



The Pylon Racer's Official Voice

NMPRA

HIGH PERFORMANCE

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President's Corner

New Website

After an enormous effort, the new NMPRA website (www.NMPRA.org) has gone live! Based on state-of-the-art technology, the new site promises much more functionality and stability than the old site as well as a modern, more appealing look. Keep checking for new additions as we can get them online. One of the most exciting features promised will be the ability to accept membership dues and donations over Paypal. Please be sure to thank A.J. Seaholm for his hard work and donations of software to make the new website a reality.

District 4 V.P.

Please welcome Darrol Cady as the new NMPRA District 4 V.P. Although racing has been dormant in District 4 (UT, CO, WY, NE, SD, ND, MT) for a while, there are some new groups that are looking to begin racing activities again.



Darrol, Rhonda, and Cody

2010 Seasons Points Coordinators

The season's point's coordinators for this year will be Randy Bridge for Q40 422 and Dave Gavin for Q500 424 and 428. Their contact information is on the website. If you are a race organizer this year, please be sure to get your results in to Randy and Dave. It is part of the responsibility of running the race, and you don't want to be responsible for the hurt feelings of the guys who miss points because the race results were not reported.

2009 Seasons Points Awards

Due to the recalculation of the 2009 points, the award shirts and jackets were unavailable for distribution in Phoenix. They are being finished and will be mailed to the recipients within the next couple of weeks. Congratulations to the winners!

Jett Q500 Motor Adopted By SEMPRA, CAPS, and NEPRO

As discussed in the last newsletter, several regional racing groups have moved to adopt the new Jett Q500 motor for their local Q500 races. This has been done in response to the discontinuance of the Nelson motors and the concern over the escalating speeds and costs of the event. The first reports of races held with the new engines have been extremely enthusiastic, with positive comments coming from racers of all experience levels. I think that it is wonderfully appropriate that Dennis O'Brien is the first official winner of an event using the new Jett engines. Dennis has helped contribute to the development of the Jett engines and has helped so many learn how to use these and other engines, all while being one of the really good guys that make this sport so great. Congratulations, Dennis!

Phoenix Classic Gold Cup Q40 Race

On the last weekend of February, the 27th and 28th, the Speedworld Club in Surprise AZ held the first Q40 race of the season. This race has grown over the years into the premier event in the world for pylon racing. This year was no exception as we saw another full field of entrants from around the world. Although the weather was very un-Arizona-like with winds, cold temperatures, and rain, there was plenty of heat generated by the competition.



Only 80 entries are allowed to enter, and this year those who didn't register early had to be turned away. People began arriving in Phoenix up to a week before the event to begin practicing and shaking off the winter cobwebs from the flying skills. By Wednesday, there were good-sized crowds at the field, although even through Friday, everybody who wished to do so did plenty of flying.



By Saturday, it was clear that the weather would not cooperate and that times and speeds were going to be down from previous years. Saturday morning, racers arrived

to face some stiff crosswinds, which caused many cuts on pylon 3 until pilots could adjust. Weather notwithstanding, the Speedworld club did their usual amazing job of moving the race along at a brisk pace, and we got a full 5 rounds in by the end of the day.



Fred Burgdorf

By Sunday morning a storm had moved in and racing could not begin until 11:00 am. As a result, we were only able to fly 2 more rounds on Sunday. Because of the shortened race we ended up with 5 tied for second place and 3 tied for eighth. Only Tom Scott was perfect all weekend and all alone in first place. While the speeds for most were slower than normal, Gary Schmidt showed that he had no speed issues and turned a 1:00.29 for fast time of the contest, a time that was substantially faster than anyone else in Phoenix that weekend. It is truly great to see the team of Tom Scott and Craig Grunkemeyer back on top of the standings coming down to the wire in 1st and 2nd. Tom and Grunk have worked really hard to regain the top form they once had and have shown that the Jett motor can win anywhere and for anyone. Congratulations, Tom!

1	Tom Scott	1:04.39
2	Lee VonDerHey	1:01.25
3	Mike Helsel	1:03.09
4	Gabriel Tahhan	1:06
5	Randy Smith	1:04.28
6	Craig Grunkemeyer	1:04.39
7	Gary Schmidt	**1:00.29
		Fast Time!
8	AJ Seaholm	1:02.98
9	Scott McAfee	1:04.29
10	Matt Russell	1:05.81

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Race Announcement Policy

High Performance will publish announcements of upcoming races free of charge, on first come, and space available basis. Also, camera ready copy no larger than 7.5" wide by 2.5" high (border dimension). Copy must be received by the Editor no later than the announced due date.

Advertising Rates

Rates are for camera ready artwork. Artwork, composition and typesetting will be charged at cost. Printable are 7.5"x10", lpi=133, halftone permitted. Ads for upcoming issues must be received by the deadlines published below.

Size	Single	Annual
Full Page 7.5"x10"	\$ 50	\$ 275
1/2 Page 7.5"x5"	\$ 35	\$ 180
1/4 Page 7.5"x2.5"	\$ 20	\$ 95
Card Ad 3 5/8"x2 3/8"	\$ 10	\$ 45

Wanted

Interesting photos of planes and events. Send photos by electronic format to the editor.

Many thanks and congratulations to the Speedworld RC Club and its members and to CD Jim Allen for another spectacular race. Make sure to get your entries in early for next year's race... you won't want to miss it!

2010 NMPRA Championship Race

I have just received confirmation that the 2010 NMPRA Championship Race will be held at Speedworld in Phoenix on the weekend of November 6th and 7th. As with the Phoenix Classic, entries will be limited to 80 contestants. You had better make all of your reservations early, as I believe that there is a NASCAR race in town right around this time.



District News



Electric Formula One (EF1) Update

EF1 continues to gain interest and momentum. There were a bunch of prototypes at the Phoenix Classic, and transmitters were being freely passed around giving a lot of guys some stick time. The most common comment was that they flew really well and were faster than people thought they would be and that everybody wanted one. Several races have already been scheduled for this year. The LR1A is being officially unveiled at the Toledo show in April, and kits were available for order beginning March 23rd. Having built and flown a prototype kit, I can vouch for the amazing quality of the kit and the marvelous flying qualities of this airplane.



New Pylon Racing Products

Spektrum H5000 Mini Digital Servo



Although this is marketed by Spektrum as a heli servo, the H5000 servo is ideal for pylon racing. Originally designed as a tail rotor servo, the same characteristics that make it attractive in that capacity also make it perfect for pylon racers. The servo measures 1.4" (35mm) long X 0.6" (15mm) wide X 1.1" (29mm) high and weighs 0.9 oz (26.0 g). These dimensions are identical to the also excellent Futaba 9650 digital servo. Where the Spektrum servo really shines is in speed and torque, with a transit time of .11 sec and 64 oz. of torque. It can be run on either 4.8 or 6 volts. The H5000 is very attractively priced at only \$54.99 and is available at hobby shops now or contact www.Spektrumrc.com.

Harbor Freight Adjustable Torque Screwdriver with Tire Pressure Management System Service Kit, 2-36 Inch Lbs.



An absolute must-have tool for the pylon racer, the torque screwdriver has often been passed over due to the high price with most examples costing upwards of \$75. However, with the announcement of this new tool at the unbelievable price of only \$9.87 (***that's right - under 10 bucks!!!***), there is no excuse for any racer to be without at least one of these in his toolkit. I use one for engine bolts and another for the glow plug.

- Torque settings from 2 to 36 inch lbs. with 18-line increments
- Meets the required range

of torque for TPMS specifications

- Accurate to +/- 6%
- For use with most standard 1/4" screwdriver bits
- Clicker-type mechanism clicks over when desired torque is reached

Includes a 1/4" drive socket adapter, 12mm and 11mm sockets for the two most popular nut sizes used today on TPMS sensors; Overall dimensions: 7-5/8" L x 1-5/16" diameter

Contact Harbor Freight Tools @ www.Harborfreight.com.

New Members

Please welcome to the NMPRA the following:

- Lonnie Finch from Kansas City, MO
- Kevyn Myer from Potomac, MD
- Mack Moffat from Lancaster, CA
- returning member Harold Sattler from SK Canada
- returning member Dan Myer from Potomac, MD

District 1, Dan Thordarson

Hello District 1,

The San Gabriel Valley Radio Control League (SGVRCL) at Whittier Narrows hosted another great race on March 13th & 14th. The club is very supportive of our racing and always has a great turnout to support the event! Steve Lopez performed his usual outstanding C/D duties making sure we had fuel, awards, course workers, and food. This event was headed by Dave Gavin, who made sure all the bases were covered along with creating the race matrixes for each day. Dave had a huge task! Well done, Dave!!

NMPRA Q-40 Championship Series

2010 Schedule

Ft. Lauderdale April 17-18

Nats, Muncie July 12-17

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JETT Engineering, Inc.



District News



Special thanks need to go to Fred Burgdorf for making the Phoenix racing system available for the event (Thanks, Fred)!

Jim Allen transported the race system from Phoenix; he also hauled all the race fuel (Ritch's Brew) and his planes to the event! Thanks, Jim.

The Phoenix Race System worked so well that it's sounding as if the Whittier Club is considering purchasing a system! Nice job, Jim!

Keeping with the Olympic Spirit, Steve Lopez did something a little different for awards; he got with his trophy shop to produce medals for the event. First place was awarded Gold medals, 2nd - Silver, and Bronze for 3rd with Gold for fast time. That was a nice touch, Steve! It looked as if the guys really appreciated the extra effort.

The weekend weather couldn't have been better. Saturday was cool with mostly gray clouds and in the high 60's to low 70's followed by a sunny day for Sunday with temp's in the high 70's. Great racing weather!

The weekend medal counts are as follows:

- 1) Jim Allen – 6
- 2) Travis Flynn - 4
- 3) Ken Busse - 3
- 4) Fred Burgdorf – 2
- 5) Mitch West - 2
- 6) Jim Padelt – 2
- 7) Tim Williams – 1
- 8) Tom Hegland – 1
- 9) Rusty Von Baron -1
- 10) Dan Thordarson - 0 but very close!

Looks as if we should have tested the top two to see what was in those deep fried hot dogs!

Here are the proud medalists for the weekend.



Saturday APRA Medalists
 Gold: Jim Padelt (L)
 Gold: Fast Time: Mitch West (F/R)
 Silver: Ken Busse (2nd F/L)
 Bronze: Tim Williams



Sunday APRA Medalists
 Gold: Ken Busse (C)
 Gold: Fast Time: Ken Busse
 Silver: Mitch West (R)
 Bronze: Jim Pedelt



Saturday Q500 Medalists
 Gold: Jim Allen (C)
 Gold: Fast Time: Jim Allen
 Silver: Travis Flynn (L)
 Bronze: Tom Hegland



Sunday Q500 Medalists
 Gold: Fred Burgdorf (2nd F/R)
 Gold: Fast Time: Jim Allen
 Silver: Norm Teague (3rd F/R)
 Bronze: Travis Flynn



Saturday Q40 Medalists
 Gold: Jim Allen (C)
 Gold: Fast Time: Travis Flynn
 Silver: Travis Flynn (L)
 Bronze: Rusty Van Baron



Sunday Q40 Medalists
 Gold: Lee VonDerHey (L)
 Gold: Fast Time: Jim Allen (R)
 Silver: Jim Allen
 Bronze: Fred Burgdorf (C)



District News



Joanne & Bruce Coffey with their "Coffinator"



Q40 Action, Lee Von Der Hey launching Fred Burgdorf using some moves he'll regret tomorrow! Bob Ponak & Rusty Van Baron waiting that long 1/2 second for the 2nd launch light!

Complete race results for the weekend are available on the NMPRA website under the "Race Results" Tab.

Dan 53c

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

District 3, Randy Smith

Hey, everyone, sorry I didn't submit an article for the first issue in

2010. Linda's reminder email to me for column submissions got lost in cyber space and suddenly the February issue was out. Perhaps I had a little too much Christmas cheer during article submission time... I'm not sure what happened.

Anyway, here we are and spring is nearly upon us. We really haven't had much of a winter in the great white western north. Most of the winter Club 20 racing in Calgary has taken place on dry grass at the flying field. Roy and Delbert and I have been doing a fair bit of testing and practicing with our F5D electric birds in preparation for the world championships in Muncie. There is lots of development work to be done on propellers, model set-up, and of course practice around the wider pylon course. Personally, I have decided to skip the US Nats in Muncie this year to focus on summer practice of F5D. My belief is you cannot be too prepared. Since this is my first world championship competition as a pilot, I want to do my best individually and contribute strongly as a team member. To be competitive, we're going to have to be well under 60 seconds, but consistent flying without cuts is also a key factor in placing well. All three of us have proven we can fly under 60 seconds. A reliable and consistent flight without taking a nasty 200 score is the most important.

A while back seven us from the district returned from the Phoenix Q40 Classic put on the Speedworld RC Flyers and headed up by Jim Allen. I think the weather was warmer back home than it was in Phoenix for the contest, but that's the first time in nearly ten years I've been attending that the

weather has been cold. We managed to push through seven rounds of 77 pilots in two days which is great considering the weather delays. Again the racing was some of the best found in the country. I am pleased to report that I finished a strong fifth place overall after fly-offs for a five-way tie for second place. My nerves and perhaps inexperience in fly-offs at this level of competition got the best of me. I cut early in the fly-off and finished fifth. It was great to see Henry Redekop from Regina competing for the first time in Phoenix. Henry had some strong flights with his Miss Candace but perhaps was a bit rusty from the winter lay-off of racing. Harold Sattler returned to Phoenix after several years of home building, shop building, and tending to family matters. Harold flew his new Strega of Italian design to a great time of 1:03 after having only a few test flights on it. Watch for the Strega in our district to be challenging the Candaces, Polecats, and Sweet-V's. The other usual suspects also attended the Phoenix race – Roy Andrassy, Hank Kauffman, Doug Houston, and Terence Palaschuk. Of the seven of us, only Hank lost one bird due to bad air around pylon #3. That's not bad considering the number of models lost in competition at the event.

After hours, Phoenix was the showcase spot for the new electric Formula One class being enthusiastically promoted by Scott MacAfee, Jerry Small, and Pete Bergstrom. Pete and Scott showed off the new LR-1A prototype soon to be commercialized by Horizon Hobby as an ARF kit for this new event. Jerry Small and Danny Kane were showing off Jerry's Miss Outrageous design, a shoulder



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wing configuration much like a Polecat. I had the opportunity to fly both models a couple of times. I have to say that I love them both. The power system has lots of power for sport flying and vertical performance if you like aerobatics. The all-out speed on the pylon course is a bit faster than 424 Quickie. They fly very smoothly and set nicely in the turns. I think it's going to be a great event that will attract a lot of interest from old racers who want to try pylon once again, new guys who want to try racing for the first time, and also from many of us who are currently active in racing. I managed to purchase three scratch kits of the Miss Outrageous from Jerry at the contest. These kits are going to be built and flown in our district to show off and promote the event. Our first Fun Quickie race in Calgary in May will feature some demo races by the E-F1's. Stay tuned to future columns here. I'm going to be talking a lot about this new event as we gain experience building and flying them. The last I heard Horizon Hobby has the LR-1A Pogo racer available for purchase now. Indication is that orders will be strong and they will sell out quickly so get yours early and organize some two or three pole racing at your local club level. This is where it all begins. Spread the word, spread the fun, electric pylon is here to stay.

Back on the topic of gasser racing, our 2010 racing schedule has been set. Once again we have a contest in Swift Current, Saskatchewan. This is great news to get them back in the contest-hosting mood. Many thanks to Roy Andrassy for negotiating some "terms" for hosting the contest. We really need the support of the racers to

attend this contest and help to make it successful for us and for the Swift Wings RC Club. The date is May 29, 30th. We need as many contests in the district as we can get. One weekend of rain can really impact our racing schedule.

See you on the race course.

Randy Smith



Team Canada at the Q40 Classic race in Phoenix February 2010.
Kneeling: Roy Andrassy, Terence Palaschuk, Randy Smith.
Standing: Harold Sattler, Henry Redekop, Doug Houston, Hank Kauffman

District 4, Darrol Cady – nothing to report

District 5, Jim Nikodem

First, congratulations to District 5's Tom Scott winning the 80-entry Phoenix 1/4 40 race in February! He used a Jett motor to make it happen, just like the winner of Winterfest in January: Dub Jett.

Once again this year Bernie Vanderleest has coordinated the various District 5 racing organizations in order to come up

with a conflict-free racing schedule. Since every race takes up a whole weekend, it is nice to spread them out a bit in our snow-free flying months. The closest races we have are two weeks apart (Muncie at the end of May and Cincinnati the beginning of June). The season opener in the district is in Kansas City near the end of April flying 424 (the only one-day race of the season). 2009 was the first year the WIPRO (Wisconsin Illinois Pylon Racing Organization) Lead Goose trophy was opened up to the whole district. By traveling from Indiana to Kansas City at the end of last year, Darwin Larson won the Lead Goose. NMPRA scoring is used for each flyer's 6 best 424 races. The more races someone attends, the better chance of improving one of those top 6. District 5 has a lot of well-attended 424 races (15 this season) and is also making a big move into Quickey Jett racing this year. It will be raced at the two Muncie races and at the Cincinnati race and is hoped to be run at the two Bloomington IL races. The organizers need 10 entries to run the event in Bloomington, so pre-registration on the WIPRO site is critical. In fact, all the District 5 racing organizations would like you to sign up ahead of time on their site. To pre-register, look under the Events tab of the new NMPRA web site. There you will find the link to the different racing organizations and their electronic registration. On the WIPRO site, you can find a list of all the District 5 races in one spot. The only exception is the Minnesota races, which can be found under the North Central Pylon League site, again under the Events tab; then look under District 5.



District News



So, what engine can be run in the new Quickey Jett event in District 5 this year? Jett Engineering is selling brand new motors for this new class for \$250. He calls them Quickey Jett motors or SEMBRA motors, since they were the first racing organization to come up with this new event. They will come for a limited time with a 9mm barrel carb, and later with a 9mm plastic venturi. Either one will be allowed. The venturi model will also limit case damage in case of a crash and will help to keep the cost down. They all will come without a back plate, since everyone has his own preferred type, and also come with a Nelson plug setup. This being said, 424 fliers might want a head button for standard plugs or order some Nelson plugs with the motor. The intention is to allow old Sport Jett 40's also, since many used to race them years ago including CAPS and SEMBRA. If you already have or get hold of an old Sport Jett, here is what to look out for. First you need a new muffler. For the next few months (until mid-summer) the mufflers will be available from Jett Engineering for \$40 (1 per customer, followed by a \$60 price). One other thing to look out for is the venturi diameter. SEMBRA used to fly the sport jet with a 9.5 mm carb, so if you come across one of these, you need a new carb or venturi. Either standard plug or Nelson plug heads are allowed. So, if you get a second-hand motor, check the carb and get a new muffler. This new event should provide us with a true mid-level event that could spread to other parts of the country. For now, it looks as if everyone will be using the same engine rules. This event will be flown in the Midwest (CAPS) and Southeast (SEMBRA) this summer, and it will be

demonstrated in the Northeast, (NEPRO). It will be interesting to see how popular this event gets. It sounds like a really good quicky motor to me, and at about 150 mph, it will give a well-built woody the same chance as a composite.

You got a really good race report last newsletter from CD Jim Allen about the outstanding 2010 Winterfest. I was lucky enough to make it out with my son to enjoy two days of flying out of the cold and snow. Other district 5 racers included Scott Causey and Eddie Jump. Jim Allen really keeps things moving. In two days, 80 428 and 20 424 heats were flown for a total of 10 rounds. Out of all those, I can only think of two re-fly's. Great equipment, workers, and weather combined for a great time. Congratulations again to Dub Jett for winning 428 and Jim Padelt for winning 424.

Here is what I have learned about traveling via airlines to races. The way TSA security is these days, I would count on them opening your box if you ship it with you on the flight. Will this cause a delay of your box getting on the flight, and how well will they repack and handle the airplanes are not questions I want to think about. I have found FedEx ground to be quick and affordable. I ship in one plywood box 4 airplanes, some spare parts such as props, wheels and tools, a flight box, and transmitter. It weighs about 65 pounds. Keep the total dimensions below 130 inches (length plus width plus height) to stay below a jump in their pricing. I secure my flight box in a corner and take out the battery from the transmitter and put it in my suitcase, along with my starter. The starter is very heavy, and I do not want it coming

loose inside the box. I have seen one competitor take the motors off for shipping to keep things light and less likely to shift around causing damage. I prefer to ship with the engines on to make assembly quicker, but I do take time to make sure everything in the box is packed tightly. I send my box to the hotel where I will be staying, and, in all cases, they are more than happy to store it for a few days before I get there. When the contest is over, I stop by the local FedEx Kinkos on the way to the airport. I find that a full-size (not compact and not luxury) rental car fits the box snugly in the back seat. As far as cost goes, I shipped my 67-pound box from Chicago to Phoenix for \$70. I do gamble on the declared value. The more you declare, the higher the cost (insurance). The real replacement cost of 4 airplanes, motors, and radio gear is more than I want to think about, and if I put down that number, the shipping cost would be very high. This is something you will have to determine before you ship. In any case, I have had really good experience in the three contests I have shipped airplanes to. Others have done this more and may have more tips.

Next time we will hopefully have at least one race report from the District 5 season opener in Kansas City. Until then, it is still building season.

I am looking forward to racing the Quickey Jett!

Jim Nikodem

District 6, Steve Baker

First off, I wish to report the entire North Carolina/Mid-Atlantic/New England racing schedule for 2010.



District News



Date	Events	Flying Site	More Info
May 1-2	422, 424, 428	Old Juliet Airport Club	MRJRKATZ@aol.com
May 2, 2010	424(Beginner, Std, Expert)	Hadley, MA	NEPROCLUB.org
May 23, 2010	424(Beginner, Std, Expert)	Salem, CT	NEPROCLUB.org
June 6	424(Beginner, Std, Expert)	Farmington, CT	NEPROCLUB.org
August 7 & 8	424(Beginner, Std, Expert)	Ellington, CT	NEPROCLUB.org
August 13-15	422 NMPRA Gold Cup	Bowie, MD	PGRCCCLUB.org
September 12	424(Beginner, Std, Expert)	Hadley, MA	NEPROCLUB.org
September 25	424, 428 Dist. VI Championship Race	Bowie, MD	PGRCCCLUB.org
October 3	424(Beginner, Std, Expert)	Salem, CT	NEPROCLUB.org
October 9-10	422, 424, 428	Old Juliet Airport Club	MRJRKATZ@aol.com

I typically try to write my column with a dry wit that inspires you read it to "see what Steve has to say next." Unfortunately, I find myself still struggling to make some sense of where our sport is heading. In the last 5 months, I've listened to more hopeful half-truths and basic economic errors of logic than I can stand. At the risk of having to erect my contest tent 100 feet from the rest of you, I want to use this month's column to review some fundamentals that some of us are ignoring in the hopes of preserving our racing events, 428 in particular.

Perhaps I missed something, but when the legitimate rules process was last used in an attempt to "rework" the 428 event with an Urgent Rule proposal intended to go into effect in 2011, it was soundly defeated. Race enthusiasts and their representatives sometimes do this when they really can't see how a particular proposal will improve things. Call it a gut reaction; fear of change; a lack of faith, intelligence, institutional knowledge; or horse sense, it doesn't matter. We voted the idea down to outlaw long stroke engines and replace them with the less-than-high-end engines typically used by sport flyers, roughly 1969 technology with Schnurele porting. As I said in an earlier column, it would have been interesting to try, but the change was too much, too

fast to impose it at the national level.

Shortly after the vote, I heard of yet another effort to fix 428 by introducing a new class of Q-500, for the short course and a sport Quickie .40 engine built by Jett Engineering, and only Jett Engineering. We were told that this was necessary to foster growth in the hobby and would soon lead to scores of new racers entering the ranks. Certain promoters of the new event (426?) told us over and over that this is necessary to correct the destructive nature of one of the other engine manufacturers that also makes engines, who ruthlessly built a for-profit business that just happened to serve hundreds of R/C pylon enthusiasts in the current mix of events for the past 25 years, by selling us high quality hardware backed by readily available service parts, constant improvement, and no favoritism amongst the market he served. Evil guy that he is, he even had the nerve to develop a new engine of an entirely different bore and stroke when he virtually owned the market. Who cares if a European manufacturer had managed to copy his current engine just months earlier and if he'd never made the new engine, he'd have been in serious trouble because we would all have bought the European one if it was \$3.00 cheaper than his engine. What a jerk for making us upgrade. And

cost, my God, the cost. After 20 years of production, it has gone up in price by an exorbitant 30%. OK, well, sure, most of us have at least doubled or tripled our salary since then, but who cares? The nerve of this guy.....

Had enough? I have more.

To be sure, much of this pressure to change the event stems from last year's announcement that he's not interested in selling any more new engines (neither 428 nor 422), and though both engines/events essentially use the same core components, the rule tinkerers saw no need to change 422, just 428, because that's where all the growth will start from. All we need is a new racing event (Myth #1). I prefer to call it the "re-localizing of 428."

Hanging off this idea is the nonsensical economic notion that the excluded manufacturer will be content, willing, and able to live off his slice of the 422 market only and will stay in business to sell us 422 parts until we come up with the solution for 422 (Myth #2).

Trying to convince us that 426 will work and that the real marketplace will react favorably to these ideas is Myth #3.



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I've lived Myth #1 to know that too many events divide us too thinly to support each of them so they can grow. Today, there are so many other aspects of the hobby vying for our recreation dollars (to say nothing of other forms of entertainment in the big world we live in today) that starting over and hanging it all on one manufacturer is wishful thinking at best and stupid at worst. Myth #2 ignores a simple fact of numbers; selling an insufficient number of units to cover your expenses forces a genuine for-profit business to fold its tent. Translation: Tweak the 428 event into an exclusive 426 event with one manufacturer and 422 dies as well. It's simple economics.

Obviously, Myth #3 is all they have, and I've done some research. In spite of promises that SEMPRO, CAPS, and NEPRO all intend to promote 426, I know NEPRO only plans to do 426 demo flights this year. I have shown you their calendar already. I also called to confirm this. There are no 426 events scheduled for 2010 with NEPRO. The CAPS group is divided on the 426 class but will host everything and see how it goes. That's right, 422, 424, 426, and 428. May they race their collective asses off and then offer an honest assessment of how it all worked out, down to the number of entries for each event they get. As for SEMPRO? Oh, well, once again, it's back to the Stone Age for the Ol' South.

Given that our region is suffering from a lack of competitors, for 2010 the mid-Atlantic, NEPRO, and the Carolinas have elected to fly rulebook and introductory events. Time will tell which district's

reaction to the potential threat of no more engines will work and where. Maybe in a few years, we'll all have lots of airframes with no engines for them. Again, time will tell.

To be sure, I don't put all the blame on those who try to introduce change in order to improve our situation. There are some tough realities that cannot be ignored these days: There are insufficient numbers of potential racers champing at the bit (btw- that's the correct phrase, look it up) to enter pylon racing as we have come to know it. That's putting it mildly. We are pretty much it, and unless we do something to create genuine incentives to compete in the event, soon there won't be any people participating in the event, and we will each live out our own share of the sport's death.

More than rules, more than the manufacturer's support, there is a real need to expose and promote our events to the public to increase participation and fortify the industry that supports it. There are indeed some technological challenges that - if fully developed - could revolutionize our sport. Instead, we operate at the mercy of a national organization that literally wishes we'd go away for the potential danger we expose ourselves and the public to. For liability reasons, they consciously discourage spectators from coming to the National site, denying us the press and exposure our sport needs. Yet somehow, NASCAR can line 400,000 live spectators alongside 33 automobiles traveling 200 mph for over 3 hours at a time, protected only by *chain link fencing*, dozens of times every year, and it's been this way for

decades. Even crazier, ordinary people can *earn a living catching fish as a sport*, to the point that cable TV will broadcast this alleged spectacle on their own Fishing Channel, inspiring hundreds of sport fishing enthusiasts to rationalize purchasing a Ford F-350 Turbo Diesel pickup to tow their \$80K bass boat rigs across the country in order to "compete." Why can't we enjoy a similar level of prosperity in our R/C Pylon racing events? Why aren't there 12 engine manufacturers, 3 or more high-dollar racing circuits that we all chase, and ESPN coverage with split-screen on-board cameras for the folks at home? Fishing, versus 200 mph model airplanes? It's not even a contest, and yet we are our own and only spectators at the largest gathering of modelers in the country.

I've participated in the hobby for 43 years, 36 years in pylon racing, and I can tell you we are more invisible now than we ever were. There was a time when almost any kid in school you talked to had a model airplane story of his own. Today, most kids have never heard of or seen a model airplane. This trend to prevent the world (and particularly young people) from discovering us is accelerating our demise. At this rate, we are about 3 key funerals away from "gone for good." What a shame it would be to end after such a rich heritage.

Clearly I don't have the Silver Bullet answer, but these days we've gotten way too comfortable attacking those that got us this far in the name of trying to make things better. That isn't the answer, guys. Without marketing and promotion, the only ones this sport



District News



has left to impress, is us. I'm calling for the Patron Saint of another Glen Spickler or Cliff Telford to turn this around. It can be done, but we need that guy, and now.

I hope to see everyone this year at the races.

Steve Baker
District 6 VP
NMPRA

District 7. Gary Freeman, Jr.

Well, we did it; District 7 made the switch to the Sport Jett, and boy, was it a blast. This is going to be the future of our pylon racing people. The motors run great; you can run composite or all wood airplanes and have a blast. As you can see by the results below, it was just as complete as before for a lot less. Now this is what it was supposed to be, a competitive racing package for less than \$400.

I hope everyone takes a step back and looks at this as the way to go in the future. We had 2 guys at the field alone buy engines for this class to race next time. How can you top that? The motors are available to EVERYONE, and after 3 or 4 break-in runs, you are ready to race. No guesswork on props either; there were several combos tried, and in the end it was a 1 or 2 prop game to be on top. The 8.8 X 8.75 seemed to be the prop to go with and the 8.8 X 8.5 was the second choice.

I want to thank the Mulberry crew for supporting SEMPRA on this and having the race set-up for the short course in such a short amount of time.

If anyone has any question on how we are running our SEMPRA class, please don't hesitate to ask. I can send the rules out to you.

On a second note: I finally made the switch to the Jett Q40 engine, and all I can say is WOW. This thing is super fast and the Sweet V loves it. I have switched over to the Jett now and will be racing it in Ft. Lauderdale, so if anyone has been wondering if it is time to make the switch, I can say YES IT IS!!!!

Here is the race report from Scott Smith:

Well, Saturday was a great day with lots of close battles and no crashes! The only incident was an unplanned stop in a tree on landing for one pilot, but it will live to fly again! The short course was a great thing, I think, with faster times, a lot of closer racing, and knowing that there was no advantage for a composite airframe if you happened to be flying a woody. 424 was fun with 2 experts mixed in to make it interesting for the guys. Other than Randy Etken blistering the course, everyone seemed to be very close and competitive.

The sport JETT's on the short course did not disappoint in any way either! The engines all ran very strong, and all the guys loved how easy it is to set up and operate the engines. The speeds were somewhat slower than the LS & SS, but you really couldn't call them slow by any means! There was some prop

choice tinkering throughout the day, but most found a favorite size pretty quickly. It looks like the sport JETT engines are a great option for 428; easier to operate, easier on the wallet, and still haul the mail! Thanks for a great engine, Dub!

Here are the standings from Saturday:

After 5 Rounds

424	Name	Low Time	Points
1	Randy Etken	** 1:24.00	14
2	Jack Fehling	1:29.60	12
3	Chris Handegard	1:28.50 F3	11
4	Ray Brown	1:28.21 F2	11
5	Richard Zisa	1:28.38 F1	11
6	Lindwell Bradley	1:43.08	9
7	Danny Milla	1:29.97	8

After 5 Rounds

428	Name	Low Time	Points
1	Dennis O'Brien	1:02.56	13
2	Gary Freeman Jr.	1:03.60	12
(WOOD WING Q500)			
3	Phillip Millner	1:13.09	12
4	Randy Bridge	**1:02.01	11
5	Ray Brown	1:05.46	11
6	Randy Etken	1:09.79	8
7	James Creech	1:28.29	4

Thanks to all of you who showed up for the event, and I hope our attendance numbers return back to normal soon. I look forward to seeing everyone in Fort Lauderdale next month!



District News



District 8, Eric Desardi

Hello and Happy (Late) New Year from District 8, and sorry to have missed the last newsletter. Anyway, on to business, we have several races in Texas this year with a "Series" in the Houston area for

the Club 40 racers. Three clubs are having two races each throughout the year. Plus Georgetown will host two races, one being the Texas Club 40 Championship race at the end of the year. Waco is also having its first Club 40 race this April 24Th,

(not including the Q25 Club 40 challenge). In May the club in The Valley, SMASH, is having its annual Q500, Q40 races. Bruce Landsman CD and club did a great job last year and are looking forward to another great one.

Contest Calendar, Mike Helsel

NMPRA Master Race Schedule 2010

Date	Location	Events	Comments	Contact	Other Info
3/25/2010					
April					
3rd - 4th					
10th - 11th					
17th - 18th	Ft Lauderdale, FL	422	NMPRA Gold Cup	Ray Brown	
24th - 24th	Kansas City, MO	424	Short Course	A.J. Seaholm	seaholm@teamseaholm.com
25th					-
May					
1st - 2nd	Old Julian Airport	424, 428, 422		Jim Katz	mrjrkatz@aol.com
8th - 9th					
15th - 16th					-
22nd - 23rd	Harlingen, TX	424, 428, 422	South TX Pylon	Bruce Landsman	adjc1c2@hotmail.com
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					
12th-17th	Muncie, IN	428, 422	AMA Nationals		
17th - 18th					
24th - 25th					
31st - 1st					



District News



The Q25 guys in the DFW area are gearing up and have been testing new engines since OS dropped the 25FX. Again Gene has a great series setup with several dates; it's always great racing and a good time with the "Metroplex" guys.

Oh, and on another note, PLEASE join or renew your membership to NMPRA.

ERIC DESARDI

District 9, Manuel Martiarena

– no article submitted

District 10, Luis Ochoa

– no article submitted

Quickie 500 Points and 424,

Dave Gavin

– nothing to report

Q40 Points, Randy Bridge

– no article submitted

Aug

1st					
7th - 8th	Hilbert, WI	424		Mick Warning	mwarning@vcawi.com
14th -			NMRPA Gold		
15th	Bowie, MD	422	Cup	Steve Baker	sbaker6827@comcast.net
21st -					
22nd					
28th -		424, 428,			
29th	Muncie, IN	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					



District News



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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
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