

*The Pylon Racer's Official Voice*

# NMPRA

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## HIGH PERFORMANCE

National Miniature Pylon Racing Association • Since 1965 • AMA Affiliated • August 2011

### President's Corner

This will be my last **President's Corner** column. I am stepping down as president of the NMPRA effective immediately. It has been both enjoyable and challenging being president of the organization these past few years as they have been extremely challenging times for pylon racing. After almost two decades of stability, the introduction of the Long Stroke engines and 2.4 ghz radios marked the beginning of an era of seemingly constant turmoil and change. We were bombarded by technology and speed creep, which upset our "apple cart" more that we have seen in our history. Add in dramatic reversals in our economy, and it's clear that we have lived through some difficult times which have strained racing and racers. I am absolutely thrilled that I can leave with what I hope is a clear path to future stability and growth for racing. The new 426 Quickee event is a huge step in the right direction that offers greater opportunities for more people to race at more fields with more affordable equipment, yet allows for even better and closer racing than we have seen for years! The new electric EF1 event has created more interest in pylon racing than any event since the 1970's and shows no signs of slowing down. And with our new website, the NMPRA is ideally situated to lead resurgence in pylon racing at both the local and national levels.

AND, the NMPRA will be in good hands because the incoming president will be Dan Kane. Dan's resume in pylon racing is nothing short of amazing, and beyond all he has contributed and achieved in pylon, he is a highly intelligent and motivated guy who also happens to be one of the finest gentlemen in the sport. Please join me in welcoming Danny and wishing him success as your new president.



*New NMPRA President Dan Kane presenting Dennis Cranfill with the EF1 Fast Time Trophy at the 2011 NATS*

As for me, this job would have been impossible without the help of some amazing people whom I can never thank enough. First and foremost, David Doyle and his wife Gloria. Few of you can imagine how much David has done for pylon racing and this organization. David has been the heart and soul of the organization for many years now, and we all owe him a debt of gratitude. I also want to thank Linda Brogdon for her work in putting together this newsletter. Thanks also to AJ Seaholm for building and running our website. Most of you don't know that our site is hacked at least 20 times A DAY! AJ has to deal with this relentless barrage of slimeballs on a daily basis. In any organization, there are those unsung heroes who are always there when the impossible needs to be done. For us, that hero is Tom Scott. Tom was always there for us when we needed to make the impossible happen. I want to thank Jim Allen and the Pylon Contest Board for their leadership and courage in bringing forth the new 426 Q500 class and in dealing with the engine issues. I want to thank Dubb Jett for stepping up

and making the investment in the new motor and in offering it at such a low price, as well as his continued generosity and support of pylon racing and the NMPRA. Thank you to the Ritch's Brew and to Horizon Hobbies for continued support. Thanks also to Gary Freeman, Jr., Darrol and Rhonda Cady, Mike Tallman, and everybody else who pitched in to help out whenever I needed it. I also want to thank all the Regional VP's and the Event Co-Ordinators, Doug Killebrew and Dave Gavin, and Mike Helsel for keeping the Race Calendar.

Finally, I want to give a special thanks to Pete Bergstrom, Danny Kane, and a huge thanks to Jerry Small. These guys believed in my vision of electric pylon racing and through enormous hard work and sacrifice, transformed it from an idea and a set of rules into the snowballing success that it is becoming.

## 2011 NATS

The lead-up to the NATS this year was certainly tension-filled as there was plenty of controversy surrounding the change in the events from the old 428 Q500 to the new 426 class. People don't like change and racers are no different. Although the build-up was tension-filled, once everybody got to the NATS, it was camaraderie and good racing that prevailed. Gary Freeman, Jr. did an outstanding job of keeping everybody focused on racing and fun, even though the schedule was going to be very tight. First up was the new 426 Q500 class. Although this class has been racing in most of the country for over a year now, this was the first time that all the best racers in the country would face off with the new class. With 54 contestants it was the biggest turnout for Quickee in several years

Immediately, it was evident that everybody was using the same engine with equal power, which created some extremely close and

exciting races. As the first rounds of qualifying were flown, the results showed that all the racers were within a few seconds of each other. Typically, with the old class you would look at the score sheets and see that there were those who had figured out how to go fast and those who hadn't, and the gulf between the groups was huge. Not so anymore. Everybody was going fast as the score sheets showed that almost 90% of the pilots were within just a couple of seconds of each other.



In the end it came down to a flyoff for first through third which resulted in Dub Jett, Gino Del Ponte, and Tom Scott taking the first three places. Check out the video of the flyoff at <http://www.youtube.com/watch?v=LsHDKADRhQE>

Like 426, the turnout for 422 was over 60 entries and the largest at the NATS for a long time. There was lots of great racing again, as well as lots of carnage.



In the end the top dogs were Mike Helsel, Mike Langois, and Dub Jett, with Randy Bridge getting fast time of 1:03.64. Check out Randy Smith's helmet cam video of Randy's fast time with Roy Andrassy pushing him to it at <http://www.youtube.com/watch?v=V2cWWISIEz4>

## High Performance Information

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If possible, please submit information in Microsoft Word format

## Race Announcement Policy

High Performance will publish announcements of upcoming races free of charge, on first come, and space available basis. Also, camera ready copy no larger than 7.5" wide by 2.5" high (border dimension). Copy must be received by the Editor no later than the 25th of the month preceding newsletter publication.

## 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 no later than the 25th of the month preceding newsletter publication.

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.

With the weather co-operating, we were able to run 428 after the finals of Q40 on Friday afternoon. Mike Helsel also won 428, Gino got second in 426, and third was Matt Fehling. Fast time was Terry Frazier with a 1:08.56. On Saturday, we held the first ever EF1 race at the NATS. EF1 is not an official AMA event, but a NMPRA event. As such we had an astounding 42 entries. Horizon Hobbies provided significant sponsorship for the event giving out prize packages to each contestant and providing a charging station with their state-of-the-art chargers.





# District News



Like the old Formula 1 days, a best of show was judged by Dennis O'Brien and was won by Scott McAfee with his Miss Dara.



The racing was incredibly close, but the class of the event was Gino Del Ponte, who is the first EF1 National Champion!



A four-way flyoff for second through fifth place resulted in Travis Flynn in second, Jerry Small in third, John Jennings in fourth, and Mike Helsel in fifth. Fast time for the event was Dennis Cranfill with a 1:10.97.



With all the events flown, the new overall National Pylon Champion is Dub Jett.

## New Members

Please welcome the following new members to the NMPRA:

- Michael Ayres from Rogers, AZ
- Justin Worden from Bloomington, IL
- Robert M. Smith from Canyon Country, CA
- Ray Dolat from Westfield, MA

## Hank Pohlman 1932-2011

Just a quick note to let you know that my Dad, Hank Pohlmann, passed away on July 6, 2011. He was very active in the F1 scene in the 1970s and early 1980s. I have his last Mustang 450 hanging in my office as well as the first production kit from SIG. It was a SIG tradition to give the first kit off the assembly line to the designer. He redesigned Maxey Hester's 1960's kit to make it more competitive. It was his first

kit for SIG and led to his employment there from 1973 –1983.

We had many great summers together – he flying and me crewing for him whenever my own race schedule did not interfere.

<http://qctimes.com/app/obits/?section=profile&id=166567>

Regards,  
Steve Pohlmann

# ***NMPRA Gold Cup Series***

## **2011 Schedule**

Phoenix, AZ	March 5-6
Ft. Lauderdale	April 15-17
Nats	July 5-9
Old Julian, NC	October 1-2
Ft. Lauderdale (Championship Race)	October 21-23

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**JETT Engineering, Inc.**





# District News



## Know Your Bearings

Although the typical racing engine has only six moving parts, two of them, the ball bearings, are not made by the engine manufacturer and are absolutely critical to the performance of your engine. The ball bearings in a racing engine perform an amazing function. Good bearings allow the engine to develop its maximum power by eliminating/reducing the internal friction of the moving parts of the engine. All the power created by the engine is transferred through the bearings to the airplane. All pylon racing engines have two bearings in them supporting the crankshaft, the large rear bearing and a smaller front bearing.



The bearings not only absorb all of the thrust created by the propeller, but they also absorb all of the horizontal motion and acceleration of the piston and connecting rod assembly as it moves up and down thousands of times each minute. The bearings we use are generally pretty good units; however, they have their limitations. While bearings usually last a long time in normal engine operation, they are not capable of handling sharp blows. These blows can obviously be caused by crashes, but can also be caused by electric starters or nose-overs. Simply starting our motors with our electric starters against the significant fit and

compression of these motors will kill the bearings. Any kind of crash will definitely kill the bearings as well.

For us, a bearing is deemed no good if you can feel any roughness in the bearing at all. This roughness may not be felt with a prop on, or even removed if there is oil in the bearing. Because of their size and vulnerability of being at the very nose of the airplane, the front bearings are the most susceptible to damage. To check the bearings, remove them from the engine using a heat gun or torch and completely clean them with brake cleaner. Then, reinsert the shaft into the bearing and spin the shaft. If ANY roughness is felt, the bearing is no good. If you have any doubts, compare the old bearing with a new one.



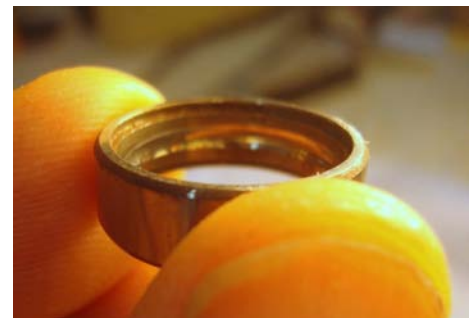
So what makes a bearing develop this roughness and become unusable? To see, let's take a bearing apart and examine it. A bearing is made up of an outer race, an inner race, the balls, and a ball retainer.



Once we take the bearing apart and we carefully examine the parts, we can see the extent of the damage the bearing has taken. To show you what a bad bearing looks like, I went out and stuffed a Q40 into the ground so that I would have a damaged bearing to show you. In this next picture, you can see the significant gouging in the inner race.



Although more difficult to see, the next picture shows the gouging in the outer race.



Finally, the balls themselves show signs of denting and damage, although because the balls are heat treated to a higher hardness than the races, the damage to the balls is significantly less obvious.



# District News



Because your bearings are under such enormous loads while the airplane is flying, even the slightest roughness is magnified many times and causes significant performance losses to the engine. So if you want to get the maximum performance from your racing engines, don't be afraid to change out those old bearings.

If you want to see how bearings are made, check out this video:

<http://www.youtube.com/watch?v=eGyoMuE4gDQ>

## Making A Fuel Shutoff For 426

The new rules for the 426 Q500 class now allow us to use a fuel shutoff instead of a carburetor. Although there are a few ways to do this, I will show one way here that works well for me. If you are converting a 428 or 424 airplane, there is no need to do anything to the throttle pushrod housing tube. All you will need is some threaded lamp tube which is available in either short lengths or in long lengths from the home improvement store. I use a piece about  $\frac{3}{4}$ " long, and using a countersink I de-bur the ends of the tube.



Then I open up the existing hole in the motor mount for the throttle pushrod, tap it for the tube, and insert the tube with Locktite. Do this carefully to make sure that the tube does not interfere with the engine crankcase.



Next I take some music wire and using pliers, wind it around a  $\frac{5}{32}$ " wire,



then cut and bend to form a nice loop the size of the fuel tubing used and small enough to just fit inside the threaded lamp tubing.



Now mount the mount and engine and install the wire pushrod and fuel tubing.



When attaching the pushrod to the servo, make sure that the servo goes over center when shutting off the fuel tubing to avoid any excessive load on the servo.



Make sure you test the shutoff by blowing through it to ensure that the shutoff completely pinches off the fuel line.





# District News



## New Products

Most of us know that Sam San has released his Sam Rai Q500 in both a wooden kit and now in a full composite version as well. These planes are becoming pretty popular and successful as well. Now, Sam has begun to offer a much broader line of racing and R/C products. Final pricing hasn't been determined for all the items as I write this, but from what Sam has indicated, the prices of these products will be much lower than you would expect to pay for similar products.

First up is a 2.4 ghz radio conversion kit. These kits are available for Futaba or JR 72 mhz transmitters and come complete with the transmitter module and antenna, a matching receiver, and full instructions for only \$59.95 for the entire set.

In addition, additional receivers are available in several models for only \$29.95, as well as a really neat micro receiver perfect for foamies or park fliers for only \$24.95.

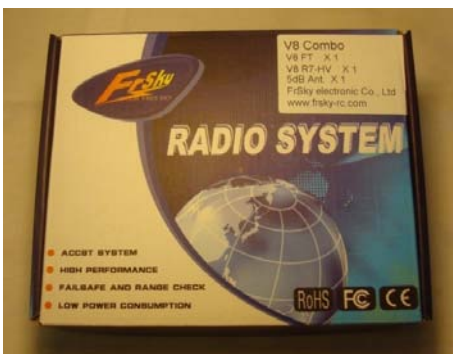


Some of the really exciting products are a specially designed digital pylon racing servo, which is extremely fast and has very high torque (over 65 in/ozs). It is exactly the same size as the popular servos offered by other manufacturers, but is available for only \$39.95. Frankly, I am fed up with \$60+ price tags on the servos we use so I am excited to give these servos a try.



We will have a full test of these servos upcoming.

Sam is offering both Li-Po and LiFe batteries specifically designed for pylon racing. The LoPo is a 2s 7.4 volt, 800 mah 20c pack, and the LiFe pack is a 2s 6.6 volt 800 mah pack. These packs both come with universal connector and a balancing tap and are ideally sized for racers. The LiFe pack especially is exciting as LiFe in this size has not been available, and these will also be very aggressively priced at only \$10.99 for the LiPo and \$17.99 for the LiFe.





# District News



Along with the batteries is a voltage regulator to step the voltage down from the 7.4 volts that a LiPo battery puts out to the 5 or 6 volts that our radios and servos will tolerate. The regulator is an extremely compact unit that has a plug that can be used to set the voltage at either 5 or 6 volts.



As you can see, the regulator weighs only 15.3 grams and is equipped with universal plugs. I tested the regulator at both 5 and 6 volts and received 5.13 volts and 6.03 volts respectively.

These voltages represent the best performance I have seen from a voltage regulator to date and will ensure that you don't fry your servos with excessive voltage from a poor quality regulator. It's also nice to have the ability to set the voltage at either 5 or 6 volts as there are still a number of servos that are not rated or recommended to operate at 6 volts. The regulator is a real bargain at only \$10.99.

Sam is also offering charge adapters to adapt from different charging plugs to the battery balance taps. Also is a nice switch harness with a charge plug. This is a nice unit because it has a long switch arm with a hole in it for your switch wire or string. It is also VERY reasonably priced. It galls me that some manufacturers charge as much as \$15 for a switch harness! Right now only a 2 wire is available but a 3 wire is in the works.

Finally, there are the connector clips. These are really great little clips that snap over your connectors that ensure that your plugs don't vibrate loose. BUY THESE!!! These are super cheap and will save an airplane for you.







# District News



Check out the Sam-Rai Racing website at: <http://www.sam-rairacing.com> or contact directly at

## **SAM-RAI Racing**

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## **LESSONS LEARNED FROM SOMEONE NEW TO E - FORMULA ONE**

**By Jim Nikodem**

This year I got into the new E-Form 1 event knowing basically nothing about electrics. I have read a little about it, but to be honest, it seemed confusing with a lot to learn. I could see the advantages and had seen some fly. I even flew a few laps with one of Dan Kane's airplanes last summer. It seemed like a great event. I liked the scale appearance and speed and the size (almost as big as a 1/4 40), but I was still hesitant to dive in. I was comfortable with two-stroke racing even with its inherent problems (glow plugs, fuel system, muffler/carb problems). Now, I am NOT getting out of the other events, but E-Form 1 is a nice addition to the list of events a CD can pick from. It's not that much different once you understand a few fairly simple differences and get the right equipment.



One thing holding people back is the investment. Last summer I won a Tom Cat kit from Super T RC and built it over the winter. Construction was straightforward with a sheeted foam wing and interlocking balsa and ply fuse. I still had a lot to learn, and the resources I found were somewhat general and cover a lot of ground. I still had a lot of questions. We are very specialized in what we want out of the "power system." What follows is a rundown on what I got to be ready to race E-Form 1 and some of the lessons learned. This is one solution - not the only solution. I just wanted to pass it on to make it easier for others to get going in E-Form 1.

First is the cost to get into E-Formula 1. Some items are from Hobby King which seems to be cheapest, but sometimes you pay with wait time, which is what I did. The total I came up with excludes servos (3) and a receiver. It was just too confusing to add shipping and tax, so those are not included. Here is what I got:

- Tom Cat kit or Little Toni kit from Super T RC \$125
- balsa for wing skins / spinner / ca \$31
- aluminum gear and wheels \$15
- E flight 25 1250kv motor \$70
- Turnigy 85 amp Brushless ESC \$37
- 3 Turnigy 2650ma 4 cell LiPo Batteries 30-40c \$81
- Hobby King balancing LiPo (and others) charger \$34
- 4 props thin electric 8x8 per rules \$10
- Total \$403



Not bad considering a "fast event" composite kit or motor is more than that. In other words, it could be less than half of a ready-to-go 428 or 422 airplane, and even if the worst happens, I still have two batteries and a charger. Another way to look at it is a second airplane will cost about \$280 for an airplane and power system, minus servos and a receiver. E-Form 1 ARF's are pretty competitive going for about \$150 to \$180.

There was some learning about electrics involved, but nothing really complicated. First, when building an E-Form 1 airplane, it needs to be an approved kit for the event. Of course many ARF's are available also, but if you build, there are a few things to look out for that are different from other racers. First, you may paint all fiberglass or plastic parts, but the rest must be iron-on film. The trailing edge of the wing must be at least 1/16 of an inch thick. Tail feathers must be at least 3/16 of an inch thick and rounded, not tapered. Wheels must be .7 inches wide, and wheel pants are required if found on the original. Minimum weight is 3.25 pounds. Check the rules for all the specifications, but these are the big differences from other events. There are only certain motors and battery types allowed. Randy Smith had a good article in the April 2011 newsletter as to what batteries and other equipment meet the rules.



# District News



Any questions - check the rules.



Now a few tips on batteries: When buying a battery, you want a four-cell LiPo with a max weight of 325 grams. You also want the highest C rating (discharge rate of the battery) you can get. Mine says 30-40 C. It is nice to balance each cell while charging (same voltage). Look for a charger with a balancing feature and a battery with a balancing lead. You can charge batteries at two or even three times capacity. So, a 2650ma battery can be charged at 2 times capacity at 5.2 amps (30 minute recharge) or three times capacity at 7.8 amps (20 minute recharge). At these charge rates the batteries stay cool. Do not store fully charged batteries. My charger instructions say "if the batteries will not be used for some time," use the storage setting to bring the battery up or down to 3.85 volts per cell. A fully-charged 4 cell Lipo will be at 4.2 volts per cell, or 16.8 volts total. Always make sure you charge on the LiPo setting. You do not need to cycle LiPo batteries, and make sure not to drain the battery all the way.



The Brushless ESC plugs into the throttle channel and takes the place of a throttle servo. You want one capable of at least 60 amps. The ESC will cut power to the motor when the battery gets low and allow the radio to function long enough to land the airplane. It is bad, however, for the battery to let it get this low. You can also not go around and try the landing again if you run the battery all the way down. The ability to go around is one of the advantages of electrics. More on that later.

As far as securing the battery so that it does not flop around in the airplane, I use a piece of Velcro one inch by an inch and a half. It can be anywhere on the battery, but I find it easier to get the battery in and out if the Velcro is as close to the rear of the airplane as possible. In my setup the battery is slid all the way forward to the firewall with the wires and Velcro on the end nearest the tail of the airplane. This works well for me even doing outside loops and rolling circles. In fact, E Formula 1's are fun airplanes to just goof around with.

To get going, I got some help from Dan Kane at a contest. He provided connectors from the speed control to the battery. I did get three connectors with the speed control that connects the motor to

the speed control, which I had to solder on. The part Dan provided was some guidance, heat shrink tubing, and two connectors from the speed control to the battery. 4mm long body bullet connectors were compatible with my battery. You can get them from Castle Creations, MPI, or Kontronics. There are three wires from the motor to ESC. Hook them up, and if the motor spins backwards, switch two of them. One more point about motors and ESC's is that they need some cooling but not a lot. My airplane has three small inlets in the scale locations and scale size (just happened to work well) and an exit hole behind the wing roughly 3 times the inlet area. Holes in the fuse design allows air to flow over the motor and ESC, through the fuse to the exit.



Hobby King is cheaper when ordering electronic components, but do not order back-ordered items unless you are prepared to wait a long time. There is a US and International warehouse - big difference in shipping cost. There is a lot more offered from the International (Hong Kong) warehouse. I saved a lot on shipping by ordering the heavy items from the US warehouse





# District News



(batteries and charger).

One big difference from what we all race now is the torque. Out runner motors have most of the mass of the motor turning, and they turn the prop at 14,500 rpm, so you can see where the torque comes from. There is also no lag at all when you move the throttle. It is just something to get used to and no big deal after you get in the habit of working the rudder on takeoff. I hold 2/3 right rudder (that is, the back of the rudder is moved a little over 1/4 inch displacement from neutral) for the takeoff and gradually take it out, so by the time I just get to pylon 1, I am just taking out the last of it. The airplane flies normally once up to speed. The only other potential problem is a go around. Just like full scale pilots, we have a hang up about going around, and in other events, do not even have the option. It's a nice option, especially if it makes the difference between fixing the airplane or not. These airplanes are really clean aerodynamically and just do not want to slow down. If you do go around, you do NOT need full power. If you do push the throttle up fast, the torque of the motor is instant (unlike a glow engine that has a little lag), and you can get some unexpected reactions from the airplane. So, be easy on the throttle, add a little rudder and maybe half throttle, and try it again.

We had our first North Central E-Formula 1 race in Cincinnati the beginning of June. Twelve contestants flew two rounds in the morning and two in the afternoon both days. Absent was the noise, but not the competitive nature of fliers like Dan Kane, Tom Scott, Dub Jett, Mike Helsel, and Craig Grunkemeyer. Lots of tight racing. Wish I had a picture of the many times there were three airplanes right together. Isn't that what

racing is all about? We flew the EF-1 course totaling 1.625 miles for 10 laps, and there were a few heat times around 1:15. The AMA short course (2 miles for 10 laps) can also be flown. Overall, this event is a nice addition to our RC racing playbook. Bottom line, it's a fun, relatively inexpensive, hands-on-the-sticks, heart-pounding event.



I want to thank Dan Kane for his help getting me (and many others) going in E-form 1 and for donating the kit I ended up winning. Thanks, Dan!

## **District 1. Tom Hegland**

Hello District One! We had only one race in District 1 since our last NMPRA High Performance newsletter, and it was the Tribute to Fred Burgdorf put on by the Valley Flyers. Unfortunately, due to various circumstances the turnout was relatively low. APRA attracted 4 racers, 426 had 9, 428 had 7, and Q40 had 8 entries. Those who showed up were treated to some fast racing and some typical June Basin weather—HOT. Special thanks to the Valley Flyers for putting this event on and especially Travis Flynn for taking on the responsibilities as Contest Director. Huge kudos to Doug Killebrew, who didn't have a race-ready plane but came out both

Saturday and Sunday to help make this event a success. Running four classes with low entries in each class kept everybody busy either racing or calling. Eight rounds were flown Saturday and Sunday, and after the dust settled the final standings were as follows:

### **APRA**

1 <sup>st</sup>	Benny Elkouby	26	1:44:33
2 <sup>nd</sup>	Mario Salazar	24	1:42:89
			Fast Time
3 <sup>rd</sup>	Dave Sweany	11	2:15:30

### **426**

1 <sup>st</sup>	Joanne Coffey	21	1:23:43 FO
2 <sup>nd</sup>	Jim Allen	21	1:16:45 FO
			Fast Time
3 <sup>rd</sup>	Mitch West	16	1:22:66

### **428**

1 <sup>st</sup>	Dan Thordarson	31	1:10:67
			Fast Time
2 <sup>nd</sup>	Tom Hegland	24	1:12:35
3 <sup>rd</sup>	Dave Hill	24	1:13:49

### **422**

1 <sup>st</sup>	Lee Von Der Hey	32	1:03:27
			Fast Time
2 <sup>nd</sup>	David Lloyd	28	1:07:36
3 <sup>rd</sup>	Dan Thordarson	25	1:04:85
Last	Tom Hegland	0	0:00:00

Best race of the weekend had to go to the 426 fly-off battle for 1<sup>st</sup> place between Joanne Coffey and Jim Allen. Jim had been running 1:16:xx – 1:18:xx all weekend and quickly set a similar pace in the 426 fly-off. However, a cut around lap 4 put Jim in a serious catch-up mode, which he did right at the finish line on Joanne's 10<sup>th</sup> lap. From my perspective it was too close to call, but starter Doug Killebrew called Joanne the winner by a "Jett 426 engine spinner."



# District News



## APRA Trophy Presentation



Dave Sweany – 3<sup>rd</sup> Place APRA

## 426 Trophy Presentation



Mitch West – 3<sup>rd</sup> Place 426

## 428 Trophy Presentation



Dave Hill – 3<sup>rd</sup> Place 428



Mario Salazar  
– 2<sup>nd</sup> Place APRA and Fast Time



Jim Allen – 2<sup>nd</sup> Place 426 and Fast Time



Tom Hegland – 2<sup>nd</sup> Place 428



Benny Elkouby (and #1 fan)  
– 1<sup>st</sup> Place APRA



Joanne Coffey – 1<sup>st</sup> Place 426



Dan Thordarson –  
1<sup>st</sup> Place 428 and Fast Time





# District News



## Q40 Trophy Presentation



Dan Thordarson – 3<sup>rd</sup> Place Q40



David Lloyd – 2<sup>nd</sup> Place Q40



Lee Von Der Hey  
– 1st Place and Fast Time Q40

Next year, District 1 racers (and other district racers) need to put "The Fred Burgdorf Tribute Race" on your calendars early and make the effort to attend this event. Let's work to make this one of the premiere national events.

Nats 2011 participants from District 1 included Jim Allen, Travis Flynn, Scott McAfee, Tim Lime, Lee Von Der Hey, Robert Rau, and Tom Hegland.

In general, I must say that this year was a little disappointing for District 1. Lee, Scott, and Jim definitely saved some bucks on shipping costs going back home. Carnage was heavy. Lee lost (How many planes did you bring?); Scott lost two Q-40's during qualifying; Jim lost a couple; and I planted a Quickie and Q-40. On the bright side Travis picked up a 2<sup>nd</sup> in EF-1. Lee brought home the 8<sup>th</sup> place trophy in Q-40.

District 1 did do some damage during the F3D raffle as Denis Lyon picked up an EF-1 Pogo and David Gavin walked away with a Fly One Video Camera. Congratulations, guys.



Lee bonding with CD Gary Freeman during Q-40 trophy presentation

I just received some late-breaking information that the Whittier Narrows fall race has been scheduled for October 1<sup>st</sup> and 2<sup>nd</sup>. Keep in touch via the NMPRA Forum for details.



426 Group Photo



# District News



## **District 2, Dan Nalley**

July 23<sup>rd</sup> brought warm sunshine and racing back to the Pacific Northwest. Unfortunately, this also caused a large number of race participants to go do something else, since this weekend was also our first real taste of summer.

Despite the low numbers in attendance, the Sanderson Field Flyers came out in force to work the course and feed us a lovely bbq'd lunch – thank you again!!!

This is a new addition to our field since the last race and was potentially a bit of a distraction. As it turned out, no one really noticed it while racing. From this angle it almost looks as if it might be participating. Is that a cut????



Saturday was started with Electric Formula One, then APRA, and finally Quickie 428. Check out the lineup of Electric Formula One's below! (With a few non-EF1's at the very end snuck in for good measure!)



Saturday also brought out Marty Hoppe and his new caller – Chance! Marty Hoppe's company – InDepth Creations is sponsoring the August North-South Shootout at the same location, Shelton, WA. Thank you, Marty! And welcome to your new home, Chance!!!



Sunday brought an even more beautiful day, more EF-1, and APRA racing, but not enough pilots for any more Quickie 428.

Here are the weekend's results, for those of you who could not join us:

### **APRA**

1<sup>st</sup> Place – Mark Winz  
2<sup>nd</sup> Place – Steve Mortenson  
3<sup>rd</sup> Place – John Riley  
FT – Mark Winz 1:45:18

### **Quickie 428**

1<sup>st</sup> Place – Eric Ide  
2<sup>nd</sup> Place – John Calhoun  
3<sup>rd</sup> Place – Tom Graves  
FT – Eric Ide 1:14:80

### **Electric Formula One**

1<sup>st</sup> Place – Dan Nalley  
2<sup>nd</sup> Place – Tom Strom Sr  
3<sup>rd</sup> Place – Tim Strom  
FT – Tom Strom Sr 1:23:14

We are looking forward to the next race in August. The CD for the North-South Shootout is Tom Strom, Sr., and you can contact

him directly with any questions.

And finally – racing in the Northwest is simply EXHAUSTING. Tom Graves and his son Ed Graves.... See you on the race course!  
Dan Nalley

## **District 3, Randy Smith**

The 2011 Nats is history, and it was a lot of fun once again. A big thank you goes out to Gary Freeman, Jr. and all of his crew for putting on a successful pylon nats. At this point I now want to thank David Doyle for his efforts in MANY OF THE PAST NATS for putting together the racing matrix. I say this now because I volunteered to do the matrix task this year in David's absence. David, David, David...I never realized the S\*!T you put up with from all of us. I have done many of the racing matrices at our local district level but never for the Nats. The task for the Nats wasn't more difficult; it was more PAINFUL! It was not so much because of the larger number of entrants, or the fact that a Finals matrix had to be drawn up on the spot after the qualifying rounds were completed. The painful part was the steady stream of special requests and "excuses" everyone had for being in a particular matrix or teamed together with a large group of pilots.

I was responsible for drawing up eight race matrices for up to 60 pilots and 60 callers. I made one or two mistakes here and there, but I learned a lot. At this time I would like present to you a few of the great lines I heard during the week-long Nats. I like to call what follows, "**S\*!T I Heard at the Nats**"

*I need to be with <name> because we're always together.*





# District News



*If I don't call for <name>, he's going to quit racing.*

*WTF, I told you I needed to be with <name>!*

*Can you have the matrix print out my first name instead of my last name?*

*Hey, why are there no easy guys in my races? (I guess you're the easy guy!)*

*You should know that me and <name>, <name>, and <name> always fly together. Can't you figure that out?*

*Can you print the Spectator Program smaller? It runs over on to two pages.*

*I'm not looking over your shoulder at the matrix; I'm just standing in the shade.*

*I was teamed up with <name> before. Can you change it now? Our team is getting a divorce.*

*All four of us need to be in 'B' matrix because we have only one car, and I don't want to get up in the morning to drive them to the field.*

*Me and <name>, <name>, and <name> need to be in 'B' matrix because we plan to get really drunk at the BBQ...*

In district news, the monsoons stopped long enough for the Regina Windy Flyers to host their annual pylon race. 14 pilots flew in Quickie 500 and Q40. Pilots in Saturday's Quickie race tolerated 30 mph winds, but everyone still had a good time. The weather for Q40 was a bit better, but a nasty crosswind made things very challenging on takeoff. Thanks to the Regina club for hosting our first contest of the season. Two weeks after the Nats the pylon club in Calgary hosted their annual

contest. The weather was perfect for racing. 20 pilots registered for Quickie 500, and there were 17 in Q40. Awards in Quickie were taken by Roy Andrassy, Doug Houston, and Peter Thannhauser. As a data point of interest, Cecil competed with his Jett 426 motor while the rest of the field ran the standard Nelson Quickie motor with expansion chamber muffler. Roy took fast time for the day using his Nelson/expansion chamber muffler with a time of 1:06.14, but Cecil and his 426 motor were only a fraction of a second behind with a 1:06.36. My point here is that the two motors are essentially identical in the hands of pilots with equal skill. I was also running my Jett 426 motor in the Quickie race, but I mid-aired early and had no useful times for comparison. I am continuing to collect data throughout the contest season so we can do a full comparison at the end of the year.

In Q40, Harold Sattler took time off from floating around on his pontoon boat to come out and do some fast racing. Prizes were awarded to Roy Andrassy, Harold Sattler, and Cecil Graval. Thanks very much to the Calgary Miniature Pylon Racing Association and all the helpers for putting on a great contest. Following closely behind is the annual contest in Saskatoon hosted by the Hub City Radio Control Club and then the last contest of the district hosted by the boys in Edmonton on September 10, 11<sup>th</sup>.

Randy Smith

## **District 4. Darrol Cady**

The 2011 Pylon Nats had a lot of controversy during the year. Thank you Internet. The good thing is that when everyone got there, the squabbling was over and the Nats came off very smoothly with everyone happy. Gary did a great job and made good decisions at the contest. His experience and the experience of the helpers that he depends on make it a smooth running event. I am glad that he decided to continue on and do it again next year. Thank you, Gary. We had 3 official events and the first big Electric Formula One Race ever. Thanks to EFlite and Horizon for the first big run of ARF models, the event is going to be big. I think that there will be many smaller events across the country, and it will bring new racers into our other events. Horizon and EFlite sponsored the event in Muncie providing prizes and a charging station for the race and supported it well. Pete Bergstrom was on hand to make sure that all went well and being a racer in the past knew what needed to be done. Good job, Pete. There were 40 plus entries in this event and about half were Pogós.

Our lowest entry event was 428 Quickie, and it is probably one of the last times this event will be flown on a national level. It has been a great event over the years, but speed creep really killed the event. The cost and skill level for the event is the same as Quarter 40, and we really had two events for the same caliber of fliers. The new event, 426 Quickie, is a one-engine event and is designed for the airplanes to fly at less than 150 MPH. Fast enough for the airplanes to fly as well as 428, but is a much more manageable speed for the transferring racer. It is a perfect stepping stone between the novice



# District News



class of racing, 424, to be able to comfortably be able to move up in class. Then those with the need for more speed can then move up to 422 Quarter 40 for the real adrenaline rush. Personally, I think that the 426 class should be flown on the long course where the space is available. It gives the transferring pilot a little more thinking time and does spread the aircraft out on the course. The short course should be the option. The competition at this year's Nats was great. Very close in all classes. Dub Jett was the winner in 426 Quickie, Mike Helsel in 422 and the 2011 Nats Champion; Mike Helsel won the 428 Quickie class. Great performance to both of you. It shows that the engine race is equal and hopefully, the manufacturers will leave it alone and not raise the price of racing again.

I used the new DSMX in competition for the first time this year. The DSM2 equipment has worked flawlessly for me for years, but the thing that really was great was the hook-up time. With the DSM2, if under the pressure on the line, I got in a hurry and did not give the transmitter time to lock up; then when I turned on the receiver, I sometimes had to start over to get it mated and on. When the clock is running, it can be a panic. With the new DSMX, it does not matter. Just turn it on even out our sequence, and it is locked on. All the same features, like model match and instant on. I love it!

The 2011 Nats was a great experience for both Rhonda and me. I am looking forward to flying in the Phoenix races and expect to surprise many. I flew very well in Muncie. Just a little rusty. I will do lots of polishing on the rust when we get to Phoenix in the fall. I hope to be really ready for the WinterFest and the Phoenix Classic.

Darrol Cady

## **District 5, Jim Nikodem**

I will start this month with the rest of a review on the first CAPS race of the year in Muncie. I just hit some highlights last time since the Indy shootout just went in the record books days before the last deadline. After all the cold and rain this spring in our district, we ended up with pretty good weather. Friday was the best with many taking advantage of the good weather to get lots of practice flying in. Some logged their first flights of the season. Not ideal, but with the poor weather lately it is understandable. Craig Grunkemeyer brought his giant scale Unlimited racer to get some practice. It is truly an impressive machine.

Saturday went well with five rounds of 424 and 426, both on the short course. Sunday's forecast was for scattered thunderstorms which luckily did not develop; however, there was a 30-minute rain delay in the afternoon. Five rounds of 424 and 1/4 40 were completed both on the long course. Tom Scott brought out a new set of improved wireless course equipment which worked flawlessly. Even though they are sealed units, it's better not to get them wet. These new displays are really nice with a big cut light on each board on the course and an indicator of which pylon it occurred. Tom also built a set for the AMA from Hank Kaufmann plans. This system is nicer and easier to set up. Thank you, Tom Scott! We have come a long way from flip cards and stop watches! Tom, we appreciate all the hard work!



Craig Grunkemeyer with his giant scale P-51 racer got some practice at the outstanding Muncie AMA site.





# District News



There were 18 entries in each event of the weekend except 424 on Sunday which had 17 entries. 426 seems to be catching on as well as E-Form 1. There were quite a few E-Form 1 practice flights over the weekend, but time constraints prevented a demo race on the tail end of Sunday's racing. Dan Kane put a lot of effort into getting people new to the event going. It's like anything else; it's not hard, just a little different. Lots of advantages, a really appealing event in my opinion. There is more interest, more ARF's and kits all the time. Dan Kane has a new ARF out as well as a Tom Cat and Little Toni kits.

## 1/4 40 top 5 long course

1	Scott Causey	1:04.09
2	Terry Frazer	1:05.60
3	Eddie Jump	1:07.30
4	Mike Eden	1:10.72
5	A.J. Seaholm	** 1:03.95

*AJ Seaholm fast time 1:03.95*

## 426 top 5 short course

1	Tom Scott	1:07.01
2	A.J. Seaholm	1:06.33
3	Mike Tallman	1:07.09
4	Moe Vereecke	1:09.19
5	Duane Hulen	1:11.55

*Craig Grunkemeyer fast time 1:02.76*

## 424 Saturday short course

1	Bernie Vanderleest	1:28.94
2	Tom Scott	** 1:22.00 **
3	Mick Warning	1:27.95
4	Jay Capps	1:27.37
5	Duane Hulen	1:27.53

*Tom Scott fast time 1:22.00*

## 424 Sunday long course

1	Mick Warning	1:35.16
2	Tom Scott	1:37.18
3	Darwin Larson	1:41.62
4	Duane Hulen	1:30.48
5	Jay Capps	1:39.93

*Duane Hulen fast time 1:30.48*

Two weeks later was the Cincinnati Ohio two-day race. The lineup of events was the same except E-Form 1 was added both days. This made for a busy day, but 5 rounds were

flown in all the two-stroke events, and four rounds of E-Form 1 were flown both days. The weather was a challenge with the temperatures in the high 90's with a lot of humidity. Dub and Mike who had flown in from Houston must have been right at home - not so much for the rest of us. The club members putting the race on for us did an outstanding job, and we appreciate the great contest they put on every year. Saturday night the local club provided another fantastic dinner at the field. I know this is easy to take for granted, but it is a terrific meal right after racing is done, without having to go anywhere. Truly outstanding! If you look at the results, you can see that it was a very competitive group. Lots of close racing - sometimes too close. There were two midairs, but only two airplanes lost as a result. One was Craig Grunkemeyer, who got his 1/4 40's tail cut off just prior to the first time around pylon #1. A number of airplanes hit pylon number 2 or 3. The PVC pylons won every time but once. An E-Form 1 hit the flag and just kept on going without any evidence except the cracking sound (no engine noise) as it rounded the pole. Times for that event were around 1:15 on the 1.625 mile

course (for ten laps). That is 100 feet shorter than the short course which is 2.0 miles for ten laps. According to the rules, the short course can be used also. Four rounds were flown each day with 2 rounds before lunch and 2 rounds after lunch. The big names really flocked to this new event, and there were 12 entries each day. The only real difference in this event (besides the lack of noise and oily film) is the amount of torque (rudder correction) coming from these out runner motors turning 14,500 rpm. Thanks, Tom Scott, for putting this on!

In 424 Darwin Larson had a great weekend winning both days. It was close on Sunday though with a fly-off for first against the always competitive Bernie Vanderleest. Jay Capps came in second on Saturday and was doing well again on Sunday when he ended up being one of those to hit a pylon. The new 426 event was popular this year with 16 competitors. Lots of tight competitive racing in this event! 1/4 40 went well with some really good races as usual. Some guys traveled quite a ways for this contest because it is a really great event put on by Tom Scott and his Greater Cincinnati RC club.



group picture from the Cincinnati race June 4 and 5



# District News



from L to R Dan Kane 3rd 426, Dub Jett 1st 426, Mike Helsel 2nd and fast time 426, and Tom Scott 424 fast time both Saturday and Sunday.

## 424 Saturday short course

1	Darwin Larson	1:24.70
2	Jay Cappis	1:26.81
3	Bernie Vanderleest	1:28.08 F3
4	Tom Scott	<b>** 1:21.58 ** F2</b>
5	Rick Vogelsang	1:25.46

Tom Scott fast time 1:21.58

## 426 Saturday short course

1	Dub Jett	1:06.55
2	Mike Helsel	<b>** 1:03.65 ** F3</b>
3	Dan Kane	1:07.30 F2
4	Tom Scott	1:04.24
5	Mike Tallman	1:10.72

Mike Helsel fast time 1:03.65

## E Formula 1 Saturday on E Form 1 course

1	Dub Jett	1:16.88 F3
2	Mike Helsel	1:16.98 F2
3	Eddie Jump	1:17.80
4	Craig Grunkemeyer	<b>** 1:15.25 **</b>
5	Jim Nikodem	1:21.31

Craig Grunkemeyer fast time 1:15.25

## 424 Sunday Long Course

1	Darwin Larson	1:41.13 F0
2	Bernie Vanderleest	1:43.88 F0
3	Jim Nikodem	1:39.90
4	Steven Nikodem	1:40.27
5	Dave Ellis	1:44.92

Tom Scott fast time 1:39.10

## Q40 Sunday long course

1	Dub Jett	1:05.70 F3
2	John McDermott	1:05.22 F2
3	Billy Johanson	1:05.02
4	Mike Helsel	<b>** 1:03.30 **</b>
5	Mike DeNeve	1:07.32

Mike Helsel fast time 1:03.30

## E-Form 1 Sunday E-Form 1 course

1	Jim Nikodem	<b>** 1:14.50 ** F3</b>
2	Mike Helsel	1:15.35 F2
3	Dan Kane	1:16.53 F0
4	Dub Jett	1:15.04
5	Billy Johanson	1:21.25

Jim Nikodem fast time 1:14.50

Three weeks later and a little over a week before the NATS was the Bloomington Illinois NATS warm-up two-day race. The events were 426 and 424, which has been a pretty consistent lineup in Bloomington. Both events were flown each day with a few local guys and a bunch from out of state. This is now a CAPS race, so the really nice CAPS wireless equipment was used and worked very well. 424 was the big event with 15 entries Saturday and 16 on Sunday. Seven of the 426 fliers were getting ready for the NATS and it was a nice primer. Unfortunately, there were two midairs. Darwin Larson and Rick Vogelsang came together causing some repairable damage. Mo Vereecke and Bernie Vanderleest had a midair just after finishing a race. These were the only midairs of the weekend. Rain in the afternoon Saturday shortened the day a bit. The last two heats of round five in 424 were flown with the beginning of the rain, and as a result 426 was finished for the day after four rounds flown. In one of those last two heats Ken VanTuyl got one of his left hand fingers in the prop and ended up going to the hospital for stitches, but not before completing his race. Ken was back the next day to race. Way to go, Ken!

Sunday worked out much better with the weather, and five rounds were flown in 424 and 426. The only problem was a tailwind most of the day, but it did not seem to cause any problems. At the end of the day, there was a tie for first in 426, but after the same two guys had midaired on Saturday and the NATS just over a week away, both decided to go by time. Mo Vereecke won with the fast time for the day of 1:17.97. Five guys made the drive from Kansas City and did pretty well overall. Turns out they





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took home 8 out of 16 awards for the weekend. We will see what happens when the situation is reversed at their two-day race in October which is actually the season opener for 2012.

## 424 Saturday

1	Duane Hulen	<b>** 1:28.77 **</b>
2	Moe Vereecke	1:30.53
3	Jim Nikodem	1:35.91
4	Bernie Vanderleest	1:33.68
5	Darwin Larson	1:32.96

*Duane Hulen fast time 1:28.77*

## 426 Saturday

1	Darwin Larson	<b>** 1:15.99 **</b>
2	Jim Nikodem	1:19.57
3	Bernie Vanderleest	1:23.46
4	Rick Vogelsang	1:25.66
5	Jay Capps	1:22.26

*Darwin Larson fast time 1:15.99*

## 424 Sunday

1	Jim Nikodem	1:34.94
2	Duane Hulen	<b>** 1:30.32 **</b>
3	Darwin Larson	1:33.75
4	Moe Vereecke	1:36.22
5	Mick Warning	1:33.87

*Duane Hulen fast time 1:30.32*

## 426 Sunday

1	Moe Vereecke	<b>** 1:17.97 **</b>
2	Darwin Larson	1:18.10
3	Duane Hulen	1:20.35
4	Jim Nikodem	1:18.83
5	Rick Vogelsang	1:31.74

*Mo Vereecke fast time 1:17.97*

In the lead for the District 5 Lead Goose trophy with just a few more races left is Darwin Larson. Prior to the results of the NATS being input, the 426 leader for the Caudron trophy is Mo Vereecke with Darwin right behind him. There is still a two-day race in Muncie and two one-day races in Bloomington where the winners for the season will be awarded. A lot can happen between now and then, and the NATS counts toward the Caudron trophy since it is an in-district race. A strong showing and big turnout in Minnesota can also change things quickly, so check out the up-to-date standings on the WIPRO website. Bernie Vanderleest is tracking the points for the whole district and keeps the totals very up to date. Best 6 races in the district count. Happy racing!

Jim Nikodem

## District 6, Dino Spadaccini

Just a reminder to all that are near the District 6 area, NEPRO supports 426; this year we will have 4 races for 426 along with our regular 424 program.

Very nice [Model Airplane News](#) article by senior technical editor and Sunday course worker Gerry Yarrish .



Bloomington CD Jay Capps and his new caller, son Tyler



# District News



**2011 Farmington NEPRO RC Pylon Race (424)** By Gerry Yarrish;  
Photos by Damon Rosenthal



*View down the flightline, the main lap count, timer tent, (left) me at Pylon 3 calling station and pylon 1 calling/light station (far left).*

June 5, 2011 was the Central CT RC Club's annual NEPRO 424 Q-500 pylon race. This is one of our club's most exciting events for the year and is one in a series of races hosted by various events held in the New England area. For those who don't know what Q-500 is, it is a class of racing open to any kit or scratch built aircraft that qualifies for and conforms to the rules specific for Scat Cat 500 or Spickler Q-500. The aircraft must be of conventional design with a forward wing and aft empennage. The full rules and engine requirements are available at [www.neproclub.org](http://www.neproclub.org).



*Starting line.*

## Rule Notes

NO COMPOSITE WINGS ARE ALLOWED! Constant chord, constant thickness platform with a minimum of 500 square inches. The overall span shall be a minimum of 50 inches and a maximum of 52 inches measured along the center of the chord, wingtip to wingtip. The minimum thickness shall be  $1 \frac{3}{16}$  (1.187) inches for at least  $47 \frac{3}{4}$  inches of the span. The weight for NEPRO Q500 is now a minimum 3 lbs., 12 oz. per national rules as of Jan. 1, 2007. The only engine allowed is the Thunder Tiger Pro .40 R/C. Remote needle valves are permitted for safety reasons. The only pressure allowed is muffler pressure. All replacement parts except screws, bearings, glow plugs, prop washer and nut must come from the manufacturer. A rounded spinner or safety nut is required. The engine must be fully exposed between the engine lugs. No cowling or streamlining of the engine is permitted. It must be demonstrated that the throttle is operational and able to be shut off by a dedicated servo on demand by the transmitter. No modifications are allowed. This includes head shims and the removal of the muffler baffle!!

**From the Flightline**



*Me.*

I spent the day as the pylon #3 caller and my job, besides being a supportive club member, was to radio in any cuts at that pylon. The airplanes race in 4 lanes, and each plane is identified with either red or green stripes placed on their wings. Since all planes race in a counter clockwise direction, the planes are easily identified by the color and to which wing the sticker is attached (whether it is the high or low wing,) as viewed by the pylon callers. So the 4 planes in each heat are Green High, Green Low, Red High, and Red Low. Should a plane not round a pylon (cut), it is given a one lap penalty and





# District News



if it cuts two pylons in a 10-lap heat, it is disqualified from the heat. Time for each heat is recorded to determine the winner and each winner is advanced to the next round of heats. The final standings for our NEPRO race is shown below!



*from the Pit area.*

If you ever want some faces and furious RC fun, check out a local pylon race! You might even want to pick up a racer and try racing in the Sportsman Class!

Congratulations to Team DeRosa-Konno! They both arrived as Standard Pilots and finished off the day as Experts with Mike DeRosa taking fast time for the day with a 1:14.14 and Miki Konno finding himself second to Lloyd Burnham and ultimately taking home third place for the day after a great battle and fly-off. Congratulations to Bob Triggs in placing second in his first race ever as a Nepro Expert Pilot with First Place finisher Lloyd Burnham calling. Congratulations to Ola Nordell for winning our Sportsman Race and a brand new Thunder Tiger Pro40BB.



*your typical NEPRO Racers*

Thank you again to former president Bill Jensen for donating yet another Thunder Tiger Pro40 engine in his continued effort to support of those new to pylon racing.

The Matrix Tzars L. and M. have raised the scoring standards. Thank you both.



*Pylon 3 Callers*



# District News



## Standings by points after 5 rounds

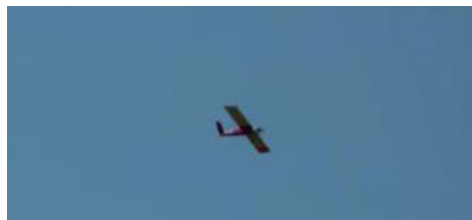
APRA Name # Class Low Time Points Channel NMPRA

1 Lloyd Burnham 13 APRA 1:16.00 19 123 22J  
 2 Bob Triggs III 6 APRA 1:18.47 F4 17 123  
 3 Miki Konno (9) 12 APRA 1:19.24 F3 17 106  
 4 Ray Dolat 27 APRA 1:15.31 F4 16 38  
 5 Joe Tropea 1 APRA 1:17.86 F3 16 101 28J



*Ouch!*

6 Craig Korsen 7 APRA 1:18.20 F2 16 104  
 7 Mike Masi 11 APRA 1:17.91 15 101 37J  
 8 Irl Brown, Jr. 19 APRA 1:19.81 15 38 14J  
 9 Mike Derosa (9) 16 APRA 1:14.14 14 106  
 10 Mike Maznicki (9) 3 APRA 1:16.79 14 38  
 11 Bill Jensen 28 APRA 1:26.99 14 12  
 12 Dennis Duplice (9) 4 APRA 1:20.48 13 105  
 13 Mike Luzzi 9 APRA 1:21.64 13 22  
 14 Peter Tani 2 APRA 1:24.29 13 38 23J  
 15 Ralph Rinaldi 14 APRA 1:15.93 12 123 27J



16 Don Ouimette 21 APRA 1:24.66 11 104  
 17 Bill Glode 20 APRA 1:27.02 10 52  
 18 Peter Baltrush (9) 29 APRA 1:35.41 10 12  
 19 Michael Stewart (9) 25 APRA 1:23.61 9 101  
 20 Ralph Mietz (9) 24 APRA 1:37.72 8 55 12M  
 21 Nick Roselli (9) 26 APRA 1:41.10 7 110

22 Vinnie Langella (9) 10 APRA 1:35.95 6 22  
 23 John Banks 18 APRA 1:29.81 4 107  
 24 Roger Gilman (9) 23 APRA 1:38.99 4 52  
 25 Calvin Stewart 17 APRA 0:00.00 0 52



Yarrish Support Team eager to help! :^)

Some YouTube Videos: <http://www.youtube.com/watch?v=crP1K6Lgeeg>

Thanks, Damon!

**Gerry Yarrish** About the author Senior Technical Editor About Me: I have a lifelong passion for all things scale, and I love to design, build and fly scale RC airplanes. With 20 plus years as part of the *Air Age* family of magazines, I love producing *Model Airplane News* and *Electric Flight*.

2011 BRIDGEWATER TWO-DAY RACE: Despite weather concerns there were twenty-one pilots on Saturday and twenty-two on Sunday, not a pilot lost to the forecast. Congratulations to Saturday fourth-place finisher Kevin Cyr for breaking into expert with Bob Triggs calling. Congratulations to Saturday fast time winner and same day fifth-place finisher Michael Stewart for also breaking into expert with Dino Spaduccini calling. Congratulations John Burrows for winning our sportsman





# District News



class with a fast time of 2:04.70 carving 18 seconds off his time.

Congratulations to 2010 sportsman champion Nick Roselli who continues to show great improvement and is now competitive in standard.

Thank you contest director and after-race party host Elie (lap-a-saurus) Houayes for your generosity and great hospitality. Thanks Ken C. for doing an incredible job as starter.

Thanks L. and M. for your entire help running the matrix and keeping score – it almost looked easy.



A big thank you to Snap and Don for putting another great NEPRO race on the map in MA. Thanks also to Don M and Tom R for your expert contributions.

## NEPRO 2011 RACING SCHEDULE

See Post #9 in our forum for schedule details.

<b>2011 RACING SCHEDULE *</b>			
<b>Date</b>	<b>Location</b>	<b>Event</b>	<b>Contest Director</b>
April 30, 2011 <b>Saturday</b>	Hadley, MA (Spring)	NEPRO 424	Dave Fogg
		Sportsman	413-593-5454
		Standard	<a href="mailto:DF.Fogg@verizon.net">DF.Fogg@verizon.net</a> This e-mail address is being protected from spambots. You need JavaScript enabled to view it
		Expert	
May 22, 2011 Sunday	Salem, CT (Spring)	NEPRO 424 <b>or 1</b>	Dennis Duplice
		AMA 426	
		Sportsman	<a href="mailto:dduplice@comcast.net">dduplice@comcast.net</a> This e-mail address is being protected from spambots. You need JavaScript enabled to view it
		Standard	
		Expert	



# District News



June 5, 2011 Sunday	<u>Farmington, CT</u>	NEPRO 424	John Hinze
		Sportsman	860-677-1688
		Standard	<a href="mailto:jhinze@comcast.net">jhinze@comcast.net</a> This e-mail address is being protected from spambots. You need JavaScript enabled to view it
		Expert	
June 25 & 26, 2011 Saturday & Sunday	<u>Bridgewater, MA</u>	Two NEPRO 424's <b>and 2</b> AMA 426	Elie Houayes (Lap-a-Saurus)
		Sportsman	
		Standard	<a href="mailto:vanoalex@comcast.net">vanoalex@comcast.net</a> This e-mail address is being protected from spambots. You need JavaScript enabled to view it
		Expert	
August 6 & 7, 2011 Saturday & Sunday	<u>Ellington, CT</u>	Two NEPRO 424's <b>and 2</b> AMA 426	Dennis Thibodeau & Kevin Cyr
		Sportsman	860-749-6985
		Standard	<a href="mailto:buffvet@cox.net">buffvet@cox.net</a> This e-mail address is being protected from spambots. You need JavaScript enabled to view it
		Expert	<a href="mailto:kmcyr@yahoo.com">kmcyr@yahoo.com</a> This e-mail address is being protected from spambots. You need JavaScript enabled to view it
September 11, 2011 Sunday	<u>Hadley, MA (Fall)</u>	NEPRO 424	Dave Fogg
		Sportsman	413-593-5454
		Standard	<a href="mailto:DEFogg@verizon.net">DEFogg@verizon.net</a> This e-mail address is being protected from spambots. You need JavaScript enabled to view it
		Expert	
October 2, 2011 Sunday	<u>Salem, CT (Fall)</u>	NEPRO 424 <b>or 1</b> AMA 426	Dennis Duplice
		Sportsman	<a href="mailto:dduplice@comcast.net">dduplice@comcast.net</a> This e-mail address is being protected from spambots. You need JavaScript enabled to view it
		Standard	
		Expert	

**1** At this One-Day Race you must choose either Nepro 424 or AMA 426 [One event (either/ or) only].

**2** At this Two-Day Race you can race both Nepro 424 [Twice!] and AMA 426 [Once].

\* The 2 races at Hadley and the 1 race at Farmington will be NEPRO 424 combined standard and expert 9-10 laps and separate sportsman (beginner) heats as in 2010.

The 2 Salem races will be sportsman and 424 OR 426. Because of time constraints, you will be able to enter 1 event. 426 is one class only. 424 will be the 9-10 lap format.

Bridgewater and Ellington will be 2 separate 1-day 424 events and one 5 round 426 event, spread over 2-days, as time allows.

Last Updated (Sunday, 06 February





# District News



Current as of the conclusion of the 2011 Farmington Race.

	<b>Expert Class</b>	<b>YTD Points</b>
1	Dolat, Ray	275.20
2	Konno, Miki	261.93
3	Burnham, Lloyd	190.53
4	Tropea, Joe	186.83
5	Brown, Jr., Irl	166.70
6	Luzzi, Mike	163.17
7	Glode, Bill	155.10
8	Houayes, Elie	146.50
9	Masi, Mike	143.50
10	Korsen, Craig	138.97
11	DeRosa, Mike	136.30
12	Tani, Peter	132.77
13	Spadaccini, Dino	107.20
14	Jensen, Bill	97.33
15	Stewart, Calvin	94.10
16	Ouimette, Don	83.87
17	Rinaldi, Ralph	43.20
18	Granger, Eric	27.40
19	Banks, John	9.60
	<b>Standard Class</b>	<b>YTD Points</b>
1	Triggs III, Bob	244.30
2	Stewart, Mike	216.57
3	Maznicki, Mike	180.13
4	Duplicc, Dennis	167.37
5	Baltrush, Peter	107.23
6	Langella, Vinnie	64.23
7	Mietz, Ralph	59.53
8	Gilman, Roger	54.63
9	Petrone, Cosmo	41.70
10	Roselli, Nick	23.57
11	Willette, Allan	23.03
12	Middlebrooks, Lonnie	14.30

	<b>Sportsman</b>	<b>YTD Points</b>
1	Chamberlain, D.	68.27
2	Burrows, J.	34.73
3	Meyer, Roy	2.40
4	Zisa, R.	1.20
5	Nordell, Ola	1.20

## **District 7, Gary Freeman, Jr.**

– nothing to submit this time

## **District 8, Eric Desardi**

- no article submitted

## **District 9, Manuel Martiarena**

– no article submitted

## **District 10, Luis Ochoa**

– no article submitted

## **Q40 Points, Doug Killibrew**

<b>QM</b>	
<b>Location</b>	<b>Date</b>
	11/6-
Phoenix Champ Race	11/7/2010
Old Julian Race	10/17/10
Whittier Race	10/2/10
Whittier Race	10/3/10
Tangerine Race	12/4/10
Phoenix Classic	3/5-3/6/2011
Basin	4/10/11
Old Julian Race	4/24/11
Whittier Race	5/14/2011
Caps Indy Shootout	5/22/11
Cincinnati Moonshot	6/6/11
Regina	6/12/11
Basin	6/25-6/26/11
Nats	7/5/11



# District News



	NAME	Races Flown	Total of Best 6 Races
1	Von Der Hey, Lee	8	568.72
2	Jett, Dub	7	542.77
3	VanBaren, Rusty	6	473.05
4	Helsel, Mike	6	448.17
5	Allen, Jim	6	423.69
6	Flynn, Travis	6	418.50
7	McDermott, John	5	397.90
8	Killebrew, Doug	6	361.33
9	Scott, Tom	6	314.37
10	Bridge, Randy	3	292.32
11	Langlois, Mike	4	291.76
12	Andrassy, Roy	3	286.21
13	Johanson, Bill	5	284.16
14	Frazier, Terry	5	276.20
15	Small, Jerry	4	263.23
16	Jump, Eddie	5	262.05
17	Smith, Randy	3	249.44
18	Kane, Dan	5	244.87
19	Holik, Robert	4	242.15
20	Tallman, Mike	5	229.19
21	Baker, Steve	4	223.92
22	Beers, Richard	3	219.62
23	Causey, Scott	4	219.27
24	Freeman Jr., Gary	3	218.30
25	Batch, Bryan	3	201.43
26	Russell, Matt	3	172.98
27	Sattler, Harold	2	170.90
28	Coffey, Bruce	5	168.13
29	Houston, Doug	2	157.59
30	Pacini, Tanner	2	154.02
31	McAfee, Scott	5	152.83
32	Cranfill, Dennis	2	143.42
33	Vogelsang, Rick	5	143.11
34	O'Brien, Dennis	2	142.91
35	Vaclav, Stephen	3	119.99
36	Hegland, Tom	6	119.82
37	Brogdon, Bob	3	107.39
38	Eden, Mike	2	104.83
39	Vess, Robert	2	104.40
40	Cady, Darrol	2	104.30
41	Lime, Tim	3	103.68
42	Grunkemeyer, Craig	4	96.85

43	Redekop, Henry	2	95.61
44	Burnham, Lloyd	1	95.01
45	Pacini, Anthony	2	93.32
46	Masi, Mike	1	85.81
47	Yousey, Tim	1	80.12
48	Thordarson, Dan	2	77.21
49	Seaholm, AJ	1	76.02
50	Moreland, Rick	2	75.31
51	Blanchard, Marcus	1	72.23
52	Calderon, Jose	1	72.13
53	Brown, Ray	2	71.65
54	Fehling, Matthew	1	71.10
55	Tahhan, Gabriel	1	64.67
56	Travesio, Mario	1	64.34
57	Hulen, Duane	3	63.14
58	Galerieault, Pat	2	61.23
59	Norman, Dave	1	60.06
60	Umbach, Al	1	59.94

## Quickie 500 Points and 424 Points, Dave Gavin

Here are the results through July. Here is a list of races counted to date. If I missed a race, it was not submitted. Send me any races I have missed, and I will include them in the next newsletter. Remember we are only tracking NMPRA members. If your points are not listed and you are a member, let me know.

I haven't received any results from Canada, the Northwest, and I think maybe a race or two from the Southwest.

I believe there was a race or two in Wichita, KS. I have no results from there either.





# District News



428		424	
Location	Date	Location	Date
Whittierfall	10/2/10	Whittierfall424	10/3/10
Whittierfall	10/3/10	Whittierfall424	10/3/10
Whittier Spring	5/14/11	KCRC 10-2-2010 424 -	10/3/10
OldJulianFall428	10/9/10	KCRC 10-3-2010 424 -	10/3/10
Winterfest428	1/15/11	OldJulianFall424	10/9/10
Basin April	4/9/11	Tangerine424	12/4/10
Basin April	4/10/11	MacHodgesFall424	10/30/10
Basin June	25-Jun	Salem_oct3_2010. txt	10/3/10
Nats	5-Jul	Winterfest424	1/15/11
		Basin April	4-911
		Basin April	4/10/11
		Whittier Spring	5/14/11
		OldJulianSpring	5/1/11
		Mulberry Spring	4/19/11
		Mulberry Spring	4/20/11
		KCRC	4/30/11
		Hadley	4/30/11
		Salem Spring	5/22/11
		Farmington	6/5/11
		Bridgewater	6/25/11
		Bridgewater	6/26/11

## 426

Tangerine	12/3/10
Winterfest	1/15/11
KCRC 10-2-2010 426	10/2/10
KCRC 10-3-2010 426	10/3/10
Basin April	4/8/11
Whittier Spring	5/14/11
OJA Spring	4/30/11
Mulberry Spring	4/19/11
Mulberry Spring	4/20/11
KCRC Spring	4/30/11
Salem Spring	5/22/11
Bridgewater	6/25/11
Indy Shootout	5/2/11
Moonshot	6/4/11
Bloomington	6/25/11
Bloomington	6/26/11
Brooklin	6/11/11
Nats	6/5/11
BasinJune	6/25/11

## 428 points thru July

Pilot	Races	Points
Allen, Jim	5	354.2196
McAfee, Scott	3	261.6709
Helsel, Mike	3	226.2667
Hegland, Tom	5	188.073
Jett, Dub	3	188.0352
Tallman, Mike	2	168.0815
Frazier, Terry	2	157.35
Russell, Matt	2	135.0741
San, Sam	4	131.282
Russell, Allie	2	127.8593
Fehling, Matthew	1	93.6
Baker, Steve	2	89.85
Langois, Mike	2	85.35
Vogelsang, Rick	1	85.05
Burnham, Lloyd	1	76.8
Pacini, Tony	1	67.56296
Salizar, Mario	4	62.28148
Gavin, Dave	2	60.49101
McDermott, John	1	60
Lyon, Dennis	2	53.2
Masi, Mike	1	51.6
Batch, Bryan	1	48.04444
Tropea, Joe	1	47.4
Moreland, Rick	2	41.1
Nikodem, Jim	1	40.23704
O'Brien, Dennis	1	33.45
Pacini, Tanner	1	28.52593
Brogdon, Bob	1	27
Von Der Hey, Lee	1	22.2
Bridge, Randy	1	12.91111



# District News



## 426 points thru July

NAME	Races Flown	Total of Best 6 Races
Helsel, Mike	5	427.34
Jett, Dub	5	417.38
Tallman, Mike	7	371.86
Scott, Tom	4	370.34
Finch, Lonnie	6	336.34
Bridge, Randy	4	319.66
Larson, Darwin	4	258.91
Hulen, Duane	6	248.52
O'Brien, Dennis	3	219.50
Grunkemeyer, Craig	3	210.29
Hegland, Tom	4	195.66
Brown, Ray	3	192.38
Seaholm, A.J.	2	184.98
Rinaldi, Ralph	2	178.21
Coffey, Joanne	3	175.08
Vanderleest, Bernie	3	172.78
Andraka, Chuck	2	167.22
Doyle, David	4	160.61
Vogelsang, Rick	5	155.13
FreemanSR	2	148.95
Jump, Eddie	4	148.08
Mcafee, Scott	2	140.40
McDermott, John	3	133.98
Gavin, David	2	126.01
Nikodem, Jim	3	119.90
Burnham, Lloyd	3	119.70
Freeman, JR	3	104.96
Etkin, Randy	2	99.01
Lime, Tim	2	97.53
Schelling, Don	3	97.32
Baker, Steve	2	87.73
Blanchard, Bryan	1	86.53
Allen, Jim	2	84.90

### **Contest Calendar, Mike Helsel**

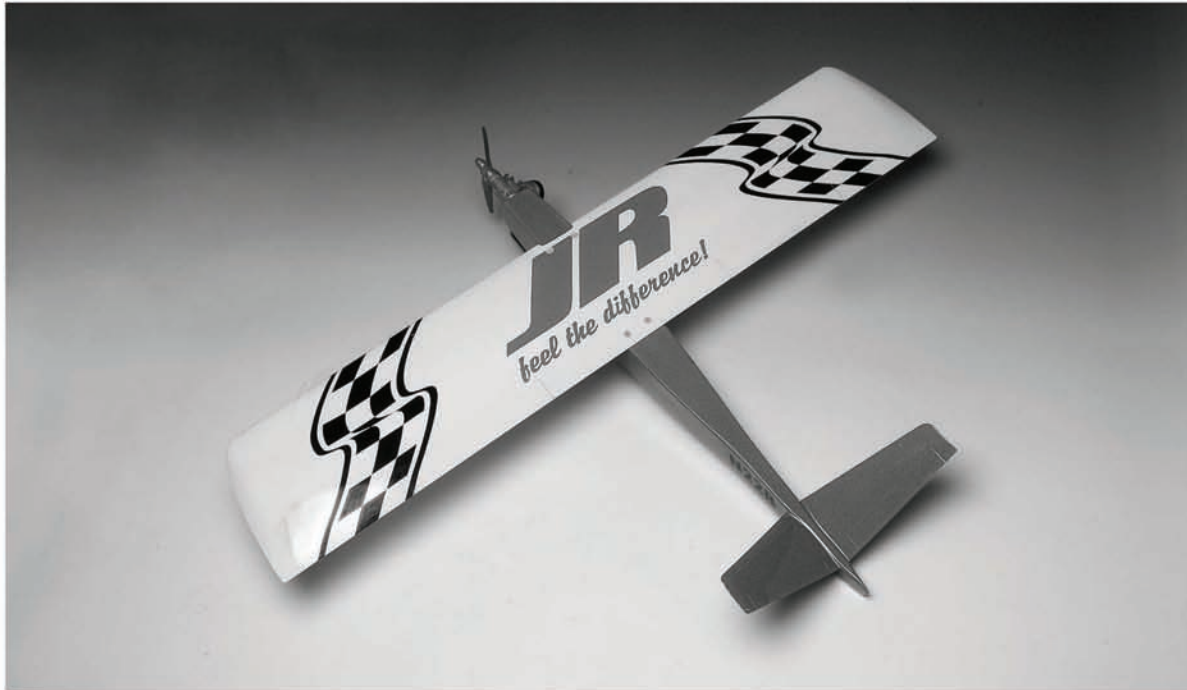
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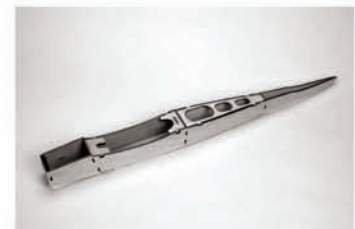
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☐ Change Address

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Mail Address \_\_\_\_\_ Phone Cell \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Date of Birth \_\_\_\_\_ AMA number \_\_\_\_\_ NMPRA Number \_\_\_\_\_

Occupation \_\_\_\_\_ E-mail \_\_\_\_\_

- I currently fly ☐ Q40 ☐ FAI ☐ Q500 ☐ EFI
- 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  
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### 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

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### National Contest Director

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