

VMPRA NEWSLETTER

May 2011



Electric Q500

How do we make pylon grow???

A review of entries at pylon events over the past few years indicates that there are generally a good number of entries in FAI and lately there has been a healthy increase in the number of F400 entries. We have also seen a number of new competitors who have rapidly moved through the ranks – offsetting the attrition associated with age and people moving on to pursue other interests.

However, we are not overwhelmed with competitors at the entry level. If pylon racing is to prosper we need to continue to attract new competitors. Here are a couple of ideas. This effort needs to be focused on the Melbourne Metro area and the host clubs for VMPRA events – as we have seen that newcomers will not travel to participate.



1. **Bring back the Boomerangs** – The concept of Boomerang racing that was initiated at Lilydale a couple of years ago. The plan was simple – race a cheap trainer and have fun – no special race plane required. The Boomerang racing gave us a very good boost to our entries two years ago – a number of these became regular competitors.



2. **Establish a class for electrics** - The increase in the numbers of people flying electrics has been phenomenal and we should not ignore the growth in this sector of our hobby. In Europe they have already established a Q500E class and in the US they have started racing EF-1. Rules have already been established for both these classes – so hopefully we do not have to reinvent the wheel. The NSW pylon group is also trialing electrics at one of their upcoming events. Background on EF-1 is included in this newsletter. Information on Electric Q500 can be found at www.rc-forum.de under pylon racing. Will require using Google language translator.

VMPRA will hold its AGM mid-year – so be prepared to contribute and bring along some other ideas as well. Once we have settled on classes to run to attract new entries - The next step is promotion. This can best be accomplished by demonstrations at upcoming events to show the models in action. If anyone has models that they can bring to upcoming events they can put on a show at lunchtime.

Warrnambool Event

The VMPRA event at Warrnambool was held on the weekend of 16 – 17 April 2011. The field was in excellent condition after all the recent rain and hard work by the Warrnambool club. The weather was great all weekend.

First up on Saturday morning was QM – the VMPRA Championship event that had been postponed due to bad weather at Camperdown in February. There were six entries and after some teething troubles at pylon 1 things settled down. Ranjit Phelan placed first, followed by Andrew Davies and Gary Davidson. Results are attached to this newsletter.

On Saturday afternoon the course was changed for F400, which attracted nine entries. This event was won by Terry O'Connor. Jim Orenshaw was second and Glenn Matthews was third. A heat for Q500's and sport models was also flown.

On Sunday, 14 entries registered for FAI and there was plenty of action. At the end of the day, Ranjit Phelan was in first place, followed by Beau Murphy and Leigh Hocken. Rainit and Beau both lost models – bad air at #3 and a mid-air with Jason Sagidak, respectively.

Our thanks go out to the Warrnambool Club for hosting the event and for the helpers and the canteen. Results are attached. Note – Sunday events were flown on a “long” course 10 laps + approx. 170 metres, as the start line had to be moved back due to the wind direction.

F3D Junior Team Trial

It has been announced that there will be a separate F3D World Championship event that will be open to “Juniors” – defined as being 18 years old or younger. One pilot from each country is eligible to compete.

A “Junior Team Trial” will be held at the AMPRA event in Grafton in June. For additional details it is suggested to contact Chris Watt via the AMPRA website or Joe Luxford via the F3DWC website.

F3D World Champs Update



The countdown to the World Champs continues and there is now just over 3 months to go. Preliminary entries have been received from 17 countries – totaling 44 pilots. They include Australia, Brazil, Czech Republic, France, Germany, Guatemala, Italy, Japan, Netherlands, New Zealand, Qatar, Russia, South Africa, Sweden, Taiwan, the United Kingdom and the United States.

“Bulletin 1” which contains all the details regarding the event has been posted on the World Championship website.

www.f3dwc2011.com

The organisers have been trying to get two teams of helpers – to reduce the work load and allow time for spectating. **However, more help is still required and the organisers are still looking for volunteers to help out.** An invitation to be involved is attached.

If you are going, sort out local accommodation while the deals are still available. A block booking has been made at the Bert Hinkler Motel in Bundaberg for \$110 per night.

Further details will be published on the event website as they come available:

Updated 2011 Calendar

The updated VMPRA calendar for 2011 is attached. The next event at Cohuna – MAKE YOUR BOOKINGS AS THERE IS ANOTHER EVENT ON THAT WEEKEND. VMPRA F400 events are designated accordingly.

Note – Date change for the Lilydale Club event.

Wanted

Any photos, written articles, information of interest, updated contact details, etc is appreciated. Please send them directly to Tom Wetherill at twetherill@bigpond.com

NMPRA Electric Formula One Racing is Here!

All speed addicts and potential pylon racers,

I started this thread to spread the news about a new class of pylon racing that NMPRA is developing. For those that may not know, NMPRA is the SIG group that is responsible for Quarter 40 and Q500 pylon racing in the USA. The new NMPRA #427 class is based on scale formula 1 racers that utilize electric power. I wanted to get the word out and show some pictures of what's happened so far. I'm pretty busy but hope others involved in this venture including Danny Kane and Travis Flynn will step in and share their experiences and photos in this thread.

The Idea – An Inexpensive Electric Formula 1 Class

Sometime last year the National Miniature Pylon Racing's President Scott MacAfee started discussions with a few members about creating a new class for electric pylon racing in the USA. As we know, gas pylon racing can be a rarified sport like the current F5D class for international electric pylon racing competition. Because of a lack of flying fields for these speed demons and the difficulty of getting new racers into the fold, it was felt that something needed to be done. With the obvious success of the ad hoc club .40 and .25 racing at local and regional venues, and the burgeoning group of electric speed addicts like those on the High Performance Ezone thread, it was felt the time was right to add an electric scale racing class that was inexpensive with readily available ARF's and electric power systems that would appeal to racers at the local and grass roots level. The planes would be designed so they can be sport flown or raced at most of the local club fields on any Sunday afternoon, just like the old Formula One class started out in the 60's. Deja Vu! In summary, the purpose of this newly defined "Electric Formula One" class would be to help bring new pilots into pylon racing and help grow the sport.

Initially Scott and Jerry Small a prolific Q40 airplane designer started the ad hoc discussions. Soon, George Parks and I along with others were drawn into the discussion with Jerry because of our current experiences with Q40 and F5D.

The Airplane Design

One of the main weaknesses of Quarter 40 scale pylon racing is the fact that there is up to a year wait to acquire a racer from a select few builders that supply the sport. The airplanes utilize molded composite construction which is above the ability and commitment of the average builder. The goal NMPRA set was to work with the manufacturers to make readily available ARF's and all the equipment needed to compete available at the local hobby shop. This required a ground up approach to the airplane design that could be easily reproducible by the ARF manufacturers.

The airplane design was targeted at the 110 -120 mph range. The planes are based on scale Formula 1 racers with 375 sq. inches of wing area. This is a sweet spot on airplane size and power requirements. The airplanes are large enough to appeal to most while the power requirement for the speed range targeted is extremely modest and inexpensive. They are very scale looking, have a landing gear, and are well behaved and easy to take off or land. The airfoils used are similar to the current Q40 planes that have good stall characteristics needed for stable pylon turning ability. Most sport ARF's have airfoils that are designed for aerobatics and easily perform such maneuvers as fast snap rolls, not a good thing in pylon racing.

As it turned out, the planes are a lot of fun to sport fly and are capable of 1000 foot loops. They are capable of faster speeds with a simple motor and battery upgrade, but the initial class is specifically designed to be very easy to fly and not require super human flying skills. Speed and structural limits have not been tested yet, but the prototypes are fairly sturdy and could easily surpass the 135-140 mph range with moderate power adjustments. I certainly can see an advanced class with a simple motor and battery swap.

The Motors and Props

Inexpensive out runners are readily available at most hobby shops and have the torque and power requirements to turn the larger props such as an APC 8x6 which is a perfect fit for the speed range targeted. There is a possibility that the motor may become a spec. item, but the motor rules are really in flux at this point. What's easily enforceable for National Level Racing may be different than for local club racing and this certainly could be a factor in the motor rules.

The first motors used were the Turnigy 35/42, (35mm dia. X 42 mm length) 1250KV out runner motors. However, Eflite has been working with the group and has developed a prototype out runner that is a 35/50, ~ 1200kv motor for testing. I believe this motor is a little low on the KV for us because it required an 8/8 APC prop and is not up to speed yet. George Parks has just started testing a Steve Neu inn runner as well.

The Batteries

We are currently using inexpensive 4 cell Turnigy 2650 20 and 30C lipos. That combination is right at the Lipos weight limit in the rules. Certainly other battery / KV combinations are useable, although 3 cells is probably less desirable because of the increased controller amperage requirements. I am using a Castle 100 lite controller which may be a little overkill, but others are using inexpensive ESC's that work fine. The batteries just get warm with this combination, and one pack can be used all day.

The Prototypes

There are about 12 airplanes that have been built and flown by a number of die hard racers. There are about 9 more designs others are working on that are in various stages. Jerry Small in Grapevine, Texas is a prolific airplane designer for Quarter 40, and has produced a stable of winning airplanes for that event throughout the years. Scott and Jerry are really the fathers of Electric F1 because they have graciously dedicated a majority of their time making this happen. Jerry has been working almost full time designing, prototyping, test flying and working with Horizon and others about jump starting this event. He is very serious about seeing this class become a reality.

The following electric F1's are currently flying:

Pete Bergstrum (Horizon Hobby) - LR1A, New Horizon Prototype
Scott MacAfee (NMPRA president - LR1A
Jerry Small - LR1A, De Knight Special, Miss Outrageous
George Parks - LR1A, Lil Toni

John Jennings - Lil Toni
Archie Adamisin - LR1A
Travis Flynn - Lil Toni
Jim Allen - Midget Mustang

The following electric F1's are under construction:

Jerry Small - Miss Outrageous
Dan Kane - Miss San Bernardino
Arch Adamisin - Thunder Chicken, Proud Bird
Archie Adamisin - Sweet Pea, Rivets, Endeavor
Mark Scarborough - Thunder Chicken
Kevin Matney - Miss Lynn

The Public Debut

Jerry along with a host of others have one of these airplanes or has flown one of the prototypes. You may recognize some of these names as they are pillars of the pylon scene in the USA and some including Danny Kan and Travis Flynn who have been on the F5D electric scene on the TEAM USA for years.

Jerry, Pete and Archie took their prototypes to the 2009 - Q40 NMPRA (AMA) Nationals at Muncie and the response was unanimous: everyone loves them. Even some of the diehard gas racers that only live for 200+ mph love them. The list of hard core gas racers that flew them included some of the most well known names in the pylon world. They included Fred Burghoff (Owner-APC), Jim Allen, Archie Adamisin, Mike Helsel, Dub Jett(Jett Motors-Owner), Pete Bergstrum (Horizon), Jerry Small and Gary Freeman Jr. The response was incredible. Jerry thought that most of the hard core racers would laugh at the concept or planes, but the only question was immediately, "Where can I get one of these, I want one now! They are fun to fly!"

Pylon Party at Hearne

Last week at our local test session by the pylon gang in Texas at the Hearne municipal airport, (formerly an Air Force auxiliary field) we had 3 of these planes at the session that was mixed with Q40's, Q500's and my F5D. Dub Jett and Mike Helsel always have radar setup during these sessions because they do a lot of Q40 testing. We actually had a race between George Parks, Mike Helsel and me that was a blast. Unfortunately Mike and I had a mid air after takeoff and his plane hit hard on the concrete runway with amazingly little damage. (I guess we should have staggered the takeoff, but there was too much daring going on.) My Little Toni had its vacuum formed turtle deck knocked off, but kept flying until the end of the race against George. I simply re-taped the turtle deck back on.

The Future

NMPRA is working with Horizon and the first airplane an LR1A is slated to be released as an ARF sometime in early Q2-2010. Pete Bergstrum from Horizon has already been test flying the production prototype. I believe the target price is around \$140. And feel free to build your own. Bear in mind that the rules are only a first cut, but fairly firmed up and there has not been any official races yet. All of us would like to see an Electric F1 event happen in 2010.

If you have any submissions for new designs that you would like to submit for NMPRA class approval, you can contact Jerry Small at:

jerry@jerrysmallcreations.com

as he is serving as the class airplane design approval committee. And as usual, I expect there will be a lot of discussion about Electric Formula One in the forums here on Ezone.

The Rules

These rules are posted on the NMPRA.ORG site by the Scott McAfee, the NMPRA President. They are posted in the "NMPRA Discussion" forums at:

<http://www.nmpra.org/> .



INVITATION TO BE INVOLVED...

**F3D Pylon Racing World Championships
Bundaberg, Queensland August 2011**

Australia is hosting the FAI World Championship for RC Model Aircraft F3D Pylon Racing in Bundaberg next year from 10 - 14 August 2011. The 45 best pylon pilots in the world will be attending from over 15 countries.

The event is being supported by QMARA, VMPRA, MPRAWA, NSWPRRA, AMPRA, MAAQ, MAAA, the Bundaberg club, and the Bundaberg Regional Council.

The organizers must find 41 officials for the following roles from Wednesday 10.8.11 through until Sunday 14.8.11. Our aim is to have two teams covering every role (except for the CD and two supervisors) to ensure everyone gets regular breaks to relax and enjoy the racing.

If you would like to be involved, please complete the form below and return as soon as possible.

Looking forward to gaining your support

Many thanks

2011 F3D WC Organising Committee

Please indicate which days you are available against the roles you are interested in and either email the completed form to secretary@F3DWC2011.com or fax it to 07 3630 0017

Name

Home #.....Mobile #.....

Email.....

Position	DATE AVAILABLE TO HELP				
	Wed 10.8	Thurs 11.8	Fri 12.8	Sat 13.8	Sun 14.8
Contest Director x1					
Starter x 2					
Cut judge supervisor x 1					
Pylon cut judge x 18					
Side line judge x 2					
Timing supervisor x 1					
Timer x 6					
Scorer x 2					
Fuel marshall x 2					
Pit marshall (& announcer) x 2					
Spares & relief x 4					

Information and photos from the 2009 World Championships can be seen at www.wcf3d.de
The 2011 web site is under construction at www.f3dwc2011.com

2011 VMPRA Contest Calendar

Date	Event	Club / Location	Day / Events
21 – 22 May 2011	Cohuna	Cohuna	Saturday am – QM Saturday pm – VMPRA F400/Q500 Sunday – FAI/Q500
11 – 13 June 2011	AMPRA	Grafton, NSW	FA1, F400, QM and Q500. Junior F3D Team Trial. Details will be posted on the AMPRA website www.ampra.org.au
26 June 2011	Lilydale	Lilydale	NOTE – DATE CHANGE Club event - Q500/Boomerangs/Sport/Electrics - 20 laps!!!
16 – 17 July 2011	Bendigo	Bendigo	Saturday am – QM Saturday pm – VMPRA F400/Q500 Sunday – FAI/Q500
10 – 14 August 2011	F3D Pylon Racing World Championships	Bundaberg, QLD	For details go to www.f3dwc2011.com
28 August 2011	Werribee	Werribee	Q500/Boomerangs/Sport
17 – 18 September 2011	Munro	Munro	40 weekend – Q500, VMPRA F400, FA1

15 – 16 October 2011	State Championships	Hamilton	Saturday am – QM Saturday pm – VMPRA F400 Sunday – FAI/Q500
6 November 2011	Bacchus Marsh	Bacchus Marsh	Q500/Boomerangs/Sport

For locations of club flying fields go to - http://www.vmaa.com.au/content/clubs/club_listing.php

For rules regarding Team Selection Events – go to <http://www.ampra.org.au>