standard Class. Before the two days of beautiful weather had ended, some spectacular racing and times had been witnessed. Terry Prather and his X-40 Tigre are still going super strong with a fast time of 1:15.9, but a zero took him out of a top finish. Close behind was Joe Foster with a 1:16.4 flying an LRIA, X-40 powered. Top honors once again went to the guy going consistently fast and finishing all heats. That was Kent Nogy flying a K & B powered LRIA. In Standard Class times were getting mighty low with Bob Johannes turning

consistent low 1:20's and a best time of 1:21, coming out on top, and also moving to Expert Class for his next race - Thank Goodness!!

FINAL RESULTS

Expert Class	Time	Standard Class	Time
1. K. Nogy	1:23.4	Bob Johannes	1:21.1
2. C. Shaw	1:22.7	Steve Sica	1:25.8
3. T. Prather	1:15.9	M. Hoem	1:23.2
4. J. Foster	1:16.4	L. Stanley	1:29.5
5. W. Morris	1:21.5	S. Johnson	1:25.4
6. D. McCan	1:22.6	C. Brown	1:29.6
7. C. Neufeld	1:28.4	G. Hawk	1:31.5
8. G. Flynn	1:22.8	T. Amezcua	1:34.8
9. T. Tusing	1:23.9	S. Kirshner	1:35.3
10. R. Shelden	1:22.5	D. Osborne	1:24.3

CONTEST REPORT

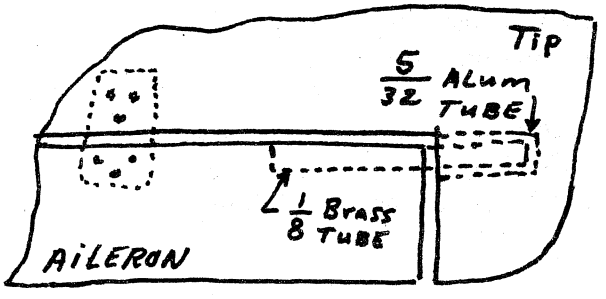
From: Dave Pearce
1005 Ainsworth Court, Greensboro, N.C.

On April 21, a Quarter Midget, Quickie 500 Race was held under the able direction of Dave Burton, C.D. The contest was held at the Charlotte Aero-Modelers Field in beautiful 80 degree weather with light 5 mph winds. The long Quarter Midget course was used for both types of racing and was flown off a grass field. There were 12 entries in Quarter Midget and 14 for the Quickie race. Five rounds were flown in each event. Greg Doe came out in First Place after a fly off with Dr. Tom Baker. Greg and Tom were both flying P-51's powered by S.T.'s. In Third Place was Dave Pearce flying a K & B powered Midget Mustang. Dave's top time was a 1:46.1 which Dave was told by Bill Cooper (1974-75 Vice President, Quarter Midget NMPRA) is a record time for the Standard (long) Course. (EDITOR's NOTE: Glen Spickler, can you verify this as a record?) In Fourth Place was Nickey Moore flying his Little Gem and Fifth was Carters Poundess flying a Sorcerous. Jimmy Katz came out on top in the Quickie competition with Dave Pearce in Second Place.

FROM BOB OWENS - Valley Flyers Newsletter

Aileron Flutter Damper

Some racing planes, particularly with long ailerons, have a tendency toward aileron flutter at high speeds. The method illustrated below helps correct this problem.



1. Drill 1/8 dia. hole thru the tip and into the aileron about 1".
2. Drill 5/32 dia. hole thru tip only.
3. Wax the joint inside the aluminum tube.
4. Epoxy inner brass tube to the aileron only and the outer aluminum tube to the tip only.
5. Aileron should move but not too free.

FROM GEORGE ZINK, Editor of the Metropolitan Air Racing Assoc. and
RON BRESSLER, Central Penna. Pylon Racing Assoc. Newsletter Editor

Racing Schedule For the Eastern States Area (and a note from me, Editor of NMPRA, Jay Replogle)

In Ron's Newsletter, April issue, was a note to CPPRA members suggesting that it would be a good idea to join the NMPRA, and I'm all for it, but I'd like to correct one thing. No, two things. First Replogle, not Repugle, and second, to speed up the membership process, send $10 to the NMPRA Secretary, Bud Anders, 16509 Saticoy Street, Van Nuys, Calif. 91406, not me. Thanks and keep up the good work George and Ron. Now the Schedule.

Apr 27	Long Island, N.Y. MARA	QM
May 4	Hartfield, N.Y.	Form I, II/FAI & Sport
May 4	Hadley, Mass.	Form I
May 11	West Shore, Pa. CPPRA	QM
May 11	West Suffield, Conn.	Form I
May 18	Warminster, Pa. MARA	QM
May 17-18	Somers, N.Y.	Form I
Jun 1	Lebanon, Pa. CPPRA	QM
Jun 7-8	Bowie, Md.	QM & Form I
Jun 15	West Suffield, Conn.	Form I & FAI
Jun 22	Long Island, N.Y. LIDS MARA	Form I & QM
Jun 29	Balston Spa, N.Y.	Form I & FAI
*Jul 5-6	Muir Field, Pa. CPPRA	QM & Form I

* This is the Firecracker Memorial Pylon Race held by Ron's group. We hope this makes the plagiarism more palatable Ron.

Jul 13	Hadley, Mass.	Form I
Jul 20	Long Island, N.Y.? MARA	QM Host not confirmed
Aug 17	York, Pa. CPPRA	QM To be confirmed
Aug 24	Long Island, N.Y. MARA	QM Merokees
Sep 6-7	Rough River, Ky.	QM
Sep 6-7	Balston, Spa., N.Y.	Form I
Sep 21	Bronx, N.Y. MARA	QM Blue Angels
Sep 28	KRCS Penna. CPPRA	QM
Oct 12	MARA CHAMPIONSHIPS	QM Bkln, N.Y.
Oct 12	York, Pa. CPPRA	QM To be confirmed

As you can see there should be enough racing to please almost everyone. Racing is getting to be more and more popular and open dates are getting tough to get.

FROM BUD ANDERS... SECRETARY.... The Reno air race people would like to have some people put on RC Form . 1 racing demonstrations at the Reno Air Races this year. The dates are Sept. 12, 13, 14. If you're interested, contact me in the near future for further details. Thanks, Bud.

FROM BRYAN SATTLER, 29 Waldorf Pl., Schenectady, N.Y. 12307

Bryan dropped me a note commenting on the fact that his father Adam Sattler, NMPRA V.P., Northeast District and fellow flyer Bob Noll have developed a new class of racing specifically designed for non-expert flyers. The event is called "Sportsman" and was used several times in 1974 and going to be used in four races this year. The Dec. NMPRA Newsletter carried the rules, but I'd like to repeat them for those who may have missed the issue. Objective: To encourage greater participation in racing activities. Airplane: Any acceptable F-I, F-II, or FAI. Engine: Any acceptable F-I, F-II, or FAI. Fuel: Supplied by contest management; 15% nitro for F-I/F-II, 80/20% for FAI. Race Course : Formula I. Flyer: 1. Must not have competed in F-I, F-II or FAI in 1974. 2. Must move out of "Sportsman" class when three times better than 1:50 are achieved in any year.

NORTHEAST DISTRICT RACING SCHEDULE

May 4	Hartfield, N.Y.	F-I, F-II/FAI
May 4	Hadley, Mass.	F-I, FAI
May 17-18	Somers, N.Y.	F-I, FAI, "Sportsman"
Jun 7-8	PGRC, Maryland	F-I, 1/4 Midget
Jun 15	Jamestown, N.Y.	F-I, FAI, F-II
Jun 15	Granby, Conn.	F-I, FAI
Jun 22	Long Island, N.Y.	F-I, 1/4 Midget
Jun 29	Rochester, N.Y.	F-I, F-II/FAI
Jun 29	Balston Sp, N.Y.	F-I, FAI
Jul 5-6	Penna.	F-I, 1/4 Midget
Jul 13	Lockport, N.Y.	F-I, F-II/FAI
Jul 13	Hadley, Mass.	F-I, FAI
Jul 27	Buffalo, N.Y.	F-I, F-II/FAI
Aug 10	Somers, N.Y.	F-I, FAI
Aug 24	Endicott, N.Y.	F-I, "Sportsman"
Sep 6-7	Balston Spa, N.Y.	F-I, FAI, "Sportsman"
Sep 13-14	Granby, Conn.	F-I, FAI, "Sportsman"
Sep 20-21	Waterford, Canada	F-I, F-II/FAI

ANNOUNCEMENT

Formula I Racing - June 20, 21 — Scale Judging: 8:30 A.M. Sharp
Location: Sepulveda Basin — Entry Fee: $10 - Pay at the field

NAME _____ PHONE _____

AMA NO _____ FREQUENCY _____

NMPRA NO _____ CLASS STD _____

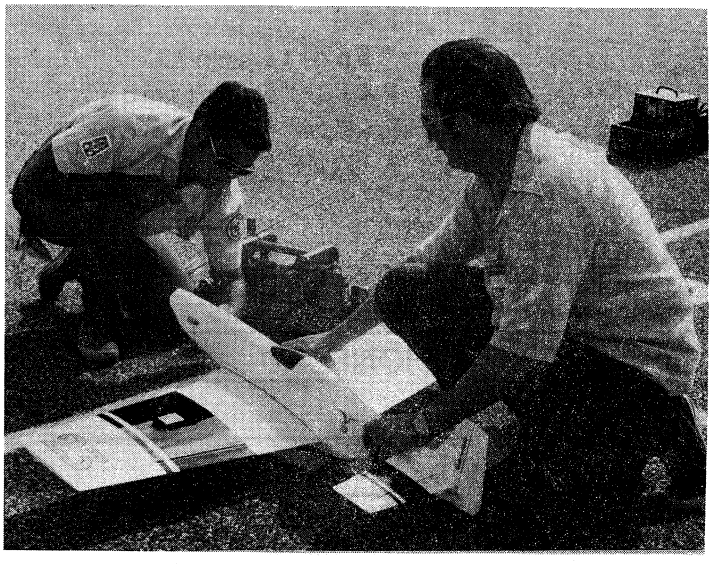
FCC NO _____ EXPERT _____

Send To C.D. : Tom Swift, 540 East Palm Avenue, Apt. 0, Burbank, Calif. 91501
Phone 213-8468147 PLEASE PRE ENTER

" ON THE SCENE "

Dallas Buck, New President SEMPRA
With His Stegall Minnow

Bill Preis
Second, Louisiana NATS
Minnow



Jack Fealing
Second, FAI Florida
Miss B.S.

Irwin Funderburk
Third, In Florida

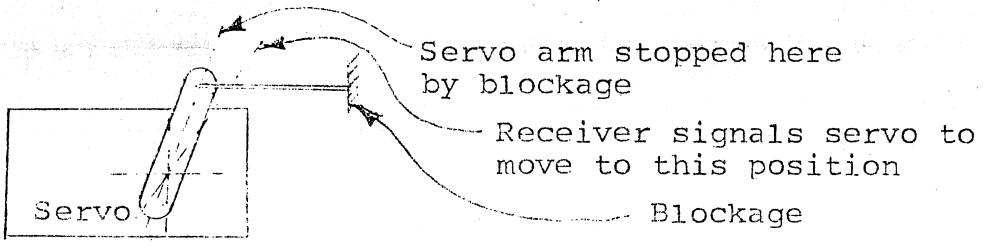
FROM MARA NEWSLETTER, BY PAUL ZINK

IDLE CHATTER

Before we go too far into setting up the servo-carb linkage, you should realize that there are problems involved with the servo.

Basically, there are three conditions in which the servo operates. Idle - characterized by no arm movement and low current drain. Operation - with the servo arm pushing the linkage of whatever has to be moved and a slightly higher current drain from the batteries. Stall - this is the one to avoid. An external force prevents the servo from reaching it's idle point. The battery drain rizes sharply, ofter as much as five times normal. While this does tend to reduce the amount of power left in the battery, the real danger comes from the probability of ruining the servo motor with excess current. Ruin it in the air and you are in for trouble. Keep this in the back of your mind while you are setting up all of the servos and make sure that they can all reach their full excursions with no stops or high resistance.

STALL



There are some devices on the market which avoid this problem by allowing the servo to reach the position called for by the receiver even though the external forces prevent the control arm from moving. This series will demonstrate how to set up without them using just a little extra effort. If you feel safer with these devices, by all means use them. Just make sure they fit your servo before you spend your dough.

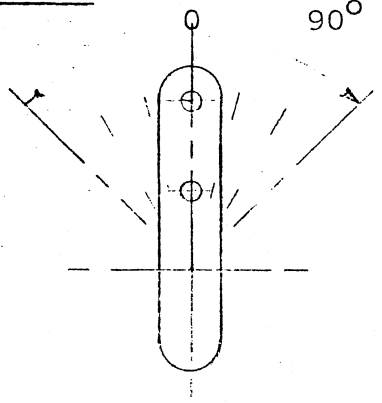
Servo Drives

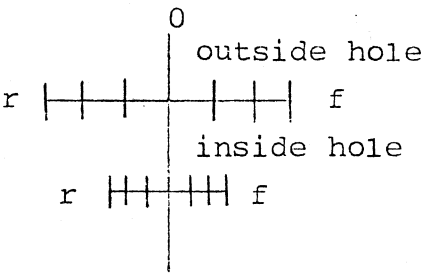
There are two basic drive movements available in present day servos. The linear drive with rack gears has two specific drawbacks for its use with the throttle.

1. Throw adjustment is more limited with the rack. It is normally fixed on the servo and adjusted at the transmitter, not something to fool around with.
2. Movement of the throttle arm on the carburetor is angular and can be better matched to the angular movement of a servo arm.

For these reasons the rest of this series will pertain to angular servo drives only.

SERVO ARM

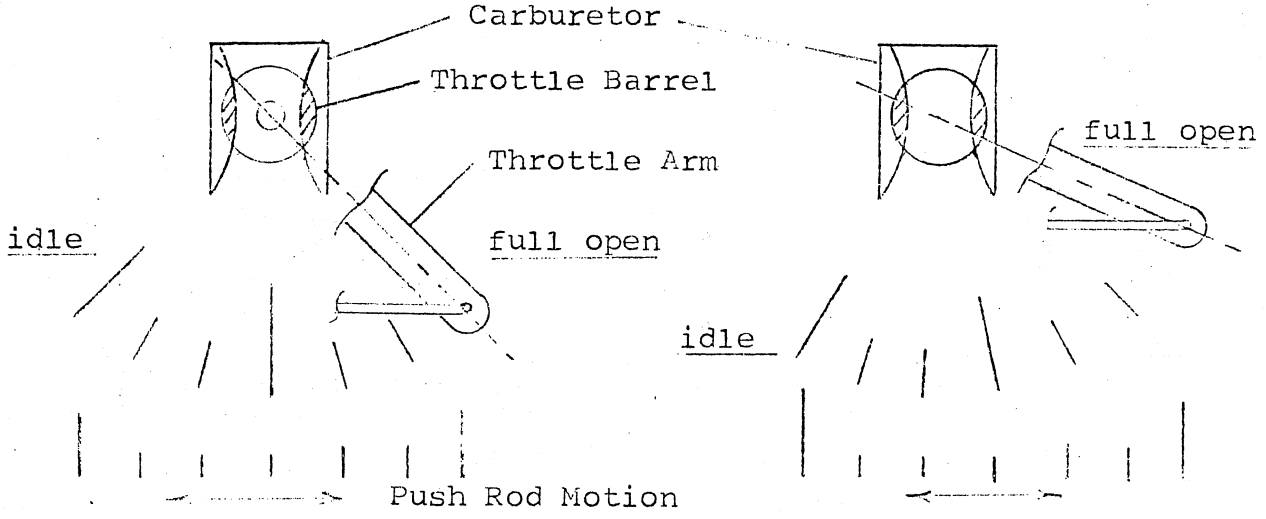




Travel of a point on the control rod

Two things are important to recognize from this drawing. First and most obvious is that the travel of the control rod is increased by using the holes further away from the center of the servo arm. This fact makes course throw adjustments easy. The second thing to realize is that the throw decreases in movement as the servo arm reaches the end of it's excursion. When the servo arm is accurately tracking the transmitter stick you get slower movements at both high speed and idle. This is just what you want because the idle setting at the transmitter is less sensitive and more accurate.

It would be just great if the carburetor arm motion was linear to pick up the motion just as it is. Most carburetor throttle arms work on that same angular drive and re-convert the throttle movement back to that of the servo arm. There is a way to get around this and it turns out to be relatively simple. Readjust the throttle control arm by moving it slightly forward.



Normal
Converts back to servo motion

Arm moved forward
Movement of throttle at idle is smaller
Movement of throttle at high speed is greater

Next time we will get into using the trim adjust on the transmitter to get the idle and cut-off.

NMPRA NEWSLETTER
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