



RCPRO Club 40 Racing,

Sunday, October 8th, 2006

Before the racing began, The 15 participants in the October RCPRO Club 40 Race lined up on the field for the official picture. Front Row, left to right are: William Wuest, Hillmer Merz, Richard Storm, John Welch, and Jim Duda. Middle Row: Jim Wolff, Bret Rogers, Bob Severance, Ken Erickson, and Ken Hopson. Back row: Jason Danhagl, Ray Allen, Scot Carpenter, Niklas Nyroth, and Chuck Waller. We apologize for not having our volunteer officials, Gary Sustala, Bernard "Crash" Siegel, George Sheffield, Jeremy Siegel, Roger Edgington, Dave Gell, Eddie Flesher, and Robert Jarzombeck in the picture.

This thing just keeps on getting bigger! We had decided to use Paul Herman's Warbird Race Program, if there were more than 13 participants. Just before the end of registration, we had 10 planes ready to go, so we went with the paper process we had used before. Then, 5 more stalwarts showed up. Luckily, we had the matrix for 16, which meant that there would be three 4-plane heats and one 3-plane heat in each round. We were concerned about the pink tags showing on the pink underside of the red-tailed planes, so we assigned them all either high or low green.

It was too late to do registration on the computer and use the program, so we went ahead, using the paper forms. Although we ran into a couple of situations where we had two planes in a heat with the same tagging, due to human error in transcribing from matrix to pilot cards, the ease of changing the tags made it only a light problem. It has been suggested that I do a post about the tags we used to ID the planes. That will be done, but not in this report.

There was a lot of really tight racing. There was one mid-air, in the 10th heat, when Hilmer Merz took off the tail of Bob Severance's airplane. Hilmer landed dead-stick with the only damage being the missing 1/2 of his propeller. Bob's airplane went in like a lawn dart. We discovered that the wing spars have fiberglass on the top and bottom.



There were 2 LA Racers and 13 Skyraiders. Engines used included 8 TT Pros, 2 ST 40s, and one each Como, Magnum, GMS, OS FX, and last (and certainly least) an OS LA. Engines are limited to .40 ci, because of the AMA Safety Code and the distance from the farthest-away-we-can-put-our pylons, to the Porta-Potty.

We almost had a plane lost to the tree behind #1 pylon, but Ken "Traffic" Erickson appeared to just miss it. Upon landing, however, there was a small elm branch on his landing gear, and a hole in the covering on the bottom his right??? wing. Ken was going to fly his TT Pro powered plane, which, in the hands of John Welch, recorded fast time last month. When Jason Danhagl introduced Bret Rogers, who was interested, but did not have a plane, Ken went back to his twice-repaired Skyraider with the OS LA. Thus the nickname, "Traffic".

One small problem, not recognized until the next day, is that the only written record of heat times was on the pilot cards, which most took home with them.

Heat Results, by last names, in order of finish:

First Round:

- 1st : Danhagl, Welch, Wolff, Wuest
- 2nd : Merz, Severance, Erickson, Allen
- 3rd : Waller, Hopson, Carpenter, Storm
- 4th : Nyroth, Duda, Rogers

Second Round:

- 5th : Allen, Welch, Erickson, and Wuest
- 6th : Merz, Carpenter, Hopson, Severance
- 7th : Waller, Storm, and Duda
- 8th : Danhagl, Rogers, Nyroth, Wolff

Third Round

- 9th : Welch, Wuest, Carpenter, and Hopson
- 10th : Duda, Merz, Severance
- 11th : Danhagl, Waller, Wolff, Storm
- 12th : Rogers, Nyroth, Allen, and Erickson

Fourth Round:

- 13th : Duda, Welch, Wuest, Carpenter
- 14th : Danhagl, Wolff, Merz
- 15th : Allen, Waller, Storm, and Erickson
- 16th : Rogers, Hopson, and Nyroth

Due to the lateness of the hour, we only ran four rounds, and went into the Mains. These were set up, using the point totals, and times from the heats. We tried to do this on the fly, but fell back to listing it on paper first. Next month we will use the computer program and eliminate the confusion.



A view of the field between heats. Left to right, Bob Severance taking his transmitter back to the pits after the mid-air in heat #10, Lap counters George Sheffield, and Jeremy Siegel, Monitor, Jim Duda, Lap Counters Roger Edgington and Dave Gell, Starter Eddie Flesher, Ken Erickson, Pilots for heat #11 Chuck Waller, Richard Storm, Jim Wolff, and Jason Danhaki, and coming through the tank, William Wuest, who was given some extra time to look for his muffler bolt between heats 10 and 11.

The order of finish for point totals was:
 16 points: Jason Danhaki
 14 points: Chuck Waller
 13 points: Jim Duda, Bret Rogers, Hilmer Merz and John Welsh
 11 points: Ray Allen and Niklas Nyroth
 9 points: Ken Hopson
 8 points: Jim Wolff and Scott Carpenter
 7 points: William Wuest, Bob Severance, and Richard Storm
 6 points: Ken Erickson (we gave 2 points for finishing 3rd in a 3-plane heat)

The Mains were run in what we call "Texas Tournament" style. The slower Mains were run first, as is usual, but the first finisher was then placed in the next highest Main. Because of this, we started by forming the A, B, C, and D Mains with 3 participants as follows:

A Main: Danhaki, Waller, and Duda
 B Main: Rogers, Welsh, and Merz
 C Main: Allen, Nyroth, and Hopson
 D Main: Carpenter, Wolff and Wuest
 By the time we got to the E Main. There were only Storm and Erickson, as Severance did not have a plane or carburetor. We declared Storm the winner and moved him up to the D Main.

William Wuest finished first in the D Main. Following him, in order, were Jim Wolff, Richard Storm and Scott Carpenter.



Contest Director, "Traffic" Erickson presenting the RCPRO Club 40 trophy for 1st place in the D Main to Declared Winner Jim Wolff.

William Wuest also finished first in the C Main, thus making Jim Wolff the Declared Winner of the D Main. Ray Allen took second, followed by Niklas Nyroth, 3rd, and Ken Hopson.



William West receiving trophy for First Place in the C Main.

The B main was fast and furious!! Bret Rogers edged out William Wuest for First Place. Third went to Hilmer Merz, with John Welsh hot on his tail.



Here is Bret Rogers, receiving the First Place Trophy for the B Main.

Well, you already saw that Bret Rogers got the First Place trophy for the B main, so you know that he did not win the A Main. But he tried really hard. Jim Duda, yes, "I can't keep up with these young guys.", Jim Duda blazed his way to First Place in the A main. He was very closely followed by Bret Rogers, he of the borrowed airplane. Jason

Danhaki earned third place by just barely holding off Chuck Waller. Good racing!!



A main First Place Trophy being handed to Jim Duda, who earned it in a hard-fought race.



Ray Allen receiving the Fastest Time Trophy for his 1:26:39. We fly a 400-foot course. Slow time was by Ken Erickson, we don't know what it was, but it was slow.



Jason Danhaki won all four of his heats and won the Trophy for High Points.

The mid-air we had in this race was only the third we have had in six events. We did have a first on this day. This was the first time that an engine has been claimed. This was not only a first for the Skyraider or Club 40 races, but also a first in the entire history of San Antonio Prop Busters racing. During 7 years of Foamie Racing, there was not one engine claimed!!

Chuck Waller claimed the engine, owned by Ray Allen, with which he set the fast time for the day. I understand Ray has purchased another engine, and will be back next month.

It seems there were more than Chuck with their eyes on that engine. Maybe if I put a 10 X 5 on the engine I keep lending people, instead of the 10 X 6, someone will claim it. Oh, yes. Ken Erickson won first place in Class A, OS LA 40s. That is Fastest Class A time, most Class A points, etc. Maybe some of you guys not yet into this should find an LA and get your names on some of those titles!!!

Edgington, and Dave Gell, Starter Eddie Flesher, and our Dispenser of Meat, (Brisket this month) Robert Jarzombek.

Next month – Polish Sausages return!!!!



Here are the Trophies, which were sponsored by RCPRO. Very nice in appearance, and a very good size, which will keep the wives and better halves happier and the room not so cluttered. On top of the printer, are the refrigerator magnets, each ½ the size of a business card. There were also one-inch square stickers, with the RCPRO Logo and the placing, date and location of the race.



They look like that, but smaller. It was suggested that the stickers could be placed on the sides of the participants' airplanes.

We want to give a special "Thank you" to the volunteers, who worked this day, without actually racing. "Greater love has no one than he who will work to benefit others" or something like that. A big THANK YOU to Cut Judges Gary Sustala and Bernard "Crash" Siegel, Lap Counters George Sheffield, Jeremy Siegel, Roger