

*The Pylon Racer's Official Voice*

# NMPRA

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## HIGH PERFORMANCE

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

### **President's Corner**

The 2009 pylon racing year is officially over, and what a year it was! There was some great racing in every class all across the country. Looking back, it was a year of great racing and accomplishment, but most importantly, a year filled with good times, good fun, and good friends. Of course, no year would be complete without controversy, and 2009 certainly did not disappoint. Competition and controversy go hand in hand, and pylon racing is certainly not exempt from this rule. We have been through this before, and we will likely go through it again.... and again....and again....

It truly saddens me to relate the passing of Pete Reed. Pete was one of the people most instrumental for creating pylon racing dating back to the early 1960's and was a source of knowledge, advice, and inspiration to all those who knew him. Pete had achieved just about every notable achievement available in pylon racing and of late was the AMA pylon racing contest board chairman. Pete passed away at the flying field during a practice session for the NMPRA Championship Race while changing props on his racer.

### **Autobiography of PETE REED**

Modeler since the late 1930's

Birth Date: September 30, 1931

AMA Number: 253

Written & Submitted by PR (8/00); Updated 1/03 Transcribed by NR (9/00) Edited & Formatted by SS (12/02)

#### **Career:**

- A pioneer in early Radio Controlled (RC) models
- Converted a ground based reed transmitter to a hand held unit
- Starting in 1965 ran the New England Championships at Orange, Massachusetts
- Volunteered in 1965 to chaperone a group of Nationals (Nats) winners to the Pensacola National Air Station for the weekend
- Flew RC off the flight deck of the carrier Enterprise for an admiral

- President of the National Miniature Pylon Racing Association in 1970 and 1995 to 1996
- Ran the pylon racing event at the Aerolympics in New Jersey in 1974
- Competed in the Nationals RC scale in 1983 and won second place with prototype Bantam gas engine
- Served for years on the racing contest board and still does in 2000; currently (2003) the Chairman

### **A Joyful Trip**

I was born in 1931 so I carried the Great Depression baggage. My modeling start was with Strombecker solid models in the late 1930s, and I put together a lot of them in my "cave" in the basement. My dad was a physician working in the insurance industry and commuting into New York City from our home in Larchmont, New York. He didn't have any time for or interest in my models. There was no hobby shop closer than a train ride away in New Rochelle. There were no model builders in my circle, and my exposure was through Air Age and the written word and pictures.

Pretty soon I realized that these things could fly, and I brought home a 15-cent Megow Puss Moth. I was eight or nine. I asked my dad to help me put it together, and as I recall his response after looking at the 1/16-inch stringers was "Kid, that's impossible." Well, as it turned out he was correct. I probably built a dozen before I got one to fly. Without any help or advice you get to make all the mistakes, but I stuck with it.

Sometime about 1940 I got a GHQ motor kit with my paper route money. I think it was about \$9.95 and came with a flywheel and a cast aluminum propeller. My dad didn't know anything about motors either, but he had a friend who had an outboard so he knew all about motors! I remember they set this thing up in our garage, and they started working; I started watching. The motor popped and sputtering, and the air got full of smelly blue smoke and then blue language. I was instructed to exit the garage (it was a more gentle time back then). To the best of my recollection, the motor never ran. I still have it, and it still doesn't and based on the fit of the parts I don't think it ever could.

Then the war came, and I traipsed off to Great Lakes Naval Training Station with my dad who enlisted in the Navy

because doctors could be drafted until they were 50 and he didn't care for walking.

No powered models at this time, even if I had had the money; everybody busy with the war, but I did learn to fly U-Control – Sterling profile models of some kind. Not exactly the way it's done today! Where the motor was to be, there was a big glob of plaster of paris. The drill was, you ran two lines from the bell crank through the tip of a fishing rod and down to the Jim Walker U Reely Control handle. You paid out the line and spun around until the line was at the line length you wanted. You could actually do a loop! I stuffed a few until I got it. About a year later my dad went to the South Pacific; my mom and I went back to Larchmont to wait things out.

My second motor was an Atom motor that had something wrong with it and got sent back to the manufacturer just as they went out of business. Alas, it never came back (my first disillusionment as a modeler). I tried a Drone diesel and got smelly and dirty but never got anything to fly with it. Mostly it was a lack of instruction, transportation, and money. My dad came back from the war and found a 15-year-old who was six-foot, 2-inches and 220 pounds who had been pretty much without supervision. He didn't know what to do about me, and I didn't know how to deal with him. He still wasn't interested in my models but I was. I finally got a motor that worked – a Delong 30 and a Jim Walker Fireball – and it all finally came together and I had a ball.

My U-Control flying almost came to permanent end, though, at our summer cottage on a lake in New Hampshire. We had an eight-by-eight-foot float about 60 feet from the end of the dock. I reasoned that if I started the Fireball on the dock and had my dad hold it in the water I could swim to the float, grab the handle and have my dad push the plane off. Everything went well until I became a victim of poor work instructions. I apparently had not explained well enough that the plane had to be pushed sort of tangentially to the circle. My dad shoved and the plane moved out across the circle until it reached the end of the lines whereupon it snapped around and promptly cut the lines. Instead of heading toward shore it headed off down the lake toward the proverbial sedate old lady who was bathing in the lake about an eighth of a mile away. She

was not too mobile at best and being up to her neck in the water didn't help. She also was not a fan of my previous attempts to fly Free Flight off the water – the noise and all! Anyway, my Fireball was bouncing along heading right for her at a good clip, and I was sure I was a dead man.

Mercifully the engine quit and the plane coasted to a stop a few yards short of my early demise. About this time I discovered that girls were different from boys and shortly thereafter I began to care that girls were different from boys. This pretty much put a stop to my modeling because then came college where I started to become a Cornell aeronautical engineer. Then I discovered that aeronautical engineers had a lot more to do with number crunching than silk scarf flying so straight mechanical engineering began to look better. I spent five years getting a degree from Cornell, getting married, and getting drafted. When I arrived back from overseas in 1956 with my wife and a new daughter, I happened to pass by an open field and there was what I thought was a Free Flight that, lo and behold, came back to the guys standing in the snow. I slogged over in my penny loafers and discovered Radio Control.(RC)! Here, I thought, was the solution to all my frustration in trying to make Free Flight off the water a reality. The only thing I could afford was single channel where the only control was engine and rudder, and the engine part of it was more marginal than the rudder.

The first radios I had anything to do with were rf carrier operated. The transmitter sent nothing until you pushed a button and sent an rf carrier, which caused a current increase in the receiver and a small relay to close actuating whatever you had connected to your control surface. This, of course, left the receiver to listen to whatever was on the air when you were not sending a command so operation was erratic at best. In our case the actuator was a Bonner Vari-Comp. This device was driven by a wound rubber band. The driven face cam could be stopped at three positions such that a pin follower turned a torque rod hooked to a yolk on the rudder. One pulse and hold would give you right, two left and a single quick blip of the button would let a three-position escapement – also rubber band driven – give you three throttle positions. We took the Vari-Comp a lot farther than Howard Bonner intended.

#### High Performance Information

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5251 Hermitage Dr.  
Powder Springs, GA 30127  
Phone: (770) 421-8838  
Email: [brogdonlh@comcast.net](mailto:brogdonlh@comcast.net)

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We mounted a printed circuit board and wipers to the back of a Vari-Comp to substitute for one of the two relays it took to operate the Bonner Digimite servo which had just made its appearance. Then we hooked a second Vari-Comp to the first, and now one pulse gave right, two left, three down, four up, and five and hold it; right aileron and we could do a true axial roll! We considered it a good weekend if your plane didn't fly away and if you could fix what broke before the next weekend.

Science marched on and radios became tone activated and these worked better. The Cadillac of radios was the Babcock with three tubes with filaments and lots of "B" voltage so the battery load was heavy, but we could get three loops pretty reliably by cramping the rudder hard over and holding for several turns of a spiral dive. When you neutralized the excess speed gave a zoom, which became a loop and aerobatics were a reality. In 1959, Ace Radio Control started to publish a small paper edited by Paul Runge, the father of Tom Runge who is still (in 2000) at Ace Hobby Distributors in Higginsville, Missouri. The paper was called Grid Leaks, and it opened more doors for me. The transistor could be bought and now radios were current amplification devices not voltage, and what I learned in becoming a ham was partially obsolete! I built tone-operated radios like Macy Tone and the TR4.5 from the Grid Leaks information. Some worked better than others. I built the single channel receiver designed by Phil Kraft that was published in Model Airplane News magazine. It worked so well that I built quite a few for the local flyers.

Now radio design began to take giant steps. Walt Good developed TTPW (two-tone pulse width) and proportional control was on the scene. Space Control, which cost like a good used car, became available on the market. When the resonant reed relay system showed up commercially, we could still send only two simultaneous tones, and it took 10 tones to operate five servos. This two-tone business was the basis for today's mode one because it made sense to put the two primary actuation levers in such a location that made it hard to give a second command along with either one and thus not get the primary control you wanted. Further, the position of those servos was neutral at rest and only began to move when the right tone was received. If you wanted only a little

control movement, you gave short control bursts thus moving the servo only a little way. The transmitter was a busy place.

The class act of that system was Bramco, which was made up of a transmitter sitting on the ground with a nine-foot long antenna and a control box tethered to the transmitter. If you were a pacer, the box was an impediment as was tipping over the transmitter! I engineered and built a hand held Bramco transmitter. It had five filament tubes run by two Dsize Nicads that had just started to appear on the market. The 135 volts of "B" (voltage) necessary came from a converter run by three of the same cells. The toroidal transformers were hand-wound in front of the TV set – 1,600 turns as I recall. I ruined several of my wife's Revere bowls learning how to etch printed circuit boards as I recall! Model Airplane News continued to publish Kraft's radio designs including 10-tone reed relay receivers to which I could match my handheld transmitter. At one point I designed a receiver that was built on the cord wood principle using standard resistors and stuff anyone could buy at Radio Shack. The printed circuit components were too hard to get and too expensive for the average guy. The receiver solved that problem. The construction article was published, and I didn't get any complaints so it must have been OK or I made the only one! In the early 1960s I discovered competition and pylon racing so I flew rudder only pattern and raced deltas. By 1965 I was involved with the New England Radio Control Modelers. This was the kingpin club in New England with such soon-to-be luminaries as Harvey Thomasian, Ernie Huber of helicopter fame, and Ed and Louise Izzo. Starting in 1965 I ran the New England Championships at the Orange, Massachusetts airport, and it was not unusual to get several thousand spectators. We ran three classes of pattern based on the controls available as well as pylon and scale. The 23 maneuvers we did look pretty simple compared to what IMAA and TOC can do in 2000. This was the day of New England modeling. Ernie Huber was slaving to get his helicopter to work. He said he could fly it just like a fixed wing, but every landing was a crash. Ed Izzo raced pylon, but his heart was in scale and his development of the foam wing cutting technique set the stage for rapid improvement of pattern airplanes as the

radio technology developed. In 1965, back when the Navy hosted the Nats, Don Lowe (who was to become the AMA president) and I volunteered to chaperone a group of modelers to Pensacola, Florida. The deal was the Navy took the senior winners and flew them to Pensacola. They would be treated to a banquet, fly their models for the admiral, and then he would take his carrier out and put on flight operations for the kids. One of the kids was Dub Jett, now one of the premier engine manufacturers. The novel thing was that for the first time two of the winners were girls. I would like to have been a fly on the wall at the staff meeting when they were deciding how to handle that. The military was definitely not unisex back then. What they did was to furnish two female Marines as chaperones, and two tougher ladies you never saw. It made our job easy because all we had to do was keep track of the girls, and the guys were easy to find! I flew my 19-size Delta off the carrier Enterprise, but I sure wish I had known in advance about the deep tie downs! I might not have been willing. I got off OK and made a nice pylon turn around what would have been the bowsprit in earlier days and came back past the island. When I landed, the admiral came down and said, "Great flying, son." It turned out I came back about six feet from where he was standing on the bridge. Sheer luck I didn't set modeling back a generation. He gave me a nice set of wings though and said, "Anyone who solos off a carrier deserves 'em." In 1968 I saw Formula 1, and my modeling future was determined. My wife was and is prone to say that it is nice I have an obsession but when am I going to get a hobby. In 1968 Hale Wallace and I built a couple of World War I semi-scale models. His was a Bristol Bullet. I wanted something different so I cut the slots in the wing and mine became a Bristol Scout. Now I had been to Rhinebeck the year before because I had heard that the IBM club was going to have a contest for models of planes flown before 1916. I figured I better get there early or both planes would have crashed because everyone knows how hard it is to balance a World War I. Well, I was surprised; 16 planes showed up, and I don't think any crashed. This was my inspiration. Hale and I finished first and second in the maneuvers event. The idea was to put on a simulated dogfight. Now I can testify that Cole



# ***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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Palen, who ran the aerodrome, was not too tightly wrapped. We were flying along concentrating on not hitting each other when there was this explosion in the air. It seems that Cole thought there should be some more realism so he let off a couple of exploding shotgun shells. He didn't bother to tell us in advance. By the way, if you ever go to Rhinebeck, you will see an airstrip that is cupped from side to side and has a dogleg about halfway down the runway. Maybe that is the difference between an aerodrome and an airport.

In 1970 Walt Schroeder of Model Airplane News and Bill Bennett, then of the Mint Hotel, teamed up to put on the first pylon race for money at the Mint gun club in Los Vegas. Some said the commercialism would ruin racing because of greed, but it was a great success. I finished 10<sup>th</sup> and won \$100! I was so whooped after the excitement of the Mint Hotel race that I agreed to run for president of the fledgling National Miniature Pylon Racing Association. I think Walt Schroeder of Model Airplane News set it up because I don't remember any campaign. Now I had been president of my local club – in fact it met in my house – but I was not ready for the impact of being an East Coast guy trying to run a West Coast operation with a three hour time difference. Los Angeles is truly the land of never sleep, and they thought nothing of calling me at their midnight. My problems compounded when the guy who was putting out the paper left, and I had no replacement. Not my finest hour. The next year I turned the reins back over to the West and the NMPRA prospered.

In 1974 I ran the pylon segment of a meet in New Jersey called the Aerolympics. I was asked to keep a time slot open for an unknown demonstration. The overall contest director (CD) was Maynard Hill, and he was on his bicycle pedaling around to keep out of the way so as not to get shut down because we were running overtime. The demonstration turned out to be Dieter Schluter and his Huey Cobra. The demonstration was wonderful and only a year after a contest had been held in Germany to see how long a model helicopter could stay in the air was won by a time something like 30 seconds. I'm not sure helicopter modelers know just how far and how fast they have come. In 1982 I ran into a nice old gentleman who had designed and built a

gas model airplane engine that didn't look like a lawn mower engine; it looked like a Bantam 19 on steroids. Not surprising because the gentleman was Ben Sherseshaw, designer of the Bantam 19 in the 1930s. I helped him some with the bearing engineering, and shortly after he asked me if I wanted to try one of the new engines. Now I had always wanted to explore the idea that you could do well in a scale competition, even if you were just an average builder, if you could fly, and if your plane was scale and you could prove it. I had the opportunity to take some pictures and get to know an owner of a Starduster 11 at the local airport. I built a model of his plane and got an affidavit that it had been painted with some of the leftover paint he had used. No scale fidelity issue here! I asked Ben if he wanted me to enter the plane in the Nats in 1983 because no one had seen his engine yet. I still wasn't taking this very seriously because I was competing in pylon and Bob Underwood had been kind enough to tote my scale plane to all the places it had to be. Imagine my surprise when after I flew and they displayed the combined score for the first time, I was second just a few points behind Colonel DeVries! I didn't better my position, but when the event was over, Ben came rushing over, embraced me, and kissed me on both cheeks. Now that is a moment I will never forget.

In 1985 the FAI pylon championships were held in Westover. There was a very dramatic situation when the Malina brothers (who had snuck out of Czechoslovakia without much money and at much personal risk) won the world championship. They had stayed in Avon, Connecticut, and practiced with Bob Wallace and me so in 1986 they invited Bob, Don McStay, and me to come stay with them in Prague and race in one of the biggest European races. Czechoslovakia was an iron curtain country and we were apprehensive, but it all went well. The race was held about 30 kilometers north of Prague on a field at the foot of the castle Melnik. The army set up the course and held demonstrations all weekend long. At the banquet Saturday night in the great hall of the castle, they had tables for all countries entered. All the communist bigwig politicians made speeches while the Czechs looked bored. After the speeches the band gave a concert. About 10 minutes into the concert the band began to play American songs and that

lasted about five minutes. After the concert we went up to the bandleader with our interpreter and congratulated him on his fine music. We asked him through the interpreter why he played American tunes. He leaned over and said in English "Up the Kremlin's a\*\*." My youngest son showed some interest in models and we teamed up to race pylon. Modeling was instrumental in teaching him some of life's lessons. Good preparation doesn't mean you will win, but poor preparation virtually guarantees you will not. We traveled the East Coast when we could and watched the success of the Telford and Violet team firsthand. My son is now a very successful banker in Los Angeles and reaping the benefits of those early lessons. I agreed to serve on the AMA's contest board and am still there through a rather tumultuous period that saw the death of the 15-sized Quarter Midget and its replacement with 40-powered racers as well as the decline and demise of the original Formula I event. Before Formula I died, I designed and manufactured a very successful fiberglass and foam kit of a racer called the TomCat. I also designed and manufactured a kit for a Fokerts for the new 40-sized event.

In 1993 the NMPRA presidency again came to the East Coast when Lloyd Burnham took over, and after his two terms, I succeeded him for two terms. In 1996 the nuts and bolts running of the pylon Nats became the job of the special interest group when it became clear that the AMA could no longer get the people it took to run the event. As president I got to try it for the first time. Many of the procedures like the split matrix developed that first time by cooperation between AMA and NMPRA are still being used. I have continued to be event director for Q500 at the Nats up through 2000 and competed in Q40. As I turn 70, I will probably stop competing in Q40 but won't give up the Nats or the contest board or all the great associations I have had over the years.

*(signed) Pete Reed*  
*September 2000*



## Photographs of PETE REED



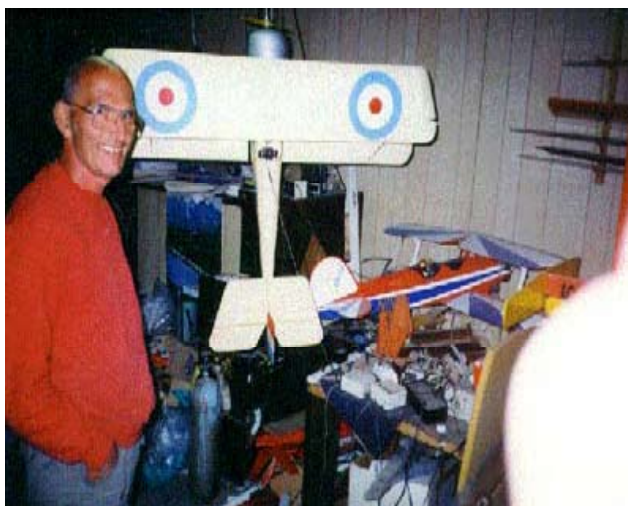
Formula one pylon racing from the heyday  
From left: Chuck Smith, Jeff Bertkin and Kent Noagy



Pete and his 1983 Nationals giant-scale second plane model with the Bantam 2.6-cubic-inch gas engine



The 1965 Nationals winners pose on the flight deck of the Lexington at the Naval AirStation in Pensacola, Florida. Don Low is in the back row, the second from the left. Pete is the third.



Pete's tidy basement and the 1968-built Bristol Scout, which was still flying in 2000

## Peter Reed 1931-2009

by David Doyle

Pete was a private person who loved his wife and family and lived simply by the shores of Gilmore Pond in New Hampshire. He invited everyone he knew to stay for a time at his guesthouse. Many did and enjoyed the quiet time of the lake, the beautiful scenery, and the fine fishing.

Pete had a dry sense of humor only equaled to that of his wife Tinka. Remember the story of Peter Pan. Well, in the Reed family we have husband Peter, wife Tinka (her real name), daughter Wendy, son Michael, son Barry, and dogs, Dusty, Tiger Lilly, and Nibs, and cats Noodles and Shadow, all names from the book.

Every morning when the water temp was above 58 degrees at 5:00 AM, he would swim in the pond and then have breakfast. Every evening about 6:00 PM he closed his shop and went into the house for a rest in his favorite chair and for a glass of wine and a bag of peanuts, which he shared with his dog Nibs.

To say he loved modeling is an understatement. He also loved a gritty problem and would expound at length about how it was all solved and in particular if he did it without spending any money. He was frugal to a fault, but loved to give to his family and never refused help to anyone who asked, and even to some who did not ask.

Pete ate about the same meals day after day at home to keep his trim figure. About the only time he wavered from his two eggs, toast, two strips of bacon, and coffee (by the way it had to be with caffeine - decaffeinated coffee was not coffee, but a "hot drink") was when we were off racing. Then a fine meal at Portofino's during the Phoenix races was the standard. But do not have ice cream there as it costs too much.



# District News



August 3, 1965 – Pete's side-winder Delta and homebuilt Bramco reed transmitter. Preparing to take off from the flight deck of the Lexington (Navy photo)



Pete holds as Hale Wallace starts his Bristol Bullet.

Better to have it at McDonald's for a buck, except on Tuesdays when it was dollar night at Baskin Robbins; after all, one had to stay within the budget. After a few years I felt that I got to know Pete with his frugal ways; then one day at the Phoenix race, I was shocked and aghast to see him come up to the bench with a brand new long stroke; then even worse, he had another hidden away in the car .

Pete loved to ski, and I had the privilege to ski with him occasionally in NH or Vermont and one winter with him and his sons and one of his grand sons at Park City, Utah when he was a young 75. He also loved to fish, and we did that as often as we could on my boat out on Narragansett Bay. We always had trouble when it was good weather; do we fish or fly. Flying usually won out, but there were many fishing days as well. Once in a while we flew at the field, and then he would continue on down to my house, stay the night, and then fish the next day.

He built planes for many and accepted engines or paint jobs for barter. He built lightweight full-sized canoes and restored a very old family canoe. His modeling career spanned many decades. At one point Peter wrote his modeling autobiography, which is shown elsewhere in the newsletter.

In recent years, Pete would miss a race now and then. He said that Tinka did whatever he wanted for the first 30 years of marriage (they were married for 55 years) and that it was now her turn. So it was off to Belize for an Elderhostel to learn about the indigenous species of birds, then to the Peruvian Amazon, or the Galapagos islands where he wore blue swim fins and mastered the mating ritual of the Blue Footed Booby. He loved it and always spoke with enthusiasm about these trips and never regretted missing a race to make Tinka the most important part of his life.

After Pete beat the rare and mostly fatal disease Amyloidosis, he came to me with the concern that his competing days were numbered. He was concerned about safety and made me promise to tell him straight out when it was time to quit. We had a perfect pilot-caller relationship, and I am very happy that at least I did not have to make that final decision. He got to fly to the end with a prop in one hand and a prop wrench in the other.

Good night, Pete, rest in peace. We miss you, Pete. I love you, Peter.

David Doyle



# District News



Tinka followed Peter's last wishes set in pen some time ago. He was cremated, and his ashes will be spread at "The Shack" at the base of Mt. Monadnock in NH with only family around. There will be no showing, no funeral, and no memorial service. We may have needed it, but he did not, and we will grant him his wish and remember him the way we saw him on our last visit: healthy, feisty, smart, caring, honest, and loving to his wife, his "leader."

## **Peter Reed 1931-2009 - A** Eulogy By Joe Tropea

I'm told by Scott McAfee that when Pete Reed would walk by barefoot on the scalding tarmac or in a sopping wet field with his straw hat, people would whisper, "That's the guy!" There may be a few of you in this room, and I am one of them, who never even realized that Pete was revered as the Godfather of racing. We were fortunate enough to miss the competitive Pete Reed. To me, he was just a nice old man that flew with us. He was an enormous resource on all aspects of modeling as well as stories on just about anything else.

Because Pete and I did not have a very long relationship, I have called on a few select people for their input. I've had recent conversations with fellow modelers, and I've found the similarities to be simply uncanny. No matter who you speak to about Pete, you will find references to bare feet, weird hats, his willingness to help, and how frugal he could be at times somewhere in the conversation. Rick Moreland from Maryland stated, "Pete adopted us all."

I've had the pleasure of traveling all over the country with Pete. To spend time with him was illuminating, surprising, and comical. Pete needed ice cream in order to complete his day. I remember Dave Doyle reprimanding him in Muncie at Baskin-Robbins because Pete would have rather gone to McDonald's to get coffee and ice cream for a buck! In fact, you

were almost guaranteed to hear "separate checks" at every meal.

Pete appeared to carry a serious demeanor. Perhaps it was the result of surviving the Great Depression that left him frugal, practical, and resourceful. He modeled when modeling wasn't really modeling. Experimenting at the genesis of r/c, to use Lloyd Burnham's words, required him to be a great builder and an even better pilot. Pete's earlier years in the hobby were a time of risk. Getting a model off the ground at that time almost ensured that you'd never see it again. I now understand why Pete would devote so much time to informing manufacturers of their defects. How many of us do that today? I can only imagine how many things he fixed and how much aggravation he saved his fellow modelers.

Determination was the key to success in those days. Dave Shadel, who first met Pete at a Formula One race in 1976, shared a story where Pete traveled all the way to California with a broken leg to compete and call in an event. This also explains the approach towards his illness, **Amyloidosis** – normally a death sentence, but not for Pete. I suppose this is where Pete learned to take things in stride. He was not shy about sharing his experiences, much like in the hobby, in a calm and detailed manner. I remember reading the first email he distributed regarding his illness where he seemed to be more fascinated by it than concerned. When we would talk about it in person, it was as if we were discussing a common cold.

If any of you were able to orchestrate the moment of your own death, it could not have been more fitting than Pete's: at the field, surrounded by close friends, changing a prop. Moments before his death, someone asked Pete how he landed those airplanes. Pete's response, "Well, we never left one up there."

Mike Masi and I have been partnered together for almost ten years now. Through those years, Pete has been an inspiration. Mike and I always laugh about what we call Pete's one-liners. He once told Craig Korsen that he had a better chance of

shoving sh\*\* back into a bird than he had of reassembling something that he should not have taken apart. He had cleverly stated that a mutual friend of ours was ALMOST as smart as a box of hammers. I can only imagine what he had to say about me.

Dub Jett, who was present when an admiral awarded Pete Wings for flying a model off an aircraft carrier in 1965, told me that Pete's goal was to participate in his last NATS at 80 years old. Although he came just shy of that goal, I believe he'd still consider his life to be "A Joyful Trip."

## **2009 Championship Race**

Just returned from the NMPRA Championship race held at Markham Park in Ft. Lauderdale, Florida held November 17-20<sup>th</sup>. While there is no time for a full report as we are up against the submission deadline, I'll just summarize the race. First of all, I would like to thank the MPPA and especially Ray and Ana Brown and Jim Perdue for putting on a great race. The club had been hit hard by the H1N1 virus and was short several key workers, and Ray and Jim sacrificed their own flying to work the pylons at the race so that the rest of us could enjoy the competition. Thanks guys, we all owe you!

The competition was outstanding and well worthy of being called a Championship race. Everybody came prepared and ready to race, and there were no easy heats. When the dust settled, Matias Salar emerged the winner. Congratulations, Matti, on being the 2009 NMPRA Champion! The results should be posted on the website, but the top 10 were:

1 <sup>st</sup>	Matias Salar
2 <sup>nd</sup>	Steven Vaclav
3 <sup>rd</sup>	Mike Helsel
4 <sup>th</sup>	Dub Jett
5 <sup>th</sup>	Travis Flynn
6 <sup>th</sup>	Randy Bridge
7 <sup>th</sup>	Lee Von Der Hey
8 <sup>th</sup>	Scott McAfee
9 <sup>th</sup>	Joe Tropea
10 <sup>th</sup>	Gary Schmidt





# District News



Gary also set fast time with a :58 something!

The club hosted the banquet at the field doing their famous bar-b-que, which is a fabulous spread not to be missed. Thanks especially to Ray and Ana Brown for the enormous effort this took.

## **New Members**

Please welcome to the NMPRA the following new and returning members:

- Joe Linsangan from Jacksonville, FL
- Bob Beaudette from Coral Springs, FL
- Gary R. Walker from Pittsburgh, PA

## **2010 Dues**

Make sure to pay your NMPRA and AMA dues ASAP. Don't get caught standing in the registration line at a contest without your current membership card in your wallet. You can pay your NMPRA dues to David Doyle using the handy membership form at the end of this newsletter. AMA dues can be paid on-line or by mail. Don't wait. As always, while you are writing that check to the NMPRA, remember that any unused money in your checking account could be put to good use by our organization this coming year.

## **2010 Season Points**

The season's points are in and final for 2009 and listed later in this newsletter. I want to thank Kim Vaclav and Randy Bridge for their hard work and dedication in this difficult task. Going forward, the points for 428 and 422 will be kept by Kim Vaclav and the points for 424 will be kept by Tom Dobyns. You need to make sure that the points for your races are conveyed to them in a timely manner if they are to be included in the final standings. This will be really important this year as there is the possibility that the top points finishers will receive free cars, paid vacations, and enormous cash awards!

## **2010 NATS**

The 2010 NATS has been set for July 12-17<sup>th</sup>. Unfortunately, due to conflicts with other events, the NATS timeframe has been compressed, and we have lost our usual practice day at the site. Although CD Gary Freeman Jr. and I have tried to negotiate a better outcome, the dates are set. What this means is that we will have to register on the 12<sup>th</sup> in a highly organized manner to allow us to get the most of that day to practice. I am negotiating with the prior event managers to see if we can access the site earlier to get some additional practice in. To make this work, we will be operating practice in as organized manner as the race itself. Practice flights will be limited to 2 minutes and will be on the clock from start-up to landing. We will need to have volunteers for flight line and pits marshals to ensure that we stick to the timeframe. If you wish to volunteer to serve as a marshal, please contact Gary Freeman Jr. and let him know of your availability.

## **The Joy of Racing**

Sometimes we get so caught up in the competition of racing, we sometimes forget the pure joy that can come from racing. The following was brought to our attention by Lloyd Burnham and was reprinted from the FlyingGiant.com forum:

### *Racing with the Giants!* - by John Banks

The staff here at FlyingGiants love all aspects and styles of flying around the world, and although a large majority of the traffic and content here in the site tends to be aerobatic in nature, there are many more facets of this great hobby that we are involved with! From IMAC and 3D to gliders and soaring, between the staff, we just about do it all when it comes to aviation! As a quick change of pace prior to our amazing Tucson Shootout Coverage, we wanted to bring you something a little

different. A quick little segment we would like to bring your attention to called "Racing with the Giants!" Several FG staff and FG members attended a AMA 424 Q500 (Sport Pylon) race hosted by the RC Propbusters in Salem, Connecticut this Sunday! While for some of us, it was a completely new experience, for others, it was a trip back to memory lane and a reunion with a lot of flying buddies from the past! Prior to giant scale aerobatics, FG Staff member Craig Korsen (CBK07) used to be thoroughly involved in the world of pylon racing and the many different classes that it offered. He was bitten by the giant scale bug quite a few years back and as his interests changed, pylon racing fell by the wayside. My local club in Salem CT had been hosting a few pylon races over the past year or so, and while I had the interest to try it, I just never seemed to have the time to get my equipment ready and practice. After a short discussion about possibly racing at this weekend's Salem Race, Craig and I decided we were going to give it a go, as well as gather up some other FG staffers and members to take part in what we knew would be a great time. Craig rounded up Elie "SnapaSaurus" and got him set up with a model while I hounded FG member Bernie "Barney Liftoff" Liskov to get his airplane together so we could practice and hopefully race!

After getting my "first" model together and then promptly re-kitting it on the first flight because I didn't know everything that I thought I did, Craig bailed me out and got me back in the air with a model (Barbershop I) he had in the basement as a loaner. With the help of some good friends, Calvin Stewart and Rob Burris, I actually set the "second" model up properly to ensure that



# District News



it would actually last more than a couple of laps!

With a day or so of practice for each of us, we headed out to the race this morning! We were socked in with fog right off the bat, but that gave us all the chance to shoot the breeze and connect with a group of modelers that many of us hadn't met before. Soon, the fog lifted and racing was on! Snapasaurus and Barney Liftoff flew in the sportsman class of 424, which is the entry-level class that is offered much around the country as a way to try it out for the first time without having to have a Q500 racer. Snap and Barney were outfitted both with race planes, so they were pretty much sandbagging in the class (just kidding, all others in the class were also running race planes, although they didn't have to be). Craig and I decided to run the mid-level class "standard" as Craig had tons of previous race experience, and my "coach" Calvin Stewart told me I wasn't allowed to race in sportsman or he would put his foot where the sun didn't shine if you catch my drift! As I fired my motor for my first heat, my hands were shaking!!! Years and years of IMAC competition couldn't keep my nerves down in this new facet of flying! The start flag dropped and we were racing!!! That entire first heat my heart was pounding out of my chest! I was to run the course low and fast and ended up winning the heat! I was absolutely shocked! The adrenaline was rushing and my heart was pounding for a period of time well after the heat was over! I knew immediately I was hooked! Throughout the day, there were some amazing races within all the classes with several very close heats involving myself, Craig, and FG member Dino Spaddacini. While Craig and Dino actually mid-aired in one heat, I can't believe we went home with any airplanes

because each time we flew together, it was close and low!!!! Craig unfortunately did a "pole dance" with his backup model "Barbershop II" and was out for the rest of the day. At the end of the day, I was able to secure second place overall and fastest heat of the day @ 1:28! Snap and Barney Liftoff battled it out in the Sportsman class along with the other pilots with both guys flipping back and forth between 1st and 2nd all day! Snap was able to pull it out in the end and win the class when Barney got a little happy on the elevator and "cut out," getting zero points for the round. It was a nail biter to the end!

As you can probably tell, we all had an absolute blast this Sunday. While it was a competition, it was laid back to the point where you would have had to be dead not to have had fun! The NEPRO crew is an awesome group of guys that put on one hell of an event along with the Salem RC Propbusters. I can definitely promise you that I know all of us will be hitting more events next year and were bummed to have only tried this at the end of the season here in the Northeast! I highly recommend to anyone to look up their local chapter of AMA 424 "Sport" Pylon and give it a try! I promise you won't regret it!



## Tip of the Month

The seal between the exhaust flange of the motor and the muffler is very important. It is critical that the seal be airtight, and to ensure this, it is critical that the mating surfaces be perfectly flat and smooth. It is really easy to

mar the exhaust flange of the engine when you use a T-handle hex wrench to remove the engine mounting bolts on the exhaust side of the engine. An easy way to prevent this is to slip a 1" piece of small size silicone fuel tubing on your hex and ball wrenches. The tubing will cushion the wrench and protect the exhaust flange. Even with the fuel-tubing protector, the T-handle wrench should only be used for the initial loosening and the final tightening of the engine mounting bolts. The rest of the tightening and loosening should be done with a ball wrench that has the tubing cushion installed.



## Product Review

### B & B Wheels

To be successful in pylon racing (or any other competitive endeavor), attention must be paid to every detail – even the smallest. Oftentimes, the difference between winning and losing comes down to having resolved those problems that others overlook. One area that is often overlooked and has caused no end to grief to those who do is our racers' landing gear, and more specifically the wheels and axles. Not having good working or properly



# District News



adjusted wheels and axles can lead to a number of problems. Your plane could nose over on the launch, veer left or right, or at best just take longer to get off the ground. On landing, if the wheels cause the airplane to pull in one direction, you could damage not only your airplane but also those of others who have just landed. Further, if a wheel falls off in flight, you will likely get a zero for the heat. Most of you who owned an early Viper kit can attest to the grief that unacceptable wheel and axles can cause. Plus, those fortunate few among you who have had a racer that lasts more than a few flights can attest to how rapidly the traditional racing wheel setup wears out and produces wobbly wheels that eventually bind.

Realizing this, Mike Helsel launched B & B Accessories to produce and sell the B & B line of high quality wheel systems. B & B produces a pizza cutter style wheel in two basic types of wheel systems: ball bearing and non-ball bearing (Mike calls these balless) wheels. We will take a look here at the balless wheels.

The B & B wheels are truly a wheel system as the axles and wheels are sold together as a unit and have been designed carefully to work together smoothly. The wheel set comes with a pair of plastic pizza cutter wheels, an aluminum hub, and steel hex screws and thoughtfully includes a pair of appropriately sized Allen wrenches. The first thing you notice is how smoothly the wheels fit and turn on the provided axles. The axles are unique in that they are held on to the gear with a steel screw and then locked to the gear with steel set screw inserted from the opposite side of the axle. As always, use blue loctite on all landing gear screws. Once the setscrew is installed and the loctite sets, there is no possibility of the axle loosening.

We have tested the B & B wheels and can say that they are made of a superior plastic compound to what I have used in the past. The wheels do not wear anywhere near as quickly as

the traditional pizza cutter wheels, which mean that they will roll truer on the axles longer and resist flat spotting. After dozens of flights, the wheels still roll truly on the axles, and the axles have not loosened.

Check out the B & B wheels in both ball bearing and balless. They are available in a variety of colors and are a high quality product I can fully endorse.



## 2008 Final Points Standings

The results are in, and here are the points standings for 2009. I want to thank Kim Vaclav and Randy Bridge for their hard work in keeping the points, and I want to congratulate the leaders. Remember, to be eligible to accumulate points, you must be an NMPRA member in good standing; i.e., you must be up to date in your dues.

### 422 O-40 Points NMPRA Members

Place	First Name	Last Name	# Races	Points
1	Gary	Freeman Jr.	14	583.3
2	Jim	Allen	14	548.4
3	Roy	Andrassy	7	530.7
4	Randy	Bridge	7	539.4
5	Fred	Burgdorf	14	530.6
6	Craig	Grunkmeyer	6	530.5
7	Mike	Helsel	9	524
8	Robert	Holik	11	506.4
9	Scott	McAfee	8	501.4
10	John	McDermott	10	479.7
11	Steven	Vaclav	5	464.6
12	Randy	Smith	7	454.2
13	Travis	Flynn	10	443.8
14	Dubb	Jett	9	439.7
15	Richard	Verano	8	437.6
16	Doug	Killebrew	11	424.2
17	Lee	Von Der Hey	8	406.7
18	Rusty	Van Baren	5	406.2
19	A.J.	Seaholm	4	398.4
20	Dan	Thordarson	7	394.3
21	David	Doyle	7	387.8
22	Thomas	Scott	9	376.7
23	Matias	Salar	8	369.2
24	Gabriel	Tahan	6	355.5
25	Ray	Brown	9	341.8
26	Norm	Teague	6	329.1
27	Bill	Johanson	5	320.8
28	Jerry	Small	8	311.1
29	Bill	Vargas	8	309.9
30	Terry	Frazer	6	308.6
31	Hank	Kaufman	5	293.1
32	Gary	Freeman Sr.	5	288.6
33	Scott	Causey	4	285.1
34	Cecil	Gravel	3	281.8
35	Matt	Russell	7	279.7
36	Dan	Kane	4	264.4
37	Tom	Hegland	12	260.9
38	Doug	Houston	6	251.2
39	Gary	Schmidt	3	225.9
40	Dan	Nalley	6	213.7
41	Mathew	Fehling	3	213.2
42	Richard	Beers	3	211.9
43	Tim	Yousey	3	208.5
44	A.J.	Hemkin	2	204.9
45	Patrick	Galarneau	4	202.1
46	Dennis	O'Brien	6	201.8
47	Michael	Masi	4	192.1
48	Eddie	Jump	4	188.7
49	Joseph	Tropea	4	182.9
50	Stephen	Baker	3	166.2
51	Eric	Ide	4	162.4
52	Pete	Reed	3	150
53	Gerald	Elert	4	142.1
54	Bryan	Batch	6	138.3
55	Jim	Nikodem	3	137.5
56	Henry	Redekop	2	130.2
57	Michael	Tallman	5	129.7
58	Bryan	Blanchard	2	129.4
59	Lyle	Baker	2	126.6
60	Kevin	Umbarch	3	124.6
61	Terrence	Palaschuk	3	114.6
62	Rick	Moreland	3	110
63	Jerry	Bednark	2	102
64	Mark	Parker	1	102
65	Darrol	Cady	2	99.4
66	Joe	Llanos	2	93.9
67	Clark	Ledbetter	2	88.5
68	Adam	Grim	2	83.3
69	Rick	Vogelsang	3	83
70	Dave	Norman	1	74.7



# District News



## 422 Q-40 Points NMPRA Members

Place	First Name	Last Name	# Races	Points
71	Jeff	Martin	3	72.5
72	Paolo	Mucedola	1	67.9
73	Jaime	DeLaVega	1	61.8
74	Marcus	Blanchard	2	58
75	Jose Pedro	Marin	1	57.5
76	Jack	Ellefson	1	56.9
77	Chuck	Anderson	2	51.9
78	Tony	Lopez	2	49.6
79	Alejandro	Vazquez	1	48.6
80	Loren	Moen	1	46.5
81	Lloyd	Burnham	3	41.8
82	Greg	Hemken	1	38.3
83	Vic	Kirpatrick	2	35
84	Dave	Latsha	2	28.7
85	Bob	Brogdon	2	28.5
86	Laird	Owens	1	25.5
87	Richard	Moldenhauer	1	14.1
88	Jose	Calderon	1	13.1
89	Chuck	Hebestreit	1	10.1
90	Duane	Hulen	2	8.4
91	Aurelio	Castro	1	4.2
92	Dave	Shadel	2	3.9
93	Jason	Duda	1	1.2

## 428 Q-500 Points NMPRA Members

Place	Last Name	First Name	AMA #	Total
1	Burgdorf	Fred	185365	563.2
2	Allen Jr	Jim	22730	550.9
3	Andrassy	Dr Roy	10064maac	540.1
4	Freeman Jr	Gary	432642	517.1
5	Salar	Matias	330617	450.2
6	Houston	Doug	41527	427.5
7	Vaclav	Stephen	628505	408.9
8	Flynn	Travis	444621	400.8
9	Hegland	Tom	611856	372.1
10	Padelt	Jim	777633	346.6
11	Thordarson	Dan	178882	346.5
12	McDermott	John	22145	340.8
13	Gavin	David	18877	317.4
14	Smith	Randy	MAAC 13141	316.9
15	McAfee	Scott	72009	315.9
16	Grunkemeyer	Craig	171028	310.2
17	Frazer	Terry	12637	293.6
18	Freeman Sr	Gary	72202	266.1
19	Graval	Cecil	MAAC14697	263
20	Leadbetter	Clark	636106	263
21	Haack	Jody	831851	262.3
22	Tallman	Mike	790	255.7
23	Umbach	Kevin		251
24	Johanson	Bill	62712	246.5
25	Bridge	Randy	104204	241.6
26	O'Brien	Dennis	9036	227
27	Helsel	Mike	57979	215.8
28	Teague	Bliss	1401	207.5
29	Brown	Raymond	IFLYQ500	206.1
30	Seaholm	A.J.	166009	203.4
31	Ide	Eric	579091	191.7
32	Fehling	Matthew	618587	189.8
33	Jett	Dub	9821	188

34	Larson	Darwin	15158	184
35	Nalley	Dan	42239	175.2
36	Graves	Eddie	99930	174.4
37	Martin	Jeff		170.3
38	Scott	Tom	7593	168.1
39	Nikodem	Jim	49928	152.1
40	Lyon	Denis	53190	134
41	Russell	Alexandria	814002	131.5
42	Jump	Eddie	880756	131
43	Causey	Scott	819292	128.6
44	Moldenhauer	Richard	13774	127.3
45	Graves	Tom	99934	125.7
46	Ellefson	Jack	MAAC 7751	121
47	Baker	Stephen	68276	119.2
48	Norman	David		111.1
49	Ryan	Todd	L280576	110.7
50	Tahhan	Gabriel	819226	106.4
51	Vogelsang	Rick	76830	99.5
52	Bednark	Jerry	4727	97.8
53	Blanchard	Marcus		95.9
54	Palaschuk	Terence	MAAC 50240	95
55	Grim	Adam		94.2
56	Kauffmann	Hank	28854(MAAC	90.7
57	Blanchard	Bryan		88.4
58	Beers	Richard	90690	86.5
59	Burnham	Lloyd	335822	82.7
60	Hulen	Duane	73966	80.5
61	Latsha	David		79.7
62	VanBaren	Rusty	81751	77.7
63	Moreland	Richard		76.3
64	Tropea	Joseph	566086	67.5
65	Elert	Jerry	43114	67
66	Masi	Mike	452159	65.6
67	Anderson	Charles	155041	58
68	Batch	Bryan	435231	52.4
69	Schelling	Don	9076	50.7
70	Moen	Loren	95428	50.4
71	Russell	Matt	56015	48.1
72	Kirkpatrick	Victor	847317	43.7
73	Baker	Lyle		36.6
74	Vanderleest	Bernard	11398	33.5
75	Brogdon	Robert	19150	33.4
76	Doyle	David	54861	31.6
77	Landsman	Bruce	561267	31.5
78	Ficucell	David	27661	24.3
79	Hahn	Bert	314718	20.1
80	Verano	Richard	25712	11.6
81	Llanos	Joe	16647	10.7
82	Redekop	Henry	8242	6.7
83	Cady	Darrol	53612	1.2
84	Small	Jerry	33498	1.2
85	Vargas	Bill	474751	1.2





# District News



424 Q-500 Points NMPRA Members

Place	Last Name	First Name	AMA #	Total
1	Larson	Darwin	15158	532.1
2	Rinaldi	Ralph	28480	526.2
3	Burnham	Lloyd	335822	520.7
4	Nikodem	Jim	49928	510.9
5	Vanderleest	Bernard	11398	505.3
6	Warning	Mick	2644	391.2
7	Barr	James	8352	380.1
8	Masi	Mike	452159	328.5
9	Padelt	Jim	777633	324.3
10	Cappis	Jay		314.4
11	Handegard	Chris	GRSHPR	310.7
12	Vogelsang	Rick	76830	309.9
13	Wilson	Michael		296.5
14	Fehling	Jack	23140	267.7
15	Nikodem	Steven	868253	262.9
16	Fawcett	Paul	552700	233.3
17	Kirkpatrick	Victor	847317	207.3
18	Hulen	Duane	73966	204.7
19	Mortenson	Steve	879489	204.6
20	Warning	Mark	2599	193.9
21	Scott	Tom	7593	191.1
22	Doyle	David	54861	184.1
23	Seaholm	A.J.	166009	182.4
24	Jump	Eddie	880756	182.4
25	Spadaccini	Dino		179.5
26	Douglas	Keith	5982227	178.1
27	Tropea	Joseph	566086	172.6
28	Causey	Scott	819292	169
29	Zisa	Richard	306295	165.5
30	Russell	Alexandria	814002	165.2
31	Ryan	Todd	L280576	138.2
32	Tallman	Mike	790	131.4
33	Hartman	Scott	988573	125.4
34	Lyon	Denis	53190	104.2
35	Bridge	Randy	104204	93
36	Moreland	Richard		91.8
37	McAfee	Scott	72009	89.2
38	Johanson	Bill	62712	88.6
39	Haack	Jody	831851	88.1
40	Graves	Eddie	99930	78.6
41	Baker	Stephen	68276	73.8
42	Dooley	Tom	47070	65.3
43	Allen Jr	Jim	22730	62.4
44	Blanchard	Marcus		61.3
45	Langlois	Mike	71047	60.9
46	Gavin	David	18877	60.5
47	Brown	Raymond	IFLYQ500	60.1
48	Enstad	Gale	87306	59.3
49	Reed	Pete	253	59.1
50	Nikodem	Ernest	1854	31.8
51	Welland	Vic	673720	26.8
52	Greer	Bob	6501	26.7
53	Meline	Carlyle	65940	20.6
54	White	Regis	13579	1.2
55	Yost	David	523988	1.2

## District 1, Dan Thordarson

Hello District 1

I hope everyone had a wonderful Thanksgiving and are well underway in making your plans for the year-end holidays!

Plans are being formulated to hopefully provide 8 more races in the So Cal area for 2010, 4 at Whittier and 4 at the Basin. We'll post the calendar as soon as we finalize the schedules with both clubs and after checking for conflicts with Mike Helsel, the National Contest Coordinator.

With the racing concluded here in the Southern California area, I thought it was time for building some planes for the upcoming season. Not sure how everyone else fared in the 09' season? Unfortunately, I went through 3 planes, 2 Q500's, and 1 Q40! OUCH! Thank goodness the engines survived!

What I thought I'd share in this month's newsletter is the Don Schelling and Dan Thordarson Q500 assembly Jig. This assembly jig is a culmination of 3 to 4 years worth of changes that started with a design that Don drew up on his Pro "E" Cad program. Don and I have created a Q500 kit called the DD that we've raced for many years now; in creating this kit we found out early that an assembly fixture would be needed to reproduce a plane that would require very little trimming from one plane to another.

The fixture is created from a known (drawn) centerline on the building surface with 3 perpendicular alignment planes that are established using an aluminum angle for the engine firewall followed by the wing and tail bump stops fabricated from plastic "Speed" squares. The great thing about the fixture is everyone can build one, and it will only set you back about \$20 and a weekend's worth of labor.



# District News



The first picture shows my Vortex kit being trial fit into the fixture; we've created sliding fuse station stops that will allow for many plane configurations. In fact, I've used the fixture to align a buddy's Viper! Believe it or not, after aligning the wing to Zero, I had to remount the tail and firewall to provide a Zero/Zero/Zero airframe. Note the firewall angle and two sets of speed squares.



To provide perfect incidence, a nylon jack screw is threaded into the fixture just in front of the stab. This screw is used to set the wing incidence to zero; by placing the wing on the wing saddles and installing an incidence meter on the wing, the jack screw is adjusted until wing is zero'd.



With the jack screw holding the wing in alignment, the firewall can now be clamped to the firewall incidence alignment stop; we now have two of the three incidences in perfect alignment.



Let's now move on to the tail alignment, using a recycled tail I've set it in place up against the three speed squares that form the tail alignment plane. Please note this only works if your tail's trailing edge is perpendicular to the "Z" plane or "Waterline"! If your tail is constructed with the trailing edge tips swept forward or aft, you'll need to calculate how to move either the center or outside speed squares to provide a Zero incidence tail alignment.

Once you've glued your fuse together, it's time to fit the tail; by holding the tail's trailing edge up against the three squares, slide the tail down until it makes contact with the fuse. From here I use a sharpie and mark the sides of the fuse by gliding the sharpie along the bottom surface of the tail providing a transfer of the airfoil. I sand the fuse close to the line and trial fit many times along the way. Using this procedure you'll create a tight fit that is Zero'd on the pitch incidence! Note the two black marks I made on the vertical surfaces of the outside speed squares; these marks are for aligning the tail in "Roll" when it comes time to glue the tail.



So far we've addressed the alignment

of Pitch and Yaw in the firewall, tail, and Pitch for the wing; the only thing we've missed is the Yaw alignment for the wing. You'll notice the two wing bump stops that are aligned perpendicular with the fuse centerline. By using these stops, the wing is held on perfect alignment for Yaw. All you need to do is slide the wing along the stops until the centerline of the wing is aligned with the fuse bulkhead centerlines. Drill the wing mount holes, and you're done with the aircraft alignment.



If you like to build your own planes from scratch or from kits, you'll find the DD fixture a great help. You'll notice that during this entire assembly process not one measurement is required!

You can put your tape measure away for good!

Remember Zero trim is the Key for SPEED!!!!

Hope this helps?  
Dan  
53c



# District News



**District 2, Tom Strom, Jr. —**  
nothing to report

**District 3, Randy Smith**

This is the time of year when writing this column gets a little more difficult. District racing has ended for the season, and snow has nicely covered the Rocky Mountain peaks west of Calgary. I'm now in snowboarding mode and not so much in racing mode. However, I can ramble with the best of them so here we go.

Randy Bridge recently published the final national points standings for the 2009 Q40 season. Congratulations to Roy Andrassy from our district for finishing in third place. Roy's many consistent podium appearances within the district this year and his second place finish at the Nats added up to a very successful year. Great job, Roy! You raise the bar for all of us. Roy also set a new Canadian fast time record this year of 1:00.77 in Shelton, WA.

During the winter season when there's not much to write about, I turn to my building projects for literary inspiration. Recently I was installing the fuel shutoff on my latest Sweet-V Q40 racer. A year or so ago, I published some pictures and a description of the fuel shutoff in my Polecat. However, in the Sweet-V, I'm using the Jett remote needle assembly integrated into the motor mount. I would like to share with you the way I am doing it. I find this method to be really easy to set up and install in the model, and it results in a very reliable fuel shutoff.

The key to my fuel shutoff installation is a U-shaped wire loop running through the firewall and a small piece of 2mm carbon fiber rod glued to the firewall right beside the wire loop. See photo #1 showing the motor mount/needle assembly mounted into the airplane. Note the wire loop and carbon rod shown just above the top of the mount.

Photo #2 shows the fuel lines installed. The white line is the fuel supply line coming from the fuel tank, over the piece of carbon rod and through the wire loop. The supply line connects to the needle assembly nipple in the middle of the mount. The pink fuel line is connected from the second nipple and leads to the motor.

Photo #3 is a good picture of how the pinch is achieved. Note a natural "valley" is formed between the carbon rod and the fuel supply nipple leading to the motor. The fuel shutoff servo pulls on the wire loop. The wire loop pulls the white fuel tubing into the "valley" and makes a very nice kink with little effort from the servo. That's it. Shutoff achieved. Note, I like to use the soft white silicon fuel tubing from Sullivan products running through the wire loop. It is easily kinked and works well.

That's my nifty racing tip for this issue. I hope you find it useful if you are running the Jett integrated needle assembly/motor mount. I've now got a snowboard that needs waxing.



**Photo #1:** Motor mount installed in Sweet-V fuselage. Note fuel shutoff wire loop and carbon rod shown just above the top of the mount



**Photo #2:** Fuel lines installed. White line is fuel supply line coming from the fuel tank, over the piece of carbon rod and through the wire loop



**Photo #3:** Wire loop pulls the white fuel tubing into the "valley" created between the carbon rod and pink fuel line. Shutoff is achieved.

**District 4, John Williams**

- no article submitted

**District 5, Jim Nikodem**

September 12 and 13 was the second race weekend of 2009 in Bloomington, Illinois in the year racing returned to the area. Bloomington had held Sport and Formula One races in the 70's. An enthusiastic club put on a great two-day race in July and again in September. Club racing the last few years and their annual Thompson Race have





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helped the club transition easily to AMA 424 Racing. The Thompson Race is a contest to see who can get the most number of laps in a 20-minute period. Airplane and engine type is unrestricted, and each airplane must make one landing in which the motor must be shut down and then restarted to finish the race. It is a good time for a fuel stop, also. Sounds interesting, doesn't it? Their field is an outstanding site with a large area of short grass bordered on three sides by farm fields and looks much different in the fall than at their July race. This fall, two sides of the field were bordered by 8-foot corn - not exactly the best place for an airplane to venture into.

The fall race this year had 12 entries on Saturday and 11 Sunday. Among them were four first-time racers. One of those was national level IMAC competitor Wayne Geffon. He picked up racing very quickly on Saturday and was right in there on Sunday with the other WIPRO experienced racers. Seven rounds were flown Saturday and six on Sunday. Great weather both days made for some very enjoyable and close racing. Darwin Larson started the weekend with the most 424 points in the district. He led all day Saturday even having the fast time for the day. That all ended in round 7 when he cut pylon 3, knocking him down to second for the day.

Sunday in round three, a dramatic mid-air ended Peter Johnson's fast time airplane. TJ Klise's airplane finished the race without a scratch, and he ended up in a tie for first that day with Mick Warning, who had won on Saturday. Wayne Geffon (IMAC Guy) in his 11th heat of the weekend got some "bad air" following someone around pylon 3 and plowed in his airplane just after completing lap 10. That was one of the many very tight races of the weekend. Flying off for first, TJ and Mick ended up being on the same frequency, so Mick's brother-in-law Darwin Larson loaned him his airplane for the fly-off. It took Mick a few laps to get used to Darwin's airplane and a few laps later, ended up getting the first cut, allowing TJ to win

for the day. The last race in District 5 for the year would be a month later in Kansas City. Who would be willing to make the trip for an expected big turn out and some really good racing? Would one of the Kansas City guys dominate both days and take the Lead Goose from Darwin Larson who had led most of the season? This would be the last chance of the year to race in the district in an area that typically has pretty good weather in early October.

## **Bloomington, IL - Saturday, September 12, 2009**

1st place - Mick Warning  
2nd place - Darwin Larson  
3rd place - Jim Nikodem  
Fast Time - Darwin Larson 1:25.66  
(Short Course)

## **Bloomington, IL - Sunday, September 13, 2009**

1st place - T.J. Klise  
2nd place - Mick Warning  
3rd place - Jim Nikodem  
Fast Time - Peter Johnson 1:22.78  
(Short Course)

The biggest turn-out I have seen in 424 gathered in Kansas City Oct 10 and 11. A time of year that should have highs close to 70, this particular weekend was overcast with highs in the low 40's. The engines liked the cold, dense air much more than the racers and workers did. Despite the cold, 29 brave contestants entered Saturday and 21 on Sunday. Two separate one-day races seems to be the way to get guys to travel, and travel they did - from as far as Texas, Colorado, Ohio, and Jim Allen from Arizona, who managed to combine the race with a business trip to Kansas City. A thick layer of frost covered everything at the field Saturday morning. Organizer and starter AJ Seaholm rounded up a full complement of workers and ran an outstanding contest. A light breeze, some great racing, wonderful workers, and limited carnage made Saturday a beautiful race day despite the chilly weather.

The goal was to complete six rounds both days, but to give relief to the dedicated workers, it was decided to stop at five. One of those dedicated workers who gave up their whole weekend to brave the cold was AJ's wife Michele.

Up for grabs was the District 5 Lead Goose Trophy. Up until this year it was a WIPRO (Wisconsin - Illinois) season's winner trophy, but it was decided to open it up to all of District 5 from this year forward. Dist 5 stretches from Ohio to Missouri and up to Minnesota. The NMPRA points' system is used to count a fliers' six best 424 races. This scoring system awards more points for events with large numbers of entries. In the lead was Darwin Larson, a seasoned race traveler out of Indianapolis who was able to make the trip all the way to Kansas City, but for Saturday only. This being an expected big turn-out, a lot of points were on the line. Saturday, Darwin ended up being down 2 points out of a possible 20 for the day, dropping him to 5th place. Sunday might change things depending on who did well and how big the turn-out would be. In any case, two fliers ended the day with perfect scores and ended up flying off to determine the winner. Mick Warning from Wisconsin cut first, allowing Jim Nikodem from Illinois to cruise to victory. Kansas City flier Dan Williams took third, being down only one point for the day.

It was planned to have a steak cook-out at the field after the race on Saturday, but everyone was anxious to get out of the cold for a while, so Kelly Hulen not only worked both days of the contest, but had a crowd of 30+ guests over for dinner! Many thanks to her and her husband Duane for putting on a great dinner and helping to run an outstanding contest despite the weather.

Sunday there was another full complement of workers, but a slightly smaller group of fliers. There was no frost on Sunday, and the temperature was slightly warmer. It felt about as cold as the day before, with just a bit





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more of a breeze. The only mid-air of the weekend occurred on Sunday, although they were not the only airplanes lost during the weekend. The day ended with five rounds flown (again in sympathy for the workers) and a tie for first place. Duane Gall (Colorado) and Jim Allen (Arizona) flew the last of 70+ heats for the weekend. It was a tight race with both cutting once around lap 4, and Jim cutting again around lap 7, allowing Duane to cruise the last few laps to first place for the day. Kansas City flier Darwin Ulledahl took third out of a field of 21.

Times were good all weekend with the cool, dense air providing many times in the low 1:20's (short course). Now, how would the Lead Goose turn out after Sunday? Darwin was very anxious to get the news. He had had the lead pretty much all season and hated to lose it now. He got the word Sunday afternoon when the points were tallied that he had won by 4 points out of a winning 540 for the season. Since this is the same scoring system that NMPRA uses, he should be on top (or very close to it) nationwide for the 2009 season also. Congratulations, Darwin!

## Kansas City, MO

– Sat., October 10, 2009

1 Jim Nikodem 1:22.10

2 Jim Allen 1:24.08

3 Dan Williams 1:31.22

4 Darwin Ulledahl 1:24.42

5 Darwin Larson 1:24.66

## Kansas City, MO

– Sun., October 11, 2009

1 Duane Gall 1:25.73 2

2 Mick Warning 1:23.62

3 Darwin Ulledahl 1:27.20 4

4 Ken Van Tuyl 1:27.66 5

5 Victor Kirkpatrick 1:29.36

Kansas City 424 race 10-11 Oct - 29 entries on Saturday!



District 5 Lead Goose Champ  
Darwin Larson



Duane Gall after another win



Duane Hulen launches (foreground)



Race organizer and starter AJ Seaholm  
(left) and Assistant starter and future racer  
Alex Williams (right)



Right to Left - Eddie Jump, Mick  
Warning, and Tom DeGroot



# District News



## **District 6, Steve Baker**

David Doyle from the NEPRO group sent 424 race results from their last contest held in Salem, CT on October 4.

### **EXPERT CLASS**

424	Name	Low Time	Points
1	Ralph Rinaldi	1:17.88	F1 15
2	Lloyd Burnham	<b>** 1:16.58</b>	F0 15
3	Mike Masi	1:17.50	F1 10
4	Irl Brown, Jr	1:21.96	F0 10
5	Joe Tropea	1:22.28	8
6	Bill Jensen	1:24.16	8
7	Calvin Stewart	1:25.52	8
8	Bill Glode	1:23.24	7
9	Mike Luzzi	C 1:36.00	3

### **STANDARD CLASS**

424	Name	Low Time	Points
1	Edward Daus SR	1:31.74	19
2	John Banks	<b>** 1:28.56</b>	17
3	Peter Tani	1:31.69	F1 16
4	Shawn Denehy	1:29.38	F0 16
5	Michael Stewart	1:31.21	15
6	Rob Burris	1:39.49	12
7	Miki Konno	1:32.59	11
8	Dino Spaduccini	1:31.12	10
9	Peter Baltrush	1:44.50	8
10	Lonnie Middlebrooks	1:41.85	6
11	Cosmo Petrone	1:52.53	5
12	Craig Korsen	C 1:55.68	1

### **SPORTSMAN CLASS**

424	Name	Low Time	Points
1	Elir Hoyayrs	1:52.30	12
2	Roger Gilman	1:52.35	11
3	Bernie Liskou	<b>** 1:50.91</b>	10
4	Vinnie Langella	1:58.32	7
5	Fred Meyer	1:55.75	6

The weather for the rest of the season was hard on the mid-Atlantic region as both the Fall PGRC Q500 District 6 Championship Race for 424 and 428 and the Old Juliet Field 424 and 428 races were cancelled due to foul weather.

### **Q500 Rule Change**

At this year's Nats, NMPRA President Scott McAfee proposed a change to the current rules for 428 Quickie 500 that would change the engine specification from the current engines (Nelson and Jett long-strokes) to less expensive sport engines. The plan was to get the rule ironed out in time to use for the 2011 season. After considerable discussion, a cool-minded Pete Reed (whom we will miss dearly at times like these) suggested we poll the racers in each district first to see how agreeable everyone was to such a change. It turns out there were nearly as many "other solutions" as there were voters. I'm not saying it was a bad idea, but having the chance to comment on it before it was a done deal yielded a lot of feedback. In the end, most district reps truly representing their districts concluded they would have to vote the idea down as written. In spite of the stalemate, the 428 event may incur some re-regionalizing of the rules to accommodate local preferences. For instance, the SEMPRA group is considering using a less expensive, de-tuned Jett.40 for its 428 class to be flown on a short course. Several sectors of the country could benefit from planes that raced on the short course. The verdict is still out.

### **Fort Lauderdale Q-40 Championship Race**

While it wasn't my contest to write up, I wanted to share some perspectives on my own experiences at this contest. First off, I'd like to say a big "Thank you" to Mike Masi for allowing me to stay with him and Joe Tropea (Team Sausage) in his home north of Markham Park. Mike's sense of hospitality is second to none, and he and Joe did a hell of a job serving up fresh Mahi Mahi they caught from the Atlantic. Secondly, to John Vaclav for helping

me to get my engine to perform well enough to allow my P-51 to be a real smash in the contest. It was truly the fastest two laps I almost ever flew. I'll get over it. I got a lot of compliments for its originality and scale appearance. There will be others.

CD Ray "Rocket Ray" Brown did a great job of pulling together the contest, in spite of several course worker "no shows" due to the H1N1 virus. In fact, by Sunday, Ray quit racing to help out on the course, something you hate to see happen. Dedication like that is hard to come by.

As always, the contest was time to reunite with longtime friends. Two who stood out were Nancy Telford and Betsy Smith. Nancy came in from Winter Springs, picked up Betsy in Naples, and hung out with the guys on Saturday.

This was also the first Q-40 contest held since the passing of Pete Reed. Scott McAfee dedicated the race to Pete's memory, and Team Sausage displayed one of Pete's last racers, overhauled and repainted by Mike Masi with the phrase "Peterbuilt" stenciled on the fuselage.

Unfortunately, it's getting to be that time of year, to locate the snow shovel and brace for another winter. Luckily, I was able to pick up a nicely painted Vortex kit from Marcus Blanchard at the contest, so I now have a winter project. Marcus not only supplies an all-laser cut kit but a colorful 52 page set of step-by-step instructions. I can't wait to get started.

I'll cut it off here and wish everyone a safe, healthy, and prosperous holiday season and New Year.

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



# District News



## **District 7, Tom Dobyns**

Since August we have completed our season with a one-day race at a new field in Delray Beach, FL and our last race of the season in Ft. Lauderdale. The Delray race was a test race to see if the racers liked the field and the club wanted to hold more races. The good news is that it was a "YES" to both questions. A race is now tentatively scheduled for Sept. 2010 as a 2-day event. There should be more information available in the coming months.

The last race held in Ft. Lauderdale at Markham Park was held in September and featured a day each of 428 and 422 and 2 races for 424. The turnout was low for the race, and the club started grumbling about giving up time for such a small event. This can become a bigger issue if people don't attend races. I hope in the future, and especially at our upcoming Tangerine event in December in Apopka, that racers will try to make it to these all-important races. I would hate to lose a field to race at because of that. The results for this race are at the end of this column.

Then we rolled right on into the new season with our first race of the year held in Mulberry, FL, at the Imperial R/C Club in October. Again it was 1-day each of 428 and 422 and 2 races of 424. They also held a dash for cash event with 424 racers and allowed expert pilots to race as well. The turnout for this race was better than the Ft. Lauderdale race, but not as big as usual. At this race some new rule proposals were discussed and started a rules proposal, which we then started passing around online between members. What was finally come up with is now up for a vote by members. Hope everyone paid their dues! The results are at the end of this column. I hope everyone can make it to the Tangerine/Cliff Telford Memorial race held on December 4-6<sup>th</sup> in Apopka at the RCACF field. It will also have 1 day each of 428 and 422 and 2 days of 424. It took a lot of effort to get these dates back for racing, and they really want to keep them. It was bad

timing that it comes so close to the Championship race, but there was little choice. If you need information, check out the forum page for more information and the flyer on the home page.

Finally we held the Championship race on November 21-22<sup>nd</sup> in Ft. Lauderdale at Markham Park. It was a good turnout and almost every race was close! I had a wonderful time flagging for everyone, but Ray Brown was the king as he put on a great race and an outstanding dinner at the field on Saturday. On Sunday there were some worker shortages, and he and Jim Perdue put away their planes and worked the course. Way to go guys! I think the results are elsewhere in this newsletter, but I would like to say that it was emotional when we all unanimously voted to change the name in honor of Pete Reed. He will be missed by all who knew him.

### **422 Markham Park 9/20/2009**

	NAME	TIME
1	Stephen Vaclav	1:00.70
2	Matt Fehling	1:05.37
3	Tim Yousey	1:04.58
4	Jim Allen	1:04.19
5	Randy Bridge	0:59.86 FT
6	Joe Llanos	1:12.10
7	Ray Coletto	1:09.67
8	Ray Brown	1:11.53

### **424 Markham Park 9/19/2009**

	NAME	TIME
1	Randy Bridge	1:37.99 FT
2	Robert Rau	1:54.13
3	Jack Fehling	1:44.33
4	Jim Allen	1:41.58
5	Chris Handegard	1:45.59
6	Ray Brown	1:44.67
7	Scott Smith	1:50.40
8	Lindwell Bradley	2:08.09
9	Bob Greer	1:55.19
10	Ray Coletto	NT

### **424 Markham Park 9/20/2009**

	NAME	TIME
1	Scott Smith	1:44.59
2	Robert Rau	1:51.30
3	Chris Handegard	1:44.50 FT
4	Jack Fehling	1:45.22
5	Ray Brown	1:52.74
6	Lindwell Bradley	NT

### **428 Markham Park 9/19/2009**

	NAME	TIME
1	Randy Bridge	1:06.13
2	Jim Allen	1:06.95
3	Matt Fehling	1:07.68
4	Tim Yousey	1:09.43
5	Stephen Vaclav	1:08.50
6	Ray Brown	1:08.19
7	Ray Coletto	1:17.87

### **424 Mulberry 10/10/2009**

	NAME	TIME
1	Chris Handegard	1:45.51
2	Jack Fehling	1:48.58
3	Richard Zisa	1:51.66
4	James Creech	1:56.07
5	Robert Rau	1:43.55 FT
6	Lin Bradley	1:55.90
7	David Kreitz	2:22.97
8	Allen Sale	1:56.32

### **424 Mulberry 10/11/2009**

	NAME	TIME
1	Jack Fehling	1:50.97
2	Robert Berry	1:47.30
3	Robert Rau	1:45.74
4	Phil Millner	1:44.30
5	Richard Zisa	1:45.20
6	Lin Bradley	2:01.57
7	Chris Handegard	1:41.42 FT
8	James Creech	1:51.72
9	David Kreitz	2:46.50

### **424 Maxy's Mayhem**

	NAME	TIME
1	Ray Brown	1:36.88
2	Randy Bridge	1:36.77 FT
3	Mario Travieso	1:44.85
4	Jim Perdue	1:50.53
5	Scott Smith	1:38.07



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## 428 Mulberry 10/10/2009

	NAME	TIME
1	Gary Freeman Sr.	1:08.31
2	Randy Bridge	1:07.78
3	Stephen Vaclav	1:08.17
4	Tim Yousey	1:12.77
5	Ray Brown	1:06.59 FT
6	Adam Grim	1:10.48
7	Dennis O'Brien	1:11.63
8	John McDermott	1:13.09
9	David Doyle	1:14.73
10	Mario Travieso	1:15.16
11	Phil Millner	1:20.13
12	Gary Freeman Jr.	1:09.57

## 422 Mulberry 10/11/2009

	NAME	TIME
1	Stephen Vaclav	1:01.87
2	Randy Bridge	1:01.23 FT
3	Tim Yousey	1:04.14
4	Dennis O'Brien	1:04.19
5	John McDermott	1:07.54
6	David Doyle	1:06.08
7	Adam Grim	1:10.26
8	Gary Freeman Jr.	1:04.65
9	Ray Brown	1:34.69
10	Gary Freeman Sr.	NT
11	Ray Coletto	NT

Hope everyone has as safe and happy Holiday Season!

Tom Dobyns

### **District 8, Eric Desardi**

Hello again from Dist 8. Happy Holidays, and be safe. Although 2009 was a slow season, I'm hoping that we will rebound in 2010 and have a year full of fast, close racing.

### **District 9, Manuel Martiarena**

– no article submitted

### **District 10, Luis Ochoa**

– no article submitted

**Championship Series and Q40 Points, Randy Bridge** – results reported in president's column

### **Quickie 500 Points VP, Kim Vaclav**

428 Q-500 Points NMPRA Members				
Points	Last Name	First Name	AMA #	Total
1	Burgdorf	Fred	185365	563.2
2	Allen Jr	Jim	22730	550.9
3	Andrassy	Dr Roy	10064maac	540.1
4	Freeman Jr	Gary	432642	517.1
5	Salar	Matias	330617	450.2
6	Houston	Doug	41527	427.5
7	Vaclav	Stephen	628505	408.9
8	Flynn	Travis	444621	400.8
9	Hegland	Tom	611856	372.1
10	Padelt	Jim	777633	346.6
11	Thordarson	Dan	178882	346.5
12	McDermott	John	22145	340.8
13	Gavin	David	18877	317.4
14	Smith	Randy	MAAC 13141	316.9
15	McAfee	Scott	72009	315.9
16	Grunkemeyer	Craig	171028	310.2
17	Frazer	Terry	12637	293.6
18	Freeman Sr	Gary	72202	266.1
19	Graval	Cecil	MAAC14697	263
20	Leadbetter	Clark	636106	263
21	Haack	Jody	831851	262.3
22	Tallman	Mike	790	255.7
23	Umbach	Kevin		251
24	Johanson	Bill	62712	246.5
25	Bridge	Randy	104204	241.6
26	O'Brien	Dennis	9036	227
27	Helsel	Mike	57979	215.8
28	Teague	Bliss	1401	207.5
29	Brown	Raymond	IFLYQ500	206.1
30	Seaholm	A.J.	166009	203.4
31	Ide	Eric	579091	191.7
32	Fehling	Matthew	618587	189.8
33	Jett	Dub	9821	188
34	Larson	Darwin	15158	184
35	Nalley	Dan	42239	175.2
36	Graves	Eddie	99930	174.4
37	Martin	Jeff		170.3
38	Scott	Tom	7593	168.1
39	Nikodem	Jim	49928	152.1
40	Lyon	Denis	53190	134
41	Russell	Alexandria	814002	131.5





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42	Jump	Eddie	880756	131
43	Causey	Scott	819292	128.6
44	Moldenhauer	Richard	13774	127.3
45	Graves	Tom	99934	125.7
46	Ellefson	Jack	MAAC 7751	121
47	Baker	Stephen	68276	119.2
48	Norman	David		111.1
49	Ryan	Todd	L280576	110.7
50	Tahhan	Gabriel	819226	106.4
51	Vogelsang	Rick	76830	99.5
52	Bednark	Jerry	4727	97.8
53	Blanchard	Marcus		95.9
54	Palaschuk	Terence	MAAC 50240	95
55	Grim	Adam		94.2
56	Kauffmann	Hank	28854(MAAC	90.7
57	Blanchard	Bryan		88.4
58	Beers	Richard	90690	86.5
59	Burnham	Lloyd	335822	82.7
60	Hulen	Duane	73966	80.5
61	Latsha	David		79.7
62	VanBaren	Rusty	81751	77.7
63	Moreland	Richard		76.3
64	Tropea	Joseph	566086	67.5
65	Elert	Jerry	43114	67
66	Masi	Mike	452159	65.6
67	Anderson	Charles	155041	58
68	Batch	Bryan	435231	52.4
69	Schelling	Don	9076	50.7
70	Moen	Loren	95428	50.4
71	Russell	Matt	56015	48.1
72	Kirkpatrick	Victor	847317	43.7
73	Baker	Lyle		36.6
74	Vanderleest	Bernard	11398	33.5
75	Brogdon	Robert	19150	33.4
76	Doyle	David	54861	31.6
77	Landsman	Bruce	561267	31.5
78	Ficucell	David	27661	24.3
79	Hahn	Bert	314718	20.1
80	Verano	Richard	25712	11.6
81	Llanos	Joe	16647	10.7
82	Redekop	Henry	8242	6.7
83	Cady	Darrol	53612	1.2
84	Small	Jerry	33498	1.2
85	Vargas	Bill	474751	1.2

## 424 Q-500 Points NMPRA Members

Place	Last Name	First Name	AMA #	Total
1	Larson	Darwin	15158	532.1
2	Rinaldi	Ralph	28480	526.2
3	Burnham	Lloyd	335822	520.7
4	Nikodem	Jim	49928	510.9
5	Vanderleest	Bernard	11398	505.3
6	Warning	Mick	2644	391.2
7	Barr	James	8352	380.1

8	Masi	Mike	452159	328.5
9	Padelt	Jim	777633	324.3
10	Cappis	Jay		314.4
11	Handegard	Chris	GRSHPR	310.7
12	Vogelsang	Rick	76830	309.9
13	Wilson	Michael		296.5
14	Fehling	Jack	23140	267.7
15	Nikodem	Steven	868253	262.9
16	Fawcett	Paul	552700	233.3
17	Kirkpatrick	Victor	847317	207.3
18	Hulen	Duane	73966	204.7
19	Mortenson	Steve	879489	204.6
20	Warning	Mark	2599	193.9
21	Scott	Tom	7593	191.1
22	Doyle	David	54861	184.1
23	Seaholm	A.J.	166009	182.4
24	Jump	Eddie	880756	182.4
25	Spadaccini	Dino		179.5
26	Douglas	Keith	5982227	178.1
27	Tropea	Joseph	566086	172.6
28	Causey	Scott	819292	169
29	Zisa	Richard	306295	165.5
30	Russell	Alexandria	814002	165.2
31	Ryan	Todd	L280576	138.2
32	Tallman	Mike	790	131.4
33	Hartman	Scott	988573	125.4
34	Lyon	Denis	53190	104.2
35	Bridge	Randy	104204	93
36	Moreland	Richard		91.8
37	McAfee	Scott	72009	89.2
38	Johanson	Bill	62712	88.6
39	Haack	Jody	831851	88.1
40	Graves	Eddie	99930	78.6
41	Baker	Stephen	68276	73.8
42	Dooley	Tom	47070	65.3
43	Allen Jr	Jim	22730	62.4
44	Blanchard	Marcus		61.3
45	Langlois	Mike	71047	60.9
46	Gavin	David	18877	60.5
47	Brown	Raymond	IFLYQ500	60.1
48	Enstad	Gale	87306	59.3
49	Reed	Pete	253	59.1
50	Nikodem	Ernest	1854	31.8
51	Welland	Vic	673720	26.8
52	Greer	Bob	6501	26.7
53	Meline	Carlyle	65940	20.6
54	White	Regis	13579	1.2
55	Yost	David	523988	1.2



# District News



## Contest Calendar, Mike Helsel

### NMPRA Master Race Schedule 2010

11/28/2009

Date	Location	Events	Comments	Contact	Other Info
12/29/2005					
<b>January</b>					
2nd - 3rd	Phoenix, AZ	428		Jim Allen	<a href="mailto:jamesea1@earthlink.net">jamesea1@earthlink.net</a>
9th - 10th					
16th - 17th					
23rd - 24th					
30th - 31st					
<b>February</b>					
6th - 7th	Phoenix, AZ	422		Jim Allen	<a href="mailto:jamesea1@earthlink.net">jamesea1@earthlink.net</a>
13th - 14th					
20th - 21st					
27th - 28th					
<b>March</b>					
6th - 7th					-
13th - 14th					
20th - 21st					
27th - 28th					
<b>April</b>					
3rd - 4th					-
10th - 11th					
17th - 18th					
24th - 25th					
<b>May</b>					
1st - 2nd	Old Julian Airport	424, 428, 422		Jim Katz	<a href="mailto:mrjrkatz@aol.com">mrjrkatz@aol.com</a>
8th - 9th					
15th - 16th					
29th 30th					

Highlighted weekends are holidays.

Please submit your race plans as soon as possible so we can coordinate the national schedule.

Thanks,

Mike



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- [Jettengineering.com](http://Jettengineering.com)
- [California Speed Pros](http://CaliforniaSpeedPros.com)
- [SuperTRC.com](http://SuperTRC.com)

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## 2010 NMPRA Membership Application

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  
☐ Outside USA with mailed newsletter - \$50.00 (US Funds)  
☐ New membership and Internet Newsletter - \$15.00  
☐ Renewal membership and Internet Newsletter - \$25.00

### Make Check Payable To: NMPRA

I currently wear \_\_\_\_\_ size shirt

### Mail To: NMPRA Secretary/Treasurer

David Doyle  
1622 Abernethy Place  
The Villages, FL 32162  
(401) 640-4317

## NMPRA OFFICERS

### President

Scott McAfee  
440 Rivera Terrace  
Corona Del Mar, CA  
h 949-644-9761  
c 949-375-0125  
[smacfe@yahoo.com](mailto:smacfe@yahoo.com)

### Secretary/Treasurer

David Doyle  
1622 Abernethy Place  
The Villages, FL 32162  
401-640-4317  
[Davidandgloria@aol.com](mailto:Davidandgloria@aol.com)

### District 1 VP

Dan Thordarson  
22555 Hickory Pl.  
Saugus, CA 91390  
h 661-296-9615  
c 310-863-3627  
[drthord@ca.rr.com](mailto:drthord@ca.rr.com)

### District 2 VP

Tom Strom, Jr.  
1420 SW 160th St.  
Burien, WA 98166  
206-246-4258  
[Flyboy23e@aol.com](mailto:Flyboy23e@aol.com)

### District 3 VP

John Gemmell

### District 4 VP

John Williams  
1906 Logan St.  
Longmont, CO 80501  
303-884-1130  
[John.Williams@arraybiopharma.com](mailto:John.Williams@arraybiopharma.com)  
[Racer1Pylonplane@netzero.net](mailto:Racer1Pylonplane@netzero.net)

### District 5 VP

Jim Nikodem  
202 Meadow Lane  
Cary IL 30013  
847-516-2566  
[jdnikodem@juno.com](mailto:jdnikodem@juno.com)

### District 6 VP

Steve Baker  
12215 Malin Lane  
Bowie, MD 20715  
301-352-4580  
[Sbaker6827@comcast.net](mailto:Sbaker6827@comcast.net)

### District 7 VP:

Tom Dobyns  
2115 Manor Dr. NE  
Palm Bay, FL 32905  
321-722-1914  
[tdobyns@cfl.rr.com](mailto:tdobyns@cfl.rr.com)

### District 8 VP

Eric Desardi  
6913 Gentle Breeze Dr.  
Willis, TX 77318  
936-537-8478  
[edesardi@yahoo.com](mailto:edesardi@yahoo.com)

### District 9 VP

Manuel Martiarena  
15 de Mayo #10  
Planetario Lindavista,  
Mexico City, Mexico  
07300 Mexico  
525-754-4894  
[Mmartiarena99@yahoo.com](mailto:Mmartiarena99@yahoo.com)

### District 10 VP

Luis Ochoa  
5448 Moravian Heights Lane  
Clemmons, NC 27012-8357  
336-712-0584  
[LMOtv1@yahoo.com](mailto:LMOtv1@yahoo.com)

### Quickie 500 Points VP

Kim Vaclav  
4880 Old Oak Trail  
St. Cloud, FL 34771  
321-437-8550  
[Q500points@gmail.com](mailto:Q500points@gmail.com)

### NMPRA Q40 Points Coordinator

Tom Dobyns  
2115 Manor Dr. NE  
Palm Bay, FL 32905  
321-722-1914  
[tdobyns@cfl.rr.com](mailto:tdobyns@cfl.rr.com)

### NMPRA Webmaster

A. J. Seaholm  
704 NE Aaron Dr.  
Lees Summit, MO 64086  
816-525-2985  
[seaholm@teamseaholm.com](mailto:seaholm@teamseaholm.com)

### National Contest Director

Mike Helsel  
7 Still Meadow  
Round Rock, TX 78664  
512-244-2133  
[mhelsel@entouch.net](mailto:mhelsel@entouch.net)



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