



The Pylon Racer's Official Voice

NMPRA

HIGH PERFORMANCE

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

President's Corner

2010 NATS

As I sit here in seat 17D heading back to California from the NATS, I am filled with great memories of this year's Nationals. Although the attendance was down somewhat this year due most likely to the miserable economy, there was still plenty of exciting racing and great camaraderie for those who made the trip to Muncie. Although the forecast at the beginning of the week was somewhat foreboding predicting severe weather throughout the week, except for one evening when a severe thunderstorm smashed through the flying site, the weather was great, albeit hot and humid.

Because the AMA was hosting both the electric world pylon racing championship and the helicopter championship, the practice schedule had been limited to only one full official day. However, pylon racing took over the center stage at the magnificent AMA national facility at about 5:00 pm on Sunday, July 11, after the completion of RC Scale competition. With Muncie being in the far western part of the Eastern Time zone, it stays light enough to fly comfortably until after 9:00 pm so tuning for the race began in earnest. Practice is important, because the air in Muncie is like no place else and getting racing engines to run there and finding the right propeller combination is a challenge.

By Monday, most of the Q500 pilots had arrived and were fully engaged in dialing in their equipment for the start of the racing on Tuesday. At that time, since the weather forecast was very concerning for the rest of the week, Contest Director Gary Freeman, Jr. decided that we would attempt to do all Q500 qualifying on Tuesday, i.e. for both the A and B matrices. As you may know, the Nationals is unique in that the entries are split into two groups and essentially two separate qualifying contests are run to determine the top 16 pilots in each group. These 32

pilots then race each other to determine the overall winners. So, with the threat of storms pushing us, we scrambled to complete all 14 rounds of qualifying on Tuesday which would allow us to run the Q500 finals on Wednesday. In the finals, the racing came down to some amazing flyoffs which produced the fast time for the contest of a 1:04.92 by Mike Helsel racing against Matias Salar and another barnburner for first place which was won by mere inches by Ralph Rinaldi, racing Scott McAfee who finished second.

With Q500 in the books, it was time to turn our attention to Q40. Qualifying for Q40 would begin Thursday with the A matrix qualifications and then the B matrix qualifying on Friday. On Thursday evening after the finish of qualifying, the storm we were dreading hit with amazing fury. Tents were ripped out, trailers were blown across the field, and even a golf cart was overturned! But the storm blew through and was gone in about one hour. Once the storm was gone it turned into the most beautiful evening, and we were treated to the extraordinary Bar-B-Que skills of Randy and Dickie Ritch who put out a FEAST!

When the finals of Q40 began on Saturday, it was clear that the Muncie air was taking its toll and the speeds in Q40 were way down, and many pilots were having difficulty getting these thoroughbred racers to perform. Ultimately, the winner would be A.J. Seaholm for the second year in a row. Fast time was taken by Gino Del Ponte with a 102:86. The overall Pylon Champion was Ralph Rinaldi.

The 2010 NATS was not only a great success but a wonderful experience for all those who attended. We need to especially recognize the great job done by Gary Freeman Jr. and Dave and Gloria Doyle in making everything happen smoothly. We also need to thank the Ritches for the fabulous Bar-B-Que and for supplying the great fuel. We also need to thank Dub Jett for the donation of a racing motor and to

all the contestants who helped to raise over \$1,000 for the Cliff Telford scholarship fund. There is nothing like the NATS. Sure it might be difficult to get to Muncie, but *there is no experience like the NATS*. The facility is awe inspiring; the competition is intense; the weather is a challenge; but above all, the friendships and memories forged here are ones that you will keep and cherish for a lifetime. So start today to make plans to be in Indiana in early July of 2011!

Gail Jacobson

It saddens me to report the passing of one of the scions of pylon racing, Gail Jacobson. Gail was a great competitor, a true gentleman, and a member of the "Great Generation" to whom we all owe so much. Gail, the only child of Fred and June Jacobson, was born June 28, 1924, in Des Moines, Iowa. He attended Iowa schools and after graduating from high school, he joined the US Army to receive pilot training. During World War II he was a P-51 fighter pilot. He shot down 5 planes (sharing the fifth one with another pilot), making him a World War II ace. He also earned many ribbons and medals for his flying abilities. After the war, he married Elaine Haahr of Newell, Iowa and re-entered the Army Air Force (now renamed the US Air Force). During this period he also continued his education and obtained his bachelor's degree. After retiring from the Air Force as Lt. Colonel, he spent the next few years flying radio-controlled model airplanes, winning numerous awards for flying and spending much time in leadership positions and instructing new recruits in radio-control. He died as a result of a fall on June 1, 2010. Gail Jacobson is survived by his wife of 63 years, two daughters, Vicki and Christine, two grandchildren, and one great grandchild. The body was cremated. Good flying, Gail; we will all miss you.

2011 NMPRA Championship Race

The date for the 2010 NMPRA Championship Race has been set for November 5, 6, 7. The race will be held at Speedworld in Surprise, Arizona and will be hosted by the Speedworld RC club. As you all know, there are no better races than those at Speedworld. Do whatever it takes to be at this race! Flyers will be posted shortly on the NMPRA website for information about hotels and contacts.

Electric Formula One

EF-1 continues to gather momentum and interest. The LR1-A Pogo ARF has been released by Horizon and has been a sales success. I'm sure that you will begin to see these show up at the field soon. This is the most successful pylon racing airplane release in a long time and hopefully will generate lots of interest in racing.

New Members

Please welcome the following new members:

- William C. Brewer, Jr. from Perry, GA
- William C. Brewer, Sr. from Americus, GA
- Jim Soltysiak from Weirsdale, FL

Editor's Note: The sales rep (Kyle Bushey) and I chatted as I rented a car in Muncie. When I told him that I rented a car from **Enterprise** every year for the Nats, he offered to set up a business account that would take **5%** off the bill. I had him set up the account for **NMPRA**, number **SB 0001**. He said that *anyone in the organization at any location* could use this discount. I watched as he entered the information in the computer, so I assume the discount is now in effect. (If you are asked, I am the contact person.) I like to save money; should you need a rental car from Enterprise, try this account. I hope that it works for you.
Linda Brogdon

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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.

District 1, Dan Thordarson

Hello District #1
 The June Basin Race was a great success! Special thanks to the Valley Flyers for hosting the event and to the volunteers who helped to make it happen!
 The organizing race team of Travis Flynn, Dave Gavin, Doug Killebrew, & Jim Allen made this race happen! Thanks, guys, for all the hard work!
 59 entries on Saturday and 45+? on Sunday made for some great racing! It was great to see Jacob Raquet and the Del Ponte's (Judy, Gino & Mike) as well as Gary Schmidt back for some racing. We asked Judy Del Ponte to do the announcing, and what a great job she did! I received many comments



District News



on how her participation enhanced the event! Thanks, Judy! Dave English as promised raffled off the Endeavor Q40! The winner was John Busse! It's great to see John win as he's a great new competitor and will easily excel in the Q40 ranks.

Responding to complaints that some classes were waiting until noon before they could race, we tried a new format for this race. Changing the format from running Q40 in the morning followed by APRA and 428 allowed us to engage all the racers earlier. The format that was selected was running 2 heats of each class back to back followed by the next class; we called it the 2-2-2 format. The consensus was favourable; we'll look at using this format for the Oct 2nd & 3rd Whittier race.

Here are the results for the weekend.

Saturday

APRA

Name	Low Time	Points
1 Jim Padelt	1:36.51	16
2 Tom Skavinsky	** 1:33.79	15
3 Mitch West	1:41.59	14
4 Scott Manning	1:41.75	13
5 Jacob Raquet	1:37.79	11
6 Ken Busse	1:39.41	10
7 Don Shelling	1:40.65	10
8 Dan Duffy	1:43.65	9
9 Denis Lyon	1:49.28	8
10 Binyamin Elkouby	1:51.50	7
11 Bill Malo C	1:43.07	5
12 Dave Sweany C	1:40.50	3
13 Dave Gavin	1:44.24	3
14 Gale Enstad	0:00.00	0
15 Shawn Heritage	0:00.00	0
16 Mack Moffat	0:00.00	0

Saturday

428

1 Scott McAfee	1:07.48	F4	15
2 Travis Flynn	1:07.11	F3	15
3 Norm Teague	1:09.60	F2	15
4 Troy Peterson	1:10.73	F0	15
5 Matias Salar	1:10.50		13
6 Jim Allen C	1:13.00		13
7 Gino Del Ponte	** 1:05.73		12
8 Jim Padelt	1:10.50		11
9 Fred Burgdorf	1:12.60		11
10 Tom Hegland C	1:13.67		11
11 Denis Lyon	1:22.20		10
12 John Busse	1:10.50		8
13 Joanne Coffey	1:17.33		8
14 Dan Coe	1:14.22		7
15 Vince Weigal	1:10.50		6
16 Dan Thordarson	1:09.43		4
17 Tony Lopez C	1:11.47		4
18 Doug Killebrew	1:16.00		3
19 Don Shelling	1:33.44		3
20 Mitch West	0:00.00		0
21 Sam San	0:00.00		0

Saturday

Q40

1 Scott McAfee	1:01.38		16
2 Travis Flynn	1:03.43	F0	13
3 Tony Lopez	1:06.29	F0	13
4 Rusty Van Baren	1:02.68		12
5 Robert Holik	1:03.22		12
6 David Lloyd	1:03.31		12
7 Jim Allen	1:04.24		12
8 Bobby Ponok	1:04.45		12
9 Tom Hegland	1:05.30		12
10 Dave English	1:08.85		12
11 Fred Burgdorf	1:02.85		11
12 Doug Killebrew	** 1:00.88		8
13 Gary Schmidt	1:05.04		7
14 Jacob Raquet	1:06.29		7
15 Tim Lime	1:08.40		7
16 Dan Coe	1:10.50		7
17 Dan Thordarson	1:10.50		7
18 Gino Del Ponte	1:07.72		6
19 Bruce Coffey	1:09.72		6
20 Matias Salar	1:03.49		5
21 Norm Teague C	1:17.31		4
22 Lee VonDerHey C	1:08.93		1

Sunday

APRA

1 Jim Padelt	1:40.50	F4	15
2 Benny Elkouby	** 1:36.05	F3	15
3 Tom Stravinsky	1:37.09		14
4 Ken Busse	1:38.23		12
5 Mitch West	1:38.85		12
6 Jacob Raquet	1:39.50		12
7 Don Shelling	1:42.16		10
8 Dave Sweany	1:40.50		6
9 Chuck Thompson	1:40.50		4
10 Denis Lyon	1:40.50		4
11 Mack Moffet	1:40.50		4
12 Dave Gavin	1:57.80		2

Sunday

Technical difficulties prevented electronic downloading of results - Sorry!

Ordered By Points Within Class

After 4 Rounds

428	Name	Low Time	Points
1	Travis Flynn	** 1:07.29	F0 15
2	Jim Allen	1:07.45	F0 15
3	Norm Teague	1:09.43	14
4	Fred Burgdorf	1:10.50	13
5	Scott McAfee	1:11.17	13
6	Dan Thordarson	1:08.63	12
7	Doug Killebrew	1:12.33	12
8	John Busse	1:15.36	12
9	Sam San	1:10.50	9
10	Joanne Coffey	1:13.89	9
11	Jim Padelt	1:14.90	7
12	Mitch West	1:15.84	4
13	Don Shelling	1:35.13	4
14	Denis Lyon	1:25.24	1

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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JETT Engineering, Inc.



District News



Sunday

Q 40

Name	Pts	Time	
Del Ponte	14	102.38	1
Van Baren	14	101.86	2
Flynn	12	103.7 FO4	3
Killebrew	12	102.38 FO3	4
Thordarson	12	105.4 FO2	5
Ponek	12	105.71	6
Schmidt	11	59.93**	7
		FastTime	
Allen	10	102.14	8
Holik	10	102.51	9
Teague	10	110.08	10
VonDerHey	9	101.36	11
English	8	101.71	12
Burgdorf	8	103.94	13
Lime	7	105.38	14
Raquet	7	104.48	15
Coffey	5	107.51	16
Mcafee	5	104.61	17



timing clock counting down



I hope Lane 4 Received a cut for the early launch?



Tom Stravinsky from Arizona taking home the hardware! Great to see Tom who came out west!



Denis Lyon's German Secret Weapon. The newly finished V-Max and is said to be his best plane yet! Came out Zero, Zero, Zero "No Trim Required"! He's ready to fly!



CD Travis Flynn and Doug Killebrew providing the pilot instructions



The Valley Flyers provide a great facility for racing!



the always present and great competitors Jim Padelt and Mitch West



Travis Flynn with his "Newbie" Ringer Benny Elkouby taking fast time and 2nd place APRA on Sunday. This guy was really into it! I think he's hooked! Way to go, Travis! When Travis says he's bringing a new guy, Look Out!!!!



District News



Sam San of Sam Rai Racing is producing an outstanding Composite Quickie Kit as well a laser-cut wood fuse kit with composite or foam wing. I received my Sam Rai just before the June Basin race. You can see that the kit is delivered as a complete kit! Landing gear, composite tail, and fuse as well a composite wing. All the holds for mounting the wing and tail are tapped and aligned. The only thing I needed to add was the throttle cable engine and flight gear. Sam provided all the necessary information regarding C/G and flight control throws. With all this, the plane fell right into the groove and is a great tracking and handling plane. If my count is correct, there were 5 Sam Rai's at the last basin race! Great job, Sam!



My Sam-Rai ready to race!



Team Sam-Rai

Hope to see you all at the Oct 2nd & 3rd Whittier race.

Fly Fast
Dan
53c

District 2, Tom Strom, Jr.

Hello from the great Northwest! We have just completed our second race of the summer, and the weather was perfect! The racing was tight, and several new faces were in attendance as well as some pilots moving up in classes for the first time! The race was held at Naval Outlying Field in Coupeville, WA on Whidbey Island. This is a Navy reserve base so the runway is massive, and the field is wide open! Friday was test flying, but the Navy needed to borrow the field back for a couple of hours so a squadron of EA-6B Prowlers could practice some simulated carrier approaches! There is nothing like the sight of a marry-go-round of military aircraft shooting simulated approaches. I will post some photos on the NMPRA website. When racing started on Saturday, the APRA pilots got their shot at the poles first. Expert Q-500 followed in the afternoon. Sunday morning started out with APRA, then Q-40, and ended with 428. When the dust settled, there were a few aircraft lost, but nothing too

horrible. Congrats to Mark Winz on his second APRA contest and John Riley for his first! Tim Strom and Todd Ryan also made the leap from 428 to Q-40 for the first time this weekend, and both flew very well! Results for the weekend are posted below. On a separate note, make sure to make your plans for the upcoming North vs. South Shootout! The event dates are August 21st and 22nd in Shelton, WA. All three classes are to be flown, and registration is open now! There will be a flyer in this newsletter, so fill out the info and send it back to Tom Strom Sr. at the address on the flyer! Hope to see you all there!!
Tom Strom Jr.

APRA:

1st – Bryan Batch
2nd – Steve Mortenson
3rd – Lance Anderson
FT – Bryan Batch

428 Q-500:

1st – Todd Ryan
2nd – Eric Ide
3rd – Jody Haack
FT – Eric Ide

422 Q-40:

1st – Eric Ide
2nd – Dan Nalley
3rd – Tim Strom
FT – Eric Ide



2010 West Coast Racing Series



August 21st - 22nd

Site: Sanderson Field R/C Flyers site in Shelton, WA. Take I-5 to HWY 101 North. Follow 101 North through Shelton, and look for the airport on your left shortly after passing the Wallace Kneeland Blvd exit. Turn left onto Sanderson Way, and look for Model Aircraft Race signs.

Note: This is a full scale, active airport. There will be NO flying except for Friday, Saturday, and Sunday. There is a 300ft ceiling.

Entry Fee: \$35.00 per event/per day

Entry fee is payable by cash or check only. Make checks payable to Jon Packer (PROPS Treasurer) There is a four pilot per frequency limit. All entries must be current AMA.

Contest Director: Tom Strom Sr. 1420 SW 160th St Burien, WA 98166 206-246-4258
Co-Contest Director: Eric Ide

Hotel Info: Super 8 Motel, Little Creek Casino, Camping Info: Camping is available at the field. There are no hook-ups.

Food: Breakfast and lunch will be available Saturday and Sunday only.

Schedule: Friday August 20th, Saturday August 21st, Sunday August 22nd. 10am - 6pm Inspection Open, 7:30am Test Flying Open, 8:30am Pilots Meeting, 10am Test Flying Open, 8:15am Test Flying Closes, 9am First Heat, 6pm Test Flying Closed, 9am First Heat

Please note that this schedule will be followed to the minute and no deviations will be made. Also, the field is not shut down to sport flying on Friday so please be courteous of any club member wishing to fly.

Name: _____ AMA: _____ NMPRA: _____
Address: _____ City: _____ State: _____ Zip: _____
Frequency: _____ Alternate Frequency: _____
Class: APRA _____ AMA 428 _____ AMA 422 _____

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 13)
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
Budget Inn (1.5m South of Field), 4111 Crain Hwy, Upper Marlboro, MD 20772, (301) 627-3989
Rips Motel, Route 301 & Route 197, Bowie, MD 20716, (301) 805-5902
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



District News



17 pilots gathered in Calgary, Alberta, Canada (District 3) July 24th for a great weekend of racing. The Quickie 500 group is shown here.

District 3, Randy Smith

This is the US Nats issue of the newsletter with lots of reports and war stories coming from the annual pilgrimage to Muncie. I did not attend this year choosing rather to focus on the upcoming F5D world electric pylon championships. Hats off to all those who attended and survived the grueling weather conditions. I can only hope for better in mid August... yeah, right! On to district news.

It's been a busy summer of racing. We got off to a slow start with our May 31st contest in Swift Current cancelled due to a resurgence of winter weather. The contest has been re-scheduled to Sept. 25th at which time we may have a resurgence of winter weather. We finally dropped the start flag in Regina, Saskatchewan in early June. The Regina Windy Flyers hosted their annual contest with 16 competitors in both Q40 and Q-500. Many thanks to Hank Kauffmann who just happened to bring his Judgeman light and timing system with him to the contest.

The RWF system didn't appreciate red to black and black to red on the power circuitry. After that we just couldn't get all the blue smoke back into the system and get it operating. Hank to the rescue! Cool drizzle gave way to sunny skies on Saturday with great racing and lots of fun. I don't think one plane was lost in 16 entries. This changed dramatically on Sunday for Q40 where mid-air and other mishaps took out nearly 1/3 of the participants. You might not know it from the size of the garbage pile, but I think that fun was had by all.

In late June we all met at Currie Field in Morinville, Alberta just north of Edmonton, Alberta. It was a great weekend of racing Q-500 and Q40. The local Edmonton and St. Albert pylon crew (no direct club affiliation) did a fantastic job of hosting the contest. Thanks again to Scott Currie for donating his private land, runway, and facilities to host the contest. We had twelve participants at the Edmonton contest.

After one month off for repairs and

wound licking, 17 pilots in Q-500 and 16 pilots in Q40 raced in some very warm weather at the annual summer contest in Calgary. Light winds and sunshine all weekend resulted in exciting racing for all. Honorable mention goes out to three new racers in Q-500 who participated in their first district race with all the big boys. Darren Dale, Lawrence Hogue, and Arnie Kaine got up and down eight times each without mishap and began to find the groove. Great job, guys!!! Great to see you in the corners. Keep practicing. Another special mention to Ted Ellefson for "graduating" from a regular Q-500 pilot to the ranks of Q40. Ted was flying a Polecat with Nelson SS motor. Ted did well mixing it up in the fast event. And finally, it was nice to see one of our "elders" get the respect he deserves by placing third in Q40. "Cadillac Jack" Ellefson quietly cruised to a third place finish by staying out of trouble and twisting those mode-one sticks of his. Nice job, Jack. Calgary is hosting its second E-F1 electric pylon contest on July 31st.



District News



This race promises to have ten or more entries flying a variety of Pogos, Nemesis, El Bandito, and Miss Outrageous models. This is the first big E-F1 race after our initial prototype event held at the end of May. There are now lots of Pogo kits and EFlite motors available so the boys are ready for some fun electric racing on the three pole, 380' course. Pictures and report in the next issue. The steepest learning curve with racing the E-F1's seems to be getting used to the torque effects of the electric motor on takeoff. Guys, guys, guys...be gentle with that throttle stick and figure out what the rudder is for! Takeoff with these models can be achieved easily at half throttle and with a healthy application of right rudder. Once airborne, SLOWLY advance to full power.

Roy Andrassy, Delbert Godon, and I are representing Canada at the F5D electric world championship in Muncie, August 16-27th. This will be my first pylon world championship as a pilot. I'm looking forward to the racing experience and learning what this event will bring. You can follow the F5D world champs day by day at my internet blog site: <http://f5dpylonwvc2010.blogspot.com>

Randy Smith

District 4, Darrol Cady

The Pylon Nats for 2010 are in the record books. The attendance was down by 30%, but the competition was definitely up. Almost every finals heat looked like a fly-off. My opinion for the light entry is twofold. We all know about the economy and unemployment, but for actual money shortages, I do not think

that was the whole story. We have to remember that 90% of the US workers are employed. To that would contribute to 10% of our decrease. However, many are tightening the belts in case things get worse rather than better. The other contributing factor was the scheduling of our event. In order to have a practice day, Gary took our Saturday rain day and made it a race day. Then Gary allowed Monday for a full practice day, and the race finished on Saturday.

We did registration and safety differently this year. Instead of shutting everything down, Rhonda and I processed racers and their airplanes as they came in on Sunday. It worked quite well considering the circumstances, but Rhonda and I were tied up for 11 hours on Sunday and then just a few later in the week.

Ralph Rinaldi was the winner in Quickie, and AJ Seaholm was top dog in Quarter 40. I know that AJ has won it before, and I think that this is two years in a row. Good Job, AJ. Ralph also placed well in Quarter 40 and was the Pylon Champion for 2010. This is a coveted award, and the trophy is kept in the museum on display. Mike Helsel set a new Muncie record in Quickie 500 with a Jett Q500 engine. His time was 1:04.92. A time this fast would have been respectable in Quarter 40. Gino Del Ponte had fast time in Q40 with a 1:02.81 with a Sweet V.

Enough for race results; you will find the tally of all the places somewhere else. Racing started at 9:00 am on Tuesday, and all of the 14 rounds of A & B Quickie were completed on Tuesday. Then on Wednesday, Quickie finals were flown. All 7 rounds of the A matrix in Quarter 40 were flown on Thursday; all 7 rounds of the B

matrix were flown on Friday. The finals were flown on Saturday. It really was a nice schedule caused mostly by necessity, but with the lighter turnout it worked very well.

Dickie Rich, from Houston, TX, pulled his competition Texas Barbeque to Muncie to cook for us on Thursday night. We were scheduled to eat between 6 and 7 pm. He wins a lot of barbeque contests, and it is easy to understand why. He fixed us some of the best Texas Barbeque that I have ever eaten. The brisket was melt-in-your-mouth tender, and the bread stuck to the roof of your mouth. Sure wish I could have one for lunch tomorrow.

We as modelers are a very resilient bunch. We were scheduled to eat at 6:00. At about a quarter to 5, one of the famous Muncie out-of-nowhere storms hit. We had driving rain and 60 mile per hour wind. It took down the 30 x 60 tent that was to be our eating area. Did we quit and go out to dinner? Not! We pulled the tent tarp out of the way, moved all the tables and chairs under two smaller tents, and set it up. We dried the tables and chairs, and dinner was served. Great meal with great friends. We did get started a half hour late. Nothing is perfect.

There is another point in our group. There were several of the racers who came as a family. They had their small children and turned Dad's passion into a family vacation. They camped at the field, cooked out, and made it a real family affair. There will be some more racers coming from these families in the future. History shows that children with the support of their families do progress in our sport. Those of the current generation that come to mind are Gino and



District News



AJ. We have watched them with the families grow up around racing and look what happens.

Now we wait another year for the next Nats. It is an event not to miss.

Darrol

District 5, Jim Nikodem

Unfortunately, the first District 5 race of the season in Kansas City on April 24th was rained out. They got in a round and a half before the rain started and did not stop for hours. They had a big turn out too, with a few guys traveling from Illinois and Indiana. We ended up getting the season started with some pretty nice weather in Muncie on the third weekend in May. A few guys got in early Friday and got some practice in. Always better to get some laps in around *real* pylons. Talking about practice, Craig Grunkemeyer and Scott Causey got quite a few flights in with their Giant Scale racers over the weekend. This was the first District race with the Quickey Jett. It was flown Saturday on the short course along with 424. Sunday was the long course 1/4 40 and 424. It turns out Quickey Jett was about 15 seconds faster than 424. Craig Grunkemeyer dominated Quickey Jett and was very enthusiastic about the event, as were many others. I am sure that many are in the wait-and-see mode, but it is a *quality*, easy-to-run motor with almost no break-in time for \$250. It really makes a good mid-level event between 424 and 1/4 40 as far as cost and speed. Grunk was first, Bernie Vanderleest second, and Tom Scott third.

No one had a perfect day in 424 on Saturday. With 16 competitors and 6 rounds there was some very tight racing. Two KC guys came

out on top. Scott Causey came in first, one point down from a full 24 points. Duane Hulen was two points down for second and Mick Warning third. Jim Nikodem got the fast time of the day of 1:22.51 on the short course.

Sunday in 424 Duane Hulen had a perfect day until the last round when he double cut. This left the door wide open for Bernie Vanderleest who was one point down for the day. Jay Cappis (teammate with Bernie) had a really good day for second, and Duane Hulen ended in a three-way tie for third. The fly off was a very even race with Duane, Darwin Larson, and Jim Nikodem. Jim cut on lap 7 followed a lap later by Darwin cutting. Duane's patience paid off since he had vowed not to cut after blowing his big lead in the last round. He ended up third for the day. Tom Scott got the fast time of 1:39.67 on the long course. The fast-time award was a combined fast time for Saturday and Sunday. Jim Nikodem ended up on top finally getting a good time in his last round on Sunday. In 1/4 40 Tom Scott and Craig Grunkemeyer ended the day both one point down and in a fly off for first. Craig ended up cutting giving Tom Scott the win. Terry Frazer ended in third. Craig got the fast time of in 1/4 40 of 1:06.83 (long course) and fast time in Quickey Jett of 1:05.04 (short course). Ed Smith drove down from Canada to provide his outstanding services as starter for the weekend. We always benefit from his years of experience running the starting and finishing as well as monitoring the Boy Scout troop work force. Entry fees provided a generous donation for the services of the Scouts. Overall a very good weekend with almost no airplanes lost.

Two weeks later came the Cincinnati Moonshot Race. With OK weather

the race went off very smoothly both days, and without a single re-fly. Tom Scott and club put on an outstanding event with 424 both days (short course Saturday and long course Sunday), Quickey Jett Saturday (also short course) and 1/4 40 Sunday. 424 ended Saturday after five rounds of very tight racing with two pilots tied for first, one point down for the day. The next best was two pilots tied for third and fourth being two points down for the day. After the two fly offs Bernie Vanderleest came out on top with Mike Laglois second, Jim Nikodem third, and Darwin Larson fourth. Fast time for the day was set by Bernie at 1:22.30. Craig Grunkemeyer once again dominated Quickey Jett coming in first with all wins in a field of 15 and a fast time of 1:04.58. Mike Helsel and Dub Jett turned in the next two fastest times in the event (1:05.41 and 1:08.77). The Saturday night dinner at the field was truly outstanding and worth the trip just for that and the socializing with some really great racers. Compliments to Tom Scott and his wife and other club members for delivering a truly outstanding feast!

Sunday started with early rain followed by a gusty crosswind. Racing was allowed to start on time, and six rounds were flown in these challenging conditions. More than the normal number of airplanes were lost mostly due to the gusty wind. After a midair Mike Tallman lost control of his Sweet V and ended up in a thick wooded area. The wing was never found, but the fuse was found wedged in a tree with only the tail damaged. Amazingly the fuse got off without a scratch, and since the tail is designed to come off, Mike needs only a new wing and tail to fly it again.

Joe Ruh had a good day in 424;



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back for his second race after 20 years off, he did some outstanding flying. Joe got a first flight on a brand new Viper Saturday with a new motor and then raced it Sunday with great success. In fact, he is the only one to beat the eventual winner of the day, Darwin Larson. There was a four-way tie for second decided by one fly-off race. Bernie Vanderleest topped the field in a very close fly-off coming in second for the day followed by Dan Ulledahl (Mr. Chop) from Kansas City, Jim Nikodem, and then Dave Ellis. After a nearly flawless weekend Bernie caught a gust coming in to land after the fly-off race and cartwheeled his winning airplane nearly separating the tail. Luckily there would be three weeks before the next district 5 424 race. After two firsts and a second out of 4 races, Bernie from southeast Wisconsin looks like the clear leader for the Lead Goose trophy this year. We will have to see how the rest of the season goes since each flyer's best six races are counted - the same as NMPRA points. Big turnouts equal more points, so we shall see. The last 424 race of the season is a two-day in Kansas City, and with an expected large number of entries, things could change a lot. Q-40 ended the day with a two way tie for first. Terry Frazer won after Santiago Panzardi (Chicago) cut on lap 6. Jerry Small came in third and Mike Helsel 4th with the fast time of the day of 1:02.32. Entries were higher for Quickey Jett over Muncie two weeks prior - hopefully this event is catching on!

June 26 and 27 was the next race in Bloomington Illinois. Jay Cappis organized and CD'd the event and got a big turn out thanks to 9 guys making the trip from Missouri and Kansas. A bit of a friendly rivalry has started between MOKAN

(Missouri/Kansas) and WIPRO (Wisconsin/Illinois) and was in full swing over the weekend. The pylons were set up Friday (short course), and many practice flights were put in before dark. A large group camped at the field which has electric and water available being located on a farm. This year there were soybeans on two sides and 7-8 foot high corn on the other. With the prevailing wind, landings came in over the corn. Luckily only three airplanes all weekend ended up in the dense corn and were all quickly recovered. AJ Seaholm brought his wireless cut system that was used at all three pylons and the starter's position. It worked very well all weekend.

A thunderstorm went through at 2:00 am Saturday morning and then cleared up to sunny skies with temperature and humidity in the low 90's and a very light breeze. 424 had many close races on Saturday. 21 contestants battled it out. Once again, no one had a perfect day; in fact, the day ended with a three-way tie for first, the three being 2 points down for the day after 5 rounds. This was the most unique fly-off I have ever seen. First Duane Hulen had a hard landing on his last heat of the day and split one side of the fuse behind the wing wide open. He got it fixed and there was the fly-off with him, Lonnie Finch (both MOKAN), and Bernie Vanderleest (representing WIPRO). Bernie already had the fast time for the day of 1:22.89 almost 2 seconds faster than Lonnie or Duane. Well, lane one starting position had been a bit soft all weekend due to some recent rain but had caused very few problems. Bernie was in lane one and ended up nosing over. Now it was Lonnie and Duane for first and second. Duane got the lead, and Lonnie cut not once but

twice trying to catch him. Normally not such a bad deal cutting out in a fly-off, but Lonnie and Bernie both got zeros, so it was settled by fast time which Bernie still had. So, Duane was first with a patched up airplane, Bernie second for the day, not even flying in the fly-off, and Lonnie third.

There was one young man from the local club, Justin Worden, who flew his first two races that weekend. He had airplane problems Saturday, but got a loaner airplane from the guy who was the starter for the weekend. Justin flew that Dodger with the help of some experienced racers. He did pretty well for his first few heats. Look out for this guy in the future. At one time there were 9 entries for Quickey Jett, but things happen and we ended up with 7 and then 6. It was raced Saturday, and Mike Deneve came out on top and fast time (1:11.16 on the short course). Jim Nikodem was second and Bernie Vanderleest third. Saturday night Jay arranged for a really nice meal at the field, which was particularly nice with as many guys as there were camping there. Thanks again, Jay!

Sunday looked like a stormy day from the start. A storm rolled through around 8:00 am with a few showers following it. A few guys had cell phones with internet access providing us with real-time radar. There was some time to think about it before the workers showed up. At the 9:00 am pilots' meeting it still didn't look that good, and Jay decided to put off the decision another half hour. At 9:30 a vote was taken whether to fly or not. It was a very close vote in favor of flying, so off we went with a bad forecast, a very bad looking radar picture, dark clouds, and fairly high winds. It was planned only to fly 424 for a few reasons - the biggest one was that



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it looked as if it would be lucky to get in more than two rounds. Oh, yeah, 29 pilots entered in these poor conditions. Did I mention the wind?

With new workers the first heat was flown with a little first-race confusion having had no demo flight for the workers. Bernie had won, but there was too much cut confusion and lap counter uncertainty. In the re-fly Bernie came in third due to a cut - already down two points for the day. As the day went on, a few sets of landing gear were knocked off with hard landings onto soft ground, and there were two landings in the corn (quickly retrieved), but overall very few problems in the stiff breeze. No airplanes were majorly damaged all weekend (except one in practice on Friday). Darwin Larson did have a midair with AJ Seaholm. There was very little damage considering AJ's airplane carried 2 inches of Darwin's prop embedded in his wing the rest of the race. Darwin's motor ran for three more laps until it shook the muffler apart.

Duane Hulén had a really good day until he cut in the last round, knocking him down to 4th for the day. And how many rounds were there? Amazingly, the weather gradually improved all day. The sky cleared and the wind died down a little. **Five** rounds were flown! It was decided to end finally after five rounds because some had long drives home. Bernie, after a bad start, and voting *not* to fly, ended up first for the day being down only the two points he lost in the re-fly of heat one. There was a two-way tie for second between Tom DeGroot and Jim Nikodem. Their fast times were within a tenth of a second, so this fly-off was going to be a good one. After lap one Tom's motor started to sound bad. A few laps

later, it quit - the victim of a loose carburetor. AJ Seaholm earned the fast time for the day of 1:22.66. Jay Cappis ran a really nice contest both days. Only the one re-fly was needed, which is pretty good for a lot of first time workers both days. The workers came from a local high school football team booster club, who got part of the entry fee as a donation. Every contestant got an embroidered towel saying "SIRS & WIPRO AMA Q-500 Bloomington IL." SIRS is the local club. Jay also arranged to get a prize provided by Super T RC. The winner was chosen by a random drawing. Jim Nikodem won an electric Form 1 kit. Many thanks to Super T RC for the prize, and many thanks to Jay Cappis for putting on such a great contest!

Saturday 21 fliers in 424

1 Duane Hulén	FO1.24.64
2 Bernie Vanderleest	FO1.22.89*
	fast time
3 Lonnie Finch	FO 1.24.47
4 Darwin Larson	1.23.85
5 Jim Nikodem	1:24.13

Sunday 19 fliers in 424

1 Bernie Vanderleest	1.24.86
2 Jim Nikodem	FO 1:29.23
3 Tom DeGroot	FO 1:29.10
4 Duane Hulén	1.24.70
5 Dan Ulledahl	1:27.04

There has been a change. The next CAPS race in Muncie on August 28 and 29 will be a championship two-day race (instead of two one-day races) 424 and 1/4 40 only. This is the first time it has been done this way in the district, and we are hoping for a big turnout.

Jim Nikodem

District 6. Steve Baker

Rather than staring at a blank screen at midnight before the newsletter article deadline, I'm cutting and pasting at 11:47, with a whole 13 minutes to spare before midnight. I'm pasting Don McStay's write-up of the most recent NEPRO 424 contest held June 19 in Bridgewater, CT.

As Don tells it.....:

The last time we raced at Bridgewater was a 2-day race in 2002, and it was not one to remember for many reasons, not the least of which was a very poor turn-out on NEPRO's part. I was the CD and I promised myself I would never again ask my club or NEPRO to hold another race there, but times and people change, especially this year at SSRCC. The new leadership at the club, headed by long time member Zahoor Bajwa as president, has brought about an amazing transformation in attitude and actions that speak to DIVERSITY, not to special interests and cliques. This opened the way for NEPRO Racing and Giant Scale Extreme Aerobatics to come together this year and begin the process of developing NEPRO Racing and Giant Scale Demos as a premier SSRCC Event for next year and the future.

None of this could have come about without the full support of Zahoor and his Executive Board. They have been the driving force that has brought about this exciting change that promises a great future for SSRCC, Giant Scale, and NEPRO if the feedback since the race is any indicator of the interest and excitement the race created this year.

Everything I asked for was made available including widening and



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lengthening the field by Ralph Hunt who spent hours upon hours cutting and rolling the newly opened area. The SSRCC membership agreed to close the field on Friday so that the course could be set up and opened for practice. One of those who enjoyed the practice was John Glezellis, who just the weekend before had won the XFC Extreme Aerobatics Championship and whom we may see racing with his dad as his partner again this year. John had agreed to perform his winning routine at lunch break, but an aileron servo decided to give him a bad time. Fortunately he finally found one, installed it, and did his exciting routine although the wind had come up and was blowing a gale. I couldn't believe he did it under those conditions, but that is what makes him the champion he proved himself to be the weekend before!

Ken Crane, SSRCC's event director, from the Giant Scale group, brought 18 folks (I only asked for 12) ready to officiate if needed. Bob Martin, best known for Scale Modeling and a lot more, was our starter. Mark Stopa, SSRCC VP, spent the day working Pylon #1. Fran Mitchell, NEPRO's long time dependable racing guru who has been under the weather for a while, still made the long trip and took command of Pylon #1. FAST Ralph Rinaldi filled in for NEPRO's ailing past president, Bill Jensen, and with help from Peter Tani, figured out how the matrix program worked so the games could begin. If not for Ralph's genius, we might still be there trying to do everything manually. Ralph went on to win the race, and Peter gave up racing for the day to keep track of the heats and post the results. Food seemed to be a nagging problem, but Ken Crane brought in a new grill, and Zahoor donated all

the food including a special cake to celebrate John's impressive victory the week before. A huge cooler, ice, all the drinks, and a golf cart which was a godsend for me and some others, was donated by my assistant CD and club member, Nick (I keep crashing my Q500 in practice) Roselli. Don Brown, our club secretary did most of the cooking. Once everything was up and running, Zahoor announced that everyone was welcome to dig in and enjoy the food and drink as his guests, which was excellent and greatly appreciated by all. All told, we had 14 seasoned entries in Standard and Expert combined and 4 entries in Sportsman (the potential Experts of the future). 5 of the entries were either SSRCC members or GS pilots or both. Unfortunately, we had at least 9 regular NEPRO pilots who were either ill or had made previous plans for that weekend. As CD for the race and a long time member of SSRCC and NEPRO, I want to thank everyone who raced, worked as an official, or were one of those wonderful people working behind the scenes who did the big and little things that are so necessary to make an event like this a success and fun for all!

APRA	Name	Low Time	Pts.
1	Ralph Rinaldi	** 1:17.31	16
2	Lloyd Burnham	1:21.65	16
3	Peter Baltrush	1:23.70	12
4	Keith Palmer	1:29.01	12
5	Dino Spaduccini	1:22.37	11
6	Bill Glode	1:24.00	11
7	Craig Korsen	1:26.00	11
8	Calvin Stewart	1:27.18	11
9	Elie Houayes	1:25.67	9
10	John Banks	1:29.87	9
11	Roger Gilman	1:45.63	7
12	Rob Burris	1:32.38	6
13	Dennis Duplice	1:26.35	5
14	John Glezellis	1:35.63	5

To see the final results of all classes and learn more about the North East Pylon Racing Org., please go to; www.neproclub.org .

Thank you all for generously giving your day so NEPRO could enjoy another great day of racing! Don McStay, Contest Director PS: If you enjoyed the racing and associating with the people doing it, but can't see yourself racing, we invite you to participate as a supporting member of our "NEPRO Race Officials Team." Please call my cell any time for more information: [Contact Nepro Webmaster webmaster@neproclub.org for Don's direct dial cell phone number] [or email him directly at MCSTAY@COMCAST.NET]

Sportsman Class				
424	Name	#	Low Time	Pts
1	Jim Reed	2	** 2:03.28	8
2	Nick Roselli	1	2:11.34	6
3	Shawn McElroy		2:40.15	2
4	Bernie Liskou		0:00.00	0

The Mid-Atlantic region, the PGRC is again hosting a summer installment of the NMPRA Q-40 Gold Cup series on August 14 & 15. Please get your entries in to me as soon as possible.

Later in the season on September 25, PGRC is hosting a double-header AMA 424 and AMA 428 District 6 Q-500 Championship Race in Bowie, MD.

Steve Baker
District VI VP



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District 7, Gary Freeman, Jr.

Well, made it back from the Nats, and I have to say it was one of the best times I have had at the Nats in long time. If you have ever thought about going to the Nats and haven't made it, you should plan on making the trip; it will be something you will never forget. Our district did well in the rankings in Muncie, and you can check it out on the AMA site on Nats news for pics and results.

We have our 2nd SEMBRA class race coming up at the end of August in Delray, FL; check NMPRA.org for info. This is a great place to race, and it is close to the BEACH...Bring the family and make a vacation out of it.

On a sad note, I am sure that most of you know that we lost a legend not only in pylon racing, but a true hero for our country. Gail "Jake" Jacobson passed away in June from a fall. Jake was a great person and a friend, and he will be missed. RIP, Jake, we love you.

Sorry about the short column, but the Nats was a lot of work, and I went on vacation with the family after and haven't had time to write too much. Also Dennis was there also, and I am sure he needed a break from planes so there will not be a top tips this month either.

Thanks
Gary Jr.

District 8, Eric Desardi

Hello again from the heat and humidity. Since our last news letter we have only had one race, at Alvin, Tx. I think we had 20 pilots from as far away as Waco and Austin. It seems the web site is down at the moment, so I can't review the play-by-play for you. But after starting racing in 2007, I finally won, and all our talk of "Special" props was put to rest. We are in the process of trying to run a few 424 races in the area, so if you're interested, please drop me a line so that I can get a pilot count and start making plans.

ERIC DESARDI

District 9, Manuel Martiarena – no article submitted

District 10, Luis Ochoa – no article submitted

Q40 Points, Doug Killibrew

I just got the email from Jim Allen on the points for Q40. I will not be able to make the deadline, but will get it to the webmaster so it can be posted.

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

Contest Calendar, Mike Hesel – no information submitted



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