



The Pylon Racer's Official Voice

NMPRA

HIGH PERFORMANCE

National Miniature Pylon Racing Association • Since 1965 • AMA Affiliated • June 2005

A Word from the President

Hello out there to you Pylon Racers abroad and to the NMPRA members ☺

I hope things are going well for you and your pylon racing. As with most of the clubs around the country it's good to see that everyone is now enjoying their summer ace schedule. It's also good to see that our members are using the NMPRA website to convey the needed race info, schedules, results, and some good old fashion smack talk! Also, be sure to stay abreast of the NATS info that Mike is posting on website ... it just might come in handy!

We have a new District 2 VP, Matt Russell and I want to say thanks to Matt for stepping up and taking on the job. We will all look forward to reading your articles about your district in future newsletters. Thank you Patt Pointsett for all the time and effort you put in getting racing back on track in your district.

Also, be sure to check out District 10's article. I'm sure that you'll find it interesting reading!

The Black Prop. I am sure by now that most of you Q40 Racers already know about Dubs proposal passing, but incase you didn't here's the Official word concerning future Q40 Black Props from Pete Reed

...

Dub's proposal authorizing APC to make available more props is now approved and any props submitted for approval that are approved may be useable in contests before the rule becomes official Jan. 1, 2006 at the option of the CD. Be sure the CD's understand that to use any new props the information must be presented in pre-event literature.

So there you have it. Now the question is when can we expect other Black Props? Answer: Soon ☺

A little something here for you 428 Q500 racers that have made the jump from 424 ... Congratulations on your move up to 428! Just a reminder for you 424 Racers, don't forget that the NMPRA has three ShotGuns to give away to the top three 424 Racers in the country and something special for the 2 individuals who set the Fast Time for the long and short course for the regular points season. Right now the 424 long course Fast Time for this year is a 1:31.09 which was reset again during this past April's Basin Race by Gale Enstad in District 1. Again, as of now nothing has been heard for a short course Fast Time.

Don't forget — we're having a raffle and it's for a ShotGun or a Pole Cat! If you have the winning ticket, to be drawn at the Championship Race Banquet dinner in Texas, you will have your choice of a Pole Cat or a ShotGun, The winner does not need to be present to win and the raffle is open to all. Tickets are on sale NOW! They are \$5 each, \$20 for 5 and \$50 for 15 tickets. The money for the tickets is to be collected by Bob Brogdon and myself, or you can just mail it in to Bob.

Safety note, use those ear plugs!

See you at the Races!

B V

District 1, Travis Flynn

Hello District One! By now you should all be in full-race mode! I just returned from Italy where I traveled with Fred Burgdorf and Lyle Larson to compete in an F3D event. What an experience! The hospitality that the European competitors showed us was fantastic. For the unfamiliar, in FAI racing you only race the clock. Also, FAI is flown on a slightly different course with the distance between pylons two and three being a little greater than our standard long course, while the length to pylon one is slightly less. After completing ten laps, the overall distance traveled is almost the same as our Q500 and Q40 course.

Once unpacked and setting needles, we soon found that the European racers are seriously competitive pilots with extremely fast equipment. There were numerous guys going under 60 seconds. One of the fastest racers there you may have already met at the Phoenix Gold Cup race in February. It was Robbert Van Den Bosch, who back on his home soil was one of the fastest competitors turning a time of 56 seconds! You can imagine the speeds these planes generate to go 56 seconds! In the end I was fortunate to finish a respectable 2nd and I must say this will have to go down as one of my best-ever racing experiences.

Back home we had our first Sepulveda Basin race of the year on April 16th and 17th. The weather was great and we had as many as 56 entries each day between the three events. It was great to see fellow racers traveling from as far as Oregon. Below I have listed the top three finishers for each day by event. First though third. I have to say Gary Schmidt's new colors seem to be the right choice and seem to be working well. Next, I think Jim Womack deserves a "thumbs up" for winning Q40 on Sunday, especially after demonstrating how to fly a fully-inverted quarter midget to pylon one on take off and not miss a beat! Also doing a commendable job was Clark Leadbetter who gave Gary Schmidt a hard-fought battle in the Q500 fly-off for first place. Perhaps I'm not alone in

thinking these Castaic guys are improving a little too fast, if you know what I mean. Great job Clark!

In 424 Gale Enstad managed to show all the youngsters they should start practicing more. Way to go Gale! It was also good to see a new guy Kai Schwerdtfeger end up in 2nd place in APRA. Dan Coe helped get Kai started, and let's hope he gets hooked like the rest of us. This also goes for Martin Scott who finished 3rd in his first race. Although we have seen Martin regularly calling for Wayne Cloud at the races, his promising results might change the dynamics of their team.

Here is the list for the two days:

APRA April 16th

1st Gale Enstad FT 1:31:09
2nd Kai Schwerdtfeger
3rd Martin Scott

APRA April 17th

1st Gale Enstad FT 1:32:92
2nd Don Schelling
3rd Bob Ponok

428 Q500 April 16th

1st Travis Flynn
2nd Fred Burgdorf
3rd Norm Teague
Gary Schmidt FT 1:06:16

428 April 17th

1st Gary Schmidt FT 1:05:11
2nd Clark Leadbetter
3rd Fred Burgdorf

Q40 April 16th

1st Jim Allen
2nd Fred Burgdorf
3rd Jim Womack
Travis Flynn FT 1:02:22

Q40 April 17th

1st Jim Womack
2nd Doug Killebrew
3rd Jim Allen
Bill Vargas FT 1:04:68

The next race will be June 25th and 26th, again at the Sepulveda Basin. Hope you can all make it. This is our Howard Reed memorial race and it always has a great turnout.

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District News



Also, it is almost time for the AMA nationals. I know there are a few of us in District One that have attended. For those of you that have been there, let me tell you how much fun it is to race for an entire week at arguably the best flying facility in the world. (Editors note: You forgot about Pegaso in Mexico.<G>) Competing at the "Nats" is something every pylon racer should do at least once. If you are interested check AMA's website for more information, or ask another fellow racer who has been.

See you all in June!
Travis Flynn

District 2 - Matt Russell

Hello out there in Pylon Land. I need to introduce myself. I'm Matt Russell, and most of you have not met me. I would like to thank you for electing me, but that didn't happen. Patt Poinsett e-mailed me and said she was too busy this year, and asked if I would take over the district 2 position. I agreed, got appointed, and so now you get to hear it from me. There will be elections in the fall, so if you don't like the job I do, you can replace me then. For those of you outside the area, I am not new to racing. I have had a fifteen-year break, however, and sometimes it looks as though I'm starting from scratch, or so it seems to those watching. Bruce deChastel reminded me that there are an infinite number of ways to get a zero! If you were able to attend either the fall JR Cup race in Arlington or the Phoenix JR Cup race in February, you may remember my daughter Allie calling for me. She is 11 now, and has become a great caller after a year of learning the trade. She will begin racing this summer, and you will see us both at the Nats if all goes according to plans. Please stop us and say "Hi". When you see Patt, Thank her for her service as well. It has been great to get reacquainted

with the racing community and to be with folks willing to help out others or just share info.

One of my goals is to increase participation. With the advent of the competitive Thunder Tiger powered ARF aircraft, it has never been easier for the new racer to get started. If you are like me, someone helped you get started in racing. See if you can't help mentor a new racer or two. Donate an old plane to someone who can use it to get started. Our 424/APRA class is the most popular of the three events run in the Northwest district, and we are beginning to see some of the folks moving up to 428. One tried Q40 for the first time with the airplane I flew last summer and is hooked for good!

I lived in Boise 15 years ago, and would like to see about promoting some racing there. One of the hobby shop owners from that area expressed an interest in racing. Here in the Spokane area, we have benefited from having Bryan Batch at B & B Hobbies support racers with discounts and enthusiasm. See if your local hobby shop won't support racing in your area.

What has not changed has been the shortage of course workers willing to donate their time to help others have fun. How can we thank those people enough, and how can we encourage others to help? I would like to know what other groups are doing to thank their help. I asked Tom Strom Sr. at our recent race if prizes/gifts had been given to course help. It seems appropriate to me, but I am curious about other parts of the country. Contact me at warussells@earthlink.net, and share your thoughts.

Attendance for the May Barons' Pylon race in Spokane was good with 12 entrants in 424/APRA, 9 in 428 Quickie, and 5 in Q40. Gloomy

forecasts kept some from attending and sure enough, Saturday morning, we were greeted with light rain. It let up long enough to get a couple heats of 424/APRA off before the rain started up again, and the racing was put on hold. Racing started again about 12:30 and we continued though the rest of the day without delay. We had two Rookie pilots in 424/APRA: Phil Davidson from here in Spokane, and Tom Eaton from Boise. Both did extremely well, and finished with their planes intact. Phil finished 5th for the weekend on his first time out. Congratulations!! 428 went well with only a few mishaps. Fast guy Tom Strom lost a wing off a plane, which allowed us mere mortals a chance. New 428 entrants, Rod and Brad Batt along with Perry Pike all did well in their first try at the expert class. I had the opportunity to work pylon one for AMA 424, and Perry is really going to be a force to contend with in the future. Q40 included Rod Batt in his very first go at the fastest of the events, and raced a plane he had only flown once before. He's been grinning from ear to ear since!

Due to the weather delay, we didn't finish up until around 7:00. We adjourned to my house for hamburgers, hotdogs, PROPS meeting, awards ceremony and good-byes to the DeChastles, who are returning (temporarily we hope) to Australia. Stories were told, advice given, Allie and her friend entertained with trumpet and saxophone. Racers weary from the long day finished up a long night with full tummies. Special thanks to my wife Lori who helped put this all together.

Although the Sunday forecast called for 90% chance of rain, we awoke to a beautiful day with partly cloudy skies. Racing started with 428 Quickie, followed by 424. Only a few planes were lost, and there were no mid-air collisions. Q40 was rained out after three rounds when a big rain shower

JR Gold Cup Series 2005

February 26/27 Phoenix, AZ

May 14/15 Ft. Lauderdale, FL

June 3-5 Bowie, MD

September 9-11 Arlington, WA

**More dates to be announced at a
later time**



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District News



showed up and soaked everyone. Unfortunately, Tom Strom Jr. lost a plane due to failure of the elevator. The airplane wound up in a tree and was retrieved by Phil Davidson's girlfriend. –Thanks!

Final results as follows:

APRA-

1 st - Perry Pike	1:37.50
2 nd - Brad Batt	1:35.94
3 rd - Steve Cook	1:38.49

428-

1 st - Mike Bergan	1:08.74
2 nd - Tom Strom Jr.	1:15.17
3 rd - Matt Russell	1:16.88

Q40-

1 st - Tom Strom Sr.	1:06.49
2 nd - Matt Russell	1:08.95
3 rd - Tom Strom Jr.	1:13.41

A special thank you also needs to go out to CD Mike Bergan and his family who worked the course along with other Barons members who gave of their time to help run the race. Mike's wife Robin cooked lunch both days for those hungry racers and helpers. We all appreciate what you do to make this work out!

The complete weekend results can be found on the PROPS website at www.nwprops.com.

If you have not recently attended a race in the northwest, you have been missing out on some of the best-run races in the country. The PROPS club has first rate equipment, which travels to the different venues. Ask the folks that attended the JR Cup race last fall for their opinion. Mike del Ponte puts on a first class race in Medford, OR in Aug. If you need assistance with logistics, i.e. shipping/receiving of models let me know, and I will get you in contact with someone who can help. Our next race is at Whidbey Island north of Seattle on Jun. 17-19th (3 events), with a Q-500 only (APRA and 428) event in Wenatchee, WA Jul. 22-24th. I hope to see you there. Contact me at warussells@earthlink.net or at 509-869-6300.

Thanks for listening, —Matt

District 3 - Richard Moldenhauer

The Calgary crew wrapped up the winter Club 20 racing series for another season. Delbert Godon finished the series in first place with Jack Ellefson and Roy Andrassy close behind. There were eleven pilots that competed over the winter season. Many thanks to Ted Ellefson for organizing the series and to Marcsel Buecker and Mik Delisle for helping out on the race course on many a cold and windy Sunday. The Club 20 event is a highly modified (translation: speed optimized) racing event using a .20 size motor and full length tuned pipe. Calgary has taken the original rules from the UK and changed them to create a winter go-fast event that is quite popular with the local racing club.

The CPPRA (Canadian Prairie Pylon Racing Association) will begin its summer racing season in June with the first race hosted by the Regina Windy Flyers. Quickie 500 on Saturday and Quarter 40 on Sunday. Our district Quickie event is not a 428 event and it's not 424, but somewhere in between. For years, the Webra Q pylon quickie engine has been the one-motor standard. That motor is no longer available from Webra and existing commercial stocks are dwindling. At the current rate of "consumption", the motor inventory could be used up in a couple of years. So it's time to evaluate a new motor.

In partnership with Dub Jett, the district has agreed to use the 2005 racing season to evaluate one of the Jett quickie motors with a modified pipe. Evaluation will take place in real race conditions side-by-side with the Webra Q pylon motor. The goal is to identify a new motor that is very close in performance to the Webra so that we can run both together in the district until inventory of the Webra is used up by those that choose to run it. Natural migration to the Jett motor will then occur and we

continue racing. Makes sense, right? We'll see how the testing and evaluation goes.

Here's a tip from Jim Henderson who stumbled upon a potentially fatal flaw in his Q40 control linkage this spring. Jim and I were out practicing to get ready for the coming district contest circuit. Jim was flying one of his old reliable Q40's that has had two or three race seasons on it now. While wiping down the tail after a flight, Jim noticed the elevator linkage to be particularly sloppy at the back end. Upon further inspection in his workshop later, he found the hole in the steel elevator control horn to be worn oblong shaped. The locking rubber on the Hayes clevis had split and the clevis itself was cracked and ready to fail. All of this was a disaster waiting to happen. This was a result of just normal wear and tear from many runs of high stress and vibration.

So take time to inspect your "old reliable" models from time to time. The seasons of use can wear on critical control surfaces, fuel tanks and firewalls. Be sure to cycle your receiver battery packs too. Long winter seasons of inactivity can cause them to self discharge and even fail internally. A little bit of preventative care and attention can go a long way in keeping them reliable.



Jack Ellefson, Delbert Godon, and Roy Andrassy take honors in the District 3 winter racing series



District News



Contest dates for District 3 have been set as follows:

Regina, Sask June 4
(Webra Q-500), June 5 (Q-40)

Calgary, Alberta July 23
(Webra Q-500), July 24 (Q-40)

Prince Albert, Sask August 13
(Webra Q-500), August 14 (Q-40)

Saskatoon, Sask August 27
(Webra Q-500), August 28 (Q-40)

Don't forget to mark down the US Nats in Muncie during July and the NW Arlington Race in September.

Randy Smith for Richard Moldenhauer
Pylon.guy@shaw.ca

District 4 - John Williams

Hello pyloners,
Hope things are going well with everyone in the racing community. This years Gold Cup series is a tight schedule and I am not going to make but two this year and the Nats. Speaking of the Nats, it's coming up fast and I hope everyone is getting prepared and ready to rumble. I have one Polecat to get ready and then I will be on the make for practice. The new CF prop rule proposal has passed and will take effect in January 2006. This will give Fred some time to try new props and come up a few that will benefit racers in different parts of the country. District 4 happens to be one of those places that the old V-2 would not turn up well on bad days. Now we should be able to select from a light pitch prop, medium pitch prop and the old heavy one, like the V-2. I personally am very happy with the decision of our contest board and I really think this will level the playing field for those who cannot or do not wish to make wood props for qm-40. After saying that, I just found out Tom Scott went :59.98 in the Caps Classic race held in Muncie Indiana. WOW, that is smoking Scott. I only wish I had the patience, skill and insight to make

such a prop. He will be a tough contender at this year's Nats, to say the least.

In district 4 we had our first race in Denver and it was a fun one. We were graced by the presence of Rusty Van Barren and his son Matthew. Thanks for coming up for one of our local races, Rusty and we look forward to having you come up again. The racing was fierce and there were no "gimmies" at this race. I fell into my old bad habits of cutting, just to stay ahead of Rusty, I finally figured out it does not matter if you are out front if you cut... Rusty immediately busted out the fast time of 1:13.16 at 5300' AMS. The course record for years was a 1:14 held by local Brian Neff and then I was able to better that last year with my new Shotgun on its first time out with no V-tail at 1:12.56. Duane Gall showed us he still knows how to fly and I think all his foamy flying has done him right, he was tuff to beat and ended up with a two way tie for first place with Brian Neff. Matt Van Barren was on fire and flying very smooth and was going to be tuff to beat, but the plane and vortex gods had something to say about that and he ended up getting bad air around pylon #3 and going straight into the ground with a loud bang... Sorry Matt. That opened up the door for Brian, Rusty and Duane. Rusty and local Mike Farnsworth had a little mishap on take-off and Rusty went 90 degrees to the right and Mike decided to lay off the rudder and he went straight... Rusty came under Mike and Mike put his landing gear in the top of a Lyle Larson Bird of Prey wing and kept going. In that heat, Duane got the hole-shot and Mike started chasing him down, before we knew it, Mike had caught up to us and passed us and was on his way to his first win of the day... Then starter, Steve decided an airplane with no gear is not legal anymore and disqualified Mike... Mike did not find out until the heat was over and he was a little bummed to find out

his win had been stripped due to a technicality. This moved Duane up and it also moved Rusty down. Rusty struggled to get his wing repaired before the next heat and he was successful in doing so and he went on to win his next heat. At the end of 5 rounds, after some re-calculating the numbers, Brian Neff and Duane were tied for first and Rusty was in third and I was in fourth. Duane did not want to fly off for the win and as it turns out, he had the faster time and would have won the race if times would have settled it. I pushed Duane to race it off, I mean it's for first, not 8th or 9th and I was able to talk him and Brian into a fly-off for first. The heat was tight and they traded up spots more than once, but in the end, local Brian Neff won the race and took home a lot of points for the season championship. Duane also took home the same number of points and I think I should point out what a nice guy Duane is. In the fly-off, there was a question on whether or not Duane cut on #1. The judges were not sure and nobody else was sure either. This being said, another re-fly was in order to establish the first place winner. Being such a good sport, Duane opted not to fly off again and just take second and let Brian have the win. Duane is a winner in my book and I think this is a good lesson to learn for those of us who strive to win and are only happy if we win. Duane showed me that it's not all about who won and who lost. It's about having fun and doing the best you can under adverse conditions. Way to go Duane!!!

We had a small turnout in 424 and after 5 heats of racing Bryant Johnson has his first win in 424 that I know of, way to go Bryant!

We also had 5-6 slow fly trainer style planes that Kurt Bozarth and Brian Neff headed and they had a blast going around the poles at 60mph!!!



District News



AMA 428

1. Brian Neff 1:15.45
2. Duane Gall 1:15.35
3. Rusty Van Barren 1:13.16
4. John Williams 1:13.09

Fast Time

424

1. Bryant Johnson
2. Allen Thovson

District 5 - David Norman

Racing is in full swing up here in District #5, and hopefully the weather will start to get a little nicer.

I thought I'd start this article out with a really dumb mistake I made, hoping it will help someone else out. I have had a Dago Red for about 5 years and was never really very thrilled with its flight performance so it has basically sat on the back burner in case of desperation. This spring I was determined to get it going so I started by moving the C.G. forward and changing out the Hitec 225 I had on the Elevator with a JR 3421.

What a difference that made, I'm now suddenly in love with the plane, but I noticed the aileron response just wasn't very good and they didn't center all that well so I decided to replace the Hitec 225 with a Futaba 9650. I had to open the servo hole out a bit, but I was able to fit it in using the same push rods. I centered the servo, popped the servo arm on, and adjusted the trim using the electronic sub-trim in my radio.

I went to the field, fired it up, and a helper gave the plane a shove. Nice take off, but as it left the ground it started a slow roll to the left, I compensated with a little right aileron, but all this did was make the slow roll a fast roll. When the plane was inverted I had to push the elevator stick forward to keep the plane climbing or it would have hit the ground. I just about snapped the aileron gimbal stick off, and made another complete left hand roll before I shut it down. At this point the plane was pretty darn high, but I finally figured out that the aileron servo was reversed. To compound matters, we

had stiff (15-20 mph) winds coming out of the west, which causes issues because the air swirls as it passes over a tree line at the pilot's backs. Trying to learn how to fly with swapped ailerons on a Q40 is not an easy thing to do on short notice. I tried to use the ailerons as little as possible, but I didn't quite have enough rudder throw to turn very effectively. I was just kind of getting a hold of the thing with one turn left to make the field. Unfortunately, I turned the wrong way and was stuck heading down wind away from the field. I milked it as long as I could, and I was getting close to a busy highway where I decided she was coming down. It plopped in freshly tilled soil about 30 feet from the highway.

I was not expecting good results, as it appeared that it went in pretty hard with a poof of dirt. Luckily, other than a dirty engine, one landing gear broken off (nylon bolts saved this one), and a couple small cracks just forward of the rear wing hold down bolts she was in pretty good shape. I learned a couple lessons here; first, although I've had good success with the Hitec 225 on Q500, I'm not sure if they really are the best fit for a Q40 on Elevator and Aileron. Second, when you change out different manufacturer servos, make darn sure you check what direction they are moving. Lastly, always check the direction of your surfaces before every flight. I have never had this happen before and looks like I just got a little (ok, a lot) complacent in regards to this. Thankfully, repairs have been made and I should be able to get a test flight on it before shipping to Ft. Lauderdale for the May 14-15 JR Gold Cup Race.

Now, on to better news. For all you "Super T", "Smoke", and Gary Schmidt wannabe's check out this great new flight box that A.J. Seaholm has assembled. He took actual measurements off Travis's flight box, set up a nice cad drawing, and sent out for laser cutting with 1/4" high quality aircraft ply. All tab and lock construction that can be put together quick. A little sanding and painting and

you're all set. Looks great, I can't wait to get mine. Here is a link to some pictures.

<http://www.teamseaholm.com/photoalbum/supertbox/index.htm>

I think he is taking names for another kit run, if interested, contact him. seaholm@teamseaholm.com

Also, there are rumors of a similarly constructed custom Q500 and Q40 prop boxes coming. From what I've heard, looks like they will be a winner also.

Dave Norman
District 5 VP

District 6 - Steve Baker

At last, R/C Pylon racing has resumed in the New England and Mid-Atlantic regions of the country. David Doyle sent the results of a NEPRO 424 Quickie 500 contest held May 1st in Hadley, MA. The results are as follows:

Place	Name	Points	Time
1 st	Ralph Rinaldi	20	1:18.46
2 nd	William Blode	17	1:23.27
3 rd	Joe Tropea	17	1:27.34 **
4 th	Lloyd Burnham	16	1:18.39 *
5 th	Michael Luzzi	15	1:22.91
6 th	Mike Masi	15	1:25.07
7 th	David Doyle	12	1:28.35
8 th	Mike Stewart	9	1:26.54
9 th	Irl Brown	9	1:26.54
10 th	Peter Baltrush	9	1:32.13
11 th	Bill Jensen	6	1:42.90
12 th	Ken Roberts	6	1:26.40
13 th	Cosmo Petrone	6	1:47.05
14 th	Tom Burrow	6	1:32.31

* Expert fast time ** Std Fast time

In addition, the MAPRA held its first 424/428 contest on May 14 at the PGRC Club Field. The rains held off until after dark, and we had temperatures in the low 80's. In all, there were 23 entries in 424 and 10 in 428. Given the turnout, we flew 4 plane heats in 424, and 3 plane heats in 428.

Winds of 15 mph+ out of the SSW made for downwind take-offs and



District News



numerous cuts through 2-3. The only aerial mishap of the day was an "All Dave" affair, with Dave Beazley sawing the tail off of Dave Latsha's Predator. Amazingly, Beazley's D-Day schemed plane came through it with no damage at all.

Interim fast time honors were handed around with each successive round, and ended up with Scott Roney, a recent east coast transplant from Ohio. If I had known he was this fast, I'd have given him bad directions to the field :).

However, top honors went to 'Blood in the Gimbals' John Albritton. John managed to catch 2 of his left fingers in the prop in the first round, but refused to back down and went on to win the heat before the modeler's version of field triage using CA, kicker and bandages by several of his buddies. He had the whole mess stitched together (14 stitches) that evening after the contest. John also won with an engine that couldn't get out of its own way, as evidenced by his not-so fast time of 1:30.65. Way to go, John.

The final results for 424 are listed in the next column.

After lunch we flew 428 Quickies. The field of entries included 6 composites and 4 wooden airframes, two of which incorporated the NACA 66012 airfoil made of wood and foam structures using the same rib templates I discussed last month. The models, named the 'Fast Woody' were built by Dan Myer and John Albritton. Both models featured skinned hinges on the ailerons. Dan's model was on weight and slightly nose heavy, a major improvement over his last year model due in large part to foregoing an opaque paintjob and finishing it with tinted clear epoxy over glass cloth and epoxy resin.

John's model featured a fully-sheeted wing with a foam leading edge section and diagonal ribs aft of the high-point wing structure. He used a carbon

424 Results

Place	Name	Points	Time
1 st	John Albritton	19	1:30.65
2 nd	Rick Moreland	18	1:24.41
3 rd	Scott Roney	17	1:22.81*
4 th	Dan Myer	16	1:29.09
5 th	Tom Cerqua	16	1:25.13
6 th	Jon Baker	15	1:22.96
7 th	Steve Baker	15	1:24.45
8 th	Warren Gillette	15	1:25.75
9 th	Greg Brewer	15	1:32.42
10 th	John Lord	13	1:43.27
11 th	Shye Sarig	13	1:46.87
12 th	Frank Donnelly	12	1:25.32
13 th	Jim Waybright	12	1:31.72
14 th	Dave Beazley	10	1:30.00
15 th	Reggie Sterling	10	1:42.68
16 th	James Culp	9	1:39.91
17 th	Regis White	9	1:57.01
18 th	Frank Kohonowski	7	2:00.40
19 th	Steve Gallup	6	2:14.82
20 th	Jim Baye	5	2:48.41
21 st	Dave Latsha	4	1:31.60
22 nd	Larry Nowland	4	1:37.57
23 rd	Gene Bass	3	2:09.29

* denotes Fast Time

matte and nitrate dope base, finished with lacquer and coated in clear (well, almost clear) epoxy. His model was also quite close to minimum weight. Both models/pilots did quite well. In fact, Dan Myer went on to set fast time for the event with a 1:08.32, more than 3.5 seconds faster than he had ever gone before.

As luck would have it, at the end of 5 rounds we had a 4-way tie for first place between Jon Baker, myself, Dan Myer and John Albritton. So it was 2 Shotguns against 2 'Woodys'.

This was the first time I ever competed against my own son, but with first place on the line, we just had to give it a go.

We almost had a 3-plane flyoff because Jon left his in-line fuel line crimper on and his engine wouldn't start. At 15 seconds, he figured it out, lit the engine and scrambled into position.

Unfortunately, both Woodys had less-than-straight launches, so the Shotguns went at it. On lap 5, I noticed the plane I was dueling with looked real familiar. I got an even better good look at it as my plane disappeared behind it as we went around #3 together. It was at this point I had a vision of writing a huge check to cover the damages I was threatening to cause. Realizing we were on the same team (and that I funded the team) I got out of his way.

The final results are listed below:

428 Results

Place	Name	Points	Time
1 st	Jon Baker	12	1:09.43
2 nd	Steve Baker	12	1:09.68
3 rd	Dan Myer	12	1:08.32*
4 th	John Albritton	12	1:10.83
5 th	Dave Latsha	11	1:13.67
6 th	Gene Bass	10	1:14.41
7 th	Frank Donnelly	9	1:14.37
8 th	Rick Moreland	8	1:15.94
9 th	Larry Nowland	7	1:22.98
10 th	Warren Gillette	4	1:21.43

* denotes Fast Woody Time

Please get your entries into Rick Moreland [(301) 261-7366] for the Bowie, MD JR Gold Cup Race. His son says he prefers calls after 2:00am ;).

Until the Bowie Gold Cup, Steve Baker, District IV Coordinator AMA 68276 NMPRA 15R

District 7- Tom Dobyys

No Article Filed



District News



District 8 - Dennis Cranfill

Hello from District VIII. The race season is off and running, and to date we already have two races under our belt. The season opening race was held at Texas City, TX in April. The club at TX City put out a great deal of effort preparing the field for the contest. Last year, we didn't even consider a long course race. This year they made it happen with a golf green to land on. We raced two days of Texas Sportsman, and two days of AMA 428. We could not have asked for better weather, and I think we all got that first sun burn of the season out of the way. The race officials did an outstanding job of running the race and we look forward to going back next year. Two days of fun filled racing was had by all. Congrats to the winners.

The next race was held the third weekend at the newly renovated Scobee field in Houston. Unfortunately, I could not attend due to work. I did hear there was some great action there. I was also happy to see some new names on the entry list as well as some old names that have not been around in a while. One of our new pilots, Mike Funk, apparently had a good weekend in the Sportsman class. Congratulations Mike, keep it up. The results and a brief report was submitted by Mike Walther.

Sportsman 5/21

1. Jason Duda - 10 points
2. Mike Funk - 10
3. Richard Beers - 9
4. Ray Saenz - 8 - FT 1:42.63
5. Steve Baggett - 8
6. Mike Walther - 8
7. Chuck Anderson - 5
8. Wes Pierce - 5
9. Richard Rehwald - 2

QM-40 5/21

1. Dub Jett - 8 points - FT 1:05.93
2. Mike Helsel - 7
3. Jerry Small - 6
4. Mike Hammett - 5
5. Jason Duda - 5
6. John Jennings - 3

Q-500 5/21

1. Jason Duda - 10 - FT 1:11.07
2. Chuck Anderson - 10
3. Richard Beers - 9
4. Red Cranfill - 9
5. James Hornsby - 9
6. Mike Helsel - 6
7. Rickey Cranfill - 6
8. Mike Hammett - 5
9. Dub Jett - 0
10. Mike Walther - 0

Q-500 5/22

1. Dub Jett - 12 - 1:09.43
2. Mike Helsel - 11
3. Red Cranfill - 10
4. Richard Beers - 10
5. Mike Walther - 9
6. Mike Hammett - 8
7. John Jennings - 7
8. Chuck Anderson - 6
9. Rickey Cranfill - 5
10. James Hornsby - 4
11. Mike Funk - 2
12. Jason Duda - 0

Sportsman 5/22

1. Steve Baggett - 11
2. Mike Funk - 11 - FT 1:49.00
3. Ray Saenz - 11
4. Mike Walther - 10
5. Jason Duda - 9
6. Mike Hammett - 6
7. James Hornsby - 3
8. Mike Helsel - 1
9. Wes Pierce - 0
10. Richard Rehwald - 0
11. Dub Jett - 0
12. Randy Ritch - 0

That's it. All races were 4 rounds a piece. The last one, Sportsman 5/22 was fly-off between 1st, 2nd and 3rd. In the fly off, Steve B. won with Mike Funk in a close second. Ray got so low that he made a full speed landing right on the runway, tipped his prop and was out of it! Fortunately, his plane was all in one piece. - - Talk about talent!

I was told by several of the guys that the heat was staggering.

We head to Wichita Falls, TX on the weekend of June 11 for our third district race. The Wichita club field is outstanding, and the guys really know how to host a race. They have built a set of club owned race course equipment to be used at the race. Make your plans to be there and to support this club that is willing to put out this much effort. You will have a blast at Wichita Falls. Hope to see you all there.

Dennis

District 10-VP Alex Rotundo

This is my first report from District 10, recently created for Venezuela by Mr. Bill Vargas, President of NMPRA.

Pylon has been flown in Venezuela since the 1970's in the Animal 500 and Formula 1 categories, using 500 square inch planes with a 10% minimum profile and 4 pounds in weight.

In 1984 the Venezuelan National Air-modeling Association was created (ONCA), with the task of organizing events and the National Championship which was flown in a 424 modified category with engines Webra, Rossi, and Sport Jett. This type of racing ended in 1992 and no more championships were organized until a group of pilots in 2000 put it together again. They were Jose Machado, Oscar Mijares, Alejandro Rotundo, Lavino Napolitano, and others. They had a new interest in racing and wanted to reorganize the group. This time the category was a 424 standard with OS 40 FX engines and a 9x6 APC propeller, the only modification that was permitted was to remove the baffle in the muffler. The planes had to be built with a total area of 500 square inches for the wing and weigh no less than 3.5 pounds (parameters taken from AMA and NMPRA).

Since 2000 until today the Venezuelan National Championship has been going strong. The best official fastest time recorded is in possession of Mr. Oscar Mijares with a 1:20.62 in the short circuit. We have 34 members ONCA, with a about 24 pilots each



District News



race. This year two races qualify for the "Venezuelan National Title" have been flown. June 12th the 3rd (out of a total of 6) will be held.

For year 2006 we are planning to open the category 424 modified to be flown with Webra, Rossi, and Sport Jett engines with the objective to run officially the 428 category in the near future.

With the purpose of having fun and to gain experience a group of 4 pilots have attended 3 races in Florida at the Markhan Part facility in Fort Lauderdale and Appoca (near Orlando) This experience has improved our efficiency. In the present the following pilots are going to attend the US Nats in July and race the QM 40 and 428 categories: Oscar Mijares, Gabriel Tahhan and Alejandro Rotundo.

I would like this opportunity to thank Mr. Bill Vargas and all the NMPRA organization for the creation of District 10 for Venezuela and for all the support and friendship of all the great pilots we have met in our 3 Florida races. Attached you will find pictures of some of our pilots in our beautiful circuit in Club Dedalo close to Caracas-Venezuela.

See you all in the Nats

Alex Rotundo
VP District 10

JR Gold Cup/Q40 VP-Randy Bridge

The second round of the JR Gold Cup Series is in the records. Twenty-six of us gathered down in Ft. Lauderdale Florida where Jim Purdeue, Ray Brown, and company (MPPA) hosted a great race. The trend continues with close racing, and most races being won with someone cutting and losing that lap. The entire finishing order will be posted at the end of my article. Congrats to Tom Scott for setting fast time, 1:01.48...smokin'.

As most of you know, the Bowie JR Gold Cup race has just completed as I write. I understand that there were only 201 contestants? From a business standpoint, that pretty much spells out "loss of revenue". In order for the series to survive will rely on a minimum of 30 contestants. We

guarantee the host clubs \$1500, thus we need 30 entries to make that. Otherwise, the NMPRA loses. The shortage is covered by the monies that go to the winners of the JR Gold Cup. If you are a host club and you can not pull 15 locals together for a Q40 race, you probably can not host a Gold Cup race. Local racers are what support the series, not the few of us that travel.

Moving forward, we got the final word that Seattle will host another JR Gold Cup race on September 9-11, 2005. I am sure the west coast gang will support this race and it will be one of the best races in the series.

The AMA Nationals is very near and I'm sure most are excited. Condon always does a great job hosting the Nats. I am looking forward to seeing you all at the races.

Back to my FAI grind.... Take good care.
Randy Bridge

National Quickie 500-VP Barry Leavengood

It's amazing how every time I turn around it's time for another article. Well here goes. Racing is in full swing in most parts of the country. In the west, the 4th round of the Western Pylon Series had a great turn out with 55 entries on Sat., 21 of which were Q40 and 49 on Sun. with 15 Q40s. I believe Travis will have a complete write up on it in his article. The JR Gold in Florida had a good turn out and even better racing followed closely by the CAPS Indy Shootout at Muncie. I haven't seen the Muncie results yet but heard Tom Scott broke a 60 seconds again and it sounds like the racing was awesome. Looks like everyone is ready for the Nats. in July.

Some big changes going on in the Q40 prop world. The Contest Board recently passed a revised prop rule permitting multiple sized APC props in Q40. The rule change is effective Jan. 1st 2006 but I think the new props, if commercially available, could be used in 2005 with a sanction deviation. I for one, welcome this change as it gives us "plastic prop guys" more latitude to compensate for weather conditions.

For those of you who haven't heard Bruce and Linda de Chastel

temporarily moved back to Australia. They assure me it's only for a short while and all his products will still be available. For those who travel to races his Pole Cats and Sump 'N Else Q40s with two-piece wings and tails really make it nice. His web site address is www.bigbruceracing.com or from <http://www.darrolcady.com>

Lyle Larson has a great new web site you should all take a look at. The address is www.calspeedpros.com. I think A.J. Seaholm put it up for him. Great Job.

Dub Jett at www.jettengineering.com has developed a new fuel tank that fits easily in front of the wing for the Pole Cat and Lil' Mike. I haven't tried one yet but the Jett guys use it and love it.

While not exactly on subject, Fred Burgdorf, Travis Flynn and Lyle Larson attended a FAI (F3D) race in Milan Italy last month. The guys did well with Travis getting 2nd place. Way to go guys! F3D is a really cool class. It would be nice to have some FAI races in the US. I'm sure, if all you FAI guys lobbied your local clubs and CD's you could get something going. Harold Sattler, www.superminnow.com/hmracing/racing, and Lyle Larson, www.calspeedpros.com, both manufacture FAI kits and the revised FAI Nelson, www.pspec.com, seems very competitive with the European engines.

That's it for now.
Barry Leavengood

NMPRA Nats VP-Mike Condon

No Report Filed

The Pylon Racer's Official Voice

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