



The Pylon Racer's Official Voice

NMPRA

HIGH PERFORMANCE

National Miniature Pylon Racing Association • Since 1965 • AMA Affiliated • October 2010

President's Corner



Fred Burgdorf

It is with enormous sadness that I report the passing of Fred Burgdorf. Fred had been gallantly battling cancer for several years but lost his battle on the night of August 31. Fred was an icon in pylon racing and was an enormous and steady contributor to the sport, and we will miss him on many levels. Most of us knew that Fred was the owner and founder of Landing Products, the maker of APC propellers. Landing Products is among the most successful companies in the R/C industry, and their propellers have been the standard for every type of R/C model from small electrics to giant scale aerobatic competition planes. But Fred's true passion was pylon racing, and there was no one more passionate about our sport than Fred. His commitment, dedication, and pure energy directed to pylon racing were unmatched and resulted in Fred being one of the most successful racers in the history of our sport.



Mike Condon and Fred Burgdorf

Aside from his own competitive endeavors, Fred was a huge supporter financially of pylon racing where he was far and away the largest contributor to our sport for years and was always there when we faced lean times. Aside from the direct financial support, Fred was constantly developing new propeller technology for us. Few even remember that we used to have to spend hours carving each propeller for our racers, and that still did not ensure that we had a competitive propeller. Fred developed and produced literally dozens of different propellers for racing – all at a loss to his company – so that we all could have easily available and competitive propellers for only a few bucks!



Fred put more effort into pylon racing than anybody else. He practiced almost daily and spared no expense or effort to advance his ability and understanding of racing. Because Fred spent so much time around engines, he developed hearing troubles which some people mistook for aloofness. Once you understood that, Fred was as warm and friendly as anyone. Fred truly enjoyed the competition that pylon racing offers and was the master of "trash talk" among racers. And on the rare occasion when you actually did beat Fred, he was quick to offer not only congratulations, but also a smile and warning that it wouldn't happen again! Fred's generosity was legendary. He spent huge sums of money and time to learn about the peculiarities and secrets of racing and would immediately share that wisdom with anyone who cared to listen. We will miss you, Fred. You raised the bar for all of us. You set the standard for competitiveness. You were a leader and an inspiration but above all, a friend. Get some practice my friend.... I am going to be a little better the next time we race.

2011 USA FAI F3d Team Is Selected

The trials to select the team to represent the US at the next Pylon Racing World Championships to be held in Australia in October of 2011 were held over the weekend of September 18-19th. Although the mood was somber due to the loss of Fred Burgdorf, the racing was intense as would be expected when the elite of the pylon racing community gathers for the privilege of representing their country at the world championships. For those of you who are not familiar with FAI style racing, it is significantly different from the style

of racing that is predominant in the US. Although the engines are still limited to .40 cid, no nitro methane is used in the fuel and they use fully tuned pipes. The airplanes are larger, and many use retractable landing gear. The course is approximately the same length, but laid out differently, but these airplanes are about 20 mph faster than our Q40 racers.

When the smoke cleared, the 2011 team will be Randy Bridge, Travis Flynn, and Gary Freeman Jr, with Ray Brown as first alternate.



Dennis O'Brien, Ray Brown, Travis Flynn, Randy Bridge, Gary Freeman, Jr.

It was really neat that 5 contestants from other countries came to the team trials to use the contest as a tune-up for them as well.



Ordered By Total Score RED Discard BLUE Infringe

FAI Pilots - F3D Team Trials 2011 - USA													
Name	Total Score	Heat Detail											
Randy Bridge	547.83	068.49	067.13	060.77	060.57	067.05	061.48	060.91	060.59	061.28	061.19	061.01	060.03
Travis Flynn	548.40	200.00	061.62	060.80	061.23	061.45	060.89	061.16	060.25	060.17	200.00	060.83	200.00
Gary Freeman	554.30	064.49	200.00	062.22	060.49	063.16	060.54	061.32	200.00	061.59	060.88	063.69	060.41
Ray Brown	564.31	070.95	064.03	063.72	062.89	064.06	061.56	060.87	200.00	065.21	061.44	067.22	060.53
Richard Verano	570.20	069.70	069.63	061.01	060.46	061.87	060.73	060.89	062.71	066.39	068.24	067.90	200.00
Gino Delponte	583.17	200.00	071.72	062.93	068.06	063.28	062.69	071.13	200.00	061.17	061.67	060.52	200.00
Lee Vonderhey	1388.87	200.00	062.13	065.83	060.91	200.00	200.00	200.00	200.00	200.00	200.00	200.00	200.00

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Race Announcement Policy

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

Advertising Rates

Rates are for camera ready artwork. Artwork, composition and typesetting will be charged at cost. Printable are 7.5"x10", lpi=133, halftone permitted. Ads for upcoming issues must be received by the deadlines published below.

Size	Single	Annual
Full Page 7.5"x10"	\$ 50	\$ 275
1/2 Page 7.5"x5"	\$ 35	\$ 180
1/4 Page 7.5"x2.5"	\$ 20	\$ 95
Card Ad 3 5/8"x2 3/8"	\$ 10	\$ 45

Wanted

Interesting photos of planes and events. Send photos by electronic format to the editor.



District News



New NMPRA Logo

With the introduction of the new website, it was time to update the NMPRA logo as well. We commissioned a graphic artist to design a new logo for us, and the results are fantastic. As a tribute to Fred Burgdorf, we have included one of his airplanes in our new logo. Look forward to a complete line of accessories sporting the new logo as well.



2010 NMPRA

Championship Race

The 2010 Pete Reed Memorial Championship Race will be held on November 6th & 7th in Arizona at the Speedworld R/C Complex. The weather in Phoenix at this time is absolutely spectacular, and there are hotels with rates under \$60 still. Make plans to attend as it will be a fantastic race. Check out the event flyer at <http://www.nmpra.org/events/Flyers/2010ChampRaceFlyer.pdf>

2011 Officer Elections

It is time to select those who you want to see representing you at the NMPRA. At the end of the newsletter is the 2011 Officer Election Ballot. All officers' positions including President and District VP's are elected, and you need to exercise your right as a member to vote for those who you believe will best lead this organization forward. If you are interested in placing your name on the ballot for any position or want to nominate anybody, make sure that you send your nomination and votes to David Doyle ASAP. At the present time,

all current officers are standing for re-election and are on the ballot included in this newsletter. No nominations other than these have been received at this time; however, we encourage write-in votes. All ballots need to be submitted prior to 12/31/2010.

New Members

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

Maurice Vereecke from
Independence, MO
Kevin Matney from Erie, MI

2011 Dues

I am pleased to announce that there will be no increase in dues for 2011. That being said, it is time for you to get your dues payment in to David Doyle soon. I want to congratulate Mike Tallman for being the first renewal for 2011.

Rules Proposal Vote Results

This week the AMA Pylon Racing Contest Board will convene and vote on the rules proposals for the next rules cycle which will commence next year. Based on early indications, it appears that the proposal to create a new racing class, 426, has enough votes to pass. Essentially, 426 is the new Quickie 500 class based on the new Jett .40 engine. This event was proposed as a result of the discontinuance of manufacture of the Nelson Q500 engine.

The initial proposal was to change Quickie 500 to disallow the Nelson engine and direct the use of the new Jett engine. While there was little opposition to the creation of this new event, there was interest in allowing the existing 428 event to continue due to the large number of Nelsons already owned by racers who wished to be able to continue to race them. Therefore, a cross proposal was introduced to establish a new event, 426, for the Jett engine and thereby leave 428 as is allowing 428 to continue in those areas where the racers wished to continue to

race that event.

The final result is still days away from the writing of this newsletter, so stay tuned to the newsletter to learn the final outcome of the vote. In any event, the plan is to fly both classes of Q500 at the 2011 NATS. The schedule for the 2011 NATS is also only days away, so stay tuned to the website for the final schedule for the NATS.

NEWSFLASH

The dates for the 2011 NATS have been set for July 4th through the 9th. We are hoping to run three classes, Quickie 428 and the new 426 class as well as 422, Q40. Stay tuned to the website for more details as they become available.

NMPRA Donations

By the end of the year, the NMPRA will be structured as a 15(c)(7) tax exempt organization. What this means is that all donations you make to the NMPRA will be tax deductible. I cannot stress enough that the success of this organization, and ultimately pylon racing in general, is dependent on your generosity over and above your dues amount and on the volunteer efforts of some extraordinary people. To ensure that our organization can continue to promote the sport, protect your rights to race, control the rules, and hold premier racing events, we depend on the generosity of our members. Please don't forget to support your hobby by supporting the NMPRA.

New Racing Products

Pocket Radar

Recently while on a promotional display of pylon racing, I attended an electric rally. One of the currently evolving technologies in electric r/c is EDF or electric ducted fans. The advances in batteries and motors have made edf's more practical and available than ever. Of course, the most normal way to experience the advances is in going

NMPRA Gold Cup Series

2010 Schedule

Ft. Lauderdale April 17-18

Nats, Muncie July 12-17

Bowie, MD August 13-15

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District News



faster and faster, so the dominating philosophy is to do speed runs to see who is fastest. As a racer, I can fully appreciate that mentality! A portion of the day was set aside for the speed runs, and I fully expected to see a sophisticated radar set-up to measure the speeds. I was completely surprised when the official pulled this iPod-sized device out of his pocket and indicated that this was how they were measuring the speeds! Sure enough on closer examination, I was introduced to the Pocket Radar.



According to their website, "Pocket Radar™ utilizes a Doppler radar signal sensing and processing system coupled with re-engineered microwave and antenna components to deliver powerful performance in a device compact enough to easily fit into a shirt pocket." This tiny, inexpensive device cannot possibly work; could it? Well, work it did. It was within 1 mph of the most expensive radar devices at the meet and seemed to pick up the airplanes more easily.

If you have been interested in a radar gun to accurately measure the performance of both you and your racers but were put off by the high cost, size, and complexity of the existing units, this is for you. Check it out at <http://pocketradar.com/>

Full Scale vs R/C Pylon Racing

People always ask me why I race R/C model airplanes instead of the real ones. I always tell them that the thrill is basically the same, but the risks are dramatically less. A crash in an R/C racer is not only hugely less costly financially, but you can always walk away from the crash. This year's Reno races had extremely high crosswinds which necessitated cancelling the Unlimited Gold finals after the following:



Every single one of us has "dorked" a plane on landing. Fortunately, the pilot in this beautiful Thunder Mustang was unhurt physically, but I'm sure he will take longer to get over this than we do!

District 1, Dan Thordarson

– no article submitted (ed. note: He's recovering from surgery.)

District 2, Tom Strom, Jr.

– no article submitted

District 3, Randy Smith

The District 3 racing season was wrapped up in Saskatoon, Saskatchewan hosted by the Hub City Radio Control Club. The weather cooperated for most of the weekend with the skies opening up with rain just as the trophies were being given out.

We had 23 entries overall this season in Quickie 500. Overall season standings in Quickie 500 looked like this:

- | | |
|----------------------|-------|
| 1. Roy Andrassy | 347.1 |
| 2. Kevin Umbach | 325.9 |
| 3. Peter Thannhauser | 295.0 |

Fast time was turned by Terry Truelove of Regina with a 1:03.18.

Special mention goes out to Kevin Umbach who has worked his way up the ranks very quickly in the last few years to earn himself a season trophy.



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He and brother Al Umbach would be really dangerous [for the rest of us] if they had a field to practice at. Wow! Also, a salute to Terry Truelove for battling it out in Quickie 500 all these years and taking a great fast time. Good job, Terry. When can we expect to see you in Q40?

In Q40 we had 22 participants during the season. Final standings look like this:

- | | |
|-----------------|-------|
| 1. Roy Andrassy | 372.9 |
| 2. Doug Houston | 355.7 |
| 3. Randy Smith | 280.6 |

Fast time was turned by Doug Houston in Saskatoon with a blistering 1:01.20 flying an old Polecat that I built for him! Great job, Dougie! I really think we have to break up Team "Bitchy" (Roy and Doug). They are teamed up together at every contest but never race each other. I think the matrix needs to be jumbled up a bit.

At the annual district meeting, we agreed to allow the Jett SEMPRA motor to be used in our district alongside the Nelson SS Q-500 motor with the de-tuned muffler. We will use 2011 as the evaluation year and compare times and placing. A final vote for acceptance of the motor beyond 2011 will be made at the end of next season.

A big "Thank You" goes out to all the clubs in the district that hosted a contest this year. We appreciate your support. Also a big "Yahoo" goes to Hank Kauffmann for his Judgeman wireless light and timing system this year. We used it in Regina, Edmonton and three times in Calgary without any major problems. Hank dragged it around to these contests and supported its setup and take down. Tanks, Hanks!!

The Canadian F5D electric pylon racing team of myself, Roy Andrassy, and Delbert Godon placed second at the world championships held in August in Muncie. Delbert placed third overall in the individual pilot standings. The AMA crew in Muncie did a great job of

hosting and organizing the event. A big "Thank You and job well done" to Pete Bergstrom, Ed Smith, Tom Scott, Mike Tallman, and all the crew of helpers that put on the world championships that lasted for over a week of intense racing. Many thanks to all our Canadian team supporters and sponsors. Many of you followed my Blog during the competition. Thanks to those who sent me emails during the competition and at night, as I composed my blog, cheering us on. This was my first world championships and I had never felt pressure like that before. When it was over, I was glad it was over.

We have removed Swift Current from our racing calendar in the CPPRA. We can no longer count on this club to reliably organize a contest so they're out. We're now looking into the NW district for more racing.

We are working Patt and the PROPS gang on the 2011 Shelton contest date. We would like to come down to Shelton once again to race in that magical sea level air. Set aside some travel days to make it to Shelton. The PROPS put on a good show and the racing is very competitive. Spokane is another option we should look at for 2011.

I will finish with a nice shot of the twelve pilots who entered our E-F1 contest in Calgary on July 31st. First place was Murray Hamula, second was Walt Chikmoroff, third was myself. Fast time on the 380' – three pole course was myself at 1:13 flying Jerry's Miss Outrageous with Turnigy motor and APC 8x6 prop.

Randy Smith



12 pilots gathered in Calgary, Alberta, Canada (District 3) July 31 for the largest E-F1 contest in the world (so far).



District News



District 4, Darrol Cady

I write this the same day as the celebration of Fred Burdorf's life is happening. Rhonda and I are sorry that we could not be there in person, but we are there in spirit. Fred was a good friend and a real supporter of our racing events. He will be missed. The first weekend of November is the NMPRA Championship Race in Phoenix at SpeedWorld. Fred was always the first one at the field, and his pit area was always next to ours at the main entrance to the pits. It will be different not having him there waiting for the first light so that he could make the first practice flight each morning. Fred, we miss you already.

The summer has gone by too fast this year. Rhonda and I have been in Billings, MT all summer long and the only modeling trip that we have made was to the Nats in Muncie. Other than building, that is about the only modeling that I have done since we left Phoenix. The weather is turning now and winter is not far away. As a matter of fact, we already have our schedule set for departure to Phoenix and SpeedWorld. We will be leaving Montana and heading south October 25th and will be there for the Champ Race the first weekend in November. We hope to see many of you there.

AJ will be moving into the district soon. Hopefully, he will inspire some racing in the district as he did in KS. He may even be able to inspire Lyle to start playing with racers again. We have not seen Lyle at a race for two years. We see his airplanes, but not Lyle.

See you at the races,
Darrol

District 5, Jim Nikodem

WIPRO (Wisconsin / Illinois Pylon Racing Organization) resumed their action-packed 424 season in Brillion,

Wisconsin on the first weekend in August. This was the ninth year CD Mick Warning has run the race at his extremely nice club field. A nicer larger level patch of grass would be hard to find. There is also an enclosed building and a shelter, both with electricity. There were representatives from Indiana, Illinois, and Iowa as well as Wisconsin on hand. Mick always puts on a well-run race, and we greatly appreciate his effort over the last nine years. Mick was also the originator (starting in the 2001 season) of the District 5 Lead Goose trophy, as well as a two-time winner of it.

Mick decided to set up the short course, it looked like, to get the pylon 1 judges out of the tall grass on the edge of the field. Jay Cappis lost an airplane in practice on Friday when he hit pylon 3 with his left wing. A bad start to the weekend, but see later how things worked out for him. Like all WIPRO races the last few years, it was planned to have a Saturday and a Sunday race. The weather was very nice on Saturday, and with a thunderstorm forecast for Sunday, it was decided to power through and fly both races on Saturday. Five rounds were flown before lunch (Saturday's race) and five rounds after lunch (Sunday's race). This was a first for all, but worked very well. There was one loud midair during racing, but no damage of any sort was found on either airplane. As a result, no airplanes were lost in races all day. There were a few loose firewalls, but no total losses.

No one had a perfect day in points either race, but Jay Cappis and Darwin Larson came out on top in both races. Jay had only one airplane left and made the best of it

Saturday

- 1st Darwin Larson
- 2nd Jay Cappis
- 3rd Bernie Vanderleest

Sunday

- 1st Jay Cappis
- 2nd Darwin Larson
- 3rd Jim Nikodem

Mick arranged for two new Thunder Tiger motors to be awarded as prizes. Each pilot got a ticket for each point they earned for each race, so everyone had a chance to win a motor or some CA glue donated by **Bob Smith Industries**. Following the prizes on Saturday night was a dinner prepared by the outstanding "chef" George Reynolds. Anyone who has experienced one of George's flying-field meals looks forward to the next. It was a true feast enjoyed just as the first rain shower of the night began. It turns out that the thunderstorm forecast for Sunday went through the area at 3:00 AM on Sunday morning providing very poor conditions for those who camped at the field. The following day turned out clear, but very windy. Thanks again to Mick for another great race, and a great call to get both races in on Saturday! Jay Cappis moved into third place in the Lead Goose standings after his great flying in Brillion. Darwin Larson stayed in second, and Bernie Vanderleest stayed in first. With five 424 races left for the year in District 5, it's still not even close to being over for the season. Lead Goose points are determined the same as NMPRA points and also count each flyer's best six races, so there is still plenty of opportunity for someone to move up to the top of the standings! The end of August was the CAPS late summer race in Muncie Indiana. This contest was set up as a District 5 Championship two-day race, flying only 1/4 40 and 424 both days. There



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would be only one winner for the combined racing of Saturday and Sunday. After this, the only races left in the district for the year would be a two-day 424/Quickey Jett race in Bloomington, Illinois and two separate one-day 424 races in Kansas City, Missouri on the same weekend. Another nice weather weekend was spent racing in Muncie, Indiana. Terry Frazer organized and CD'd the event, assisted by Ed Smith as "master" starter. Ed had just finished being the starter for the F5D electric pylon world championships held in Muncie the week prior. His experience is tough to match. Thanks again, Ed, for making the contest run smoothly. A new set of CAPS wireless course equipment worked flawlessly all weekend. Only one refly was done, and it was not due to an equipment problem. Many thanks for all the effort Tom Scott put into building the equipment and to Rick Vogelsang for the computer support.

At this last CAPS race of the year, event 424 had 21 entries and 422 had 12 entries. The pylons were set up Friday allowing many to get some practice in. Starting around 10 on Saturday, five rounds of 424 and 1/4 40 were flown. Sunday's racing started (thanks to the Boy Scout workers) around 8:30 and finished around 2, giving us another five rounds in both events. This is the experienced local scout troop who work for a donation made possible by entry fees. It's a nice arrangement for us and for them.

Two pilots stood out in 424 way above the rest. After 10 rounds Darwin Larson came out on top as the only one with a perfect two days (all firsts). His brother-in-law and caller Mick Warning came in second being only one point down for the day! They both had some really tight and close races, but ended up on top partially because neither cut a pylon all weekend! Mick and Darwin are a

great team and have been racing with and against each other for many years. Both are two-time winners of the Lead Goose Trophy. Third place for the weekend went to Tom Scott, and Craig Grunkemeyer got fast time in 424 with a 1:33.57 (long course). Darwin's win boosted him pretty far in the Lead Goose standings for the year. Bernie Vanderleest is still in first with 556 points, but Darwin is only 25 points behind. Bernie will have some pressure in Bloomington in September and Kansas City in October. Of course, with four races left, they both could be passed by someone lower in the current standings, since the best six District 5 races are counted. One of the top Kansas City fliers, Lonnie Finch, came in 5th at this race, and with a few more top finishes could rise quickly in the standings.

1/4 40 went well with some very competitive racing. Best of the weekend was Craig Grunkemeyer who not only took first, but fast time also (1:04.66). First time 1/4 40 racer Jay Cappis did very well for his first time racing the event with a 1:18 fast time and some very nice flying, especially impressive considering he got a used motor and a slightly broken airplane only three weeks prior to the Muncie race. Scott Causey came in second for the weekend and Terry Frazer third. "Chago" Santiago Panzardi had planned to compete in 1/4 40, but a back injury took him out of the competition. We look forward to seeing him flying again in next year's races.

It is planned to do the same championship race format next year. After many years of service, Terry Frazer will step down as CAPS president and CD for the spring and late summer Muncie races. Carolyn Martin will take over as CAPS president, and Darwin Larson will run the spring race, and Mike Spencer will run the August championship race. Everyone appreciates Terry's long service and

Darwin's and Mike's commitment to run next years races! Next newsletter, the exciting conclusion of the District 5 season!



424 Championship race winner Darwin Larson (left) and brother-in-law Mick Warning (right) who came in second. A great team, they called for each other and had no cuts all weekend.



Muncie 1/4 40 championship race winner Craig Grunkemeyer (with trophy) accepting his award from CD and CAPS president Terry Frazer (left). Craig also earned fast time in 424 and 422 for this two-day race.



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“Master” starter Ed Smith (left) and seasoned competitor Mike Tallman (right) discuss the weekend events. Dan Kane’s electric Formula 1 is in the background.



An experimental Pylon 1 was tried on Sunday for increased visibility?

District 6, Steve Baker

– nothing to report

District 7, Gary Freeman, Jr.

With the advent of the new Quickiee class utilizing the Sport Jett .40 engine exclusively, I thought it a good time to pass along as much info on preparation, break-in, and racing of this new engine as we have found so far. Make no mistake, this a full blown racing engine and for the price really can’t be beat. Dub Jett has assembled this engine using all the quality parts found in the

more expensive racing engines, ie., bushed bar stock rod, AAC liner, high grade piston material hand lapped to the liner, hardened steel crank with selected tolerance bearings, tuned muffler assembly, and more. He is doing all of this realizing little profit, simply to help place the Quickiee class back in the proper perspective, as a stepping stone between 424 Quickiee, and 422 Quarter-40. This seemed to be the wishes of the majority of Quickiee racers, and I believe from the contests already run using this power plant, it is clear that the speeds and times generated place quickiee back where it was intended to be.

Upon receiving this engine, one notes that there is no backplate/firewall motor mount included with the engine assembly, reason being the little profit in the engine, and knowing that practically everyone has backplate motor mounts lying around from Nelson or Jett, etc. engines, that fit this engine also. With that said, it now makes it easy to rinse out the engine with a cleaner such as Laquer thinner, Naptha, etc. Simply fill a small bowl with the aforementioned, slosh the engine around in the cleaner, refilling and emptying out the engine several times, and then blow out the excess. If no compressed air available, be sure to empty out as much of the cleaner as possible, rotating the crank gently back and forth off compression, while tipping the open back of the crank case above the bowl. This is the simple way to try to flush out any possible remnants of the machining/assembly process, and I know others will choose to completely disassemble the engine. Take it from me; the “simple process” is all that is really necessary.

Now, add a liberal amount of oil (I like Performance Specialties after run oil, or some Klotz Techna-plate oil, or air tool oil) into the exposed rear bearing, connecting rod, (both lower crank pin area, and upper wrist pin area), into the open glo-plug hole, and into the venturi, and again, lightly turn crank back and forth, off compression.

Install the backplate of your choice, and either a Nelson or Merlin glo-plug. Remember, do not go crazy tightening the glo-plug, as you can damage the seal area in the head. Just a good snug twist of the plug wrench is good enough. Check for possible leakage of the plug by placing a drop of oil around the stem seal of the glo-plug, and at the base of the plug where it screws into the head. Turn the crank onto compression, and look for air bubbles around the plug stem, or at the head/glo-plug junction. If air bubbles surface at the glo-plug stem seal area, replace the plug. If air bubbles appear to be coming from around the thread area, tighten the plug A LITTLE more, and re-check. If the leak is still noted, remove the glo-plug and check for any debris on the mating surface of the plug, and down inside the head. If nothing noted, try another plug. (This routine should be used EVERY TIME you replace a plug).

At this point, I like to place the engine on the test stand for initial break-in, but the same can be done mounted to an airplane. Install the muffler with the enclosed brass gasket and bolts, and tighten well. For break-in purposes, I like the old SEMPRA race prop, which was an APC 8.5 X 7. Also good is the APC 8.5 X 6.5, or something near that length/pitch. The name of the game here is to allow the engine to spin freely, for the crucial crank/rod break-in, but with enough load to generate proper running temperature for optimal piston/liner expansion, and seal.

For initial break-in, I like the conventional 15% fuel we race with, be it Power Master, Maxies, or the SEMPRA blended Rich’s Brew. (I’m sure that there are other good fuels that will fill this bill also, but I like the lubricant supplied in the fuel to be a mixture of synthetic and castor oil). I then add about 5-oz. of pure castor oil (this can be obtained at most any hobby shop, Sig is the supplier I use), to a gallon of fuel, and use this mix exclusively for initial break-in, (that



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being about two to three 12-oz. tanks of fuel). Run the engine in a rich but hard two-cycle, by this I mean about 2,000 RPMs off peak (just quick pinches of the fuel feed line to determine approximate peak) with the smaller props as mentioned.

Then, I place the engine on an airplane, and run the racing prop, (APC 8.8 X 8.50 or 8.8 X 8.75) with a rich setting, and by that I mean about 1,500 to 2,000 RPMs off peak, and regular fuel without the added castor oil (I like the SEMPRA Rich's Brew) for about three flights. Then start getting each successive run leaner and leaner until the optimum setting is reached. How do I find peak and the optimum setting? Begin with a rich setting (usually about 5-turns out on the needle valve), and alternate between quick pinches on the fuel feed line, and turning the needle valve in. The use of a good tach is important here, but can be done by "listening" for a notable increase in engine RPM each time the fuel line is pinched. While doing this, it will be noted that each successive turning in of the needle valve will produce higher RPMs and result in a smaller and smaller increase in RPM when the fuel line is pinched. This engine needles very "soft" and may require more turning than you are used to on the 428-type Q-500 engine. Believe me, it needles very easily, with no surprises!! (Remember, when pinching the fuel line that these should be very quick pinches, as

holding the line closed too long can result in a lean condition that can overheat the engine....NOT GOOD for new engines, or any engine for that matter!!!) If using a tach, start with a final setting of about 7-800 RPMs DOWN from where the engine peaks (when fuel line is pinched). Experience so far has taught us that on a decent day, (below 95 degrees and less than 80% humidity) these engines will peak at about 18,500 to slightly over 19,000 RPMs, using the aforementioned props. As I said, these are high performance engines, and turn props comparable to the Nelson SS Q-500 engines. Try flying your airplane at this setting, and adjust slightly leaner, or richer, depending on oil color on bottom of airplane, and check color and condition of glo-plug base and coil. Obviously, a sagging struggling engine sound in the air dictates that you immediately shut off the engine, land and start with a richer setting. Further, very dark or black oil residue on the airplane and a dark or black color on the glo-plug base also indicate a lean setting. Go richer and try again. REMEMBER...A LEAN RUN CAN PERMANENTLY DAMAGE AN ENGINE, PARTICULARLY AN AAC TYPE RACING ENGINE!!! 'Tis better to have rich runs, and Little by little sneak up on the proper setting, than ruin the engine by hurrying the process, and setting it to lean!!

Also, don't forget that your fuel tank, lines, tank position, and engine position

can all affect how your engine will perform. Refer to my earlier column on fuel tank/lines installation in a previous news letter.

For those of you that HAVE to tinker, remember that there are NO SLEEVE shims allowed on this engine per the rules. Head clearance should be about .006" to .008", according to the manufacturer, but you know me, I intend to try several different head settings, and glo-plugs to try find that little "edge." Will let you know if my fooling around buys anything more from this already great performing, bargain of an engine!!

If you have any questions, or comments, or wish to purchase one of these engines, please do not hesitate to contact me at quickieeone@aol.com

Regards,
Dennis

GO FAST, TURN LEFT-FOREVER
GOD SPEED, FRED BURGDORF

District 8. Eric Desardi
– no article submitted

District 9. Manuel Martiarena
– no article submitted

District 10. Luis Ochoa
– no article submitted



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District News



Q40 Points, Doug Killibrew

QM Points Standings			
	NAME	NMPRA #	Races Flown
			Total of Best 6 Races
1	Andrassy, Roy	6	561.73
2	Helsel, Mike	8	539.62
3	Flynn, Travis	9	531.25
4	VanBaren, Rusty	9	498.53
5	Von Der Hey, Lee	9	491.91
6	Allen, Jim	17D	488.42
7	Frazier, Terry	7	447.29
8	Holik, Robert	8	445.90
9	Houston, Doug	5	431.81
10	Jett, Dub	8	427.21
11	Burgdorf, Fred	11	420.65
12	Thordarson, Dan	8	411.56
13	McAfee, Scott	5	381.01
14	McDermott, John	7	363.56
15	Killebrew, Doug	9	357.20
16	Scott, Tom	6	353.42
17	Grunkemeyer, Craig	5	339.20
18	Smith, Randy	4	317.52
19	Teague, Norm	7	306.34
20	Russell, Matt	4	305.91
21	Gravel, Cecil	4	302.04
22	Schmidt, Gary	4	294.24
23	Tahhan, Gabriel	4	291.25
24	Salar, Matias	6	283.49
25	Bridge, Randy	3	281.13
26	Vaclav, Stephen	3	267.60
27	Small, Jerry	6	267.38
28	Causey, Scott	3	263.03
29	O'Brien, Dennis	4	258.04
30	Batch, Bryan	4	257.87
31	Redekop, Henry	4	238.06
32	Tallman, Mike	4	230.00
33	Freeman Jr., Gary	4	224.86
34	Hegland, Tom	8	222.68
35	Kaufmann, Hank	4	217.91
36	Seaholm, AJ	2	214.09
37	Baker, Steve	4	206.08
38	Verano, Richard	3	204.83
39	Vogelsang, Rick	5	198.46
40	Johanson, Bill	3	197.59
41	Del Ponte, Gino	3	196.33
42	Lloyd, David	4	194.56
43	Tropea, Joe	4	189.25
44	Masi, Mike	4	187.96
45	Brown, Ray	3	174.66
46	Umbach, Al	4	174.38
47	Yousey, Tim	2	172.71
48	Baker, Lyle	4	151.76
49	Doyle, Dave	4	150.03
50	Brogdon, Bob	4	142.06
51	Umbach, Kevin	3	134.19
52	Lopez, Tony	2	133.03
53	Lime, Tim	4	130.08
54	Parker, Mark	2	122.17
55	English, Dave	4	116.14
56	Nikodem, Jim	3	114.65
57	Burnham, Lloyd	2	108.92
58	Rinaldi, Ralph	1	103.11
59	Coffey, Bruce	5	102.63
60	Blanchard, Marcus	2	100.77
61	Ulledahl, Dan	2	97.38
62	Vasquez, Alejandro	1	97.12
63	Beers, Richard	2	94.94
64	Jump, Eddie	2	92.82
65	Langlois, Mike	2	91.89
66	Pacini, Tony	1	86.63
67	Sattler, Harold	3	83.03
68	Bergan, Mike	1	82.13
69	Deneve, Mike	4	73.83
70	Kane, Dan	1	73.14

71	Martin, Jeff	4	71.88
72	Elert, Jerry	2	71.39
73	LaValley, Lee	1	71.26
74	Nalley, Dan	3	71.07
75	Galerneault, Pat	3	67.28
76	Metkemeijer, Rob	1	67.14
77	Metkemeijer, Bert	1	65.64
78	Landsman, Bruce	2	60.85
79	Barrios, Salvador	1	58.15
80	DeLaVega, Jaime	1	56.40
81	Pedro Marin, Jesus	1	55.15
82	Freeman Sr., Gary	1	47.10
83	Ulinger, Lee	1	44.66
84	Palaschuck, Terence	2	44.23
85	Chavarin, Ruben	1	43.16
86	Moreland, Rick	2	42.69
87	Picelli, Hudson	1	38.67
88	Coronado, Eduardo	1	37.17
89	Uthoff, Dave	1	35.67
90	Hill, Dave	1	31.17
91	Fehling, Matthew	2	23.58
92	Bednark, Jerry	1	22.18
93	Hebestreut, Chuck	1	20.68
94	Bucher, Raul	1	19.18
95	Calderon, Jose	1	17.69
96	Blanchard, Bryan	1	17.40
97	Burgstrom, Pete	1	14.69
98	Hulen, Duane	1	13.94
99	Pacini, Tanner	1	11.69
100	Castro, Aurelio	1	8.69
101	Hartman, Scott	1	7.19
102	Fuzaro, Emanuel	1	5.70
103	Vergara, Marco	1	4.20
104	Carvalho, Marcello	1	2.70
105	Bucher, Igor	1	1.20
106	Latsha, Dave	1	1.20
107	Anderson, Chuck		
108	Ficucell, Dave		

QM	
Location	Date
Phoenix QM Classic	2/27&28/10
Calgary	7/26/10
Whittier	3/13/10
Whittier	3/14/10
Basin	4/3/10
Basin	4/4/10
Basin	6/26/10
Basin	6/27/10
Nats	7/15/2010
Whittier	10/3/09
Whittier	10/4/09
Regina	6/13/10
Edmonton	6/27/10
Mulberry	10/10/09
Whidbey Island	7/25/10
Shelton, WA	8/21/10
Shelton, WA	8/22/10
Muncie	5/23/10
Cincinnati	6/12/10
Muncie	8/28&8/29/10
Florida Champ Race	11/21/09
Saskatoon, CA	8/29/10
Old Julian	5/1/10
Bowie	8/15/10



District News



Quickie 500 Points and 424 Points, Dave Gavin

(no results from districts 4 and 9)

NMPRA Points Standings

424 Quickie			428 Quickie		
NAME	Races Flown	Total of Best 6 Races	NAME	Races Flown	Total of Best 6 Races
1 Padelt, Jim	10	563.23	Allen, Jim	8	543.75
2 Vanderleest, Bernie	11	556.95	Flynn, Travis	9	523.58
3 Larson, Darwin	12	555.49	Teague, Norm	6	514.66
4 Hulen, Duane	7	550.21	Burgdorf, Fred	9	456.37
5 Nikodem, Jim	13	505.83	Nalley, Dan	6	440.01
6 Rinaldi, Ralph	5	492.72	Hegland, Tom	8	423.05
7 Burnham, Lloyd	5	476.15	Andrassy, Roy	5	419.27
8 Warning, Mick	8	458.79	Salar, Matias	6	413.06
9 Busse, Ken	6	439.91	Jett, Dub	5	381.22
10 Finch, Lonnie	9	438.10	Thordarson, Dan	8	355.67
11 Handegard, Chris	6	420.69	Nikodem, Jim	7	346.63
12 Spadaccini, Dino	5	373.47	Padelt, Jim	11	331.14
13 Vogelsang, Rick	10	344.82	Umbach, Kevin	4	325.93
14 Seaholm, A.J.	4	314.65	O'Brien, Dennis	5	298.57
15 Nikodem, Steven	8	294.86	Helsel, Mike	4	290.45
16 Tani, Peter	4	265.57	Russell, Matt	4	282.63
17 Zisa, Richard	6	265.52	McAfee, Scott	3	273.08
18 Masi, Mike	4	264.07	Vanderleest, Bernie	6	270.70
19 Gavin, David	6	254.79	Batch, Bryan	6	269.38
20 Fehling, Jack	4	253.52	Houston, Doug	3	245.14
21 Causey, Scott	3	249.70	Larson, Darwin	5	230.04
22 Hartman, Scott	4	246.30	Tallman, Mike	3	214.42
23 Langlois, Mike	3	244.00	Graval, Cecil	4	206.23
24 Scott, Tom	4	242.82	Bridge, Randy	3	197.15
25 Tropea, Joe	4	241.77	Smith, Randy	4	188.18
26 Jump, Eddie	4	234.96	Gavin, Dave	6	187.22
27 Schelling, Don	6	222.62	Freeman Jr., Gary	4	185.46
28 Kirkpatrick, Victor	3	207.82	Grunkemeyer, Craig	2	185.45
29 Enstad, Gale	5	181.90	Scott, Tom	3	166.92
30 Myer, Kevin	3	165.60	Umbach, Allen	4	160.76
31 Allen, Jim	2	140.46	Busse, John	4	153.25
32 Doyle, David	3	126.57	Brown, Ray	4	144.88
33 Baker, Steve	2	109.80	Hulen, Duane	3	143.82
34 Brown, Ray	2	104.00	Graves, Eddie	5	128.83
35 Lyon, Denis	4	94.89	Lloyd, David	3	128.79
36 Brown, Irl	3	87.33	Lyon, Dennis	5	118.39
37 Barr, James	1	86.53	Lopez, Tony	2	114.74
38 Jett, Dub	1	72.60	Graves, Tom	5	109.39
39 Grunkemeyer, Craig	1	70.67	Rinaldi, Ralph	1	107.78
40 Batch, Brian	1	68.67	Causey, Scott	2	104.13
41 Deneve, Mike	2	42.10	Martin, Jeff	4	104.02
42 Myer, Dan	2	36.53	Tahhan, Gabriel	1	100.51
43 Obrien, Dennis	1	31.80	Seaholm, AJ	1	98.09
44 Nagy, Seth	1	26.80	Langlois, Mike	3	97.00
45 Uthoff, David	1	26.60	McDermott, John	2	92.85
46 McDermott, John	1	21.60	Baker, Steve	1	83.56
47 Nikodem, Ernie	2	19.47	Burnham, Lloyd	1	81.13
48 Tallman, Mike	1	18.67	Russell, Allie	2	74.22
49 Llyod, David	1	10.49	Small, Jerry	1	73.63



District News



50	Moffet, Mack	1	9.73	Schmidt, Gary	1	73.14
51	Gray, Charles	2	9.70	Vogelsang, Rick	5	70.73
52	Greer, Robert	1	1.20	Killebrew, Doug	2	68.69
53				Kaufmann, Hank	3	67.31
54				Jump, Eddie	2	66.55
55				Landsman, Bruce	2	65.48
56				Redekop, Henry	2	58.24
57				Nikodem, Ernie	2	53.00
58				Voth, Jeremy	1	52.80
59				Dobyns, Tom	1	51.80
60				Shelling, Don	3	44.85
61				Doyle, Dave	2	44.81
62				Cady, Darrol	1	35.46
63				Tropea, Joe	1	32.69
64				Von Der Hey, Lee	1	32.03
65				Brogdon, Bob	2	2.40
66				Llanos, Joe	1	1.20
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114	Rehm, Neal					



District News



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120 Russell, Alexandria
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LaValley, Lee

Masi, Mike

Moreland, Rick

Palaschuck, Terence

Contest Calendar, Mike Hesel

– no information submitted

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Place "X" next to your selection and send to:

David A Doyle
1622 Abernethy Place
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E-mail: davidandgloria@aol.com

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_____ Scott McAfee
_____ (write-in name)

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_____ Dan Thordarson
_____ (write-in name)

District 2 (AK, OR, BC, ID, WA)

_____ Tom Strom Jr.
_____ (write-in name)

District 3 (ALB, SAS, MAN, ONT)

_____ John Gemmel
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_____ Darrol Cady
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District 5 (MN, WI, IA, IL, MI, IN, OH, KY, MO)

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_____ (write-in name)

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_____ Steve Baker
_____ (write-in name)

District 7 (MS, AL, TN, NC, SC, GA, FL)

_____ Gary Freeman Jr.
_____ (write-in name)

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_____ Eric Desardi
_____ (write-in name)

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