

The Pylon Racer's Official Voice

NMPRA

HIGH PERFORMANCE

National Miniature Pylon Racing Association • Since 1965 • AMA Affiliated • February 2010

Presidents Corner

Happy New Decade!

The new decade as well as a new year has officially started, and it promises to be a great one for us pylon racers. I wish you all some great racing, great competition, and above all lots of fun and camaraderie in the sport that offers the highest speed per dollar of any motor sport in the world. It's time for all of us to make our New Year's resolutions, and I suggest that you make some pylon racing resolutions as well and work towards achieving them. Whether it be to move up to a new class, to set a personal best time, or to learn to get the most out of your engines, set your sights on a particular challenge and make it happen this year!

Quickee 500 Goings-On

The cries that began at last year's NATS about reforming Q500 are beginning to produce some real changes in Q500. As of now, SEMPRRA in Florida, CAPS in the Central States, and NEPRO in the Northeast have moved to change the engine rules for the Quickee class that they will fly. Essentially, they are adopting a rule that will limit the engine allowed to the new Quickee Jett or the older Sport Jett with the Quickee Jett muffler. The older LS and SS Nelsons, Jetts, and Profis will no longer be allowed in their primary competitive Quickee class. The intent is to slow down the event from the current 170 mph class to a 145-150 mph class. There are several reasons for the change:

- 1) The LS Nelson is no longer available.
- 2) Slower speeds will allow use of the short course in areas that cannot accommodate the long course.
- 3) The price limit on the engines will lower the cost for existing racers and reduce the cost of entry for new racers, as well as preventing unchecked future technology and cost escalation.
- 4) Event speeds are more centered between 424 and 422 (Q40).
- 5) Reduced speed means that there is little advantage for an expensive composite airframe over a more reasonably priced built-up airframe.

Whether you agree with the change, the fact that these groups which represent a significant percentage of the racers in the country have voted to adopt the rule represents a grassroots movement towards putting both cost and speed limitations on Q500. For those of you who have not used or seen the new Quickee Jett, you are in for a treat. This is an absolutely wonderful motor, which is an absolute delight to run.

As of now, the current 428 class will continue to be run at the Nationals. No decision has been made about National points accumulation; however, it is likely that there will be a mechanism to recognize points earned in this new class.

Electric Formula One Update

The interest in the proposed NMPRA Electric Formula One (EF1) class continues to grow. I have talked to several manufacturers who are interested in the event, and I cannot believe the interest these airplanes generate at the field. The rules are firming up, and the only major change has been to allow a smaller 1 1/2" spinner to allow for better motor cooling. Also, there will be a minimum frontal area specified in the final rules as well. I have agonized over the adoption of watt limiters but have decided against them at the outset in the hopes that the manufacturers we are working with will produce a specific NMPRA power package for the event which should keep things both simple and even. Down the road, I envision that as speeds naturally increase (as they always do in racing), we will need to adopt a watt limiter.

I received a prototype of the LR1-A kit, and the quality of the airplane and the level of prefabrication absolutely astound me. After only 4 hours, I was standing there looking for more to do, but the plane was built and geared up ready to fly. And it is gorgeous! I have obviously been away from the ARF market for a while as this kit is in an entirely different class from anything I could have imagined.

There are also a number of new designs in the works, and I am seeing the kind of interest and design innovation

that we used to have. Guys, we are in for a real treat when this class takes off!

Membership

Please make sure to mail in your 2010 membership dues to David Doyle. We would like to welcome new members Christopher Curtin from Eau Claire, WI; Allan Umbach from St Albert, Canada; and Archie Stafford from Lexington Park, MD; and returning members Irl Brown from Easthampton, MA; George Parks from Austin Texas; David Lloyd from Sun Valley, CA; and Lee Ulinger from Goodyear, AZ,

We also want to thank Jesse Hall for his generous donation to the FAI team fund.

2009 Points Recalculation

Unfortunately, the season's points for 424 and 428 were not correct, and we are attempting to recompute the results and get them reported correctly. If you were the CD of a 424 or 428 race last year, please contact Jim Allen to see if your race results were included in the calculations. We have built a new spreadsheet system for the points and are hoping that this will be the last year that we have this problem.

Short Column This Month

I apologize for the short column this month, but as many of you know I have had some serious family issues to attend to recently. Although it may take me a little longer to get back to you if you contact me, I still promise to respond to all questions and comments.

Phoenix Winterfest Q500 Race – by Jim Allen

Racing for the new decade started again this year in Phoenix at the Winterfest Q500 race hosted by the Speedworld R/C flyers as it has since the early 90's. Entries were down a bit from last year with a total of 38, 31 for 428 and 7 for APRA. Two racers entered both classes.

Several racers showed up for practice on Thursday, but it got pretty windy in the afternoon so most went to get food. Friday practice started quieter than in recent years but picked up as the day went on. The weather was perfect with light winds and temps

that got up into the low 70's, and the weathermen were saying we would have more of the same for Saturday and Sunday. We were hoping.

The Saturday morning sunrise was amazing with some cloud cover that made seeing the planes a bit challenging for the Speedworld course workers. With that in mind, along with the lighter than usual entries, we decided to extend practice flying till 8:30 and start at 9 o'clock. The other schedule change was due to the Arizona Cardinals' playoff game starting at 2:30. It was decided that we would not stop racing for a lunch break and go straight through till 2:00 and end for the day so that the course workers could make it home to see the game. That turned out to work great and taught us a few lessons I'll mention later.

When the racing got started, the Speedworld club members got the pace of heats clicking quickly as usual. Through about noon Saturday we were already averaging right at 5 minutes from flag to flag for the heats. By two o'clock we had finished 6 rounds of APRA class and 5 rounds of 428. The workers headed home for the day with 52 heats completed. A walk in the park compared to our record of 100 at last year's QM race but still great for the amount of time used.

The rest of the afternoon turned out to be a lot of relaxed fun. Several racers got in some practice flights, and then the toys came out. Travis Flynn had his little micro Sukhoi; I had my micro heli; and several of the Hangar 9 T-28's came out, too. It was a great time.

Sunday morning we got started right on time at 8:30 sharp. Again, Starter Jerry Widmer and Assistant Greg Jones with the rest of the Speedworld workers were cranking them out as fast as ever. We flew 5 more rounds of 428 and 4 rounds of APRA before 1:00, again going straight through, eating lunch on the fly. Those guys make my job so easy. I truly appreciate everything they do for us racers.

When the scores were tallied after the final regular heats, there were two ties in the trophies. One was decided on fast times, and the other was decided

High Performance Information

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If possible, please submit information in Microsoft Word format

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District News



with a flyoff. Tony Lopez and Bob Ponek were tied for 3rd and 4th with 35 points. Tony had a faster best time with a 1:07.06 to Bobby's 1:08.08. When they launched, it was obvious that this would be a fast one. Tony had been going fast all weekend and so had Bobby. About halfway through the race Tony got a cut when he was out in front with Bobby right behind. Tony stayed in it, but Bobby wisely stayed outside the poles to win. Tony's final time was a 1:11 for 11 laps. His 10-lap time would have been in the high 1:05's. Mike Tallman decided to let his tie with Mike Helsel be, decided by Mike H's faster best time.

APRA class had a lot of good racing, too, with the top 4 of the 7 entries all having best times in the mid 1:40's. There were no ties, so no flyoffs were necessary. All of the pilots seemed to have a good time, and I think there wasn't too much carnage.

The traditional Kachina Doll trophies were handed out to the top 7 in 428 and the top 3 in APRA with the traditional Kachina Doll Eagles for fast time in both classes.

In APRA class, the big winner was Jim Padelt who finished 1st and turned fast time with a 1:43.41. Second was a racer whom we hadn't seen in a while from Livermore, CA, Ken Busse. Ken had his wife calling for him for the first time and she did great. Third, from Illinois was Steven Nikodem, who came with his dad Jim. Steven also flew very well.

In 428, seventh place went to a first-time Kachina winner, Chuck Andraka from Albuquerque, NM. Chuck has been coming to the Winterfest for years, and the last two has teamed up with Sam San from the Phoenix area. These two really worked well together and this year were flying Sam's new Sam-Rai composite wing quickies and went very well.

The rest of the results can be seen with the link on the NMPRA web site. The big winner in 428 was Dub Jett. Dub and Mike Helsel had the latest

version of the Jett Q500 engine running very well with both turning 1:08's. You should note that Dub won the event 3 points down from a perfect score. This is testimony to how tight the competition was.

I was fortunate enough to finish 4th with 36 points and Fast Time with a 1:06.89. My awesome caller Gary Schimdt did his typical awesome job keeping me tight on the poles. Thanks to Bobby Ponek who pushed me into the fast time. Bobby was flying as well as I've ever seen him fly; he's really come of age. Good job, Bobby. Tony Lopez had been practicing a LOT lately since he's been an active member of the Speedworld club, and it showed in his result and his fast time of 1:07.06. Mike Helsel and Mike Tallman filled out 5th and 6th respectively. Fred Burgdorf just missed adding to his Kachina collection with 8th place. Fred was followed by steady Tom Hegland in 9th and Gary Schmidt in 10th.

Overall, it was another great Winterfest. I have to thank all of the Speedworld members for continuing to support our races and doing such a good job for us racers. They continue to make improvements on the field and equipment. We had our new version of the Hank Kaufmann Judgeman system that worked pretty well with some software issues that we'll have fixed for the QM race next month.

I also want to thank all of the racers who attended this year, despite the challenging economy. We'll be ready to do it again next year. I'm already looking forward to it.

District 1, Dan Thordarson

Hello District 1

The Winterfest event has come and gone; some pilots are happy; some were not! The weather was perfect in the mid 70's, light cloud cover, and no sub-freezing temps in the morning as in years past. Although the entries were a little down this year, the racing

excitement was not! Seems as if everyone had a great time, and we had some old friends return to join in on the fun. It was great to see Bruce & Joanne Coffey as well as the Busse's return following too long of an absence!

The man of the weekend was Deb Jett! Deb & Mike Helsel really put on a show with their Jett power plants! I didn't see anyone faster power wise! After some early engine tweaking, Sam San got his composite plane called the Sam-Rai powered by Jett really moving as well!

Flying a borrowed Sam Rai from Sam San and running a Short Stroke Nelson, Chuck Andraka put in a great set of heats placing him 7th in the overall standings! Chuck indicated that the Sam Rai was one fine flying and fast plane. If I remember correctly, Chuck indicates flying the Sam Rai trimmed 5 to 6 seconds off the plane he was flying on Friday! Sounds like a plane to keep an eye on!

We had one fly-off for 3rd place between Tony Lopez and Bob Ponek. Tony got off to an early lead finding some shortcut around turn one followed closely by Bob for some 7+ laps! Tony pulled inside Pylon 3 giving the race to Bob! The score keepers told Tony that if he'd not cut, his time would have been in the 1:05's and would have beat out Jimmy Allen for fast time!

424 (APRA) also had some great racing putting Big Jim Pedelt in the #1 spot followed closely by Ken Busse who we haven't seen flying for some time now! Welcome back, Kenny! Steven Nikodem put in some great flying placing 3rd with his father Jim doing the calling for him!

NMPRA Q-40 Championship Series

2010 Schedule

April 16-18 Ft. Lauderdale, FL

July 12-17 Muncie, IN



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District News



1st Place Deb Jett (428)



4th Place Tony Lopez



7th Place Chuck Andraka



2nd place & Fast Time Jim Allen



5th Place Mike Helsel



1st Place 424 (Big) Jim Pedelt



3rd Place Bob Ponek



6th place Mike Tallman



2nd Place Ken Busse



3rd Place Steven Nikodem



District News



Here is the final tally for both 424 & 428.
See you all at the next race!

Dan
53c

Winterfest 2010

Ordered By Points Within Class

After 10 Rounds			
APRA	Name	Low Time	Points
1	Jim Padelt	** 1:43.41	36
2	Ken Busse	1:46.92	33
3	Steven Nikodem	1:45.37	27
4	Dan Duffy	1:45.44	23
5	Jack Hinkle Jr	1:55.86	21
6	David Uthoff	2:03.05	6
7	Jack Hinkle	2:00.46	1
8	Don Leonard	0:00.00	0

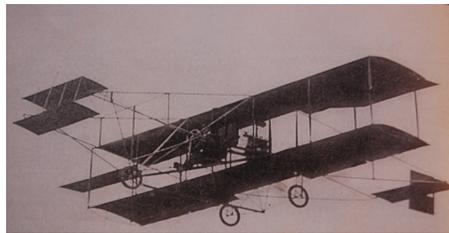
After 10 Rounds			
428	Name	Low Time	Points
1	Dub Jett	1:08.54	37
2	Jim Allen	** 1:06.89	36
3	Bob Ponek	1:08.08	F2 35
4	Tony Lopez	1:07.06	F1 35
5	Mike Helsel	1:08.08	F0 32
6	Mike Tallman	1:11.20	F0 32
7	Chuck Andraka	1:10.63	31
8	Fred Burgdorf	1:08.95	30
9	Tom Hegland	1:13.55	28
10	Gary Schmidt	1:07.39	27
11	Matt Russell	1:11.16	25
12	Bryan Batch	1:11.62	25
13	Travis Flynn	1:07.09	24
14	Bruce Landsman	1:14.77	23
15	Dan Thordarson	1:09.68	22
16	Anthony Pacini	1:09.73	22
17	Doug Clancey	1:14.96	22
18	Tanner Pacini	1:09.26	21
19	Jim Nikodem	C 1:16.99	21
20	Alexandria Russell	1:19.30	21
21	Darrol Cady	1:11.69	20
22	Lee VonDerHey	1:09.09	19
23	Joanne Coffey	1:14.56	19
24	Don Schelling	1:21.26	19
25	Eddie Jump	1:14.63	13
26	David Lloyd	1:09.23	11
27	Rob Rau	1:20.82	10
28	David Uthoff	1:19.25	9
29	Sam San	1:12.51	8
30	Jim Padelt	1:18.60	8
31	Scott Causey	0:00.00	0

District 2, Tom Strom, Jr.
– no article submitted

District 3, Randy Smith
– no article submitted

District 4, John Williams
– no article submitted

District 5, Jim Nikodem



What racing looked like 100 years ago - Glenn Curtis in his winning racer 1910

We all know that the first manned heavier-than-air flight in Dec. 1903 changed the world forever. Change takes time, however, and it wasn't until many years later that airplanes became a practical invention. But how long before a race was organized in these new (rather flimsy) flying machines? Airplanes resembling kites with motors were the state of the art 100 years ago. In fact, the first air race took place in Riems, France in 1909. The winner, Glenn Curtis, not only took first place, but the opportunity for his country to host the next international air race, in this case, taking place in Los Angeles in 1910. Prize money was a big motivator, but I am sure that just the thrill of competition was enough for many to get involved. The main event was a timed 1.6 mile six pylon course. The winning time equaled a speed of 44 mph. Just like what we do, straight line speed was a bit faster than that. Blistering speed in those days was a Ford Model T topping out at 40-45 mph. For an interesting article about this subject, check out the January 2010 Smithsonian Air and Space

magazine.

We have come a long way, but is racing only about speed or is it more about competition? At the same 1910 race in LA, they ran a dirigible race that turned out to be very popular. Speed must have been in the 10-15 mph range in these propeller-powered, lighter-than-air machines. Now, for us, racing electric foamies does not sound like a lot of fun, but our slow AMA event (424) is a blast from my experience. Some "fast racers" have flown it, and I would invite others to give it a try. Some think we need a novice and expert class of 424. Maybe we do; there are a lot of ways to look at this. Is it too discouraging for new guys to race veterans? In any case, long course times are in the 1:30's. Not much slower than Formula 1 was in the late 70's when K&B and Supertiger were the engines of choice. That was tremendously faster than any sport flier flew, and 424 still is. The question is - do we need to continuously go faster, or is racing about competition more than just speed? NASCAR even slows its racing down from time to time through rule changes. I think the reasons boil down to cost and safety and equal availability of equipment - the same as it does for us. In other words, to give each team (or competitor) an equal chance.

A more immediate issue is what to do with the engine rules for 428. It is clear we need to do something. No longer can anyone move up into 428 with a chance of winning, because the winning motors are already sold and no more are available for purchase. It is my understanding that SEMPRA and maybe some others are changing local rules to the Sport Jett 40 for 428. This makes 428 a true mid-level event in cost and speed between 424 and 422. What we need, in my opinion, is a set of National rules for this event, so we all operate under the same standard.

Mid January I will be going to Winterfest at Speedworld near Phoenix. Not enough time for a race report this



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time, so I will cover it in the next issue. I raced there two years ago and had a great time. Jim Allen (CD) and his club run a very fun and fast paced race. It is held at an outstanding facility where the pylons are always up. Sounds like a good commercial for moving to Arizona, doesn't it. Especially for district 5 fliers whose average high temperature today (early January) probably hit 10 - colder in Minnesota.

Jim Nikodem

District 6, Steve Baker

– no article submitted

District 7, Gary Freeman, Jr.

Well, it is 2010 and like Obama said we need change. The difference is we actually did something to make a change unlike the "yes we can" man. Anyways, on a more serious note, our district has made a few significant changes in both our 428(426) and 424 classes. It all started at our last local race, and when I saw that only 9 guys had shown up to race, something snapped in me and I knew something had to change or racing was going to be dead by the end of 2010 for us. After the pilots' meeting I asked for the mike and told everyone how I felt about what has happened to racing and what I felt we needed to change to at least give it a chance. Long story short, I agreed to become SEMPRA president, and this was the email that started the change.

Ok guys, as I said, I want to start an open forum via e-mail for now to start discussing rules changes that will benefit the growth of SEMPRA. Keep in mind that there may be some rule changes that will not allow us to gain NMPRA points, but I think the gain outweighs the loss in the simple fact that we are losing more and more racers. Like I said at the Mulberry race, I do not want this to be a one-person show. I will not make any changes without the majority voice of the SEMPRA members. I will make suggestions, and I would like others to make suggestions. Along with that I think we need to have an emergency rule

change date set sometime right after the Tangerine so we can implement the changes as soon as possible. We are not touching Q40; it will stay as it is.

What does everyone think about setting a date of November 23rd for all proposals to be sent in, and voting must be done by the Tangerine or Dec 5th. And the changes voted in will take effect following the Tangerine race? I would like to do the voting via e-mail, and I will save and track all e-mails for records to help expedite this process and save the members some money by not having to make copies and pay for postage. I know this deviates from the by-laws, but we need to take this drastic measures to ensure the future of SEMPRA. With that being said, here are my baseline, off-the-top-of-my-head ideas for proposals.

Along with this email were my suggestions along with the input from a few others. We stuck by our schedule and voting was complete. We now have a set of rules that allows us to gain national points and race the class with our deviations. Our rules are basically AMA 428 and AMA 424 with the following exceptions.

1. There will now be a standard-expert format as done in the past and allow any and all racers to enter the 424 class and race together. Points are to be given out in the same format as we have done in the past, and we will separate the standard and experts only in standings.

(This will bring more money to the clubs, and I believe it will also help the new racers learn from the veterans. It also allows for guys to go back and forth based on equipment available).

2. Establish a break-out time for 424 for guys to move to expert 424 (not 428 SEMPRA). We will need to do some testing to get a good feel for a fair time. Once the standard pilot has broken the time 3 times, he will have to move up to Expert 424. This will keep guys from sandbagging to stay in

and win the standard class. (This number will be established in Mulberry.)

3. Eliminated the Nelson/Jett LS engines. The Super Sport Jett engine **only** with carburetor is allowed. Also all older super sport Jetts are allowed with the change of the new muffler. All mufflers will be checked for proper length. Both ABC/ACC liners are allowed. The engine MUST be totally BOX stock with NO changes, except allowing the shimming of the head, (NO shimming of the sleeve), due to the large air density changes we experience here in FL.

4. The short course for both 424 and 428 (SEMPRA) will now be used.

(This will bring back a few clubs that can't handle the long course and also help make 424 more appealing to the faster guys.)

5. The max RPM rule for 424 will be 17,000 RPM. All 424 pilots will fuel up and meet to have their engines run by a qualified person to peak the engine before the start of the race. Then at any time the engine can be rechecked. It is up to the pilot to have his motor rechecked in the event of a broken prop or engine change. It is also at the pilot's own risk to run close to the max RPM and take the chance of going over.

I have received many e-mails from old and new racers ready to do this. I don't think we will have the 40 entries again overnight, but at least now we have a chance for the numbers to go up.

I also received some e-mails that were negative and guys not understanding why we need to have a change and heard that this will "kill racing." Well, there will always be the unhappy few, and I am sure after reading the race reports and seeing the incline of entries, they will have a change of heart.



District News



I am always looking for suggestions so if anyone has any ideas or comments please don't hesitate to call or e-mail me. I know not everyone sees things the same way, and I am open to all ideas.

There has been a lot of chatter on the NMPRA forum so keep up to date with that, and I will update our progress in the newsletters.

Ok, on to other things. I asked Dennis O'Brien to write a column for us each month on different motor tips and anything informative he can think of. As always, Dennis came through and did a great article on:

AFTER-RUN CARE FOR YOUR RACING ENGINES.

All of our model racing engines, from the Thunder tiger used in 424, to the long and short stroke Q-500 engines of 428, to the long stroke Quarter-forty engines of 422, and yes, the screamers of FAI all require one very important thing to keep them running at their peak performance after a day of racing; PROPER AFTER-RUN treatment.

One quick way to ruin your engine's performance is to just place it back in the car, take it home, and store it in the garage/workshop after a day at the field. Leaving fuel in the tank, and/or in the engine, can turn into a real no-no!!! Read on, my friend. Leaving unburned fuel in an engine can quickly enhance the formation of rust and corrosion and develop pitting in many of the metal surfaces within your engine in an amazingly quick period of time.

Our racing fuel contains Nitromethane, (except for FAI fuel) which is derived from nitric acid. Over time, portions of the nitromethane will revert back to its basic ingredient, nitric acid, and I think all of us know what acid can do to most metal surfaces!! Further, a large component of the fuel is Ethanol, (a form of alcohol and a major portion of FAI fuel), and all alcohols have a great affinity to attract moisture. Again, moisture on metal surfaces, such as steel bearing races, results in a rusty, pitted bearing race over time. With all of these possibilities

occurring within your engine, one only has to "fire her up" again, with the aforementioned residuals inside the engine, and the results can range from a loss of performance to total destruction.

So, what can be done to avoid these problems? First, when you are finished racing or testing your airplane for the day, begin by emptying the fuel tank, and if a bladder tank, re-inflate the bladder by blowing into the fuel feed line just hard enough to fully inflate the bag. (If you are using a conventional tank without the bladder, disconnect BOTH the fuel and pressure line from the engine.) In the case of the bladder tank, just leave the fuel line disconnected from the engine. Next, hook up your glo-driver and try starting your engine (on carbureted engines, open the throttle about half-way; this gives better suction while cranking). Bump the starter several times on the engine, even after the engine has fired and died, just to be sure that all residual fuel in the engine has been burned. Then, add several drops of lubricant down the venturi, and crank the engine over with your starter. **WHAT TYPE OF OIL SHOULD I USE?????** Good question and I will tell you what I use (and this is after trying almost every oil I could come up with, and still rust and corrosion would form).

Our hot, humid Florida weather doesn't help either and just makes the job of stopping these unwanted reactions from occurring all the more difficult. I have used hopps gun oil, Marvel mystery oil, automatic transmission fluid, engine oil, three-in-one oil, and God knows what else, with the same resultant rust and/or corrosion problem. I finally came up with a couple of products that seem to alleviate the aforementioned problems, and I will pass them on to you!! I first put several drops of a mixture of aircraft turbine engine oil, Z-max automotive engine oil additive, and Klotz special formula synthetic/castor oil, into the venturi and spin over my engine with the starter. (Mixture is one part of each of the aforementioned products, complements of Greg Settle, a great bearing and race engine builder).

I then put a liberal squirt of "Blue Blocker" after-run engine conditioner/rust-corrosion inhibitor, (sold by Horizon Hobbies) into the venturi, and again, spin the engine

over with my starter. Don't spin too long, as you want to keep as much of the mixture as possible in the engine, but want to coat all the moving parts and metal surfaces within the engine. I usually will put my finger over the muffler exit after cranking the engine for a couple seconds, just to restrict the exit of the "brew" now within the engine. I then turn the engine backwards, until just on compression, and leave the crank in that position. You will notice that this closes the exhaust port to outside air and also closes the opening in the crank into the crankcase, if you look down the venturi. I also have plastic plugs that fit over or into my venturi and cover the muffler exit. This pretty much insures that foreign objects, dust, and dirt don't get into the engine. I even have a small cover to plug the spray bar where I have pulled off the fuel line!!! (a little eccentric? Yeah, but that's just me!!) I then place a sock over the entire engine and nose of the aircraft and complete my after-run ritual by placing a plastic bag over the sock-encased engine!!

Now, this is simply my way of handling my racing engines after a day of running them, and I'm sure that most know me as always having some pretty good engines, so it works for me. I'm sure that there are others using other methods with success, but I thought I would share my method with all who are interested. The entire operation takes about two minutes, but has saved me hours of tear-down time and new parts. By using this method, I have stored engines for months and found NO rust, corrosion or pitting inside my engines.

If you see me at the races and want more info, or want to watch how "I do it," please feel free to come up to me and ask...I will be glad to help you.

Next time, we will take a look at how to handle an engine that has crashed We will look at how to clean, disassemble, and assess the engine, and how to repair it back to race status.

Regards,
Dennis O'Brien

Thanks and see some of you in AZ at the end of Feb.

Gary Freeman Jr.



District News



District 8, Eric Desardi

- no article submitted

District 10, Luis Ochoa

- no article submitted

Championship Series and Q40 Points, Tom Dobyms

- nothing submitted

District 9, Manuel Martiarena

- no article submitted

Quickie 500 Points VP,

- nothing submitted

Contest Calendar,
Mike Helsel

NMPRA Master Race Schedule 2010

11/28/2009

Date	Location	Events	Comments	Contact	Other Info
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February

6th - 7th					
13th - 14th					
20th - 21st					
27th - 28th	Phoenix, AZ	422		Jim Allen	jamesea1@earthlink.net

March

6th - 7th					
13th - 14th					
20th - 21st					
27th - 28th					-

April

3rd - 4th					
10th - 11th					
17th - 18th					
24th	Kansas City, MO	424	Short Course	A.J. Seaholm	seaholm@teamseaholm.com
24th - 25th					-

May

1st - 2nd	Old Julian Airport	424, 428, 422		Jim Katz	mrjrkatz@aol.com
8th - 9th					
15th - 16th					-
22nd - 23rd	Muncie, IN	424, 428, 422	Check events	Terry Frazer	skracer@msn.com
29th 30th					

June

5th - 6th	Cincinnati, OH	424, 428, 422		Tom Scott	askus@scottmodels.com
12th - 13th					
19th - 20th					
26th - 27th	Bloomington, IL	424		Jay Cappis	cappis4@msn.com

July

3rd - 4th
10th - 11th
17th - 18th
24th - 25th
31st - 1st

Aug

1st					
7th - 8th	Hilbert, WI	424		Mick Warning	mwarning@vcawi.com
14th - 15th					
21st - 22nd					
28th - 29th	Muncie, IN	424, 428, 422		Terry Frazer	skracer@msn.com

September

4th - 5th					-
11th - 12th					
18th - 19th	Bloomington, IL	424		Jay Cappis	cappis4@msn.com
25th - 26th					

October

2nd - 3rd	Kansas City, MO	424	Short Course	A.J. Seaholm	seaholm@teamseaholm.com
9th - 10th					-
16th - 17th					-
23rd - 24th					
30th - 31st					

November

6th - 7th
13th - 14th
20th - 21st
27th - 28th

December

4th - 5th
11th - 12th
18th - 19th
25th - 26



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Please check all appropriate boxes.

- New Member
 I am a current Contest Director
 Renewal
 Please donate excess remitted monies to the FAI Team Fund
 Change Address

Name _____ Phone Home _____

Mail Address _____ Phone Cell _____

City _____ State _____ Zip _____

Date of Birth _____ AMA number _____ NMPRA Number _____

Occupation _____ E-mail _____

- I currently fly Q40 FAI Q500
 I am purchasing a: USA membership with mailed newsletter \$40.00
 Outside USA with mailed newsletter - \$50.00 (US Funds)
 New membership and Internet Newsletter - \$15.00
 Renewal membership and Internet Newsletter - \$25.00

Make Check Payable To: NMPRA

I currently wear _____ size shirt

Mail To: NMPRA Secretary/Treasurer

David Doyle
1622 Abernethy Place
The Villages, FL 32162
(401) 640-4317

NMPRA OFFICERS

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