

The Pylon Race's Official Voice

NMPRA

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June 2000

Presidential Pontification

There has been much discussion on the rule proposals that are currently in the AMA Contest Board's hands.

We understand the AMA liability position and do not want the AMA to be put in an impossible position from what we are doing. We also must be careful that we do not destroy Pylon Racing by doing things that are beyond what is needed to continue our sport. With changes in technology over the years, we have ended up with two racing classes that are for our purposes the same speed. It makes the transition from the entry-level event 424 to 428 too big of a difference in flying and racing ability to make a safe and comfortable step. It also divides the same group of competitors in half by having each event compete for the same skill level of competitors. There should be a difference in the two classes or eliminate one of them. Elimination of one would be counter-productive. As long as we are having the mandatory change in speeds, it is time to make the two classes different speeds.

Moving the Race Officials to the sideline is good for everyone. It was done for SAFETY reasons, but it was needed for racing also. The officiating is much better than it has ever been since our events began 35 years ago. The judges now have a better vantage point to see the cuts and know who is doing them. The Race Officials are feeling more comfortable about the job that they are able to do. It is much easier for them to look forward rather than up and knowing that there was a cut and not knowing which airplane was inside the pylon. Now when there is a cut, they know who did it. They can also be in the shade now and sit in a comfortable chair. This was and is a good change, no matter what the rationale was that caused the change.

The proposals that are being considered now are the best solution, even if it was more gut feeling and luck, rather than proper data that brought them to the Contest Board in their current form. After testing, both in the air and on Greg Edmund's Dyno, they are the best plans for racing.

As target speeds for our racing events, we need to have separation in the speeds of the different classes. In an ideal world, the split could be:

424 Quickie 500 at 125 MPH (This is where they are now)

428 Quickie 500 at 150 MPH (This is where they will be after the rule proposed)

422 Quarter 40 at 175 MPH (This is where they will be after the rule proposed)

FAI Pylon is over 200 MPH. We have no control over the International Racing event if the US is going to continue to be part of the rest of the World.

These 4 events, for the foreseeable future, will have a difference in speeds and will make our racing events more attractive to the outside modeling world, and not break the racing spirit of those that are now involved.(Hooked)<G>

The removal of the mini-pipes from the tuned mufflers in 428 will slow the 428 class to the 145 to 150 MPH target. That is an ideal speed for the event. It reduces the horsepower by about 25% and the speed by about 12%. It will make the engines more user friendly and will not allow any major speed creep as long as we include in the rules an inside and outside definition of the muffler can that we are currently using.

.... Continued on Page 2

Presidential Pontification Continued...

It will require the removal of the mini-pipe from the current muffler or the purchase of a new muffler for the racing class. In talking to the dominant engine manufacturer, there would be little that could be done to increase the lost power. He said maybe there could be 100 to 200 RPM improvement by changing some of the timing, but nothing like the 2000 RPM we will be losing up front. Finding the best prop combination would be the most improvement that we will see in increasing speeds.

The prop rule in Q40 will make the event go back to the original intent of the event. The high timed engines will no longer be used. The current Quickie 500 engines and props will be the setup for them. This reduces the horsepower for the event from 3.3 HP to 2.61 HP on Edmund's Dyno. This loss in horsepower will make a reduction of about 20 miles per hour in the class. The times will not be lowered as much as the speed will. With the larger props, the airplanes will accelerate more to one on the first lap and reach their top speed quicker out of the turns. My guess is that the times will slow down by 5 to 6 seconds with this change. This is about 10% and that is about one lap in a heat race. This should be acceptable to the current racers and should be more than enough to satisfy the needs of the AMA. Again, a win/win for everyone.

The speed of the 428 Quickie class will be about the same speeds that we were going when the first Nelsons were introduced to the class. At that time, many areas of the country did not allow them to be run. "They were too fast".<G> We will just be returning to where we were.

I submitted the Q40 8.75" propeller proposal, for the current rules cycle. I wrote the proposal because there was a proposal submitted to remove the mini-pipes from both 428 Quickie and 422 Q40. This would not be good for racing. It was not then and it would not be now. The Q40's would be slower than the 428 Quickie event, and that is not the way it should be.

Pylon racing, as we know it has been the same for the last 35 years. Longer than many of our current racers have been alive. We have been hearing the "They are too fast" since the earliest days of racing. I have 1972 magazines that were saying that our racers were too fast to be flown. At that time they were approaching 1:30 in Formula One. This cry has been with us from the beginning, and will be here as long as there is racing. We have to understand that both factions come from different places and both should be heard. There is wisdom in both sides. The right ground is in the middle, and this is where we are with the current proposals.

We should adopt the removal of the pipe in 428 and change to the 8.75" prop rule in 422. These rules should continue through the normal rules cycle. By removing the Race Officials from the racecourse we have made a major change in the safety issue for the AMA. This should allow the time line to continue on its' normal course. I have heard that the AMA wants to shorten the time line and may want this to go through as the Emergency Rule as proposed by Rick Moreland. If this time line is enforced, then the rule change should come into effect as of January 1, 2000. We should fly with the same rules for the entire season.

The racers would like no changes at all. The other side would like us to be racing 4-star trainers. The right place is something that all can live with and continue to race safely as we have since the mid-sixties. We have good safety rules and enforce them much better than many of the other events now being flown.

I certainly hope that neither side is getting all of their wants and desires met in this decision. If they are, then this is not a compromise. We need to work together to make things happen and get on without all of the current stress that is being felt by many of those involved.

Darrol



High Performance Information

High Performance is published 8 times per year.

Information for publication can be

forwarded to:

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Vancouver, WA 98686

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If possible, please submit information in Microsoft Word format.

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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.

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Interesting photos of races, planes and events. Send photos by hard copy or in electronic format to the Editor.

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July 15**

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2000



Gold Cup Series

What's Next???

The 2000 Series. Starting

- September 3rd & 4th
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Phone: (512) 244-2133
E-mail: Mike_Helsel@dell.com



JR Gold Cup Race Schedule for 2000

Phoenix, Arizona
February 26 and 27, 2000

Bowie, Maryland
May 27 and 28, 2000

Seguin, Texas
September 3 and 4, 2000
(Note the change in dates to Sunday and
Labor Day Monday)

Sepulveda Basin, California
October 21 and 22, 2000

Apopka, Florida
December 16 and 17, 2000

Bowie Results

1. Mike Helsel	1:04.47
2. Craig Grunkemeyer	1:01.08
3. Chip Hyde	1:01.49
4. Thomas Scott	0:59.38 **
5. Joe Dodd	1:06.96
6. Tim Lime	1:03.52
7. Drew Telford	1:04.11
8. David Binger	1:04.20
9. Lloyd Burnham	1:05.05
10. John Albritton	1:05.45

**** Fast Time**



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District News



District 1 - David Ferrell

Just got back from the Sepulveda Basin race and had a super weekend. Barry and Chris did a great job. The off-course judging went well. One thing, guys, you may get away with slices and button-hooks on pylon one but you get no slack on cuts at pylon two and three. I know that once the system gets broken in, things will go faster (I mean the running of the race, not plane speed). Barry did have problems getting course officials, as any CD knows that is one of the hardest parts of putting on a race.

Basin 6/10/00

428

1. Randy Bridge	1:05.91**
2. Drew Telford	1:13.62
3. Ray Davis	1:13.67
4. Dave Ferrell	1:14.31
5. Garry Long	1:14.12

422

1. Matt Van Baron	1:03.72
2. Randy Bridge	1:02.45
3. Tom Hart	1:07.31
4. Dave Ficacell	1:11.49
5. Norm Johnson	1:04.55
15. Mark Lattimore	1:01.78**

APRA

1. Paul Neves	1:44.15
2. Gale Enstad	1:47.53
3. Don Masters	1:58.67
4. Chris Jones	1:38.78-9
5. Dave Curtis	1:49.28

Basin 6/11/00

428

1. Randy Bridge	1:05.41**
2. Fred Burgdorf	1:07.72
3. Larry Drury	1:16.91
4. Ray Davis	1:12.78
5. Dave Ferrell	1:15.31

422

1. Norm Johnson	1:05.93
2. Barry Leavengood	1:06.54
3. Rusty Van Baron	1:05.02
4. Drew Telford	1:07.34

5. Dave Ficacell	1:08.54
8. Matt Van Baron	1:03.15**

I had my strategy all figured out, "all I gotta do is keep on the same lap as Fred Burgdorf and he will cut and I will win the heat". I did but, son-of-a-gun, Fred didn't cut!!!!

DISTRICT POINTS

As most of you know, I am trying to keep track of all races in District One for 428, 422 & APRA. I hope to have end of the year trophies for the top 5 or so in each class. Only pilots that live in district one will get district one points.

As of 6/12/00, top 5 in each class.

428

1. Randy Bridge	659.4
2. Gary Long	486.1
3. Travis Flynn	404.8
4. Dave Ferrell	404.3
5. Drew Telford	345.1

422

1. Drew Telford	360.0
2. Barry Leavengood	350.5
3. Randy Bridge	347.8
4. Travis Flynn	296.4
5. Gary Schmidt	273.1

APRA

1. Paul Neves	417.8
2. Joanne Coffey	281.8
3. Gale Enstad	236.0
4. David Curtis	220.1
5. Brian Marioni	188.6

I also put out a "District One Report" where I list all contestants and their points. There are 40 pilots in 428 (9 new pilots at the Basin), 21 pilots in APRA (5 new pilots at the Basin) and 24 in 422 (7 new pilots at the Basin). I ask a \$10 donation, to me, to cover printing and postage. A "Report" comes out as soon after a race as I can do it.

I do not have any details but the Reno July Firecracker 500 will be run again this year. I hope you get this in time and I hope they get flyers in the mail to you.

Until next time, Bank-n-yank
Dave



District 2 - Matt Mikko

I would like to start this month by thanking the Marymoor R/C Club, Stan Davis, and Mike Brownlee for putting on a great 428 race. By the time everybody reads this article, the Spokane race will be complete. I would also like to thank the Baron's R/C Club and Mike and Robin Bergen for putting up with all of us for the weekend. Race results and report will follow in a future newsletter article.

Everybody please, stay focused on racing and get through these rule changes without much of a negative impact. We all need to get our equipment ready for the upcoming Ephrata Classic and the July 29, 30, 31 Canadian Nationals in Vancouver, B.C.

It may be one of our last "FAST" Q-40 events. Contact Andrew McIndoe for more information. If anyone in District 2 has any major concerns regarding all of the rule changes taking place, please contact me for further information. Keep 'em above the poles.

Matt Mikko

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District News



District 3 - Terence Palaschuk

The first race of the season is "in the books". The Regina race was held June 3rd and 4th at the Regina Windy Flyers Club Field. Russ Bouchard served as the contest director. He and wife June did an admirable job. We had sufficient workers, good food and great weather for racing.

For the first time in three years, we saw an increase in the number of participants in both the Q500 and Q40 events with entries of 23 and 16 respectively. Combine this with some top quality sportsmanship and lots of new equipment and it made for a couple of days of great racing. Here are the results...

Q500 - June 3rd

1. Robert Kossatz	110.46 **
2. Doug Houston	116.34
3. Randy Smith	115.57
4. Roy Andrassy	111.47
5. Jim Henderson	115.26

Q40 - June 4th

1. Randy Smith	107.84
2. Lyle Baker	110.59
3. Roy Andrassy	108.40
4. Russ Bouchard	106.96**
5. Rod Kelln	114.66

** Fast Time

I took particular pleasure the Q500 event, with the debut of my new all composite Quickie, the NEME-Q. The design is based on the Formula One class racer, NEMESIS. The plane survived the live test! Fellow racers

seemed to be most attracted by the one-piece bolt on V-Tail.

Darrol Cady tells me, he and Rhonda will be joining us for the races in Calgary June 24th & 25th. That will be a special treat for us to have the new NMPRA President at the races. We are hoping that Darrol will be able to bring our members "up to speed" on the proposed rule changes, the off-course judging debate amongst other related topics.

Don't forget the Canadian Championships being held in Vancouver July 31st, August 1st and 2nd.

I'll provide updated overall results in the next issue following the Calgary races.

Fly Fast.... Terence

District 4- Mike Sperry

No Report Submitted

District 5 - Rolland Roberts

Two races are history in district 5, Lucasville and Hamilton. Terry Frazer's race in Lucasville was a great success. We had 22 pilots in Standard and 22 in Expert on Saturday and slightly less on Sunday. The weather was perfect with very little wind and plenty of sunshine. The pilots all had a great time and the long winter didn't seem to have much

effect on the flying skills. Once the cobwebs were brushed off everyone picked up right where they left off from last year.

The order of finish on Saturday was, (Mark Oshita, Mike Weaver and Dave Ellis in standard class and Tim Lime, Craig Grunkemeyer and Bobo in expert class). Sunday's results were (Sarah Benham, Dave Carpenter and Joe Lemley in standard and Tim lime, Craig Grunkemeyer and Bobo Sato in expert). This was a great start to the season and a great place to have it. Hopefully Terry will keep this same date for next year.

Our second race was in Hamilton. Karl Tholen was the C.D. and despite being under the weather and not having enough workers he managed to get the race in. It should be noted that this was done under the new AMA guidelines of off course workers, with only two weeks notice.

We also need to thank Mike Condon for helping with the technical problems and recruiting the needed workers and we need to thank the Pilots for judging the event while waiting to fly. It took a little longer to get things off the ground but once things started the race went on with very few problems. The biggest problem I experienced while working the timers area was with communications. We need a hard wire system instead of radios.

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District News



District 5 Report. ...Continued

The only complaint from the flight line was the hard to see cut markers. Sunday that problem was cured and by the next race an entirely new system will be in place.

Speaking of new systems. We will have a new timers/lap counter/cut system in place by the June 3rd and 4th race in Toledo, (hopefully). Turn one has been in place since last year. I understand Mike Condon wants to add some lights to the turn one shutters as a back up measure in case the mechanical shutters have a glitch. But so far we have only had a couple of problems there and I don't think we need to worry much about anything. In all honesty the system seems more reliable then before. We now have consistency in the speed of the shutters and there is no lag time. Before a shutter was only as fast as a guy could pull the rope. Now it is immediate.

All in all it looks like District 5 will have a great season to look forward to, and a safe one. Our off course system is almost in place and from what I understand it will be first class. We need to thank Pete Waters and Ray Blake for the work they did on the turn one shutters. Mike Condon and company, and those now involved in the rest of the off course system. With out these people and the work they have done we would not have been able to race this year.

Please remind your CD's to get race reports to me as soon as possible after the event. I was in Hamilton on Sat and Sun but I left early due to technical problems. (Tree in the landing approach and the ground elevation too high next to turn three). If I attend the race it's not a problem. In the event that I miss a race it is very important that I get a copy of the results. I can't be expected to go to CAPS to get these. And more important Ray Haush and Mike Condon can't be expected to provide the results every time I need them. Please be diligent with this and help me out here.

I don't get paid to do this and it takes an incredible amount of time to make sure these reports are correct and submitted. Everything has to be duplicated on my computer then put into order then sent to the proper point coordinator. It will make things easy for me and accurate for you. If I have to go back and dig up information it tends to screw everyone up. Don't forget I have to answer to Cliff Telford and Barry Leavengood if these reports are not submitted on time, If I'm late so are they.

Rolland



District 6 – John Fike

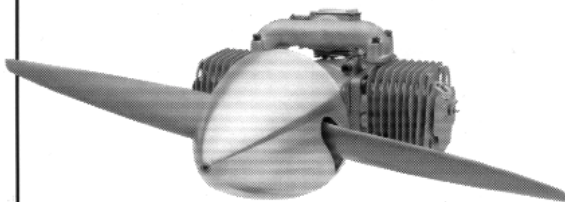
JR Gold Cup Race (Bowie, MD)

Well folks, another JR Gold Cup is in the books and a good time was had by all. Congratulations and thanks to Art Edsall, Race CD, for a very well run race. A huge thank you to the race officials who endured the weather for two days. Speaking of which, the weather forecast (Chic White's responsibility) called for cloudy on Saturday, showers on Saturday evening and rain ALL day on Sunday. Not what you call stellar conditions.

However, as with most forecasts, they were incorrect. We received showers off and on all day Saturday and just barely a sprinkle on Sunday. We were able to run 6 rounds on Saturday between the rain (and sometimes in the rain) and another full 4 rounds on Sunday. I know we all want to race and as the host club you want your contestants to get as much racing as possible, but we should consider the following. There were a couple of strange radio problems on Sunday. Could this have been the result of the wet weather? As the race starter, I have always respected the wishes of any pilot who speaks up and says, "It's raining too hard, lets stop".

Anyway, let's cut to the chase. There were some last minute cancellations and some no shows (possibly weather related) and we

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District News



District 6 Report Continued

ended up with 36 of the best Q40 flyers in the country. Contestants came from all corners of the USA and Ed and Roy hailed all the way from Canada.

Congratulations to Mike Helsel for a first place finish. The following is the order of finish as recorded:

1. Mike Helsel	1:04.47
2. Craig Grunkemeyer	1:01.08
3. Chip Hyde	1:01.49
4. Thomas Scott	0:59.38 **
5. Joe Dodd	1:06.96
6. Tim Lime	1:03.52
7. Drew Telford	1:04.11
8. David Binger	1:04.20
9. Lloyd Burnham	1:05.05
10. John Albritton	1:05.45
11. Tony Lopez	1:04.95
12. Dave Doyle	1:06.27
13. Mike Massi	1:11.83
14. Neal Rehm	1:14.17
15. Stephen Baker	1:07.34
16. Lyle Larson	1:03.24
17. Peter Reed	1:14.71
18. Randy Bridge	1:02.66
19. Jim Lime	1:10.45
20. Ernie Nikodem	1:12.63
21. Darrol Cady	1:03.75
22. Rusty Van Baren	1:04.09
23. Don Moody	1:09.49
24. Ray Hendriksma	1:11.57
25. Paul Benezra	1:04.92
26. Ed Smith	1:12.35
27. Rich Holt	1:06.28
28. Jerry Small	1:04.01
29. Ray Brown	1:05.24
30. Dub Jett	1:07.61

31. Ralph Rinaldi	1:03.33
32. Richard Moreland	1:12.07
33. Dave Latsha	1:11.70
34. Vern Smith	1:13.73
35. Raymond Blake	1:51.78
36 Robert Brogdon	0:00.00

**** FAST TIME**

Items of special interest:

Fast Time: Tom Scott had a fast time of 59.38 Nice work Tom. That is flat out movin'.

Off Course Judging: This is the first opportunity we at P.G.R.C. had to use the off course judging. It seemed to work just fine. We need to make some minor modifications to our equipment to make it easier to see, but all in all I would say it worked fine.

Airplane Identification: Airplane identification is a bit more difficult from the distances off the course. When painting your airplane, you should consider making your plane more easily identifiable. This means top and bottom wing panels. The easier they are to identify, the less likely the officials are to mix them up and cause a re-fly. Think about it.

He's Baaaaacckk: Welcome back to racing to Dave Latsha. Dave and Vern teamed up and were back to their usual antics in no time at all. As can be seen in the standings, they had more fun than success. But after all, isn't that what this is all about?

Heats Completed: There were 90 heats run and only one refly. Total of 91 races completed. I was starter of the race and did my best at getting the 1-3, 2-4 airplanes off the ground as closely together as possible. We had no collisions on take off throughout the whole contest.

Increased Cuts Posted: We noticed an increased number of cuts on the two and three pylons. We as pilots have all been guilty of sitting in the pits observing the race and saying, "wow, he just cut # 3, only to find that there was no cut posted. It seems as if the off course judging may have improved on our ability to call those cuts. The contestants were gentlemen and took their cuts like gentlemen. When we had a dispute, we tried to clear it up as quickly as possible. (We found a way to improve on that also) We at **Race Race Officials:** PGRC pride ourselves on being fair and equal. Our course officials are taught to speak up if they made a mistake. Mistakes can be corrected on the next heat, hard feelings last a bit longer.

Attrition: As can be surmised by the level of good talent in the lower half of the standings, there were the usual number of midairs and fly it in the ground type of thing. I am pleased to say that none of the action took place anywhere close to the officials, pilots or callers. This was a very safely run race.

...Continued on Page 8



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District News



District 6 Report *Continued*

The Steak Party: The Saturday evening Steak Party was a success despite the rain. It didn't rain that hard and besides, there isn't enough rain in the world to dampen the spirits of a bunch of pylon racers after a day of racing. We had steaks that were absolutely huge. Mine was so large it had horns on one end and part of the tail on the other. Those that chose not to attend the party missed some great camaraderie.

For our Guests: Most of you have been to PGRC in the past and it was great to see you again. For those that visited us for the first time, I want to thank you for coming, it was nice meeting you and I hope you all had uneventful journeys home. We certainly enjoyed having you as our guest. If only Chic would have cooperated with the weather.

If anyone has any questions or concerns regarding the race, please feel free to contact me via email at jfike@feico.com. We at PGRC take our races seriously and we want to make sure our guests have a good time and have well run events. If you have any suggestions for improvements, please feel free to drop me a line.

Regards,
John Fike (I have no idea why Grunk calls me Mike)

District 7 – Gary Freeman

No Report Submitted

District 8 – Randy Ritch

No Report Submitted

District 9 – Luis Garcia Blake

No report Submitted



Edmunds Testing

Q40/422

Yesterday afternoon Darrol Cady and I went to Greg Edmunds shop to run engines on his dyno. The dyno is inside the shop so the atmospheric conditions were controlled and all the data we got correlated well with data he has accumulated over the last several months. In Q40 we used a Nelson engine that produced times of 103 and 105 in the GC race last weekend so it was certainly representative of a good strong Nelson. This Q40 engine produced 2.70 hp at 24,000 rpm, and 3.23 hp at 27,300 rpm using the 9 mm intake size.

We replaced the 9 mm intake with an 8 mm intake and hp dropped to 2.38 hp at 23,200 rpm, and 2.80 at 26,200 rpm. We replaced the 8 mm intake with a 7 mm intake and hp dropped to 2.20 hp at 22,500 rpm, and 2.38 at 24,775 rpm.

As expected, a smaller intake reduces the hp and moves the max. hp number down the rpm scale. Also note how linear the hp and the rpm reductions were. Now for the uncomfortable part:

The hp curve for the 9 mm intake is a slope beginning at about 2.7 hp and 24,000 rpm rising in a fairly linear fashion to its high point at 3.23 hp and 27,300 rpm then falling off at a very steep angle, nearly vertical. Greg says this type of curve is typical of a two-cycle engine with a tuned exhaust system. Greg also says this type of curve means the port timing and the exhaust-tuning device are working well with each other.

Someone has done his homework and is getting good efficiency from the variables he has worked with.

Both of the smaller intake sizes produced a noticeable different curve. It was much flatter and looked a lot like the curve produced by the Q500 engine running a muffler with the inner pipe removed. (see below) Greg told us that this flatter curve means that the port timing and muffler dimensions are no longer in their most efficient relationship. He said changes to

one or probably both of these variables will result in a more efficient relationship, more hp, and a curve that looks like the 9 mm curve. This means we will all be buying new sleeves and mufflers, and worse, there will probably be a couple of iterations until the best set up is reached.

Darrol and I are deferring to Greg's two-cycle knowledge for this determination, although it certainly sounds logical. I know Greg has vast experience with two cycles using tuned exhaust systems. He has been involved in motorcycle and cart racing all his working life. If you want to go into this with him please call him at (301) 423-1825. Keep in mind that Greg has not sold an engine in years and has no financial stake in the results of these tests or in any future rule changes they may influence.

For the reasons stated in the last paragraph Darrol, myself, and Greg feel that restricting the intake on the Q40 engine is a mistake and will result in major obsolescence expenses for all current competitors. We recommend the current Q500 engine with an 8.75" minimum prop diameter be used to slow down the Q40 speeds. Any Q40 competitor who has a Q500 engine can bolt it into his Q40 and meet the new requirements. As good fortune would have it, there is currently a proposal to do just this all ready submitted to the AMA.

This Morning Darrol, myself, and Dave Latsha (yes, he's back) went to the Vern Smith pasture to do some radar gun work. The field elevation is 430" +/- 30" above sea level. The temp. was 60 degrees and the relative humidity was 45%. We used the Dago Red Darrol flew in the Bowie GC race last weekend with a Nelson Q500 engine, ABC, and an APC 8.8-8.75 prop. The engine turned the prop 19,500 max; we backed it down to 19,300 for the flight tests. The combination consistently produced results of 162 to 165 mph. We suspect some prop development could add a few mph to these numbers but we are confident of our test results. Darrol flew the Dago, I ran the gun, and Dave recorded the results. The take off acceleration was noticeably improved and very stable. Darrol said the reduction in speed did not adversely affect the Dago's flying characteristics.



District News



Edmunds Testing *Continued*....

During the Bowie GC last weekend we radared entrants for several hours. We positioned the gun 300' beyond the number 2 pylon. On Friday we got the following numbers. Bridge 175, Larson 178, Moreland 177, Baker 175, Grunk 176, Small 175. On Sunday during we saw Hyde 182, Brown 185, Scott 180, Grunk 183, Bridge 181. As you can see, the Q500 set up in a Q40 airframe will reduce our speeds by 15 to 20 mph.

Q500/428

Results on Greg's dyno for the Q500 engine with our current muffler are 2.15 hp at 18,500 rpm, and 2.62 hp at 20,700. The curve is shaped much like the 9 mm Q40 curve. We replaced the current muffler configuration with a muffler that had the inner tube removed. This combination produced 1.5 hp at 16,000 rpm and 2.15 at 19,700 rpm. The curve was quite flat and the hp only dropped off to 2.1 at 20,500 rpm. Greg reported the engine was very docile and easy to needle.

This morning we flew the gutted muffler set up on my Vortex that seems to be a state of the art design. In each case we peaked the rpm after a 20 second warm up and backed the needle down 200 rpm. All props are APC. The rpm's listed below are the peak numbers. The results and associated prop are listed below;

Prop	RPM	MPH
8.75 x 8.0n	17,500	149 to 151
8.75 - 7.5n	18,000	143 to 146
8.8 x 8.75	16,800	146 to 147

I flew the Q500, Darrol ran the gun and Dave recorded results. Take off was noticeable slower but quite manageable. The engine needed like an OS. The airplane needed a few trim changes but flew just as well as it does with the current muffler. We think there may be a prop in the APC line that could do a little better than these or Fred could make some that were better, but we doubt if there is a lot of improvement left in this area. Note that the props used were from APC's early vintage of props. This was when the Nelsons had the 168-degree timing and the longer mufflers. I used these props because I thought they would work better with the hp decrease. While

the current 8.8 made good speed the engine was not as happy at 16,800 and slowed down after six or seven laps. We assumed it got hot because the prop was a little too big. We feel that a lot of the current mufflers can be taken apart and reassembled if sent to someone with the proper tooling. Dub has offered to do this on his product and/or sell a replacement on an exchange basis at a substantial discount. Possible Henry could be persuaded to do something similar.

Vern Smith



2000 District Race Schedule

Unless otherwise indicated, please contact the District VP for further information and race details. DISTRICT VP's are

listed on the back inside cover of this publication. The following key applies to all races; (1) one race per race date, (2) separate races each date, (?) tentative, (B) Beginner, (S) Standard, (E) Expert, (AMA) - AMA 428

District 1

April 1-2	Castle AFB, CA, 428, 422, APRA
April 13-16	Jean NV, Giant Scale
May 27-28	Whittier CA, 428-422-APRA
June 10-11	Sepulveda CA, 428-422-APRA
July ?	Reno NV, 428-422-APRA
July 9-14	AMA Nats, Muncie
Aug. 20	Sepulveda CCA, 428-422-APRA
Sept. 28	Oct 1, Castle CA, Giant Scale
Oct 21-22	Sepulveda CA, JR Gold 422
Nov. 19	Sepulveda, CA, 428-422-APRA

District 2

Feb. 13-	Kent field	Q500 424/428
Mar. 5-	Kent field	Q500 424/428
Apr. 2	Kent field	Q500 424/428
May 7	Kent field	Q500 424/428
Jun 10/11	Spokane, WA	Q40/422 Q500 424/428
Jul 8/9	Ephrata, WA	Q40/422 Q500 424/428
Jul. 29/30	Canadian Nats	Q40/422 Q500/428
Aug. 9/20-	Shelton, WA	Q40/422 Q500 424.428
Sep. 9/10	Whidbey Island	Q40/422 Q500 424/428
Sep 30 & Oct.-1	Arlington, WA	Q40/422 Q500 424/428
Oct 14/15	Dist 2 Champs Kent	Quickie 424/428
Nov 5	Kent field	Q500 424/428

District 3

June 3-4	Regina, SK Q500, Q40
Jun 24-25	Calgary. AB Q500, Q40
	Hank Kaufmann (403) 278-4403
Jul 29-31	NATS, Vancouver BC
	Andrew McKindoe (604) 590-4693
Aug. 12-13	Prince Albert, SK - Les Wessel
Aug. 26-26	Saskatoon, SK - Lyle Baker (306) 382-2794

Sep. 16-17 Winnipeg, MB -Doug Sewell (204) 334-5603

District 4

May 21	Jefco Aeromod'lars, Chatfield , 424/428/422
	Hal Garwood (303) 526-2900
Jun 11	Longmont R/C, 424/428/422
	Howie Wayne / Steve Barker
July 1-2	Mile Hi R/C, Aurora, CO 424/428/422
	Tom Neff
Sept. 23-24	Jefco Aeromod'lars, Chatfield , 424/428/422
	Duane Gall (303) 671-5688
Oct. 15	Longmont R/C 424/428/422
	Howie Wayne / Steve Barker

District 5

May 6-7	Lucasville, Ohio AMA 428 Q-500 Std/ Exp
	Terry Frazer 742-574-6213
May 7	Rockford, Ill AMA 424 Q-500 w/osfp-40 only
	Orv Steinmetz 513-923-4326
May 20-21	Hamilton, Ohio AMA 428 Std/Exp Sat
	428 Std&422 QM-40 Sun
	Karl Tholen 513-923-4326
June 3-4	Toledo, Ohio AMA 428 Q-500 Std/Exp
	Dave Carpenter 419-875-6403
June 10-11	Dayton, Ohio AMA 428 Std/Exp Sat,
	AMA 428Std&422QM-40 Sun
	Ben Martin 937-439-5141
July 9-15	AMA Nationals
July 22-23	Westland, Mi AMA 428 Std/Exp & 424 Sport both days
	Barney Polzin 734-728-3029
	Rolland Roberts 734-728-8447
July 30	Rockford, Ill AMA 424 Q-500 w/os 40-fp only
	Glen Wierschke 815-234-3285
Aug 5-6	Dayton, Ohio C.A.P.S Classic 428 Std/Exp Sat
	428 Std/422QM-40 Sun
	Mike Condon 734-464-7027
Aug 36-27	Toledo, Ohio Silver Cup AMA 422-QM-40
	Wayne Yeager 419-385-1635
Sept 16-17	Rockford, Ill AMA 428 Exp only Sat&Sun
	Leroy Webb 815-389-4519
Oct 7-8	Hebron, Ky AMA 428 Std/Exp
	Brenda Holbrook 513-923-4326

District 6

Apr 29	AMA 424, Bowie, MD Steve Baker
Apr 29	AMA 428, Bowie, MD John Albritton
May 7	NEPRO S&E, Hadley, MA
May 20/21	AMA 428 & NEPRO, Hartford CT
May 26-28	AMA 422 JR Gold cup, Bowie, MD
	Art Edsall
June 4	NEPRO S&E, Farmington, CT
June 10/11	AMA 428, Hartford CT
June 24	AMA 424, Bowie, MD John Fike
June 24	AMA 428, Bowie, MD
	Derrick Schreiner
July 9	424, JRCC ,Deflippo
July 23	424, JRCC, Zanghi
Aug. 6	424 & AMA 428, JRCC Deflippo
Aug 20	428 & AMA 428, JRCC Deflippo

District 7 & 8 Schedules on Page 10



District News



Quickie 500 - By Cliff Telford

The race reports are coming in rather slowly in spite of the new requirements announced in the last *High Performance* Newsletter. It is the responsibility of the District VPs to see that the Point Coordinators receive the race reports within one week after a race is held. Unless this is done the results often get lost or erased from computers and the contestants do not get credit for the points they earned. It's a very simple formula: NO REPORTS = NO POINTS. The list below contains the points earned since November 1, 1999.

Q-500 Top Twenty, as of May 29 (best 6 races)

1. Gary Freeman, Jr.	575.3
2. Dennis O'Brien	536.1
3. Ray Brown	530.1
4. Brian Wilbur	521.5
5. Gail Jacobson	482.4
6. Bob Brogdon	446.4
7. Travis Flynn	443.1
8. Darrol Cady	442.6
9. Cliff Telford	440.2
10. Randy Bridge	434.0
11. Gary Freeman, Sr.	387.4
12. Don Moody	377.9
13. Tim Lime	335.3
14. Richard Holt	323.5
15. Joe Llanos	304.5
16. Matt Mikko	295.0
17. Mark Parker	285.9
18. Gary Long	285.2
19. Lyle Larson	258.8
20. Vern Smith	257.8

Quarter 40- Barry Leavengood

The tranquil seas of pylon racing are once again boiling with controversy. As most are aware there was an incident in Texas where a Q40 not only penetrated a new cage but put a good-sized dent in the opposite wall. There was no injury to the judge inside the cage. The result of this was the "off-course judging" mandate by AMA. I, and most others I have spoken to, am in complete agreement with this and think that once the wrinkles are worked out it will make for better and safer racing. At the time we were told that even though the AMA Executive Committee was still concerned about the current speeds as a safety issue they would let the normal rules process take its course. That all changed a couple of weeks ago

when contest board member Rick Moreland submitted the existing Q500 gutted muffler and Q40 8 3/4" prop rule change proposals as emergency rules proposals. This forced the AMA to rethink its position.

Currently, tests are being undertaken by the NMPRA to determine what method should be employed in the emergency rules proposal to slow both 428 and 422. These proposals will be voted on and may become effective almost immediately, if passed.

I personally, as well as the vast majority of competitors I have spoken to, am against any additional changes at this time. Between the safety waiver, helmets and moving all race officials off the course except the starter and assistant starter, we have greatly improved safety and limited liability. I believe that should be enough. A small minority and the AMA seem to believe the airplanes are just too dangerous at the current speed levels. The goal seems to be to slow 422 and 428 down 15 to 20 miles per hour. I personally don't see how slowing a Q40 from 180-185 mph to 160-165 mph will make much difference, if one hits someone.

As far as I can determine the actions being taken by the AMA are primarily being driven by the incident in Phoenix a few years ago where a course worker, inside a cage, was struck and killed during a Mini War Bird race. This was not an AMA rulebook event and from eyewitness reports I got the plane that caused the accident was unsafe and would not have passed safety inspection at a sanctioned 428-422 race. The ironic thing about that accident is that the racecourse was two pole not three and the plane was, from what I was told, landing when the accident took place.

We enforce safety more than any of the other sanctioned events. When was the last time you witnessed a safety inspection at a Pattern, IMAC, Jet Rally, Combat event, Fun Fly, or a Heli event? Control line does, and we do, what about the rest of the RC community? We care about safety.

This may be the reason that we have been racing since the early sixties and have not had a serious accident. When you look at the radios used in our racers, you do not see the old equipment or the cheap servos... Most are using the top of the line. We care about doing it right and intend to keep doing it right.

The AMA is going to do what it believes is best for the overall sport and they are the only game in town as far as insurance goes. I hope cool heads prevail and if rules changes are forth coming they will be thought through by the AMA and implemented with grace and maturity by the pylon community. We do not want to loose our current racers trying to revive those that have already quit.

Till Next Time Barry

District 7 - Q5 is SEMPRA Sport except where indicated

Jan. 22-23	Markaham Park, Ft. Lauderdale, FL Ray Brown (305) 205-9500 (Cell)
Apr. 29-30	Gateway, Jacksonville Pete Pickard (904) 565-9187
May 27-28	Markaham Park, Ft. Lauderdale, FL Ray Brown (305) 205-9500 (Cell)
Nov. 4-5	Markaham Park, Ft. Lauderdale, FL Ray Brown (305) 205-9500 (Cell)
Nov. 18-19	Gateway, Jacksonville District Championship Pete Pickard (904) 565-9187 RCACF, 428/Q40/SEMPRA
Dec.??	Apopka, Tangerine, FL

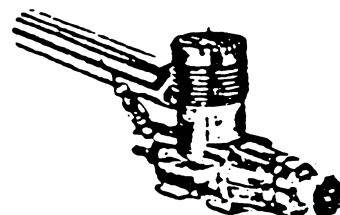
District 8

April 15/16	Scobee Field, -Space City, TX
May 6/7	Brooks Airforce, Base San Antonio, TX
June 3/4,	Scobee Field, - Bayou City, TX
July 10-15,	AMA Nationals, - Muncie, IN
Aug. 12/13,	Ft. Worth Thunderbirds, Ft. Worth, TX
Sept. 3/4	JR Gold Cup QM, Seguin, TX
Sept. 30/1	Brazoria, TX.

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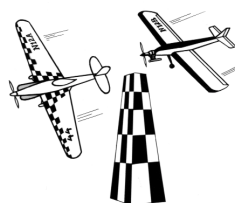


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