



*The Pylon Racer's Official Voice*

# NMPRA

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## HIGH PERFORMANCE

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

### **President's Corner**

The holiday season is upon us. Thanksgiving will have come and gone, and Christmas is just around the corner. For many in the colder climates this signals the beginning of the building season, as well as the time in the season to service your equipment, radio equipment, motors, airplanes, and field equipment. Take the time necessary to make sure when the flying season begins, your equipment is ready and capable of performing. Also, it saddens me to be announcing that starting January 1, Super T RC, Inc. will be shutting down, and Travis, Carole, and I will not be selling any kits or equipment. I have had discussions with two different individuals who will continue supplying both Seekers/Snakers and HurriKane fuselage kits. Stay tuned to the forums for an announcement.

I would like to introduce Lee Von Der Hey's Opening Lap article. If anyone has any topics or supporting information, please feel free to contact either Lee or myself. I particularly like his pen name. Be sure to let Lee know your thoughts.

#74 and I have been busy working through some NMPRA business stuff. This behind-the-scenes activity is necessary to keep the NMPRA moving in the right direction. I know I have a new appreciation for those who came before us and served the NMPRA; I am also confident that Lonnie will say the same. One item was to get the 2010 season awards mailed. Jan and Guy Laine did their normal excellent job, and the next time you see them, thank them for all their hard work. We need to have a discussion regarding the 2011 prizes. Normally, we provide shirts for the top 20 place winners. I am considering changing this format. If you have strong feelings either way, please let me know your thoughts.

EF1 news: Archie Adamisin has released his Wagner Solution and is now selling short kits and sheeted wing kits. If interested, please contact Archie at [archiea67@ymail.com](mailto:archiea67@ymail.com). He is also working a couple new kits and will be selling these as well. Jerry and I have given the Nats-winning Thunder Chicken design to Kevin Matney, and he plans on selling kits of this as well. You can contact Kevin at [matneymodels@gmail.com](mailto:matneymodels@gmail.com). ARF airplane update: the Shoestring is soon to be in stores, and the beginning of 2012 will bring more exciting news; stay tuned. We are

pleased to announce the approval of the OS 25 motor for use in EF1 competitions. With the discontinued Turnigy motor this announcement now allows for 3 motors again.

The 2012 schedule is being finalized and stay tuned for future announcements. I urge all districts to incorporate EF1 into your schedule. Remember EF1 and 424 can be flown on the same course and can be flown in alternate rounds with 424. Yes, you can fly EF1 on the 475 foot course with no ill effects. NOTE: The 375' course will be used at the US Nats. Gary Freeman has set aside 1 full day on Wednesday for EF1, and our goal is to increase our entries from last year.

Lastly, congratulations to all of the 2011 season event winners! There are some new faces at the top and this is very encouraging to see.

Happy Holidays and see you guys next season.

Dan Kane

This is the first of many articles to come from "The Speed Creep." These articles are intended to help everyone from the new pilot to the most experienced pilot. The information or advice in these articles has worked very well for quite a few successful pylon pilots. However, if you feel that you have better ideas, then by all means use them. There has always been more than one way to win, and a pilot has to use the way he or she is the most comfortable. "The Speed Creep"

So there you are at practice day just before the big race wondering why one or two of the guys in practice are so fast? Why, it must be the engine, right? Well, guess what? A good engine is only part of a combination of things that get an airplane to outperform others. There have been many good engines that were placed in airframes that were not up to par. Unfortunately, the poor little engine seems always to get the blame when the pilot does not win. An airframe has to be several things: light, straight, strong, and aerodynamically correct. These are only a few of the things that make up a winning combination. In this article we will start at the front of the airframe.

The engine mount installation is one of the most important items that some just overlook. With the RPMs

that we are turning and the vibration that a single cylinder engine creates, this is an area that has to be addressed with priority. Let's start with the engine mount itself. Please use a new engine mount! Used engine mounts usually mean a bent engine mount. Installing used junk in an airframe is a bad idea, and you will probably pay for it later. An engine mount should be permanently installed in the airframe using a high quality epoxy resin. The engine mount should be cleaned of any wax or oil and prepare it to be a non-removable part of the airframe. The front of the engine mount needs to be tied to the fuse with a fiberglass or G-10 board yoke. The mount, yoke, firewall, and all mounting screws should be cleaned and then coated with epoxy resin just before installation. The inside of the fuse should be roughed up a bit with 80 grit sandpaper where the yoke is mounted on the front of the mount. Before everything gets bolted in, brush a coat of epoxy resin on the back of the mount, the front of the mount, all over the yoke, and even all of the threads on the screws. You will also want to brush a thin coat of resin onto the area where the yoke will be bonded to the fuse. When everything is bolted in, you will need to bond the yoke area to the fuse by using fiberglass cotton, or you can cut up some 6 oz. cloth in 1/4" lengths until you have enough to do the job. Do not skimp on this part of the installation. It is very important that the front of the mount is tied down securely. If it is not done right and it starts to come loose, then it is big mess to fix it. "Go Fast & Turn Left First!" *The Speed Creep*



### **District 1, Tom Hegland**

Hi everyone! On October 1st and 2nd the San Gabriel Valley Radio Control League, located in Whittier, California, hosted the last race of 2011 and the first race of the new NMPRA season. The weekend race format was to race Q40 and APRA on both days and have the AMA 426 class race on Saturday, with AMA 428 class being flown on Sunday. Here in District 1 this format seems to work best as Saturday saw 15 competitors in AMA 426 and Sunday had 13 AMA 428 entries. Unfortunately, District 1 continues to struggle with low turnouts. The weekend saw a

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

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.

total of 22 pilots racing within the four classes. As stated by CD Lee Von Der Hey during the pilots' meeting we need to encourage, support, promote, persuade, and bribe to get new racers started in our sport. Having said that, it was great to meet Dave and Kevin Yost who pulled off a "Mission Impossible" to compete in APRA on Sunday.



Dave Yost with brother and caller Kevin, "On the Clock"

As I recall from Dave, these guys





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started getting serious about racing on Sunday around noon on Saturday with the purchase of Viper ARF. From that point on, they traded 3-hour shifts well into Sunday morning to get Viper ready for its first flight at the break of daylight Sunday. I recall the first flight looking like a "wobbling goblin" as Dave tried to deal with a tail incidence issue on his Viper. After a couple of additional test flights and some post-flight tweaking, the Viper was ready to race. Well, maybe one or two more test flights might have been helpful. It was impressive watching the improvement of each flight as Dave and Kevin kept tightening up on the course. After 4 rounds of APRA, Dave managed to work his way up to second place. Not bad for 2 hours sleep. I guess you can call this brother team "Team Procrastinators" or "Team Caffeine."



Round 3 saw Dave and Kevin Yost getting pylon 3 dialed in.

## Results for Saturday

### APRA

	Name	Time	Points
1st	Mario Salazar	1:40.97*	12
2nd	Dave Gavin	1:57.50	4
3rd	Paul Timpano	1:52.50	3

### AMA 426

	Name	Time	Points
1st	Travis Flynn	1:17.10	12
2nd	Tom Hegland	1:16.15**	11
3rd	Tony Lopez	1:19.81	9

### Q40

	Name	Time	Points
1st	Matias Salar	1:02.48	12
2nd	Travis Flynn	1:03.80	9
3rd	David Lloyd	1:06.55	9
	Lee Von Der Hey	1:02.30 *	

\* Fast Time

\*\* Fast Time and New National Record (long course)

Bad luck of the day goes to Lee Von Der Hey, who after convincingly winning his first two Q40 heats Saturday managed to get tangled up with Rusty Van Baren in round 3. Good luck of the day goes to Rusty, who calmly landed his Miss Ashley with serious wing tip damage after the round 3 mid-air. I vote all CDs are exempt from mid-airs while they are CD of an event.

## Results for Sunday;

### APRA

	Name	Time	Points
1st	Jimbo Padelt	1:36.89*	7
2nd	Dave Yost	1:58.40	6
3rd	Mario salazar	1:40.86	6

### AMA 428

	Name	Time	Points
1st	Jim Allen	1:04.28*	11
2nd	Tony Lopez	1:11.86	11
3rd	Dan Thordarson	1:07.57	9

### Q40

	Name	Time	Points
1st	Dan Thordarson	1:08.56	7
2nd	Travis Flynn	1:04.98*	6
3rd	David Lloyd	1:09.01	6
	* Fast Time		

Highlights from Sunday would have to be watching Jim Allen motor away from all other AMA 428 contestants. Jim's fast time of 1:04.28 was over 3 seconds quicker than that of all the competition. Some photos from Sunday.



Bruce Coffey in full stride heading back to his racing position



Travis Flynn showing in his 428 line



counting down during a 428 heat - Jim Allen and caller Tony Lopez were untouchable.

# ***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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# District News



Bobby Ponc with caller Dan Thordarson - Bobby never seems to be more than 10 feet off the poles.

Well, here is the schedule for the West Coast 2012 racing season.

January 21st & 22nd

Phoenix Winterfest

February 25th & 26th

Phoenix Q-40 Classic

March 10th & 11th

Whittier Q-500, Q-40

March 31st & April 1st

Basin Q-500, Q-40

April 28th & 29th

Whittier Q-500, Q-40

May 19th

Woodland EF-1

June 9th & 10th

Basin Q-500, Q-40

Sept 8th & 9th

Woodland Q-500, Q-40

October 13th & 14th

Whittier Q-500, Q-40

NMPRA Q-40 Champ Race

( To Be Determined)

Tom Hegland

## **District 2, Dan Nalley**

Winter is here in the Pacific Northwest, and that always means a lot less racing. Fortunately, the Spokane group managed to pull off one more race in October before the really nasty weather settles in. Below is a race report from Bryan Batch.

Race Report: N.W.P.R.A./ Barons of Spokane WA. October 15/16 2011  
Well, I was fearful that we would be rained out of our race, but I guess that was my mistake for actually giving the weather forecaster any

credit?

As you might guess, we had flawless weather for October, no wind of any kind, temperature was about mid 50s and pure sunshine.

We ran 2 classes of racing: quickie 424 had 9 entries, 3 from Helena M. and 1 from Boise ID as well as the 5 from here in Spokane. We were able to run 5 rounds on Saturday and 4 rounds on Sunday, lots of racing nonstop, just a blast was had by all. On a sad note I blew up a thunder tiger. Gees, you'd think you could get more than 4 or 5 years out of a racing motor... oh well. We also ran the new EF-1 class; in this we had 6 entries. I really miss the sound, but you gotta love the realism in the aircraft. Again we were able to get 4 rounds of EF-1 in on Saturday and 2 rounds in on Sunday. Part of the reasoning for a short day on Sunday was that the guys from out of town had quite a drive home that night, and we didn't want them up past their curfew. There was 1 casualty due to hanging up on some weeds on the runway, but these things do happen. All of the pilots were flying LR1A Pogo's. Travis Elbert of Helena does a great job of recovering these in a manner that makes you think it was a totally different aircraft, just beautiful.

For the overall weekend everybody had a great time. We all went to dinner on Saturday night, had pizza & beer, a manly racing dinner for sure. I can't thank enough all of the guys that came out this late in the year, as it was a risk to plan this late, but God is a pylon racer apparently and didn't want any of us to miss out on our fun.

At this time the guys in Montana are planning a similar race for the first weekend in June and again over Labor Day weekend of 2012. They are definitely wanting to race and invite all to come have some fun, as they have ordered 1 of Hank Kaufman's lighting systems for their area, and so if you come to their races, you will be working with the same system that we use at the Nats.. this is real commitment to having some fun.

If any of you out there are interested in contacting either us here in Spokane or the guys in Montana about any of

our races this coming year, feel free to contact myself Bryan Batch @ 509-701-4923 Spokane, WA or Travis Elbert @ 406-431-5877 for more info.

Mission statement: Let's get back to more fun, no arguing, no fighting, just as many laps as we can make in a day...

Thanks to all; remember we are all friends enjoying our hobby together... thx Bryan B 79E

Happy Holidays to all! We wish you and your families the very best in 2012.

Dan Nalley

## **District 3, Randy Smith**

- no report this issue

## **District 4, Travis Elbert**

- no article submitted

## **District 5, Jim Nikodem**

The final District 5 race of the 2011 season happened in Bloomington IL, 24 and 25 September. A little chilly for September, but overall really nice weather and light winds for practice on Friday and two separate one-day races Saturday and Sunday. Normally Mo Vereecke and Lonnie Finch would have done more than a little practice on Friday, but it turns out they drove the five hours from Kansas City late Friday night into Saturday morning. A very popular event in WIPRO for many years, there was a big turnout in 424 with 19 fliers Saturday and 18 Sunday. Among them were three first-time racers! 426 had eight racers each day. E Form 1 had expected a larger turnout, but only ended up with five fliers and in the interest of time was only flown Saturday.

Being the final race, the 424 Lead Goose and new 426 Caudron trophies were present, ready to be awarded. Not present Saturday was Duane Hulen who could not get out of work. Being number 2 in the 424 standings and pretty high up in the 426 standings, he really needed to be there.





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CD Jay Cappis behind District 5 Season trophies for 424 and 426



Bloomington 426 launch



Racing action at Bloomington - first time flier and caller (father and son) in foreground

After 5 rounds 424 came down to two fliers with perfect scores and therefore a flyoff to determine the winner. Mo Vereecke got the early lead on Darwin Larson and never looked back. He also claimed the fast time of the day of 1.22.32 (short course). Third was Jay Cappis with the second fastest time of 1.24.65. In 426 Mo's teammate Lonnie Finch came out with all firsts for the day and the fast time of 1.09.82 (also short course). Second was Mo Vereecke, and third was Bernie Vanderleest. In E-Form 1 Lonnie came out on top. Quite a day for the guys from Kansas City!

Saturday night the word was spread that Duane Hulen would be driving that night from Kansas City...to Bloomington. We were not sure if that was just to make Darwin (the current 424 leader) nervous, but the next morning, there was Duane! His wife Kelly had driven him to the race after Duane finished work. Bernie Vanderleest plugged in the results from Saturday into the District 5 season totals along with results from a Minnesota 426 race held the same day (their final of the season). Thanks go out to Bernie for being right on top of the points all season. Anyway, after Saturday's racing, Darwin was on top in 424 with Duane close behind. And Mo, after a second in 426, moved into the lead for the Caudron trophy. Remember, top 6 races count.

Top three season point leaders after Saturday:

## 424 Lead Goose Trophy

Darwin Larson	548.12
Duane Hulen	535.14
Jim Nikodem	509.32

## 426 Caudron Trophy

Mo Vereecke	399.97
Randy Etkin	391.04
Tom Scott	370.41

Sunday's racing seemed tighter and even more competitive. Somewhere in the middle of the 5 rounds, Darwin double-cut in 424 earning the dreaded no points. In the last round of 424 George Reynolds got the early lead on Duane Hulen, and Duane double-cut

also earning no points. Lonnie Finch ended up in first place in 424 and the day's fast time of 1.16.41! Jim Nikodem was second and Jay Cappis third. Darwin Larson was able to hold the lead in 424 for the season to claim the Lead Goose Trophy! This is the second year the trophy has been opened up to all District 5 424 races.



Darwin Larson winner of the 2011 Lead Goose 424 Trophy

In 426, Lonnie Finch once again came out on top in a flyoff against his teammate Mo Vereecke. Mo had the fast time of the day though with a very impressive 1.03.59! Jay Cappis was third. Mo claimed the Caudron trophy at the end of the day after a very successful season! Congratulations, Mo! Attending the NATS flying 426 seems to have really polished the game of these two very skilled fliers. Overall the Kansas City group took home six of the 12 top three finishes in the Quickey events, and Lonnie took first place in E-Form 1 also. Way to go, guys!



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Mo Vereecke, first winner of the District 5 426 season champ trophy

A raffle was held at the end of the day to give out donated prizes. Each flier got one ticket. Don Anderson of Great Planes donated a Thunder Tiger 40 won by Lonnie Finch, and Bob Smith Industries donated a bunch of CA glue won by many. Many thanks to Jay Capps for running another great race and to Bernie Vanderleest for keeping the District 5 season points. You can find them under the events button on the NMPRA web site followed by supporting clubs and then choosing WIPRO under District 5. Also big thanks to Bernie for running the points quickly Sunday so that the season trophies could be awarded.

The following weekend was two one-day races in the Kansas City area. This was actually the first race of the 2012 season since the cutoff is September 30th. Duane Hulen and club put on an outstanding race with made-to-order weather. Sunny with highs in the low 70s both days with a light breeze made it extremely pleasant. Turnout was really good as usual with 18 in 424 Saturday and 13 Sunday. 426 had 13 entries Saturday and 11 Sunday. Fliers came from as far as Colorado and Texas. The heats

kept moving through 6 rounds Saturday and 5 Sunday with no reflies. Duane gets plenty of club support putting on the race with a proficient crew using their set of wireless course equipment.

In 424, Duane Hulen had a perfect day to take first. Mo Vereecke and Mike Tallman flew off for second. Mo cut, so Mike took second for the day and also had the day's fast time of 1.19.95 (short course).



AJ Seaholm at the KCRC Race



Duane Gall with midair damage in Kansas City

In 426 for some reason there were plenty of cuts at pylon 1 with some really good tight racing. At the end of the day, AJ Seaholm now driving in from South Dakota, in his second race of the season, took first...and fast time of the day of 1.03.89! There was

a tie for second between teammates Mo Vereecke and Lonnie Finch settled by a fly-off. It was very tight until lap 5 when Mo cut, and while leading around pylon 3 (really being a lap down) Lonnie behind him got some bad air and plowed it in. Mo coasted to second place for the day, but Lonnie had previously set the second fastest time of the day just .15 seconds behind AJ!



Duane Hulen ready for another heat in Kansas City with Lonnie Finch calling

Following that was an E Form 1 demo race and some demo flights with, I believe, five airplanes. After that was a barbecue dinner at the field, which I hear was outstanding.

More close racing on Sunday. At the end of the day Mo Vereecke ended up on top in 424 and second in 426. Lonnie Finch ended up in first in 426 and second in 424. Third in both events was Mike Tallman. AJ took fast time in 426 and Lonnie Finch in 424. All together a great weekend of racing in Kansas City to start off the 2012 season!

Jim Nikodem District 5

## **District 6, Dino Spadaccini**

Congratulations to all the 2011 Season winners.

This year was an exacting time for Nepro with new members coming from Maine to race, with the addition of Bridgewater Mass race 2-day with a huge help from Don and Ellie.

I'd like to thanks all the clubs and CDs and workers that were involved in





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making 2011 a great race year. 2012 will be another exacting year with points now being counted in 426 at the national level in Nepro. Nepro executive board members need big thanks for handling all the logistics involved in preparing for races; there are many details that go on behind the scenes that make it happen.

Happy Holidays,  
Dino Spadaccini



the end of year race at Salem Field

## 2011 Nepro Final Points Standings

	<b>Expert Class</b>	<b>2011 Year End Points</b>
1	Rinaldi, Ralph	497.86
2	Burnham, Lloyd	474.41
3	Korsen, Craig	440.47
4	Masi, Mike	430.91
5	Quimette, Don	428.23
6	Spadaccini, Dino	421.26
7	Brown, Jr., Irl	397.18
8	Dolat, Ray	302.60
9	Tropea, Joe	297.66
10	Glode, Bill	292.56
11	Tani, Peter	288.01
12	Luzzi, Mike	256.77
13	Banks, John	226.96
14	Stewart, Calvin	191.70
15	Jensen, Bill	148.93
16	Granger, Eric	53.80

	<b>Standard Class</b>	<b>2011 Year End Points</b>
1	Triggs III, Bob	400.22
2	Konno, Miki	394.57
3	Stewart, Mike	368.37
4	Maznicki, Mike	336.82
5	Duplice, Dennis	314.97
6	Willette, Allan	309.38
7	Cyr, Kevin	307.13
8	Baltrush, Peter	173.47
9	DeRosa Mike	171.07
10	Houayes, Elie	153.86
11	Langella, Vinnie	137.42
12	Roselli, Nick	76.54
13	Burris, Rob	65.40
14	Mietz, Ralph	59.53
15	Meyer, Roy	57.79
16	Petrone, Cosmo	41.70
17	Middlebrooks, Lonnie	14.30

	<b>Sportsman Class</b>	<b>2011 Year End Points</b>
1	Chamberlain, Don	209.18
2	Burrows, John	160.47
3	Linscott, Jeffery	155.83
4	Waterman, Eric	122.66
5	Webb, Justin	51.60
6	Nordell, Ola	45.17
7	Meyer, Fred	26.40
8	Beaudion Jr., Guy (Bud)	15.69
9	Zisa, R.	1.20
10	Ballou, Scott	1.20



Joe Tropea, Nepro president



Ray Dolat



Jessica Haxhi



Dino Spadaccini





# District News



Mike Masi



Lloyd Burnham

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

I want to start off by apologizing for not doing an article for the past few months. Between work and the new son I have been very busy. Anyway, enough of my excuses.

For anyone who reads the NMPRA forum, you can see that pylon seems to be on an upswing. I am extremely happy to see this happen after all the work that has been done to get there; for instance, our next contest is Tangerine, the second weekend in December, and it is turning out to be the biggest contest for us in 10+ years. 32 entries in 426, which is close to the numbers we had back in the old SEMPRA class days in the 90s which were always around 40. We

need to keep promoting in a positive light, and the numbers will continue to grow.

The NMPRA champ race was just held in Ft. Lauderdale by the MPPA. Ray Brown and crew did a GREAT job hosting the race, and the banquet was awesome as usual. Lee VonDerHey did a great job writing the article on NMPRA for this so please check it out. What Lee did as far as the article was great, and this is the type of thing we need in our hobby to promote and also encourage our sport. We all know the AMA has limited what the pylon editor can write and what pictures he can post; AJ has done a great job in working this the best he can, but I still miss the old reports with pics of the winners and the racers they used. So please if you are at a race take some pics and write some notes down, and when you can, post them on the sites.

I will be sure to have a nice article for the site soon after Tangerine.

Scott Smith has recently spent many hours working on a very nice website for our district and it will release soon. Scott added many interesting items to the site with one of my favorite being the history and old pics of racing from the past. Tom Bogut, who a lot of you probably remember, also helped with his collection of SEMPRA history. There are lots of old newsletters and pics for everyone to look at along with new stuff. Scott will announce the release when the site is complete. THANKS TO ALL INVOLVED!

I am also very happy to announce that after almost a year off from racing my Dad will finally be racing with us again. Tangerine will be the first race since, I think, the last Tangerine. Welcome back, Dad.

Not too much more going on in our district yet since we don't race much in the summer.

Thanks  
Gary Freeman Jr.

Following is "TECH" column from Dennis O'Brien

Hey guys and gals, sorry haven't written any "tech" articles recently, but with busy work schedule, some serious surgery that kept me at bay for about six weeks, daughter's volleyball tournaments, and other things, tech articles kind of took a back seat.

Attended a one-day quickiee race in Delray Beach, Fl. a while back, and it supplied a thought that I believe might be of interest to my fellow racers, at least on the 426-Quickiee side of things. Several of the contestants asked me what prop(s), and what type glow plugs I was using in my Sport Jett engine, and how I was setting the needle on my engine. I guess what prompted these questions was my fast time of 1:03-something on the short course, which is going pretty good considering my sometimes erratic flying skills!!

My caller, Ray Brown, constantly reminds me of that fact during heats by exclaiming that I am flying like a hairdresser! (You will have to ask him where that came from; I know, but I ain't tellin'.) At any rate, I will try to answer some of these questions and hope it helps those interested in gaining performance, greater consistency, and less wear and tear on your engine.

First, we must assume that your airplane is built correctly and flies well. Further, the fuel system should be plumbed properly, with no leaks, split, kinked or punctured fuel lines, or leaking tanks, (pressure tested under water). I use a Jett 6-oz. std. round tank, but only use about 5-ozs. of fuel. Finally, the engine should be mounted securely with a reinforced firewall, and stiff front end to avoid undue engine vibration. With all the aforementioned in good order, we will first discuss the prop options, (as I know it--not to say there aren't other options, or props that have not yet been tested). One more assumption must be raised here, and that is your engine should be capable of turning the props at least 17,800 RPMs peak on the ground and is not a leaned on, burned up turd!!! I like the APC 8.8 series of props,



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specifically the 8.8 X 8.50, 8.8 X 8.75, and the 8.8 X 9.25. Funny thing is that this engine seems to turn all of these props within a few hundred RPMs from the lightest pitch to the heaviest. Obviously, if your engine labors, gets hot, or will not “get on the pipe” with the larger pitch prop, back off to the props with lesser pitch. I have gone almost as fast with the low pitch prop as I have with the 9.25 pitch prop. (Some of this is due to weather conditions; other is due to engine set-up, plug selection, and/or overall engine condition.)

Other APC props that also perform well and proved it at this year’s Nats are the 8.75 X 8.50N, 8.75 X 8.25N, and the 8.75 X 9W. These props also turn close to what all the aforementioned props turned on the ground and resulted in good times.

As far as glow plugs are concerned, I use the Merlin “red” plug, or the Merlin “green” plug, with equally good results. I have also tried the Merlin “black” plug, and it also performs well. (Red plug hotter than the green and black plugs). The Nelson plug is used by many, but my experience shows it to be a bit erratic when setting the needle, and I believe it is the result of being a bit too cold for this engine. Don’t get me wrong, once set, the Nelson plug seems to run well; it’s just harder to set the needle in my experience. I am trying several Merlin “Globe” style plugs (flat wound coil) and will report at a later date on my findings.

Setting the needle on the Sport Jett engine is relatively simple, as this engine is not timed as critically as the Q-40 engines. As a matter of fact, it needles very “soft” to me, more like a sport engine, where more needle movement is required to bring the engine RPMs up. This is a real plus for the new guys in the sport, who are not yet used to the eyelash-thickness movement skills necessary for high timed engines. I always start my engine rich, usually about a half to three quarters turn out from my race setting. After start, I quickly come in about a quarter turn at a time, with quick pinches

on the fuel feed line, to get heat in to the engine and muffler, until I am within about one-quarter or a little less turn from my previous race setting. Using the tach, I then begin slowly screwing in the needle and quick- pinching the fuel line until I have only about a 200 to 300 RPM difference between my needle setting and the peak that I read when pinching the fuel feed line. Remember, use very quick pinches when doing this, as holding the pinch too long can result in engine over-heating or engine stall. Also, each engine/airplane combination may vary some from this final setting. I have seen some requiring MORE RPM difference between peak and final setting, and others that like to be set on “kill” with little, if any, difference between peak and the final setting for racing. A lot can be told by reading the color of the oil residue on the bottom of the airplane after a flight, as well as the “color” on the glow plug. If the oil residue is “clear,” you are probably too rich. The plug will not have any color on its base either--just looks brand new. Come in a couple hundred RPMs more, fly it, and read the oil and plug again. When you obtain a light tan color to the oil residue and a light, transparent caramel-like color on the plug base, you are about where you want to be. Any black oil residue or a dark brown or black color on the plug base means you are too lean...back off some, or you will hurt the engine!!!

That’s how I do it, and I hope this may help some folks. If you have other questions, E-mail me at [quickeone@aol.com](mailto:quickeone@aol.com) or call me at (407) 619-5191. If no answer, leave me a message and I will get back to you. Go fast, turn left!!

Dennis O’Brien (heavy-D lite)

## **District 8, Eric Desardi**

– no article submitted

## **District 9, Manuel Martiarena**

– no article submitted

## **District 10, Luis Ochoa**

– no article submitted

Please welcome the following new members to the NMPRA:

- Ed Alves Billings, MT
- Walter Bagdasarian LaMesa, CA
- Kelly Brown Wichita, KS
- Ben Hobbs Wichita, KS
- David Jones LaMonte, MO
- Joe Ruh Fort Mitchell, KY
- Dean Stone Midland, NC
- Kevin Yost Raleigh, NC





# District News



## Q40 Points, Doug Killibrew

QM	
Location	Date
Old Julian	10/2/11
Whittier	10/1/11
Whittier	10/2/11
Champ Race Florida	10/23/11

	NAME	Races Flown	Total of Best 6 Races
1	McDermott, John	2	167.41
2	Fehling, Matthew	2	154.13
3	Bridge, Randy	2	153.04
4	Langlois, Mike	2	150.12
5	Flynn, Travis	2	134.40
6	Freeman Jr., Gary	2	127.02
7	Von Der Hey, Lee	2	126.17
8	Allen, Jim	1	101.63
9	Helsel, Mike	1	101.25
10	Brown, Ray	2	98.65
11	Thordarson, Dan	2	98.40
12	Vess, Robert	1	96.70
13	Salar, Matias	1	93.00
14	Schmidt, Gary	1	88.53
15	Blanchard, Bryan	1	78.51
16	VanDenBosch, Robert	1	75.43
17	Baker, Steve	1	73.97
18	Jett, Dub	2	70.44
19	Frazier, Terry	1	69.42
20	O'Brien, Dennis	2	69.35
21	Brogdon, Bob	2	64.44
22	Scott, Tom	2	64.08
23	Killebrew, Doug	1	62.40
24	Coffey, Bruce	2	53.40
25	Moreland, Rick	1	51.23
26	Latsha, David	1	46.68
27	Travieso, Mario	1	44.87
28	Vogelsang, Rick	1	42.13
29	Masi, Mike	1	36.13
30	Blanchard, Marcus	1	33.03
31	VanBaren, Rusty	1	31.80
32	Tahhan, Gabriel	1	27.40
33	Doyle, Dave	1	23.03

34	Tropea, Joe	1	18.67
35	Small, Jerry	1	14.30
36	Hegland, Tom	1	11.40
37	Burnham, Lloyd	1	1.20
38	Smith, Scott	1	1.20

## Quickie 500 Points, Lonnie Finch

426 Quickie	
Location	Date
KCRC	10/1/11
KCRC	10/2/11
Whittier	10/1/11

	NAME	NMPRA #	Races Flown	Total of Best 6 Races
1	Finch, Lonnie	21V	2	174.23
2	Vereecke, Maurice	23V	2	172.83
3	Seaholm, AJ	17V	2	162.14
4	Tallman, Mike	15G	2	131.97
5	Hartman, Scott	30H	2	97.61
6	Hegland, Tom	37C	1	90.47
7	Lopez, Tony	23B	1	83.60
8	Andraka, Chuck	11H	1	76.73
9	Nickodem, Jim	22V	1	72.23
10	Lime, Jim	41D	1	69.87
11	McWilliams, Gordon	4G	1	64.34
12	Salazar, Mario	18C	1	63.00
13	Coffey, Joanne	83B	1	56.13
14	Jump, Eddie	20G	2	52.55
15	Hulen, Duane	12V	2	49.75
16	Allen, Jim	17D	1	42.40
17	Brown, Kelly	25G	2	38.17
18	Shelling, Don	56C	1	35.53
19	Lyon, Denis	54C	1	21.80
20	Gavin, Dave	27C	1	8.07
21	San, Sam	20D	1	1.20



# District News



## **424 Points, Dave Gavin**

Not much to report on 2012 results. Just 2 races that I know of.

1	Vereecke, Maurice	y	12	y	503.30
2	Finch, Lonnie	21V	12	Y	501.66
3	Andrassy, Roy		5	y	490.13
4	Scott, Tom	y	5	Y	465.48
5	Helsel, Mike		5	Y	440.96
6	Tallman, Mike	y	9	Y	435.37
7	Jett, Dub		5	Y	422.58
8	Etkin, Randy		6	Y	386.71
9	Larson, Darwin		8	Y	355.86
10	Hulen, Duane		11	Y	347.64
11	Smith, Randy	y	5	y	337.25
12	Vanderleest, Bernie	y	7	Y	337.16
13	Bridge, Randy		4	y	336.88
14	Nikodem, Jim	y	9	Y	310.87
15	Jump, Eddie		9	Y	308.81
16	Grunkemeyer, Craig		4	Y	303.58
17	Houston, Doug		4	y	245.28
18	O'Brien, Dennis	y	3	Y	240.32
19	Umbach, Allan	y	4	Y	229.92
20	Hegland, Tom	y	5	y	226.58
21	Cappis, Jay		8	y	216.95
22	Redekop	y	3	y	213.08
23	Flynn, Travis		3	y	207.49
24	Baker, Steve		4	Y	204.96
25	Andraka, Chuck		3	Y	196.02
26	MoreHouse, Kevin	y	4	y	195.22
27	Brown, Ray		3	Y	192.38
28	Martin, Jeff		4	y	182.31
29	Vogelsang, Rick	y	7	y	179.89
30	Coffey, Joanne		3	Y	175.08
31	Doyle, David		4	Y	160.61
32	Mcafee, Scott	y	2	Y	160.02
33	Seaholm, A.J.	y	2	Y	151.04
34	Norman, Dave	y	2	y	150.51
35	FreemanSR	y	2	y	148.95
36	Freeman, JR		3	Y	145.02
37	Dible, Bob		3	y	138.14
38	McWilliams, Gordon	y	4	Y	128.82
39	Galarneault, Pat		2	Y	128.68
40	Allen, Jim		2	Y	126.16
41	Gavin, David		2	Y	126.01
42	Palaschuk, Terence	y	2	y	107.08
43	Langlois, Mike		2	Y	98.02

44	Kane, Dan		2	y	97.76
45	Lime, Tim		2	Y	97.53
46	Schelling, Don	y	3	Y	97.32
47	Frazier, Terry		2	Y	96.87
48	McDermott, John	y	2	Y	96.06
49	Blanchard, Bryan		1	y	86.53
50	Gravel, Cecil		1	Y	79.20
51	Handegard, Chris		2	Y	79.03
52	Eden, Mike	y	3	Y	78.42
53	Grimm, Adam		2	Y	76.23
54	Latsha, Dave		2	y	72.75
55	Burnham, Lloyd		1	Y	69.14
56	Small, Jerry	y	1	y	64.89
57	Berryman, Del		1	Y	64.51
58	Umbach, Kevin	y	4	y	63.85
59	Cady, Darrol		2	Y	57.55
60	Yousey, Tim	y	1	Y	56.95
61	Hartman, Scott		3	Y	54.40
62	Masi, Mike		1	Y	54.28
63	Travieso, Mario	y	1	y	52.40
64	Tropea, Joe	y	1	Y	52.15
65	West, Barry	y	3	y	50.05
66	Vaclav, Stephen	y	1	y	39.42
67	Brogden, Bob		2	Y	34.29
68	Blanchard, Marcus	y	1	y	26.80
69	Warning, Mick	y	2	Y	25.02
70	Smith, Scott	y	1	Y	24.88
71	Brown, Kelly		3	y	22.06
72	Lavalley, Lee		1	y	20.31
73	San, Sam	y	2	Y	13.71
74	Martin, Ben		1	Y	12.71
75	Moreland, Rick	y	1	Y	7.57
76	Reynolds, George	y	2	y	6.65
77	VonDerHey, Lee	y	1	y	3.32
78	Swayney, Chuck	y	2	y	2.40
79	Busse, Ken		1	Y	1.20





# District News



## **Contest Calendar, Mike Helsel**

### **NMRPA 2012 Racing Schedule**

	Date	Location	Events	Contact
January	7			
	8			
	14			
	15			
	21	Phoenix, AZ - Winterfest	424, 426, 428	Jim Allen
	22			
	28			
February	29			
	4			
	5			
	11			
	12			
	18			
	19			
March	25	Phoenix, AZ - Q40 Classic	422	Jim Allen
	26			
	3			
	4			
	10	Whittier, CA	424, 426, 528, 422	Lee Vonderhey
	11			
	17			
April	18			
	24			
	25			
	31			
	1			
	7			
	8			
May	14			
	15			
	21	Brooklyn Park, MN	426	<a href="mailto:phzuidema@comcast.net">phzuidema@comcast.net</a>
	22			
	28	Kansas City, MO	424426	<a href="mailto:drhulen@sbcglobal.net">drhulen@sbcglobal.net</a>
	29			
	5	Brooklyn Park, MN	426	<a href="mailto:phzuidema@comcast.net">phzuidema@comcast.net</a>

May	5	Old Julian, NC	426, 422	
	6			
	12			
	13			
	19	Brooklyn Park, MN	426	<a href="mailto:phzuidema@comcast.net">phzuidema@comcast.net</a>
	19	Muncie, IN	424, 426, 422	<a href="mailto:vogelsrf@gmail.com">vogelsrf@gmail.com</a>
	20			
June	19	Whittier, CA	424, 426, 528, 422	Lee Vonderhey
	20			
	26			
	27			
	2	Cincinnati, OH	424, 426, 422, EF1	<a href="mailto:Askus@scottmodels.com">Askus@scottmodels.com</a>
	3			
	9	Brooklyn Park, MN	426	<a href="mailto:phzuidema@comcast.net">phzuidema@comcast.net</a>
July	10			
	16			
	17			
	23	Brooklyn Park, MN	426	<a href="mailto:phzuidema@comcast.net">phzuidema@comcast.net</a>
	23	Bloomington, IL	424, 426	<a href="mailto:cappis4@msn.com">cappis4@msn.com</a>
	24			
	30			
August	1			
	7			
	8			
	14	Brooklyn Park, MN	426	<a href="mailto:phzuidema@comcast.net">phzuidema@comcast.net</a>
	15	AMA NATS - Muncie, IN	426, EF1, 422	
	21			
	21			
September	22	Brooklyn Park, MN	426	<a href="mailto:phzuidema@comcast.net">phzuidema@comcast.net</a>
	28	Brooklyn Park, MN	426	<a href="mailto:phzuidema@comcast.net">phzuidema@comcast.net</a>
	29			
	4			
	5			
	11			
	12			
October	18	Brooklyn Park, MN	426	<a href="mailto:phzuidema@comcast.net">phzuidema@comcast.net</a>
	19			
	25			



# District News



September	1			
	2			
	8			
	9			
	15	Reno National Air Races		
	16		Full Scale	
	22	Brooklyn Park, MN	426	<a href="mailto:phzuidema@comcast.net">phzuidema@comcast.net</a>
	23			
October	29	Old Julian, NC	422	
	30			
	6	Kansas City, MO	424, 426	<a href="mailto:drhulen@sbcglobal.net">drhulen@sbcglobal.net</a>
	7			
	13	Whittier, CA	424, 426, 428, 422	Lee Vonderhey
	14			
	20			
	21			
November	27			
	28			
	3			
	4			
	10			
	11			
	17			
	18			
December	24			
	25			
	1			
	2			
	8			
	9			
	15			
	16			
	22			
	23			



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☐ Renewal membership and Internet Newsletter - \$25.00

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Kansas City, MO 64133  
(816) 694-7546

## NMPRA OFFICERS

### President

Dan Kane  
1703 W. Grove St.  
Arlington Heights, IL 60005  
h 847-870-8053  
c 847-878-4161  
[kanedjr@hotmail.com](mailto:kanedjr@hotmail.com)

### Secretary/Treasurer

Lonnie Finch  
4713 Hedges  
Kansas City, MO 64133  
816-694-7546  
[lfinchpa@sbcglobal.net](mailto:lfinchpa@sbcglobal.net)

### District 1 VP

Tom Hegland  
3430 May Lane  
San Jose, CA 95124  
h 408-369-1413  
c 408-660-7695  
w 650-604-6045  
h [t.hegland@sbcglobal.net](mailto:t.hegland@sbcglobal.net)  
w [thomas.e.hegland@nasa.gov](mailto:thomas.e.hegland@nasa.gov)

### District 2 VP

Dan Nalley  
6723 Westhill Ct. SW  
Olympia, WA 98512  
[DRNalley@comcast.net](mailto:DRNalley@comcast.net)  
h 360-357-2328  
c 425-306-3730

### District 3 VP

Kevin Umbach  
82 Lorraine Crescent  
St. Albert, Alberta  
Canada T8N 2R3  
h 780-458-0025  
c 780-718-9285  
[kumbach@gmail.com](mailto:kumbach@gmail.com)

### District 4 VP

Travis Elbert  
Box 53  
Jefferson City, MT 59638  
406-933-5684 home  
406-431-5877 cell  
[TEwarbirds@netzero.net](mailto:TEwarbirds@netzero.net)

### District 5 VP

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

### District 6 VP

Dino Spadaccini  
52 Geriak Road  
Stamford, CT 06905  
home 203-329-8803  
cell 914-755-0051  
[dspad@optonline.net](mailto:dspad@optonline.net)

### District 7 VP:

Gary Freeman, Jr.  
1073 Howell Harbor Drive  
Casselberry, FL 32707  
407-948-7567  
[gary.e.freeman@lmco.com](mailto:gary.e.freeman@lmco.com)

### District 8 VP

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

### District 9 VP

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

### Quickie 500 VP & Points Coordinator

Dave Gavin  
10244 Golden Yarrow Lane  
Rancho Cucamonga, CA 91701  
909-730-5166  
[DGavin9448@aol.com](mailto:DGavin9448@aol.com)

### NMPRA Q40 Points Coordinator

Doug Killebrew  
43638 Paloma Street  
Lancaster, CA 93536  
661-400-5636 (cell)  
[douglaskillebrew@att.net](mailto:douglaskillebrew@att.net)

### NMPRA Webmaster

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

### National Contest Director

Mike Helsel  
209 Scenic River Way  
Taylors, SC 29687  
[Helsel65@gmail.com](mailto:Helsel65@gmail.com)  
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