

SPEED, PROPS & PYLONS

AIR RACING NEWSLETTER

Speed, Props & Pylons



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Photos By Paul Neuman Reno
2004

(Jason Somes received the IF1
"Rookie of the Year" Award.)

AlleyCat

owner/pilot: Jason Somes



Sharon's Corner

Almost 20 years has gone by since I begged, and I mean really begged, my Dad to help me purchase my first computer. My Dad's first question was; What in the world are you ever going to do with a computer in your home? I remember stating how I could make data lists to help with Tsunami fans, possible keep track of merchandise—the sky was the limit. It was in 1987 on my first computer that I put my first newsletter out about Tsunami and Unlimited Air Racing. I had no schooling on my computer, I read all of the manuals and I needed to know the DOS system inside and out to go from one program to the next. But, I was on my way.

Today, I look around our office and wonder what I would do without a computer. In our embroidery area we run two complete different systems. Upstairs, both Duane and I have a computer system on our desk to communicate to the outside world on a daily basis.

In the latter part of 1991, Dad started to get into the world of computers. He wanted to find out what was going on inside of his engines while they were on the test stand. He had a company on the west coast produce a program for him that he could hook up to the engines, run the engines and than obtain data immediately afterwards.

Over the last years I have heard of more testing in the test cells. The Pond Racer was immediately hooked up to a program once it had landed and was pushed back into the hangar; but not once have I heard of in flight "what's going on" technology at the races.

Ladies and Gentleman; welcome to the RCAT Systems.

What is it? RCAT stands for Remote Cellular Automated Test System or RCAT. Mike Luvara; the President, designer and installation Tech of the company; has taken equipment developed for the model airplane industry and brought it into full scale aircrafts.

The following is a press release I took off of their website:

PRESS RELEASE

For Immediate Release

RCAT Systems Telemetry Units Take Top 3 Spots in Reno Air Races Formula One Gold Race

San Jose, Calif., September 21, 2004 —

RCAT Systems is pleased to announce that its RCATS™ airborne telemetry systems were used by experimental aircraft that placed in the top 3 spots of the Formula One Gold class trophy race at the 41st annual Reno National Championship Air Races. RCATS custom tailored telemetry units were used by Formula One pilots Gary Hubler (1st place), Scotty Crandlemire (2nd place) and Jason Somes (3rd place). *(Which is featured on SPP's front cover)* "By allowing the ground crew to monitor important real-time data such as engine temperatures, oil temperature, and RPM, it allows the pilot to concentrate on flying the course, and lets the crew radio the pilot at any signs of trouble," commented RCATS President Michael Luvara. "Many times pilots only check their instruments once or twice during a lap. With RCATS, crews are able to gather vital data up to 10 times a second. In addition, the data is stored and available for post race review."

New for 2004 is the addition of real-time GPS plotting, which has allowed the crews to evaluate the course flown around the pylons. Unlike car races, there is no road to follow, and the pilots must pick their best line carefully. Crews can look at the tradeoffs between balancing G forces, rpm, airspeed and the course flown. The final version of RCATS Experimental unit (RCATS-EXP) will be available late in 2004 to the public.

RCAT Systems designs and manufactures compact wireless telemetry systems for use in Experimental Aircraft, UAV's and radio-controlled aircraft. Government institutions, experimental aircraft pilots, and universities utilize the companies' products for flight testing and evaluation.

RCAT Systems is privately-held and based in San Jose, Calif. For more information please visit:

www.rcatsystems.com, email info@rcatsystems.com or call 408-292-9794.



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Howard Hughes "The Aviator"

In 2001 "Hughes the Private Diaries, Memos and Letters" was published by: Richard Hack. Being an avid aviation fiend I received a copy for Christmas. To my delight this past Christmas 2004; the movie "The Aviator" about Howard Hughes was released. Both the book and the movie are a must for those of us that follow speed records, racing and new innovations.

Think about this one; on the Hughes H-1 racer it was devised to have flushed rivets; or what is known as: Palmer's revolutionary smooth-rivet process. In today's racing; the "True" racers still pay attention to this small detail to obtain the fastest speed they can. Or how about the composites in the Sport Class with no rivets; but sunken fasteners. Not really explained in the movie; but in the book it states that on Friday, September the 13 of 1935; Howard Hughes in a full black suit took to the skies in the H-1 in front of the NAA (National Aeronautic Association) and beat the old record set by a Frenchman, Raymond Delmotte (314 mph) with an average speed of 352 mph.

At Reno three years ago I had the privilege to watch the

Unleashed

Sport Class Air Race Team

Replica H-1 take to the skies at the Reno Air Races on September 13, 2002 (67 years later) with Jim Wright at the controls to achieve a new speed record for the H-1 classification.

As stated on the H-1 replica's webpage:

"What Howard Hughes accomplished was staggering. Never before (since the Wright Brothers), and never since has any single individual designed, funded, built, then flew a unique world record setting aircraft. What Charles Lindbergh did was daring—but he did not design and build the plane he flew. Curtis was the genius of aircraft design—but he left the dangerous game of testing to seasoned test pilots. Hughes is unique in history. He did it all with the H-1.

Scotty Germain; aka Warbirdaeropress.cox.net, aka Dago Red Unlimited Air Race Team Reporter has a new mission for 2005. Scotty has bought a Lancair to participate this year at National Champion Air

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Races in Reno, NV in the Sport Class Division. His first push is to make the aircraft ready for rookie school in June of this year. First, he has installed the RCAT Systems, next is a new cowl and paint scheme, then a engine plenum, diffusers and air boxes. His friend Chris Zavatson of Woodland, CA made a set for his own airplane and this brought his temperatures down while increasing speed about 7 knots. The new cowling will cut down on the air running through and allow the oil cooler duct to be removed from the entire setup. Giving him less drag and more speed. Other projects that will happen prior to Reno include new pistons for the "Gerbil" Motor. (According to Scott's remarks; and I quote: "Hey, Mustangs have the Mouse motor, the Griffon around 225 mph on a course. This is about 25 mph short of his goal for Reno. The new cowl and pistons will undoubtedly make a speed difference. Inflight USA magazine, a current sponsor, has committed to paying for his Pylon Racing Seminar costs, so things are coming together for Scotty. His last remark in his e-mail states: "You think Reno happens in September? No Way! I'm already racing, and it's only January! Good Luck Scott in your new endeavor.



Photo By Paul Neuman
Jelly Belly Beans sponsored race #88 this year at Reno 2004





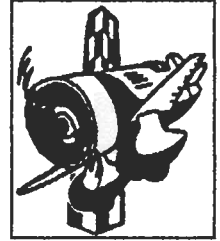
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Photo's by Paul Neuman
I think the pictures say it
All!!!

