



The Pylon Racer's Official Voice

NMPRA

HIGH PERFORMANCE

National Miniature Pylon Racing Association • Since 1965 • AMA Affiliated • August 2012

President's Corner

NEW BUSINESS

Save the date: The 2012 NMPRA QM Championship race will be held at the Speedworld field in AZ on Nov 3rd & 4th, with the 2nd being a practice day. Jim Allen will be the CD and more information will be available in the future. Site information for the 2012 race can be found here: <http://speedworldrcf.com/info/map.html>. The 2013 race is to be on the EAST coast. I know of one club, the OJA group, which has already expressed interest. If anyone else has an interest, please contact me with site information.

DISTRICT VP UPDATE:

We are now complete; all VP positions are full and everyone is active. The last piece of the puzzle was the District 2 replacement for Dan Nalley. It is my pleasure to announce that Allie Russell has stepped up and volunteered to be the new District 2 VP. Allie is active in both QM and Q-500 and is also involved with F3D. She is a great addition to the NMPRA staff, and we all owe her a huge thank you!

AMA RULES INFO:

Please take the time to read Jim Allen's article in this issue, as it contains some very important information regarding upcoming rules as well as information regarding the TT 40 Pro motor.

US NATIONALS

First and foremost, a huge thank you goes out to all who made the US Nationals the huge success that it is. A special thank you goes to Gary Freeman Jr., Randy Smith, Tom Scott, Ed Smith, Trey Witte, Lonnie Finch, and everyone else who make it possible for us to compete at the AMA site. Both Ed and Trey caught the brunt of my displeasure at times, and for that I want to publically apologize to both of them for my harsh words and poor behavior. Having done what they do, I understand how difficult a job this is. Sometimes we as competitors get caught up in the moment, and we forget about the aftermath. Those who benefit from a mistake and do not speak up are

just as much part of the problem as those who speak up causing a ruckus. Please be honest and fair.

A big thank you to Scott Causey for working on the NATS news every evening; the pictures were awesome!

NATS pictures by Scott Causey



Winner Dennis O'Brien being awarded his "trophy"



Ray Brown and Dennis O'Brien



the winners



And they're off...



NMPRA president Dan Kane and wife Kathy

Congratulations to all the NATS winners!

NATS format: This year we had

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 25th of the month preceding newsletter publication.

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 no later than the 25th of the month preceding newsletter publication.

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.

EF-1 in the middle of the week. Did it work? Should we have done anything different? I am looking for feedback from all NMPRA members who attended the NATS regarding the format. If you have an opinion (I know you do), please send me a note, and I will develop an issues list and discuss it with the appropriate parties. All concerns can be emailed to me at kanedjr@hotmail.com.

In closing it was great to see so many families present at the NATS. It has been a long time since we have had so many kids on site, and I know that my children had a blast and look forward to next year. I owe a big thank you to my wife for putting up with me the weeks prior to the NATS. My proud dad moment for the week was when my 12-year-old son



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called for me in EF-1, and then called for my father in the next heat. It was very cool to have all three of us out there on the flight line!

The end of the NATS marks the completion of my first year as the President of the NMPRA. I am very thankful for the support everyone has provided. I will continue to give everything I can to the NMPRA and its members into the future.

There was a ton of new faces and some faces that haven't been at the NATS for a couple of years. Yes, I am specifically calling out Jessica Haxhi. Jessica and her father Irv made the trip after not attending for a "couple of years" and looked as if they had a blast. To me the NATS is about spending time with friends and family.

To everyone who made the journey to Muncie, thank you, and to those who didn't, please make provisions to attend next year.

Contest Board Chairman Article:

Well, the 2012 NATS is history, and other than dealing with some rain on Thursday and Friday during QM, it was a great week. Anyone who hasn't done the NATS before definitely needs to put it on the list of things to do in the future. It's a week of great competition during the day and having fun with a bunch of friends with common interests. I want to thank Gary Freeman Jr. and all of the people who supported putting on the event and making it a great week. It really was a good year, and the entry numbers were even up this year, too.

Another benefit of the NATS this year was the fact that eight of the eleven RC Pylon Contest Board members were in attendance so we took the rare opportunity to sit down and go over some things face to face. It was a very good

discussion covering several topics, including the two current rules change proposals and some other topics.

For the current proposals, we are past the cutoff for cross proposals so we're down to voting for each proposal the way it is currently written. Please, contact your district Board member and express your opinion.

In addition to the current proposals, we talked about a couple of other topics that I'd like to cover here. The first of those topics was brought to our attention recently regarding the use of fuel shutoffs in 424 class. A question was posed to Dan Kane about using a fuel shutoff in 424 instead of using the carburetor to shut the engine off after a heat. Apparently some racers want to use a plane that they have set up for 426 class (with fuel tube pinching shutoff mechanism) in 424 and use the shutoff with the Thunder Tiger carb held in the open position. Others are saying this set-up doesn't meet the 424 rules. After reviewing the rules we find the following:

In the 428 rules, paragraph 16.2.2.a 3) states:

Intake: A single carburetor with a maximum inner diameter of 9 mm (0.3543 inch). The carburetor may be locked or pinned in the open position and needs not be functional; except that, if the carburetor is not functional, a separate engine shutoff mechanism shall be used.

426 class paragraph 16.5.2.a 3) basically mirrors the 428 rule above.

In the 424 rules, paragraph 16.3.2.a 3) states:

Intake: A single carburetor, as supplied by the manufacturer

of the engine being used, with a maximum inner diameter of 0.325 inch. The carburetor shall be fully functional and shall be stock, except for longevity-enhancing modifications as follows:

(a) Adjustment screws and idle needle valves may be held in place with commercially available thread locker, epoxy, or other adhesives and safetied with rubber bands, wire, or plastic ties.

(b) Barrel retaining screws or pins may be replaced with commercially available screws or pins of harder material and may be held in place with commercially available adhesives. Barrels may be deburred for smoother movement and may be safetied with rubber bands, wire, or plastic ties.

(c) Throttle arms may be modified or replaced.

As you can see above, there is no mention of being allowed to use a shutoff in 424, as there is in 426 and 428. There is also a statement that the carburetor must be "fully functional." Therefore, by the letter of the law, it is not legal to use a shutoff with a fixed carb in 424 class.

Now with this in mind, the board members discussed the topic at our meeting. We came to the agreement that there should be no performance advantage in allowing a locked carburetor and shutoff to be used in 424 and that as soon as is feasible, we should revise the 424 rules to allow shutoffs to be used. Unfortunately, the earliest opportunity will be the next rules cycle that will take effect in January

NMPRA Gold Cup Series

2012 Schedule

Ft. Lauderdale	April 14-15
Old Julian, NC	Sept. 29-30

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2015. So, in the meantime, if someone needs to use a plane in both 424 and 426 classes that is set up with a shutoff, they should approach the CD of the event they are attending and have the topic brought up at the pilots' meeting. If no one at the event has a problem with the configuration, the racer should be allowed to compete with that configuration. The Board will see to it that a rules proposal is submitted for the next cycle.

Another topic we discussed also has to do with 424 class engines. It appears that there have been a few Thunder Tiger .40 engines bought for use in 424 class and Club 40 class racing that have been found to actually be .46 displacement engines. Apparently, the engine case has "40" under the exhaust, and the box said that the engines were .40's, but they apparently had cranks, cylinders, pistons and heads from .46 Thunder Tiger engines installed. It is not known how many engines have been found in this configuration, but it we have heard about a "few" so far.

I have been in touch with some contacts I have at Hobbico, the current importer of Thunder Tiger engines and other products. Several engines from their inventory of Thunder Tiger 0.40's were inspected and found to be the correct .40 cu.in. displacement. The difference between a Thunder Tiger .40 and .46 is approximately 1mm of stroke and approximately 0.9mm of bore, both larger in the .46. The stroke of the .40 is 19mm and the stroke of the .46 is 20mm. It is not known at this point how the apparent mix-up happened or how many engines may have been shipped in the incorrect configuration. If racers believe they have or are unsure if they have received a Thunder Tiger PRO .40 that actually has .46 internal parts, please contact

HOBBICO TECHNICAL SUPPORT at: productsupport@hobbico.com or phone 217-398-8970.

It is fairly easy to measure the engines with a depth micrometer and/or a dial caliper. If you do not feel that you have the capability or equipment to inspect your engine, contact the racers in your area to obtain some help measuring the bore and stroke of your engine. If you don't have access to anyone who can help you with the inspection, contact HOBBICO TECHNICAL SUPPORT at the e-mail or phone number above for assistance.

Now, with this knowledge, it is the responsibility of all racers to ensure that the engine(s) they have is (are) the correct displacement. Just because it appears that a few engines may have been shipped from the factory in this configuration, it does NOT mean it is legal to compete in AMA 424 racing with an engine that displaces .46 cu.in. If you are caught with one of these engines during an inspection at a contest, you will be disqualified, whether you knew it was a .46 or not. It is the pilot's responsibility to get the engines inspected BEFORE the start of competition.

We also need all Contest Directors where Thunder Tiger .40 engines are being used to plan to do inspections at their contests for the foreseeable future. Please be prepared to inspect at least the engines from the planes of the trophy positions and fast time and also be prepared to inspect engines for racers who cannot measure their engine themselves. This action should also be planned by the Club 40 folks at their races as well.

It is regretful that we appear to have this complication for the 424 and Club 40 racers, but it does not appear to be widespread like

a full shipment of engines from the manufacturer, based on the quantity we are aware of and the fact that the engines inspected from Hobbico's inventory were found to be correct. We just have to deal with it going forward.

AMA class 424 racing (and other classes as well) have benefited from the high quality, consistency, and relatively low price of the Thunder Tiger .40 engines for many years, back to at least the mid-1990's. We do need to thank them for continuing to make a good product that we can utilize in 424 level racing.

The Speed Creep

Balance, Balance, and Balance. As in previous articles I mentioned that there is a combination of things that create an ultimate set-up or race plane set-up. Balance is one of those subjects. Balancing a model is one of the most fundamental things that we as racers should be paying close attention to. I can't tell you how many times I have heard that "my airplane is tucking in the turns" or "it's ballooning in the turns," and the remedy is "I will just mix in aileron with elevator." They are mixing opposite aileron with elevator. If it is tucking, they mix right aileron with up elevator. If it is ballooning, they mix left aileron with up elevator. Well, this will work if you don't care about how fast your plane is. I have heard this mixing remedy from over a half dozen experienced racers. Any time you induce any control in your plane, you induce drag. When you induce drag, you go more slowly. Also the trim would vary with airspeed when using the mixing method attempt to balance your plane.

The correct way to get rid of a tuck or ballooning plane in the turns is to simply add weight to the light



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side of the wing. If your plane is tucking, then some weight needs to be added to the light side of the wing which in our case when turning left and tucking occurs would be the right side or right wing. Usually adding a nickel to the bottom of the light side is a good start. If the plane still proceeds to tuck, then add nickels until the plane turns level. If the airframe was constructed with consistency, it should not take more than a nickel to get the plane turning level. If it was not constructed consistently, you might go broke balancing your plane.

If the plane is ballooning in the turns, you would perform the same process on the light wing which in this case is the left wing. Why we call it the light side? When your plane is turning at a pylon, it is usually or should be knife edge. If one side of the wing is heavier than the other, that heavy side will tend to push out more due to a centrifugal force effect. After adding weight to one side of the wing or the other, you might find yourself changing aileron and rudder trim to a more neutral setting. In the end after your plane is perfectly balanced, it should turn dead level and fly more consistently on every lap. You do not have to use nickels. Lead golf weight tape works very nicely as well. The nickel weighs 5 grams which is a good increment to experiment with. After the plane is perfect, you can move the weight to the inside of the wing if you want to clean things up a bit. But be aware - the lane marker tape we put on our wings can weigh up to 7 grams depending on the maker so if your plane only needs one nickel, you might not want to install the weight internally due to the fact that we are not always in the same lane. This

means that you will be changing weight on your wing every time you have a lane change that requires you to move the lane sticker to the opposite side of your wing. This process is just one of the many processes that should be done when test flying before a contest when you already know which lane you are in. Or if your plane is a seasoned plane, you would automatically know which side of the wing to add or subtract the balance weight from. Go Fast, Turn Left, & Have Fun. "The Speed Creep"

Please welcome the following new members to the NMPRA:

- Bob Triggs Middletown, CT
- Lance Barnett Fairfield, CA
- Ken Stewart East Helena, MT
- Eddie Melville Guatemala City, Guatemala
- Joe Rafalowski Fayetteville, GA
- Sam Wright Rancho Santa Margarita, CA
- Mark Ferreira Orange, CA
- Howard Hickingbotham Missoula, MT
- Ron Gage Plymouth, MN
- Masamiki Konno Florham Park, NJ
- Jessica Haxhi Middlebury, CT

District 1. Tom Hegland

– no article submitted

District 2. Allie Russell

Hello NMPRA members and friends! In response to the need for a new representative from the Northwest, I have volunteered as District 2 VP. I have had the privilege of meeting many of you over the years, but for

those who don't know me, I will start with a little about myself. I was lucky enough to grow up in Spokane, 5 minutes from the Deer Park Airport, where we fly with our local club and also keep our full-size airplane. Full scale aviation has been a huge part of my life for as long as I can remember. I started flying with my father at the age of 8, soloed on my 16th birthday, and will be taking my check ride for my private pilot's license this summer. I am attending University in Seattle for Interior Design and Entrepreneurship, which gives me the opportunity to be at racing club meetings with the folks in Western Washington, while still staying in close contact with the racers on the east side of the state.

I was introduced to pylon when my dad returned to racing in 2004, and I caught "the bug." I began calling for my dad immediately, and a year later I was flying his 424 racer around in big circles. My first race was in 2006; I was 12 years old. I have raced actively with my dad since then, attending local races and, increasingly, larger events across the country. I learned primarily from my dad and "Uncle" Bryan Batch, but was lucky enough to fly with and learn from Tom Strom, Bruce and Linda deChastel, Tom & Eddie Graves, and Brian & Alex Richmond in my first few years of racing, along with many other great pilots in our district. The racing community has been like family to me. From giving me advice about flying to helping me make big decisions (I have racers to thank for my choice of location, university, and major), there are always people there for me. I have been picked up at school on numerous occasions to go flying or to a club meeting or just to spend a weekend away



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from campus. Pylon racing and pylon racers have truly changed my life, and I would not be where I am today without this sport and the people involved. I am grateful to have the chance to be District 2 VP and to give back just a little to the community.

My first several years of racing were busy ones for our district. Attendance was consistently between 15 and 20 racers, and we held a race just about every month. Our local schedule included contests at 7 fields in Washington and 1 in Oregon. In recent years, racing has slowed down in the Northwest, due to the economy, health issues, loss of flying sites, and just plain busy lives. Yearly calendars featured fewer and fewer races and pared down to only two of our original flying sites. Racing had to change in district two. The rest of the country has found a very workable solution in the new 426 class, but locally—at least at this point in time—it just isn't a good fit. We have, instead, focused on 424 APRA quickie, and the new EF-1 event. All of the 428 racers in our district are able to put a Thundertiger on the front of whatever airplanes they have (we are allowing composites in 424) so that we can all get together and race. The idea seems to be working. We are expecting 20+ entries in both classes at our race in Spokane this weekend, including several new faces for the first time in a while. The growing group in Montana has joined us for our Spokane races, and we are excited to have them racing with us as well as hosting some contests we will be attending. District two is excited about racing and growing once again!

On a national level, my dad and I started looking forward to and

preparing for our 4th trip to Muncie early on this year. Dad bought a couple of Jett motors, and we packed up the Vortexes along with the GR-7's to fly 426 for the first time. We were able to set everything up, break in motors, and even get some quality practice in before we left, so we were looking forward to a great week of racing. For the week, we set out three rules for ourselves: don't cut, come out of pylon 1 pointed at the right place every time, and, most importantly, avoid the group of airplanes that want to share the same space, namely, the "*flying monkey cluster*." Unfortunately, we managed to break all three of our rules. I cut and Dad fell prey to the monkey cluster, losing his Vortex early in the contest to a midair. After another zero while he prepped our shared backup, we were a ways down in points and just didn't have the time it took to make the final matrix. After some exciting races in the final, Dennis O'Brien emerged victorious, a well-deserved first-place finish that we joined in celebrating that evening. We sat out Wednesday and watched EF-1. It was amazing to see so much interest and attendance at such a new event, and it will be exciting to watch the class grow even more. Wednesday night was another great barbeque Muncie style, and a good time was had by everyone; thank you to everyone who helped out with that. By Thursday morning, we were ready for a new and better start going into Quarter-40, but the gods of pylon had other plans. After some disappointing (and very cold) rain, we made the decision to combine everyone into one big matrix and fly as many rounds as we could on Thursday and Friday (opting not to use the optional rain day on

Saturday). I got two second places, but then Dad and I ran through a selection of ways to get a zero. This time, they included cutting out, blowing the crankshaft through the side of a motor, a midair on take-off, and a DNS after tightening the needle valve moved the spray bar. After the dust and rain cleared, we had a four-way tie off for first place, which left Randy Bridge with the trophy and made him the overall Nats winner this year. Chuck Andraka earned a second-place finish and tied exactly for fast time with Jim Allen. It was a real achievement to succeed at the Nats this time around, and all of the top finishers truly earned their places.

However ruthless Muncie was this year, the people were still as enjoyable as ever. Getting to spend time with friends and meeting new friends is what keeps us racing. Gary does a great job every year as CD, and flying at the Nats is a true test of your racing ability. We still hope to go again and still recommend a trip to the Nationals to anyone who races pylon.

Now that we're back home, we are looking forward to slowing down a bit this weekend with our home race in Spokane. We are expecting numbers we haven't seen in years, including enough extras to run the course. We will be splitting into expert and novice classes in both events to give the newcomers a chance to learn the ropes as well. The contest is being CD'd by Bryan Batch and sponsored extensively by In-Depth Creations. It should be a wonderful race and hopefully an indicator of the future of racing in District 2.



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We would love to have you join us for any of our upcoming races:

- August 18/19, 2012 -Shelton, WA *North vs. South Shootout*
- September 1/2, 2012 -Helena, MT
- October 6/7, Spokane, WA

Allie Russell

District 3, Randy Smith

As I write this column, Roy and I are somewhere in the middle of Montana on our way home from the NATS. The NATS was not kind to me this year or to many others – particularly in 426 Quickie. I think the fact that all the models are flying at the same speed and that all the pilots are so competitive results in a high probability of mid-air collisions and bad air during a race. In previous NATS I have been lucky to come away unscathed or lose only one plane. This year I lost both my 426 Quickies in back-to-back races. One was lost in a mid-air and one to bad air. Both were lost in between pylons #2 and #3. Many other competitors suffered the same fate. This is a little hard on the hobby budget and particularly hurts when one of my planes was a brand new Neme-Q with a brand new motor. <sigh> However, as we all know, this is pylon racing, and sometimes luck just doesn't go the way we would like it to.

On the positive side, I still enjoyed the NATS for all the friends we see once or twice a year. The competition was fierce and that's something I enjoy. I always try to learn from those who do well and think of how I can apply what makes them successful in my own racing. So thanks to all of you who kicked my ass in Muncie; I'll try to improve and get you back the next time we race.

This issue of the newsletter is full of NATS coverage so I won't say much more about the NATS other than that several people deserve a big "Thank You." Of course, Gary Freeman Jr. did a great job as overall organizer and coordinator. As matrix coordinator, my job was made a lot easier by Gary this year in that he grouped all the teams and split up the qualifying rounds into the separate matrices. This was a big help, and we did most of it a week or so prior to the NATS. Also a huge Thank You is owed to Ed Smith and Trey Witte for their tireless work all day for five days out on the baking asphalt providing the role of Starter and Assistant Starter for all of us. Super job, Ed and Trey. Tom Scott and the CAPS crew, as well as Hank Kaufmann, worked each day to keep the light and timing system functioning in the 90+ degree heat and humidity. The weather conditions this year seemed to be a factor for both the participants and the electronic systems. Of course, there are several other volunteers and workers too numerous to mention by name. All of the NATS participants - thank you for your efforts.

For more NATS coverage, results, photos, and helmet-cam video, you can go to my Blog page that I wrote during the NATS. Go to <http://muncienats12.blogspot.com>

Also, don't forget to check out the NATS NEWS pylon coverage that was written by Scott Causey. Scott took a lot of great photos during the week and published them in the NATS NEWS. See NATS NEWS at <http://www.modelaircraft.org/events/nats/natsnews.aspx>.

Pylon Product Review – Part 2

Earlier this spring, I was provided with the new JR XG8 transmitter and DMSS receiver package for

evaluation in a pylon racing application. In the previous installment of this column I wrote part one of the review. I covered the general features of the radio, look, feel, and basic functionality. In part two of the review in this issue, I will get into a little more detail about the features of the radio and their usefulness to pylon racing.

Last time I wrote about the three-position dual rate switches that allow for low, medium, and high rate settings which are very handy for test flying a model when the exact throws are somewhat of a mystery until you have put in two or three flights. Another handy feature, this time in the software programming, is the presence of "My List" programmable functions. Do you ever get frustrated and confused by 60% or 70% of the programmable functions in the software menu that don't apply to you and your specific needs. In the JR XG8 you can assign all your favorite functions that apply to your particular use for that particular model into "My List." Then you don't have to navigate through screen after screen of functions that apply to 3D aerobatics or other such models. This is a useful feature on the XG8 because some of the programming screens extend through three complete screens of choices, options, and settings.

JR has a specific menu selection for binding the model and also for fail safe programming. Fail safe settings can be set to HOLD in last position or set to a specific position such as throttle off. For pylon racing, it is a requirement to have the throttle fail safe set to throttle OFF. This applies to both electric and nitro racing. I generally set all the other controls to HOLD position.



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As is the case with a number of other radios, the amount of dual rate UP and DOWN elevator can be programmed independently. It is standard practice to set the down elevator throw to about one-half of the up elevator throw. Down is rarely used in pylon racing, but when it is, you only want small amounts of it for minor corrections in pitch heading to the first pylon after takeoff or to move the plane in or out on the course as it flies knife edge to or from pylon #1.

The JR XG8 has a wide range of model types to choose from. Specific to pylon racing, you can choose a V-tail setup, dual aileron servos, or conventional wing and tail setups. This provides for automatic channel mixing without the need for servo Y-cords and other work-arounds.

The JR XG8 is specifically designed to capture and display in-flight telemetry parameters. I have not taken the time during the pylon season to capture air speed or rpm data, but given enough time this could prove useful in collecting data on different propellers for Quickie and Q40.

That's about it for now. I am still racing with the XG8 and discovering some of the many neat features. I am using the XG8 in my E-F1 Shoestring and my Vortex Quickie. Randy Smith Email: pylon.guy@shaw.ca

District 4, Travis Elbert

– no article submitted

District 5, Jim Nikodem

Let me start with a brief Minnesota racing update. On May 19th, 7 rounds of 426 were flown. The weather on Saturday wasn't the best for racing; it was so windy that if you were down low turning on # 1, the wind would take you

into the dirt. Not a bad turnout for the first 426 race of the season with 14 entries. Already we had two OS 46 races scheduled prior to this race and seven more 426 races to go in the Minnesota racing season. It looks as if there will be five people going to the NATS this year from Minnesota.



Cincinnati Moonshot race June 2nd and 3rd Q40 winners and callers L to R Tom Scott 5th, Craig Grunkemeyer, Terry Frazer, John McDermott 4th, Mike Helsel 2nd; front row Randy Bridge 1st and Dan Kane



424 winners from Cincinnati L to R Dave Ellis, Kevin Matney, Darwin Larson 1st both days two years in a row, and Jim Nikodem



EF-1 Fast time and 2nd place
Dennis O'Brien



426 winners L to R Dub Jett, Ralph Renaldi, Dan Kane 3rd, front row Mike Helsel 4th, Lloyd Burnham 2nd, and Randy Bridge 1st

The Cincinnati Moon Shot was June 2nd and 3rd. Some of the top names from not only the Midwest, but also New England down to Florida and west to Houston were on hand. The results will fill you in on some of those who traveled far for this outstanding race. It was a big turnout for 426 (23 entries) and Q40 (24 entries). EF 1, which had eleven entries was flown Saturday only; 424 was flown both days with the short course Saturday and long course Sunday. After a strong cold front went through Friday morning, the weather was outstanding. Combine



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that with the Cincinnati RC Fliers field and the great club support, and no wonder so many traveled long distances. I have to mention the outstanding Saturday night dinner at the field put together by CD Tom Scott, his wife, and the club members. That is something to look forward to and makes a great weekend even better. Thanks again, Tom!

426 ended the day Saturday with Randy Bridge and Lloyd Burnham tied for first, both down a point for the day. In the very close flyoff, Lloyd cut about lap six sealing the victory for Randy. Mike Helsel took third. Local Craig Grunkemeyer took fast time with a 1.02.12 barely in front of Dub Jett with a 1.02.15. 424 finished with Darwin Larson out in front and a four-way tie for second among Kevin Matney, Jim Nikodem, Dave Ellis, and Ben Martin, finishing in that order. Darwin had the fast time by quite a bit with a 1:23.61, about 20 seconds down from the 426 fast time, and nine seconds faster than the EF-1 fast time (all on the same 2-mile course).

EF-1 had eleven entries, and went very well in the 10-15 mph wind. On top at the end of the day was Dan Kane. Dennis O'Brien was second and Lonnie Finch third. Dennis took fast time with a 1.32.59 on the 2.0 mile course. The short course seemed to work well for EF-1. Not changing the position of the pylon one workers saved time, and there was plenty of battery life to fly that course.

Sunday 424 and Q40 was flown on the long course. Q40 had some really tight racing and some really good times. Fastest of the day went to Mike Helsel with a 1:01.16 followed closely by Randy Bridge and John McDermott also with 1:01's. At the end of six rounds

Randy Bridge was the only one with all firsts. Tied for second one point down were Mike Helsel and Dub Jett. That was settled by time which of course Mike won with the fast time for the day. That put Randy Bridge in first for both fast events of the weekend!

In 424 Darwin Larson came out on top both days, which seems to be a trend since he did the same last year. Jim Nikodem was second and Kevin Matney was third - very close to the day before.

Three weeks later was the June 23 and 24 Bloomington Illinois race. It was a gorgeous day for practice Friday June 22nd. Racers from Wisconsin, Iowa, Ohio, and Illinois showed up to practice on Friday. Early Saturday morning the Kansas City crowd (Lonnie Finch, Mo Vereecke, and Adam Spence) showed up after a five-hour drive, got some practice in, and were ready to go. Who needs to sleep anyway? Just like the last few years, 424 was the big event both days with a respectable showing in 426. CD Jay Cappis did a wonderful job as usual having everything set up and ready to go for a very smooth-running weekend. Rick Vogelsang brought the CAPS wireless equipment and set it up and took it down each day. Thank you, Rick! It was another great weather day on Saturday with almost no wind all day. Some great competitive racing was on display. At the end of the day Mo Vereecke topped 424, and Jim Nikodem came in second with the fast time for the day of 1:20.56 (short course) with Mick Warning in third flying one of his antique airplanes. He did bring a new new quickey in primer that he had designed and built, but was not satisfied (yet) with how it flew.

Sunday morning our NMPRA

President Dan Kane showed up to fly 426. With him was fellow Chicagoan and longtime racer, Paul Seiden. Paul had been out of model airplanes for the last six years, but you would not have guessed by how he flew. After two practice flights he was in there with the best of them. After two rounds some light rain moved in. CD Jay Cappis decided to take an early lunch break. The Wisconsin crowd decided that the delay would drag the race day too long, so they headed for home. Turns out we were rained out for only about an hour and a half. The sky cleared and the rest of Sunday looked as Saturday had - perfect. Part of racing is the possibility of a midair and it happened twice on Sunday. The first one was in 424 when Jay Cappis and Paul Seiden came together. Turns out Lonnie Finch loaned Paul an airplane to finish the day. The second was in a very close 426 race with Dan Kane and Lonnie Finch when they came together at Pylon One.

It turns out racing finished (including five rounds and two flyoffs) by 2:30. No one had a perfect score in 424. Jim Nikodem came in first, Bernie Vanderleest in second, and a local, Mike Wilson, in third. In 426, Mo Vereecke came in first, Jim Nikodem in second, and after a flyoff with Adam Spence, Bernie Vanderleest in third. A new competitor in 426, Adam Spence is one of those Kansas City racers on the rise. I guess you can say he is part of the AJ Seaholm legacy that continues to grow. Thanks, AJ, and great job, Adam and Mike Wilson, as up-and-comers!

Next in the district is the NATS covered elsewhere I am sure. There are many things to look forward to racing at this premier



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facility. The facility is hard to match, but more important is the camaraderie and competition. As I write this prior to the event, best of luck to everyone!

Congratulations to the District 5 members who placed well at the NATS:

In 426

- 7th AJ Hemken
- 8th Dan Kane Jr
- 10th Mo Vereecke

In EF 1

- 4th Tom Scott

In 1/4 40

- 7th Dave Norman
- 8th Mo Vereecke



AJ Hempen, 23-year-old rising star out of Minnesota, seventh in 426



Dave Norman had his tailed chewed up at the NATS by what looks like a faster airplane, and landed it!



group shot of the NATS Minnesota crowd minus AJ

District 6. Peter Tani

Hello All

Not quite sure where to start. Having attended the National Aeromodeling Championships for the first time ever and still decompressing slowly, my head is still ready to explode and my body still on the mend. I think first I might thank all those who helped me, even carrying my well-over-weight valise (complete with laptop and folding chair) up a flight of stairs. My health is not always my own, and I owe a great debt of thanks to all those who helped me to meet with success and great enjoyment.

By my measure you need to be an athlete or close to it if you intend on competing in all three events. Not quite sure how our crew did it, including jogging back over 9 miles to the hotel and pre-dawn laps at the hotel pool for even more exercise. Contest Director Gary Freeman Jr. did even more, including competing and soldering on battery leads for the next day's competition in his spare time. A super human feat for sure. Bravo, you have incredible passion for the sport and hobby and all at just the right speed given the circumstance in the moment. Great job, Gary and your entire support staff.

For those who might never have attended, I highly recommend that you plan to make it at least one time. You will have a chance to meet some of the pylon racing giants, forum moderators, newly elected District VP's, and some very obvious and some not so obvious Jedi. Not to mention all the other events that are taking place at the same time.

When I left Connecticut, I intended to keep things extremely simple and did not bring a racing thing outside of a pair of earplugs and helmet so that I could lend a helping hand as required for



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practice. Well, as it turned out to my great surprise, our NEPRO President Joe Tropea offered a ready-to-pilot EF-1 Pogo for Wednesday's electric race. Against my better judgment, I entered in the EF-1 event and thankfully was able to return Joe's craft unharmed and even posted a respectable finish for the day. Thank you, Joe, and thank you, Lloyd Burnham, for all your help calling for me and for your help during the initial fight and race trim which was actually a simple matter - after the fact.

I had a chance to help at the timer's station with Carolyn (Robinson - Bob Brogdon's granddaughter), Sally (O'Brien - Dennis O'Brien's daughter), and Randy (Smith). I learned a great deal from race course-software-and-hardware developer and fellow racer Hank Kauffman and his assistant Rick Vogelsang. Randy Smith, you have fantastic grace under fire and will be an inspiration for future races here in District 6. Jim Allen, I am glad that I was able to follow along a little and to the point where I was able to help you and others run the show a bit; I don't know how you and others do it all on race day.

The AMA museum was phenomenal. Not a spot of dust or a spider's web, a facility that would stand up to any abroad or at home including the Louvre. I had a chance to speak with Museum Director Michael Smith and believe he might have the best job in the entire world.

I had the great pleasure to observe four vintage Formula 1 racers chasing each other around the sky after hours. I think I have had a small taste of what it must have been like years ago. The lunch time FAI flight was indescribable. Here in the Northeast we will have our signature event at my home field in Ellington CT shortly. Many

are working on an exhibition EF-1 event to drum up interest and perhaps some funds. Thank you, Jessica Haxhi, for your great enthusiasm and effort in combination with others toward this effort.

In September, we will attend former District 6 VP and current Contest Director Steve Baker's event in Bowie MD. I had a chance to meet with him in Muncie. We all look forward to a good turnout come September 8th and 9th. Please join us if you can.

As always, you may check for the latest at www.NEPRO.org. Peter Tani NMPRA 23J

District 7, Scott Smith

Hello fellow race pilots! We have had two races since the last edition of the newsletter, so let's dive right into it. April 14 and 15 was the Markham Park race down in sunny Fort Lauderdale Florida. Unfortunately for the guys, Saturday was anything but sunny! Strong winds and rain showers throughout the morning caused Ray Brown & Jim Purdue to have to cancel Saturday's heats so the guys had a chance to catch up with their buds and do some late afternoon tuning for Sunday. The guys had a fantastic dinner at the field organized by Ray Brown and his culinary staff to finish out the day. The weather Sunday was beautiful in the morning, but got quite breezy by lunchtime. It was decided to just get the 5 rounds in and call it a day. Despite the interruptions by Mother Nature, it seemed as if everybody had a great weekend of racing. Thank you to Jim & Ray and to the entire MPPA club for their volunteering to host a wonderful event for us. The final results are listed next door.

Gold Cup 2012

Ordered By Points

After 5 Rounds			
Q40	Name	Low Time	Points
1	Randy Bridge	** 1:01.06	15
2	John McDermott	1:01.28	F4 12
3	Gary Freeman JR	1:04.89	F3 12
4	Sabastian Jop	1:04.73	F2 12
5	Adam Grim	1:08.69	F1 12
6	Mike Helsel	1:02.46	F0 12
7	Gary Freeman Sr.	1:04.11	F0 11
8	Marcus Blanchard	1:06.19	F0 11
9	Julio Quevedo IV	1:11.03	10
10	Tom Scott	1:03.27	F0 9
11	Dennis O'Brien	1:05.28	F0 9
12	Bryan Blanchard	1:05.83	8
13	Julio Quevedo	1:06.65	8
14	Joseph Tropea	1:06.83	8
15	Mike Masi	1:10.42	8
16	David Doyle	1:06.31	7
17	Ray Coletto	1:08.10	7
18	Tim Yousey	1:03.59	6
19	Jon Perdue	1:16.30	2
20	Matt Fehling	0:00.00	0
21	Rodrigo Quevedo	0:00.00	0
22	Eduardo Melville	0:00.00	0
23	Mario Travieso	0:00.00	0



District News



Pilot tents in the pit area



424 pilots getting ready to go



Race control and concessions tent



424 pilots waiting on the line for the start

MP4242012

Ordered By Points

After 5 Rounds			
424	Name	Low Time	Points
1	Trey Witte	** 1:42.44	8
2	Jack Fehling	1:56.45	8
3	Nelson Perez	2:20.31	5
4	Richard Tucker	2:00.71	3



Tim Yousey headed out to the line

Here is a race recap contributed by Matt Russell from the spring Old Julian Airport race that was held on May 12 and 13th. Thanks Matt for allowing us to use your report for the newsletter, and to Matt Russell & Robert Vess for allowing us to use their pictures on the SEMPRA district website to go along with the well-written race recap!



Gary Freeman Sr. fueling up



Pilots headed out to the starting line



District News



My wife Lori and I along with team member, Bryan Batch, were able to travel from Spokane to Julian, North Carolina to attend this event. If you have never raced at Old Julian Airport, you owe it to yourself to make the effort! Hosted by current Nelson engine manufacturer, Mike Langlois and his wife Mabel and CD'd by Jim Katz, this event is sure to continue to grow. The race site was carved out of forest and is dedicated to pylon racing. The grass runway is 1400 feet long by 100 feet wide and features a 50'x53' asphalt takeoff pad—dubbed the "Maxi-Pad" by Jim Katz. The pit area is grass with natural shade provided by 40-foot high pecan trees. Electronic turn and cut lights along with lap count and heat-start signaling provide for the best in race course judging. Transportation from the pit area to the racecourse was provided by a tractor pulling a trailer, and the races were run very efficiently - racers for the next heat were stepping off the trailer while the planes were landing. Jim Katz's wife Liz handled the announcing, and she made sure that not a single racer missed a heat! Quickee 426 and 424 were run starting on Saturday morning, and Q-40 was flown Sunday. 19 folks



entered 426 and 7 flew 424. Racing was very competitive in both classes. I have photos of planes just feet apart lap after lap! A trophy was awarded in each class for the first racer to end his landing roll on the Maxi-Pad, adding a sort of spot landing element to the race. When the dust settled in 426, there was a three-way tie among Mike Helsel, Lonnie Finch, and Dub Jett. Mike and Dub are teammates and had to find stand-in callers. Marcus Blanchard called for Dub and his son Bryan called for Mike. The race was extremely tight with Mike and Lonnie exchanging the lead several times. Mike eventually prevailed, winning the event, and was also the first 426 flyer to land on the Maxi-Pad as well. Moe Vereecke finished 4th and set the fast time of 1:02.63. Mike Rutchka swept 424 with both the 1st place finish and fast time of 1:31.34. Trey Witte took home second prize and Bob Harris finished 3rd. One of the most

impressive flyers in 424 was Dave Ellis, who while not finishing at the top of the field, flew extremely smoothly lap after lap. The 424 Maxi-Pad trophy was taken home by Vic Welland, who would like everyone to consider competing in his All-Out-Speed event.



Terry Frazier getting ready in Q40



Vic Welland bringing home 6th in 424



Duane Hulen waiting for the next round



Clyde Long & Larry Lewis



District News



A little rain fell as we finished up the flyoffs and started serving dinner, but it let up before we finished eating. We celebrated Jack and Joni Fehling's birthdays with a big cake and NO ONE went away hungry. BIG THANKS go to Mabel and her effervescent sisters Betty and Phyllis as well as the other contributors to our wonderful feast!



Sunday was the coolest day of the weekend, but the humidity was 90% as we started Q-40 right on time at 9:00. Round one of Q-40 started off with 8 of the 24 entrants (*including me*) earning a zero in the first round. Most of the zeroes were due to over-zealous pilots needlessly cutting inside the pylons. Cool, calm, and collected John McDermott established the fast time in the first heat of 1:02.27. The races ran so efficiently that we could have finished before noon. We were not about to miss lunch, so we took a break after 4 rounds in order to eat. When five rounds were completed, we had a three-way tie for third and a tie between

Matthew Fehling and teammate John McDermott for 1st, both with perfect scores. Mike Helsel, Billy Johanson, and Larry Lewis were all tied for 3rd with two points down. This was Larry's first Q-40 race and quite an accomplishment. Mike Helsel prevailed once again in the flyoff, flying clean and tying John McDermott's fast time from the first round, even with the increased temperature of mid-day! Mike flew a very fast Jett-powered Too Sweet from Terrance Palaschuk. This Jerry Small design has set fast times at many contests. The flyoff for first place required John to find a substitute caller, as Matthew had been calling for him throughout the race. Mike Langlois stepped up for John, and the race was ON! It was over almost before it started as Matthew's caller, Robert Vess watched the wrong turn light because they changed lanes for the flyoff, and he called two cuts for Matthew after just three or four laps. (*I've done that myself!*) Both Matthew and John flew Nelson powered H&M Racing Miss Candace models, - one of the smoothest flying Q-40's available. Flyoffs are always exciting because they pit somewhat equally matched racers, and I would have enjoyed watching this race without Robert's faux-pas.



Overall, our experience at this event could not have been better. The enthusiasm of the racers and the level of competition was world class! I cannot thank Mike, Mabel, Jim, and Liz enough for their

gracious help, support, and accommodation. On a personal note, Lori and I were able to visit close friends we met while living in Alaska after we married 21 years ago and who happened to live near Julian. The shade from the pecan trees provided a wonderful environment for catching up on old times. About halfway through Sunday, I spoke with Mike Langlois just after he lost his well-seasoned yellow Proud Bird in a mid-air. He was in "*High Cotton,*" and with an ear-to-ear grin he said: "*I just love this racing!*"



Mike Langlois & Jim Katz

As always, the course workers never get enough recognition. Be sure to thank each and every one of them at your next race. They sit in the hot sun all day so that we can race our toy planes, and we could not have these events without them! The next scheduled race at Old Julian Airport is a JR Gold Cup race scheduled for Sept. 29 and 30, and if you enjoy racing, you need to put this event on your calendar with a great big star!

Matt Russell



District News



OJA426MAY12 422May2012

Ordered By Points

After 5 Rounds			
428	Name	Low Time	Points
1	Mike Helsel	1:03.16	F0 15
2	Lonnie Finch	1:03.23	F0 15
3	Dub Jett	1:07.48	F0 15
4	Maurice Vereecke	** 1:02.63	13
5	John Mcdermont	1:03.30	13
6	Matthew Fehling	1:04.91	13
7	Robert Vess	1:06.03	12
8	Bryan Blanchard	1:05.69	10
9	Terry Frazier	1:07.14	9
10	Bob Brogdon	1:08.50	9
11	Steve Baker	1:08.56	9
12	Joe Hodgins	1:12.91	9
13	Dean Stone	1:12.11	6
14	Duane Hulen	1:07.75	5
15	Marcus Blanchard	1:07.83	5
16	Mike Eden	1:11.14	5
17	Mike Spencer	1:07.88	4
18	Clyde Long	1:31.30	2
19	Larry Lewis	1:09.47	1

Ordered By Points

After 5 Rounds			
Q40	Name	Low Time	Points
1	John Mcdermont	** 1:02.27	F0 15
2	Matthew Fehling	1:07.23	F0 15
3	Mike Helsel	1:02.27	F0 13
4	Larry Lewis	1:03.86	F0 13
5	Billy Johanson	1:05.25	F0 13
6	Lonnie Finch	1:09.44	11
7	Joe Hodgins	1:09.73	11
8	Matt Russell	1:05.45	10
9	Steve Baker	1:06.27	10
10	Bryan Batch	1:10.91	10
11	Marcus Blanchard	1:10.05	8
12	Mike Langlois	1:05.31	7
13	Jim Katz	1:06.34	7
14	Dub Jett	1:06.61	7
15	Duane Hulen	1:08.38	7
16	Bob Brogdon	1:10.78	7
17	Dean Stone	1:11.25	6
18	Bryan Blanchard	1:11.17	5
19	Maurice Vereecke	1:14.53	5
20	Robert Vess	1:05.50	3
21	Mike Spencer	C 1:24.83	2
22	Rick Moreland	C 1:13.63	1
23	Terry Frazier	C 1:24.84	1
24	Mike Eden	0:00.00	0



Dean Stone working on his Q40

OJA424May12

Ordered By Points

After 5 Rounds			
424	Name	Low Time	Points
1	Mike Rutchka	** 1:31.34	14
2	Trey Witte	1:36.44	12
3	Bob Harris	1:33.98	F0 11
4	Jack Fehling	1:33.25	F0 10
5	David Ellis	1:33.36	10
6	Vic Welland	1:32.56	F0 9
7	Clyde Long	1:35.02	8

Our next event in our district is the 2012 FAI F3D USA team trials to pick the team to represent the USA in Deelen, Netherlands for the 2013 World Championship. The event is Thursday, September 27th thru Sunday, September 30th. The team selection event will once again be held in Mulberry Florida, and we are excited to be able to host this event for the second time in a row. There will be two days of practice, Thursday and Friday, before the two days of all-out assault on the course. If you have ever considered flying FAI or would like to see the pilots competing

for the honor of representing the USA in world competition, this is your chance! There will be pilots competing for a position on the US team, as well as pilots from other countries using this event as a test session for competition. Come out and see it in action if you get a chance.

The second race, also happening on the very same weekend, is the fall Gold Cup event at the Old Julian Airport in Julian, N.C. The event will be on Saturday, September 29th thru Sunday, September 30th. Mike Langlois (who builds the Nelson engines) and Jim Katz will be hosting a 2-day 424 & 422 race with open practice on Friday for all. If you have never raced at Mike's event, you will be in for a treat. Mike's field is a beautiful well-groomed

grass site with a 50' x 53' paved patch for launching. The site has huge pecan trees to pit under, and the rolling landscape is simply gorgeous in the fall. This is also the last race of the 2012 points season, so if you want a last shot at improving your district standings or to get a warm up for the beginning of the 2013 season, this is your chance. We will see you all on the starting line soon...

Scott Smith NMPRA 86t



District News



Upcoming SEMPRA District pylon racing events

<u>Location</u>	<u>Date</u>	<u>Event Name</u>	<u>Classes</u>
Mulberry, Fl.	September 27-30, 2012	FAI F3D USA Team Trials	F3D
Julian, NC.	September 29-30, 2012	JR Gold Cup	422, 424

End of the 2012 racing season and beginning of the 2013 season

Mulberry, Fl.	October 19-21, 2012	8th Mulberry 500	422, 424, 426
Apopka, Fl.	December 7-9, 2012	Tangerine	422, 424, 426, EF-1
Mulberry, Fl.	March 15-17, 2013	9th Annual Southern 500	422, 424, 426

District 8, Jim McGuinn





District News



CLUB 40 HAPPENINGS

Here in central Texas it has been hot and windy, but we have managed to have several good races thus far. The first race was at the Georgetown field, and we had a good turnout. The second race for this area was in Waco where the second most amazing midair was captured in a photo by Debra Bales - between Eric DeSaudi and Bob Petrinec. Many saw the event occur, but after the hit there was only one identifiable fuselage and a lot of confetti falling from the sky.

Georgetown had scheduled another race, but the corn was too tall in the field surrounding the field to host the event. We thought we were going to have to scratch the race, but a new club "The Hico Buzzard Busters" stepped in to save the day. The Buzzard Busters is a brand new club; although they have been flying there for several years, they were not a recognized AMA club. With help from Bob Petrinec, Gary Fisher, Fred French, & others they pulled it off in a short time and put on the best club 40 event we have ever had. My hat's off to George Bales and his wife Debra (field owners), Charles Krempin, Tim Cooper, and their crew.

Evidently they had a good time, too because they volunteered to host another event that was held on July 14th. It too was a huge success with Richard Moll, Tyler King, Gary Fisher, & Ken Hopson taking home the honors.

Ken was in first place going into the "A" main and was only one point down from a perfect round, but cut out in the "A" main and finished fourth.

The next big race is Tuscaloosa Alabama on August 4th, which will be the largest Club 40 race ever held to date. The entry dead line is July 28th with 36 pilots signed

up so far from six states.

This will be a kick off for the RCPRO Club 40 national race to be held in Waco Texas October 13th & 14th. Go to www.club40nats.com for all the information on this race. Deadline for signing up for this event is October 6th, but is limited to 60 entrants. Sign up can be done online at the above web address.

After this race we have two more planned, one in Georgetown and another at Hico.

One note about Thunder Tiger pro 40 engines. It has come to light that some TT pro 40's have been shipped from the factory that are actually TT pro 46's. Please check your engines and read Jim Allen's report on the subject.

Now that the Nats are over for this year, we need to put our heads together and see what we can do to get some racing going on here in District 8.

I have spoken with Jerry Stafford in the DFW area and to Dennis Canfield down in the Houston area. They both want to see something get started in District 8 next year. Jerry stated that they have room for a 3-pole course at their new field, and we have set up a 475-foot short course at our field here in Waco.

Dub Jett and Randy Rich have both said that they would be willing to come up and hold a pylon clinic; we just need to set a date. Please let me know what your thoughts are; you can e-mail me at jimmcguinn@live.com

Jim McGuinn
NMPRA Dist. 8 VP

District 9, Alejandro Vazquez

Congratulations to all Nats pilots! We hope we can be there next year.

On July 14-15th we had the Guadalajara Race for AMA 428 and 422 categories. This time was special because we received some "old" guys from Mexico, Pegasus, and Morelia clubs; they were lost for some years in pylon racing, and also we had some new pilots who were flying their first races, so we had a very nice and good event.

The weather was critical; we had a very high humidity but thank God, the rain gave us the chance to race all the weekend.

We're now preparing the September race; we are planning to add the AMA 424 especially for the new pilots; doing this we hope to have more people flying pylon races at the end of this year.

Regards.



District News



Here you have some pictures:



District 10. Joe Luxford

FROM RUSSIA WITH LOVE

This month I will tell you about our trip to the Russian Nationals – what an experience it was!

We had hosted the Russian F3D team last year when they came out to the world championships in Bundaberg, and they returned the favour by inviting Bruce de Chastel to their 2012 pylon racing championships at St. Petersburg in early July.

Bruce asked me to go with him as his caller as his usual travelling companion, Tony Singleton, was out of action. As it turned out, I was working at a mine in South Africa the week before so it was easy for me to return to Australia via Dubai and do a side trip up to St. Petersburg with Bruce for the week. I was keen to see Russia again to see how much it had changed since my last visit in 1986.

We were met at the Pulkovo Airport on the Monday afternoon by Sergey Skosolev who is one of the main pylon racing organisers in Russia. Sergey was on the Russian team to Australia last year. While Sergey couldn't speak English, he had a voice translation app on his iPhone that he could talk Russian into and it would repeat the words to us in English – sort of. Most of our communication with Sergey was over the phone to the head of Russian aeromodelling in St. Petersburg who spoke English well.

Sergey took us to our hotel, and we dined across the road at the local bar. The hotel was out in the suburbs well off the tourist circuit so Bruce and I were the only English speakers in the area. The hotel was on Lenisky Prospect which is one of the major east-west arterial roads across the metro area. It was about 10km in a straight line SW from the CBD.



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The hotel was basic but OK and was used by most of the racers who had driven up from Moscow. The rest camped out at the field, which was 30 minutes from the hotel and was about 10km west of Pulkovo airport – right under the approach path. Ordering dinner was an adventure. One of the waiters had a smattering of English, and we managed to order meals. I thought I was getting a 300g steak that turned out to be about a quarter of that size. Bruce's pig's knee was quite filling.

We spent Tuesday sightseeing around the inner city area of St. Petersburg. I could see why it is called the Venice of the North with all the canals. We did the obligatory bus trip around the city, which was very interesting actually, and then we did a canal cruise with Sergey. The buildings are spectacular.

I had last visited Russia in 1986 to look at mines in Kazakhstan – about 3000km east of Moscow. The whole place was fairly grim and forbidding with streets with very few cars and empty shops. Russia in 2012 is a very different place. St. Petersburg could have been any modern European city. The streets are full of European, Japanese, Korean, and Chinese cars. I even saw a few American pickups and Jeeps. The shops are very similar to those at home. We had the Russian equivalent of a 7/11 on the corner, with a local small supermarket across the road and a large supermarket in a shopping centre about a kilometre down the road.

Tuesday night at the bar and diner was another challenge. While the meals were not quite what we expected, they were OK. The important thing though was that the beer was excellent. There was a slight misunderstanding with the order, and I finished up with a litre glass of beer.



Wednesday was the official practice day and registration. We realised that life moved to a different rhythm in northern Russia in summer when we were not picked up until lunch time, and the practice flying didn't start until about 2pm. Flying then continued on until about 11:30pm with sunset at 11:45pm.

We finished our flying about 10pm and then did the rounds of the parties around the field. Everyone had the vodka out and wanted to toast Bruce's good health. The hospitality was great for the whole week we were there.

We got to the diner after midnight for dinner. The latitude at St. Petersburg is 60° North which meant that the sun was dipping below the horizon just before midnight and was up again before 5am. Even though the sun had set, it was not dark, just twilight in which you could easily see quite a long way without lights. The Russians call this time in July their "White Nights."

The first two days of racing on Thursday and Friday were the Russian sports Q500 and their F3.5D which uses piped 21 engines. Bruce spent most of that time autographing plane wings, getting his photo taken with locals, trading stuff, and comparing notes.

The serious racing got underway on Saturday morning and ran until about 7:30pm on Sunday evening. F3D, F3R (Q500), and F5D were run over the weekend. There were 6 heats of F3D, 5 of F3R, and 2 of F5D with three up in each heat. F3D was run over 12 rounds, F3R over 9, and F5D over 5 rounds. There were entries from Russia, Ukraine, Belorussia, and the Australian visitors.

The F3D times were in the mid to low 60s. We saw a range of engines in use in F3D, including MBs, Profis,





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Russian IRs, and the Ukrainians had their own engine. Most of the models were running inverted engines with Evolution type wings. Vladimir Vdovenko and Bruce were running Voodoos. The Ukrainians won F3D with Russians in second and third place.

The Russian approach to F3R (Q500) was a little different in that most of them were hand launched without any landing gear. Given the lush grass we were landing on, that was not such a bad idea. The locals were all using Russian Q500 designs with most using Profi engines. We were both running Drake Q500 engines in a V Gun and a Slingshot and placed first and second.

the competition finished, and Bruce stayed on for another two days of sightseeing. It was a full 24 hours travelling to get home via Dubai and Singapore. One expensive lesson we did learn was to exchange your Roubles before leaving Russia as no one will change them when you get home. At the end of it all though, we had a remarkable and very enjoyable week in Russia and highly recommend it.

Q40 Points. Doug Killibrew

QM

	Location	Date
1	Old Julian	10/2/11
2	Whittier	10/1/11
3	Whittier	10/2/11
4	Champ Race Florida	10/23/11
5	Tangerine	12/11/11
6	Phoenix Classic	2/25-2/26/12
7	Mulberry	3/18/12
8	Markham Park	4/15-4/16
9	Old Julian	5/5-5/6
10	Muncie	5/20/12
11	Basin	6/10/12
12	Cincinatti	6/3/12
13	Edmonton	6/3/12
14	Regina	6/24/12
15	Nats	7/12/12



The F5D was a new experience for me and only the second F5D competition for Bruce. Needless to say, the Russians dominated the F5D, taking out all the placings. I flew out on Monday evening after



District News



	NAME	Races Flown	Total of Best 6 Races
1	Bridge, Randy	8	564.52
2	McDermott, John	9	552.15
3	Helsel, Mike	7	496.82
4	Scott, Tom	8	454.31
5	Langlois, Mike	6	427.97
6	Jett, Dub	8	423.06
7	Fehling, Matthew	7	391.12
8	Flynn, Travis	5	364.57
9	Andrassy, Roy	4	345.40
10	Brown, Ray	6	311.38
11	Allen, Jim	3	294.99
12	Schmidt, Gary	3	286.10
13	Hodgin, Joe	5	283.89
14	Causey, Scott	4	267.26
15	Masi, Mike	5	266.47
16	Johanson, Bill	4	261.09
17	Andraka, Chuck	3	258.57
18	Smith, Randy	4	250.96
19	Holik, Robert	3	240.91
20	Finch, Lonnie	4	238.68
21	Kane, Dan	4	237.10
22	Van Baren, Rusty	3	234.75
23	Vereecke, Maurice	5	229.76
24	Katz, Jim	5	228.08
25	O'Brien, Dennis	7	224.92
26	Kaufmann, Hank	4	221.89
27	Baker, Steve	3	219.05
28	Tallman, Mike	3	217.22
29	Grunkemeyer, Craig	3	204.83
30	Killebrew, Doug	3	195.55
31	Vess, Robert	3	195.17
32	Vogelsang, Rick	4	189.80
33	Thordarson, Dan	3	181.20
34	Tropea, Joe	4	180.92
35	Korsen, Craig	2	166.44
36	Brogdon, Bob	4	165.23
37	Russell, Matt	3	161.26
38	Seaholm, AJ	2	146.37
39	Van Baren, Rusty	4	145.77
40	Grim, Adam	2	144.29
41	Jump, Eddie	4	140.69
42	Umbach, Al	3	138.80
43	Houston, Doug	2	136.20
44	Melvile, Eddie	3	130.03

45	Hulen, Duane	3	128.97
46	Batch, Bryan	2	128.78
47	Redekop, Henry	2	127.48
48	Von Der Hey, Lee	2	126.17
49	Eden, Mike	3	121.04
50	Parker, Mark	2	119.25
51	Burnham, Lloyd	3	118.05
52	Doyle, Dave	3	114.03
53	Baker, Lyle	3	112.40
54	Beers, Richard	2	110.11
55	Lopez, Tony	1	108.50
56	Moorehouse, Kevin	2	108.24
57	Norman, Dave	1	102.39
58	Bartle, Henry	1	98.35
59	Brown, Kelly	3	98.28
60	Stone, Dean	3	98.26
61	Martin, Jeff	3	95.37
62	Verano, Richard	1	92.55
63	Russell, Alexandria	2	90.23
64	Sattler, Harold	1	86.75
65	Coffey, Bruce	4	86.35

Quickie 500 Points.

Lonnie Finch

426 Quickie		
	Location	Date
1	KCRC, MO	10/1/11
2	KCRC, MO	10/2/11
3	Whitter, CA	10/1/11
4	Tangerine, FL	12/10/11
5	Salem, CT	10/2/11
6	Winterfest	1/25/12
7	Mulberry, FL	3/17/12
8	Basin, CA	3/31/12
9	KCRC, MO	4/28/12
10	Old Julian, NC	5/12/12
11	Brooklyn Park, MN	5/19/12
12	Calgary, Alberta	5/26/12
13	Edmonton, Alberta	6/2/12
14	Brooklyn Park, MN	6/9/12
15	Brooklyn Park, MN	6/23/12
16	Regina, Saskatchewan	6/23/12
17	Brooklyn Park, MN	6/23/12
18	Bloomington, IL	6/23/12
19	Bloomington, IL	6/24/12
20	Muncie, IN	5/19/12
21	Cincinnati, OH	6/2/12
22	Basin, CA	6/9/12
23	Basin, CA	6/10/12



District News



	NAME	NMPRA #	Races Flown	Total of Best 6 Races
1	Finch, Lonnie	21V	8	519.30
2	Vereecke, Maurice	23V	8	517.66
3	Jett, Dub	4I	5	447.57
4	Andraka, Chuck	11H	5	408.69
5	Helsel, Mike	5A	4	376.80
6	Allen, Jim	17D	5	367.42
7	Nickodem, Jim	22V	6	342.69
8	Galarneault, Pat	95W	4	313.83
9	Salazar, Mario	18C	5	282.23
10	Andrassy, Roy	31X	3	277.19
11	Tallman, Mike	15G	5	260.31
12	Etken, Randy	20W	5	258.78
13	Fehling, Mathew	59S	3	232.35
14	Kane, Dan Jr.	23U	3	229.41
15	LeValley, Lee	33W	4	226.98
16	Hulen, Duane	12V	6	221.23
17	McDermott, John	2R	3	219.00
18	West, Mitch	49A	5	213.77
19	Scott, Tom	26P	3	206.67
20	Umbach, Allan	32X	3	200.68
21	Jump, Eddie	20G	5	194.94
22	Causey, Scott	20V	3	186.61
23	Burnham, Lloyd	22J	2	182.24
24	Seaholm, AJ	17V	2	162.14
25	Lopez, Tony	23B	2	161.41
26	Coffey, Joanne	83B	4	159.40
27	Lime, Jim	41D	3	157.37
28	Gavin, Dave	27C	4	155.59
29	O'Brien, Dennis	2S	3	155.04
30	Kauffmann, Hank	12X	3	154.58
31	Smith, Randy	22X	3	154.09
32	Umbach, Kevin	30Y	2	150.87
33	Brown, Ray	15T	2	142.24
34	Moorehouse, Kevin	36X	3	134.86
35	Bridge, Randy	38B	3	134.61
36	Hartman, Scott	30H	3	132.94
37	Yousey, Tim	58S	2	127.16
38	Schelling, Don	56C	3	125.72
39	Houston, Doug	14X	2	124.98
40	Vess, Robert	14R	2	119.76
41	Vanderleest, Bernie	7W	3	117.70
42	Berryman, Del	31W	4	117.00

43	Grunkemeyer, Craig	22P	2	116.18
44	Hegland, Tom	37C	4	116.05
45	Eden, Mike	61P	3	110.20
46	McWilliams, Gordon	4G	2	108.21
47	Brown, Kelly	25G	5	106.45
48	San, Sam	20D	3	102.71
49	Vaclav, Stephen	48T	1	97.80
50	Hodgin, Joe	14R	2	95.24
51	Travieso, Mario	45S	1	89.40
52	Pacini, Anthony	39D	1	88.76
53	Masi, Mike	37J	2	88.14
54	Freeman Sr., Gary	20T	2	86.24
55	Johanson, Bill	52P	1	83.06
56	Tahhon, Gabriel	22Z	1	81.78
57	Lyon, Denis	54C	4	79.73
58	Vogelsang, Rick	29P	4	79.52
59	Schmidt, Gary	27D	1	74.17
60	Coletto, Ray	53S	1	70.27
61	Dolat, Ray	17J	1	68.67
62	Tropea, Joe	28J	2	65.47
63	Pacini, Tanner	93D	1	63.22
64	Cappis, Jay	16V	4	56.20
65	Freeman Jr., Gary	16S	2	53.73
66	Spence, Adam	28G	2	53.20
67	Doyle, Dave	11J	2	52.18
68	Langlois, Mike	12R	1	51.60
69	Brogdon, Bob	1S	1	50.37
70	Stone, Dean	19R	2	47.78
71	Baker, Steve	15R	1	44.91
72	Smith, Scott	86T	2	43.31
73	Spencer, Mike	54P	3	42.97
74	Norman, Dave	29W	1	42.40
75	Linsangan, Joe	52T	1	41.49
76	Stewart, Calvin	15J	1	34.93
77	Handegard, Chris	23T	1	34.80
78	Martin, Jeff	26X	2	33.97
79	Coffey, Bruce	81B	3	27.28
80	Cady, Darrol	5G	2	24.29
81	Zisa, Richard	15S	1	24.22
82	Larson, Darwin	25U	2	22.49
83	Lime, Tim	19V	1	19.44
84	Redekop, Henry	30X	1	18.27
85	DelPonte, Mike	44D	1	15.79
86	Reid, John	30C	1	12.14
87	Small, Jerry	5H	1	5.40
88	Greer, Bob	29S	2	2.40
89	Lewis, Larry	16Q	1	1.20



District News



424 Points, Dave Gavin

Here is the list of races included in the points battle!!

1	KCRC Fall	10/1/11
2	KCRC FallSun	10/2/11
3	Salemfall	10/1/11
4	SalemFall	10/2/11
5	Tangerine	12/11/11
6	Tangerine	12/12/11
7	Mulberry	3/17/12
8	Mulberry	3/18/12
9	Basin March	3/30/12
10	HadleySpring	5/20/12
11	SalemSpring	5/3/12
12	Old Julian Spring	5/12/12
13	KCRC Spring	5/23/12
14	Indy Shootout Sat	5/9/12
15	Indy Shootout Sun	5/20/12
16	Old Julian Fall	10/1/11
17	Moon Shot	6/2/12
18	Moon Shot	6/3/12
19	Bridgewater	6/24/12
20	Basin	6/9/12
21	Farmington	6/3/12
22	Bloomington Sat	6/23/12
23	Bloomington Sun	6/24/12

23	Coe, Daniel	2	172.2105
24	Gload , Bill	3	161.981
25	Burnham, Lloyd	2	155.0474
26	Hobbs , Ben	3	144.6778
27	Scott, Tom		142.0586
28	McWilliams, Gordon	2	138.3725
29	Weiland, Vic		135.9333
30	Doyle, David	2	120.073
31	Vogelsang, Rick		112.5282
32	Zisa, Richard		102.2222
33	Rue, Joe	2	100.9576
34	Spence Adam	5	98.14359
35	Hodgin, Joseph	1	97.33333
36	Rinaldi, Ralph		96.70435
37	VonDerHey, Lee	1	94.07368
38	Vess, robert		91.68889
39	Jump, Eddie	2	90.36732
40	McDermott	1	83.6
41	Salizar, Mario		81.84211
42	Enstad, Gale	2	57.33333
43	Reade, Barry	2	48.2381
44	West , Barry	1	39.3
45	James , Gary	1	24.22222
46	Begin, Keith	1	16.98462
47	Etkin, Randy	1	15.68571
48	Brown, Kelly	1	1.2

1	Korsen, Craig	8	439.227
2	Nikodem, Jim	7	437.5562
3	Masi, Mike	7	435.051
4	Vereecke, Mo		428.7295
5	Triggs , Bob	5	416.5655
6	Hulen, Duane	5	391.7999
7	Brown, Irl	7	374.8385
9	Finch, Lonnie	5	352.8161
10	Spadaccini, Dino		337.3478
11	Tani, Peter		324.675
12	Tropea, Joe		322.9542
13	Fehling, Jack	5	319.6317
14	Witte , Trey	6	287.6143
15	Cappis, Jay	5	273.4665
16	Tallman, Mike		271.9296
17	Palmer, Keith	3	233.039
18	Ellis, Dave	5	216.2192
19	Meyer , Roy	8	204.7378
20	Vanderleest, Bernie		183.1647
21	Haxhi , Jessica	2	173.8316
22	Casteel, Jesse	3	172.6249

National Points Director, Mike Hesel

- no information submitted



District News





District News



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