

The Pylon Racer's Official Voice

NMPRA

HIGH PERFORMANCE

National Miniature Pylon Racing Association • Since 1965 • AMA Affiliated • December 2008

President's Corner

As this year draws to a close, it is time to turn ahead to next year and begin preparing for a new racing season. Although we have seen the popularity of racing decline in some areas of the country, overall, the interest in racing is strong due to the growing interest in many areas around the country. We are seeing a strong interest in the 424 class as well as strong growth in Sport and Club 40 events. I really encourage all of you to support all classes of racing and do whatever you can to get new guys into racing. Another phenomenon we are seeing is the return to the sport of a bunch of guys who had hung up their transmitters long ago. These folks are returning to the sport they enjoyed before and are bringing a lot of talent and experience with them. Welcome back, guys!

424 Expert

Growing racing in the coming year will be challenging with the weak economy. We need to promote and focus on the lower-cost beginner events to attract the largest number of new participants to our sport. With travel costs likely to be prohibitive to many, we need to grow racing on the local level, expanding the number of clubs that put on races. For 2009, I encourage the running of 424 events with a **Standard** and **Expert** class as we did here in California this past year. You "hot shots" will be amazed at how much fun it can be! A Thunder Tiger .40 on a Viper is a small investment of \$\$\$ and time and produces an enormous amount of fun. Running a 424 event with 2 classes could be run on the short course allowing it to be run at smaller fields with less sophisticated course equipment and fewer workers. It also reduces the sound footprint of the race making it more acceptable for some clubs. Composite airplanes were allowed in the expert class, but there was no perceptible advantage to a composite as both Viper ARF's and composite Quickies went as fast as 1:16. Later in this newsletter, I have put together an article on setting up a Thunder Tiger Pro .40 for racing,

2009 NATS

Although Gary Freeman Jr. did such a fine job of running the NATS in 2008, he will be unable to do so in 2009 as he has qualified for the USA FAI team and will be attending the World Pylon Championship Race in Germany during the NATS in 2009. We really lucked out though, as Pete Bergstrom and Rick Moreland have stepped forward to run the NATS this year. The dates have been set for July 5 – July 10th in Muncie. Make sure you get your reservations made early AND make sure you contact Pete and Rick to offer your thanks and support.

2009 Dues

With the increase in costs for everything and the withdrawal of sponsorship from the Gold Cup series, we have had to face the inevitable and increase our annual dues. Beginning in 2009, our basic annual dues are \$25, but if you desire to have the newsletter mailed to you, the new annual dues will be \$40 for domestic members and \$50 for members outside of the US. We are, however, offering a first-time member discount on dues to new NMPRA members for only \$15 for their first year of membership. Hopefully, this will encourage new racers to join.

Q40 Gold Cup Series

Speaking of the Gold Cup Series, now that there is no longer a major sponsorship for the series, it no longer makes sense to have a separate series and point standings for the series. What we will do instead is identify certain races as Gold Cup Races, which will be run to a higher set of standards and carry a point premium for national points standings. This will also allow us to declare the NATS and the NMPRA Championship race as Gold Cup races with a point's premium. In addition, we will be try to have at least three other races during the year which will be declared Gold Cup races, provided that they can meet the standards of a Gold Cup race. Currently the February Phoenix Classic race has also been qualified as a Gold Cup Race. If your club is interested in hosting a Gold Cup caliber race, let's begin the dialogue early and get it scheduled. These are the races that attract racers from

all over the country, and the earlier the race is scheduled, the more people can make plans to attend them.

National Competition Calendar

While we did a little better last year in avoiding race date conflicts, there were still a few unfortunate conflicts which severely impacted the attendance at both races. To address this problem this year, we are establishing a National Competition Calendar. I am happy to announce that **Mike Helsel** will assume the role of National Competition Coordinator and will be the keeper of the calendar. Please make sure that you inform Mike of your race dates as far in advance as possible, and to also check with him as to what other races are on or around the weekend of your proposed race. Mike's contact data is listed on the application form and on the website. With Mike keeping the calendar, there should be no excuses for races to be in conflict anymore.

New District VP's

This month I would like to welcome two new District VP's. In District 1, the new VP is Gary Schmidt, and in District 2 the new VP is Tom Strom Jr. I want to thank the outgoing VP's, Travis Flynn and Dan Nalley, for their service to the organization.

Fred Burgdorf's Recovery

If you haven't heard, Fred Burgdorf has been diagnosed with cancer and has undergone surgery to remove a cancerous tumor. According to his family, the surgery went very well, and we are all hoping he will make a full recovery. For those of you who are not familiar with Fred, he is the owner of Landing Products who is the manufacturer of APC propellers. Fred is also one of the very top competitors in pylon racing (including winning the NATS this year and the National Q40 Champion). Beyond this, Fred has also been one of the greatest benefactors of our sport. Fred has been as generous and unselfish both financially and in terms of developing and sharing technology in pylon racing. He is also a hell of a great guy who has helped many of us at some point in our racing careers. Our prayers and good wishes need to be with Fred now until he beats this. If anyone would like to send Fred a card or get well gift, please send those items to his shop

(address below). Fred's assistant Annie will run those items over to Fred's house once he gets back home. And cards and gifts are more than welcome.

Landing Products
1222 Harter
Woodland, Ca. 95776

New Members

Please welcome new members Francisco Gonzalez – Mexico and Dave English - Hemet, CA and Chuck Hebestreit – Flagstaff, AZ. And a special welcome to returning members Bob Greer - Orlando, FL and Laird Owens - Simi Valley, CA. If you get a chance to see these guys, make sure to welcome them to our group.

NMPRA 2008 Championship Race

The 2008 Championship race was held this year at Whittier Narrows in California, hosted by the San Gabriel Valley RC club with Lee Von Der Hey as the Contest Director. Lee's reputation for running first class contests will remain intact, as the field, food and amenities were outstanding, and the awards were truly awesome. Although the contest got off to a rough start with a combination of systems issues and some truly terrible weather on Saturday, everybody rallied on Sunday and we got in some terrific racing. There were a total of 40 entries from all over the country as well as Gabriel Tahan from Venezuela and Julio Quevedo from Guatemala. This was an excellent turnout considering that the contest was held at almost the peak of the gasoline price crisis. The racing was really fast as Whittier lived up to its reputation as a fast field with fully half of the field doing 1:01's or better!

High Performance Information

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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.

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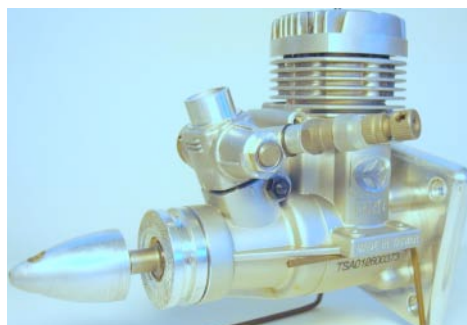
When the dust had settled, Randy Bridge, our current World Champion had won in a convincing fashion and also set the fast time for the event.

1	Randy Bridge	58:10.0	
			**Fast Time
2	Gino Del Ponte	1:00.13	
3	Lyle Larson	1:00.51	FO
4	Tom Strom	1:00.05	FO
5	Gary Freeman Jr	59.79	FO
6	Julio Quevedo	1:02.08	FO
7	Gary Schmidt	59.62	FO
8	Rusty Van Baren	1:00.53	FO
9	Robert Holik	1:00.30	FO
10	Dubb Jett	1:03.14	
11	Bob Ponak	1:04.55	
12	Dan Thordarson	1:03.95	
13	Fred Burgdorf	58.46	
14	Mike Helsel	1:01.21	
15	Dave Hill	1:04.35	
16	Jim Allen	1:00.19	
17	Matt Russel	1:03.61	
18	Pat Galarneault	1:06.79	
19	Richard Verano	1:01.34	
20	Gerald Elert	1:06.29	
21	Dan Nalley	1:06.64	
22	Lee Von Der Hey	1:00.70	
23	Travis Flynn	1:00.74	
24	Gary Long	1:01.29	
25	Scott McAfee	1:01.53	
26	Matias Salar	1:00.05	
27	Ray Brown	1:01.51	
28	John McDermott	1:03.70	
29	Bill Vargas	1:05.52	
30	Lesli Monforton	1:02.89	
31	Laird Owens	1:03.40	
32	Jerry Small	1:05.79	
33	Doug Killebrew	1:06.51	
34	Gabriel Tahan	1:00.38	
35	Tom Scott	1:02.87	
36	Bryan Batch	1:01.21	
37	Tom Hegland	1:04.61	
38	Mike Tallman	1:05.80	
39	Tony Lopez	1:06.60	
40	Dave Shadel	1:04.37	

For the first time in a number of years a Calcutta round was held, the Jimmy Shinohara Memorial Dash For Cash. How this worked is that the 13 racers with the fastest times would be auctioned off to bidders with the total cash proceeds going into a pot up for grabs in a flyoff. An indicator of how fast this race was is that you had to be at 1:00 or better to make it into the Dash for Cash. The racer with the fast

time for the contest (Randy Bridge) was automatically entered into the final flyoff, with the other 12 racers flying off in 3 heats of 4 planes to determine the other 3 racers flying off in the final 4 plane heat for all the cash. The final heat came down to Randy Bridge, Jim Allen, Matias Salar, and Gary Schmidt, flying off to split a \$2,000 jackpot with their winning bidders. This race was a wild heat, with Randy and Matias locked together from launch, and both jumped the first turn earning a cut. This left Jim and Gary racing each other. Remember, Jim and Gary are a team and as such have not raced each other in years! Gary got the holeshot on takeoff, but Jim was locked on his tail for about 7 laps until he caught Gary's bad air coming around pylon 3 and helplessly watched as his Proud Bird disintegrated on impact. This left Gary all alone to cruise the last 3 laps to the biggest payday in his racing career! Smiling almost as big as Gary was Dave Shadel who was the winning bidder on Gary and split the prize with him.

Racing the Thunder Tiger .40 Pro **By: Scott McAfee**



There are a lot of reasons why the Thunder Tiger .40 Pro has been chosen as the standard engine in the 424 Q500 class. The most important is the fact that this motor represents the best balance of quality, performance, durability, availability, and price of any engine available in the .40 cubic inch size. This engine is readily available for well under \$100, and out of the box, it is a terrific motor that is easy to run, runs great, and will last a long time if run properly. In 1998, Lee Von Der Hey wrote an article about how to optimize the

Thunder Tiger .40 Pro for racing. It involved replacing bearings and reworking the wrist pin among other things. Lately, Thunder Tiger has greatly improved the quality of these items, and these items no longer need to be addressed with the newer motors. There are, however, some things that can be done to improve the performance for racing to get more power and more predictable performance as a racing motor. This article is a combination of my experience with healthy contributions from Lee Von Der Hey and Mike Del Ponte, both recognized as among the best engine men in R/C pylon racing. Most of the needed tasks are simple to do and can be accomplished by anybody in a short time with only a few proper tools. Before we get started, there are some cardinal rules about working on racing engines. First, you **MUST** work in an absolutely clean environment. Absolutely no foreign material should get in or near the motor parts. Clean up a large well-lit area to work in, place a clean towel down to work on, and use a clean ceramic bowl to clean and put all loose parts into. Only the proper tools should be used. I have never used or needed any kind of pliers to do engine work, and screwdrivers have ruined more good motors than you can imagine. Use fresh, sharp hex wrenches and the correct size open end wrenches. You will need to carefully clean parts with acetone or brake cleaner, and always reassemble all parts with after-run oil. So let's get started.

Much of the work we will be doing is focused on the carburetor, so remove it by loosening the nut on the clinch bar at the bottom of the carburetor. Once removed, the first thing to do is remove the throttle barrel spring. At the higher RPM's the engine produces in a racing setup, many engines have sucked this spring down the venturi, completely ruining the motor. To remove this spring, remove the black idle stop screw sticking out the back of the carb, and slide out the throttle barrel. The spring is inside and should be removed. Now, cut a piece of

NMPRA Q-40 Gold Cup Series

2009 Schedule

February 21-22 Phoenix, AZ

TBD Ft. Lauderdale, FL

TBD Bowie, MD

TBD Championship Race



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medium soft silicone fuel tubing about 5/32" long, and put it in over the spray bar inside the carburetor body. The tubing replaces the spring and will keep the throttle barrel from moving in and out.

Next, remove the idle adjustment screw that threads into the end of the throttle barrel. Carefully clean the screw and the threads with acetone, put some red Loctite on the screw, and re-insert. Only turn in the screw a maximum of 2 turns and set aside to dry for about 15 minutes. The purpose of this is to open up the carburetor intake area that was closed off by the large amount of the screw that projected into the intake hole. Of course, this ruins the idle, but we're racing here! Replace the throttle barrel in the carb body, and using Loctite, reinstall the idle stop screw. Make sure the throttle moves freely and has minimal side-to-side play.

Remove the rearward angled needle valve assembly (NVA) where it threads into the carb body. For some reason, Thunder Tiger does not install the o-ring seal, and you must do it yourself. The o-ring is included in the sealed package with the Allen wrenches and should be put over the threaded portion of the NVA; then reinstall the NVA into the carb body and tighten until the fuel nipple faces rearward. Before you actually do this, carefully inspect the inside of the hole in the carburetor the NVA threads into to make sure there are no metal filings or foreign material in there. A good thing to do is to put some small fuel tubing onto the spray bar when the throttle body is out and blow through it to make sure there is no crud in here.

Now remove the needle valve from the NVA. Some motors have a metal spring clip to make the needle click when turned; remove this if one is there. Next, cut a piece of medium soft silicone tubing about 3/8" – 1/2" long. Put this over the threaded portion of the needle valve and screw it back in making sure the fuel tubing completely seals the joint between the needle and the NVA. The carburetor

rework is now done, so reattach to the motor making sure not to over tighten the nut on the clinch bar. Some guys actually replace the throttle arm because the one on the motor is kind of delicate and will easily anneal and break if you bend it too much. I just attach a ball link to the innermost hole and avoid bending it and have had no problems.

Thunder Tiger ships the motor with a head shim or gasket to reduce the compression ratio, primarily to improve the idle. Performance Specialties (www.pspec.com) sells replacement shims in different sizes, .001, .003, and .005. for a buck a piece or \$5 for a set. I have found that my motors run best when run without any shims at all, but you should start with the .003 shim and test run. In areas of higher humidity, you may find the need to run as much as a .005 shim. Always make sure that the piston does not hit the head – add shims if it does until there is piston-to-head clearance. To remove or change the shim, remove the glow plug, then using the 2.5 mm hex wrench, remove the six head bolts. Remove the head; the shim is in the recess in the head. Carefully remove it and gingerly replace the head. Replace the head bolts and GENTLY retighten the head bolts just past finger tight. If you have a torque wrench, tighten to 12 in/oz. The secret is to make sure that all six bolts are tightened equally, the head is not distorted by over tightening, and the threads in the case are not stripped.

As I mentioned, the bearings on the newest Thunder Tiger motors are decent bearings and are fine as is; however, the older motors need to have the rear bearing replaced as the older motors have had quite an issue with the rear bearing ball retainers - the ball retainers come apart. The older rear bearings should be replaced with a bearing that has a good quality ball retainer. The Super Tiger G.S. .40 rear bearing is a perfect replacement for the Thunder Tiger rear bearing, or better yet, order a Thunder Tiger bearing from Performance Specialties when you order the head shims. The

front bearing in the Thunder Tiger is fine (there have been no problems experienced with these). To replace the rear bearing you will need the following tools: a 2.5mm allen wrench, a propane torch, and a puller for the front collet (a battery terminal puller works fine). First remove the backplate, head, piston & sleeve assembly, and carburetor. At this point you should have a main case with the crank, front and rear bearings with the thrust washer and collet still assembled. Do not use a screwdriver to try to remove the thrust washer and collet!!! Using a battery terminal (less than \$10 from most automotive parts stores), pull the front washer off the crank. It will pop off easier if you warm it up a little. Once you have the thrust washer and collet removed, you should be able to push the crankshaft out through the back of the case. Now you should have a case with two bearings in it. Set the case on the edge of your bench, light up the propane torch, and carefully heat the area where the rear bearing is seated. Do not overheat the case!!! You should be able to pick the case up with a glove or a rag and lightly tap it on your wood bench several times until the rear bearing falls out. Once you have the rear bearing out, slide the new replacement bearing on the crank with the flat side of the bearing ball retainer forward. Then reheat the case where the rear bearing seats. Reinsert the crank and bearing into the case and make sure the front and rear bearings are seated all the way in the case. Reinstall the collet and thrust washer by adding the propeller and spinner nut and tighten. While the case is still hot, take a block of wood and give a gentle but sharp rap to the front of the spinner nut – this should seat the bearings. At this point when the case cools off, you should be able to hold the case in one hand and pull the crank in and out a few thousandths by holding on the propeller so that you can feel if there is some end play. It is absolutely necessary to have end play; without end play you will have a binding in the front end which will cause premature bearing wear and poor performance. If you feel or hear a slight clicking when you



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pull in and out on the crank, you have end play. If not, start over. It might take a few times until it's right. The crank should also spin freely and smoothly in the case without any drag. If not, this means that the bearings are not aligned properly. You must keep disassembling and assembling until it's right. This is a very big part of what makes the engine fast and dependable. Re-assemble the motor with generous squirts of after-run oil making sure that the piston/rod assembly is in correctly; that is, that the chamfered rim on the lower rod bushing faces forward on the crankpin, and the flat/ non-chamfered rod bushing is the one visible when looking at the crankpin from the back of the engine. It is a little difficult to get the rod on the crankpin on some motors so be patient and it will eventually go on. The sleeve can only go in one way, as there is a vertical pin in the case that engages a slot in the rim at the top of the sleeve. Carefully tighten the backplate screws the same as the head screws.

The final area of attention is the muffler. Although it is no longer legal to remove the internal baffle, the muffler represents the weakest area on the engine. Many have experienced muffler failures when the long bolt running down the center of the muffler fails as the muffler cans expand with heat. Additionally, the rear nuts have been known to loosen as well. There are several fixes that can be used here. The first is to find a stronger replacement steel bolt, though I have yet to hear of one that really works. Others substitute a fully threaded rod and use nylon clinch nuts on both ends. Secondly, the muffler may be glued together with JB Weld. To do this, remove the center bolt, unscrew the rear can and clean all the parts completely with acetone. Apply a bead of JB Weld at the joint and reassemble. Some people suggest using the blue silicone RTV here, but I lean towards the JB Weld. Next, reinstall the center bolt and make sure it has been carefully cleaned, and

using red Loctite, black CA, or a healthy blob of blue RTV, reinstall the rear nut (and the front nut if you replaced the bolt with a threaded rod). Some people suggest safety wiring the front and rear nuts, but I have had good luck with the glues.

You are now done with the actual engine work, but you are not done yet preparing your motor for racing. The next step is by far the most important part of making a top quality racing motor: the careful and proper break-in of your new engine. We are looking to create an engine that puts out the maximum horsepower possible, so careful break-in is critical to create an engine with optimal internal fits and finishes on the moving parts. The first run of an engine is the time that the entire future of the engine is determined. Although this can be done with the engine mounted in a plane, it is much more preferable to use a test stand for break-in. It is also important for every racer to have a tachometer; even a cheap one will do. The engine should be broken in with the muffler on and the muffler pressure line hooked up. It is very important that you use a fuel with castor oil for break-in, and preferably with a higher than normal castor oil content than your normal fuel. Castor oil does a wonderful job of absorbing heat and extracting that heat out of the engine in the form of exhaust gas. I use Powermaster 15% nitro fuel with a pint of castor oil added to each gallon. I am not real scientific about it; I just remove a pint of fuel from a new gallon and add a pint of castor oil, and I now have a gallon of break-in fuel. Be sure to shake the fuel well to completely incorporate the chemical contents, and filter all fuel at least twice before feeding it to any racing motor. You also want to use a smaller prop than you will fly with to allow the engine to reach the speeds that it will be raced at, at a rich break-in setting. I like to use a Q-40 propeller like a 7.4 x 7.5 APC prop, but a 7 x 6 or an 8 x 4 APC prop should work as well.

To get started, close the needle valve and open 4 turns. Next, cover the muffler outlet with your finger and use your electric starter to spin the motor until you see fuel squirting into the carburetor. If you don't see fuel, you have a problem with fuel feed - do not start the engine until you figure this out. Once you see the fuel flowing, hook up your glow driver and start the motor. It should be very rich. Slowly turn in the needle until the engine is still rich but running steadily without the glow driver attached. **DO NOT LEAN THE ENGINE OUT!!!** Do not walk away from the running motor. A new engine may not hold a steady setting, and you may need to constantly adjust the needle to maintain this rich setting. The engine should be turning anywhere between 13 to 15 thousand RPM and should be nice and rich. After a couple of minutes of this, slowly and carefully begin to vary the setting between a slow rich and a fast rich setting. Do not fully lean the engine out. The goal here is to slowly heat the engine up and let it cool in cycles. You should be seeing RPM's at the high end between 17,000 - 19,000 depending on the prop you are using. If you are not seeing RPM's this high, shut it down and put on a smaller prop. The goal is to let the engine hit the RPM's that it will see in full-on race mode in the air, while still being rich at this time. The Thunder Tiger is not designed to have a very tight piston to sleeve fit like the more expensive racing engines, so only about 20 - 30 minutes of this break-in is needed.

With the bench runs completed, mount the engine in a racing airplane. Use an APC 9-4 prop or the Q40 prop for the first few flights. Leaving the engine still running rich, launch the airplane. It is important that you not fly level or fly laps on a race course during the first couple of flights. The best thing to do is to fly big Cuban eights, or giant loops. This alternatively loads and unloads the engine producing the thermal cycles that help to finely break in the engine. Ideally, put in several



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flights like this and then put on the APC 9-6 and start practicing laps on the race course, still at a rich setting. Gradually begin to lean out the engine a tiny bit each flight, but never get to the point where it is fully leaned out. If at any time you hear the engine begin to get lean, **SHUT IT DOWN IMMEDIATELY!!!** You will find that the best setting is slightly rich of peak, anywhere from 400 to 500 RPM down. You will always go faster slightly rich than slightly lean, and the motor will last forever if you never run it lean or get dirt in it. Once you have identified the optimum needle setting, you will find that it will hardly ever change unless there is a major change in weather or you fly at a different altitude. Continue to fly at this setting for about 300 flights, because you now have a good motor and need to work on the most important variable in pylon racing, which is flying a tight, smooth race course. As with any engine, run the engine dry at the end of each day and be sure to use a good after-run oil. Keep the muffler outlet and the carburetor venturi plugged between flying sessions to avoid dust and humidity from entering the engine.

If all has been done correctly, you should see about 16,500 RPM with an APC 9-6 prop and 15% fuel. Occasionally, we will see an exceptional motor turn over 17,000 RPM. We have experimented with glow plugs and have found a maximum of 300 RPM difference between plugs with any good brand achieving the equally good results. There are no short cuts to making a top performing racing motor. Just about any Thunder Tiger will be a top racing motor if you carefully and patiently follow these steps. Remember, the greatest enemies of racing motors are lean runs and dirt. You need to be **FANATICALLY** committed to avoiding either to have a top performing motor. Also, remember, the guy with the fastest motor doesn't always win, but it sure is cool to have the fastest motor!!

District 1. Gary Schmidt

Before I make my introduction, I'd like to thank Travis Flynn for his service to our district and the NMPRA over the last four years; thanks, Travis!

As many of you know, I've been involved in racing and been a member of the NMPRA since the late 80's. It's time that I try doing my part to help give back to the sport that I've enjoyed for so long.

We've had two races in our district since the last newsletter. The first was the NMPRA Q40 Championship Race. There were a couple of technical difficulties that caused a bit of a delay getting started, but Lee VonDerHey and the Whittier club dug their heels in and provided eight rounds of great racing. In addition, they held the first "Calcutta" race in many years, which provided a bit of fun for the racers and bidders, as well as a couple more crashes for the spectators. Scott should have a race report elsewhere in this issue, so I won't bore you with details.

The second race was the Western Pylon Series Finals at Speedworld in Phoenix. The club did their typically fantastic job of running a contest. Unfortunately, due to several factors, the turnout was low. Those who did make it were treated to great weather and better racing. Lee VonDerHey dominated Q40, taking first and Fast Time for both days. Other winners for the weekend included Tom Skavinski and Mitch West in APRA, and Gino Del Ponte and Gary Schmidt in 428.

Saturday

APRA

Name	Low Time	Points
1 Tom Skavinsky **	1:37.18	13
2 Mitch West	1:37.79	12
3 Jim Padelt	1:38.11	11
4 Tom Dooley	1:50.10	9
5 Eric Cammiso	1:54.86	5

Q40

1 Lee VonDerHey**	1:01.65 F0	14
2 Jim Allen	1:03.65 F0	14
3 Tony Lopez	1:03.34	11
4 Scott McAfee	1:02.50	10
5 Bill Vargas	1:04.74	8
6 Gino DelPonte	1:03.45	7
7 Tony Pacini	1:07.64	7
8 Gary Schmidt	1:07.09	3
9 Tom Hegland	0:00.00	0

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1 Gino DelPonte **	1:05.96	15
2 Scott McAfee	1:10.48	14
3 Gary Schmidt	1:08.13	13
4 Lee Von Der Hey	1:10.31	10
5 Tony Lopez	1:10.36	10
6 Jim Padelt	1:10.50	10
7 Jim Allen	1:10.80	9
8 Tony Pacini	1:11.88	7
9 Tanner Pacini C	1:19.70	7
10 Eric Cammiso	1:28.67	4
11 Tom Hegland	1:40.82	2

Sunday

APRA

1 Mitch West	1:38.78	14
2 Jim Padelt	1:43.28	12
3 Tom Skavinsky **	1:34.80 F2	9
4 Tom Dooly	1:48.89 F1	9
5 Eric Cammiso C	1:55.50	5

Q40

1 Lee Von Der Hey **	1:02.37 F2	15
2 Gino DelPonte	1:03.50 F1	15
3 Tony Lopez	1:03.51 F0	15
4 Bill Vargas	1:05.97	9
5 Tony Pacini	1:06.16	5
6 Jim Allen	1:04.50	4
7 Tanner Pacini	1:06.50	4
8 Tom Hegland	1:07.78	3
9 Scott McAfee	0:00.00	0



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Name	Low Time	Points
1 Gary Schmidt	1:09.32	15
2 Jim Allen	1:10.40	14
3 Scott McAfee	1:08.79	13
4 Tony Lopez **	1:07.24	11
5 Tanner Pacini	1:12.44	10
6 Eric Cammiso	1:24.42	7
7 Jim Padelt	1:16.94	6
8 Tony Pacini	1:13.50	2
9 Tom Hegland	0:00.00	0

I'm not sure of all the details, but Scott McAfee is getting a booth for the NMPRA at the AMA Convention in Ontario, CA. The dates are January 9-11. Be sure to stop by, and if you're available to spend some time in the booth, please contact Scott or myself.

The weekend after the Ontario show, January 17th & 18th, is the 17th Annual Winterfest Q500 race. If you've been there, you know what it's one of the best Quickie races around, with some of the best Q500 competition anywhere.

Last but not least, we have the 2009 Phoenix QM40 Classic, February 21st and 22nd. This race has continued to provide unparalleled competition to go along with the great Phoenix weather. My understanding is that we'll see more of the Dutch and German racers joining us this year, along with our usual international friends. Entries are going to be capped at 76 so be sure to get your entry in early.

Now that the holidays are upon us, I'd like to wish you all a great holiday season and a great new year.

Gary Schmidt

District 2, Tom Strom, Jr.

Well, the winter break is well under way here in the Northwest. That being said, we have had fantastic flying weather almost every weekend. Cold, mind you, but dry! The 2008 racing season was a great one, and the PROPS are already working on plans to make the 2009 season even better!

Through several club meetings and working with the local clubs that keep racing going here in the northwest, we have already scheduled and posted our upcoming racing season. The season will open in June and be hosted by the Spokane Barons club in Deer Park, WA. We have also included two contests in Shelton, WA that we hope to have as West Coast Race Series races! Both of these races will be hosted by the Sanderson Field RC Flyers and the PROPS. The race scheduled for August will revive the North vs. South Shootout that was unable to be held last season. We have high hopes for the 2009 season, and so far things are looking great!

The PROPS have been slowly building and developing our course system over the last few years. As a club we have just approved the spending of funds that will improve our system to include wireless turn lights, wireless cut lights, digital lap counting system, new pylons, pylon flags, and various other improvements.

In closing I would like to say congrats to all of the season winners from 2008 in PROPS season points!

APRA: 3rd Place – Todd Ryan (Spokane, WA), 2nd Place – Allie Russell (Chattaroy, WA), 1st Place – Jody Haack (Puyallup, WA), and Fast Time – Tim Strom (Burien, WA)

AMA 428: 3rd Place – Tom Strom Jr. (Burien, WA), 2nd Place – Eric Ide (Olympia, WA), 1st Place – Tom Strom Sr. (Burien, WA), and Fast Time – Tom Strom Sr. (Burien, WA)

AMA 422: 3rd Place – Dan Nalley (Olympia, WA), 2nd Place – Jerrett Cangie (Bothell, WA), 1st Place – Tom Strom Sr. (Burien, WA), and Fast Time – Tom Strom Sr. (Burien, WA)

Hope you all have a great holiday season, and we'll see all of you in the spring!

Tom Strom Jr.

District 3, Randy Smith

Hi everyone,

And so begins the long dull days of no district racing for seven months... This is your chance to re-build the fleet and check over those planes that survived the season. In my case, I have a lot more re-building to do than checking over. We will have a break in the boredom in February when a number of us from District 3 in Canada make the annual pilgrimage to the Phoenix Q40 Classic. The flight and hotel are already booked and the fleet building continues. The Q40 race in Phoenix is a welcome break in our Canadian winter as we take a week off to fly, fly, fly our butts off with a few days practice before the competition weekend. As always, it's great to see familiar faces at the competition and learn what's new as the season begins again.

This is the hardest part of the year for me in terms of thinking what to write about for this column. I like to add interesting content, so if you have a building tip or nifty workshop trick in your bag, please pass it along to me with a couple of photos.

Back in September, the Canadian team trials were held for our F3D pylon team. Harold Sattler, Murray Hamula, and Henry Redekop will represent Canada at the world championships in 2009 in Berlin, Germany. Henry is not new to the team as he was a valuable caller and mechanic at the 2007 championships in Muncie. This will be the first time Henry has participated as a pilot. Henry will add needed depth to a team that has struggled with turning in a strong combined team performance in past years. Henry has over 30 years of racing experience and regularly does very well in the district Q40 standings. Good luck, guys; we're rooting for you.

It seems Roy Andrassy absolutely never stops racing. As soon as the summer is over, Roy is tuning up his winter Club 20 racer. Roy sends along



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a photo of the Calgary group at one of the weekend Club 20 races. Snow has now covered the flying field. These guys race year round, every second Sunday. Personally, I prefer safer winter activities like riding off a cliff on my snowboard somewhere in the great Canadian Rocky Mountains.

Stay warm and if you have nothing better to do, check out our district web site at <http://sites.google.com/site/cppradistrict3/>. The Umbach brothers have posted a number of great photos of races gone by.

Randy Smith



Winter racing begins in Calgary, Alberta. James Graval, son of Cecil Graval, competes in his first pylon race flying his Nexstar trainer in Club 20. What some guys won't do to get a pylon fix!

District 4, John Williams - no article submitted

District 5, Jim Nikodem

The end of September was the 5th annual Indy Shootout at the AMA Site in Muncie, Indiana. We lucked out once again with outstanding weather and a big turn out especially in 424. Good weather helps with campers who take advantage of the outstanding facilities on the AMA site. The only minor problem was fog Sunday morning delaying the start. Entry fees once again paid for a high school band to provide workers for the event. Doing this for a few years now, this group has gained experience and ends up doing a great job.

By the way, other CAPS races in the Kansas City area have had big turn outs in 424, with entries in the low 20's. For you "fast racers" 424 is not as easy as it seems. Flying more slowly provides more time to make mistakes, recover from mistakes, and for wind to provide little surprises. Going slower also makes timing pylon 1 more difficult and makes for a slightly longer race. Times typically in the 1:40's stretches out the excitement in my opinion. It wasn't long ago (25 years) that Formula 1 was flying in the 1:20's to 1:30's. Our slow event (424) with a dirty airframe and a sport engine is doing fast times in the 1:30's on a long course.

In any case 424 turn out was 16 entries both Saturday and Sunday. CD Terry Frazer had only the long course set up which kept the pylon 1 judges in one spot. This does make for a slightly longer race than the short course, but 20 seconds per race does not add much to the racing day since most time is eaten up in the transition from one heat to the next. With six rounds, that's two minutes for the day, long versus short course.

Ed Smith drove down from Canada once again to be the starter. A very accomplished racer, Ed does an outstanding job as starter and views his service as an opportunity to pay back. Like the CD, it is an easy job to take for granted when everything is going well. Thanks to Ed and Terry, there were no reflies all weekend, and anything that came up seemed to be solved quickly, giving the participants a very enjoyable weekend!

Saturday results in 424: First - Darwin Larson, Second - Mick Warning, and Third - George Reynolds

Saturday results in 428: First - Scott Causey, Second - AJ Seaholm, and Third - Craig Grunkemeyer

The fog Sunday morning probably cost us a round of flying, but we still got in 5 rounds of 424 and 422. Craig

Grunkemeyer was clearly faster and tighter than everyone else in 422. He posted a very impressive 1:02, but unfortunately lost his winning combination in a midair in the fifth and final round. Always an unfortunate event, it was one of three midairs of the weekend. Craig also had fast time in 428 on Saturday with a 1:08. In 424, Sunday ended up with a five-way tie for third place including a father and son on the same frequency. The decision was made to do three fly-off races with the son (Steven Nikodem) in the two airplane race, and his dad in the three airplane fly-off race. The winners of each went on to a final fly-off race for third for the day. Fast time was awarded for the best 424 time of the two days. The winner was teenager Malcolm Reynolds with a 1:38 from Saturday. He is a rising star from Wisconsin and someone to watch. He almost had a 1/4 40 ready for the race, so look out next year!

Sunday results in 424: First - Bernie Vanderleest, Second - Darwin Larson, and Third - Jim Nikodem

Sunday results in 422: First - Scott Causey, Second - Craig Grunkemeyer, and Third - AJ Seaholm

That's 428 and 422 first place for Scott Causey. Great job!

Next year there will be spring and fall CAPS races in Muncie. Next newsletter I will go over the District 5 schedule that Bernie Vanderleest has been working on.

District 6, Steve Baker - no article submitted

District 7, Tom Dobyms

Our winter racing season got off to a good start with our October race held in Mulberry by the Imperial R/C Club on October 10-11th. All three classes were run over the weekend with 428 being flown on Saturday and 422 being flown on Sunday and 424 on



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both days. Once again the Imperial crew did a wonderful job and fast racing was had on both days! That was a good thing on Saturday because there was a 2-hour delay as we waited for the fog to dissipate. Both days were cool and after a long hot summer it was a welcome relief. I have no firm dates as of yet for their 2009 calendar season, but will get them out as soon as I hear something. The results are at the end of the text.

Our next race is our annual Tangerine/Cliff Telford Memorial race which will be held in Apopka on December 20-21st. As this race was quickly decided upon and the dates were bounced around, it was shortened to only a 2-day event. The order of flight will be 428 on Saturday, 422 on Sunday, and 424 both days. For more information contact Gary Freeman Jr. at Gary.E.Freeman@lmco.com. Early registration is \$25.00 per event if registered before Dec. 12th.

As of today I now have firm dates for the Ft. Lauderdale races for 2009. The first race will be the Gold Cup race held on April 17-19th. At this time it is unknown whether 424 will be flown or not. The next race will be the 2009 season-ending event on September 19-20th. It will be 428, 422, & 424. I will keep all informed as more information becomes available.

Now on to some old business; I want to congratulate all of our racers who finished well in the NMPRA standings as well as our own SEMPRA standings.

424

Jack	Fehling	1:44.64
Chris	Handegard	1:47.58
Lin	Bradley	1:53.81
Scott	Smith	1:42.26
Rick	Ruede	1:42.99
James	Creech	1:45.15
Daniel	Warner	1:45.89

428

Randy	Bridge	1:04.41
Steven	Vaclav	1:05.62
Ray	Brown	1:07.73
Dennis	O'Brien	1:07.90
Matthew	Fehling	1:09.53
Jon	Perdue	1:11.81
John	Albritton	1:13.75
Marcus	Blanchard	1:08.04
Tom	Dobyns	1:09.43
Tim	Yousey	1:11.72
Gary	Freeman Sr.	1:06.76
Ray	Coletto	1:14.79
Joe	Llanos	1:21.8
Vern	Smith	1:15.13
Bryan	Blanchard	1:14.30
Mario	Travieso	1:10.82
Gary	Freeman Jr.	1:06.11
Charles	Kline	1:18.41
Jim	Perdue	1:18.42
David	Doyle	1:14.92

422

Dennis	O'Brien	1:01.34
Gary	Freeman Jr.	1:01.5
Tim	Yousey	1:05.33
Gary	Freeman Sr.	1:03.22
Randy	Bridge	1:00.01
Steven	Vaclav	1:00.37
Marcus	Blanchard	1:01.77
Joe	Llanos	1:08.24
Ray	Brown	1:01.74
Dub	Jett	1:01.93
David	Doyle	1:04.34
Ray	Coletto	1:07.31
Mario	Travieso	1:04.27
Matthew	Fehling	1:03.66
Bryan	Blanchard	1:06.09
Jon	Perdue	1:08.22
Jim	Perdue	1:10.08

Race Results Mulberry:

424 Imperial R/C Club 10/11/2008

	NAME	TIME
1	Phillip Millner	1:45.41 FT
2	Robert Berry	1:50.55
3	Scott Smith	1:50.62
4	Robert Rau	1:51.23
5	Allen Sale	1:59.74
6	James Creech	1:52.87
7	Lindwell Bradley	1:53.94
8	Miguel Martinez	1:59.21
9	Jack Fehling	1:54.66
10	Richard Zisa	1:54.03
11	Chris Handegard	1:54.33

424 Imperial R/C Club 10/11/2008

	NAME	TIME
1	Chris Handegard	1:47.98
2	James Creech	1:52.39
3	Phillip Millner	1:44.25 FT
4	Allen Sale	1:44.88
5	Scott Smith	1:48.11
6	Robert Rau	1:57.89
7	Rick Ruede	1:52.01
8	Lindwell Bradley	1:53.44
9	Robert Berry	1:52.74
10	Richard Zisa	1:57.59
11	Jack Fehling	1:46.94
12	David Kreitz	2:19.74
13	Miguel Martinez	2:03.43

428 Imperial R/C Club 10/11/2008

	NAME	TIME
1	Randy Bridge	1:07.03 FT
2	Gary Freeman Jr.	1:07.76
3	Gary Freeman Sr.	1:09.97
4	Dennis O'Brien	1:08.85
5	Tim Yousey	1:11.54
6	John Albritton	1:12.77
7	Jim Perdue	1:18.57
8	Jonathan Perdue	1:14.49
9	Tom Dobyns	1:14.05
10	Vern Smith	1:26.49



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422 Imperial R/C Club 10/12/2008

	NAME	TIME
1	Gary Freeman Jr.	1:04.17
2	Paolo Mucedola	1:04.97
3	Ray Brown	1:04.03
4	John McDermitt	1:03.10
5	Randy Bridge	1:02.37 FT
6	Dennis O'Brien	1:02.44
7	Gary Freeman Sr.	1:08.20
8	Mario Travieso	1:06.47
9	Jonathan Perdue	1:09.83
10	Tim Yousey	1:07.33
11	Jim Perdue	1:33.86
12	Ray Coletto	NT

I wish everyone a Happy Holiday and Best Wishes for the coming New Year!

Tom Dobyns

District 8. Dennis Cranfill – no article submitted

2008 NMPRA Q40 National Points Standings

lace	Pilot	Races	Points
1	Fred Burgdorf	8	604.5
2	AJ Seaholm	6	547.5
3	Jerry Bednark	8	534.9
4	Gary Freeman, Jr	7	520.2
5	Dave Norman	8	519.1
6	Scott McAfee	8	517.6
7	Gabriel Tahhan	6	517.3
8	AJ Hemken	9	505.2
9	Jim Allen	7	494.9
10	Dub Jett	6	482.4
11	Phillip Zudema	7	464.0
12	Roy Andrassy	6	463.7
13	Scott Causey	7	459.2
14	Patrick Galarneault	9	445.3
15	Randy Bridge	6	427.9
16	John McDermott	6	420.0
17	Matias Salar	6	401.9
18	Gary Freeman, Sr.	6	398.0
19	Randy Smith	6	397.9
20	Lee Von Der Hey	5	388.3
21	Thomas Scott	7	383.4
22	Mike Helsel	6	376.2
23	Travis Flynn	5	369.3
24	Tom Strom Sr	5	346.7
25	Dan Kane	4	342.8
26	Jarrett Cangie	5	337.7
27	Ray Brown	5	328.1
28	Dennis O'Brien	5	323.6
29	Randy Etken	5	322.1
30	Doug Houston	5	308.7
31	Gino DelPonte	4	302.8
32	Gerald Elert	9	302.6
33	Tim Brockman	6	302.5
34	Ron Gage	6	293.7
35	Mark Parker	3	286.7
36	Rusty Van Baren	4	282.4
37	Doug Killebrew	5	273.3
38	Craig Grunkemeyer	5	271.9
39	David Doyle	7	269.0
40	Al Schwartz	6	257.9
41	Tom Hegland	6	256.2

42	Dan Nalley	5	245.9	116	Steve Baker	3	63.2
43	Patrick Redig	6	243.6	117	Delbert Godon	1	63.0
44	Steven Vaclav	3	239.9	118	Lloyd Burnham	2	62.3
45	Lyle Larson	3	232.7	119	Jack Ellefson	2	59.8
46	Lyle Baker	4	232.2	120	Julio Quevedo	1	56.9
47	Tim Yousey	4	230.6	121	Bryan Batch	3	55.4
48	Pete Reed	6	214.8	122	Robert Metkemeijer	1	52.4
49	Lee LaValley	7	214.1	123	Mike Spencer	2	48.9
50	Mario Travieso	5	208.7	124	David Latsha	3	47.5
51	Lee Ulinger	3	206.8	125	Terrence Palaschuk	1	47.2
52	Eric Ide	4	206.0	126	G Helton	1	39.9
53	Hank Kaufmann	4	205.0	127	Chuck Anderson	2	38.6
54	Dan Norlin	6	198.9	128	Jim Nikodem	1	38.4
55	Don Luce	4	193.4	129	Luis Ochoa	2	37.4
56	Tony Lopez	2	191.9	130	Salvador Barrios	1	35.3
57	Henry Redekop	3	189.9	131	Kevin Umbach	1	35.3
58	Matt Russell	5	184.0	132	Rodrigo Quevedo	1	32.7
59	Jerry Small	6	181.6	133	Enrique Licea	1	32.2
60	Paolo Mucedola	2	180.8	134	Javier Gonzales	1	30.7
61	Richard Steine	6	179.3	135	Jim Perdue	3	28.3
62	Chuck Eldridge	4	176.7	136	Ray Blake	2	28.2
63	Tim Lime	3	173.0	137	Jeremy Voth	1	26.8
64	Michael Masi	4	172.3	138	Bill Petersen	1	26.6
65	Dennis Cranfill	3	170.3	139	Loren Moen	1	26.0
66	Cecil Graval	3	169.0	140	Mickey Jakob	1	24.5
67	Peter Thannhouser	2	167.9	141	Derek Wodziak	1	23.9
68	Michael Tallman	3	163.5	142	Tanner Pacini	2	21.0
69	Kent Haas	4	161.7	143	Rick Miller	1	19.8
70	Bill Hemple	3	159.1	144	Alvaro Jop	1	18.2
71	Rod Kelln	5	158.8	145	M Eden	1	18.2
72	Terry Frazer	3	154.1	146	Mark Anderson	2	16.9
73	Daniel Ulledahl	4	152.2	147	Ruben Chavarin	1	15.2
74	Richard Moldenhauer	3	150.6	148	Walt Chikmoroff	1	14.9
75	Jason Duda	2	149.3	149	Jose Calderon	1	13.6
76	Rick Moreland	3	149.0	150	David Hill	1	12.1
77	Marcus Blanchard	3	145.0	151	Bert Metkemeijer	1	10.5
78	Murray Hamula	3	140.3	152	Manuel Martiarena	1	9.0
79	Rich Beers	3	138.4	153	Aurelio Castro	1	7.4
80	Joseph Tropea	4	132.2	154	Michael Stewart	1	6.0
81	Bob Brogdon	4	129.9	155	Ralph Rinaldi	1	4.9
82	Matthew Fehling	3	127.9	156	Joanne Coffey	1	2.8
83	Joe Llanos	3	127.5	157	Edge Curthers	2	2.4
84	Oscar Mijares	3	126.7	158	Dummy Dummy	1	1.2
85	Bryan Blanchard	4	126.1	159	Jeff Martin	1	1.2
86	Bill Vargas	2	124.8	160	Kevin Moorehouse	1	1.2
87	Del Berryman	5	121.9	161	Tom Strom Jr	1	1.2
88	Bill Johanson	3	117.6	162	Matthew Van Baren	1	1.2
89	Danny Coe	2	114.6				
90	Clark Leadbetter	2	111.0				
91	Gary Schmidt	1	105.1				
92	John Perdue	5	104.2				
93	Jesse Platt	2	98.7				
94	Ray Coletto	4	96.7				
95	Bob Smith	1	95.8				
96	Russ Bouchard	2	95.4				
97	Jonathan Baker	1	91.5				
98	Allan Umbache	5	90.5				
99	Mike Deneve	2	90.4				
100	Robert Holik	1	89.6				
101	Chuck Swaney	2	89.4				
102	Greg Hemken	2	86.6				
103	Dave Shadel	1	83.4				
104	Jason Oliver	4	75.7				
105	Jaime De La Vega	1	74.1				
106	Don Martinson	1	74.0				
107	Tim Pettman	1	74.0				
108	Jesus PedroMarin	1	71.0				
109	Bruce Coffey	1	69.5				
110	Darrol Caday	2	69.1				
111	David Raul	1	69.0				
112	Tony Pacini	3	66.2				
113	Richard Berner	3	66.1				
114	Ray Vande Klok	1	64.8				
115	Joe DeAscentis	1	63.3				
116	Steve Baker	3	63.2				

Quickie 500 Points VP, Kim Vaclav

Here are the final results for the 2008 racing year.

Congratulations to all the racers and thanks to the District VP's for doing such a great job of getting race results to me.

The new race year has begun so don't delay; get results sent in within 60 days of a race for the points to count.

Kim

428 Q-500 Points NMPRA Members			Points						
Last Name	First Name	Init	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Total
Flynn	Travis	S	95.2	106	96.7	62.9	87.5	100.4	548.7
Allen Jr	Jim	E	78.6	91.3	100.9	82	98	96.7	547.5
Burgdorf	Fred		103.5	109.7	89.3	52.6	99	70.7	524.8
McAfee	Scott	A	97.7	96.8	82	89.3	67.6	55.8	489.2
Strom Sr	Thomas	H	64.8	89.3	91.7	91.7	85.1	30.6	453.2
Bridge	Randy		92.4	45.4	89.3	104.2	86.5		417.8
Del Ponte	Gino		106.2	111.6	60.9	43.9	80.6		403.2
Russell	Matt		59.2	82	59.9	46.4	91.5	58.1	397.1
Andrassy	Dr Roy		90.5	97.3	93	98	4.9		383.7
Batch	Bryan	A	74.6	74.6	69.1	65.7	74.6	12.5	371.1
Von Der Hey	Lee		53.7	67.3	74.6	96.1	76		367.7
Salar	Matias		100.7	102.4	96.7	59.9	5.9		365.6
Houston	Doug		97.3	90.5	82.8	78.6			349.2
Strom Jr	Thomas	W	17.8	59.9	82	46.4	72.2	69.1	347.4
Nalley	Dan	R	56.5	80.4	8.5	23.8	78.6	89.3	337.1
Hegland	Tom		47.2	52.8	15.9	77.1	41.5	95.5	330
Vaclav	Stephen		86.4	30.6	69.1	95	43.9		325
Brown	Raymond		37.9	80.4	76.7	95.1			290.1
Smith	Randy		76.7	83.6	1.2	59.9	46.4		267.8
Freeman Sr	Gary	E	98.5	75.8	71.1	18.3			263.7
Hamula	Murray		83.6	89.3	85.1				258
Lopez	Anthony	S	73.1	91.4	90.5				255
Cady	Darrol	G	51	58.2	74.6	67.3			251.1
O'Brien	Dennis		13.4	96.7	1.2	49	78		238.3
Fehling	Matthew		1.2	74.6	91.7	67.4			234.9
Freeman Jr	Gary		19.4	86.9	93.2	26.8			226.3
Jett	Dub		84.1	69.9	65.6				219.6
Perdue	Jonathan		43.8	59.9	57.8	56.4			217.9
Helsel	Mike		48.2	83.6	85.8				217.6
Blanchard	Marcus	W	80.3	63.7	52.4				196.4
Teague	Bliss	A	92.4	47.2	50.8				190.4
Padelt	Jim		23.3	50.9	37.9	15.9	29.7	28.5	186.2
Graves	Eddie		37.9	37.9	46.4	59.9			182.1
Grunkemeyer	Craig	R	90.5	87.6					178.1
Haack	Jody		23.2	52.6	57.8	33.5	8.5	1.2	176.8
Tallman	Mike		81.4	54.5	1.2	37.9			175

428 Q-500 Points NMPRA Members			Points						
Last Name	First Name	Init	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Total
Martin	Jeff		42.4	42.4	52.2	23.2	14.1		174.3
Graval	Cecil	W	8.1	96.7	65.7				170.5
Killebrew	Doug		15.4	81.8	65.7				162.9
Yousey	Tim		68.1	15.9	39.8	35.3			159.1
Albritton	John	E	82	69.5					151.5
Thordarson	Dan		67.5	34.4	45.9				147.8
Graves	Tom		30.6	30.6	14.1	67.3			142.6
Travieso	Mario	J	55.9	76.6					132.5
Small	Jerry		97.3	28.8					126.1
Kauffmann	Hank		14.9	14.9	45.3	45.3			120.4
Dobyns Jr	Tom	E	74.2	45.3					119.5
Scott	Tom	S	14.9	100.5					115.4
Schmidt	Gary	E	26.1	86.6					112.7
Causey	Scott		28.7	80.3					109
Norman	David	W	107.9						107.9
Ellefson	Jack	E	28.7	72.2					100.9
Coletto	Raniery		52.6	46.4					99
Rinaldi	Ralph	S	98.7						98.7
Moldenhauer	Richard		69.9	11.4	15.9				97.2
Thannhauser	Peter		91.5						91.5
Leadbetter	Clark		89.7						89.7
Seaholm	A.J.		89.5						89.5
Mijares	Oscar		72.9	9.7					82.6
Baker	Stephen	C	82.1						82.1
Blanchard	Bryan		62	19.6					81.6
Llanos	Joe		31.6	23.2	23.8				78.6
Parker	Mark		78.5						78.5
Gavin	David		8.5	23.2	39.2	6.7			77.6
Lime	Tim	M	30.6	45.3					75.9
Duda	Jason		74.8						74.8
Pacini	Tanner		28.8	45.3					74.1
Hill	David	L	72.4						72.4
Pacini	Anthony	M	9.5	59.9					69.4
Bednark	Jerry		69.3						69.3
Richmond	Brian		15.9	45.3	7.7				68.9
Smith	Vern		67.3	1.2					68.5
West	Mitch		12.3	15.9	8.5	30			66.7
Nikodem	Jim		42.7	21.4					64.1
Johanson	Bill	F	63						63
Telford	Drew		62						62
Burnham	Lloyd	W	61.9						61.9
Beers	Richard		52.7						52.7
Schelling	Don	C	31.6	20.2					51.8

428 Q-500 Points NMPRA Members			Points						
Last Name	First Name	Init	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Total
Hemken	Anthony		41.7						41.7
Doyle	David	A	7.3	34.3					41.6
Lyon	Denis	J	23.1	16.1					39.2
Perdue	James	A	25.5	1.2	12.5				39.2
Masi	Mike		38						38
Anderson	Charles	A	36.1						36.1
Cranfill	Dennis		32.5						32.5
Larson	Darwin		30.6						30.6
Tahhan	Gabriel		27						27
Richmond	Alex		1.2	23.2	1.2				25.6
Tropea	Joseph		25.1						25.1
Vogelsang	Rick		21.8						21.8
Oliver	Jason		17.8						17.8
McDermott	John		15.9						15.9
Moreland	Richard	W	14.1						14.1
Brogdon	Robert	A	8.6						8.6
Enstad	Gale	S	6.7	1.2					7.9

424 Q-500 Points NMPRA Members			Points						
Last Name	First Name	Init	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Total
Fehling	Jack		82.8	72.6	90.1	77.4	93		415.9
Padelt	Jim		82.8	85.5	68.7	59.1	90.1	1.2	387.4
Nikodem	Jim		93	94.1	94.1	91.7			372.9
Rinaldi	Ralph	S	99	95.1	97.3	60.9			352.3
Burnham	Lloyd	W	93.2	86.5	42.4	86.5			308.6
Handegard	Chris		72.6	52.2	26.6	26.6	39.3	82.8	300.1
Haack	Jody		51.8	85.5	88.1	61.8			287.2
Johanson	Bill	F	96.1	95.9	68.7				260.7
Masi	Mike		24.2	60.9	83.6	78			246.7
Larson	Darwin		66.2	84.8	80.4				231.4
Russell	Alexandria		11.4	34.9	34.9	68.7	21.4	15.7	187
Barr	James	N	100.9	80.1					181
Doyle	David	A	70.2	52.4	56.1				178.7
Gavin	David		68.7	1.2	44.7	1.2	34.9	26.6	177.3
Batch	Bryan	A	73.6	82					155.6
Warning	Mick		47.7	38.4	69.1				155.2
Zisa	Richard		42	31.8	1.2	13.9	62.4		151.3
Warning	Mark	F	19.8	47.7	46.4				113.9
Seaholm	A.J.		97.3						97.3
Vanderleest	Bernard	J	84.8	10.5	1.2				96.5
Tropea	Joseph		58.7	9.7	8.1	18.3			94.8
Baker	Stephen	C	93						93
Quevedo	Julio	IV	93						93

428 Q-500 Points NMPRA Members			Points						
Last Name	First Name	Init	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Total
West	Mitch		88.1						88.1
Lyon	Denis	J	1.2	68.7	13.9				83.8
Tallman	Mike		71.1						71.1
Moreland	Richard	W	62.4						62.4
Vogelsang	Rick		34.9	21.4					56.3
Graves	Eddie		51.8						51.8
Reed	Pete		18.4	21.8					40.2
Pettersen	Bill		34.9						34.9
Melin	Carlyle	A	23						23
Dooley	Tom		21.6						21.6
Scott	Tom	S	18.1						18.1
Reiber	David	E	14.3						14.3
Romero	Edgar		11.4						11.4
Normoyle	Rob		1.2						1.2

Contest Calendar – Mike Helsel

NMPRA Master Race Schedule

11/30/2008

Date	Location	Events	Comments	Contact	Other
January					
3rd - 4th 10th - 11th 17th - 18th 24th - 25th	Phoenix, AZ	424, 428	Winterfest	Jim Allen	
February					
31st - 1st 14th - 15th 21st - 22nd	Phoenix, AZ	422	QM Classic	Jim Allen	
March					
28th - 1st 7th - 8th 14th - 15th 21st - 22nd 28th - 29th					
April					
4th - 5th 11th - 12th 18th - 19th 25th - 26th 26th	Kansas City, MO	424	Short Course	A.J. Seaholm	
May					
2nd - 3rd 9th - 10th 16th - 17th 23rd - 24th 30th - 31st	Muncie, In	424, 428, 422		Terry Frazer	
June					
6th - 7th 13th - 14th 20th - 21st 27th - 28th	Cincinnati, OH Spokane, Wa Bloomington, IL	424, 428, 422 424, 428, 422 424		Tom Scott Mike Wilson	
July					
4th - 5th 5th - 10th 11th - 12th 18th - 19th 25th - 26th	Muncie, In Shelton, WA Manitowoc, WI	428, 422 424, 428, 422	NATS	George Reynolds	

Aug

1st - 2nd				
8th - 9th	Hilbert, WI	424		Mick Warning
15th - 16th				
22nd - 23rd				
29th 30th				

September

5th - 6th	Bloomington, IL	424		Mike Wilson
12th - 13th				
19th - 20th				
26th - 27th	Muncie, In	424, 428, 422		Terry Frazer

October

3rd - 4th				
10th - 11th	Kansas City, MO	424	Short Course	A.J. Seaholm
17th - 18th				
24th - 25th				

November

31st - 1st				
7th - 8th				
14th - 15th				
21st - 22nd				
28th - 29th				

December

5th - 6th				
12th - 13th				
19th - 20th				
26th - 27th				

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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 | <input type="checkbox"/> Please donate excess monies to the Airplane Tracking Fund |

Name _____ Phone Home _____

Mail Address _____ Phone Cell _____

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Date of Birth _____ AMA number _____ NMPRA Number _____

Occupation _____ E-mail _____

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|-----------------|-------------------------------|--------------------|--|
| I currently fly | <input type="checkbox"/> Q40 | I am purchasing a: | <input type="checkbox"/> USA membership with mailed newsletter \$40.00 |
| | <input type="checkbox"/> FAI | | <input type="checkbox"/> Outside USA with mailed newsletter - \$50.00 (US Funds) |
| | <input type="checkbox"/> Q500 | | <input type="checkbox"/> New membership and Internet Newsletter - \$15.00 |
| | | | <input type="checkbox"/> Renewal membership and Internet Newsletter - \$25.00 |

Make Check Payable To: NMPRA

I currently wear _____ size shirt

Mail To: NMPRA Secretary/Treasurer

David Doyle
1622 Abernethy Place
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