



The Pylon Racer's Official Voice

NMPRA

HIGH PERFORMANCE

National Miniature Pylon Racing Association • Since 1965 • AMA Affiliated • June 2007

Presidential Notes

Hello everyone,

Well, it's newsletter time again, and I'm finally at the computer to try to write my article; I have a number of areas to cover, but I have been having trouble getting my thoughts organized. I guess I better get started before I receive another reminder from our editor.

NEW MEMBERS

First, I want to welcome and recognize the following new member. If you know Jack, please be sure to thank him for joining the NMPRA and helping to support pylon racing. While you're at it, ask him if he needs any help. We need more members, both young and not so young.

Jack Deal of Colton, CA

Thanks for joining us Jack.

CONTEST DIRECTOR FOR THE NATS!!

The question has been answered! David Doyle will be the CD for the NATS with the assistance of Pete Reed. Things are getting done and things seem to be on schedule. I believe the only missing piece is who will be the starter; we also need an assistant starter. David has asked for help in this regard. Can you work as a starter or as an assistant, or do you know someone who could can? Please let David know.

As mentioned last issue, Wayne Yeager will be the CD for the World F3D event with the assistance of Jim Allen.

I'll look forward to seeing many of you at the World meet and/or the NATS!

THE JOE NALL FLY-IN

So you wonder: why am I telling you about this big, I mean really big, fly-in that doesn't even have anything to do with racing or the NMPRA. Well, there is a connection so read on. First off, it is a fun thing to do with hundreds of airplanes and lots of people, over 500 registered pilots and even more spectators, with lunch time demos plus demos with a full scale aerobatic airplane. The flying site is something to behold; you would have to see it for yourself to fully comprehend it. Now the connection: on Thursday evening the AMA held a short meeting, and it gave me a chance to meet with Tony Stillman, the V.P. for my AMA district; I was also able to speak with Bob Brown. So, what's the point? I had previously been contacted by Tony Stillman, the chairman for the NATS Planning Committee, about appointing someone to represent the NMPRA in planning for future NATS. In talking with Bob and Tony, I learned that the AMA wants the different SIGs to have an input into the planning for future NATS; I think this is great. The NATS is and always has been the AMA NATS, but it is good that we can have a say as to how things are done.

We now have a spokesperson to represent the NMPRA in future NATS planning. Our representative is Dan Kane. Dan has volunteered to fill this important position, and I believe he will represent us well. If you have any thoughts about the NATS and how the RC Pylon NATS should be operated, please share your thoughts with Dan.

Q-500 SLOW DOWN PROPOSAL

Hey, I actually received some input on this subject! I really do appreciate it, folks. I received the following from Vern Smith.

The cheapest, simplest, and infinitely variable way to regulate the speeds for 428 is a flat plate (.040 aluminum) between the engine and the firewall. Ten years ago we were going about 150 in 428. We radar-gunned level flight (Darrol Cady, Dave Latshe, and I) with various sized plates. As I recalled, a plate that increased the firewall size by .125 on all sides slowed the planes about 10 MPH. A plate that increased the firewall size by .250 per side slowed the plane about 25 MPH. The material is available at any sign shop and comes powder coated on both sides. It can be cut with hand tools or very easily in a band saw with a wood type blade.

Vern Smith

I also received the following from Randy Smith.

Quite simply, I want to say that District 3 here in Canada has implemented a slowdown technique by using a de-tuned muffler on the Nelson 428 motor. I'm sure Dub has something similar for the Jett Quickie motor. The muffler is simply a standard expansion chamber muffler with no inner [tuning] pipe.

The whole power package works perfectly. The standard Nelson 428 motor with the expansion chamber muffler turns a APC 8.75 x 7.75W prop at about 18,800 rpm. The planes have been radar-gunned at about 125 to 135 mph. We fly the 2.0 mile short course which allows the cadence and timing to number one pylon to be approximately the same as 428 or 422. A ten-lap time on the short course with this set up is about 1:10 average and as low as 1:08 for the fast guys.

All I can say, Bob, is - IT WORKS!!! We have seen growth in Quickie pylon racing from a number of new guys. It is not too intimidating for a competent

intermediate RC flyer to try pylon racing. There is a good spread in speed difference between this event and 422. Darrol and Rhonda have raced with us here in Calgary and they like it. Bruce Batch from the NW district has been up and he likes it. More from the Spokane area are eager to travel up here and try it this year.

Guys, it's simple. All you have to do is buy the expansion chamber muffler from Dave or Dub and bolt it on. That's it. No other changes. It couldn't be easier.

Randy Smith

I also had a conversation with Craig Grunkemeyer while we were at the Ft. Lauderdale Championship Series Race. Craig is in favor of the idea to reduce the bore of the carburetor. He feels that this is a low cost way to slow the 428 airplanes down.

Again, I appreciate the input. Is there anyone else out there with a suggestion or comments about these proposals? One question is - do we as a group want to slow them down? Yes or no? If the answer is yes, which proposal do you prefer? Let me know, please.

RULES, RULES, RULES!!

You know what they are; just follow them. It will be more fun for everyone!

NATIONAL POINTS

Most everyone knows that we have given shirts to the top 20 in 422 and 428 for many years, and last year we added 424 to the list. I believe that this has been good in recognizing your efforts and it lets others see how you did. However, maybe we should change things a bit. I have learned that many of us will not wear a shirt that says, for example, 17th place. This year I didn't have the "place" printed on the shirts for 11th place and higher. Some folks thought this was a

High Performance Information

High Performance is published 6 times per year.
Information for publication can be forwarded to:
NMPRA Editor, Linda Brogdon
5251 Hermitage Dr.
Powder Springs, GA 30127
Phone: (770) 421-8838
Email: brogdonlh@comcast.net

If possible, please submit information in Microsoft Word format

Race Announcement Policy

High Performance will publish announcements of upcoming races free of charge, on first come, and space available basis. Also, camera ready copy no larger than 7.5" wide by 2.5" high (border dimension). Copy must be received by the Editor no later than the announced due date.

Advertising Rates

Rates are for camera ready artwork. Artwork, composition and typesetting will be charged at cost. Printable are 7.5"x10", lpi=133, halftone permitted. Ads for upcoming issues must be received by the deadlines published below.

Size	Single	Annual
Full Page 7.5"x10"	\$ 50	\$ 275
1/2 Page 7.5"x5"	\$ 35	\$ 180
1/4 Page 7.5"x2.5"	\$ 20	\$ 95
Card Ad 3 5/8"x2 3/8"	\$ 10	\$ 45

Wanted

Interesting photos of planes and events.
Send photos by electronic format to the editor.

ALL Current Pylon Records were set using

POWERMASTER

THE OFFICIAL FUEL
FOR THE GOLD CUP SERIES
AND THE 2000 AMA NATIONALS

**Special price for races only
\$11.00/gallon plus shipping**

Order 24 gallons for your next pylon race and receive 12 "Race Official" Hats for Course Workers

**See us "on the web" at
www.powermasterfuels.com**

**POWERMASTER
HOBBY PRODUCTS, INC.**
PO Box 650, Elgin, TX 78621
Phone (800) 847-9086
Email: sales@powermasterfuels.com



District News



good thing, but maybe the better thing would be to give shirts only through 10th place and save the money. What are your thoughts?

I mentioned that we added 424 to the list for shirts, and I want to continue doing so, but I really think we need to limit the number to a percentage of 424 members. Last year we had 37 members earning 424 points including some members who also fly 428 or 422, and we gave out 20 shirts. That is over fifty percent getting shirts; I believe 20% would be a better number. I welcome your input on this.

NMPRA CHAMPIONSHIP RACE SERIES FOR 2007

The Championship Series is well underway and has been well attended so far. It was unfortunate that the Ft. Lauderdale race was scheduled on the same weekend as a race at the Basin in CA, but we still had a good turn-out; thanks to all who attended. The third race of the series will be held in Bowie, MD, on June 9th and 10th; I hope we get this newsletter to you before that race and I hope to see you there. It is very unfortunate, but a race at the Basin has been rescheduled and is now on the same dates as the Bowie race so once again we will not be able to race with our west coast friends.

The previously mentioned conflict in race dates brings me to my next subject. I have been talking to Matt Russell about having a National Race Schedule Coordinator. Stan has provided us with a great program to post our schedules, and it seems that the next step would be to have a coordinator for our schedules. The following is what Matt had to say.

The recent thread on the forum brings to the surface some of the scheduling

issues that you and I discussed before. I have given it quite a bit of thought and should probably call you and we can discuss some of my ideas.

What won't work is first come, first served. If that worked for scheduling, I could, for example, give you a schedule for my race dates from now until the year 2012, and since I already staked my claims, I would have priority on those dates.

First of all, the biggest races should have priority and be placed on the schedule first. The folks that put on these races need to step up and get their respective organizations to understand the importance of setting dates up to 2 years ahead. This would allow all of the different SIGs to have better control of their events and reduce conflicts. We would all need to start with the AMA, as this is probably one of the biggest events for all of the groups. I have had contact with them over the past couple of years and have had a hard time getting them to commit to dates before I have to bid for my vacation in Sept. They need to be aware of their need to change, as do all of the groups. Big events that involve hundreds of people need more advance planning. (Personally I'm in favor of moving the pylon NATS around the country and hold them in Muncie every 3rd or 4th year. This idea was given to me by one of the racers in California that competes in bowling. The National Bowling Alley is in Reno, but the Annual Bowling Championships move around the country and are held in Reno every 3rd year. This would allow racers from parts of the country to attend the NATS without having to travel all the way to Indiana, like in the old days before Muncie. It would also allow non-racers that travel with the family to see different sights, making it more sellable to families.)

I don't know what criteria are used at AMA for building a schedule, but I believe that in years other than one where a W.C. event is scheduled that the events are held on roughly the same weeks each year.

Jim Allen's races are probably the next in line, as the attendance at these are big, and there aren't many events during that time of year to conflict with, although the club there hosts a big Jet Rally between racing events.

After that would come the "Grandfather, or Classic" races. -Tangerine, North-South, Bowie, etc. My thoughts were to look at the attendance records from the past points sheets and use historical attendance records and dates of events to see which are the biggest, and which historically have been held on the same dates. Mike Del Ponte's race has always been the third weekend in August. Spokane has historically been the third weekend in May.

After the "larger" races are scheduled, then the "local" races should be scheduled around them. If a race is being held on the east coast and it has not historically been a large race, then a conflict with a smaller race on the west coast should not create any heartburn.

My thinking is to be proactive. Rather than wait for folks to post their race dates, I, you, we, she, or they need to "go after" the organizers of these events and express the importance and benefits of long range planning and get them to commit to dates way far in advance. Rather than wait for races to be posted, we could ask Mike Del Ponte, for example, if he intends to hold his event on the 3rd weekend in August 2008. We have a pretty good idea of when the NATS will be

NMPRA Q-40 Championship Series

2007 Schedule

February 23-25 Phoenix, AZ

April 20-23 Ft. Lauderdale, FL

June 8-10 Bowie, MD

Aug 17-19 Wichita Falls, TX

**Nov. 9-11 Ft. Lauderdale, FL
Championship Race**



***A Very Special
Thank You
To Our Sponsors***

www.darrolcady.com

POWERMASTER

JETT Engineering, Inc.



District News



and we can black out dates on a week either side of where we expect them to be held. If a club wants to hold a race during the time that the NATS are held, as we have in Spokane this year, the club should expect that attendance will be affected.

Many folks will say that it is out of their hands and that "their club" can't schedule that far in advance. They simply need to understand that in order to benefit their own races as well as the other races around the country. They need to think farther ahead. No one wants to see contestants split between competing events.

I think that the link to the national calendar should be the most prominent thing on the website home page, as events are what we are all about as a group.

These are just some of my ideas. I would like to see something better than what we are doing now, and am willing to help work on it.

Matt Russell

One other thing that I have been thinking about in regards to the NMPRA Q-40 Championship Race Series is whether we should continue with them as it seems fewer and fewer people are willing to travel, and it is a strain on the budget. I welcome your thoughts on this subject. Also, if we continue with the series, I think we need to go back to the "Gold Cup" name without the "JR." I say this because the current title seems to get confused with the Championship Race. So, for next year if we continue with the series, it will be the Q-40 Gold Cup Series.

I announced in the last newsletter that the 2007 Championship Race will be November 10th and 11th in Fort

Lauderdale, FL; Friday the 9th will be a practice day. I hope you can join us this year; put it on your calendar and plan to be there.

That's it for this issue. I wish you the best in your racing endeavors. I look forward to seeing many of you in Bowie! Say, have I mentioned that it is illegal to modify the APC props?

P.S. It's not too soon to be thinking about who you want to be President next year; it won't be me. I will be asking for nominations in the next newsletter.

Bob Brogdon

District 1, Travis Flynn

Hello, District One! Well, we had our first Basin race of the year, and it was a good one. It started on Friday with a handful of us playing in the rain and trying to get in some practice. The weather was so crummy that even the local news was out looking for a good rain story - which Lyle Larson (who joined us from South Dakota) and I were able to help them get. The cameramen and news reporter Doug Kriegal went to the line to film a couple of flights. Lyle even helped them out with a second takeoff with probably very little fuel left just so they could get a good launch picture. From what I hear, it looked cool on the news; unfortunately, some of us were still at the field when they aired the report.

Saturday turned out to be a little dryer but still cool. Even with the weather we had 45 entries for the three classes. Our morning started out with a call from Gary Feeman, Jr. who was at the Q40 race in Florida. He wanted Matias Salar and all of us to know that Dan Kane had broken Matias' newly set record. This must have inspired everybody because throughout the

day the record was broken by many guys. Towards the end of the day, it looked as if Mr. APC Fred Burgdorf had it locked up until his caller went and slightly bettered it. Sorry, Fred. The Q40 contest finished with Lyle Larson winning. In Q500 there were a few guys going pretty darn fast with Matias getting fast time of 1:05:04 and Jim Allen winning. In 424 we had fewer entries (because of all the 428 upgrades), but in the end Dan Coe came back from retirement to take the top honors. So that was almost the end of Saturday. It was now our turn to call the Florida guys to discuss the record. There was quite a bit of laughter on the other end of the phone. It turns out that they were close to the record but never actually broke it. I think this was all in good fun at Matias' expense.

Off to Sunday which had fewer entries and still crummy weather but again no rain. The conditions were still fast with some Q500 guys going 1:05 again and Q40 records being bettered. In the end the new MacDaddy Racing team took the top 3 spots in Q500; Matias Salar won followed by Lee Von Der Hey and team captain Scott McAfee. In Q40 Rusty VanBaren won. I know he had thought about leaving on Saturday night; it looks as if it was worth staying the extra day. In 424 the champ was another one of those Castaic guys, Dennis Lyon. I think by the end of the day we were all cold and tired and ready for it to be over. The Valley Flyers did another great job of putting on a good race for all of us, and we really need to thank all the workers for hanging out in the cold for us to have fun. I also personally need to thank Joe DeAscentis for loaning me his Dremel on numerous occasions over the weekend.



District News



Here are the full results for the two days:

Saturday April 21st

424
1st Dan Coe
2nd Vince Wiegel F/T 1:33:84
3rd Dennis Lyon

422
1st Lyle Larson
2nd Robert Holik
3rd Travis Flynn F/T 58:70

428
1st Jim Allen
2nd Doug Killibrew
3rd Dan Thordanson
F/T Matias Salar 1:05:04

Sunday April 22nd

424
1st Dennis Lyon
2nd Jim Padelt
3rd Mark Lyon

422
1st Rusty VanBaren
2nd Jim Allen
3rd Robert Holik
F/T Travis Flynn 58:50

428
1st Matias Salar
2nd Lee Von Der Hey F/T 1:05:64
3rd Scott McAfee

Our next race is again at the basin. The dates have been changed to help keep it a little away from the Nats. The dates are June 9th and 10th. The new LS Q00 engine will be allowed so this will give us some prep for the Nats only a few weeks later.

Speaking of the Nats, we always get a good showing from our district. This year sounds even better. I know in

addition to the usual group, this year Clark Leadbetter, Norm Teague, and possibly Dave Gavin will also make the trip. It's getting close, but there is still time to sign up. Don't keep saying "next year"; you are good enough now!! Go have fun and meet racers from all over the world, especially this year with the F3D Worlds only a couple of days before the Nats.

Until next time, keep practicing....
Travis

District 2, Dan Nalley

The following report on the Spokane Race was submitted to me by Bryan Batch the CD.

Well, guys, it has come and gone already (May-19/20); this indicates the start of our District 2 pylon season.

All was as could be expected for May in the Northwest. (Guest club was the Barons of Spokane, WA.) First off, it was windy, then wet, then windy again, (you get the idea); this is the part that makes things exciting and challenging. We had a great bunch of guys show from California, Idaho, and of course Washington. We raced both days, but only 424 class was flown as the weather I mentioned before had another idea about our fun, and the guys in 422 and 428 decided to help first and foremost with the 424 racers, as they are the future of these other classes as well.

Saturday ended with 9 flyers total in 424 class with the following results:

1st place= Eddie Graves of Tacoma, WA.
2nd place= Jim Padelt of Cupertino, CA.
3rd place= Tom Graves of Gig Harbor, WA.

Sunday ended with 7 flyers total in 424 class.

1st place= Jim Padelt of Cupertino, CA.
2nd place= Tom Graves of Gig Harbor, WA.
3rd place= Eddie Graves of Tacoma, WA

Jim Padelt had fast time for the weekend with a time of 1:45.55; this was pretty darn good compared to our weather of 15 to 30 mph winds gusting, and then the rain, so, hey, we can't win them all. It just helps us to appreciate what we have when it's perfect out.

We at the N.W.P.R.A. used our new light system for the second time, and it worked great. It did take a little bit to set up and we're sorry for the delays guys, but next time it should flow like water. We are using 5 of the DX-6 system to actuate our custom designed software to run the cut lights from pylons 1,2,3, as well as the turn lights, as well as combined with the computer lap counting software developed by the guys down in Phoenix (visit the NMPRA web site for this timing software). Between the 2 designs we are able to get instant cut lights as well as lap times for every lap (this eliminates arguments); we also have 16" L.E.D. 7 segment boards that indicate your current lap as well as cuts and starts to flash a zero when you double cut out. Well, I guess this kind of updates the things happening on the east side of the state, and we're all looking forward to the rest of the season and the next race at Whidbey Island, WA (sea level). This is always a fast race and well run by the P.R.O.P.S. of Seattle, so if you can make it to this event, I guarantee you won't be disappointed at the SPEED and the fun to be had - June-9th & 10th.



District News



If you can't make Whidbey, then don't forget Spokane for the July race, 7th & 8th - call 509-487-2122 and ask for Bryan.

Thanks again to all and support your N.M.P.R.A.

Bryan Batch #79-E, Dist-2

Thanks, Bryan, for your report. EVERYONE: remember Arlington is back on this year. If you need information, please contact me. A flyer will be out soon.

Dan Nalley

District 3, Richard Moldenhauer

Hello, everyone. I was tinkering away in the workshop tonight getting ready for our district race in Swift Current, Saskatchewan. At the same time I was thinking about what I was going to write for Linda's next issue of the High Performance Newsletter. I put two and two together and came up with this article.

My good old reliable Sullivan starter is about 25 years old and still cranking pylon planes at the start line. The only thing that ever needs replacing is, of course, the battery pack. In recent years I have seen a number of battery pack solutions using NiMH RC car batteries of various cell types, size, and cost. With the recent popularity of Lithium Polymer batteries in the electric RC market, the cost of a suitable Lipo pack for use as a power source for a 12V starter pack is now very reasonable. The physical size and weight of a suitable Lipo pack is simply perfect for our small flight line boxes.

Shown in the two photos with this article is nothing fancy but my own quick and dirty Lipo Starter Pack

design. I'm sure the more anal engineers among us could come up with all sorts of fancy bells and whistles for mounting the battery box, charging plugs, etc. I'm heading out to a contest tomorrow so I need this to be functional really quickly.

Materials:

Old 12V Sullivan Starter in need of new battery pack

Small plastic or metal electronics project box: Minimum dimensions: 4.7" x 2.8" x 1.4"

Two E-Flite EC3 connector jacks (male / female) with 16 AWG wire or less

Two zip tie wraps

Silicone adhesive

4S / 2200 Lithium Polymer battery pack from most any local hobby shop or on the web at www.unitedhobbies.com

Task specific Lipo battery charger. This is a must. Do not use any old charger.

In case you have been living in a cave for the last few years and are not familiar with Lipo battery designations, 4S means four 3.7 volt Lipo cells arranged in the pack in series to provide 14.8 total volts for the pack. 2200 is the total capacity of the pack at 2200mah or 2.2 amps. The pack is a 20C – 30C pack which means it can discharge at a rate of 20 to 30 times its capacity of 2.2 amps. This puts the discharge capacity of the pack at 44 to 66 amps. This is plenty of capacity as I measured the current draw of my starter turning over a Nelson Q40 motor at about 20 amps steady state.

Quite simply and quickly, I drilled two holes in the end of the project box for the pack leads to exit. Two small slots were Dremeled (is that a verb) in each of the sides of the project box to accommodate two zip ties for mounting the starter to the box. I fed

the zip ties through the box first and then placed the pack into the project box and fed the battery leads out the end. A connector jack was soldered to the pack leads.

The leads on the Sullivan starter were trimmed accordingly and the mating connector jack soldered on to the starter. The two E-Flite connectors come apart for charging of the pack and for safely transporting the starter. The cover of the project box was screwed on from the bottom for easy future access to the pack. The starter was "gooped up" with silicone adhesive, slapped on top the box and wrapped up with two zip ties. DONE !!

It's small, light, and powerful. At 14.8 volts, the starter has lots of rpm so one must be very careful not to bang it on to the end of a flooded motor or you will be calling Dave or Dub for a new connecting rod.

Total cost of the pack was approximately \$55.00 I'll let you know how it works after this weekend's contest.

Randy out...





District News



District 4 - John Williams

no article submitted

District 5, Bernie Vanderleest

It has been a long wait, but we finally have the racing season underway in District 5. The North Central Pylon League (NCPL) held their first 428 race of the season on May 12. It was a good day of racing without any carnage. Pat Galarneault won the fly-off for first by virtue of fewest cuts. Final results were:

1st — Pat Galarneault	23pts
2nd — Phil Zuidema	23pts
3rd — Lee LaValley	20pts
4th — Jerry Bednark	19pts
5th — Jerry Elert	16pts



L to R: Phil Zuidema - 2nd
Pat Galarneault - 1st
Le LaValley - 3rd

The NCPL also held OS .46 Q500 races on April 21 and May 19. I don't have results but check out their website at www.ncplracing.org for more details. Thanks to Lee LaValley for sending me information on the NCPL results.

The CAPS Spring Classic was held in West Portsmouth, OH on May 19 & 20. The 424 turnout could have been better, but some of the top racers were there to battle it out in 428. There were 11 pilots each day in 428 with the following results:

Saturday:

- 1st — A. J. Seaholm
- 2nd - Gary Helton
- 3rd — Terry Fraser

Sunday:

- 1st — A. J. Seaholm
- 2nd — Mike Spencer
- 3rd — Jeff Burg

In 424 there were 2 contestants on Saturday, new racing pilot Rick Vogelsang from Cincinnati and old-timer Dave Ellis who still has it after a couple of years off. Dave had surgery on both eyes and was it successful! Glad to see him back. On Sunday Scott Causey could not resist flying 424 and lasted 2 or so heats before he had a crash with Dave on take-off and both lost planes. Dave was 1st each day and Rick 2nd. Rick bettered his time each flight.

Fast times for the weekend were 1:08's each day in 428 (Gary Helton) and 1:49's in 424 (Dave Ellis). There were very few crashes and some good flying by all.

The race was held at a new flying field in West Portsmouth. Flyers from MO, NY, WV, and OH attended the event in Southern OH. The Portsmouth Dirt track was fun on Saturday night, and the ribs and steaks at Ribbers were excellent. Just ask "Crawdad" and "Pork Chop."

Thanks to Tom Scott for sending me details on the race. You can check out some photos by Scott Causey at the following link:

<http://www.teamseaholm.com/photoAlbum/ports07/index.html>

The next CAPS race will be in Cincinnati on June 2 & 3. Check out www.capsracing.com to register for the race.

Mick Warning sent me the following report on the two day season opener on May 19 & 20 for the Wisconsin & Illinois Pylon Racing Organization (WIPRO):

WIPRO kicked off the '07 season with a 2-day event held at the Calumet Flyers field near Hilbert, WI. It was the tale of two atmospheres as Saturday's weather was 75 degrees, sunny, with wind out of the west at 20. Sunday brought 45 degrees, overcast, with wind out of the Northeast at 15. The pilots I talked to were richening up the ThunderTigers by about 1/2 turn to compensate for the change. Average heat times were quicker on Sunday, as well as the fast time of the day which improved by 4 seconds!

"Chef" George Reynolds and son Max set their new Braunfel's smoker upwind from the flight line early in the event and proceeded to distract every pilot out there with the smell of barbecuing pork shoulder and beef brisket. The menu also included pinto beans and some stuffed jalapeno/chicken/bacon things that were dynamite! Sunday morning's meal consisted of breakfast burritos cooked in a gigantic wok. This was more of a weekend cookout with some flying thrown in for entertainment!

And the flying....things are starting out pretty even in WIPRO having 4 pilots within 1 point of each other for the lead. We've also got a couple hotshot young racers in Steven Nikodem and Malcolm Reynolds coming up nicely through the ranks. These two pushed the "oldies" hard all weekend, with Malcolm flying an old Scat Cat and finishing 4th overall on Sunday! Other highlights included Darwin Larson's 1:29.40 on the long course on Sunday, and NO major midair touches all



District News



weekend, although several large shadows were cast across competing racers. Final results were:

Saturday:

1st – Mark Warning FT: 1:33.6

2nd – Jim Nikodem

3rd – Mick Warning

Sunday:

1st – Darwin Larson FT: 1:29.4

2nd – Mick Warning

3rd – Jim Nikodem

See www.q500424.com for complete results and pictures.



Malcolm Reynolds won the Sunday Pilot raffle of a new TT Pro .40 engine



Sunday's Top 3
L to R: Jim Nikodem - 3rd
Darwin Larson - 1st
Mick Warning - 2nd

The next race for WIPRO is the two-day event in Rockford, IL on June 9 & 10.

Again, get out and support the local races. Local races are important to getting new racers started in 424 and in the move up to 428/422. I have received a couple of contacts from prospective racers who are interested but don't want to travel too far for their first race.

Regards,

Bernie

District 6, Steve Baker

The 2007 pylon racing season officially began in the East. I recently received the following race results from Dave Doyle of a NEPRO Race held on May 6 in Hadley, Massachusetts.

Expert Class results:

Place	Name	Points	Fast time
1	Lloyd Burnham	19	1:20.52
2	Ralph Rinaldi	16	1:16.27*
3	Ray Dolat	16	1:22.46
4	Mike Masi	15	1:22.62
5	Irl Brown	13	1:21.95
6	Joe Tropea	12	1:32.41
7	David Doyle	11	1:30.41
8	Bill Glode	10	1:27.51
9	Bill Jensen	8	1:22.32
10	Peter Reed	7	1:34.58
11	Mike Luzzi	6	1:39.35
12	Eric Grainger	0	0:00.00

Standard Class results:

Place	Name	Points	Fast time
1	Dennis Thibodeau	13	1:45.33
2	Calvin Stewart	12	1:35.24*
3	Shawn Denehy	11	1:51.85
4	Mike Stewart	10	1:43.71
5	Peter Tani	10	1:54.21
6	Mike Derosa	9	1:42.05
7	Peter Baltrush	8	1:46.16
8	Robert D'Angelo	8	1:48.36

The PGRC has already hosted two 424 events this season. The first contest was held on April 28. These were the first contests in which the new weight specification for 424 and 428 went into effect. A gram scale was on hand to ensure that all aircraft met the new spec of 3.75 lbs.

Depending on your perspective, the race featured was marred by a spectacular attempt by Rick Moreland to violate a fundamental principle of physics, attempting to make his airplane and a semi-moveable object (the #2 pylon) occupy the same space at the same time. He almost did it, but, as usual, the experiment was a failure, but the attempt was breathtaking. At the moment it happened, we were unsure whether our plane was involved or not, as we both entered the turn together. Whew! Not this time. Sorry for your loss, Rick.

Later in the contest, Ton Cerqua and I attempted to use our planes as bumper-cars while coming out of the #1 turn. That failed, too, and this time, I got the short end of the deal (no more Artful Dodger). Tom's plane (also a Dodger) lost the landing gear assembly and tank floor but stayed aloft, dangling his Tetra tank for the rest of the heat and the flag. Some guys have all the luck. The results follow:

Place	Name	Points	Fast time
1	Jon Baker	18	1:21.35
2	Steve Baker	16	1:18.88*
3	Frank Donnelley	15	1:20.19
4	Larry Nowland	15	1:23.66
5	Rick Moreland	12	1:22.20
6	Greg Brewer	10	1:27.00
7	Nick Windsor	10	1:38.71
8	Jim Waybright	10	1:26.06
9	Dave Latsha	8	1:23.00
10	Neal Rehm	8	1:27.75
11	John Baye	6	NT
12	Tom Cerqua	3	NT

Again on May 19, we hosted another 424 contest. This installment had fewer mishaps, but the ones it did have were oddly memorable. Dave Latsha put back into service a 10+ year old Revolution for the day, and after resolving some failing wing attachment provisions with a long sheet metal screw and shoulder washer, was ready to race. He won his first heat with a decent time and landed safely, only to have Tom



District News



Cerqua run into his plane as he waited for a safe moment to retrieve it. Sadly, the plane was hammered pretty well, and Dave had to withdraw from the contest.

His racing partner, Rick Moreland, was flying one of his Procrastinators, though this one was made from pieces of three previous Procrastinators. There was more color on this plane than the entire float lineup of the Macy's Day Parade. Unfortunately, early in the contest, Rick had a heat in which he made a hard light turn from lane one at takeoff (and didn't signal), passed in front of lane 2, and then clipped Greg Brewer all the way over in lane 3. Greg's engine died when they hit, but Rick's plane made it into the air, with quite a bite taken out of his right wingtip. He won the heat, made some tape and scrap balsa repairs that would make any NASCAR Crew Chief proud, and finished the contest in good standing. Nice performance, Rick.

The meet ended with a few ties to settle. Larry Nowland and Frank Donnelly opted to settle their tie using their heat times, but Greg Brewer and Nick Windsor opted to settle theirs in the air (Nick's caller Jim Waybright was also eligible to fly, but crashed late in the meet). Greg Brewer won the flyoff, nudging young Nick down to seventh place.

'Twas just another day at the races. The results follow:

Place	Name	Points	Fast time
1	Jon Baker	19	1:24.40
2	Tom Cerqua	16	1:24.43
3	Jim Waybright	16	1:24.90
4	Steve Baker	15	1:22.41*
5	Dave Beazley	13	1:28.71
6	Greg Brewer	12	1:28.67
7	Neal Rehm	11	1:28.10
8	Nick Windsor	10	1:34.61
9	Rick Moreland	8	1:30.66
10	John Baye	7	1:54.88
11	Regis White	6	2:10.75

Please get your entries into Rick Moreland for the Bowie installment of the NMPRA Q-40 Championship Race scheduled for June 8-10. Our remaining schedule is listed below:

June 8-10 NMPRA Q-40
Championship Race
CD: Charles White
Registration:
R. Moreland (301) 261-7366

Sept. 15 NMPRA District 6
Championships
Rick Moreland (301) 261-7366
Steve Baker (301) 352-4580
AMA 424 and 428

October 6 Q-500, AMA 424
Dan Myer (301) 251-5284

In closing, I'd like to thank everyone who called to check on my son Jonathan after the news of the shootings that took place at Virginia Tech. For those of you who don't know, he is an Aerospace Engineering student at VT. Fortunately, he was off campus at the time of the shootings, though he was trying to get to class. Fortunately, the shuttle bus driver had received word of an incident and refused to take anyone to the campus. Jon had trained with and knew both of the Resident Advisors who were killed. We received many phone calls and e-mails from Jon's many "Airplane Uncles," worried that he may have become one of the victims of the tragedy. We thank you.

Until next time.....

Steve Baker
District 6 VP

District 7- Tom Dobyns
- no article submitted

District 8 - Dennis Cranfill

Hello from Texas. Since the last edition of NMPRA news, we have had a little racing activity to report. In mid April a few of us in Dist VIII made the trip to Ft. Lauderdale, FL for the second NMPRA Champ series race. Florida was a lot of fun. The weather was great with the exception of the wind being a little more than desirable. The MPPA guys have a great flying site and did a great job running the race. I will certainly be planning on going back next year. Unfortunately, we did not bring home any hardware, but we certainly had a great time.

We just completed our first district race of the season in Houston at Scobie field on May 26th & 27th. Unfortunately, the weather was not on the home team's side for holding the race. The plan was to hold the club 40 event along with the three AMA events on Saturday and then have 428 and 424 on Sunday. We did have a few of the club 40 guys come out to race and were able to get five rounds in. However, shortly after club 40, we soon were rained out after just two rounds of Sportsman.

Unfortunately, I had to work on Sunday and was unable to attend the race. I did however get a report from Dub on how the day went. They were able to get in a full race of AMA 428 (Texas Viper) and AMA 422. However, the bottom then fell out and rained out the AMA 422 action. According to Dub, Richard Beers was the one to beat in 428. Rich was flying his new Viper with a Quickie Jett and managed to win the contest as well as set fast time with a 1:10 flat. Rich's compadre Chuck Anderson, also flying a Viper, was going good as well. I believe Dub told me that he took second for the contest. Apparently there was a midair between Dub and Damon



District News



Darnell that took both of them out. In 422 (Q40) Dub Jett won the contest with his Jerry Small 2 Sweet. Dub told me that Jerry was going really well and had fast time.

Randy Ritch of Ritch's Brew racing Fuels provided the fuel for the event. Thanks again, Randy.

The club 40 guys held a race the weekend prior to the Scobie race and had a really good turnout. The report is that they had 32 pilots attend the race held in Seguin, TX. I hear that they had some really good racing.

It's now time to start preparing for the NATS. I will be extremely busy for the next several weeks. I have about three airplanes to build, paint, and rig out before we head out there. I'm looking forward to a fun week of racing in Muncie. If you haven't had the opportunity to attend a Nationals, you should try to plan one. The NATS is the event we look forward to all year. It is a great event and a great deal of fun. This years NATS schedule is a little messed up with the World Champs taking place the week before, but we will manage.

Our next Dist VIII race is scheduled for July 21st and 22nd in Wichita Falls, TX. The group in WF does an outstanding job of hosting races. It will be a great weekend with many fast heats. Make plans to be there.

That's all I have for now. I hope to see you all in Muncie for the Nats and then in Wichita Falls for the second district race.

Quickie 500 Points VP, Barry Leavengood

After a rough start, the LS Q40 engine problems seem to have smoothed out. As most of you know, at PHX we had a bit of a prop challenge. During practice several black props came back after flights with fractures about 3/4" from the tip of one blade. At least one had the tip missing, but it wasn't

clear that prop wasn't damaged prior to that flight. There also were a couple of problems with wood props. After investigation, Fred Burgdorf of APC and his brother Otto theorized a resonant vibration caused by the higher RPM of the LS and the fuselage structure was causing the problem. At first, the thinking was that only certain Q40 designs / manufactures were susceptible, but it now turns out that most every brand has had the problem at least once. APC subsequently posted black prop user instructions on their web site www.apcprop.com.

We should all read and heed the instructions. Since PHX, we held a Q40 race at the Basin in April where we permitted all APC Q40 props. We had in excess of 110 flights during the race and probably 40 in practice. I think Travis will report on this race, but in case he doesn't - he set the Q40 record on Saturday at 58.70, then again at 58.50 on Sunday. We had at least seven flights under the record Matias set in PHX. As far as I know, we had no prop problems either carbon or wood. I didn't hear of any problems at the Q40 race in FL either. While I don't think this issue has completely gone away, I do believe the props are safe as does the AMA and NMPRA as long as the APC instructions are followed.

The new pylon system developed by Hank Kauffman, Jim Allen, Len Gilmore, Stan Douglas, Scott McAfee, and Lee Von Derhey to replace the stolen CAPS / AMA system went through beta test last weekend, and everyone there raved about it. We will use it at our June Western Pylon Series race to insure that there are no glitches so that the Worlds and Nats will run smoothly. Many thanks to

these guys and any others I missed.

Any of you going to the Nats should be sure and check the schedule. As I understand it, Q40 will be run first followed by Q500.

That's all for now.
Barry



Ft. Lauderdale winners



District News



Championship Series and Q40 Points VP, Joanne Coffey

2007 Q40 Points 4 Races - NMPRA Members only ***

Place	First Name	Last Name	Points	Fast Time
1	Dan	Kane	297.10	1.00.53
2	Craig	Grunkemeyer	289.60	1.01.99
3	Thomas	Scott	249.90	1.01.88
4	Gary	Freeman, Jr	235.60	1.04.48
5	Mike	Helsel	224.00	1.02.42
6	Gino	DelPonte	211.50	1.01.78
7	Gary	Freeman, Sr.	201.30	1.01.88
8	Randy	Bridge	195.60	1.02.28
9	Patrick	Galarneault	192.30	1.05.10
10	Gary	Schmidt	191.40	1.00.94
11	Jerry	Small	171.30	1.03.18
12	Lee	Von Der Hey	168.90	1.03.30
13	Scott	McAfee	168.40	1.01.89
14	Jim	Allen	166.10	1.05.99
15	Fred	Burgdorf	159.20	1.02.50
16	Matias	Salar	158.10	0.59.24
17	AJ	Seaholm	151.80	1.01.40
18	David	Doyle	133.40	1.09.09
19	Darrol	Cady	127.30	1.07.05
20	Gabriel	Tahhan	124.10	1.02.18
21	Dub	Jett	123.20	1.04.17
22	John	McDermott	118.00	1.06.86
23	Travis	Flynn	112.70	1.00.29
24	Lyle	Larson	111.10	1.01.76
25	Matthew	Van Baren	109.50	1.02.70
26	Joe	Llanos	108.10	1.10.46
27	Dave	Shadel	108.00	1.00.74
28	Scott	Causey	107.20	1.08.97
29	Lee	Ulinger	104.80	1.06.22
30	Dave	Norman	101.80	1.03.34
31	Dennis	O'Brien	99.70	1.03.31
32	Tom	Strom Sr	97.20	1.02.34
33	Mark	Parker	93.80	1.02.37
34	Julio	Quevedo	92.30	1.05.35
35	Matt	Russell	92.20	1.06.89
36	Clark	Leadbetter	87.50	1.03.45
37	Eric	Ide	86.40	1.04.18

Fast time

Championship Race 2006,
Medford, October 21-22. 24
Championship Race 2006,
Tangerine, Dec 2-3. 23
Championship Race 2007,
Phoenix, February 24-25. 73
Championship Race 2007, Ft.
Lauderdale, Apr 21. 29



District News



38	Jarrett	Cangie	86.00	1.03.30
39	Oscar	Mijares	85.10	1.07.25
40	Ray	Brown	84.40	1.03.88
41	Rusty	Van Baren	84.40	1.03.98
42	Jeryl	Smith	83.50	1.10.18
43	Tony	Pacini	82.80	1.04.35
44	Mario	Travieso	80.70	1.01.84
45	Dan	Nalley	79.70	1.07.14
46	J.D.	Glass	78.50	1.06.56
47	Frank	Wong	76.60	1.11.81
48	Dennis	Cranfill	76.00	1.02.91
49	Jaime	De La Vega	73.40	1.01.93
50	Jerry	Bednark	71.80	1.02.51
51	Gerald	Elert	71.70	1.07.03
52	Doug	Killebrew	70.30	1.03.78
53	Luis	Ochoa	68.70	1.18.84
54	Roy	Andrassy	67.10	1.02.63
55	Randy	Smith	65.60	1.03.65
56	Ray	Coletto	59.70	1.08.69
57	Tony	Huber	59.30	1.06.59
58	Pete	Reed	54.40	1.10.14
59	Robert	Holik	53.00	1.07.52
60	Murray	Hamula	51.40	1.07.62
61	Paul	Holma	50.80	1.15.64
62	Michael	Tallman	49.90	1.08.64
63	Jim	Lime	48.30	1.09.61
64	Joe	DeAscentis	46.90	1.15.20
65	Manuel	Martiarena	46.70	1.11.24
66	Paolo	Mucedola	45.20	1.03.97
67	Bryan	Batch	44.30	1.05.86
68	Bill	Johanson	42.10	1.07.22
69	John	Perdue	41.30	1.08.87
70	Bob	Brogdon	40.60	1.08.47
71	Tim	Lime	40.40	1.02.95
72	Martin	Van Doeseurg	38.90	1.02.96
73	David	Latsha	37.60	1.17.10
74	Bruce	De Chastel	37.30	1.05.80
75	Michael	Stewart	34.20	NT
76	Robert	Metkemeijer	34.20	1.10.81
77	Tim	Yousey	33.00	1.09.35
78	Ray	Blake	29.50	1.22.01
79	Marcus	Blanchard	28.50	1.05.13
80	Doug	Houston	27.90	1.05.28
81	Peter	Van Doeseurg	26.30	1.06.02
82	Bruce	Coffey	23.00	1.07.04
83	Matthew	Fehling	22.40	1.10.35
84	Bert	Metkemeijer	20.00	1.13.82
85	Brian	O'Brien	19.40	1.08.12

86	Brian	Wilbur	14.80	1.10.28
87	Barry	Leavengood	13.80	1.10.21
88	Tanner	Pacini	12.20	1.07.14
89	Peter	Thannhouser	10.60	1.08.83
90	Mike	Bergen	9.90	1.11.13
91	Jim	Perdue	8.50	1.13.25
92	Hank	Kaufmann	7.50	1.22.20
93	Nelson	Eddy	5.60	1.09.71
94	Michael	Masi	4.80	1.13.35
95	Martin	Hoppe	4.30	NT
96	Tony	Lopez	2.80	NT
97	Cole	Thornton	1.20	NT
98	Lee	LaValley	1.20	1.24.57



District News



Don't Compromise The Takeoff!

BBWheels new ball bearing, high performance wheels are made using the latest urethane technology for durability and they feature a molded in ball bearing and a special locking axle for minimum rolling resistance in all conditions, even cross winds. Wheels are available in standard or with one side flat.

Get your BB Wheels from:

- BBAmenities.com
- Jettengineering.com
- [California Speed Pros](http://CaliforniaSpeedPros.com)
- SuperTRC.com

BB Wheels

Take off Straight



2007 NMPRA Membership Application

Please check all appropriate boxes.

- | | |
|---|--|
| <input type="checkbox"/> New Member | <input type="checkbox"/> I am a current Contest Director |
| <input type="checkbox"/> Renewal | <input type="checkbox"/> Please donate excess remitted monies to the FAI Team Fund |
| <input type="checkbox"/> Change Address | |

Name _____ Phone Home _____

Mail Address _____ Phone Work _____

City _____ State _____ Zip _____

Date of Birth _____ AMA number _____ NMPRA Number _____

Occupation _____ E-mail _____

- | | | | |
|-----------------|-------------------------------|--------------------|--|
| I currently fly | <input type="checkbox"/> Q40 | I am purchasing a: | <input type="checkbox"/> USA membership with mailed newsletter \$30.00 |
| | <input type="checkbox"/> FAI | | <input type="checkbox"/> Outside USA with mailed newsletter - \$36.00 (US Funds) |
| | <input type="checkbox"/> Q500 | | <input type="checkbox"/> All memberships with newsletter delivered by Internet only \$20.00 anywhere in the world. |

Make Check Payable To: NMPRA

Mail To: NMPRA Secretary/Treasurer

David Doyle
1622 Abernethy Place
The Villages, FL 32162
(352) 751-6889

NMPRA OFFICERS

President

Bob Brogdon
5251 Hermitage Dr.
Powder Springs, GA 30127
770-421-8838
R.A.Brogdon@comcast.net

Secretary/Treasurer

David Doyle
1622 Abernethy Place
The Villages, FL 32162
(352) 751-6889
Davidandgloria@aol.com

District 1 VP

Travis Flynn
1424 N. Naomi St.
Burbank, CA 91505
(818) 843-4107
tflynn@supertrc.com

District 2 VP

Dan Nalley
14718 SE 185th Place
Renton, WA 98058
425-271-5268
dan@wininfo.com

District 3 VP

Richard Moldenhauer
50 Chomyn Crescent
Saskatoon, SK S7K7R4
Canada
306-242-7102
rmoldenhauer@shaw.ca

District 4 VP

John Williams
1906 Logan St.
Longmont, CO 80501
303-884-1130
John.Williams@arraybiopharma.com
Racer1Pylonplane@netzero.net

District 5 VP

Bernie Vanderleest
1711 Heinze Drive
Racine, WI 53406
262-886-4876
bvanderleest@wi.rr.com

District 6 VP

Steve Baker
12215 Malin Lane
Bowie, MD 20715
301-352-4580
Sbaker6827@comcast.net

District 7 VP:

Tom Dobyns
2115 Manor Dr. NE
Palm Bay, FL 32905
321-722-1914
tdobyns@cfl.rr.com

District 8 VP

Dennis Cranfill
110 Birch
Lake Jackson, TX 77566-4214
979-482-6270
dennis.cranfill@airliquide.com

NMPRA Championship Series and NMPRA Q40 Points VP

Joanne Coffey
2031 Stoneglen Dr.
Newman, CA 95360
209-862-0550
coffeyjoanne@sbcglobal.net

Quickie 500 Points VP

Barry Leavengood
10855 Remmet Ave.
Chatsworth, CA 91311
818-988-4564
bl10@yahoo.com

NMPRA Nats Coordinator

Mike Condon
9335 Eastwind Dr.
Livonia, MI 48150
734-464-7027
mcondon@twmi.rr.com

NMPRA Webmaster

Stan Douglas
1500 Wilson Heights Dr.
Austin, TX 78746
512-306-1761
standouglas@sbcglobal.net



Academy of Model Aeronautics
Attention: NMPRA
P.O. Box 3028
Muncie, IN 47302-1028

First Class
Dated Material

To:

The Pylon Racer's Official Voice

NMPRA

JETT Engineering, Inc.

VISIT JETTENGINEERING.COM

NEW!!! 6OZ. "CG" TANK

**JUST LIKE THE ORIGINAL BUBBLE-JETT EXCEPT ONLY 7/8" HIGH AND 2.25" WIDE.
FITS PERFECTLY ON THE WING. \$18.00**

- ⇒ **JETT ENGINES FOR QM AND Q500 - \$275.00. THEY'RE TOUGH, FAST, DON'T BREAK, AND DON'T SHAKE, AND GUESS WHAT, THEY WIN MORE THAN THEIR SHARE. (LIST TOO LONG TO PRINT)**
- ⇒ **BUBBLE-JETT TANKS - \$15.00. NEW TOUGHER LINER, GUARANTEED NOT TO EXPLODE OR WEAR OUT.**
- ⇒ **JETT-TANKERS - \$30.00. UPGRADED WITH LARGER OUTLET FOR EASIER FUELING. COMPLETE WITH TUBING AND FILTER.**
- ⇒ **SAVE YOUR HAND AND BUY JETT REMOTE NEEDLE. BOTH BACKPLATE AND Q500 STYLE - \$25.00. FITS ALL.**
- ⇒ **BEST MOTOR MOUNTS AND SPINNERS GOING - FITS ALL.**

===== JETT Engineering, Inc. =====

6110 Milwee, Suite J - Houston, Texas 77092
Phone 713-680-8113 - Fax 713-680-8164