



The Pylon Racer's Official Voice

NMPRA

HIGH PERFORMANCE

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

President's Corner

"Pylon racing is the most competitive and exciting event in model aviation, both for the competitor and the spectator. But we still must do a lot of promoting in order for the NMPRA and racing to grow. This cannot be done by any one person. Each of us must do whatever he can to bring new people into pylon racing and to promote the event. How?? Take someone to the next race with you. Let him help; get him involved. Think positive! Next time that someone asks you questions about racing, take the time to explain things; but don't overdo it. For example, I have heard several people go way overboard on costs. I have heard a lot of people talk like pylon racers are difficult to fly. NOT SO! And I could go on and on. Promote pylon racing in your area to local sport clubs. Try to get some of these clubs to put on races."

The preceding paragraph was the lead paragraph in the January 1979 NMPRA newsletter written by then NMPRA President, Bill Hagar. Those words are as meaningful and important today as they were over 30 years ago. We have to realize that in order to fully enjoy pylon racing, we must also give back to the sport in order to keep it going for our continued enjoyment. This means promoting at every level, from the individual sport flyer at the field to the local club and at the national level through the NMPRA and the AMA. Each and every event in modeling is experiencing a decline in participation. This can be attributed to the economy, loss of fields due to urbanization, or simply the reduction in spare time each of us has experienced. Whatever the cause, it just means that we have to put forth more of an effort to keep pylon racing alive during this down cycle.

Electric Formula 1

This event continues to gather steam and for the first time in a long time, scores of new people are taking a look at racing. There continues to be a host of new designs showing up, and these are some really cool airplanes that really fly well and are plenty fast enough for some fun and exciting racing.



The rules have been updated and posted on the NMPRA website under the Class Rules tab. So far, the interest has grown strongly since the rules for this event have been carefully created to give us great racing at an attractive cost and avoid uncontrolled cost and technology escalation. Because they are quiet and can be flown on a smaller course, they open up an enormous number of fields that racers have been forced out of in recent years. Dan Kane commented that he hadn't been out to fly a racing airplane at his sport field in years, and the guys expressed true interest in the EF1 airplane as opposed to outrage over any gas powered racer. If you haven't checked out EF1 yet, DON'T MISS THE BOAT!!! This is becoming an enormously fun and popular event that you need to get involved with. If you need any info, make sure and contact myself, Jerry Small, or Dan Kane for the full story.

AMA Contest Board Chairman

Due to the passing of Pete Reed, the position of AMA Pylon Racing Contest Board Chairman has been vacant. The NMPRA is responsible for selecting the chairman of the board, and an election was held amongst the board members and NMPRA officers and representatives. Jim Allen was elected, and I have therefore recommended him to the AMA to be the Chairman of the AMA Pylon Racing Contest Board. Jim has done just about everything there is to do in pylon racing and will do an outstanding job as chairman.

Seasons Points and Awards

The new seasons points coordinators will be Dave Gavin for 424 and 428 and Doug Killebrew for Q40. Let me be perfectly clear...if you are a race promoter or CD, or you are the NMPRA member closest to the CD, it is your responsibility to ensure that the race results are forwarded to Dave or Doug ASAP! If you are unsure if it is your responsibility or not, then it is most likely your responsibility, so get an extra copy of the race results and get them submitted. If you placed at a race and are at all concerned with your season's points, get an extra copy of the race results and get them submitted. Don't worry about duplication; we can handle that better than no results at all.

Speaking of season's points, the awards shirts have been mailed out and if you were in the top 20 of 424, 428, or 422, you should have received your shirts or jackets.

F3D Team Trials

The location of the F3D USA team trials has been set for Mulberry, FL for some time in September. As soon as the final dates have been selected, they will be announced here and on the website.

[Ed. note: The date is Sept. 17-19.]

Nationals

Pylon racing at the Nationals in Muncie, IN is scheduled for July 12-17, with registration and limited practice on July 11th. 428 will be flown on July 12-14 and 422 will be flown on July 14-17. Gary Freeman Jr. will be the CD once again. I cannot stress enough the incredible amount of fun it is to attend the Nationals. The Muncie site is a great place to race, and nothing can beat the competition and camaraderie that goes on during this week. So do whatever it takes to make it this year.

New Products

Ultra Xtreme Urethane Clear Coat - 1 Gal. plus 1 Qt. activator



I recently found myself out of clear paint and went to buy some more and was shocked to find that either the paint I wanted was unavailable due to new laws or outrageously expensive. Doing some research, I found the company Trinity 1945 Auto Paint and Supplies who specializes in selling auto paint on the Internet. They have a variety of paint at outstanding prices, and their Ultra Xtreme urethane clear is listed at only \$65 per gallon INCLUDING a quart of hardener. I had to try this out. I ordered the clear and within a few days I received a gallon of paint, and a quart of catalyst and a detailed spec sheet and instructions. Now, I have painted airplanes with just about every kind of paint out there, paying usually about \$75 a quart just for paint in the past. For \$65 a gallon including hardener, I was honestly not expecting much. The spec sheet with the paint stated that this clear had been specifically designed to be used by untrained and novice painters and was extremely forgiving of poor spraying technique. I used the clear on a Proud Bird that had been waiting for clear for some time and prepared the surface with a thorough cleaning with acetone. To say I was impressed with this paint is an understatement. This is, without a doubt, the easiest-to-apply paint I have ever used. I used both a \$10 Harbor Freight detail gun and a DeVilbiss Starting Line detail gun and the results were spectacular with both. The paint flowed out beautifully and sanded well after only a few hours. Without buffing, the paint produces a beautiful high gloss finish that I was tempted to just leave as is; however,

High Performance Information

High Performance is published 6 times per year. Information for publication can be forwarded to:
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If possible, please submit information in Microsoft Word format

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.

buffing produces a very rich deep gloss with minimal effort. According to the company's website: "This true "whitewater" Urethane Clear Coat offers the highest durability and gloss as well as UV protection against fading. Flash dries with activator in only 10-25 minutes. Urethane Clear Coat offers very high hardness for the ultimate in durability. Can be applied over any single stage or base coat auto paint. Ultra Xtreme Urethane Clear Coat dries to an incredible gloss with no buffing. Mixed with activator 4 to 1 ratio. Compare and save. You can't beat our prices for clear coat and auto paint supplies."

Contact Trinity Auto Paint and Supplies at 732-240-6667, or see their website at: www.paintforcars.com.



District News



LR-1A Pogo ARF 15e by E-flite

It is finally here! The LR-1A designed by Jerry Small and kitted by E-flite is finally shipping. This airplane is the result of a joint effort by the NMPRA and E-flite to produce an outstanding airplane at an attractive price to allow people to get into the new Electric Formula One class.



LR-1A Pogo ARF 15e

- Easy-access magnetic hatch
- Two-piece wing for easy transport
- Low parts count for quick assembly
- NMPRA-legal for pylon racing competition
- Painted one-piece fiberglass cowl
- Painted Pilot head included
- Lightweight balsa and plywood construction
- Requires just three mini servos
- Genuine UltraCote® trim scheme

Fans of Goodyear racers from the 1950s will love the sleek lines and exhilarating performance of the LR-1A

Pogo 15e. Designed by Jerry Small to give intermediate to experienced modelers a sport plane that can also be flown as a pylon racer, the LR-1A Pogo 15e will accept a variety of power setups. Equipped with E-flite's Power 15 brushless motor, 40A ESC and a 3S Li-Po pack, the Pogo has plenty of performance for sport aerobatics. If or when you want to set it up for pylon racing, the potent combination of E-flite's new Power 25 1250Kv brushless motor, 60A brushless ESC and a high-C 4S Li-Po pack can have you turning laps at speeds in excess of 110 mph!

Whichever setup you choose, sportster or speedster, you can be sure of one thing - the LR-1A Pogo 15e is one hot little number that will leave you grinning from ear to ear, however you fly it.

The LR-1A Pogo is available for only \$139.99. Contact E-Flite at www.horizonhobbies.com or visit your local hobby shop.

New Members

Please welcome the following new members to NMPRA:

- Peter David Tani from Vernon, CT
- Shane Elbert from Billings, MT
- Tom Craig from Tavares, FL
- John Busse from Livermore, CA
- Charles Gray from Terre Haute, IN

Please welcome the following returning members to NMPRA:

- Ken Busse from Livermore, CA
- Travis Elbert from Jefferson City, MT
- Daryl Tulberg from Helena, MT
- Leon Elbert from Jefferson City, MT
- Dan Nalley from Olympia, WA
- Patt Poinsett-Nalley from Olympia, WA

Thank You

Thanks to Kevin Umbach for his donation to the FAI team fund.

District 1, Dan Thordarson

Hello District #1,

The Valley Flyers put on another great weekend of racing. Saturday started out with warm, patchy blue skies while Sunday met us with gray skies and mist in our faces! Unfortunately, the speed gods were against us with this weather! However, with the guidance of C/D Travis Flynn and the help from Dave Gavin and Doug Killebrew and Dave Sweany leading the setup effort for the Valley flyers, the racing went off without any hitches.

This event was the first event in years that was able to achieve 5 rounds of racing for all three classes! Outstanding effort, Guys!! This was accomplished with teamwork from the Valley Flyers and the entire racing group - everyone pitched in to help.

I have to mention 2 guys (Jim Padelt & Dave Sweany) who saved the day! Normally, when notified, the Parks and Rec department mows the field providing us with a nicely mowed area to fly from. However, this year due to budget constraints the call went on deaf ears. Friday when I arrived at the field for practice, I noticed that all of the flyers were standing around and not flying! The reason! The field had not been mowed, and there was anywhere from 18 to 24 inches of foliage to walk through. I made some calls to find out we were on our own. Jim Padelt and Valley Flyers Maintenance Guru Dave Sweany stepped up and went out and rented a huge mower and promptly cleaned the flight area! Way to go, Guys!!!!

We mixed things up a little, putting Q40 up first providing some course workers relief later in the day. The first round of Q40 racing was brutal. I believe we lost 4 to 5 planes in the first round! These guys went out to show the new guys how to mix it up! More like "What Not to Do!"

We had some great racing; you can see all of the pictures of the event on the [Board index](#) < [NMPRA](#) < [General](#)

NMPRA Gold Cup Series

2010 Schedule

Ft. Lauderdale	April 17-18
Nats, Muncie	July 12-17
Bowie, MD	August 13-15

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District News



Discussions Q500 & Q40.

I've included some pictures of our new racers who have joined the ranks; these guys flew their hearts out all weekend long! Their enthusiasm is contagious! We all need to help these guys along as Terry Williams did the entire weekend! Give your time to the new guys to repay the time you received!

Unfortunately, our Whittier May race was cancelled due to lack of entries! It's unfortunate when you have more course workers at the event than racers! Let's all get our entries in ASAP for the upcoming June 25/26 Basin race. Let's make sure this event is a success!



Tim Williams - great 424 competitor and mentor



Tim Williams helping newcomer Dave Sweany



Jerry Jarvis's first event, trophied both days and broke out into the 10-lap arena



Dave Sweany - new pylon racer and Basin Maintenance Guru!

After 5 Rounds

428 Name Low Time Points

- 1 Norm Teague ** 1:05.42 19
- 2 Travis Flynn C 1:08.21 18
- 3 Dan Thordarson 1:09.03 16
- 4 Dan Coe 1:09.13 14
- 5 Fred Burgdorf 1:10.18 14
- 6 Mitch West 1:14.45 14
- 7 Tom Hegland 1:11.01 8
- 8 Denis Lyon 1:26.50 8
- 9 Sam San 1:14.79 3
- 10 Jim Padelt 1:17.09 3
- 11 Dave Gavin 1:15.97 2
- 12 Joanne Coffey 0:00.00 0

After 5 Rounds

Q40 Name Low Time Points

- 1 Doug Killebrew 1:03.47 20
- 2 Lee VonDerHey ** 1:01.24 19
- 3 Robert Holik 1:03.83 19
- 4 Bobby Ponck 1:03.00 17
- 5 Norm Teague 1:01.97 16
- 6 Dan Thordarson 1:06.37 16
- 7 Fred Burgdorf 1:03.06 15
- 8 Tom Hegland 1:04.56 12
- 9 Bruce Coffey 1:05.78 7
- 10 Rusty Van Baren 0:00.00 0
- 11 David Lloyd 0:00.00 0
- 12 Travis Flynn 0:00.00 0
- 13 Dan Coe 0:00.00 0
- 14 Dave English 0:00.00 0

Sunday

After 4 Rounds

APRA Name Low Time Points

- 1 Jim Padelt ** 1:37.69 F3 10
- 2 Jerry Jarvis (9) 1:43.15 F2 10
- 3 Dave Gavin 1:45.77 F1 10
- 4 Tim Williams 1:40.31 8
- 5 Dave Sweany (9) 1:55.75 6
- 6 Dan Duffy 1:48.46 5
- 7 Denis Lyon 1:54.36 5
- 8 John Reid 1:58.06 3
- 9 Ken Busse 2:00.52 2

After 4 Rounds

428 Name Low Time Points

- 1 Tom Hegland 1:09.53 14
- 2 Fred Burgdorf ** 1:06.59 12
- 3 Norm Teague 1:07.63 11
- 4 Dan Thordarson 1:06.79 10
- 5 Troy Peterson 1:16.88 10
- 6 Travis Flynn 1:08.99 8
- 7 Jim Padelt 1:21.75 8
- 8 Sam San 1:15.34 6
- 9 Dave Gavin 1:24.99 5
- 10 Denis Lyon C 1:29.79 4
- 11 Mitch West 0:00.00 0

Here are the results for the weekend!

Saturday After 5 Rounds

APRA Name Low Time Points

- 1 Jim Padelt C 1:48.31 18
- 2 Tim Williams ** 1:38.65 F4 15
- 3 Jerry Jarvis (9) 1:42.70 F3 15
- 4 Dave Gavin C 1:44.50 11
- 5 Ken Busse 1:43.60 10
- 6 Dave Sweany (9) 2:00.57 9
- 7 Dan Duffy 1:43.66 8
- 8 Denis Lyon C 1:49.50 7
- 9 Mitch West C 1:54.00 7
- 10 David Lloyd 1:50.50 6
- 11 John Reid (9) 1:40.66 4



District News



After 4 Rounds

Q40 Name Low Time Points

- 1 Travis Flynn 1:00.33 11
- 2 Fred Burgdorf 1:00.29 F0 9
- 3 Dan Thordarson 1:03.17 F0 9
- 4 Bobby Ponok 1:05.16 8
- 5 Lee VonDerHey ** 1:00.02 7
- 6 Robert Holik 1:00.95 7
- 7 Doug Killebrew 1:01.14 7
- 8 Norm Teague 1:03.22 6
- 9 Tom Hegland 1:04.49 4

Fly fast
Dan 53c

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

District 3, Randy Smith

Hey guys, the first official E-F1 race is in the bag, and Murray Hamula of Crossfield, Alberta is the current world champion! The Calgary Miniature Pylon Racing Association held a Fun Quickie 500 race on May 16th and also included four E-F1's as a separate heat at the end of each Quickie round. There were four participants in E-F1. Murray flew one of the Eflite LR-1A Pogo's from Horizon Hobby; Dave Sawers flew his own scratch built Nemesis; Chuck Swaney flew his scratch built El Bandito; and Arnie Kaine flew one of Jerry Small's Miss Outrageous. All four used the Turnigy SK35-42 motor with 60A speed control and 4S-2650mah battery pack. All pilots were using an APC 8x6E prop. During the days preceding the race, the E-F1 boys were getting a bit nervous as they seemed to be smoking motors right, left, and center during the sessions of testing and trimming. This was a bit of a mystery until Murray had a prop and spinner depart the model, and he put two and two together. Something was not balanced in the power system. Murray discovered that the overheating and resultant release of smoke from the inside of the motor was due to the rotating outer motor can being out of balance causing the magnets to rub on the internal fix stator windings.

Once the insulation on the windings rubbed through, an internal short was caused in the motor and then things rapidly went up in smoke... so to speak.

Murray inspected some new Turnigy motors and discovered uneven epoxy application to the magnets on the inner motor housing. Murray did a little dremel removal of excess epoxy and also balanced the motor can using a prop balancer, adding lead weight accordingly. Once this was done, Murray also ran the motor in the model without a spinner (using only prop adapter) to further reduce the chance for vibration and to provide extra cooling to the front of the motor. This resulted in several successful flights from then on.

The other guys implemented some of Murray's lessons learned, and this seemed to ensure the motors ran more reliably for all. The race concluded with five heats of E-F1 flown on a 380 foot, three-pole course. This is the same length race course as our winter Club 20's. Murray's fastest time was 1:20. The cadence from pylon #3 to pylon #1 seemed to be very similar to Quickie 500 on a 2.0 mile short course (475' to pylon #1). For ten laps, I think most guys were consuming about 1800 - 2000mah of battery capacity.

The event captured a lot of interest from everyone who was at the field that day. Murray offered checkout flights on the Horizon Pogo after the contest. Many were impressed, as was Murray during the race. Murray said it reminded him a lot of racing Formula One of years ago but without all the smell and noise. I guess the boys are still burning up motors just like the old days too!!!<ha, ha>

Everyone is really eager to run the model with the same setup but using the Eflite Power 25 (1250KV) motor. Everyone is hoping that it will be a better quality motor for our racing application. The cheap, \$18.00, Turnigy motor may not be the answer if we go through four or five of them to get one that runs well. The \$70 Eflite P25 motor may be the preferred

way to go. At this time, Archie Adamisin has proposed three more motor brands to the rules committee. AXI, Rimfire, and Mega have similar motors that Archie feels would be applicable to this event. So we'll see where this goes, and there may be more options in motors soon.

Presently rapid adoption of the event with real live flight time experience is limited by an availability of product. Horizon's single source ARF is in great demand and hence in huge backorder numbers. There are a few laser-cut scratch short kits available, but they are not for the inexperienced builder. Murray built Arnie's Outrageous because Arnie is a relatively new pilot and simply not familiar with how to tackle this building project. Dave and Chuck built their own models, but it was back to 1980's building technology, and it required a fair bit of skill and interpretation of limited drawings. Alternate products are coming on stream soon however. Danny Kane and SuperTRC have a Little Toni with foam wing core available, and I'm sure there are other E-F1 commercial projects in the works that I'm not yet aware of.

Changing topics just to finish up... Calgary hosted a spring opener fun Quickie race (not for official points) and encouraged the new guys to come on out and give racing a try. We had 17 entries in the Quickie race with six of these being what I consider "new guys." Arnie Kaine took the prize for "best new guy of the day." Arnie was awarded a hobby moto tool for his efforts in getting up and down and finishing every race of the matrix. Ted Ellefson of Calgary won the Quickie event, but Ted is nowhere close to being a new guy. We will now pester Ted to get his butt out to the district races and show us what he's really made of.

See you on the race course.

Randy Smith



District News



The first four official E-F1 event participants, L to R, Chuck Swaney (El Bandito), Arnie Kaine (Outrageous), Dave Sawers (Nemesis), and current world champion Murray Hamula (LR-1A Pogo)

District 4, Darrol Cady

This is the first article that I have written for the NMPRA newsletter since 2001. They are fun to write when you have things to share with the rest of the membership. Scott called me and asked if I would pick up the duties of District 4 VP. I never have learned how to say no. I accepted. Racing in this district has been dormant for several years. The Colorado group was very active until the promoter found combat. Maybe Tom, like AJ, will return to the fold. I am sure that the guys there miss him. Colorado needs to get him back or find a new promoter to take his place. The only dyed-in-the-wool racer that was in Wyoming that I know of is Mike Sperry. It seems like work and golf got in the way of his racing. Maybe now that he is retiring, his interest in racing and modeling will come back. I am sorry, but I know nothing about the racers in Nebraska. Maybe some of them will contact me. There are a couple of racers in northern North Dakota. They are in contact and close proximity to the Canadian group in Regina and Saskatoon. Lyle Larson put on a great race in South Dakota several years ago but has never done

it again. It was a fun race and well attended for a first race in an area. As I remember, we had 20 racers there, and they came from a long way to play. There is some activity in Montana. Helena is having a couple of races this year. The electric Formula One has spurred some interest in some of the old racers. The Elbert Clan is building some of Jerry Small's airplanes, and I hear that they are about ready to fly them.

I ordered a couple of the LR-1's that Horizon is coming out with and should be shipping late May. The number for the airplane is EFL4200. There were a couple of prototypes in Phoenix at the February race, and the airplanes were great. Many took turns flying them and had nothing but praise. Between the electrics F1 and the reintroduction of the SEMPRA Jett 40 in district 5 and the Florida group, maybe we will get more sites that will have room and new racers with interest to come out and play.

Over the years I have had several different starter combinations. I noticed one that Tim Lime came up with, and it looked great to me, so I built one. It not only looks good, it works fantastic. With LiPo's so popular in our sport, it is a natural. I have seen LiPo's taped to starters and homemade boxes attached to the starters, but this one is cool. My first attempt at the LiPo starter pack was to replace my 14 cell car packs with a 4000/4s LiPo pack and a cord to the starter. It worked well, but not nearly as handy or compact as the one that I am going to show you. I only took one picture. It shows the inside of the battery box. Notice where the LiPo battery is placed in the bottom of the box. You will have to trim a little of the plastic away to get the battery to fit as far back as you can. I attached it with Shoe Goo. The Deans Ultra plug fits in the spot where the other connector was supposed to fit. With just a little trimming, it looks as if it was designed for this purpose. I used the Thunder Power LiPo pack, but you can find batteries in different brands

that work very well for this project. One of the guys in Phoenix found a great place for batteries on the Internet. It is called HobbyPartz.com. I ordered a battery from them for another project, and it came in 4 days. It was hard to beat the price and service. The total bill for a 22004S 30C and postage was \$29.00 and change.



All of the parts and prices for my starter unit from Horizon Hobby were Starter HAN161 \$31.99, Battery box w/o battery HAN165 \$19.99, THP22504SP30 \$79.99

Darrol Cady

District 5, Jim Nikodem



AJ Seaholm and caller Scott Causey



District News



Dave Norman and caller Jerry Bednark

Last year was a very good year for District 5. We had a great lineup of races with one new club hosting races - Bloomington IL. We also had some good results in national level races. Both NATS winners were from District 5: Dave Norman from Minnesota in 428 and AJ Seaholm from Kansas City in 1/4 40. In addition, the winner of this year's (80 entry) Phoenix 1/4 40 race in February, (Tom Scott from Cincinnati) is also from District 5. Maybe our advantage is the winter break from flying giving us more time to build, modify, and improve our airplanes. This break from flying also makes us eager to get out and practice in the spring. Doesn't it make those of you down south jealous?

With a strong base of 424 fliers, District 5 also did very well in the 424 NMPRA season standings. That's probably because we race 424 quite a bit. Last year (and this year) we had 15 total 424 races. Seven were two-day races, and one was a one-day race. Last season Darwin Larson won

the District 5 Lead Goose Trophy for the best six 424 races of the year in the district, followed by winning second in NMPRA for the 2009 season. Out of all NMPRA 424 point earners, (also best six races) District 5 had five out of the top ten and nine out of the top twenty. Congratulations to all!

I would like to add a personal observation about Quickey racing. Seems to me it came from an era where we had three events: Formula 1 (scale racing), Formula 2 (semi scale racing), and Sport Pylon (non scale racing). This was the 1970s, and I was calling for my Dad at the time and later flying Sport and Form 1. All required 40 motors, but Sport allowed more creativity with the airframe. The engine could have a fairing between the firewall and the spinner, but no cowling. Fuses could be rounded and wing root fairings were allowed. I know one racer who designed and built a pusher and did pretty well racing it. I designed and built some swept-wing airplanes and raced them in Sport. There were also wings tapered in chord and thickness. I believe that Sport rules started the 500 square inch requirement.

In any case, this all ended with the Quickey event and the rules we use today. Seems to me the intention was a very uniform set of rules making each airplane very similar, quick, and easy to build. The constant chord wing and boxy fuse seem to bear this out. Time went on, and now we have expensive composites and expensive motors pulling these airplanes almost as fast as much more aerodynamic 1/4 40 racers (our current semi-scale event). Recently some parts of the country have started Quickey Jett

racing. This has brought the engine cost way down and has made airframe precision less important because speeds are reported somewhere between old 428 and Thunder Tiger 424 speeds. I say this because airframe drag increases tremendously as speed increases a modest amount. Therefore, less perfect airframes (non-composites) are more competitive which brings cost and build time down. The Quickey Jett airplane/engine combination is about half the price of a 428 composite and engine. It's also a lot friendlier at the practice field, as are 424's.

Some are still in the wait-and-see mode, but I expect Quickey Jett to be a big hit in District 5 this year with two races in Muncie, one in Cincinnati, and maybe two more in Bloomington IL (with enough advanced entries). Please remember to sign up in advance on the appropriate web site. Look under the events tab on the NMPRA web site, then supporting clubs. By the way, Bloomington IL races would be under WIPRO (Wisconsin Illinois Pylon Racing Organization), and Muncie and Cincinnati races would be under CAPS (Can-Am Pylon Society). The 2010 season started for us in Kansas City in the middle of April. Unfortunately, they caught the edge of a storm system and got rained out after 12 heats. They did have a big turnout of 27 entries for this one-day 424 race. That's about the same as their fall two-day race last year. I know from experience that AJ Seaholm and the Kansas City R/C club put on a great race, and I know a lot of guys are looking forward to their fall race.

[Jim Nikodem](#)



District News



District 6, Steve Baker

Racing is in full swing in the New England area. Judging by the number of entries, NEPRO's aggressive program to lure beginners into racing seems to be paying off. My hat's off to the promoters. Below are the results of the 424 contest held May 2 in Hadley, MA:

APRA	Name	Low Time	Points
1	Shawn Denehy (9)	** 1:15.61	19
2	Ralph Rinaldi	1:16.00	19
3	Lloyd Burnham	1:17.62	19
4	Mike Derosa (9)	1:20.71	18
5	Peter Tani (9)	1:23.50	18
6	Miki Konno (9)	1:24.62	18
7	Mike Masi	1:22.76	17
8	Irl Brown, Jr	1:21.04	16
9	Eric Granger	1:26.49	14
10	John Banks (9)	1:18.03	13
11	Peter Baltrush ST (9)	1:29.55	13
12	Craig Korsen (9)	1:18.89	11
13	Joe Tropea	C 1:25.34	11
14	Dino Spaduccini (9)	1:25.92	11
15	Edward Daus SR (9)	1:24.41	10
16	Bill Glode	1:24.74	10
17	Richard Berner	1:25.67	9
18	Rob Burris (9)	1:31.86	9
19	Keith Palmer	1:37.16	9
20	Ray Dolat	C 1:23.66	8
21	David Doyle	1:28.81	8
22	Bill Jensen	1:33.91	7
23	Elie Houayes(9)	1:28.89	5
24	Cosmo Petrone ST (9)	C 1:45.97	4
25	Calvin Stewart	1:27.76	3
26	Mike Luzzi	C 1:37.10	1
27	Michael Stewart (9)	0:00.00	0

Sportsman Class				
424	Name	#	Low Time	Points
1	Don Ouimeste	2	** 1:30.53	7
2	Vinnie Langella	1	1:34.24	4

I finally had the opportunity to compete at the Old Julian Airport facility in Julian, NC. Headed up by Jimmy Katz

and Mike Langois, this club has been gradually putting together a great facility and staff of course workers, family, extended family, and friends who put on one of the most enjoyable contests I've ever attended. They hosted 4 classes of racing and put on a barbeque dinner Saturday evening that was first-class. In typical Jimmy Katz style, he also offered a hoax failed rocket launch attempt that left us with a concussion shock wave and a dozen 911 calls to the local police. The whole scene took us back to other contests where Jimmy entertained us like this.

Their flying facility was engineered to have a fully reversible race course in the event of a change in wind direction. Did I say wind? Apparently, it never stops blowing there, and by Sunday, we were competing in 25 mph + winds (gusts to 32); however, the only planes that struggled with it were the 424 class. I must admit though, a few of those early #1 turns would occasionally send your plane diving at the ground, terrifying the worms. In spite of the wind, no one dumped a plane during the heats, though Robert Rau, self professed "Trophy Husband" from Las Vegas, left one up a tree until a professional tree climber could be hired to retrieve his 424 Vortex.

Oh, did I forget to mention that I won 422? All in all, it was a good contest. I will not go into the full details and hope that Luis Ochoa covers it in his column. Against all predictions, my column last month about the future of 428 and racing in general drew no hate mail. In fact, I heard from a long list of otherwise silent but loyal fans of the existing 428 class. Whatever becomes of the event, I can only hope the result isn't another mass exodus of long-time competitors as when Q-40 was created from the Q-15 event. Time will tell.

Since I'm officially a half-day past the delivery deadline, it's time I stopped. I hope to see everyone at the 2010 Nats.

Steve Baker
District VI VP

District 7, Gary Freeman, Jr.

This month will be short as Kacie and I just had our second child. Brody Evans Freeman was born May 21, 2010. He is perfect - 7 lb 10 oz.



One quick note: the US F3D Team Trails will be in Mulberry FL sometime in Sept. I am working with Scott Smith and the Imperial flyers, and this will be a great team trails. More info to come soon.

Here is a article for Top Tips from Dennis O'Brien:

OK, guys, I was going to write an article about what to do with your racing engines after a crash, but saw some things at last weekend's race in Mulberry that prompted me to change course a bit.

I was helping many people with the new Jett engine for Quickie racing, as well as looking over some of the 424 guys' airplanes and noticed something that irks me to no end AND can have an effect on the way your engine runs (or doesn't run) and possible side effects, such as bad needle settings, engine shut-down, erratic runs, etc.

What could possibly cause all the aforementioned? FUEL SYSTEMS!! First, I saw some tanks out of aircraft (for several reasons) and noticed things such as poorly bent and/or kinked brass or



District News



aluminum lines exiting the fuel tank, be it of the tetra type or conventional non-bladder hard tanks. I saw systems with lines run in such a way as to invite kinks or cuts in the silicone tubing. I saw fuel tubing used that was of the larger diameter variety that I know when slid on a spray bar or onto a brass tank line needs very little to slide off or to invite an air or fuel leak. I saw lines running from the exit of the fuselage to the spray bar, or to the pressure fitting of the muffler that were long enough to wrap around the nose of the airplane at least once, before terminating at their intended fitting. I saw in-line filters without being completely covered with a large piece of tubing, just asking for a leak. I saw some non-bladder tanks with little or no foam insulation wrapped or packed around them, and, yes, even some bladder tanks with no protective foam or insulation around them. "So what," you say, "mine seems to run OK".... Well, I'm about to tell ya'.

Yeah, maybe you've been lucky and born under the right star, but I have NEVER been that lucky and have suffered enough fuel problems over my 37 years of pylon racing to have taught me many valuable lessons.

First, ANY tank using brass or aluminum exit lines should NEVER have bends in them exhibiting kinks. There are some really good and cheap tools out there that allow nice tight bends, while keeping the metal line from kinking. Kinks can restrict fuel and or air pressure in the fuel system and are subject to cracking at the area of the kink, giving poor engine runs (or at least not consistent good runs) and can lead to engine damage, as well as a problem that can be hard to diagnose.

Secondly, once the tank is built, it should be checked for leaks, be it of the conventional single stage hard shell tank, or the combo bladder/hard shell tank.

I do this with a small syringe, two long pieces of MEDIUM fuel tubing, and a sink full of water. If it is the conventional type tank, hook one line to the fuel exit tube or fitting and the other to the pressure tubing/fitting of your tank. Install the syringe on EITHER piece of fuel tubing, pinch the other off with a clamp or your fingers, and submerge the tank in the sink

with enough water in the sink to completely cover the tank. Now apply air pressure into the tank by squeezing the syringe. Don't go crazy with the pressure, but induce enough to feel some resistance on the syringe plunger. Look carefully for leaks. If it is anywhere on the hard-shell itself, such as at the seam, throw it away and get another. Yes, Yes, I have seen some repaired with various glues, like Z-poxys "GOO" or PFM, but I don't recommend it. If the leak is around the exit of the metal line(s), clean the area well with alcohol or acetone, and put a nice fillet of clear silicone glue, (or PFM) around the exit lines and tank skin. Let it dry overnight, and try the test again.

The same sort of test should be performed on the bladder style tanks, but both stages of the tank must be tested. First, blow up the bladder gently with air; install the syringe on the fuel line; block off or pinch the pressure side line; and GENTLY apply air pressure to the bladder with the syringe. Submerge the tank in the sink, and look for leaks, primarily where the fuel line exits the tank. If no leaks, then release the pinch on the pressure line, and let all excess air out of the pressure side of the tank. Place the pressure line under the water, and look for air bubbles out of pressure line, while holding SLIGHT pressure on the syringe. If there are air bubbles detected, chances are you have a hole in the bladder and the tank assembly, or at least the bladder needs replaced.

Once you have determined your assembled tank is leak-free, install both the fuel and pressure lines using MEDIUM or SMALL fuel tubing. I like large or medium tubing on the pressure side, and the light medium or small tubing as the fuel feed. I also install "doublers" at all tank and engine fittings. These are simply a small piece (about 1/8 to 3/16 inch long) of the same sized tubing that I am installing, placed over the tubing. I install this small piece by placing it on the end of a pair of needle nose pliers, and open the jaws spreading the small doubler, and place the feed tubing inside the doubler. Then install the tubing/doubler combo onto the appropriate fitting. This insures a snug, air-tight seal, as well as keeping the fuel line or pressure line from coming off while the engine is

running. (Ever had this happen???? Damn right you have, instant "zero", and this is the cure!!!!)

Next run the lines avoiding kinks by placing a tongue depressor taped to your tank (or other means) to keep the tank from coming too far forward, and pinching fuel or pressure lines against the firewall. Avoid sharp bends of the tubing exiting the fuse sides, and use some form of grommet, or other insulation where the tubes exit the fuse side, (particularly fiberglass fuses).

Remember to wrap or pack shipping foam (the white styrofoam stuff) OR foam rubber ALL around the fuel tank (particularly the single stage tanks), to avoid fuel foaming or damage to the shell. This also applies to bladder tanks to avoid vibration induced wear to the hard shell, (Yeah, I had one wear through, creating a leak on the pressure side, and erratic/lean engine runs were the result).

Lastly, only run enough tubing between the exit of the fuse and the spray bar or muffler pressure fitting, to complete the connection, with a LITTLE to spare. Having several inches of excess tubing between these points is more drag, can flop around in the wind resulting in erratic engine runs, or pull the fuel tubing off the pressure fitting or the spray bar (another "zero").

If you are running one of the micro fuel filters in your fuel feed line, be sure that it is un-clogged, that the two halves are screwed tight with a gasket, and most importantly, stretch a piece of the large silicone tubing over the center portion of the filter where the two halves join. Don't forget the doublers on each end of the fuel line at the filter connections.

Take a good look at your fuel system, and keep the aforementioned in mind; make changes that may help you get better engine runs and fewer chances for the dreaded "Zero."

Any questions, do not hesitate to contact me at quickieone@aol.com. See you at the races!!

Regards,
Dennis



District News



District 8, Eric Desardi

Hello again all from District 8. Although quickie and Q-40 have been a little slow, Club 40 has been running hard and heavy. We started at Georgetown in March, went to Waco in April, and May had races in New Waverly and Texas City. Georgetown had 20 pilots and great racing from CD Bob Petrines. With about a 20 mph cross wind Gary Fisher won the day.

Waco brought out another group of 20 pilots with Jim McGuinn as the CD at the HOTMAC field. Jason Duda was the winner with a perfect day of 16 points and a 1:22 fast time.

The New Waverly race was held at the Tri-County Barnstormers, my home field, with 16 pilots. With a steady "Breeze" from the south, Steve Fabianke won for the first time. Old Bob showed us "Youngsters" again how it's done with a fast time 1:25.28.

Texas City held The Mark Wiess Memorial Race, with Don Roccaforte as the CD. We had some of the closest racing yet - 2nd place was decided by a coin toss!! But the story of the day was Richard Moll; he won the day with a perfect day and a fast time 132.8. Richard has been racing with us for at least 2 years, and this was his first win!!

So come on out; enjoy some great side-by-side racing!!

Eric Desardi

District 9, Manuel Martiarena – no article submitted

District 10, Luis Ochoa – no article submitted

Q40 Points, Randy Bridge – no input submitted

Quickie 500 Points and 424 Points, Dave Gavin – no input submitted

Contest Calendar, Mike Helsel

NMPRA Master Race Schedule 2010

5/25/2010

Date	Location	Events	Comments	Contact	Other Info
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June

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

July

3rd - 4th					
10th -					
11th					
12th-17th	Muncie, IN	428, 422	AMA Nationals		
17th -					
18th -		424, 428,			
24th -					
25th	Whidbey Island	422		Tom Strom Jr	flyboy23e@aol.com
31st - 1st					



District News



Aug

1st					
7th - 8th	Hilbert, WI	424	NMRPA Gold Cup	Mick Warning	mwarning@vcawi.com
14th -					
15th	Bowie, MD	422		Steve Baker	sbaker6827@comcast.net
21st -		424, 428,			
22nd	Shelton, WA	422		Tom Strom Jr	flyboy23e@aol.com
28th -		424, 428,			
29th	Muncie, IN	422		Terry Frazer	skracer@msn.com

September

4th - 5th					
11th -					-
12th					
18th -				Tom Strom, Jr	flyboy23e@aol.com
19th	Wenatchee, WA	424, 428			
18th -					
19th	Bloomington, IL	424		Jay Capps	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	Phoenix, AZ	422	Champ Race	Jim Allen	jamesea1@earthlink.net
13th -					
14th					
20th -					
21st					
27th -					
28th					

December

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

PGRC of Bowie, MD
NMPRA Q-40 PYLON RACE

3rd in the series of NMPRA Q-40 Pylon Races

Date: August 13-14-15, 2010

(Registration, inspection and test flying on Friday, August 13th)

Site: **Prince Georges County R/C Field, Bowie, MD**

All Entrants must be NMPRA Members

Entry Fee: \$75, payable to PGRC Club

Your entry fee must be received by Friday August 13. Please indicate who you wish to be matched with in the matrix (3 pilots maximum)

Information and Registration:

Contest Director: Stephen Baker (301) 352-4580; email: sbaker6827@comcast.net

Saturday

8:00am- test flying closes

8:10am- Pilots Meeting

8:30am- First Heat Starts

Sunday

8:00am- test flying closes

8:10am- Pilots Meeting

8:30am- First Heat Starts

Recommended Hotels:

Comfort Inn
Route 301 & Route 50
Bowie, MD 20715
(301) 464-0089

Rips Motel
Route 301 & Route 197
Bowie, MD 20716
(301) 805-5902

Budget Inn (1.5m South of Field)
4111 Crain Hwy
Upper Marlboro, MD 20772
(301) 627-3989

Hampton Inn Bowie
5202 Major Lansdale Blvd
Bowie, MD 20716 US
(301) 809-1800

-----Entry Form-----

Name _____ AMA # _____

Address _____

City: _____ State _____ Zip _____

Frequency: CH _____ or check here _____ if flying Spread Spectrum

Paired with Pilot name: _____ and Pilot name _____

Phone Numbers: H-() _____ C--() _____ email address: _____

Return form to:
Stephen Baker
12215 Malin Lane
Bowie, MD 20715



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- SuperTRC.com

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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

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Round Rock, TX 78664
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