



The Pylon Racer's Official Voice

NMPRA

HIGH PERFORMANCE

National Miniature Pylon Racing Association • Since 1965 • AMA Affiliated • April 2009

Presidents Corner

Phoenix Classic Q40 Gold Cup Race

The Phoenix Classic Q40 race has truly grown to epic proportions, surpassing even the NATS as the largest single class race of the year. This race enjoys a perfect formula for success: 1) Great weather in the middle of the winter, 2) The best competition from around the world, 3) A tremendous facility with ample surrounding amenities, 4) An incredibly talented race management team in the form of Speedworld RC club. This year, the interest was so great that pre-entries were limited to 80, which left people on a waiting list to enter.

Contestants began arriving in Phoenix as early as Sunday, a week before the contest. For guys who live in the colder climates, this was a great chance to get some practice in, shake off the cobwebs, and get their new racers and motors dialed in. During the week, the weather was cool and slightly breezy, but getting better each day leading up to the race. By Thursday, the field was mobbed, and upwards of 100 planes were queued up for practice flights throughout the day. There is nothing wrong with the exposure of this picture, there was a long line BEFORE the sun came up!!



The pre-race socializing has become as much an attraction as the race itself, and many of us got to renew friendships and remind each other of how fast we used to

be! With the weather so good all week, everybody was able to get in all the practice flights needed so it looked as if there was going to be some really fast and competitive racing when the race started.

By Saturday, the weather was the typical beautiful Phoenix weather we all go there for, and with the expected military-like precision the Speedworld club is famous for, the first heat left the ground at 8:37 am. It was clear that these were the premier racers as the heats went off like clockwork, with the racers and workers co-operating to ensure that we got the maximum number of heats in with the fewest problems. Incredibly, by 4:20 pm, we had run 5 rounds and 100 heats, a new record. Even with 5 rounds complete, the race was far from over, and there was no clear indication of who would end up on top. What was clear was that there was some real competition to contend with, as half of the field had gone 1:02 or better! The final three rounds to be flown on Sunday would be critical, and the final placing would come down to the wire.



Saturday night was the traditional Speedworld bar-b-que with great food and great times shared by all. Randy Dauer of the Speedworld club was in his Sunday finest making sure that each and every person was having a great time and enjoying the fine spread put out by the club.



Sunday morning dawned a superb Phoenix day, and the racers came out ready to give the 100% needed to compete at this high level. As anticipated, the standings at the top began to change dramatically. Racing at this level accommodates no mistakes. A single cut in this field usually means dropping 3 points, and the close racing pushed many into making these costly mistakes. In the end, the winner of the race was Jim Allen, the CD who had a perfect weekend. Fast time was won by Gino Del Ponte, who was the only one to break the 1:00 mark. Gino's story was unusual as he was unable to get to the race until late Saturday morning after missing three rounds. He set the fast time in his last round with a borrowed motor and was literally bolting the motor in on the way to the start line! The rest of the results are posted later in this newsletter.

Looking back, this race definitely showcased the finest racing talent in the world. It also has to be considered the best-run race of all times in that all 160 heats and three flyoffs were completed before 3:00 on Sunday. All the racers and workers should be applauded and congratulated for an incredible achievement and an unforgettable weekend. Although the racing was fantastic, the highlight of the race for me and for many was the attendance of Fred Burgdorf at the race. Seeing Fred there so soon after his battle with cancer was nothing short of inspirational. Fred has meant so much to our sport and to many of us, and seeing him there, not only flying, but flying to win, certainly made my weekend. This race is truly a must-attend for serious racers. I know I am already booked for next year; how about you?

Gold Cup Series

Since the Gold Cup series no longer has a sponsor, we will eliminate the Gold Cup points series, standings, and awards. That being said, we will continue to run Gold Cup races according to the standards set for the series with a few minor changes. We will keep the series alive to secure the tradition for the future should a new sponsor materialize. Gold cup race points will accrue towards the national championship points standings. There will be no points premium for Gold Cup races as the elevated status will automatically create larger turnouts - therefore greater points. Rather than separate Gold Cup series awards, the national championship awards will be upgraded by awarding the top 5 finishers with NMPRA championship jackets and awarding NMPRA shirts



High Performance Information

High Performance is published 6 times per year. Information for publication can be forwarded to:
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If possible, please submit information in Microsoft Word format

Race Announcement Policy

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



for those finishing 6th through 20th in national points. To make it fair to those who plan only to attend the Gold Cup races, all "in-district" points requirements will be eliminated. In addition, the NATS and the NMPRA Championship race will now be considered Gold Cup races. As an aside, the top finisher in the 424 and 428 class will also receive national champion jackets as well.

In the past, the NMPRA would receive \$25 per entry from the hosting club, and, in return, would promote the race, obtain sponsor-provided fuel, and provide trophies. For the near future, the NMPRA will reduce the charge to the clubs to \$5 per entry and allow the clubs to purchase and provide trophies. Fuel will continue to be provided for the race; however, practice fuel will be up to the club to provide (we recommend that the club provide practice fuel at \$20 per gallon to the racers). The financial guarantee that was provided to the clubs by the NMPRA and the sponsor will necessarily go away.

New Website



For those of you who visit the NMPRA website Forum, you may already be aware that the organization has contracted to redo and upgrade our website. We are excited about this as we are looking forward to some new and exciting features. Please stay tuned as progress continues, and bear with us as we experience some temporary outages in the site as work is in progress.

I would like to thank Stan Douglas for his tireless work for the last 12 years

in developing and maintaining our website. Stan single-handedly brought our organization into the digital age, and we all owe him an enormous debt of gratitude. In recognition of his contributions and effort, Stan will be made an Honorary Lifetime member of the NMPRA. Please be sure to thank Stan when you see him, as we all owe a great deal to his pioneering efforts.

New Members

Please welcome our new members:

- Barry Reade - Powder Springs, GA
- Steve Mortenson - Seattle, WA
- Greg Hemken - Champlin, MN
- Fred Weaver - Sutter Creek, CA
- Paul Fawcett - Wichita, KS
- Keith Douglas - Waycross, GA

Ft Lauderdale Gold Cup

The next Gold Cup race is in Ft. Lauderdale the weekend of April 18th and 19th, with a practice day on the 17th. There is a link to a flyer on the home page of the website for all details. Please send your pre-registration to Ray Brown and make plans to be there as this is always a great race.

NMPRA Donations

Last but not least from me this month, I would like to ask you to consider making a donation to the NMPRA. We have had some major expenses in the past couple of years, and we are facing new major expenses related to some new projects. For example, we have received a donation of ALL past NMPRA newsletters going back thirty years which we would like to put on-line on the new website. This is something which we obviously need to do, but will cost about \$2,000 to have all the newsletters scanned and uploaded, and is outside the normal range of our limited budget. In addition, I would like to have some funds available to help new clubs looking to host races to allow them to develop and produce the minimal necessary equipment required. Additionally, we are also continuing to work towards the "workerless" system, as well as developing a new electric

pylon class. All this takes money, and while we have been fortunate to have several individuals step up each year and make sizeable donations, we could use more grass roots support. So consider a small donation to the cause to help keep us growing and moving forward. After all, while we all moan about the cost of pylon racing, there is no motor sport in the world that offers the speed per dollar ratio that RC pylon racing does, and a donation to the NMPRA would be a small but important way to promote the future of the sport that you get so much out of.

Treasurer's Report NMPRA 2008

The attached profit and loss report is direct from our books. It shows a loss for the year 2008 of \$453.74.

The reported loss is due to accounting for a 2007 year-end donation of \$500 from Dub Jett. Dub also gave another \$500 donation during 2007. The late-year donation was intended for 2008 but was deposited by our efficient treasurer in 2007. (Sorry, Dub)

We also made \$254.82 in interest on our certificate of deposit.

We close the year with a checking account balance of \$5,340.97 and a certificate of deposit valued at \$10,545.07 including interest paid during 2007.

Our net worth stands at \$15,886.04.

Submitted by National Miniature Pylon Racing Association

David Doyle, Secretary/Treasurer



NMPRA Q-40 Championship Series

2009 Schedule

February 21-22 Phoenix, AZ

April 18-19 Ft. Lauderdale, FL

August 22-23 Bowie, MD

TBD Championship Race

***A Very Special
Thank You***

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District News



2008 NMPRA Profit and Loss January through December 2008

	Jan - Dec '08
Income	
ADVERTISING	76.00
Donations received	500.00
EVENT INCOME	
NATS	6,705.00
NMPRA Champ	400.00
NMPRA GOLD CUP	2,693.00
Total EVENT INCOME	9,798.00
FAI Team Fund	65.00
MEMBERSHIP	4,361.00
NMPRA Raffle	300.00
Race Course Tracking System	80.00
SALES	
Decals	16.00
Total SALES	16.00
Total Income	15,196.00
Expense	
EVENT EXP	
Nat'l Points	1,000.00
NATS	7,025.19
NMPRA Champ	1,728.05
NMPRA GOLD CUP	1,685.85
Total EVENT EXP	11,439.09
MERCHANDISE	
Tshirts	33.50
MERCHANDISE - Other	300.00
Total MERCHANDISE	333.50
NEWSLETTER	
Printing	642.08
NEWSLETTER - Other	1,184.61
Total NEWSLETTER	1,826.69
OFFICE	
Bank Charges	0.00
INTERNET WEB SITE	192.52
Postage	12.10
Printing	259.48
Supplies	62.58
Total OFFICE	526.68
Trophies	1,523.78
Uncategorized Expenses	0.00
Total Expense	15,649.74
Net Income	-453.74

Balance Sheet As of December 31, 2008

	Dec 31, '08
ASSETS	
Current Assets	
Checking/Savings	
NMPRA.CK	5,340.97
Total Checking/Savings	5,340.97
Other Current Assets	
Certificates of Deposit	10,545.07
Total Other Current Assets	10,545.07
Total Current Assets	15,886.04
TOTAL ASSETS	15,886.04
LIABILITIES & EQUITY	
Equity	
Opening Bal Equity	553.00
Retained Earnings	15,531.96
Net Income	-198.92
Total Equity	15,886.04
TOTAL LIABILITIES & EQUITY	15,886.04



District News



Speed Secrets:

LiPO Receiver Battery Packs by Randy Bridge

It's time we discuss the use of LiPO battery packs and regulators in your race planes for receiver power, and I'll keep this as simple as possible. As many of you know, I've been using a LiPO and regulator setup in my pylon planes for about 3 years now. Many of you may ask why. Well, this all came about just before the 2007 World Championships. The particular NiMH's that I had been using in my FAI planes (and all my planes) wouldn't hold a charge very well. I was averaging around 4 flights on a 720mah NiMH pack, and then the pack would be dangerously low. So I first tried changing brands and/or manufacturers. I even tried cycling my packs multiple times, all with no luck. Finally, I lost a Vortex quicke after two flights because the pack went dead. I felt the controls become soft and slow, and I immediately shut the engine down and watched my plane go in with no control. To say the least, I was rather upset and I realized that was enough. That day I began learning about LiPO/regulator systems.

One of the first things I did was contact my good friend and fellow World Champion, Chris Callow. I had heard in the past that he was running LiPO/regulator systems in all his planes. Chris informed me of exactly what he used (2 cell 910mah, 5.2v regulator), and he assured me that he has never had an issue or failure. The first regulator I purchased was through Bruce DeChastel; you folks may have seen his voltage regulator on his website. I believe it is a 5.2 volt regulator, a little yellow shrink-wrapped device. Then I went looking for the LiPO battery. Because of their excellent reputation and high quality, I wanted to stick with a Thunderpower product. Well, based on the available space in the plane, I chose to purchase the

Thunderpower 730mah 2 cell pack (THP7302SJPL2, \$22.99). This battery pack weighs only 34 grams, a little over an ounce. The pack comes with a JST connector, but I soldered my own JR connector on the pack and charged it up. I then mounted it in the plane, turned everything on, and I couldn't notice anything abnormal. So I went flying.



Since this switch I have found another regulator from Horizon Hobby. It is actually an RC car product made by Losi (LOS89609, \$19.99). The regulator weighs only 8 grams and is 1.1 ins. square. This regulator has 6V output to your servos giving you that fast servo we all like. It is also a 5amp regulator, which is fine for our 4 servo systems. You should use a higher amp regulator in your larger servo applications.



Now this is the fun part. Let's say I charge my Q40/Q500 and go test fly, and I fly about 6 times. I can put the plane back in my hobby room and not touch it for a month. Then pull it off the wall and check the voltage of the pack, and it will still be above 8.0 volts. I can then go fly another 10 times or more if I like without having to charge. I typically don't charge the pack until it gets down near 7.5 volts, because the Thunderpower instructions say to not charge the pack until it gets below 8.0 volts. I use a Sentry LiPo/NiMH Capacity Gauge which very accurately measures the voltage of LiPO packs.



I do all my charging while the pack is in the plane, and I don't use a balance charger. In all honesty, you could probably fly over 30 times on a 730mah LiPO pack.

Another highlight to this system is that I never have to worry about my battery dipping below the 3.5v minimum voltage requirement with my Spectrum system. Most radio systems are rather sensitive to "low voltage." We all know that the more you fly your NiMH packs, the lower the voltage becomes throughout the day. LiPO packs will erase the need for that worry. With my battery pack never below 7.5 volts feeding through a 6v regulator, I'm always putting 6v's to my receiver.

District 1, Dan Thordarson

Hello District 1

Let me introduce myself. My name is Dan Thordarson. I've been in the RC hobby for 25 years. I've flown U-Control, Gliders, and competed at the Scale Masters. For 5 years, I was a member of the California Air Show Team where I met and flew with Bill Vargas. However, I must say the most enjoyable and exciting RC endeavor so far has been Pylon Racing. It's as close to motorcycle racing as I can get for excitement.

A few months ago I received a call from Scott McAfee asking if I'd consider taking on the District 1 VP position. He indicated that Gary Schmidt would no longer be able to support the position. After talking to Gary & Scott, I realized I couldn't turn down the benefits and pay! I think I was Scott's last choice.



District News



Down to business:

As some of you may know, earlier this month it was announced that the San Gabriel Valley Radio Control League (SGVRCL) at Whittier Narrows would not be holding any pylon events in '09. That meant the cancellation of the two events Lee Von Der Hey set in place last year. Reading this news on the NMPRA discussion forum, Dave Gavin and I contacted Lee and asked if he could set up a meeting for us with the SGVRCL board. Two weeks ago we had a very successful meeting and scheduled two race weekends. Dave offered his assistance with creating the matrix; Don Schelling offered his support as Co-CD; and I volunteered the support of the Canyon Crosswinds Racing Team club members for setting up the pylons and light system. Lee had informed us that the SGVRCL club had a great group of guys. That was an understatement! We have their full support for these events so PLEASE attend these races to show they have our support!

Following the announcement that racing will continue at Whittier, I've received an out-pouring of support offering any help that is needed! Thank you to all for your support; it will be used! I've also been in contact with George Finch and Travis Flynn and have offered the same support for their events at the Apollo Park "Basin" races.

The Western Pylon Racing Series will be two one-day races duplicating the format used in Shelton and at Speedworld in November. QM and APRA alternate until five rounds are complete. Then we'll fly five rounds of 428, (Q500). This format worked very well and solves the problems that people were complaining about.

Scheduled Races:

Basin: April 3rd ½ day practice, race 4th & 5th

Whittier: May 15th ½ day practice, race 16th & 17th

Basin: June 19th ½ day practice, race, 20th & 21st

Whittier: Oct 2nd ½ day practice, race 3rd & 4th

These races combined with the Shelton races on July 25 & 26 and August 29 & 30 will finish the '09 Western Pylon Series with 13 races in each class.

See you at the races!

Dan
53c

**District 2, Tom Strom, Jr. –
no article submitted**

District 3, Randy Smith

Contest calendar update. Our district VP, John Gemmell, has finalized the contest calendar for this year in District 3. Unfortunately, both Swift Current and Prince Albert clubs have declined to hold a race this year. Swift Current has other club activities they would prefer to focus their efforts on, and Prince Albert is suffering from low club membership and lack of helpers. As such the summer contest schedule is a short one:

Regina, SK	June 13, 14
Calgary, AB	July 25, 26
Saskatoon, SK	Aug 29, 30
Edmonton, AB	Sept 19, 20

[All races are Quickie 500 on Sat. and Q40 on Sunday]

We returned from the Q40 Classic event in Phoenix where all had a good time. Once again, a big thank-you goes out to Jim Allen and the Speedworld RC Flyers for putting on a great contest. The pace was nearly exhausting but necessary to get eight rounds in for all 78 pilots. Hank and I calculated about 4.2 minutes per heat. That includes trailer load and unload time, setup on the line, flying the race, landing and retrieving your plane! That's just crazy fun !!

After having lost my Proud Bird in practice, I had a chance to fly Darrol Cady's new Sweet-V from Adrenaline Products. After a few test flights, trimming and balancing, I liked it so much that I decided to race it as my primary bird. It flew very well, and I was happy with my personal performance. Darrol cashed the cheque, and the yellow bird sits in my basement waiting for the northern snow to melt off our runway. I'm excited to get it flying this spring.

Every year at the Phoenix Q40 Classic, Roy Andrassy turns another year older. Most years his birthday goes unnoticed and without celebration. This year the Tooth Fairy was treated to a special dinner out at one of Phoenix's more novel eateries. Rhonda Cady arranged for a small group of us to have dinner for Roy's birthday at the Heart Attack Grill. By their own admission, nothing served at the Heart Attack Grill is good for you. Mike Tallman took gastronomy honors for downing the Double Bypass burger and fries, but Roy was the celebrity of the evening. We captured the moment on film (or digital 1's and 0's) to be enjoyed by all. I thought I would share the image with the entire NMPRA. Happy Birthday, Roy! You're not as young as you act!



As I write this, it has dumped another 10 inches of snow on my driveway in the middle of March. Oh my, the racing season seems far away. See you soon in the corners.



District News



District 4, John Williams – no article submitted

District 5, Jim Nikodem

Big News for District 5 424 fliers! The prestigious Lead Goose trophy that has been in the WIPRO racing group (Wisconsin-Illinois Thunder Tiger 40 Pro) since 2001 will now be opened up to all District 5 424 races. Here is a brief description from Mick Warning on how he and his brother Mark came up with the award. They are both past winners, by the way.

I remember suggesting to Mark that we could possibly name it after something that is always in the lead with others obviously chasing it...like the lead goose in a formation. It's just the wording doesn't exactly strike fear in any racing competitors' minds---"Lead" could be interpreted as the heavy metal "lead," and a goose is not exactly the swiftest/fastest thing in the air. So we came up with the tag line, "Awarded to the pilot who most consistently leads the flock around the pylons" just to clarify what we were trying to honor.

We will be using the NMPRA points formula described in the last newsletter. A flier's best 6 district 5 424 races will be counted to determine the winner of the coveted Lead Goose Trophy. The bigger the turn out, the more points up for grabs. A plaque is added for each year's winner, who keeps it until the next year. There are three two-day races in WIPRO this year, plenty of races in Minnesota, two races in Muncie (424, 428 and 1/4 40), plus the Nationals with no 424. In district 5 there are six other locations and plenty of chances to get in six 424 races. It is shaping up to be a really good year!



Mick Warning and Darwin Larson, both past winners of the Lead Goose Trophy

I have been writing about 424 the last two newsletters for three reasons. Number one, it is the only event raced within 5 hours of where I live. Our group in Illinois and Wisconsin is a VERY competitive group flying only AMA 424 for many years. Like many other groups, we use only unmodified Thunder Tiger Pro 40's with unmodified APC 9X6 props. Number two reason is that 424 is the easiest to practice since these airplanes fit in with other sport fliers at local flying fields. You don't get other fliers diving for cover or looking for ear plugs. And number three, I like it best even though I fly 428 and 1/4 40 also. It was in the 2005 season that 424 became a recognized event in the NMPRA. The idea then was to discourage 428 and 1/4 40 fliers from moving back into 424 and dominating the new guys. Four years later an expert and standard class idea was tossed out in order to give the new guys a chance. Once 424 gets big enough, I think that is a great idea, but my overall point is that 424 is just as much of a racing event and just as competitive as any other. I also think that the fliers used to 428 and 1/4 40 don't have much of an advantage (if any) in 424.

Maybe it is time for another event. It has been suggested that 1/4 40

airframes could be flown with 424 engine rules. It is a nice idea to race a model that looks like a full scale racer, and the Thunder Tiger 40 Pro is a quiet, reliable, and inexpensive motor. The advantage of 1/4 40 airframe rules is that they are already set up and easy to enforce. The downside is that these airframes are not very scale and typically expensive. Old Formula I airframes are more scale but not very available. I don't know the answer - I think it is an idea that deserves some thought and discussion.

District 6, Steve Baker

The Mid-Atlantic and Northeast racing crowds are getting increasingly restless, sick of the cold, and have laid out their plans for the 2009 racing season. The **NEPRO** group is hosting AMA 424 Q-500 racing events on the following dates:

Date	Event(s)
CD	Phone Number
May 3	Hadley, MA
Dave Fogg	413-593-5454
df.fogg@verizon.net	
June 7	Farmington, CT
John Hinze	860 677-1688
jhinze@comcast.net	
Aug 1-2	Ellington, CT
Dennis Thibodeau	860 749-6985
buffvet@cox.net	
June 20	Salem, CT
Cal Stewart	
Calvinestewart@yahoo.com	
Sept 13	Hadley, MA
Dave Fogg	413-593-5454
df.fogg@verizon.net	
Oct 4	Salem, CT
John Banks	203-888-4819
neproinfo@cs.com	



District News



What's interesting about the NEPRO organization is the level of effort they put into attracting new racers. Their website outlines a host of perks made available to beginners, including free entry fees, free NEPRO membership, expert assistance and callers at their contests, and even free lunch. The website also features a link containing a boiled-down version of their Standard class rules, written in layman's terms rather than the somewhat "whereas legaleze Easteregg hunt" format of the AMA Rulebook. They are also allowing beginners to race their sport airplanes (with reasonable limitations) in the Standard class, all in an effort to bring new folks into the fray. I'll keep everyone posted on their progress.

Happening south of NEPRO is the PGRC's Racing Event Schedule for 2009:

Date	Event(s)
CD	Phone Number
May 16	Q500, 424 and 428
Stephen Baker	301-352-4580
June 6	Q500, 424 and 428
Dan Myer	301-251-5284
Aug 21-23	NMPRA Q40 Gold Cup Race
Stephen Baker	301-352-4580
October 3	NMPRA District 6 Q500 Championships for 424 and 428
Stephen Baker	301-352-4580

Please note that both 424 and 428 will be flown at all of PGRC's Q-500 contests. We deliberately chose the spring dates in order to provide adequate "big-block Quickie" contest time prior to the Nats without being too close to the Nats in the event you suffer a setback. The May and June races will provide excellent opportunities to warm up the thumbs prior to traveling to Muncie. Even if you don't do the Nats, come and race with us.

Our NMPRA Q40 Gold Cup Race will again feature a Saturday Night steak party at the "PGRC Estate," complete with appetizers, libations, and, by popular demand (from Linda Brogdon), cheesecake; somehow.....I'll have it. We aim to please.

Lastly, our Fall NMPRA Q-500 District Championship Race will round out the season with comfortable fall temperatures, surrounded by lush and scenic fall colors. (Where *do* I get the nerve to write this dribble?) Just show up, will you. We'll all have a good time.

Best of all, anyone preferring not to drive through the night and arrive half-dead to any of our events can contact me and make arrangements to arrive the night before and stay in the "Estate" **for free**. If bookings are lagging, I'll take you in myself. (Ain't that right, Tom Scott?)

Our club has been lucky to not only re-gain a few past competitors (son Jon Baker, plus Dan Myer, Alan Goodman and Gene Bass), Kevyn Myer still has sponsorship (thanks Dan), and this year, our own PGRC club President Dave Turner will debut flying in 424. Former 428 Q-500 pilot Fred Haskell has relocated from Colorado to D.C. and now owns a 428 plane, courtesy of "Baker's Good and Used Pylon Racer Emporium."

Until then, stay focused, and toss the snow shovels in the back of shed. The 2009 Racing season is upon us!

Steve Baker
NMPRA District 6 V.P.
h (301) 352-4580
c (240) 481-3676

District 7, Tom Dobyns

Here in our district, we are currently going through our changing of the seasons, which usually means a lot of windy, rainy weather, usually for a good month or so, but we got lucky for our first race held in the new year. The weather for the annual Southern 500 was almost no different. It only had the windy part and lots of it. Straight down the course from #1! This made for a lot of interesting heats with a few re-fly's for suspected bad lights that just turned out to be early thumbs. I got a race report from Scott about the race.

5th Annual Southern 500

Mulberry, Fl. March 20-22

The weather for this year's Southern 500 was in the low 80's during the days and upper 50's at night for the entire weekend, but the real story was the winds. Our area has been very dry for the past few months, and the parched ground and abundance of pollen in the air proved it. Between the extremely high tanning index (*read as sunburn potential*) and winds quartering from the left of turn one at 15 plus higher gusts, the pilots would have to be on their game to make flying adjustments all weekend.

Friday, March 20, was the official practice day for this year's Southern 500, and it was nice to see so many competitors there ready to put the finishing touches on their preparations for this year's event. Before lunchtime, the air was alive with the sweet sounds of Nelsons, Jetts, and Thunder Tigers. 422, 424, 428, and FAI planes took advantage of the pre-race calm to check trims and acclimate to the course. I love the light atmosphere of a practice day to chat with racing friends and catch up on their lives. Before the practice was over, there were probably 20 or more guys enjoying the day together.



District News



Saturday, March 21, would change all of that! After morning practice, registration, pilot meetings, and all were finally completed, we got the first heat in just before 10am. The wind was apparent with the 424 and 428 guys realizing it took a little longer to get to turn one than expected! Marcus Blanchard's day began badly with losing his plane in the first heat in a crash. There was a flurry of cuts on one and a lot of tempers to prove it. After a few re-fly's, arguments, a slow morning, and having to switch the lane lights due to a malfunction in the cut lights on a lane, we were ready to have lunch and make some course adjustments. Jim Purdue does a wonderful job with the lighting scoreboard and had it working perfectly in a matter of minutes. (*Thanks Jim!*) The afternoon went much faster and was full of close heats as well as some scattered planes! The only serious incident during the day was in the final heat; Jerry Elert got his hand a little too close to a prop and took some on-site first-aid and a trip to the hospital. Jerry needed 9 stitches but should be back racing soon. We got in 5 rounds and two fly-offs by 4pm, and I think most of the pilots were satisfied and ready to stop for the day. The results were:

428 results After 5 rounds

Stephen Vaclav	**1:06.24	14
	(Fast Time)	
Gary Freeman Sr.	1:09.73	12
	(Fly-off)	
Bryan Blanchard	1:12.59	12
	(Fly-off)	
Gary Freeman Jr.	1:07.92	11
Adam Grim	1:15.07	11
	(First 428 race!)	
Dennis O'Brien	1:09.33	10
Matt Fehling	1:10.13	10
Tim Yousey	1:14.49	10
Randy Etken	1:15.34	9
Jim Purdue	1:22.21	9
Jerry Elert	1:19.05	7
Randy Bridge	1:12.77	6

Jonathan Purdue	1:17.15	4
John McDermott	1:10.50	2
Ray Coletto	1:16.89	1
Marcus Blanchard	0:00.00	0

424 results After 5 rounds

Phillip Millner	1:42.62	14
	(Fly-off)	
Jack Fehling	1:46.64	14
	(Fly-off)	
Richard Zisa	1:56.22	10
Don Luce	** 1:42.23	9
	(Fast Time)	
Robert Rau	1:50.29	9
Robert Berry	1:51.98	9
James Creech	1:57.69	9
Robert Greer	1:59.12	8
Rick Ruede	1:59.12	5
Lindwell Bradley	1:59.55	5

Sunday, March 22, got off to an earlier start with the first round off by a little after 9am. The guys had a better feel for the wind today, and a lot fewer cuts on one was the proof. It didn't take long for the carnage to start in quarter 40. Heat two had a late starting plane, which was almost down to one when the leaders caught up to him. John McDermott's plane was overtaken and became part of a very dramatic mid-air with Dennis O'Brien's plane. Both planes were destroyed with one of them going down between turn one and the judges, and the other one crashing beyond the pits. I know they had the attention of the crowd instantly with all the cheers of "excitement" it caused! The times were fast all day, with the fast time benchmark being set at 1:00.80 in the first heat and being chipped away at all day long. There were a bunch of close heats in 424 & 422, with a lot of guys in both classes turning good times, despite the winds. We got 5 rounds in by 3pm and called it a day as some much needed rain was coming and so that everyone could get on the road and home to their families. The final results were:

422 results After 5 rounds

Randy Bridge	1:00.60	15
Stephen Vaclav	1:00.07	14
Ray Brown	** 1:00.03	13
	(Fast Time)	
Tim Yousey	1:06.15	12
Matt Fehling	1:03.24	11
John McDermott	1:03.57	10
Ray Coletto	1:09.03	10
Gary Freeman Sr.	1:11.10	10
Marcus Blanchard	1:02.07	9
Bryan Blanchard	1:03.35	8
Jonathan Purdue	1:06.94	7
David Doyle	1:08.33	7
Randy Etken	1:10.08	7
Gary Freeman Jr.	1:01.27	5
Mario Travieso	1:12.58	2
Dennis O'Brien	0:00.00	0

424 results After 5 rounds

Phillip Millner	** 1:41.38	14
	(Fast Time)	
Don Luce	1:45.19	12
Robert Berry	1:50.02	10
Jack Fehling	1:45.74	9
James Creech	1:50.10	9
Robert Rau	1:53.02	8
Richard Zisa	1:54.47	8
Lindwell Bradley	2:08.49	8
Robert Greer	0:00.00	0

I would like to thank all of the pilots who came, and I hope you had a great time while you were here. Also a big thanks to all the club members who gave up their weekend to make this event possible for us; **THANKS!** We look forward to seeing you at one of the other SEMPRA races, as well as back here in October for the 6th Annual Mulberry 500. See ya' soon...

Scott Smith

There are a lot of changes also in our spring winds for the district. There is nothing concrete as of now, but I hope to tell everyone about it soon. I also hope to see everyone down in Sunrise for the April race held at Markham



District News



Park on the 17th- 19th. There is more information on the NMPRA web page, so check it out. It looks to be a nice warm weekend.

Tom Dobyns

District 8, Eric Desardi

Hello everyone and thank you for bringing me in as your new District 8 VP. I look forward to meeting as many of you as I can and hope to have lots of great racing to come.

Right now we're working on more sites to hold events, and with the setback rules corrected, pylon racing should fit at most clubs. Also, Texas seems to be a hotbed for the Club 40 racing, and we need encourage more guys to give it a try. As we all know, once you get the bug, you can't stop it.

We also had the Pylon Clinic this past Saturday (3-21-09) at Sobe Field in Houston. A special thanks to everyone for putting on a great day of flying around the poles. The radar gun was a real treat for me; I never realized just how fast the 428's and 422's are. Mike Helsel ran his at 177mph and was "off the needle," and another Q40 was reported at 194mph.

Thank you again,
ERIC DESARDI

District 9, Manuel Martiarena **- no article submitted**

District 10, Luis Ochoa

As we commented on in last month's newsletter, the first championship race of 2009 in Venezuela was held on March 14th and 15th in the friendly region of Zulia State in the city of Maracaibo, well known for its hospitality, music, and various Miss Worlds and Miss Universes. The racing in 424 was very competitive and intense, and after 6 rounds of racing in the hot temperatures of

Maracaibo, Juan Baez was the official winner. Venezuela's version of 424 is similar to the one raced in the US except that the engine in use is the O.S. Max .40 FX engine.



Juan Baez working on his winning combination

The Maracaibo race marked the return of racing in Venezuela after a 3-year hiatus, and it seems to have come back in full force. Already the 2nd race in the calendar is scheduled for the weekend of May the 23rd and 24th, and Club 40 is also scheduled to begin racing on that same weekend. This race is going to be held at the Dedalo Club located in the outskirts of Caracas on the mountains, which lends itself to very good engine performances given the high altitude and amount of oxygen in the atmosphere.



Two plane race in Maracaibo



The official results were as follows:

1 st	Juan Baez	1.30.18
2 nd	Lavinio Napolitano	1.31.39
3 rd	Gustavo Acosta	1.31.87
4 th	Paco Alba	1.31.41
5 th	Americo Loblance	1.40.00

As you can tell by the times, there was a real parity in the racing resulting in some very entertaining and tight heats. In total, there were 14 racers attending the Maracaibo race, and we look forward to having more racers at the Club Dedalo race especially with Club 40 coming into play.



District News



OLD JULIAN AIRPORT FALL AIR RACES

(2 day Race)

WWW.OldJulianAirport.com

8807 Old 421 Rd. (Liberty Rd.)
Julian, NC. 27283

Saturday Oct.24th. Club 40, AMA 428

**Sunday Oct.25th. AMA 424, Quickie
25**

AMA 428

**AMA rules (15% Fuel)
(No Restrictions for 428 Pilots)
(You may fly all events)**

AMA 424

Thunder Tiger Pro .40, APC 9"x6"

Quickie 25

AMA 424 with OS.25FX, APC 8"x6", 3lbs-4oz.

Club 40

WWW.Club40Racing.com

Processing and Registration

7:00am to 8:30am

Flying starts 9:00am

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Quickie 500 Points VP, Kim Vaclav – nothing to report

Championship Series and Q40 Points, Randy Bridge

National Points 2009 - Q40

Place	Name		Races	Total
1	Randy	Bridge	4	360.50
2	Gary	Freeman, Jr	4	302.10
3	John	McDermott	4	205.50
4	Gary	Schmidt	2	204.10
5	Dub	Jett	3	200.30
6	Gary	Freeman, Sr.	3	191.70
7	Ray	Brown	4	188.40
8	Jim	Allen	2	181.30
9	Steven	Vaclav	2	181.10
10	Mike	Helsel	2	179.30
11	Rusty	Van Baren	2	171.80
12	Craig	Grunkemeyer	2	170.80
13	Robert	Holik	2	167.60
14	Lyle	Larson	2	163.10
15	Lee	Von Der Hey	2	159.20
16	David	Doyle	3	158.40
17	Scott	McAfee	2	146.60
18	Bill	Johanson	2	143.30
19	Matias	Salar	2	142.50
20	Gino	DelPonte	2	136.10
21	Matthew	Fehling	2	135.80
22	Jerry	Small	3	135.80
23	Richard	Verano	2	134.70
24	Matt	Russell	2	134.20



District News



25	Patrick	Galarneau	2	124.00
26	Thomas	Scott	3	115.10
27	Gabriel	Tahhan	3	108.10
28	AJ	Seaholm	1	106.40
29	Doug	Killebrew	2	105.80
30	Fred	Burgdorf	2	104.90
31	Dan	Nalley	2	104.10
32	Bill	Vargas	2	103.20
33	Mark	Parker	1	102.00
34	AJ	Hemken	1	100.50
35	Tony	Pacini	1	99.00
36	Tom	Strom Sr	1	98.40
37	Travis	Flynn	2	94.20
38	Roy	Andrassy	1	93.10
39	Julio	Quevedo	1	93.00
40	Scott	Causey	1	90.10
41	Dan	Kane	1	87.20
42	Michael	Masi	1	81.20
43	Darrol	Cady	1	78.30
44	Terry	Frazer	1	75.30
45	Gerald	Elert	2	74.20
46	Rich	Beers	1	73.80
47	Pete	Reed	1	69.40
48	Tom	Hegland	2	68.30
49	Paolo	Mucedola	1	67.90
50	Randy	Smith	1	60.50
51	Jose Pedro	Marin	1	57.50
52	Doug	Houston	1	50.10
53	Tony	Lopez	2	49.60
54	Alejandro	Vazquez	1	48.60
55	Bryan	Batch	2	47.30
56	Dennis	O'Brien	3	42.90
57	Greg	Hemken	1	38.30
58	Eddie	Jump	1	36.80

59	Joseph	Tropea	1	27.90
60	Michael	Tallman	2	27.10
61	Javier	Gonzales	1	26.40
62	Laird	Owens	1	25.50
63	Chuck	Anderson	1	24.90
64	Jerry	Bednark	1	23.40
65	Jose	Calderon	1	13.10
66	Lloyd	Burnham	1	11.60
67	Chuck	Hebestreit	1	10.10
68	Terrence	Palaschuk	1	8.60
69	Aurelio	Castro	1	4.20
70	Dave	Shadel	1	3.90
71	Scott	Hartman	1	1.20



District News



Contest Calendar, Mike Helsel

A couple of notes on the schedule:

I will not go find the information – Please send it to me!

If you do not want anybody except local people, do not post your race on the schedule!

I do not have any information from California, New England, and Florida!

3/23/2009						
Date	Location	Events	Comments	Contact	Other Info	
April						
4th - 5th						
11th - 12th						
18th - 19th	Ft Lauderdale		422			
25th	Kansas City, MO		424 Short Course	A.J. Seaholm	seaholm@teamseaholm.com	
25th - 26th						
26th						
May						
2nd - 3rd						
9th - 10th						
16th - 17th	Muncie, In	424, 428, 422		Terry Frazer	skracer@msn.com	
16th - 17th	Harlingen, TX	424, 428, 422		Bruce Landsman	'adjc1c2@hotmail.com'	
23rd - 24th						
30th	Goddard , Kansas		424	Mike Tallman	Short Course	
30th - 31st						
June						
6th - 7th	Cincinnati, OH	424, 428, 422		Tom Scott	askus@scottmodels.com	
13th	Houston, TX	424, 428, 422		Mike Helsel	mhelsel@entouch.net	
13th - 14th						
20th - 21st	Spokane, Wa	424, 428, 422				
20th - 21st	Bloomington, IL		424	Mike Wilson	mmpjs.wilson@comcast.net	
27th - 28th						
July						
4th - 5th						
5th - 10th	Muncie, In	428, 422	NATS			
11th - 12th						
18th - 19th						
25th - 26th	Shelton, WA	424, 428, 422				
Aug						
1st - 2nd						
8th - 9th	Hilbert, WI		424	Mick Warning	mwarning@vcawi.com	
8th - 9th	Whidbey Island, WA					
15th - 16th						
22nd - 23rd	Bowie, MD					
29th 30th	Shelton, WA					North Vs South Shootout
29th 30th	Muncie, In	424, 428, 422		Terry Frazer		
September						
5th - 6th	Bloomington, IL		424	Mike Wilson	mmpjs.wilson@comcast.net	
12th - 13th						
19th	Goddard , Kansas		424	Mike Tallman	Short Course	
19th - 20th						
26th - 27th	Wenatchee, WA	424, 428, 422			PROPS Champs	
October						
3rd - 4th						
10th - 11th	Kansas City, MO		424 Short Course	A.J. Seaholm	seaholm@teamseaholm.com	
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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David Doyle
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(401) 640-4317

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