



The Pylon Racer's Official Voice

NMPRA

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President's Corner

I hope you have had a great summer and had a chance to get some racing in. If not some racing, I hope that you had a chance to get some practice in. I have been receiving lots of reports of races around the country where it is apparent that there is a lot of interest in the 424 and Sport Pylon classes. A lot has been happening in the world of pylon racing, and there is a lot to cover this month so let's get to it!

USA Team wins F3D World Championship

It is a thrill to announce that the USA team placed first at the World Pylon Racing Championships held in Ballenstedt, Germany. The team of Richard Verano, Travis Flynn, Gary Freeman Jr., and Randy Bridge returning as reigning World Champion, along with team manager Jim Allen, caller/mechanic Robert Holik, and Fred Burgdorf as strategist was an awesome team and scored a hard-fought victory over a strong international field. This USA team was, to a man, probably the best-prepared team the USA has ever sent to the World's. The final standings had Richard Verano in second, Randy Bridge in third, Travis Flynn in fourth, and Gary Freeman Jr. in fifth, for a dominating team victory.

Winning the title of World Champion was Robert Van Den Bosch from The Netherlands. Robert has worked so hard for this victory over many years and was the dominant competitor at this World's and set a record fast time of 56:33 at the contest. Also exciting was seeing Jaime De La Vega, Paolo Mucedola, and Julio Quevedo placing in the top 10. Jaime from Mexico, Paolo from Italy, and Julio from Guatemala are great guys who often race here in the U.S. with us. I am especially proud of Julio who has improved dramatically since the previous World's. Congratulations to all! F3D is an enormous step up in complexity from our racing classes, and the effort these guys put forth was really impressive. In addition, they have to foot the entire cost of competition themselves, so the team wishes to thank all those who supported them with donations and by purchasing raffle tickets.



Seasons Points

Please make sure that you have submitted your race results to the national points coordinators. Q500 points need to get to Kim Vaclav and Q40 points to Randy Bridge ASAP!! Last year we were rather lenient about late submissions, but this year there will be NO tolerance. The season's points winners deserve to be rewarded for their achievements in a timely and accurate fashion. If you were a CD, make sure that your race results have been submitted, and if you competed in a race, make sure that the results were submitted to ensure that your points have been compiled.

New Members

The NMPRA welcomes the following new members:

- Gary R. Walker from Pittsburgh, PA
- David C. Uthoff from Wickenburg, AZ
- returning member Neal Rehm from Aldie, VA

NMPRA Officer Elections

If you are interested in running for office or nominating someone for office, please get the nomination into David Doyle ASAP. I can tell you that there is a lot of change on the horizon for us, and if you wish to be a part of creating that change, you need to step up to the plate as an officer where your voice has a greater impact on the future of our sport.

NMPRA Championship Race

This year's Championship Race is to be held in Fort Lauderdale, Florida, on November 20-22 at the Markham Park site. Make sure to book your flights and hotel early. Flights are booking quickly, and the prices are going from really cheap to really expensive in a big hurry. There is a convention in town at that time also so hotels will book up fast, too. The hotel of choice right now is the Marriot Courtyard, Ft. Lauderdale-Weston, 2000 N Commerce Pkwy, Ft. Lauderdale, FL 33326, (954) 343-2225. When booking, use MPPA/NMPRA as the customer code and you will receive a special rate of \$69.99

per night. Also, make sure that you let Ray Brown know that you will be attending so that he can get you in the matrix. All this and more info is available on the website.

Speed Secrets

Tactics and Techniques – RC Pylon

By: AJ Seaholm

In the fall of 2002 I published an RC Combat article called "Tactics and Techniques." The intent of this article was to inform combat competitors of the tactics Michele, my Combat teammate and now lovely wife, and I used. Also, I hoped to demonstrate techniques for less reliance on the lucky streamer cut for improved consistency. This article followed Michele and my first RC Combat National Championship and was exceptionally popular. I still get comments on it today. On a long flight back from a business trip overseas, it occurred to me a Pylon Racing version might also be worthwhile. Scott Causey and I broke through this year and won a Gold Cup race in Fort Lauderdale (FL) and followed that up with a Q-40 and Overall AMA National Championship. What does that mean? Not much, other than hopefully racers will take this info as a little more credible with a couple of wins to back up the theories.

This article is intended to be a useful guide for newer racers and those trying to put the final touches on their pylon racing skill set. Hopefully, it will be an enjoyable, light-hearted read that will help you have more fun and success racing RC Pylon, my hands-down favorite.

This article will be broken down into the following sections.

- There's No I in TEAM
- Aggressively Conservative Game Plan
- The Bridge-Flynn Effect
- Staying the Course, To Move or Not To Move
- Back to Basics

High Performance Information

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There's No I in TEAM

Scott "The Missile" Causey and I have written numerous times about the importance of the Pilot-Caller Team in RC pylon racing. I will start this article with the team because without Scott by my side, I would not have won the 2 big races this year, plain and simple.

There's no I in TEAM, but there is a ME. I say this because the TEAM dynamic can have its ups and downs. I've not always been the best teammate, especially after Scott has made a calling mistake. He's a phenomenal caller, far better than I, and rarely makes mistakes. Let's be honest though, racing at the top-level is not easy and mistakes happen. It's how you as a team respond to those mistakes that I believe sets the great teams apart.

We've not spoken to one another for fairly long periods of time during a contest. However, if you both default to a true position of wanting your teammate to excel, you'll work through those moments of frustration and learn from those low points with the goal of never repeating the blunder. I'll talk about the Game Plan in the next section. Now, I'll focus on our interactions on the flight line. I'm hopeful this will help you and your teammate think about what's important and how to avoid those moments of discontent because I believe it all begins on the flight line.

Scott and I get ready to start like any other team. We have a highly choreographed routine; some may even call it anal-retentive, and I'm okay with that. With a much-rehearsed routine, each team member knows his role, and this helps avoid those moments of panic. You know the ones when your heart begins to pound because your motor won't fire due to something as simple as fuel shut-off being engaged. Your thoughts get

jumbled together, and the 60-second clock starts to fly, a.k.a. fire drill.

RC Pylon Racing, in my opinion, is very much a mental game as are most competitive endeavors. If you are not in the right frame of mind, you'll never be successful blazing around the course at close to 200 mph. The flight line routine helps keep each person focused on doing his job.

I lay down my flight line gear in exactly the same spot each heat. I place the starter on the ground just ahead of the spinner. I also run the starter to make sure that the battery wires have not been disconnected. I set the tachometer on the ground to the right of the starter pointed at the prop and check to make sure it's on the right setting. The flight-line box with radio still setting in its slot sits just outside the tach. The glo-driver goes to the left of the engine well behind the plane of the propeller.

The radio is turned on and the correct model is verified. I quickly move all surfaces to ensure that everything is working properly. Once on the clock, I first remove the fuel restriction, either the clamp or fuel shut-off, activate the glo-driver, and fire the motor up. Set the needle, place the gear back in the flight line box, and Scott begins to keep the motor cool. In Q-40, he chokes the motor with his finger and in Q-500 he holds the nose of the racer down. I move the flight line box to the side of the plane and start my trek back to my flying position. Keep the flight line box relatively close to your caller and plane should something go wrong, a.k.a. initiate fire drill, and a quick restart is required.

On my way back I remove my earplugs and position the Futaba FASST (shameless product plug) antennae to a vertical position. Once there, Scott looks back and I give him a head nod to acknowledge that I'm ready to rock. He does his thing and I do mine from there.

Normally I wouldn't get this detailed,

but I believe this first 60 seconds really sets the tone for the heat. By compulsively following a routine, it becomes instinctual. This means your brain quits applying resources to it, and you can begin to focus on the take-off and getting around the poles. I bet if you think back to your best heats, you don't remember a thing about the start-up sequence. I believe this is due to not having to think about it or therefore remember it.

I'm going to end this section right there. Remember the routine, and there's no I in TEAM to help improve the Pilot-Caller dynamic.

Aggressively Conservative Game Plan

The what? I heard Randy Bridge use this description of his flying style a couple of years ago. Not that I worship Randy or anything, as my wife Michele may lead you to believe, but I will reference him and Travis Flynn a lot in this article. The Bridge-Flynn team is arguably (I argue they are) the most successful team in the current era and perhaps ever. They've amassed 6x Overall National Championships, countless big race wins, and a World Championship. So, I've watched these two very closely over the years, and Scott and I have used them as our RC Pylon Team template.

Now that you're hanging with the big dawgs, so to speak, how do you seal the deal with a victory? The Aggressively Conservative Game Plan is part of this equation. In the simplest of terms, it means you can't win if you do something stupid like cut or crash. One of the things that have made Scott and me successful this year was the reduced count of bonehead mistakes and the impact of the remaining mistakes. In other words, by developing a reputation of not making mistakes, this helps put the pressure on your competitors. We've had some breaks this year that I'll talk



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more about in the next section, but we've also minimized the impact of our mistakes.

The impact of the mistake is what makes or breaks your weekend. For example, let's say you make a mistake on the needle or the first lap of a heat and somebody gets a jump on you. Don't compound that mistake by cutting trying to catch up. Now you've turned that probable 1-2 point mistake into a 4-point mistake.

In AMA pylon racing it's all about amassing points. At both the FL race and the NATS, Scott and I had our 2/ race mistake count, which we're, of course, trying to improve on. However, these mistakes only cost us 1 point at each contest. Granted there were a couple of breaks involved, but we didn't allow those mistakes to turn into 2+ pointers each.

Another way to think about the Conservatively Aggressive Game Plan is that you only need to fly fast enough to win the heat. If you go out there every time to set Fast Time, you're going to amass a pretty long list of mistakes. With the Fast Time Aggressive strategy you steal the margin for error primarily at pylon one. If you're a half lap out, your caller should instinctually back you off a little to get some margin for error back. If he doesn't, all it takes is a slightly blown line to pylon one or a slight change in wind speed and boom, you post a cut and likely a couple point mistake.

Here are two Seaholm-Causey examples of the Conservatively Aggressive Game Plan for your reference. These have 2 significantly different outcomes.

In 2008 at the FL Gold Cup, we were in the driver's seat going into the final round. We were one point up on the competition and held fast time, our first sub-minute time of 59.56. The initial mistake was a poor needle setting initiated by trying to squeak a little more out of it. Dennis O'Brien and Dubb Jett flat put it on us the first

couple of laps, and our airspeed was down so the chance of catching up was not high. As the heat progressed, Dennis and Dub continued to battle for the lead, and we were sucking hind you-know-what. About lap 6, Dubb posted a cut. We kept pushing to catch Dennis and also posted a cut turning a 1-point mistake (bad needle setting with the help of Dub's cut) into a 2-point mistake (bad needle and a cut), dropping us out of contention and setting my ME in TEAM into overdrive. After my ME fit resided, usually about 5-10 minutes, Scott and I vowed we'd never give a contest away like that again. Force a fly-off if need be and try to win the contest head-to-head in overtime.

As fate would have it, we faced a very similar situation this year at the FL Gold Cup race. We were again in contention and faced AJ Hemken, defending FL champion, and tied with him for first in our final heat. Hemken cut his opening lap and we went into cruise mode. We were so conservative in an attempt not to repeat the previous year's mistake that Gary Freeman Sr. passed us on lap 9. We dropped a point and my ME meter pegged once again. Scott kept me in line during the heat, tolerated me after the heat, and we stuck to the game plan of forcing a fly-off if need be rather than giving it away. This put us in a tie with Stephen Vaclav who had another heat to go. Stephen cut in his final heat and provided Scott and me with our first big race win.

To wrap this section up, fly only as hard as you need to win the heat and don't let 1 point mistakes turn into bigger ones.

The Bridge-Flynn Effect

At the current level of competition in RC Pylon racing with the parity in equipment and pilot skill, you really need a couple of breaks to win a big contest. In the previous section I talked about minimizing the impact of

mistakes. Well, sometimes that impact can be wildly different. For example, at this year's NATS we had a heat where we posted a cut. Fortunately, the other 3 competitors also posted a cut, and we were still able to garner 4 points, despite the bonehead move. I considered this a break that allowed us a shot at the title. We've had countless other heats where a mistake like this would cost us a couple of points.

The Bridge-Flynn Effect in my mind is similar to the old adage, "You make your own luck." During my close observation of Randy and Travis's team dynamic, I often asked other racers why they thought the team was so successful. Many times I heard, "Randy is very lucky." Huh, I thought, I wonder if he's made some kinda deal with the pylon devil or something to acquire this vast amount of luck.

After several seasons watching these two, I began to develop my own explanation of this incredible run of luck. Hence, the Bridge-Flynn Effect. I believe these two are so good and so consistent that they put a ton of pressure on the competition. In other words, one mistake against these two, and you're going down a point. Heck, you may not make any mistakes and will likely still go down a point; they're just that good. So, the Bridge-Flynn Effect results in pilots knowing how hard it is to win against these two, which creates mistakes and the perception of lucky breaks for Randy and Travis.

I believe Scott and I benefited from a similar affect this season. We've been pretty tough, in my opinion, for about a year. We'd won a lot of heat races and placed in the top 7 at most of the big races. I believe this along with a 58.62 time at the FL race helped us with Hemkem in the final heat race. I'm sure he was thinking he needed to nail the first turn and fly almost perfectly to take us down leading to a first lap cut, a break for us due in large part to a consistent performance



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leading up to that heat.

So, make your own luck by keeping the pressure on your competition by being consistently tough through minimizing the impact of a mistake. Man, this is starting to sound as if I know what I'm talking about, at least in my mind.

Staying the Course, To Move or Not To Move

Another aspect of the Conservatively Aggressive Game Plan is Staying the Course, To Move or Not To Move. If you talk to most experienced pylon racers, they'll tell you to hold your line; if you move, that's when a mid-air will happen. I've had a lot of experience with mid-airs; in RC Combat it happened all the time and in some cases multiple times in a single heat. Combat models are designed to take a beating and keep on ticking; our pylon models are not. Not to mention, there's a pretty substantial investment up there cruising around in a pylon heat.

My approach to "Holding Your Line" has a little different and more conservative spin. Having blasted many combat models out of the sky for years, I began to almost see mid-airs coming. Pretty simple really, 2 models going in for a kill on an intersecting flight path and boom, big wreck. It's the same in RC Pylon, if you try to fly the same line as your competitor, sooner or later you'll try to occupy the same space, which is followed closely by piece generation. With this little pearl of wisdom, why would you hold your line that may in some cases be the same line as your competitor? There's lots of airspace on the course vertically, why not take advantage of it and reduce your racing expense. Simply put, choose a line above or below your competitors' flight path. Then hold your line by controlling your vertical spacing and duke it out for ten laps of clean side-by-side

racing.

I began to use the rudder on the simulator to drive the model up or down to find a clean line around the course. This has carried over to the real world with the straights providing the greatest distance to find that vertical spacing to help cut down on collisions. Besides collisions, the other significant enemy to pylon racer longevity is bad-air. Bad-air is a formidable foe and can really bite you when following the lead plane through the turns. Bad-air is essentially a big hole punched through the air by our models. Think of drafting in NASCAR. The problem with our style of racing is you rarely hit that hole evenly with both wings. This leads to a violent yaw that usually points you straight at the ground providing just enough reaction time to watch your model turned to a nasty pile of rubble, not good or cheap.

An integral part of picking a line is the knowledge of your competitions' flying style. I'm going to reuse a comparison from my RC Combat Tactics and Techniques article to illustrate my point. What can I say, I'm not that original?

In college baseball we used to keep detailed pitch-by-pitch charts on the opposing pitcher. This included pitch type and location. After a couple of innings a definite trend always developed that we as an offense would then try to exploit. In RC Pylon, I've tried to adapt this by observing each pilot's tendencies for choosing an elevation in a close race. Do they stay pinned on the bottom (right at the top of the pylons) or naturally slide up? With this knowledge it takes some of the guesswork out of the heat.

I prefer 10-15 feet above the top of the pylons as the lead line. In other words, if you can get the lead, you will by nature get to pick the line and those following will need to slide up to avoid bad-air. Know your competitors' tendencies to determine if this is good

plan.

A pilot's line will change with time and experience. Newer racers will not hold as consistent a line, which will usually provide you an opening to get around them. Ideally I prefer to pass at Pylon 1 because your field of vision is much greater. For me, pylon 2 and 3 is the most challenging because as you turn your head through this turn, your field of vision is very limited. This makes it really easy to misjudge where you're at and fly right into a competitor while trying to squeeze past.

Granted, this all sounds good in theory, but until you can hold your line and fly consistently, it's not going to provide a lot of benefit. I'll end this article with the basics I've learned over the years to work towards swapping leads with the big dawgs. In summary, hold your own line and work hard to develop a feel for your competitors' tendencies. This will aid in the development of a Conservatively Aggressive Game Plan before your wheels ever leave the ground.

Back to Basics

The final section of this article really should be the beginning. Without good fundamentals all the previous information will not provide much benefit. My hope is by flipping the order and writing this section last, perhaps it will be the last thing in your mind the next time you go out to rip it up on the course.

Model set-up is a huge part of flying consistently. The faster events in RC Pylon don't provide a whole lot of time to be wrestling your model around the course. So, spend the time to get your bird flying as well as possible. The three trimming basics are described below:

- Center of Gravity (CG) – Use CG to trim the straights. If a model is coming out of pylon 3 headed towards pylon 1 and feels as if it's drifting in



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towards the pylon, it's nose heavy, slide the CG back. A tail-heavy model will not want to drop the nose on landing and seems very jumpy on the course. It also tends to climb or drop the tail after the motor shuts off.

- Rudder Trim – Use the rudder to trim your model's yaw in the straights. If the tail is hanging low or high, trim this out with a couple clicks of rudder. Flying with the tail up or down essentially exposes the side of the fuselage to the air and acts like a parachute.
- Tip Weight – If your model feels as if it dives or balloons up through the turns, use lead tape or coins to add weight to a wing tip. If the tail kicks up, the model needs tip weight on the top wing. Vice versa, if the tail wants to kick down through the turn, add some low tip weight. Don't try to figure out why this works, just accept that it does. At least that's what I had to finally do.

These three trimming basics will help dial that model in and make your job as the pilot much easier. The less you have to fly the model and provide inputs to those little drag makers we call control surfaces, the faster you're going to go.

Now that you've nailed your model's set-up, it's time to get some laps in. Flying the course is not that hard; flying the course consistently tight and smooth for 10 laps in a row is very challenging. This should be your goal every time out. Smooth is fast. I've adopted the less is more technique when it comes to control throw set-up. This is a widely accepted method for setting up a model in pylon racing for good reason. First, smooth is fast. Minimizing control movement will

scrub less speed and reduce heat times. The second component to the less-is-more approach to control set-up is the adrenaline factor. It is very probable you can fly rock solid smooth laps with a lot of throw during practice. As soon as that green flag drops, you have adrenalin pumping and precision flying goes out the window. It's far too easy to yank and bank in the heat of battle; therefore, the less throw you have, the better off you'll be. Minimal control throw is one of the hardest aspects for new pilots to grasp because sport models use a lot of throw and pilots are used to this feel. The most common reply to minimal control is, "I like a lot of throw in case I get into trouble." I contend that with a lot of control throw, you will get into trouble. With minimal throw, there's no need to get out of trouble because you never get there in the first place.

Along the lines of minimal control throw is elevator tuning. The elevator sets the radius of your turns. The full pull turn is a must to flying consistently. I tune the elevator for a full pull turn through pylon 2 and 3 and take what I get at pylon 1. This was a new technique for me after my long pylon hiatus but it really works. If you start a full pull turn at pylon 2, pylon 3 will be a no-brainer, if and only if, you nail pylon 2. So how do you know if you're close to Pylon 2? Get over close to it so you can easily judge your depth from the pole. If you stand up in the middle or further away from the pylon, it's much more challenging to judge your depth. Since this technique requires a close and consistent proximity to pylon 2, or you'll cut 3 every time, get within 20-30 feet of the pole to see what's going on.

Now that you've mastered the 2-3 turn it's time for that all important leg from pylon 3 to pylon 1. This leg is very critical because without a consistent distance traveled, your caller will never be able to really dial

you in on pylon 1. The objective here is to fly as straight and as consistently as possible to give your teammate the same look and place to start his cadence, lap after lap. If you arc this leg differently each lap, the effective distance traveled changes and the cadence will be wrong leading to a cut. Fly straight, fly fast, and give your caller a chance.

So a couple of paragraphs into this section and your model is flying on rails, you're nailing 2-3, and the straight from 3 to 1 is dead straight. Piece of cake, right? Well, actually this will take a great deal of practice to get right. I've benefited a great deal from working on these techniques on a flight simulator. I started with Real Flight G2 and have progressed to Real Flight G4.5. While practicing on the simulator, you can record your flights and go back to review where your weaknesses lie. This provides tremendous feedback much like videotaping your golf swing and reviewing the deficiencies. Simulators also allow you to fly against a recorded model and practice flying different lines. The simulator also allows a great deal of flying to be done in a short period of time without wearing out your equipment. I typically try to log 5-6 heats minimum before going to a contest. I record each heat and fly only 11-12 laps just like a real heat. After each flight I go back and watch each pylon to see how tight I'm flying and then time the heat to give myself a metric to compare the next practice heat too. This allows me to knock some dust off, judge my consistency, and get the all-important first lap cadence dialed in. It also helps train my eyes and brain for the speed so the model will start to "slow down." I'm a big proponent of the use of flight simulators as a practice tool in RC Pylon and believe my flying skill has benefited greatly from its use.

While the flight simulator is useful for



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working on fine-tuning your flying skills, nothing can replace race experience. The adrenaline factor is something you can never replicate with a simulator. It's important that you learn to deal with this heightened state of awareness, a.k.a. pumped up, the reason we all do this stuff. In my opinion, this can only be learned at the races. Plus, races are a lot of fun, and competitors are very enjoyable to spend time with so get out there and experience the action.

The final basic I'll discuss in this article is the first lap turn. I believe most races are won or lost on the first lap, and a great deal of simulator practice time should be devoted to trying to master this lap. As a pilot, I am solely responsible for getting around pylon 1 on the first lap. There are a couple of reasons for this. One, if you as a caller have to stand there after launch and call the turn, it's a long run back to get to your pilot. This oftentimes leaves you out of position as a caller for the second lap, which is nearly as crucial as the first. The other problem with the caller calling the first lap is the take-off itself. As a pilot you can see how smoothly you've climbed out or the line you're taking to pylon one. It's much harder for the caller to judge this change in distance flown. So, we use a "2-3-4-Ready-Turn" cadence for the first lap. In Q-500 I start the cadence when the wheels leave the ground. In Q-40, I start this cadence as soon as Scott starts his push. Try to take off low and flat to minimize the distance traveled. Scott yells my first name when the pylon 1 light turns on. As the pilot I use this verbal feedback to judge and adjust my first lap cadence to really dial it in on the pole. The first lap is so critical because it's so much easier to get through pylons 2-3 without having to follow someone through there, establish a different line, and deal with those big holes in the air.

Well, I believe I've rambled enough. Again, my hope is that this will benefit the racing community. These techniques are by no means my own; they're simply a compilation of many years of experience that have been so graciously shared with me over the last 6 seasons following my re-entry into pylon racing. My suggestion is that you read this and try to extract a couple of pieces of useful information. Go out and apply those techniques to your next race or practice day. Come back to this article in the future and try pull out a couple more useful bits of information. In time I'm confident you'll see your point counts going up and your times trending down.

If you have any questions or comments about this article, don't hesitate to contact me at seaholm@teamseaholm.com.

Race hard and have fun.

Electric Formula One

Those of you who attended the NMPRA annual banquet will recall that I committed to the membership that we would begin a project to study and create a new class of pylon racing for electric airplanes. We recognized that electric airplanes are more than just a fad and are rapidly becoming mainstream in the remote control arena. Indeed, in many places, due to noise and space restrictions, electric flying is the only option available to many fliers.



Since that time there has been an enormous investment of time and money put into this project. We have built and flown numerous airplanes and used many different power systems and components. We collected significant data from many people who were also experimenting with electric racing airplanes. We also communicated with a variety of manufacturers of airplanes, motors, electronics, and batteries to solicit their input. Our goal was to create an event that featured exciting aircraft, which used readily available and reasonably priced components. The target speed was to be at least as fast as the current 424 class using today's off-the-shelf components. We also insisted that the airplanes be attractive, easy to build, and offered flying qualities that made not only a great racing airplane but a great flying sport airplane that anybody would enjoy flying. We recognized that trying to convert a current racing class to electric was not practicable. From the start, we wanted an event that could be flown on both the short course and a two-pole course to accommodate all field sizes. We ultimately settled on an airframe sized somewhere between the old QM15 class and the current Q40 class. This size airplane allowed us to access a wide variety of power system components, parts, propellers, and electronics. It was big enough to offer a low wing loading and an ability to handle winds, yet small enough that building one would not break the bank.



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Achieving these goals was a pretty tall order; however, early on I drafted Jerry Small to take the lead on this project. Jerry is, without a doubt, one of the most talented aircraft designers of our time. Jerry is responsible for numerous designs, known not only for their great flying characteristics, but also for their innovation. Not only is he an enormously talented designer, but also he is a tenacious and tireless worker who would accept nothing less than total success at meeting all the goals laid out in this challenging undertaking.

What Jerry came up with is a family of airplanes based on a similar airframe. So far he has an LR-1a, Denight Special, Midget Mustang, and a Little Toni. The airplanes were designed around the .25 size outrunner motor.



Those of you who attended the NATS saw some of the early prototypes that Jerry produced. We tried to get as many people as possible to fly these airplanes to solicit their input. I am happy and proud to say that

the response to these airplanes has been overwhelmingly positive and has exceeded our expectations. The airplanes are an absolute delight to fly, both as racers and as sport airplanes. Racers, pattern fliers, and sport fliers have all been impressed with the airplane and all had only one thing to say after flying the prototypes; "Where do I get one of these?" Based on the interest we have seen in these airplanes, we are hopeful that there will be at least one line of reasonably priced ARF's offered in the near future to anyone interested.

What is presented here is the proposed set of rules for this exciting new event, which has been submitted to the AMA for adoption as the new electric pylon racing class. To summarize the rules, the power system is specifically designated by providing maximum size limits on the motor as well as a weight limit of 225 grams (approx 8 ozs.) and a maximum of four cells for the battery pack. The airplane is to be a replica of a full size formula one racer, of built-up construction with plastic film covering (no composites), and have a minimum wing area of 375 sq in and a maximum span of 52". Minimum weight is 3 1/4 lbs. and maximum is 3 3/4 lbs. The wing is a minimum of one inch thick, and the fuselage is a minimum of three inches wide and six inches deep. Read through the rest of the rules to get the rest of the info, but the bottom line is that these airplanes are good looking, great flying airplanes that are at least as fast as the current 424 airplanes. We are running 4-cell 2500mah lipos and a variety of motors, ESC's and props. I predict that this event will be a huge success and that there will be a large amount of airplanes and power systems available shortly.



16.5. Event 427: Electric Formula One

16.5.1. Airframe: Models must be primarily constructed of wood and covered with plastic film core. Fuselages, wings and tails manufactured in molds designed to produce hollow core structures covering. Painted molded fiberglass or vacu-formed plastic parts may be used as nonstructural add-ons or "slip-overs" such as cowls, turtle decks, fillets, and canopies to create more complex shapes. Wings and tails must be of built-up, all wood construction, or wood sheeting over a solid foam core. Fuselages, wings and tails manufactured in molds designed to produce hollow core structures are prohibited. Traditional fiberglass reinforcement, carbon fiber, inset wood or composite tubular spars continue to be acceptable. However, fiberglass or carbon reinforcement or covering may not extend beyond six (6) inches from the wing center section. The last two inches of each wingtip may be made of any material.

a. Weight. Minimum three and one quarter (3.25) pounds, maximum three and three quarters (3.75) pounds.

b. Wing.

1) Area: Minimum 375 square inches.

2) Span: Maximum 52 inches (projected).

3) Chord: No limit, however, the wing taper, in addition to other distinctive design features, is subject to the design approval requirements of paragraph g) below.



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4) Airfoil thickness: Minimum one-inch at the wing center section. Thickness shall progress uniformly in a straight line or convex taper from root to within 1 ½" of the wingtip. The outboard 1 ½ inches of the wing may utilize an alternate, but uniform, thickness taper.

c. Fuselage.

1) Depth: Minimum six (6) inches at its deepest point. Depth does not include radiators or belly scoops (if any), but shall include the windshield, canopy, pilot's head, or headrest, but does not include tail surfaces, dorsal or sub fins, tailskids, or non-scale protuberances.

2) Width: Minimum three (3) inches at its widest point. Width and depth points need not coincide. Width does not include fillets, cheek cowl fairings, or non-scale protuberances.

3) Cross-sectional shape and features:

(a) Profile representations of any significant feature of the full-scale prototype are prohibited. Cross-sectional contours at the height and width measurements and at stations determining the likeness to the full-scale prototype shall maintain the integrity of the contours in the full-scale prototype. The only exception permitted shall be in the engine compartment for maintenance purposes.

(b) Cheek cowls, canopy, and belly scoop, if any, shall have at least a 5/8-inch radius at their widest point so that a hypothetical 1-1/4-inch-diameter ball would fit inside, tangent to the outer surface. A cowl, canopy, or scoop with an oval or rectangular cross-section and corners of less than 5/8-inch radius satisfies this requirement if the hypothetical 1-1/4-inch-diameter ball would be fully enclosed.

(c) **Cooling holes:** Cooling holes and vents for the purposes of allowing cooling airflow to the motor, ESC and battery shall be allowed as long as they do not change the outlines of the aircraft.

d. Tail Surfaces: Tail surfaces shall be flat plate surfaces with a minimum thickness of 3/16th inch, with rounded

edges. Rounding of surface edges shall be limited to rounding to a radius equal to 1/2 the thickness of the surface and the rounding shall begin at a distance no further than the measure of the thickness of the surface from any edge of the surface. Stabilizer, including elevators, shall be a minimum of 70 square inches.

e. Landing gear. The landing gear shall be fixed and shall resemble that of the full-scale aircraft as to location on the airframe and the number of wheels used. At least two (2) of the wheels shall have a diameter of at least 2 inches, and shall be separated laterally by at least 8 inches. In-line wheels are prohibited. Wheel pants, wheel spats, or strut fairings are permitted, but are not required.

f. Spinner: A spinner with a minimum diameter of two inches (2") shall be used.

g. Replica rule.

Models entered in this event shall be of conventional layout as defined in 7.1 and be recognizable replicas of full-scale, human-carrying, propeller-driven aircraft that either raced in or were built for the 190/200 cubic inch class of Formula I closed-course racing competition. Models of full-scale aircraft that do not meet the objective requirements of these rules (for example, a model of Wild Turkey whose wing thickness does not progress in a "straight line or convex taper" as required by paragraph I.b.3), or a model of the monowheel version of Fast Lane Exit that does not meet the main wheel track requirement in paragraph I. (d) are prohibited.

1) Wing and tail outlines shall maintain the integrity of the outlines of the full-scale prototype aircraft, as shown by photographs or 3-views

2) The fuselage side view shall maintain the integrity of the outlines of the full-scale prototype aircraft, as shown by photographs of 3-views.

3) Except as necessary to achieve the minimum width across both cheek cowls as stated in paragraph 1.c.2) above, the fuselage top view shall maintain the integrity of the outlines of the full-

scale prototype aircraft, as shown by photographs or 3-views.

h. Prior approval of designs.

1) Procedure: All designs, past and future inclusive, shall not be entered in competition until three (3) accurate views or photos of the model and the full-scale prototype aircraft have been submitted to a five-member subcommittee of the RC Racing Contest Board and approved by an affirmative vote of at least three members thereof. Such approval may be given orally, but shall be recorded for future reference. In the case of unusual or little known designs, the designer shall produce documentation to clarify that such a design did exist. A model shall be considered eligible for competition if it meets all dimensional requirements of these rules and, in addition, does not vary significantly from the approved three-views or photos of the same design.

2) Membership of committee: The five-member committee shall be appointed by the Chairperson of the RC Racing Contest Board and may consist of any five members, including the Chairperson, who do not have a financial interest in any kit manufacturing business that produces airplane kits for this event. If the five-member subcommittee has disapproved a design, the designer is entitled to review by the entire contest board.

16.5.2. Power System

a. Motor

1) Dimensions: Maximum length (excluding shaft) shall be 42mm; Maximum diameter shall be 36mm

2) Configuration: Stock, commercially available outrunner motor.

b. ESC: A commercially available brushless Electronic Speed Controller with a minimum of 45 watt rating shall be utilized and controlled by a separate throttle channel. The ESC may not utilize a BEC; power to the receiver and servos must be provided by a separate battery pack.

c. Battery: Battery shall be a commercially available Lithium Polymer (LiPo) battery.



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1) Maximum Number of Battery Cells: Motor battery shall have a maximum of 4 cells.

2) Maximum Battery Weight: Motor battery pack shall have a maximum weight of 225 grams including all connectors and wires. It is recommended that batteries utilize a balancing tap to balance the individual cells as part of the charging process; however, batteries without a balancing connector are permitted and shall have a maximum weight of 215 grams.

3) Battery Retention: There shall be a means of positive retention of the battery pack within the airplane to prevent it from shifting during flight.

d. Wires and Connectors: Wires and connectors shall be of a sufficient capacity to accommodate the power system rating. All wires or connectors shall be fully insulated and protected. No open or unshielded wiring or connectors are permitted. Connectors shall be polarized and of sufficient size rating. Wiring for transmission of current to the motor shall be a minimum 14AWG rating. ESC wire to the receiver's throttle channel shall be a minimum 22AWG rating.

e. Propeller: Propeller shall be 2 bladed.

1) Material: Material: Wood or Injection molded composite or plastic. Propellers made of resin and continuous strand or chopped fibers, manufactured by hand are prohibited.

2) Dimensions: No limit.

3) Availability, modification: Propellers shall be commercially available and stock, except as otherwise provided in paragraph 7.5.2.

District 1, Dan Thordarson

Hello District 1

By the time you read this district report, the last of the 13 scheduled Western Series Pylon Races which was held at Whittier will have been completed! I'd like to take this

opportunity to thank the members of the Valley Flyers and San Gabriel Radio Control League clubs for their support in making these 8 Southern California races possible! As you know, the volunteers from these clubs donate their time unselfishly to support their club's activities. It's a tough job sitting out in the sun for 2 days when you're not a racer and having to deal with high strung racers and only being rewarded with a few pieces of Costco pizza! Without these volunteers there would be no races! Thanks to all!

There are a few special people that have gone above and beyond the call of duty in supporting these events. Steve Lopez from the Whittier club has been so supportive providing us the interface needed to put on these races; Dave Sweany is the equipment guru from the Valley Flyers; Dave provides the Valley Flyers' equipment when required for both flying sites. Hearing that the So Cal events were either in trouble or in the process of being cancelled, my buddy Don Schelling stepped up and has provided numerous event flyers for these events as well as being Co/Cd. Dave Gavin stepped in and loaded the Matrix program onto his laptop, learned how to create race matrixes, and has provided this support at all of the Whittier and Basin races. Thanks for the support guys!

Last but not least is Jim Allen; Jim has schlepped the AMA light system from Arizona to Southern California for almost every race along with providing support at the race for setup and trouble shooting. Great job, Jim!

This brings me to my next issue! We need your help! Jim Allen and Barry Leavengood created the Western Pylon Racing Series and provided outstanding support for many years! As you know, Barry is no longer racing, and Jim has indicated it's time for him to pass

the torch! Jim indicated he'd be able to continue tallying the series points, but the fundraising and year-end point standing awards would need to be handled by someone else! Is anyone willing to take on these duties? Please let Jim or me know if you're able to support! Talk it over with your buddy and make it a "Team Endeavor"! Let's not let this die!

See you at the races!

Dan (AKA Jim) 53c

District 2, Tom Strom, Jr.

The North vs. South Shootout was held August 29th and 30th. Man, did it rain on Friday night! But Friday test flying was great! Saturday morning started out a little soggy, but we did manage to get all five rounds of all three classes. Over 110 heat races flown on Saturday! Almost as many flown on Sunday, but the weather was much nicer and in the mid 70's on Sunday. Before I post the top three from each day and fast times, let me first start by saying a big thank you to the Sanderson Field club for again fully staffing the race course and providing food for both days! Thank you to all of the folks who came from out of town! Fred Burgdorf, Jim Padelt, Tom Hegland, Roy Andrassy, Doug Houston, Hank Kauffman, and Randy Smith! The racing was close and fast, and I am sure we will see all of you again next year! And for those of you who did not attend, ask any of those folks.... the Northwest in the summertime is the place to be!! OK, here are the top three in each class and the fast times.



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Saturday

APRA: 1st - Jim Padelt

2nd - Eddie Graves

3rd - Tim Strom

Fast Time - Tim Strom 1:32.32

428: 1st - Fred Burgdorf

2nd - Tom Strom Sr.

3rd - Jody Haack

Fast Time - Fred Burgdorf 1:05

Q40: 1st - Tom Strom Sr.

2nd - Fred Burgdorf

3rd - Jerrett Cangie

Fast Time - Tom Strom Sr. 0:57.28

Sunday

APRA: 1st - Jim Padelt

2nd - Tim Strom

3rd - Jerrett Cangie

Fast Time - Tim Strom 1:32.13

428: 1st - Tom Strom Sr.

2nd - Roy Andrassy

Fast Time - Roy Andrassy 1:06.27

Q40: 1st - Tom Strom Sr.

2nd - Hank Kauffman

3rd - Fred Burgdorf

Fast Time - Jerrett Cangie 1:00.32

Our last race of the year held September 26th and 27th, took us to the new state of the art Wenatchee Red Apple Flyers field in the middle of Washington's apple orchards. What an amazing site! The state-of-the-art field house has restrooms, shower rooms, meeting area with internet and a big screen TV, and a full kitchen! There is a large paved runway sitting right next to an even larger beautiful grass runway. A 40'x40' pylon takeoff pad provided plenty of room to launch the models. This is truly one of the most amazing fields I have been to! Friday was spent briefly test flying, but quickly turned into a huge sport flying day with a large amount of 30% aerobatic aircraft filling the sky. Saturday we did manage to get in APRA before the 40mph sustained winds hit and quickly put a damper on

428. Sunday brought much better conditions, and we managed a second day of APRA and one full day of 428. Results are posted below.

APRA: 1st - Todd Ryan

2nd - Mark Scarborough

3rd - Steve Mortenson

Fast Time - Bryan Batch 1:37.42

428: 1st - Tom Strom Sr.

2nd - Dan Nalley

3rd - Jody Haack

Fast Time - Tom Strom Sr. 1:07.62

District 3, Randy Smith

The racing season for District 3 in Canada has come to an end. We only got started in the middle of June and now it's over. However, along the way there has been lots of good racing. An extra bonus this year was the contest hosted by the Edmonton boys to make up for the lost contest at Swift Current. The Umbach brothers, Ted Biggs, John Gemmell, and Jack Geldhart did a great job of organizing and hosting the event. This was the first time Edmonton has hosted a race in over ten years. One of the big factors was obtaining a site suitable for pylon racing. Many thanks to Scott Currie for donating his wonderful acreage/flying field for us to use.

The event was a collaborative effort between Edmonton and Calgary. Hank Kauffmann and the Calgary club donated the use of Hank's Judgeman light system for the weekend. Roy Andrassy's group of nieces and assorted "kling-ons" staffed the #1 pylon as they are now seasoned veterans at the job. Maria Phan served as experienced Timer/Lap counter captain, and Jim Smith documented the scores on the scoreboard. Many thanks to all the local helpers who manned the race course and helped out in the food concession. Everything worked out great except for the weather.

Saturday began with calm winds until about noon, and then the wind freshened from the northwest to about 20 mph. Conditions were flyable, but landing and takeoff were challenging for most. Seven rounds were flown with Doug Houston taking first place, Ted Ellefson in second, and Roy Andrassy in third. Roy captured fast time.

We were hopeful for better weather on Sunday, but the weatherman did not cooperate. Sunday's Q40 racing began with round one as a trial to see if the racing would be feasible. After four heats, two birds had been damaged on landing due to winds gusting to 30 mph. Simply flying the course was mere survival at best – not fun at all. A pilots' meeting was held, and the race was cancelled. Eating and drinking followed, and everyone had a good time by keeping their planes on the ground.

District 3 VP, John Gemmell, presented awards to the overall season points winners. After tallying the points for all contests within District 3 for Quickie and Q40, the winners were:

<u>Quickie 500</u>	Best Time
(2.0 mi short course, inner pipe removed)	
1. Roy Andrassy	1:01
2. Doug Houston	1:03
3. Cecil Graval	1:04

<u>Q40</u>	
1. Cecil Graval	1:03
2. Roy Andrassy	1:02
3. Randy Smith	1:03

On September 13th, the team trials were held for the MAAC F5D electric pylon team to represent Canada at the world championships in Muncie next year. Team members are Roy Andrassy, Randy Smith, and Delbert Godon. Six rounds were flown with five rounds counting. Times at the trials were very competitive. Roy turned a 57-second run. Randy posted a 58, and Delbert posted a 59. Some of the



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fastest times reported out of Germany or Austria this summer were 55 seconds so I think we are at least competitive. All out speed is one thing, but in FAI, racing consistency as a team pays off big time. We may not be the fastest, but we want to be consistent and avoid those dreaded 200 scores. I am confident that we have a strong team for 2010, and we look forward to this exciting electric pylon event next summer.



Canada's F5D Electric Pylon team:
Delbert Godon, Roy Andrassy,
Randy Smith
Models are D-05 by Sergey Sobakin

District 4, John Williams – **no article submitted**

District 5, Jim Nikodem

First the serious stuff and then some race reports from the past two months. As I brought up last month, I personally think that we need to make 428 back into a mid-level event in cost and speed. We can keep racing Nelsons in 428, but where is the new blood going to come from if they can not purchase a winning motor. Let's face it; Long Stroke Nelsons dominate 428, and they are no longer available. That is not necessarily true in 1/4 40. Some of us may be happy the way things are, but why would someone want to move up to an event when the motor that consistently wins is no longer

available? No new 428 fliers and the event slowly dies. There are a lot of ways to look at this, but I think we need new engine rules in 428 to bring the cost and speed down to make it a mid-level event between 424 and 422. From what I heard at the NATS, this opinion is shared by many. Rules changes are voted on by the AMA Racing Contest Board. There is one proposal in the works already and probably a few more to come. The normal rules cycle will not change anything for next year, since new rules would not come into effect until 2011. An emergency proposal would affect next year however. Any AMA member can submit a rules change proposal. I am sure a lot of thought will be put into this subject in the coming months.

On to this year's racing. Lucky for us in District 5 the outstanding AMA site is in our own back yard. It has been a race-filled year with two (other than the NATS) Muncie Races put on by CAPS plus a two-day Cincinnati race in early June. CAPS always does an outstanding job putting on two-day races with three events. The first in June had some drizzly weather, but they still got five rounds of 424 in on both days and 5 rounds of 428 on Saturday. Sunday weather allowed for 5 rounds of 1/4 40 also. All events used the long course. They had better weather in August for the CAPS "Indy Shootout," but nothing topped the NATS this year! By the way, both NATS 428 and 1/4 40 winners were from District 5! Maybe it is the winter "building break" that helps us be anxious to compete once the warmer weather arrives.

August Indy Shootout Winners

Saturday 424 --

- 1 DAVE ELLIS
- 2 DARWIN LARSON
- 3 PAUL FAWCETT

Saturday 428 -

- 1 A. J. SEAHOLM
- 2 TERRY FRAZER
- 3 MIKE TALLMAN

Sunday 424 -

- 1 DAVE ELLIS
- 2 JIM NIKODEM
- 3 DARWIN LARSON

Sunday 1/4 40 -

- 1 SCOTT CAUSEY
- 2 CRAIG GRUNKEMEYER
- 3 TOM SCOTT

There was a very close fly off in 1/4 40 between Craig Grunkemeyer and Tom Scott. A very close race had all eyes watching this final heat of the day when Grunk cut out and Tom Scott got some bad air around pylon three and crashed. See picture.



L to R: Paul Fawcett, Mike Tallman - 3rd, Scott Causey, A.J. Seaholm - 1st, Sandi Frazer, Terry Frazer - 2nd

Muncie, IN - August 30, 2009



L to R: Scott Causey - 1st, A.J. Seaholm, Tom Scott - 3rd, Craig Grunkemeyer - 2nd



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2009 Overall CAPS Classic / Indy Shootout Winner Dave Ellis. He won 424 both days.

Here is a race report from CD Mick Warning.

Bernie Vanderleest left them all searching for speed in Hilbert, Wisconsin Q500 424 racing action during the weekend of August 8th and 9th. After a rainy start Saturday morning, the racing got started as the weather improved. It turned out to be a perfect day of racing as there were no major crashes or problems. Times were all pretty even, and the heats were close, but Bernie prevailed all day long with Jim Nikodem and Darwin Larson close behind. All day we could smell the aroma of beef brisket smoking on the grill of George Reynolds. Apparently the food and drink brings out the gauntlets, as on Sunday it was apparent a few had gotten thrown down the night before! Jay Cappis even spent all of Saturday driving from southern Tennessee just to race for 10 minutes in central Wisconsin on Sunday....yes I think 424 racers will drive for competition! Jay and TJ Klise had 2 races that were virtual dead heats at the finish, so just ask Jay if the drive was worth it! Jim and Mark Warning had the only deadly midair of the day, allowing me to finally win a heat during the weekend

(thanks guys!). The day again was spent with a view of Bernie's V-tail, with Darwin finishing second and George in third. Darwin now has a slight lead in points for the District 5 Lead Goose trophy, with Bernie and Jim just behind. Looking forward to Muncie and Bloomington! Check out our website, www.q500424.com

Lead Goose is still up for grabs although as I write this Darwin Larson is in the lead. If you remember from this spring, the WIPRO (Wisconsin Illinois Pylon Racing Organization) trophy, the "Lead Goose," was opened up for all District 5 424 races. That now includes races in Muncie, Cincinnati, and Kansas City in addition to WIPRO races in Bloomington, IL and Brillion, WI. These are all two one-day events per weekend. The best 6 races count using NMPRA scoring. That's the best six out of 13 possible races. Back-to-back wins in Muncie helped Dave Ellis especially with a big turn out on Saturday, but he only had two other races in District 5. You need six to really be in the running, and the bigger the turnout, the more those top places are worth. Next newsletter I will go over the final races in District 5, both 424 only. First, Bloomington, Illinois in mid-September and then the final District race of the year - two one-day races back-to-back in Kansas City in mid-October. Looks like Darwin Larson is in the lead, but what looks like a big turnout in Kansas City could change things a bit. NMPRA points end for the year the end of September, but Dist 5 Lead Goose points go by calendar year, so at this point it's still up for grabs with Darwin in the lead. As of now he is planning on making one of the two-days in Kansas City. It's not over until it's over. In any case Darwin ended up leading District 5 in NMPRA 424 points in 2009 and may come out on top nationwide! You should have the rest of the story next time.

Jim Nikodem

District 6, Steve Baker

David Doyle from the NEPRO group sent several sets of 424 race results from 2 contests held in the New England area. One occurred on August 1-2 in Ellington, CT; the other on September 13 in Hadley, MA. Apparently NEPRO now runs three classes, Expert, Standard, and Sportsman, or should I say "Sportsperson." In this class NEPRO allows beginners to fly virtually any plane they have, within reason. A certain 15-year-old named Elizabeth English competed in this class at the August race. Credible witnesses say she flew her trainer around the poles like a pro. To that I say, "You GO girl!"

424 Ellington, CT: Standard Class, Saturday			
Place	Name	Low Time	Points
1	Shawn Denehy	1:28.55	17
2	Peter Tani	1:29.87	F1 16
3	Mike Derosa	** 1:26.24	F0 16
4	Miki Konno	1:32.56	15
5	Michael Stewart	1:39.40	8
6	Lonnie Middlebrooks	1:35.51	7
7	Edward Daus SR	C 1:43.15	6
8	Cosmo Petrone ST	2:12.38	1

424 Ellington, CT: Expert Class, Saturday			
Place	Name	Low Time	Points
1	Ralph Rinaldi	** 1:15.15	F0 20
2	Lloyd Burnham	1:16.28	F0 20
3	Irl Brown	1:21.94	16
4	Eric Granger	1:23.67	15
5	William Glode	1:21.01	14
6	Mike Masi	1:21.74	10
7	David Doyle	1:31.11	10
8	Calvin Stewart	1:25.49	9
9	Bill Jensen	1:18.63	7
10	Peter Reed	1:34.93	7
11	Joe Tropea	1:27.69	5
12	Scott McAfee	1:24.68	4



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424 Ellington, CT: 'Sportsperson' Class, Sunday

Place	Name	Low Time	Points
1	Dan Frankel	C* 2:18.43	4
2	Elizabeth English	2:58.49	3

424 Ellington, CT: Expert Class, Sunday

Place	Name	Low Time	Points
1	Lloyd Burnham	1:17.87	16
2	Scott McAfee	1:22.50	15
3	Mike Masi	1:21.67	14
4	Ralph Rinaldi	** 1:15.91	FO 14
5	Eric Granger	1:22.49	13
6	Louis Schwab	1:23.56	13
7	Calvin Stewart	1:23.16	11
8	Richard Berner	1:27.70	9
9	Joe Tropea	1:28.92	8
10	Bill Jensen	1:23.51	7
11	William Glode	1:24.06	7
12	Irl Brown	1:26.43	4
13	David Doyle	1:26.68	3

424 Hadley, MA: Sportsman Class, Sunday

Place	Name	Low Time	Points
1	Roger Gilman	** 1:52.31	8
2	Jason Sage	2:28.50	4

424 Hadley, MA: Standard Class, Sunday

Place	Name	Low Time	Points
1	Peter Tani	1:29.95	F1 15
2	Shawn Denehy	** 1:26.23	F0 15
3	Miki Konno	1:35.54	F1 13
4	Edward Daus SR	1:32.72	F0 13
5	Rob Burris	1:45.13	10
6	Nick Baltrush ST	1:28.65	9
7	Michael Stewart	1:33.30	7
8	Peter Baltrush ST	1:41.27	7
9	Mike Derosa	1:33.06	6
10	Lonnie Middlebrooks	C 1:43.47	5
11	Cosmo Petrone	1:52.83	5

On August 22-23, the PGRC hosted the summer installment of the NMPRA Q-40 Goldcup Race. In all, 17 competitors were on hand and flew 12 rounds. Though threatened by

424 Hadley, MA: Expert Class, Sunday

Place	Name	Low Time	Points
1	Ralph Rinaldi	** 1:17.56	F0 20
2	Lloyd Burnham	1:18.95	F0 20
3	Eric Granger	1:23.29	F0 20
4	Calvin Stewart	1:23.82	16
5	Joe Tropea	1:24.77	13
6	Mike Masi	1:25.80	13
7	Peter Reed	1:31.13	12
8	Irl Brown, Jr	1:23.13	10
9	Bill Glode	1:27.25	9
10	Mike Luzzi	1:31.09	2
11	Bill Jensen	C 1:48.02	2

Hurricane Bill and a freight train of storms that chased Terry Fraser all the way from Ohio, we missed only 10 minutes of flying time the entire weekend due to weather.

As an added feature, Tom Scott brought the CAPS's wireless timing station and starter system for us to use. Though none of us had ever used the system, with guidance from Tom and PC skills from Alan Goodman and Charlie Gettier, it worked flawlessly.

In fact, it was so easy to operate that course workers who had never worked a race could use it without error. Thanks, Tom.

The first day of competing ended after seven rounds were flown, and I was proud to see that everyone staying at my house was in the top 3 positions: Terry Frazer in 1st, John McDermott in 2nd, and I in 3rd. Flying ended around 3:30, giving everyone enough time to beat the evening thunder showers and clean up for the steak party (actually, they were filets) at the club's house. By all indications, everyone had a wonderful time (duly noted, more sodas, wine, and buckets for the leaky roof, less potato salad and cole slaw). My thanks go to Dan Myer for serving as the head chef. He did a heck of a job.

On Sunday, the standings started to change. Terry Frazer and Lloyd Burnham collided at #1. Since Terry had no backup, first place was suddenly up for grabs.

Travis Flynn clearly had speed and flying ability, but two zeros from Saturday put him in 6th place at the start of the 2nd day. By his calculations, he needed to fly 40 rounds to bring him back near the top. It didn't take that long.

Meanwhile I was trying to keep myself near the top of the standings, but the Jett Motor Consortium started to come on strong and eventually pushed me out of the Top 5. My occasional woopsies and a lap 10 cut of Pylon 2 didn't help much. It could have been worse.....

As the flying drew to a close, I started to seek out the person who brought the awards. Unfortunately, I "missed the memo" contained in the April newsletter that explained that the CD was responsible for the awards. Suddenly I found myself in a bit of a bind. However, thanks to some quick thinking and the help of a dear friend skilled in the art of Photoshop, the picture of the top 5 finishers was complete with gold cups for everyone; then, Terry Frazer got replaced with Paris Hilton (if only it were that easy). The actual awards were delivered by mail, engraved with their names.



(thanks to Lori Mannelli for "editing" the photos)



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The final results of the Bowie Q-40 Goldcup are as follows:

NMPRA Q-40 Goldcup Race Bowie, MD August 2009			
Place	Name	Low Time	Points
1	John McDermott	1:03.16	32
2	Travis Flynn	1:00.44	29
3	Fred Burgdorf	1:02.54	FO 28
4	Dubb Jett	1:04.34	FO 28
5	Mike Helsel	1:02.56	27
6	Stephen Baker	1:05.66	26
7	David Doyle	1:04.97	23
8	Gabriel Tahhan	1:02.63	22
9	Terry Frazer	1:03.08	19
10	Joe Tropea	1:07.85	19
11	Peter Reed	1:09.74	19
12	Tom Scott	1:06.22	18
13	Dave Latsha	1:06.61	16
14	Bob Brogdon	1:08.04	15
15	Mike Masi	1:11.02	14
16	Rick Moreland	1:06.71	8
17	Lloyd Burnham	1:04.57	3

Please remember that our fall District 6 Q-500 Championship Race is now scheduled for October 17. Both classes (424 and 428) will be flown.

As many of you may have heard, Scott McAfee, members of the NMPRA, and the AMA are working to develop the most appropriate reaction to the news that the Nelson line of engines will no longer be available as our rulebook stipulates and, in particular, the engine flown in 428 Q-500. While nothing yet has been decided, efforts are under way to assess the impact this news has on current competitors and their feelings about re-tooling the event to a slower speed range (~140 mph) using less expensive sport engines up to 0.47 c.i. displacement.

As instructed, I sent the two-question survey to people in my district. Naturally, I have my own views, so I urge everyone to get their responses back to their respective District VP's as soon as possible. If you have something to say, I suggest you say it now.

I hope to see everyone in November

at the Q-40 Championship Race in Ft. Lauderdale.

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

District 7, Tom Dobyns

Our season finale was held on the September weekend of 19-20th down at Markham Park in Sunrise, FL (Ft. Lauderdale). I hear that the attendance was down, and I was surprised that we had made it this far into 2009 before attendance really dropped off. The down economy has been affecting everything, and I knew that it was only a matter of time before it affected racing at the local level. Hopefully we will rebound strong and this was only a minor bump; we shall soon see as our season opener is just a few weeks away on October 10-11th in Mulberry, FL at the Imperial R/C Field.

It is vital that racers attend races so that clubs do not lose interest in running them. It takes a lot of club effort to run a race and if the attendance is poor, then the club may feel as if they are not getting a good return on their investment and may turn to other competitions that require less effort to bring in the money. So it is in your best interest for the long run to attend races. If you are looking for help to get there or to share in gas expenses or share a hotel room, get in touch with the race organizer, and he can probably put you in touch with a fellow racer who is looking to do the same.

In August we also held a local one-day race at a prospective new club to hopefully get them into holding races. I hear that it is a nice field with enough room to hold racing, but I have not heard any news from the club yet as to if they feel interested in holding more races in the future. I

hope to add them to our schedule for this new season.

At this race we also allowed 424 pilots to fly in 428 if they so wished and also allowed the 428 pilots to fly in 424 in a mixed field. I have heard only a sprinkling of comments concerning this, and they all seemed positive towards allowing a mixed 424 field with a Standard and Expert pilots. This seems like a good idea to me as well since it will help to gain more revenue for the hosting clubs as well as to give a better "challenge" to up and coming 424 pilots. It will help them learn to race better since all of the planes will be equally matched in speed, so it will be the better pilot that should win. Perhaps there will be more of this in the future?

I have not received the results from the past races, so I cannot give you any. I can say that Team U.S.A. did well and won the gold medal in F3D over in Europe! Did you know that two of the team members are from our District! Way to go, Randy Bridge and Gary Freeman Jr.; they, as well as the rest of the team, pulled together and really showed the world that America can still compete on par like the rest of the world.

I hope to see a lot of returning faces when we hold the Championship Race down in Markham Park on November 20-22nd. Make sure you enter early and also to let Ray know if you need a hotel room; apparently there are a lot of single women taking over Ft. Lauderdale that weekend, and many of the hotels are booked! Ray has some rooms reserved, but you have to let him know soon. You can also check the NMPRA forum for more information.

There is no word as of yet if there will be a Tangerine event this year. Hopefully something will happen to keep this event going. I will pass along information as I get it. I guess



District News



the building season will soon be upon the rest of the country; that will be good for us as it will then start to cool off so we can really start to race! See you soon!

Tom Dobyns

District 8, Eric Desardi

Hi all, nothing new to report in Dist. 8; it's been quiet. We do have a Club 40 race or two coming up soon. So we'll have more to report next issue.

District 9, Manuel Martiarena – no article submitted

District 10, Luis Ochoa – no article submitted

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

Quickie 500 Points VP, Kim Vaclav

428 Q-500 Points NMPRA Members		
Last Name	First Name	Total
Freeman Jr	Gary	354.1
Allen Jr	Jim	337.6
McDermott	John	326.7
McAfee	Scott	315.9
Flynn	Travis	288.8
Vaclav	Stephen	280.7
Burgdorf	Fred	278.9
Grunkemeyer	Craig	257.4
Andrassy	Dr Roy	251.8
Johanson	Bill	246.5
Thordarson	Dan	212.3
Frazer	Terry	202.1
Salar	Matias	192.6
Gavin	David	192.5
Brown	Raymond	190.4
Freeman Sr	Gary	174.6

Houston	Doug	174.6
Smith	Randy	171.8
Tallman	Mike	170.6
O'Brien	Dennis	161.3
Jett	Dub	154.5
Helsel	Mike	150.1
Hegland	Tom	147.7
Padelt	Jim	131.6
Leadbetter	Clark	130.6
Bridge	Randy	126.5
Larson	Darwin	124.7
Scott	Tom	121.7
Norman	David	111.1
Graval	Cecil	106.7
Tahhan	Gabriel	106.4
Umbach	Kevin	106.2
Seaholm	A.J.	105.4
Causey	Scott	101.6
Bednark	Jerry	97.8
Blanchard	Marcus	95.9
Lyon	Denis	92.8
Blanchard	Bryan	88.4
Beers	Richard	86.5
Nikodem	Jim	86.4
Burnham	Lloyd	82.7
Latsha	David	79.7
Ellefson	Jack	78.6
VanBaren	Rusty	77.7
Moreland	Richard	76.3
Fehling	Matthew	71.4
Tropea	Joseph	67.5
Masi	Mike	65.6
Hulen	Duane	59.9
Vogelsang	Rick	59.6
Anderson	Charles	58
Jump	Eddie	52.4
Schelling	Don	50.7
Moen	Loren	50.4
Kauffmann	Hank	48.6
Teague	Bliss	42.1
Palaschuk	Terence	39.1
Graves	Eddie	37.2
Elert	Jerry	33.5
Brogdon	Robert	33.4
Doyle	David	31.6
Landsman	Bruce	31.5
Kirkpatrick	Victor	29.6
Baker	Lyle	28.5
Graves	Tom	23.9
Grim	Adam	22
Hahn	Bert	20.1
Russell	Alexandria	18.3
Moldenhauer	Richard	17.6
Russell	Matt	16.4
Verano	Richard	11.6
Llanos	Joe	10.7
Redekop	Henry	6.7

Cady	Darrol	1.2
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
Burnham	Lloyd	355.5
Rinaldi	Ralph	340.4
Vanderleest	Bernard	307.4
Barr	James	293.6
Vogelsang	Rick	247.9
Masi	Mike	211.7
Handegard	Chris	206.7
Hulen	Duane	204.7
Kirkpatrick	Victor	193.9
Scott	Tom	191.1
Doyle	David	184.1
Seaholm	A.J.	182.4
Jump	Eddie	182.4
Spadaccini	Dino	179.5
Douglas	Keith	178.1
Zisa	Richard	165.5
Fehling	Jack	160.2
Nikodem	Steven	154.8
Padelt	Jim	146.1
Warning	Mick	143.4
Warning	Mark	142.1
Tallman	Mike	131.4
Hartman	Scott	125.4
Fawcett	Paul	122
Cappis	Jay	105.9
Wilson	Michael	104.4
Lyon	Denis	104.2
Causey	Scott	94.8
Moreland	Richard	91.8
McAfee	Scott	89.2
Johanson	Bill	88.6
Tropea	Joseph	69.3
Dooley	Tom	65.3
Blanchard	Marcus	61.3
Gavin	David	60.5
Enstad	Gale	59.3
Nikodem	Ernest	31.8
Reed	Pete	20.7
Meline	Carlyle	20.6
Greer	Bob	15.3
White	Regis	1.2
Yost	David	1.2

Contest Calendar, Mike Helsel – no info submitted



District News



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