

The Pylon Racer's Official Voice

NMPRA

HIGH PERFORMANCE

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Presidents Corner

Nelson Engines

By now, many of you have heard about the decision by Henry Nelson to retire and discontinue the manufacture of Nelson Racing Engines. In a note relayed to the NMPRA website, Henry wrote:

Production of complete N40 Q500 and N40 QM40 engines will stop this month. Spares will continue to be available.

Nearly 2 years ago, it was announced that my associate Neil Lickfold and his family would be leaving to return to New Zealand. The actual date was still to be determined. At that time I decided to buy a double-plus order of N40 side exhaust crankcase castings, and those engines then would be the last production. As it happens, Neil is leaving in June, and the crankcases are nearly gone. I have only a handful of engines remaining.

Spare parts to keep existing engines running are in plentiful supply, and I will continue to build parts as long as there is demand. There are also parts available to convert short stroke engines to long stroke.

I still have spare parts and continue to rebuild N15 diesels that I built 30 years ago. I think 30 years from here is unlikely, but no one should feel abandoned. Production of glow plugs, N15 glow and diesel engines, rear exhaust 40 and 45 engines will remain unchanged.

I had 2 key employees leave suddenly in 2000, but I was lucky that Neil was available to come, learn, and make significant contributions. However, I am not starting that process again. It's time to reduce the workload to what I can handle myself. It's kind of a

return to how I started the business 35 years ago. To all of you who have supported me these past years, THANK YOU.

Henry Nelson

Nelson Competition Engines

I'm sure that we all wish Henry well in his retirement and thank him for providing competitive products to the racing community for so long. The Nelson .40 has dominated pylon racing for 20 years, and Nelson Competition Products has stood behind those engines the entire time.

As Henry states in his note and as listed on the Performance Specialties website, Henry and Dave Shadel will no longer sell complete new engines, but will service the motors already owned by us. In addition, they have indicated that they may be able to convert a short-stroke motor into a long stroke motor as well.

The timing of Henry's retirement is important, as there now is a viable alternative to the Nelson motor in the Jett motors. Since the 2007 Championship Race, we have seen the performance of the Jett's improve steadily, and they are clearly now as competitive as a Nelson in every respect. In discussions with Dub Jett, he is as committed as ever to supporting our sport and ready to meet the demand. Many of you may not know that Dub's primary business is the manufacture of parts for oil and gas drilling and exploration. He also manufactures a line of very popular sport model engines. Because his other businesses are so large, Dub can easily expand to meet the needs of our racing community, and I'm sure the increased use of the Jett racing engines will mean that these engines will enjoy the same development and feedback that Nelson enjoyed for so long. I've already ordered mine!

Records

In a 428 Q500 race at Sepulveda Basin in California,

Travis Flynn turned a time lower than his existing record of a 1:01.79. Jim Allen was in the heat and did a 1:02.12, also better than the existing record and got beaten (ouch!). What an incredible heat! Since the AMA computerized system was being used at the race, we all looked at the printout of the race and all the details and verified what we all just witnessed. Clearly, this was the fastest heat ever flown in 428 Quickie! HOWEVER.....it is not a new record, because the new rules adopted this year require that the pilot back up the record time with another time within 2% of the record time. In this case, Travis would have had to do a 1:03.02 to provide a qualifying backup time. Interestingly, if Jim had turned a 1:03.36 or better in another heat, he would have had the record even though he would have lost the heat in which he turned the record time!

From Pete Reed for the RCR Contest Board:

We have had to reject the most recent application for a National Record in Q40 because the application did not comply with the rules. Please note that the 2009 rules require that a new record requires a backup time within 2 percent of the record time. There was no adequate backup time. Note that 2% of a 1:02 is 2% of 62 not 102. The AMA form does not provide a place on the form for this information to make it easier to get it right than wrong. The AMA has been asked to change the form.

USA FAI F3D Team

We are getting close to the F3D world championships, which will be held in Germany this July. I have heard that teams around the world are preparing for this year's championship like no previous championships. In addition, the field in Germany where the race will be held is supposed to be one of the fastest fields in the world. It should be a fabulous race – I wish I could be there! The USA team

consisting of Travis Flynn, Gary Freeman Jr., Richard Verano, and Randy Bridge, the returning World Champion, are working feverishly to prepare for this race, and they are looking like one of the strongest teams the US has ever sent to the worlds. If you haven't already done so, please go their website (<http://www.f3dusa.com/>) and buy a shirt or a hat, or make a donation to help offset the enormous cost of representing the US at the worlds.

New Members

Please welcome our new members: Michael Wilson, Bloomington, IL; Jay Cappis, Lexington, IL; and Tom DeGroodt, Ankeny, IA.

2009 Nationals

Make sure you have mailed your entry in for the NATS. The NATS will be held in Muncie, IN at the AMA national flying site from July 5th through July 10th and is just the best time you can have. Check out the AMA website for local hotels as they are booking up fast. Don't miss it!

NMPRA Website

The development of the new NMPRA website continues; however, we have had to make a detour as the current website host's service has deteriorated to the point that the Forum has become unstable to the point of frustration. As a result, we have made the decision to move to a new host with better resources and service, so hopefully, we will see the outages and slowdowns go away. While that pushes back the new website a bit, I think it is worth it to get the Forum into a more useable state.

New Product Review

Merlin Glow Plugs, Inc.
Aldon Kelly
4616 S. Harvey Ave.
Western Springs, IL 60558
<http://www.merlinglowplugs.com/>

There is a new manufacturer of glow plugs for our racing needs, Merlin Glow Plugs. They make two glow plugs that are of special interest to us.

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

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District News



The first is a Nelson compatible plug that has a head that will accept a Du-Bro tube-style glow driver. We have struggled for years with the oversized Nelson plugs to get a solid glow driver connection since all of the high tech glow drivers don't fit the Nelson plug. So we have been forced to use the ancient style alligator clip to start our motors. The new Merlin plug actually accepts the socket connector and provides a secure attachment for the glow driver. I ran the glow plugs in a Q40 and Q500 motor and can tell no difference in performance or durability from a heavy duty Nelson plug. The motors started, ran, and needed normally, and produced the same coloring, as would a Nelson plug depending on the needle setting.



The second product from Merlin is the Glo-Bee Style Standard flat coil plug. This is a standard-sized glow plug to be used in the Thundertiger .40. The Glo-Bee style plug places the platinum wire in a flat coil on a ceramic base instead of in a spring style coil in a hole in the plug. The Glo-Bee style

plug is used exclusively in FAI racing engines and offers better performance, so I was interested to see how they performed in the Thundertiger .40.



To test the plug, I ran my Thundertiger on the test stand with a composite APC Q40 prop (7.4 x 7.5). This prop allows the Thundertiger to unload to flight rpm's on the test stand. The results were astounding. Traditionally, the Thundertiger had performed best with a K&B 1L plug. With the K&B plug, the motor was able to repeatedly peak at 18,900 rpm. Switching to the Merlin Glo-Bee plug, the motor repeatedly peaked between 19,200 and 19,300. Obviously, there was a significant improvement with the Merlin plug. Oh, yeah, for those of you interested in the atmospheric conditions, it was a nice day.



In FAI, the racers lift the coil off the ceramic base and bend it upward. While this is done primarily to help in starting the motor, I tried running the

plug this way to see if there was any impact to performance. There was a definite reduction of 100 off the peak performance of the untouched plug, so run them as they come out of the package.

Overall, I was very impressed with the Merlin glow plugs. They are innovative and well-made products that will be welcomed by us racers. Merlin makes an extensive line of glow plugs in all sized and heat ranges, so visit their website to learn all about them.

Speed Secrets

Installing a Firewall

-by Scott McAfee

For some reason, nothing seems to strike fear into the hearts of pylon racers more than installing a firewall into a fiberglass fuselage. In actuality, this is one of the easiest steps in constructing a racer, once you learn the procedure. The important thing is to have all the appropriate tools and materials ready and to progress through the steps methodically and carefully. The following method has been thoroughly tested by me by crashing into a wide variety of surfaces without a single failure in the firewall mounting!



NMPRA Q-40 Championship Series

2009 Schedule

February 21-22 Phoenix, AZ

April 18-19 Ft. Lauderdale, FL

August 22-23 Bowie, MD

**Nov 21-22 Championship Race
Fort Lauderdale, FL**



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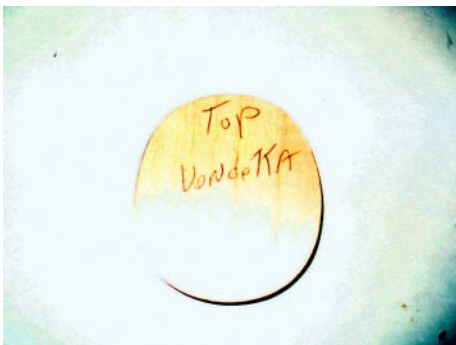


So let's get started. First, you will need:

- Firewall template
- 3/8" plywood
- Motor mount
- Spinner
- 1/32" plywood
- One hour or longer cure-time epoxy resin
- 6-32 blind nuts and bolts
- Cabosil
- Chopped carbon fiber or fiberglass
- Duct tape
- Acetone
- Rubber gloves
- Paper towels
- 80 grit sandpaper
- Engine, muffler, prop, and prop nuts
- Drills, wrenches, knives, mixing cups, mixing sticks and epoxy brushes



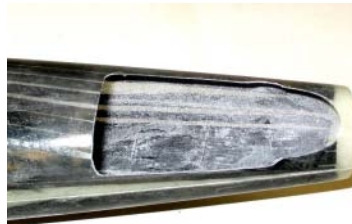
1. Begin by tracing the firewall template onto the 3/8" plywood and cutting out the firewall. Do not use less than 3/8" wood!



2. Take your spinner and cut a 1/32" plywood ring which fits exactly the back of the spinner.



3. There should be a score line on the fuselage indicating the rough outline of the cutout for the engine. Using a felt tip pen, highlight the score line. Use a Dremel tool and carefully cut out the engine hole.



4. Mount the engine in the motor mount and put the engine/mount assembly in the fuselage and mount the propeller and spinner on the motor with the 1/32" plywood ring behind the spinner. Use duct tape and firmly tape the spinner to the front of the fuselage making sure the motor is in the correct orientation.



5. Stand the fuse on the spinner and drop the firewall in so that it rests against the back of the motor mount. Make sure that the firewall is a loose fit in the fuselage and is resting fully against the motor mount. Now this is important. You DO NOT want a tight fit of the firewall to the fuselage. In fact you want about a 1/16" gap all

around the firewall between the fiberglass fuselage and the firewall. The reason for this is that you want to make sure that you have a good epoxy bond the entire way around the fuselage. Also, you will end up with a visible firewall line on the fuselage after painting wherever the plywood touches the fiberglass.



6. Making sure that the firewall is against the back of the motor mount, use some CA and track glue the motor mount to the firewall.



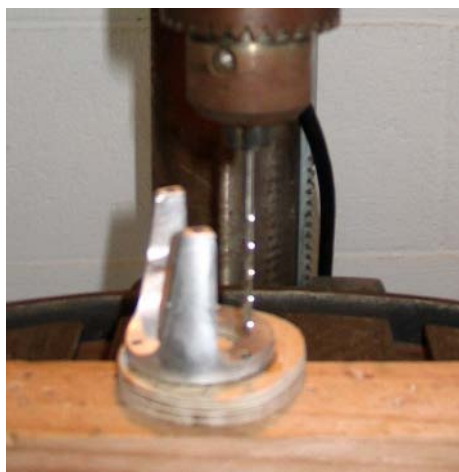
7. When the CA hardens, take off the duct tape, spinner, and prop, and remove the engine from the mount. It will take a little juggling, but the firewall and mount will come out as a unit through the engine hole.



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8. Drill the motor mounting holes through the firewall and install the blind nuts.



Now is also a good time to drill whatever holes you will need for the fuel shutoff or for fuel lines if you use

an internal fuel system.

9. Next, prep the fiberglass on the inside of the fuselage by sanding with 80-grit all around the area where the firewall will be glued in. After sanding, carefully clean the area with acetone and a clean paper towel.



10. Put the mount/firewall assembly back in the fuselage and mount the engine, prop and spinner with the 1/32" plywood ring behind the spinner. This time, also mount the muffler on the motor as well. Now tape the spinner to the fuselage making sure that the spinner is pressing firmly and evenly against the fuselage all the way around and that is perfectly aligned with the front of the fuselage. Also, make sure that the muffler is clear of the fuselage and that the angle of the motor is correct and the muffler is aligned properly. This step is really important and will determine the final position of everything, so be careful and take your time.



11. Mix up a batch of 1-hour epoxy resin, adding Cabosil and some chopped glass or carbon. It should be the consistency of Vaseline. Using a combination of sticks and epoxy brushes, apply the resin from behind the firewall making sure to get it all the way around the firewall and push it into and fill the gap around the firewall. The resin should be thick enough to prevent it from running through the gap, but thin enough to be able to be smushed(?) completely into the gap.



12. Stand the fuselage on the spinner and allow the resin to cure. Make sure that you use acetone and wipe off any mess on the outside of the fuselage.



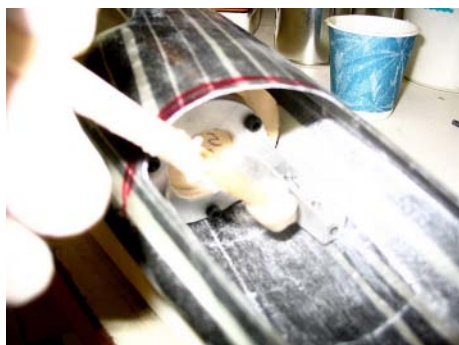
13. After the resin on the back of the firewall has cured, remove the duct tape, spinner, prop, muffler, and



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engine. If you have any holes in the firewall for the fuel shutoff or for fuel lines, put a balsa plug or a wad of cotton in the hole to protect them and to prevent resin from flowing into and through the holes. Now mix a batch of resin with just chopped glass – no Cabosil this time – to the consistency of honey. With the fuselage standing on its tail, resin the front of the firewall. If you did a good job on the back of the firewall, no resin will seep through to the back of the firewall. You want to completely coat the front of the firewall, fully potting the motor mount to the firewall. Make sure that the edges get a nice fillet of resin/ chopped glass. Stand the fuselage on its tail or hang by the nose so that the resin flows out evenly as it cures.



14. Now that the mount and firewall is in, you need to tie down the front of the motor mount. When the resin has cured, install the bolts in the front of the mount lugs, leaving about $\frac{1}{4}$ " – $\frac{3}{8}$ " of the bolts exposed. Sand the inside of the fuselage in this area with 80 grit and clean with acetone. Mix a batch of resin, Cabosil and chopped glass or carbon to the consistency of peanut butter. Form a blob of resin around the bolt heads against the fuselage, keeping the mounting face of the motor mount clear.

That's it! Although there are a number of steps, each step is simple, and the whole process is very easy and

straightforward if you approach it in a methodical fashion. This procedure is the same for both finished and unfinished fuselages; however, for a finished fuselage, use wide masking tape and tape off the entire front of the fuselage to make sure that no resin mess ends up marring the paint

District 1, Jim Thordarson

Hello District 1

I have some bad news to report! George Finch passed away on April 25, 2009, at the age of 70 almost 3 weeks following his participation as CD for the April 4th & 5th Basin pylon races. George served in the United States Air Force as a First Lieutenant until his honorable discharge in 1965. As an avid radio-controlled airplane enthusiast, George was an active member of the San Fernando Valley Radio Control Flyers for 38 years. He served on the Board for many years, including multiple terms as President and cherished his role as Contest Director. I've known George for some 10+ years, and we'll deeply miss him!

As stated in the last newsletter, we've organized 8 pylon races between the Whittier and Van Nuys flying sites. The first 2 races were held at the Apollo Park (Basin) flying site on April 4th & 5th. Saturday's race had a whopping 52 entries for the 3 classes followed by 38 entries for Sunday's event. Once again the Valley Flyers put on an exceptional event!

The racing was fierce; Saturday's APRA competition was outstanding with David Lloyd winning out over Mitch West and Dan Duffy. Q40 also saw some awesome battles with Travis Flynn beating out Doug Killebrew and Gary Freeman Jr. Following the completion of APRA and Q-40, the

afternoon was all Q500 with Travis Flynn taking top honors followed by a determined Mitch West overtaking Gary Freeman for 2nd place! Great job, Mitch! Here are the top 3 places for each class:

APRA Sat.

- 1st David Lloyd
- 2nd Mitch West
- 3rd Dan Duffy

Q40 Sat.

- 1st Travis Flynn
- 2nd Doug Killebrew
- 3rd Gary Freeman Jr.

Q500 Sat.

- 1st Travis Flynn
- 2nd Mitch West
- 3rd Gary Freeman

Sunday's event was even better with some really fast times being turned in! APRA saw Mitch West getting the better of Jim Padelt and Tim Williams. Q-40 saw Gary Freeman Jr. set a blistering time of 58:67 to win the fly-off for first place against Fred Burgdorf followed by Scott McAfee. Q500 saw some outstanding flying as Travis Flynn and Jim Allen set a blistering pace leaving the other competitors far behind. Travis finished that heat with a 1:01.7 followed by Jim Allen at 1:02.12. Here is the finishing order for Sunday.

APRA Sun.

- 1st Mitch West
- 2nd Jim Padelt
- 3rd Tim Williams

Q-40 Sun.

- 1st Gary Freeman Jr.
- 2nd Fred Burgdorf
- 3rd Scott McAfee

Q-500 Sun.

- 1st Travis Flynn
- 2nd Fred Burgdorf
- 3rd Jim Allen



District News



On May 16th and 17th the San Gabriel Valley Radio Control League (SGVRCL) hosted 2 great events at Whittier Narrows. Saturday's event saw 40 entries for the 3 classes with Sunday's entries totaling 31.

Saturday's APRA's event saw Gale Enstad once again dominating the field going 4 straight and taking fast time with a 1:37.89 followed by Marty Kuhns and Dave Gavin. In Q-40 Robert Holik took 1st place and fast time with a 1:01.40 followed by Jim Allen and Dan Thordarson. First place and fast time in Q500 was won by Scott McAfee with a 1:04.68 followed by David Lloyd and Gary Freeman. Results as follows:

APRA Sat.

Gale Enstad
Marty Kuhns
Dave Gavin

Q-40 Sat.

Robert Holik
Jim Allen
Dan Thordarson

Q500 Sat.

Scott McAfee
David Lloyd
Gary Freeman

Sunday's APRA event was a real barn burner ending up with John Mclean going 4 straight and a 4-way fly-off for second between Mark Lyons (FT 1:38.30), Tim Williams, Don Schelling, and Gale Enstad finishing in that order. Q-40 was won by Gary Freeman with a fast time of 50:63 followed by Robert Holik and Scott McAfee. Q-500 was taken by Scott McAfee followed by Gary Freeman and Travis Flynn. Results as follows:

APRA

1st John Mclean
2nd Mark Lyons
3rd Tim Williams

Q-40

1st Gary Freeman
2nd Robert Holik
3rd Scott McAfee

Q-500

1st Scott McAfee
2nd Gary Freeman
3rd Travis Flynn

These two great weekends of racing could not have happened without the cooperation and team work from George Finch, Steve Lopez, the Valley Flyers and San Gabriel Valley club volunteers. Special thanks to Dave Gavin for learning how to run the matrix program and taking care of the pre-entries matrix duties and Don Schelling for the creation of the flyers and co-C/Ding duties and Jim Allen for the support and guidance.

District 1's next events will be held at the Basin on June 20th and 21st.

Dan
53c

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

District 3, Randy Smith

It's mid-May and the snow has still not stopped falling here in Calgary. I suspect that we will not get a spring season, but rather, move straight into summer. The last time we raced was in Phoenix at the end of February. Our first district race is not until June 13 in Regina, Saskatchewan. This long drought in racing activity has caused a nervous twitch in the flying thumbs of some of our district members.

Recently Roy Andrassy proposed the idea of holding a fun season warm-up race at the end of May. The idea is just to get the boys out flying prior to the Regina race and also to encourage some beginners to give racing a try by

holding a no-pressure fun race. It will be just a one-day event. There will be no prizes, and we will race only three planes per heat so that we don't need a full suite of helpers. At the end of the day we will just total up the heat points, and the winner has bragging rights for about five minutes.

The Calgary club has agreed to host the race and make it a fund-raising event to purchase a new club outhouse that is dearly needed. Pre-registrations have been overwhelming. Within two weeks of the event we had 20 pilots registered. Of these, we had four pilots enter who have never raced before and a few others who rarely race and do not travel. This is very encouraging for pylon racing in our district. There is still a lot of interest in racing, and we need to cultivate those new guys.

In an effort to encourage the new guys, the fun race will be used as a chance for the experienced veterans to "buddy up" with a new guy and help him during the day. As experienced racers we forget how intimidating the whole race procedure, protocol, and race experience can be for a first time racer. With a little help from the veterans, we hope that the first-time racing experience of the new guys will be successful and that they will come back for more.

So until we have the results of the season warm-up race in Calgary and the first district race in Regina, there's not much to write about. I'm always open to receiving your Nifty Racing Tips that provide advice on building, aircraft setup, workshop tools, or other interesting goodies that I can pass along as part of this column. It helps to fill all the white space.

Still waiting for summer,

Randy Smith





District News



and leaving the back-up at home. This allowed me to try my hand at being the starter, which is a kick. The flying went pretty safe for the morning, but Miki clipped the #3 pylon and damaged his plane, though he maintained control of it and glided it safely to the ground like Scully on the Hudson. Not to be outdone, Dave Beazley also hit #3, but with a good deal more English, and hammered his poor 'P.O.S' design to shreds.

At the end of eight rounds, Rick Moreland and Frank Donnelly were tied. Once again, Frank Donnelly prevailed as Rick cut and was therefore "robbed" of top honors. Frank also set fast time for the event.

The final results are as follows:

Place	Name	Points	Fast time
1	Frank Donnelly	21	1:18.17
2	Rick Moreland	21	1:20.97
3	Pete Cooke	20	1:20.42
4	Dave Latsha	17	1:21.59
5	Neal Rehm	16	1:23.34
6	Gene Bass	13	1:24.37
7	Dave Beazley	11	1:31.37
8	Miki Konno	9	1:38.38
9	Steve Baker	3	1:24.81

In reviewing the remaining schedule, I did a poor job of coordinating our schedule with the NEPRO group. In light of this, I propose to move our Fall Q500 District 6 Championship Race to a date that accommodates the NEPRO group.

Until next time, I hope to see everyone in Muncie.

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

District 7, Tom Dobyns

- no article submitted

District 8, Eric Desardi

Below is a write-up from Bruce, who hosted the South Texas race, with pictures! Other than that, District 8 has been challenged this season with weather; we have had about 5 events called due to rain, high winds, or both.

There were 10 racers who participated in our first event. In my opinion, the event went very smoothly most of the day. On occasion, there was a mild discussion as to whether a cut was missed, etc, but the work crew held their ground, and each time gave the correct answer. I believe this is why Mike Helsel said that for a first time they did an exceptional job!!! The racing was intense as always. We flew three planes per heat and did 5 rounds of Q-500 and 5 rounds of Q-40. The weather did not cooperate with us as we had a constant 20-25 mph wind with 30 mph gusts. This is not the normal for this time of year. In previous years the wind dies off around the last week of April. I might add that since Tuesday of this week it has been exactly what I was anticipating, light wind in the a.m. and up to 10 in the later afternoon. This is a gentle sea breeze and keeps the heat down. We will account for this next time we schedule a May race. Bert Hahn won the Q-500 event, and Jason Duda had the fast time. In Q-40 Mike Helsel won and also had the fast time. We fed everyone a barbeque lunch including racers, course workers, and anyone else who was there. There were several midairs, and I will send you 1 more picture. Our club gives at its monthly meeting a crash trophy, and Dub was the recipient of this trophy for the race day! Everyone had a good time and enjoyed our field, the course, and the take-off area. In the future there are some tentative plans to pave a runway just off the side of

the course. It seems the racers for the most part didn't like the little walk to the main runway. However, some used it each time. Overall, this event was extremely successful, and I am proud of my club's effort for hosting this as it was our first time.

Thanks,
Bruce



Jerry Small in pit area working on his plane



Richard Beers and Chuck Anderson in foreground; Dub Jett and Mike Helsel in back



Jaime DeLaVega landing on the runway



District News



Jaime DeLaVega on a heat run



Dub Jett and Mike Helsel, Jaime DeLaVega and Lee Ulinger at the start line



District News



The timing crew & CD:
Larry McCarty, Hague
Dunlap, Tex Long



Bert Hahn instructs a
lap counter.



District News



Jason Duda gets his plane ready.



Jaime DeLaVega goes out to perform a test flight.



Mike Helsel goes to the start line.



District News



Dub Jett receives
the Smash Club Trophy.

District 9, Manuel Martiarena

– no article submitted

District 10, Luis Ochoa

– no article submitted

Championship Series and Q40 Points, Randy Bridge

– nothing to report

Quickie 500 Points VP, Kim Vaclav

– no results to report

Contest Calendar, Mike Helsel

– no information submitted



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☐ Renewal ☐ Please donate excess remitted monies to the FAI Team Fund
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Date of Birth _____ AMA number _____ NMPRA Number _____

Occupation _____ E-mail _____

- I currently fly ☐ Q40 ☐ FAI ☐ Q500 I am purchasing a: ☐ USA membership with mailed newsletter \$40.00
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