

The Pylon Racer's Official Voice

NMPRA

HIGH PERFORMANCE

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

Presidents Corner

2009 NATS

Going to the Nationals is an experience that after you attend, you don't ever want to miss again. The NATS is an opportunity for us to get to see our friends from all over the country and the world and to get a full immersion in the sport that we enjoy so much. The typical NATS presents us with a full range of highs and lows, but most importantly, provides a repertoire of stories to last us for years. As competitors, we all head out to Muncie each year with visions of hoisting trophies in front of admiring crowds, but the reality is that the camaraderie and excitement are there, win or lose, and keep us coming back year after year.

The AMA site in Muncie is certainly one of the best venues for pylon racing; this year the weather cooperated, and we had a week of outstanding conditions for racing. Add to this the fantastic job done by co-CD's Pete Bergstrom and Rick Moreland, the magical job always done by Dave and Gloria Doyle, and the pure joy given to every competitor by Nancy Telford, plus the outstanding efforts of the whole staff of workers and helpers, and we had one of the finest NATS you could hope for. As always, the Muncie site is not the fastest field for our races, but the slower times provide for even closer racing.



Jim Allen and
CD Rick
Moreland



CD Pete Bergstrom

While we go the NATS to race, I fully enjoy the practice days as much as the racing itself. It gives me a chance to share some time with friends, learn new techniques, swap stories from the past year, and get a feel for what our membership is thinking. This year, to kick things off, we held a round table discussion to hear what concerns and ideas those in attendance had. There were a lot of interesting discussions and ideas brought up and will certainly provide food for thought going forward. The two most popular discussions were about the future of the supply of racing engines in light of the announcement of Henry Nelson's retirement and the very strong sentiment to overhaul the 428 Quicke 500 class into an event that is more centered between 424 and 422. Additionally, there was also a lot of interest in a national 424 event as well. Needless to say, there were a lot of opinions and ideas. Let's keep the dialogue alive, and please send me what your thoughts are on these and any other topics you feel that we need to address.

The NATS format is unique in that the field is broken up into an "A" and a "B" matrix, and each matrix flies 7 qualifying rounds to determine the top 16 in each matrix who then go on to the finals. This year, we continued the practice started last year of selecting the top 14 finishers and the next 2 who finished out of the top 14 who had the best times. This system works extremely well and sets up an extremely competitive finals consisting

of 5 rounds to determine the final standings.

I will just touch on some of the highlights here, but if you want to get a more in-depth review of the racing day-by-day, go to the AMA website (<http://www.modelaircraft.org/events/nats/natsnews.aspx>) and read the NATS News. Scott Causey did the NATS news coverage for pylon racing, and he does a marvelous job of recording the action accompanied by some outstanding photos.

As I mentioned, the racing was intense and started off with some really hard Q500 racing. Right off the bat, John McDermott was noticeably faster than the rest of us and did a remarkable 1:07.42 in qualifying. Close behind him were A.J Seaholm (1:08.26), Craig Grunkmeyer (1:08.36), and Billy Johanson (1:08.53). But qualifying is only part of the story. After the qualifying rounds are over, the 32 racers who go on to the finals start over from scratch, and the heats in the finals are all barnburners. The finals do not allow for any mistakes as only 5 rounds are flown, and only the pilot with the fastest, most reliable equipment, and the most consistent performance makes it to the top.

The finals in Q500 were just as expected and finished in a tie for first between Fred Burgdorf and Dave Norman. The flyoff between them was a fabulous and exciting race ultimately won by Dave Norman. Dave, who came close to the top last year showed that he is the real deal with an outstanding performance amongst some really tough competition. Congratulations, Dave!!



2009 Nationals AMA 428 Q500 Final Standings

| | | | | |
|----|----|----------------------|----------------------|---------|
| 1 | O | DAVID W NORMAN | ANDOVER, MN | 109.540 |
| 2 | O | FRED H BURGDORF | WOODLAND, CA | 109.300 |
| 3 | O | JAMES E ALLEN | MESA, AZ | 110.120 |
| 4 | O | AARON J SEAHOLM | LEE'S SUMMIT, MO | 108.260 |
| 5 | O | MATIAS SALAR | NORTHBRIDGE, CA | 110.210 |
| 6 | O | SCOTT CAUSEY | STRAFFORD, MO | 110.180 |
| 7 | O | RAMI TAHHAN | CLEMMONS, NC | 112.730 |
| 8 | O | JEROME J BEDNARK | CHAMPLIN, MN | 112.730 |
| 9 | O | MARCUS W BLANCHARD | NORTH CHARLESTON, SC | 109.930 |
| 10 | O | STEPHEN J VACLAV | ST CLOUD, FL | 110.100 |
| 11 | O | BILL JOHANSON | SIMPSONVILLE, SC | 109.530 |
| 12 | O | MICHAEL C TALLMAN | WICHITA, KS | 111.100 |
| 13 | S | BRYAN W BLANCHARD | NORTH CHARLESTON, SC | 112.710 |
| 14 | O | RICHARD A BEERS | OKLAHOMA CITY, OK | 113.030 |
| 15 | O | SCOTT A MCAFEE | CORONA DEL MAR, CA | 109.140 |
| 16 | O | LLOYD W BURNHAM | SOUTH WINDSOR, CT | 112.570 |
| 17 | O | JOHN MCDERMOTT | INMAN, SC | 107.420 |
| 18 | O | THOMAS E HEGLAND | SAN JOSE, CA | 113.130 |
| 19 | O | RANDY SMITH | ALBERTA, CANADA | 111.460 |
| 20 | O | RICHARD W MORELAND | EDGEWATER, MD | 113.480 |
| 21 | O | CRAIG R GRUNKEMEYER | COLUMBUS, OH | 108.360 |
| 22 | O | RAYMOND D BROWN | MIAMI, FL | 110.680 |
| 23 | O | DUB JETT | HOUSTON, TX | 110.310 |
| 24 | O | JOSEPH M TROPEA | STAMFORD, CT | 111.330 |
| 25 | O | MICHAEL J MASI | STAMFORD, CT | 112.550 |
| 26 | O | M L HELSEL | KATY, TX | 111.020 |
| 27 | O | JUAN M BAEZ | POMPANO BEACH, FL | 113.090 |
| 28 | O | DUANE R HULEN | LEES SUMMIT, MO | 112.820 |
| 29 | O | CHUCK A ANDERSON | OKLAHOMA CITY, OK | 114.440 |
| 30 | O | JAMES D OBRIEN | APOPKA, FL | 110.730 |
| 31 | FO | ROY ANDRASSY | ALBERTA, CANADA | 110.390 |
| 32 | O | EDDIE JUMP | WICHITA, KS | 114.140 |
| 33 | O | STEVE BAKER | BOWIE, MD | 114.200 |
| 34 | O | HANK KAUFFMANN | ALBERTA, CANADA | 111.890 |
| 35 | O | LEWIS C SCHWAB | MELVILLE, NY | 116.360 |
| 36 | O | DAVID LATSHA | WORMLEYSBURG, PA | 115.250 |
| 37 | O | DARWIN J LARSON | NEEDHAM, IN | 117.560 |
| 38 | O | TERRY K FRAZER | WHEELERSBURG, OH | 111.970 |
| 39 | FO | TERENCE W PALASCHUK | SASKATCHEWAN, CANADA | 112.920 |
| 40 | O | EDWARD T GRAVES | TACOMA, WA | 116.960 |
| 41 | O | JIM NIKODEM | CARY, IL | 118.440 |
| 42 | O | R A BROGDON | POWDER SPRINGS, GA | 120.310 |
| 43 | O | BRUCE A LANDSMAN | SAN BENITO, TX | 113.720 |
| 44 | O | VICTOR KIRKPATRICK | WICHITA, KS | 121.040 |
| 45 | O | DANIEL M ULLEDAHL | KANSAS CITY, MO | 115.280 |
| 46 | O | JAMES S PADEL | CUPERTINO, CA | 117.630 |
| 47 | O | THOMAS J GRAVES | GIG HARBOR, WA | 115.020 |
| 48 | O | ADAM T GRIM | ST MARY, GA | 118.170 |
| 49 | O | BERT F HAHN | EDINBURG, TX | 115.560 |
| 50 | S | ALEXANDRIA J RUSSELL | CHATTAROY, WA | 127.140 |
| 51 | O | MATT D RUSSELL | CHATTAROY, WA | 113.430 |
| 52 | O | RICHARD L BERNER | GLENDALE, NY | 125.840 |
| 53 | O | RANDY L ETKEN | SHAKOPEE, MN | 116.870 |
| 54 | O | JOE LLANOS | TAMPA, FL | 122.400 |
| 55 | O | DONALD J LUCE | SAINT PAUL, MN | 116.950 |
| 56 | O | RICK VOGELSANG | CLEVELS, OH | 126.840 |
| 57 | O | THOMAS S SCOTT | CINCINNATI, OH | 115.000 |
| 58 | O | DAVID A DOYLE | COVENTRY, RI | 118.390 |
| 59 | O | DARROL G CADY | BILLINGS, MT | 116.600 |
| | O | PHILLIP E MILLNER | SAINT CLOUD, FL | No Show |

With Q500 behind us, we proceeded directly into the qualifying rounds for Q40. The "A" matrix flew Wednesday afternoon and first thing Thursday morning. At the end of the "A" matrix qualifying, I remember people saying that this had been the best NATS ever from the standpoint of minimal crashes. Never say things like that!! The "B" matrix began and continued with nonstop carnage. In fact, Ray Brown lost three Q40's in less than an hour and managed only 8 laps of competition in all! Sorry, Ray....

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District News



Ray Brown and detritus

With those survivors who made it into the Q40 finals, the racing began immediately and like the Q500 finals, the racing was close and fast. And just like Q500, Q40 came down to a flyoff for first place. The flyoff was between A.J. Seaholm and Roy Andrassy. The flyoff was another spectacular race until lap 8 when Roy's Polecat exploded in midair when the wing failed in spectacular fashion and A.J. cruised to victory. WOW! Tough way to lose, Roy, but an outstanding performance, nonetheless.

The win in Q40 and a 4th place finish in Q500 also earned A.J. the highly prized Overall Pylon Champion Award. Of course, when you talk about A.J., you also have to include his partner Scott Causey. These two make up a dynamic team that is going to be tough to beat. These guys are good friends who work selflessly for each other's success, and the results have been impressive. The veteran racer A.J. has now won back-to-back Gold Cup races, and Scott, who is a relative rookie, is already a regular trophy winner. Oh, and by the way, they are both terrific guys. This is a team who will be tough to beat and from whom you could learn a lot about the importance of the team aspect of pylon racing. Congratulations, A.J. and Scott, on an impressive performance at the 2009 NATS and a well deserved Championship.



A. J. Seaholm and Scott Causey



One thing that I am particularly proud of is the money raised for the Cliff Telford Scholarship Fund. Cliff passed away from us on July 10, 2005, just 4 short years ago. He was intimately involved in the AMA scholarship program for approximately 34 years along with Bob Underwood. His dedication to aeromodeling in all forms followed him through his life as an innovator, racer, and competitor. Anyone who knew him had great respect for his judgment and guidance for what would be good for our sport. We all owe him and Nancy a great deal of gratitude for all they have done for pylon.



Nancy Telford

For the past 3 years NATS pylon competitors have donated over \$2,500 to this fund. This year even with the

entries down we collected over \$750 with the help of Taryn Seaholm. This gift was very much appreciated by Nancy, and we hope to continue this at every NATS in the future.

This is also one of the positive things we can do to maintain the relationship between AMA and NMPRA and help our young aviators.

If anyone else would like to add to this year's contribution please do.

The check should be made to the **"Academy of Model Aeronautics"** with a note indicating it is to be applied to the **"Cliff Telford Scholarship Fund."**

Send it to

**Academy of Model
Aeronautics**

**Attention: Joyce Hager
5161 East Memorial Drive
Muncie, Indiana 47302**

New Members

Please welcome to the NMPRA new members Kevin Umbach from St. Albert, Canada, and Adam Grim from St. Mary's, GA.

Electric Pylon Racing

At the Championship Race Banquet in October last year, I committed to the membership that we would have a proposed class of electric pylon racers for demonstration at the NATS. Thanks to the amazing efforts of Jerry Small, we had 4 prototypes of the proposed class racer in Muncie, and many got a chance to fly them. To a man, everybody who flew one was extremely impressed with the airplane and how well it flew.



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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District News



The plane was so well received that a major manufacturer is currently in Asia exploring having the airplane mass-produced as an inexpensive ARF. Additionally, the power system will be made available as an inexpensive package and offers 424 speeds at extremely attractive and reasonable costs. The airplane is fast enough to race and yet is also an outstanding sport flyer capable of flying the full aerobatic pattern – all in a single, simple, and reasonably priced package. What more could you ask for?

I am very excited with the performance of the prototypes and how well they were received. Many were excited because they have lost the ability to practice or race at their local fields due to noise or fear, and this class of airplane represents the salvation of racing for them locally. The design can be altered to a variety of airplanes simply by changing the outline of the tips and tail surfaces without changing the outstanding flight characteristics or performance.

I will keep you informed of the progress of this effort, and it is my hope that we will have an event with a set of rules and a slate of competitive products ready for next year. Stay tuned!!!

District 1, Jim Thordarson

Hello District 1,

All I can say right now is "HOT"; I'm not sure how the rest of the country is fairing, but here in the Southwest summer is upon us. I know my yard thermometer has been hitting 103-105 in recent days. So on the weekends I go flying early and then retreat to my air conditioned garage for model building. I recommend anyone needing to replace his air conditioner, insulate your garage and have the air pumped into your garage with no return (fumes). I have a baffle I close shutting off the air when I'm not using the garage. I can work on my planes any time of the year; I get heat and air! Really "Cool" thing. Did I mention I have satellite TV, DVD, VCR, and a stereo installed for my building pleasure!

On June 20th & 21st the Valley Flyers hosted the Howard Reed Memorial Pylon Races; these 1-day races were the 6th & 7th races in the West Coast Racing Series with the remainder of the races being held on July 25th & 26th and August 29th & 30th in Shelton. The finish to the '09 Series will be held at Whittier on October 3rd & 4th.

With the Howard Reed Memorial Races being held late in June, we were fortunate to have the seasonal June Gloom hang around making for cooler weather for racing. Saturday and Sunday started off with Travis Flynn getting things organized while Jim Allen and Debbie were setting up the newly updated AMA racing light system. Some of the updates included external antennas for better signal and the debut of the "Mini" light board. This mini light board was used to provide the pilots with a display that was directly facing the flying positions. I thought it worked fine, but there were some complaints that the display made it hard to see the cuts (maybe just something new?).

We had a total of 41 entries for Saturday and 31 on Sunday (Father's Day) - way to go Dads! The president of the Valley Flyers, Jason Parfar, wanted to do something special for these races by having etched glass plaques made - "Very Nice" - the provided standup mounts topped them off! I heard that the Basin's 2010 April race will be named the "George Finch Memorial Race" with something special in the way of plaques as well! Looking forward to see what Jason comes up with. As we all know, April at the Basin is the fastest place in the nation. Mark your calendars for that one!



Left to right: Jim Padelt, Dan Thordarson, Dave Sweeney, and Travis Flynn

Check out Jim Padelt's first place APRA Etched Plaque!

Here's the way the racing finished up! Great to see Fred Burgdorf back with us racing!

Saturday 4 Rounds of Racing

APRA

- 1 Jim Padelt 1:38.35 16
- 2 Sam San ** 1:36.06 15
- 3 Bill Malo 1:38.00 14
- 4 Scott Manning 1:38.46 14
- 5 Tim Williams 1:40.45 13



District News



Q40

- 1 Gary Freeman ** 0:59.84 14
- 2 Matias Salar 1:00.81 14
- 3 Fred Burgdorf 0:59.96 13
- 4 Lee VonDerHey 1:01.19 13
- 5 Dan Kane 1:01.07 1

428

- 1 Fred Burgdorf 1:09.58 16
- 2 Jim Allen 1:06.79 15
- 3 Gary Freeman 1:08.50 15
- 4 Norm Teague 1:09.18 14
- 5 Matias Salar 1:08.34 13

Sunday after 4 Rounds of Racing

APRA

- 1 Gale Enstad ** 1:36.54 16
- 2 Jim Padelt 1:37.22 15
- 3 Tim Williams 1:41.09 13
- 4 Marty Kuhns 1:41.56 13
- 5 Dave Gavin 1:48.09 9

Q40

- 1 Fred Burgdorf 1:03.37 15
- 2 Robert Holik 1:02.80 11
- 3 Doug Killebrew 1:07.42 9
- 4 Lee VonDerHey ** 1:01.83 8
- 5 Gary Freeman 1:02.99 8

428

- 1 Gary Freeman 1:07.41 16
- 2 Matias Salar 1:09.77 16
- 3 Fred Burgdorf 1:09.79 15
- 4 Dan Thordarson 1:10.39 13
- 5 Clark Leadbetter 1:08.44 12

See you at the races!

Dan
53C

District 2, Tom Strom, Jr.

Hello from the Great Northwest! We have two races under our belt for the 2009 summer season, and the racing here has been great! We started our season in Spokane, WA, and between dodging raindrops and tornados, we were able to get a little racing in! Due to our short schedule we were able to

get in only APRA and Q40. After the racing was done, Jody Haack took top honors in APRA with Eric Ide taking Q40. Congrats, guys!

From Spokane we headed west to Shelton, WA. The weather was amazing! Mid 80's on Friday and Saturday, and the low 90's on Sunday with just enough breeze to tease you! The Shelton club members were again out in force manning the entire course and providing food for both days! These guys have been a huge help to pylon racing here in the Northwest. For those of you who have not made a trip to this site yet, you are missing out big time!! Gorgeous race site with fantastic people! After racing was done and the dirt settled, Steve Mortenson was third in APRA; Todd Ryan was second; and Allie Russell was first. Dan Nalley was third in Expert; Tom Strom Jr. was second; and Eric Ide was first. And last but not least, Eric Ide was third in Q40; Tom Strom Sr. was second; and Tom Strom Jr. was first. We have another contest at the Shelton field on August 29th and 30th, and this is the North vs. South Shootout! Hope to see all of you there!

District 3, Randy Smith

OK, here we are... We've had a season opening practice race in Calgary; the Regina Windy Flyers hosted their annual district contest; we've been to the Nats and back, and as I write this the Calgary district race has completed the Quickie 500 event. Q40 is pending tomorrow.

Wow, time flies when we are having so much fun racing. On June 12, 13, the Regina Windy Flyers hosted their annual district pylon race meet. The racing gods were smiling upon us as the cloudy, cold, raining weather just days before the weekend broke just in time to bring absolutely perfect

weather for racing. Both race days were sunny and hot with light winds. There were 19 entries in Quickie 500 and 16 entries in Quarter 40. The results for the weekend were:

Quickie 500: (Inner Pipe removed/short course)

- 1st - Roy Andrassy, Calgary
 - 2nd - Rod Kelln, Regina
 - 3rd - Russ Bouchard, Regina
- Roy Andrassy had fast time with 1:02.91.

Quarter 40:

- 1st - Cecil Graval, Calgary
 - 2nd - Randy Smith, Calgary
 - 3rd - Lyle Baker, Saskatoon
- Roy Andrassy had fast time with 1:03.98.

The highlight for me was that my girl friend and racing partner, Lana Costello, called for me in Quarter 40, and we took home a trophy against some very tough competition. This was only Lana's second race meet where she called for me in Q40. Pylon racing is truly a team event composed of pilot and caller. I think we're shaping up to be a good team.

I guess this is the Nats issue of the newsletter. You will hear all about the Nats from all other newsletter contributors, so I won't go into much detail. All I can say is that it was a helluva Nats for me and for Roy Andrassy. Roy placed second in Q40 in the fly-off for first place against AJ Seaholm. Roy went down in true racing style fighting hard as his wing failed at pylon #1 after seven laps. Great job, Roy; we'll get 'em next time. For me, I was very pleased to finish 11th in the Q40 finals. I think this is my best finish at the Nats. It felt good to finally get most of my poo in a pile and turn in a respectable Nats showing. I flew well, my birds survived, and I had a good time with all the pilots and callers at the Nats.



District News



There are too many great memories to recount and a few dark moments we would rather not discuss. However, one of the darkest moments had to be Rocket Ray's destruction of three Q40 birds in four official laps of racing. Wow, that's rough. I feel for you, Ray. Many of us have been there... well, maybe we haven't been quite that deep in the doo-doo. We are hoping to see you at the Nats once again.

As I write this, the Quickie event at the Calgary district race has been completed. There were 16 entrants. The weather was HOT, and there was no wind. Roy Andrassy took home first place and fast time [yet again], while Doug Houston and Peter Thannhauser flew off for second place. Peter cut in the fly-off and Doug cruised home for the win. I need to get ready for Q40 for tomorrow so I'm calling this the end of the article. We have races in Saskatoon and Edmonton. Then some of us are making the trek to Shelton, WA in August. See you there!

Randy Smith



Team Canada attends the US Nats in Muncie, Indiana.

Kneeling: Randy Smith and Roy Andrassy

Standing: Hank Kauffmann and Terence Palaschuk

District 4, John Williams – no article submitted

District 5, Jim Nikodem

Here is a race report from Mick Warning. The Sentral Illinois Radio Society (SIRS) hosted their first Q500-424 race weekend at their club field near Bloomington, IL, on June 20 & 21. The competition went off without so much as a sniffle as these guys were all well versed in race procedures from their prior 2 years of 4-star racing. Saturday was hot and humid with a light breeze right down the runway. Of the 10 pilots competing, half came away with one fewer airplane by the end of the day. The soft Illinois cornfields were swallowing fuses up past the muffler! In the end the top 3 was an interesting mix: Darwin Larson (experienced and current racer) was first; Mike Wilson (second race in Q500-424) was second; and Bernie Vanderleest (another experienced racer flying a backup plane) was third. The parity of these events is great!

Day 2 started off with rain which gave us a chance to hang out in the SIRS clubhouse and leaf through old scrapbooks including pictures and postcards signed by "Chuck"...Charles Lindbergh! Too much to discuss here, but you must read about the history there on the SIRS website. Once the rain let up and we got back to racing, we knew we were in for a battle when both Jim and Ernie Nikodem showed up for the contest. The battling was all about who would get the fast time award for the weekend, and it passed from TJ, to Jim, to Darwin, back to TJ, and then on to Pete Johnson who ripped out a beautiful heat while running scared from Jim who was right behind. As the rain started to fall with just 2 heats to complete the day, Bernie bettered Pete's time by a quarter second to take fast time for

the weekend!

There is also some very competitive racing in the Minneapolis area. They do some warbird racing, club racing with OS.46's, and some 428 and 422 racing. Their information is easy to find from a link off the NMPRA web site. Click on 424 info and then 2009 schedule. That's the schedule for the District 5 424 racing, but there is plenty of other good information plus info on the Lead Goose Trophy. It's a great web site put together by Bernie Vanderleest.

Here is a race report from the Moonshot Race. The weather could not have been nicer for the Cincinnati Moonshot Race June 5 and 6. Nothing but clear skies and calm wind was provided both days. Darwin Larson won back-to-back first places in 424 (Saturday and Sunday). The new and improved CAPS light and timing equipment worked without a problem all weekend. Thanks to Tom Scott (CD) and others, it was a very well-run contest with not one re-fly out of 108 heats put in between the three classes flown. Flyers came from as far as TX, FL, and KS. Saturday night the club hosted a most outstanding meal topping off one great day of competition. Some very close racing combined with a big turn out in 428 and 422 and truly outstanding weather made for a weekend hard to beat. Bill Johanson got fast time (1:07.99) and first place in 428, and Tom Scott won 1/4 40. Mike Helsel from Houston TX got fast time in 1/4 40 with a very impressive 1:01.82!

MoonShot Saturday June 6 424

| | |
|-----------------|----------|
| 1 Darwin Larson | 1:40.70 |
| 2 Kevin Matney | 1:40.62 |
| 3 Mark Feist | 1:48.62 |
| 4 Dave Ellis | 1:39.98* |



District News



428

| | |
|------------------|----------|
| 1 Bill Johanson | 1:07.99* |
| 2 John McDermott | 1:08.30 |
| 3 Mike Helsel | 1:09.83 |
| 4 Mike Tallman | 1:15.13 |

MoonShot Sunday June 7 424

| | |
|-----------------|----------|
| 1 Darwin Larson | 1:38.38 |
| 2 Jim Nikodem | 1:37.97* |
| 3 Dave Ellis | 1:41.03 |

Q40

| | |
|---------------------|----------|
| 1 Tom Scott | 1:05.42 |
| 2 Craig Grunkemeyer | 1:03.77 |
| 3 John McDermott | 1:06.94 |
| 4 Mike Helsel | 1:01.82* |

The NATS once again this year went very well with nearly perfect weather and a great crew working to make everything go smoothly. Only two airplanes lost in 428 made it very different from last year when there were parts scattered all over the flying site. Since everyone was together at the NATS pilots' meeting, Scott McAfee hosted a discussion about the future of our sport with Nelson gone. Maybe it is time for a rules change. It seemed to me that there was widespread acceptance of the idea that 428 should be, in speed and cost, more in the middle of 424 and 1/4 40. Right now the cost and speed of 428 and 1/4 40 are not that different. It seems like a logical time, with Nelson no longer making new motors, to consider a new set of engine rules for 428 to make it more of a mid-level event. That would also give the state-of-the-art composite quickies less of an advantage. The reason I say that is a race was run in California where composite airplanes were raced with Thunder Tiger 40's, and the result was no advantage. I think there is a noticeable difference at the higher speeds, but the difference is less as speed goes down. Composite airplanes being less important brings the cost down for those who do not want to spend \$400 plus just for an airframe. If the engine rules chosen result in a cheaper motor (which it

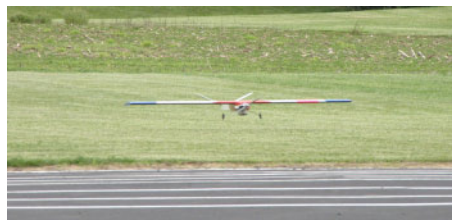
should), that also makes our sport more attractive to newcomers. We have to admit that every time we take off in a race, we could turn our finely tuned racing machine into a pile of unrecognizable junk - especially for guys new to an event. One other idea is that changing the engine rules now would leave more Nelson cases available for 1/4 40 use. This change could be done by simply decreasing the venturi diameter. Lots of good reasons to change 428 engine rules to slow the event down and reduce cost to make it more of a mid level event.

That's all for now.
Jim Nikodem

Cincinnati Moonshot Race June 6 and 7 - all photos by Lee McDuffee



Left to Right - Dub Jett talks with the Moonshot Saturday 424 winners: Mark Feist, Darwin Larson, and Kevin Matney.



Moonshot Carrier Landing



Rick Vogelsang left flies while Moonshot CD Tom Scott calls.



Terry Frazer(lane 3), Kevin Matney (lane 2), and Mike Helsel (lane 1)

District 6, Steve Baker

The Mid-Atlantic and Northeast region's racing is now in full swing, including preparation for the Nats. On June 6, the PGRC hosted a Q-500 race. Unfortunately, with the passage of time, I have little recollection of the specifics, other than I know I didn't crash this time. Again, we had had hopes of flying 424 and 428, but the New England crowd also had a race the same weekend and there were not enough entrants to merit flying both classes.



District News



The final results of the June 6 race are as follows:

| | | | |
|----|--------------------|-------------------|----|
| 1 | Frank Jr. Donnelly | 1:18.58 | 21 |
| 2 | Dave Latsha | 1:17.65 | 20 |
| 3 | Stephen Baker | 1:19.59 | 19 |
| 4 | Neal Rehm | ** 1:16.74 | 18 |
| 5 | Pete Cooke | 1:18.54 | 18 |
| 6 | Daniel Myer | 1:20.56 | 15 |
| 7 | Gene Bass | 1:24.20 | 14 |
| 8 | Kevyn Myer | 1:26.40 | 13 |
| 9 | Richard Moreland | 1:21.95 | 12 |
| 10 | Regis White | 2:13.46 | 7 |

In light of a schedule conflict for our fall race, we have moved our District 6 NMPRA Q-500 Championship Race to October 17. Both classes (424 and 428) will be flown.

Lastly, the Bowie installment of the Q-40 Gold Cup race is rapidly approaching. I have sent a flyer to the newsletter editor with registration and hotel information. Please get your registration info and entry fee into me as soon as possible. Also, please let me know if you intend to stay at the "Chateau PGRC" for the Q-40 race. So far, 2 of the 8 slots are taken.

2009 Nats:

What can I say other than, "Wait til next year!!" I almost qualified in Quickie and needed a miracle (to say nothing of horsepower) to qualify in Q-40. I am happy to report that Joe Tropea of Team Sausage not only qualified in Q-40, but came in 9th place and made it into the finals photo. Nice going, Joey!. Also, after many years of coming up short, Rick Moreland made it into the final dances of both Q-500 and Q-40. If only the "if Ida's" hadn't eaten him up, he might also have been in the big photo. Wait til next year, Rick.

One of the most interesting things I witnessed was Matias Salar building Gary Freeman Jr's Sweet Vee for him, from the kit, AT THE FIELD. Junior even came in 4th place flying this plane, a testimonial to its designer, Jerry Small, and the engineering of this design. It literally bolts together. The entire process took fewer than 3 hours. Mine is on order.

Something else of interest were some beautiful prototypes of very scale looking electric pylon racers, again designed by Jerry Small. Available as either a DeNight Special or a Lazor Rautenstauch LR-1A, these looked very promising, flew great, and on the 5-cell 2500 mah Li-po pack, looked faster than 424 Quickies. Best of all, no starter box, fuel, or lean engine runs (though real racers will always figure out a way to destroy something). They should be available in hobby shops from Horizon in about a year.



Lastly, here's a photo of Sheri, our heat wagon chauffeur for the week. She couldn't get over the amount of attention she was getting all week from the flyers, so I had to explain it to her: Modelers coming to Muncie will have very little to remember from the entire week, other than airplanes, corn, and you. I think she understood what I was getting at.



Sheri, the chauffeur

In the meantime, get your registration forms to me for the Bowie Q-40 Gold Cup race.

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



District News



PGRC of Bowie, MD NMPRA Q-40 PYLON RACE

3rd in the series of NMPRA Q-40 Pylon Races

Date: August 21-22-23, 2009

(Registration, inspection and test flying on Friday, August 21st)

Site: Prince Georges County R/C Field, Bowie, MD

All Entrants must be NMPRA Members

Entry Fee: \$75, payable to PGRC Club

Your entry fee must be received for your entry to be confirmed and hold your frequency.

Pilots with 2.4 Ghz radios: We will assign you a fake frequency to maintain the 3 pilots per frequency rule

Information and Registration:

Contest Director: Stephen Baker (301) 352-4580; email: sbaker6827@comcast.net

Saturday

8:00am- test flying closes

8:10am- Pilots Meeting

8:30am- First Heat Starts

Sunday

8:00am- test flying closes

8:10am- Pilots Meeting

8:30am- First Heat Starts

Recommended Hotels:

Comfort Inn
Route 301 & Route 50
Bowie, MD 20715
(301) 464-0089

Budget Inn (1.5m South of Field)
4111 Crain Hwy
Upper Marlboro, MD 20772
(301) 627-3989

Rips Motel
Route 301 & Route 197
Bowie, MD 20716
(301) 805-5902

Hampton Inn Bowie
5202 Major Lansdale Blvd
Bowie, MD 20716 US
(301) 809-1800

-----Entry Form-----

Name _____ AMA # _____

Address _____

City: _____ State _____ Zip _____

Frequency: CH _____ or check here _____ if flying Spread Spectrum

Phone Numbers: H-() ____ - ____ C--() ____ - ____ email address: _____

Return form to **Stephen Baker; 12215 Malin Lane; Bowie, MD 20715**



District News



District 7, Tom Dobyys - **no article submitted**

District 8, Eric Desardi

Hello all, while it has been a slow season, we did just get in two weeks of racing. In back-to-back weekends (7- 11 / 7-18,19) we had Club 40, 424 2-pole, and Giant scale. I'd like to thank everyone for both of those races. Mike Walther, Mark Wiess at Texas City, where yours truly had my best finish ever, 4th.

The following weekend was a full weekend of racing in 3 classes and a special thanks to the field owners, Fred French and Gary Fisher!! "The Racing Ranch" lives up to its name, and we're all ready to go back and mix it up!!

I posted the results and write ups below from the RCU forum; Mike and Jim have done a far better job than I could have.

We do have a NMPRA event scheduled for September at Texas City, so be on the lookout for it, and Fred and Gary are already talking about another race this year as well.

Eric Desardi

Texas City RC Club had their first open Club 40 Races, and it was exciting and fun. We had 12 entries in Club 40 advanced. This was not too bad for the first Club 40 race in the year in the Houston area. After four rounds of racing, the pilot points qualified as below:

| | | |
|-------------------------|----|------|
| Mike Walther | 12 | 1:37 |
| Don Roccaforte | 10 | 1:33 |
| (Fast Time for the Day) | | |
| Eric Desardi | 10 | 1:50 |
| Mark Weiss | 9 | 1:45 |
| James Grassmuck | 8 | 1:46 |

| | | |
|-----------------|---|------|
| Richard Rehwald | 7 | 2:04 |
| Harvey Cappel | 6 | 1:54 |
| Sieve Leslie | 6 | 1:54 |
| David Gressens | 5 | 1:40 |
| Mike Grassmuck | 5 | 1:58 |
| Ray Saenz | 2 | 1:50 |
| Phil Vance | 2 | 2:16 |

The races were 3 plane heats with 4 heats per round. After this, we had the elimination rounds which I find really exciting. If a person does badly during the main part, he has a chance to make it up on the end. It goes like this. There are races made up according to points. The lower the points, you are placed at the bottom group; the higher, you're on the top group. The lower points guys have a chance to race their way up through the "groups" as long as they win their heat. We had one guy race his way up from the bottom through 5 elimination rounds and end up second place overall. After the elimination rounds, the overall places ended up as below:

| | |
|-----------------|------|
| Don Roccaforte | 1st |
| David Gressens | 2nd |
| Mike Walther | 3rd |
| Eric Desardi | 4th |
| Mark Weiss | 5th |
| James Grassmuck | 6th |
| Richard Rehwald | 7th |
| Harvey Cappel | 8th |
| Sieve Leslie | 9th |
| Phil Vance | 10th |
| Mike Grassmuck | 11th |
| Ray Saenz | 12th |

The final elimination rounds with the top two pilots and the guy who stepped his way up all the way from near the bottom (Gressens) were pretty exciting to say the least. I was in the lead, until I got greedy and cut out. Both Roccaforte and Gressens were coming up on me and I lost it. Then it was up to those two. Gressens had a cut and Roccaforte ended first. Both these pilots entered their first race that day, which is very commendable.

The times were a little slow, but I suspect by the end of the season they will be between 1:25 and 1:35 for a 400' course, maybe even better.

I am hopeful that the Houston area clubs will start their own Club 40 racing so that way we can get a season series going. This will be exciting as we can have seasonal points, etc. for the overall area champion.

Many thanks to our club workers and all who entered.

Mike Walther

Results of the C40 - AMA 424 - USRA Sundowner Race:

Briggs, TX - July 18-19, 2009 Speed Ranch Results

Club 40 (400' 2 Pole Course)

| | |
|------------------------|---------|
| 1st Place Gary Fisher | 1:32.13 |
| 2nd Place Mike Tallman | 1:36.23 |
| 3rd Place Randy Ritch | 1:28.33 |
| (Fast Time Overall) | |
| 4th Place Jeff Large | 1:35.45 |
| 5th Place Fred French | 1:34.17 |

AMA 424 (608' 2 Pole Course)

| | |
|------------------------|---------|
| 1st Place Randy Ritch | 1:33.19 |
| (Fast Time Overall) | |
| 2nd Place Jason Duda | 1:35.51 |
| 3rd Place Jason Oliver | 1:34.71 |
| 4th Place Gary Fisher | 1:48.32 |
| 5th Place Ken Knotts | 2:01.23 |

USRA Sundowner (1000' 2 pole Course)

| | |
|------------------------|---------|
| 1st Place Jason Duda | 2:23.47 |
| (Fast Time Overall) | |
| 2nd Place Gary Fisher | 2:25.69 |
| 3rd Place Randy Ritch | 2:27.43 |
| 4th Place Jason Oliver | 2:27.48 |
| 5th Place Mike Tallman | 2:28.02 |



District News



helping reestablish pylon racing in Venezuela. Juan Baez, who competed at the Nats this year, is one of the promising pilots that started racing 424 in Venezuela. Until next time.



Juan Baez and Lavinio Napolitano



Zulia's Team



Gustavo Acosta and Ali Padron

District 9, Manuel Martiarena – no article submitted

District 10, Luis Ochoa

Congrats to Team USA for a well deserved win at the World Championships in Germany. District 10 is moving ahead as scheduled, and the second race of the year was held on May 20th at the Rosaleda flying field just outside of Caracas. After 5 highly contested rounds, Oscar Mijares came out on top with a personal best of 1.27.00; in second came Lavinio Napolitano with a time of 1.28.30; and in third Gustavo Acosta from Zulia State with a best time of 1.47.30. Gabriel Tahhan had the best time for the race with a 1.25.00. As we write this newsletter, the third race of this year is being held at Maracaibo, capital of the state of Zulia on the 24th and the 25th of July. Club 40 is also going to be raced at this event, and we look forward to both of these classes in



The young kid in the group, Oscar Mijares is still beating his elders.

Championship Series and Q40 Points, Randy Bridge – no information submitted



District News



Quickie 500 Points VP, Kim Vaclav

| 428 Q-500 Points NMPRA Members | | |
|--------------------------------|------------|-------|
| Last Name | First Name | Total |
| Freeman Jr | Gary | 354.1 |
| Flynn | Travis | 288.8 |
| McDermott | John | 245.9 |
| McAfee | Scott | 231.3 |
| Allen Jr | Jim | 230.3 |
| Thordarson | Dan | 212.3 |
| Gavin | David | 192.5 |
| Vaclav | Stephen | 186.6 |
| Grunkemeyer | Craig | 184.2 |
| Freeman Sr | Gary | 174.6 |
| Burgdorf | Fred | 169.7 |
| Frazer | Terry | 161.1 |
| Johanson | Bill | 154.3 |
| Leadbetter | Clark | 130.6 |
| Bridge | Randy | 126.5 |
| Brown | Raymond | 119.1 |
| Scott | Tom | 116.7 |
| Padelt | Jim | 105.8 |
| O'Brien | Dennis | 105.1 |
| Andrassy | Dr Roy | 99.5 |
| Lyon | Denis | 92.8 |
| Salar | Matias | 89.1 |
| Helsel | Mike | 86.4 |
| Jett | Dub | 85.1 |
| Houston | Doug | 83.1 |
| Larson | Darwin | 81.8 |
| Tallman | Mike | 80.3 |
| VanBaren | Rusty | 77.7 |
| Fehling | Matthew | 71.4 |
| Hegland | Tom | 68.8 |
| Graval | Cecil | 66.8 |
| Smith | Randy | 61.3 |
| Vogelsang | Rick | 52.7 |
| Nikodem | Jim | 51.1 |
| Schelling | Don | 50.7 |
| Moen | Loren | 50.4 |
| Teague | Bliss | 42.1 |
| Umbach | Kevin | 34 |
| Elert | Jerry | 33.5 |
| Doyle | David | 28.5 |
| Baker | Lyle | 28.5 |
| Moldenhauer | Richard | 17.6 |
| Verano | Richard | 11.6 |
| Redekop | Henry | 6.7 |
| Tahhan | Gabriel | 6.7 |
| Small | Jerry | 1.2 |
| Vargas | Bill | 1.2 |

| 424 Q-500 Points NMPRA Members | | |
|--------------------------------|------------|-------|
| Last Name | First Name | Total |
| Larson | Darwin | 436.8 |
| Nikodem | Jim | 384.6 |
| Vanderleest | Bernard | 307.4 |
| Barr | James | 293.6 |
| Vogelsang | Rick | 247.9 |
| Handegard | Chris | 206.7 |
| Scott | Tom | 191.1 |
| Douglas | Keith | 178.1 |
| Fehling | Jack | 160.2 |
| Nikodem | Steven | 154.8 |
| Padelt | Jim | 146.1 |
| Warning | Mick | 143.4 |
| Warning | Mark | 142.1 |
| Cappis | Jay | 105.9 |
| Wilson | Michael | 104.4 |
| Lyon | Denis | 104.2 |
| Johanson | Bill | 88.6 |
| Zisa | Richard | 69.4 |
| Dooley | Tom | 65.3 |
| Blanchard | Marcus | 61.3 |
| Gavin | David | 60.5 |
| Enstad | Gale | 59.3 |
| Nikodem | Ernest | 31.8 |
| Greer | Bob | 15.3 |
| Yost | David | 1.2 |

These are the point standings for 424 and 428 races that have been submitted so far this year. Thanks to all the District VP's who are doing a great job on getting the results in quickly after a race. If you think your points should be higher, call your District VP and make sure that all the race results in your area have been submitted.

Until next time,
Kim Vaclav

Contest Calendar, Mike Helsel
– no information submitted



District News



High Performance Information

High Performance is published
6 times per year.

Information for publication can be
forwarded to:

NMPRA Editor, Linda Brogdon

5251 Hermitage Dr.

Powder Springs, GA 30127

Phone: (770) 421-8838

Email: brogdonlh@comcast.net

If possible, please submit information in
Microsoft Word format

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Interesting photos of planes and events.
Send photos by electronic format
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Please check all appropriate boxes.

- ☐ New Member ☐ I am a current Contest Director
☐ Renewal ☐ Please donate excess remitted monies to the FAI Team Fund
☐ Change Address

Name _____ Phone Home _____

Mail Address _____ Phone Cell _____

City _____ State _____ Zip _____

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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(401) 640-4317

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