

The Pylon Racer's Official Voice

NMPRA

HIGH PERFORMANCE

National Miniature Pylon Racing Association • Since 1965 • AMA Affiliated • December 2005

Presidential Notes

Hello everyone,

Season's greeting to all, and if I may, Merry Christmas and a Happy New Year! Hopefully, the politically correct won't bash me for that greeting. We're going to do the newsletter a little differently this time as we were so pushed to get the late, late, late October newsletter out that we just didn't have time to request inputs from the district V.P. s and points coordinators. I promise we will do better next time. There were also some other factors that I won't go into at this time.

NMPRA ELECTIONS

The NMPRA elections for officers for the 2006 year are now complete. Thanks for all who took the time to vote even though most positions were uncontested and thanks to all willing to serve to help support the organization. I would say it is a thankless task, but I have recently had many people thank me for taking on the task of being president. I hope I am up to it!

As mentioned, all positions, with the exception of district 2, were uncontested. District 2 had a really close race between Matt Russell and Tom Strom Sr. with Matt pulling it out coming around pylon three. Congratulations, Matt. The other district V.P. change is for district 5. Dave Norman has stepped down; thanks for your time and efforts, Dave, and Dan Kane has stepped up to serve for district 5; thanks Dan. Last, but not least, Joanne Coffey will take over as Q-40 points coordinator for the NMPRA Championship Series and the Q-40 points.

In case you were wondering about the fact that I am now president and still have the secretary/treasurer position; well, that is going to change. David Doyle has volunteered to take over as Sec/Treasurer and will do so when he gets settled in his new Florida home. We will transition the

position when we can do it smoothly and seamlessly. In the meantime, I will cover both positions; the plan is to make the transition in early 2006.

NEW MEMBERS

I want to welcome and recognize the following new members. If you know any of these people, please be sure to thank them for joining the NMPRA and helping to support pylon racing. We need more members, both young and not so young.

Ken Busse of Livermore, CA
Charles Kline of Davis, FL
Luis Ochoa of Clemmons, SC
Rick Ruede of Lakeland, FL
Chris Seager of Tucson, AZ
Jeremy Voth of Hepburn, SK Canada

Thanks for joining us, guys.

NMPRA CHAMPIONSHIP SERIES

Okay, we have the Championship Race Series set; the dates are elsewhere in this newsletter, but just to mention, the date for Ft. Lauderdale is now firm for April 22 and 23 with practice on the 21st, and the Championship Race is scheduled for October 21 and 22 with practice on the 20th in Medford, OR. I'm still working on the details for the Championship Race Series, but the plan is to award bonus points to all who attend all the series races and then crown a series champion. I hope we can have a good turn-out at each series race; there are not that many of them so please try to attend.

SPECIAL RECOGNITION

I would like at this time to recognize Pete Reed. Pete has served as president of the NMPRA, supported pylon racing, served as assistant starter at the NATS, and is the head of the RC pylon racing rules board. Pete has recently learned that he has Amyloidosis, a rare disease that attacks the organs. Pete will be undergoing treatment over the next several months and we wish him well; I ask that you include him in your prayers. Pete has a positive attitude and plans to be in Phoenix in February. I would like to nominate Pete to the NMPRA Hall of Fame. Comments are welcome.

NMPRA NEWSLETTER EDITOR

Jacob Raquet has had to resign as newsletter editor due to work priorities; thanks for trying. Jacob. My wife, Linda, who was already proofing the newsletter and is a retired English teacher, has volunteered to take over the duties of newsletter editor. I welcome her on board and ask that the people making inputs make them on time. She will bug you if you don't! Inputs for the newsletter are due on the 25th of the month prior to the newsletter distribution month. The next newsletter will go out in February 2006 and inputs for it are due January 25, 2006. Linda's email address is brogdonlh@comcast.net.

NMPRA DUES

Just in case you missed it, dues are due; according to the by-laws, dues are due by the 31st of January, but many people prefer to pay at the February race in Phoenix, so I will accept dues then, but if you don't pay by then, any points earned prior to joining will not be counted for year-end awards.

As to dues, some have asked if they could pay with Visa or MasterCard. I have checked and the cost is prohibitive. I also had a request to

look at using PayPal which is less expensive, but even that would require us to raise the dues. I would like to make payments easier, but I don't know how to do it without increasing the dues, any comments?

2005 NATIONAL POINTS

The 2005 national points competition ended September 30, 2005 and I have received the final standing for all three events. Congratulations to Gale Enstad for taking top honors in AMA 424 and Fred Burgdorf for beating out the young guns in both AMA 422 and 428. Way to go Fred! The complete listing of results can be found elsewhere in this newsletter. Look over the lists and, if your name is in the top twenty of any list, send me a note with your shirt/jacket size so I can get the awards on order.

TANGERINE 2005

Dennis O'Brien and the RCACF club held the 2005 Tangerine meet over the weekend of December 8th through the 11th; that's a long weekend isn't it. It was also a very wet weekend, but we were able to get six rounds of AMA 422 and 428 and 11 rounds of AMA 424 flown. I extend a big thank you to all the course workers for working in less than ideal conditions. The number of contestant was pretty good even though a number of the regulars for this event weren't able to attend and many of the heat races were outstanding. Congratulations to Dustin Buescher for winning AMA 424 quickie; I believe this was his first ever race. Also, congratulations to Randy Bridge for winning AMA 428 quickie and Tom Scott for winning AMA 422 Q-40. The full results are listed below.

Also, thanks to Dennis and Diana for having a party with lots of food and drinks for all. Everyone seemed to really enjoy the opportunity to socialize and relax in a no pressure environment.

High Performance Information

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District News



Tangerine AMA 424 Results

Pl	Name	Pts.	Time
1.	Dustin Buescher	34.0	1:43.94
2.	Tony Matosich	33.0	1:38.33**
3.	Charles Kline	31.0	1:40.03
4.	Barry West	29.0	1:38.48
5.	Richard Rosenberg	27.00	1:49.54
6.	Jack Fehling	26.0	1:46.72
7.	Scott Smith	24.0	1:47.99
8.	James Creech	21.0	1:52.15
9.	Rick Ruede	21.0	1:56.64
10.	Douglas Jones	19.0	1:54.04
11.	Allen Sale	19.0	1:59.65
12.	Chris Sormrude	9.0	1:54.75
13.	Luis Ochcoa	0.0	0;00.00

Tangerine AMA 428 Results

1.	Randy Bridge	23.0	1:06.71**
2.	Gary Freeman	22.0	1:12.88
3.	Marcus Blanchard	20.00	1:08.93
4.	Gary Freeman, Jr.	19.0	1:06.99
5.	Thomas Scott	18.0	1:07.16
6.	Stephen Vaclav	18.0	1:09.00
7.	Jon Perdue, Jr.	16.0	1:07.16
8.	R.A. Brogdon	15.0	1:11.87
9.	Matthew Fehling	15.0	1:13.06
10.	Joe Llanos	15.0	1:13.08
11.	Vern Smith	13.0	1:07.17
12.	Thomas Dobyns	13.0	1:11.69
13.	Jim Perdue	13.0	1:21.99
14.	Gene Bass	12.0	1:15.89
15.	Gabriel Tahhan	11.0	1:07.93
16.	J.D. Glass	9.0	1:09.03
17.	Tim Yousey	9.0	1:10.36
18.	Craig Grunkemeyer	9.0	1:15.19
19.	Ray Brown	8.0	1:10.38
20.	David Doyle	8.0	1:14.00
21.	Mario Travieso	8.0	1:09.01
22.	Bryan Silwanicz	1.0	1:34.33

Tangerine AMA 422 Results

1.	Thomas Scott	24.0	1:02.83
2.	Randy Bridge	23.0	1:03.16
3.	Craig Grunkemeyer	21.0	1:01.43**
4.	Gary Freeman, Jr.	20.0	1:03.57
5.	Gary Freeman	20.0	1:05.40
6.	Fred Burgdorf	18.0	1:03.03
7.	David Doyle	16.0	1:07.74
8.	Marcus Blanchard	15.0	1:03.64
9.	Ray Brown	15.0	1:03.85
10.	Gabriel Tahhan	15.0	1:04.39
11.	Tim Yousey	13.0	1:07.14
12.	Jon Perdue, Jr.	13.0	1:09.04
13.	Joe Llanos	12.0	1:07.59
14.	R.A. Brogdon	12.0	1:08.77
15.	Matthew Fehling	11.0	1:05.69
16.	Gene Bass	9.0	1:07.87
17.	Brian Wilbur	8.0	1:03.57
18.	John McDermott	8.0	1:08.31
19.	Jim Perdue	8.0	1:18.21
20.	J.D. Glass	4.0	1:08.59



NMPRA Q-40 Championship Series

February 25/26 Phoenix, AZ

April 22-23 Ft. Lauderdale, FL

June 3-4 Bowie, MD

October 21-22 Medford, OR



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District News



NMPRA 2005 NATIONAL POINTS RESULTS

428

424

Place	Name
1	Enstad, Gale
2	Coletto, Raniery
3	Cook, Steve
4	Schelling, Don
5	Fehling, Jack
6	Saenz, Raymond
7	Rosenberg, Richard
8	Lyon, Denis
9	Ponek, Robert
10	Batt, Brad
11	Graves, Tom
12	Johanson, Bill
13	Brogdon, Robert
14	Helsel, Mike
15	Duda, Jason
16	Walther, Michael
17	Thordarson, Dan
18	Roney, Scott
19	Batt, Rod
20	Cranfill, Dennis
21	Jett, Dub
22	Jacobson, Gail
23	Blake, Raymond
24	Moreland, Richard
25	Del Ponte, Michael
26	Anderson, Charles
27	Hammett, Michael
28	Berwick, James
29	Bridge, Randy
30	Baker, Jonathan
31	Laine, Guy
32	Baker, Stephen
33	Blanchard, Marcus
34	Powers, Douglas
35	Oehrle, Gary
36	Martin, Ben
37	Coe, Daniel
38	White, Regis
39	Strom Jr, Thomas
40	Cranfill, Rickey
41	Bass, Gene
42	Cloud, Wayne
43	Silwanicz, Bryan

Place	Name
1	Burgdorf, Fred
2	Bridge, Randy
3	Schmidt, Gary
4	Flynn, Travis
5	Helsel, Mike
6	Cady, Darrol
7	Freeman Jr, Gary
8	Teague, Norm
9	Allen Jr, Jim
10	Leavengood, Barry
11	McAfee, Scott
12	Coe, Daniel
13	Jett, Dub
14	Leadbetter, Clark
15	O'Brien, Dennis
16	Norman, David
17	Yousey, Tim
18	Thordarson, Dan
19	Rinaldi, Ralph
20	Burnham, Lloyd
21	Andrassy, Dr Roy
22	Cranfill, M W Red
23	Eldridge, Charles
24	Smith, Vern
25	Masi, Mike
26	Del Ponte, Gino
27	Freeman Sr, Gary
28	Killebrew, Doug
29	Strom Jr, Thomas
30	Galarneault, Pat
31	Palaschuk, Terence
32	Tallman, Mike
33	Fehling, Matthew
34	Cranfill, Rickey
35	Doyle, David
36	Batch, Bryan
37	Dobyns Jr, Tom
38	Strom Sr, Thomas
39	Brown, Raymond
40	Russell, Matt
41	Seaholm, A.J.
42	Tahhan, Gabriel
43	Duda, Jason
44	Perdue, Jonathan
45	Hegland, Tom
46	Hoppe Jr, Martin
47	Mahnken, Chris
48	Vaclav, Stephen
49	Cloud, Wayne
50	VanBaren, Rusty

51	Helton, Gary
52	Elert, Jerry
53	Anderson, Charles
54	Ponek, Robert
55	Llanos, Joe
56	Perdue, James
57	Houston, Doug
58	Hammett, Michael
59	Smith, Randy
60	Norred, Kevin
61	Scott, Tom
62	Walther, Michael
63	Smith, Edward
64	Graval, Cecil
65	Nalley, Dan
66	Baker, Stephen
67	Moldenhauer, Richard
68	Batt, Brad
69	Batt, Rod
70	DeChastel, Bruce
71	Bozarth, Kurt
72	Grunkemeyer, Craig
73	Reed, Pete
74	Baker, Lyle
75	Lopez, Anthony
76	Pacini, Anthony
77	Coffey, Joanne
78	Huber, Tony
79	Henderson, Jim
80	Small, Jerry
81	Mijares, Oscar
82	Pacini, Tanner
83	Bass, Gene
84	Williams, John
85	Marquez, Rick
86	Ulinger, Lee
87	Cranfill, Dennis
88	LaValley, Lee
89	Travieso, Mario
90	Hendriksma, Ray
91	Parker, Mark
92	Kummer, Carl
93	Moreland, Richard
94	Kane Jr, Dan
95	Tucker, Richard
96	Baker, Jonathan
97	Johanson, Bill
98	Thornton, Cole
99	Telford, Drew
100	Moen, Loren
101	Rotudo, Alejan
102	Brogdon, Robert
103	Blanchard, Marcus



District News



428 cont'd

2005 NATIONAL POINTS FOR AMA422, Q-40

104 Benezra, Paul
 105 Hamula, Murray
 106 Martin, Ben
 107 Holma, Paul
 108 Larson, Lyle
 109 Clancey, Douglas
 110 Lime, Jim
 111 Hill, David
 112 Blake, Raymond
 113 Berryman, Delbert
 114 Vagas, Bill
 115 Coffey, Bruce
 116 Jacobson, Gail
 117 Brown, Steven
 118 Seay, David
 119 DeAscentis, Joe Sr.
 120 Gall, Duane
 121 Swaney, Charles

I apologize for being unable to list the total points for each person in quickie; I did not receive that information as requested.

Place	Name		#of		Total
			.Dist	races	
1	Fred	Burgdorf	1	9	604.4
2	Travis	Flynn	1	12	571.5
3	Jim	Allen	1	9	559.9
4	Mike	Helsel	8	8	548.6
5	Bill	Vargas	1	12	500.3
6	Tom	Scott	5	6	478.6
7	Dan	Kane	5	6	454.6
8	Lee	Ulinger	1	5	411.9
9	Doug	Killebrew	1	8	410.7
10	Matt	Russell	2	8	403.7
11	Randy	Bridge	7	4	403.2
12	Randy	Smith	3	5	391.7
13	Dub	Jett	8	7	390.7
14	Gary	Freeman, Jr	7	5	355.0
15	Danny	Coe	1	10	352.6
16	Rusty	Van Baren	1	6	352.4
17	Jerry	Small	8	7	346.0
18	Tom	Strom Sr	2	6	344.3
19	Darrol	Cady	2	6	342.0
20	Clark	Leadbetter	2	8	317.1
21	Gary	Schmidt	1	4	316.5
22	Gino	DelPonte	4	6	316.1
23	Scott	McAfee	1	9	300.3
24	Robert	Holik	1	6	297.9
25	Roy	Andrassy	3	6	294.4
26	Tony	Pacini	1	6	281.3
27	Mike	Tallman	8	5	276.4
28	Tanner	Pacini	1	5	258.7
29	Barry	Leavengood	1	8	257.7
30	Norm	Teague	2	8	255.9
31	Doug	Houston	3	4	252.3
32	Cecil	Graval	3	4	247.7
33	Ray	Brown	7	3	231.1
34	Terence	Plaschuk	3	4	231.0
35	AJ	Seaholm	5	3	230.4
36	Delbert	Godon	3	3	229.4
37	Dave	Norman	5	3	228.3
38	Craig	Grunkemeyer	5	3	221.5
39	Bruce	Coffey	1	12	218.4



District News



40	David	Doyle	6	6	216.2
41	Gary	Helton	5	3	207.0
42	Bill	Johanson	7	3	203.7
43	Bob	Brogdon	7	5	197.0
44	Pat	Galarneault	5	3	187.5
45	Pete	Reed	6	5	186.8
46	Gary	Freeman, Sr.	7	4	184.8
47	Lyle	Larson	4	2	178.1
48	Dave	Hill	1	4	173.4
49	Jim	Henderson	3	3	170.9
50	Murray	Hamula	3	2	159.6
51	Mark	Parker	8	2	159.2
52	John	Williams	4	2	158.6
53	Jerry	Elert	5	3	157.9
54	Kevin	Norred	1	4	157.7
55	Mike	Masi	6	3	157.6
56	Joanne	Coffey	1	5	147.7
57	Mike	Hammett	8	2	147.2
58	Paul	Holma		4	144.0
59	Tim	Lime	5	2	142.8
60	Lyle	Baker	3	3	137.1
61	Marcus	Blanchard	7	2	136.1
62	Ray	Blake	5	5	124.5
63	Tony	Lopez	1	3	117.2
64	Dan	Nalley	2	5	112.3
65	Ed	Smith	5	4	108.2
66	Bob	Ponek		3	107.8
67	Drew	Telford	1	1	99.7
68	Dave	Shadel	1	1	98.1
69	Tim	Yousey	7	2	94.2
70	Oscar	Mijares	1	2	93.9
71	Gabriel	Tahhan		2	93.5
72	Harold	Sattler	3	1	93.4
73	Tom	Strom Jr	2	3	93.3
74	Ricky	Cranfill	8	3	93.3
75	Duane	Gall	4	2	92.4
76	Joe	DeAscentis		3	91.8
77	John	Perdue	7	3	91.6
78	Paolo	Mucedola		1	90.2
79	Dennis	Cranfill	8	2	89.9
80	Stephen	Vaclav	7	2	87.0
81	Ralph	Rinaldi	6	1	84.4
82	Tom	Hegland		1	80.4
83	Chris	Mahnken	7	2	76.6
84	Ray	Hendricksma	5	2	75.9
85	Richard	Moldenhauer	3	2	74.8
86	Lloyd	Burnham	6	1	68.8
87	Jim	Perdue	7	3	67.2
88	Jeryl	Smith	5	1	65.9

89	Melvin	Cranfill	8	1	62.8
90	Dennis	O'Brien	7	2	60.1
91	Jeremy	Voth	3	3	58.8
92	Richard	Verano	1	1	56.8
93	Tony	Huber	2	1	52.0
94	Mario	Travieso	7	2	50.5
95	Rod	Batt		4	49.0
96	Steve	Baker	6	1	48.0
97	Cole	Thornton	1	3	44.4
98	Joe	Llanos	7	1	37.8
99	Jeff	Carpenter	1	1	37.7
100	Jim	Lime	1	1	36.2
101	Ben	Martin	5	3	30.7
102	Jason	Duda	8	1	30.2
103	Gene	Bass	6	2	29.0
104	Kurt	Bozarth	4	1	28.1
105	Bruce	DeChastel	2	1	26.6
106	Gail	Jacobson	7	2	24.5
107	Jim	Lyons	7	1	24.5
108	Bryan	Batch		2	22.6
109	Paul	Benezra		1	17.8
110	Paul	Herman		1	17.1
111	Michael	Walther	8	2	16.9
112	Doug	Clancey	4	1	13.9
113	Loren	Moen	4	1	7.3
114	Rich	Tucker		1	4.5

Well folks, that's all for now. Again I wish you a Merry Christmas and a safe and Happy New Year. I look forward to seeing many of you at the races.

Bob Brogdon





District News



Crap Trap #16- Dub Jett VIBRATION

I get calls often about engine and airplane vibration. It goes like this: "There is something seriously wrong with my engine. The whole nose is shaking!!! What did you do wrong?"

First, and foremost, 2-stroke, single cylinder engines are not balanced. They will shake, rattle and jump all over the place, particularly at some RPMs. The rods will click and bang near top dead center and new engines will feel like they are binding. This vibration can be better, or worse, depending upon external circumstances too. Some of these things are under your control, some not. If you were to take your engine and put it on a test stand, (surely you do this to all your engines before you fly them) then you will find that as you change from prop to prop and increase or decrease the RPMs, the engine is smoother in some places and vibrates more in others.

This is because the engine, muffler, propeller and test stand have a natural frequency where vibrations are added together. The engine is also pounding at its own frequency. When they come together, then you get more vibrations than at other speeds. Thus, you have two systems. The engine/stand/plane, and the

rpm. Also there is a third factor that complicates the equation. Engine tightness. If the engine has a pinch at the top the forces created by the crank and rod are amplified, making it worse in some places and better in others.

HERE IS THE CRAP TRAP: There is practically nothing inside any engine, compared to another, that would make it vibrate excessively, save a tight piston and liner. When you yell, "Something is wrong with this engine!!!," you just haven't done your homework.

Let's take a look at the engine:

1. Design is out. If one and only one engine runs smoothly, then the design is not suspect—there has to be some other variable causing the problem.
2. Quality you say? OK. What parts are moving? Crank. Rod. Bearings. Wrist pin. Piston. Sure there is some possibility that the crank fits the bearings so loose that it bangs. OOPS. What about sleeve bearing engines? Very sloppy. Smooth too. What about the rod? OOPs, did you know that ducted fan engines have huge rod clearance? Wrist pin? Yes. Check it and see how often you have that happen. I'll give you this one, but only for fun since I have seldom had an engine

returned with the pin beat out of the piston. Maybe the head is banging the top of the piston. Again, pretty rare—still I'll give you _ point. Nevertheless, these are things to look for before you start doing something drastic.

3. If the engine is running fine and showing no signs of self destruction, then you can pretty much rule out the basic engine, save the tight fit. If the engine is not tight, then let's take a look at the external parts of the engine. Balance the prop. Replace the prop. Tighten the muffler and make sure that the screws are not too long and bottoming out instead of tightening. This is also particularly true (God help us) of the backplate mount. I have had engines returned with the backplate mounts screwed on with screws that are too long, leaving a gap between the engine and mount. Pretty scary!! . Shake the muffler and make sure it has no loose parts inside. Another thing to look for is the spinner point--is it true when you rotate the shaft? If the prop is not flat on all sides, the spinner nut can pull the shaft over to one side and give you run out. Replace the prop. Full spinners help this.
4. Finally, sad but true. The case or muffler can be cracked. Both Jetts and Nelsons are not made from



District News



Strongashellium. Costalotium, yes, but not Indestructium. NASA cannot even afford them. When you crash, things happen. Check out those parts.

So, I have told you that you know nothing and there is never anything wrong with the engine. True, but the engine is what's causing the problem. You do not have a matched system. The best solution is to change something. Here are some things you can change, or fix:

1. Make sure your bolts are tight holding your engine. On a Q-500, blind mounts are better than the inserts. Make your nose stiffer—this is almost always better, as it raises the natural frequency. Make the nose shorter. Same thing. Reinforce with glass, wood, or carbon the area at the wing leading edge. Fiberglass can be very hard, but balsa has added cross section. Reinforced balsa is probably better than reinforced fiberglass. Tie down the wing better—it makes the fuse stiffer.
2. Add a counter balanced spinner or front end. This does not balance the engine. It moves the vibration point somewhere else. It might make the system shake more on the ground and less in the air, or the opposite. You would do well to test at

different and higher RPMs. On a Q-500 a counter balance spinner acts differently than on a QM-40. Again, test.

3. Try the opposite of number 2. Again, test.
4. Balance the prop and spinner. Prop is more important than spinner. Weight toward the center has less effect.
5. Change the rpm range of the engine. This is easy, and maybe not the most practical, but you move to a different and hopefully smoother range.
6. Break in the engine and let it naturally improve. Here you can use a smaller prop and achieve both.

7. Finally, if you have a beam mount, look for cracks (and) if it is not aluminum, then the mount itself might be too weak to hold the engine. These cheap composite mounts can cause problems.

One final comment. I have lectured about looking for what has changed. If you take off one engine that is smooth and put on another that is not, what did you change? More than the engine? You replaced the prop didn't you? Backplate? Screws? Muffler? Screws? Venturi? Carb? Spinner....get the point?

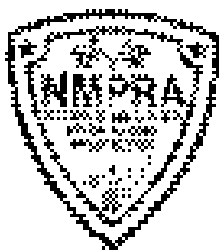
Dub Jett





District News





2006 NMPRA Membership Application

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