The Pylon Racer's Official Voice

NMPRA

HIGH PERFORMANCE

National Miniature Pylon Racing Association | Since 1965 | AMA Affiliated | April 98

Presidential Pontification

The issue of the moment is the great slow down conspiracy! This issue has been clogging the pylon racing bulletin boards on the Internet for several months. I realize the majority of you do not have access to the Internet and this could be your first factual information. I will try to bring you up to date, give you the necessary history, relay the NMPRA's position to date, and try to make some educated guesses about the future.

Elsewhere in this issue are copies of my letter to AMA President Dave Brown as well as a letter Mr. Brown posted on the Internet Pylon racing bulletin board. To make much sense of the rest of my column you should go to these letters and read them now (p3).

There are several areas of contention I want to address first:

1. In January, two members of the AMA Pylon Racing Contest Board told me that Mr. Brown's message to them was "if you guys don't slow down pylon racers the Executive Council will". This statement was the spark that started the "slow down" fire and led to the submission of three emergency proposals to restrict the intake size in Q40 and Q500 as well as reduce nitro content to 15% for F1. Mr. Browns Internet letter says "I can assure you that I have not taken any steps to do ANYTHING regarding pylon recently." This quote is obviously at odds with the message the Pylon Contest Board members related to me. Possibly someone is using someone here.

2. The above paragraph not withstanding, Mr. Brown's position is clearly spelled out, don't accuse me of starting this slow down controversy, but now that you have brought it up you better do something about it.

3. Mr. Brown states that the pylon community has generally fought the barrier tests and ignored the results. The NMPRA pleads guilty to this charge. The barrier tests were flawed and ill-conceived from the start. There was little test criteria established before the tests began, and the test equipment was not representative of the actual situation. There's a big difference between a pylon racer and a steel tipped missile with less than five square inches of frontal area. The NMPRA safety committee (Lloyd Burnham, Dave Doyle, and Al Watson) pointed out the problems with the test equipment and provided the AMA with written proposals to correct the tests and ten pylon racers to use in subsequent barrier tests. To the AMA's credit future barrier tests will use real pylon racers. I want to make the point that the NMPRA has been fully cooperative with barrier tests that make sense.

4. My problem with the slow down syndrome has been the lack of a standard. If we are attempting to make the event safer by slowing down the racers we have to know what our goal is. In my letter to Mr. Brown I told him that for the NMPRA to cooperate with the AMA in safety improvements we need the AMA to tell us what the maximum safe MPH is. At the beginning of his letter Mr. Brown says 170 mph seems to be the number, later in the letter he backs away from this number so I'm still not sure what speeds the AMA is looking for. Obviously, the successful completion of the AMA barrier tests would go a long way toward giving the AMA comfort with a MPH number backed up by successful and representative test results. This leads me to the following conclusion. We do not have the information we need to make intelligent decisions about maximum allowable speeds and the best methods to slow down racers (assuming that we need to slow down at all).

Since taking the Presidency of the organization I have seriously tried to find out what the membership's feelings were on issues. The classic approach to this is using surveys and I have taken several in the last 15 months. Each of these surveys asked for the respondents feelings about slowing down. The results were unanimous for F1 and Q40, nobody wanted to slow down. The results for Q500 were more evenly split but still the majority did not want to slow down.

Pylon legend Cliff Telford likes to point out that my surveys are not necessarily representative of all pylon racers and are therefore suspect. I agree with Cliff from the viewpoint of statistical validity, but I contend that they are a better source of information than the alternative, which is subjective guessing. I realize I'm in a slight minority position when I have advocated slowing down Q500 from the beginning of my presidency. I know I will make some Q500 flyers mad enough to quit racing while others will move over to Q40 where they probably belong anyway. I'm convinced that a slower Q500 event will attract many more entry level racers to Q500 than the few who leave. This paragraph should have explained the NMPRA position as I have provided it to anyone who has asked, and a lot who haven't, since January 1 1997.

Fortunately for everyone, Steve Kaluf (AMA Technical Director) and Mike Stokes (AMA Education Coordinator) have taken it upon themselves to gather test data on the current speeds of pylon racers as well as initiating a test program for various approaches to slowing the airplanes down. The AMA has purchased state of the art radar equipment and Steve and Mike have taken the time to learn how to tell valid readings from bogus ones. This is also an excellent political result because the AMA will be hard put to dispute the data gathered by their own staff, while data submitted by the

NMPRA or independent racers could legitimately be considered biased.

Early results from the AMA tests are within a few percent of the results I have personally witnessed from radar gun readings that are taken ten to fifteen feet outside the number two pylon. 165 to 172 mph is the number for a Q40 and the more people who run the test the more consistent the results become. So now the question is, do we really need to slow down Q40? I don't think so, but more importantly, there is certainly no reason for the AMA to be stampeded into the poorly timed and inadequately researched slow down proposals that were submitted by Pylon Contest Board member Rick Moreland on March 3rd! We must take the time to finish the AMA barrier tests (scheduled for April 15) and allow Steve and Mike to finish their testing of various methods to achieve slower speeds if it is determined that we need to.

I have gotten more than a few phone calls from members who have expressed concern that the NMPRA would allow something like this to happen, or why wasn't I leading an aggressive anti slow down campaign. As you can see from my letter to Mr. Brown dated February 1, I tried to make the NMPRA's position clear as soon as I heard there was an issue to address. Also, I can't overemphasize how difficult it is to work toward a solution if you don't know what the goal is. The NMPRA has to have a maximum MPH number before we can join into any serious efforts to reach that goal.

Please keep in mind the fact that the NMPRA has no function in the AMA rule making structure. The Pylon Racing Contest Board is charged with this responsibility. Before you send nasty letters to the Pylon Contest Board be advised that the current slow down proposals were submitted as "emergency proposals" and as such will not require the consent of the Board. I suspect they were submitted as emergency proposals because Rick knew he couldn't get seven affirmative votes from the Board. Fortunately, most of the players in this drama want to allow the testing programs to be completed, and probably will delay acting on the proposal until adequate testing is completed. These proposals can best be described as a few Contest Board Members attempting to save the racers from themselves.

The second point I have made to the AMA in very strong and unequivocal terms is the NMPRA's insistence that any rule changes take effect January 1999 if NMPRA endorsement is expected. The bottom line is very simple. In situations like this, despite Mr. Brown's statement to the contrary in his letter, the AMA does what Mr. Brown decides it should do. While a majority of the Executive Council must concur, I have never heard of a situation where the President of the AMA was over ruled on an issue involving AMA Competition Rules. I am doing my best to present Mr. Brown with information and interpretations that will lead him to make a decision favorable to the NMPRA as well as those non dues paying racers that we represent.

I misspoke in my last column. You do not have to be an NMPRA member to enter the 98 Nationals. If you are an NMPRA member you get a $30.00 discount on your first event entry fee, you pay $65.00. If you are not an NMPRA member you pay $95.00 for your first event fee and the NMPRA kicks in a free 1998 membership.

Ideally, the AMA and it's SIGs, would agree on all matters of mutual interest and we could all enjoy a stress free hobby. This is nonsense and I hope you recognize it as such. The very existence of the SIGs acknowledges the presence of groups of modelers with different rules, temperaments, and aspirations. In my opinion, the NMPRA's relationship with the AMA will always be a contentious one at times and I think this is healthy. The AMA must look out for it's own welfare as well as the welfare of all it's members. The SIG's must look out for themselves and most importantly, represent the interests of their membership. To think that there will never be areas of serious disagreement in a relationship like this is naive. There are areas of mutual interest where the SIG's must do it the AMA way or expect to be kicked out of the family. Safety and it's related insurance issues is one of these put up or shut up areas. The AMA is legitimately concerned about losing it's group insurance coverage. Commitments have been made by the AMA to it's insurance carrier guaranteeing to the insurance carrier that a certain code of conduct will be adhered to by the AMA membership. This code of conduct is the AMA Safety Code, and accidents that happen due to members acting in violation of the Safety Code can result in loss of insurance coverage. We have printed those sections of the AMA Safety Code that specifically apply to radio control activities and pylon racing. If we do not obey the code we jeopardize our own insurance coverage as well as the AMA's.

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Interesting photos of races, planes, events. Send slides, B/W or color negatives to the Editor (Paul Page) for the newsletter. They will be returned.

Official AMA Records

421-F1-Op	Richard Verano - 1.03.16 - 3/28/92
421-F1-Sr	Ben Johnson - 1:16.06 - 10/17/93
421-F1-Jr	Matt Van Baren - 1:10.81 - 8/18/96
422-Q40-Op	Richard Verano -1:02.42 - 4/27/97
422-Q40-Sr	Seth Tomblin - 1:06.16 - 5/17/97
422-Q40-Jr	Matt Van Baren - 1:10.57 - 7/11/96
422-QM15-Op	Craig Grunkemeyer -1:10.89 -9/11/93
422-QM15-Jr	Thomas Doe - 1:26.78 - 9/29/92
423-1/2A	no record
427-FAI-Op	Richard Verano - 1:03.31 - 11/11/94
427-FAI-Jr	Henson Bartle - 1:20.19 - 07/12/96
428-Q500-Op-2m	Chip Hyde - 0:56.49 - 5/29/94
428-Q500-Sr-2m	David Wright - 1:01.36 - 7/10/94
428-Q500-Jr-2m	Bucky Miller - 1:10.43 - 6/13/92
428-Q500-Op-2.5m	Jim Allen - 1:08.35 - 1/14/96
428-Q500-Sr-2.5m	Seth Tomblin - 1:11.16 - 10/06/96
428-Q500-Jr-2.5m	Henson Bartle - 1:14.53 -6/22/96

* applied for AMA Official Record

Anti slow down letter to AMA

Feb 1, 1998
Mr. Dave Brown
AMA President
4871 Trudy Lane
Hamilton, OH 45013

Dear Dave:

My currently retired racing partner, Dave Latsha told me last week that the AMA can't understand why the NMPRA or the Pylon Contest Board hasn't done something to slow down pylon racers. He further stated that the AMA Executive Council would impose speed restrictions if "we" didn't. The NMPRA has no rule making or interpretive authority so it cannot implement the EC's wishes should it want to. Also, I have done several membership surveys and talked to as many racers as I could and nobody wants to slow down. My understanding of my responsibilities as NMPRA President as well as the responsibilities of my District VP's is to encourage participation in pylon racing while supporting and implementing the desires of our constituents. I can't speak for the Pylon Contest Board but could they possible be doing the same?

None of the above precludes the AMA from having valid arguments for reducing the speeds of pylon racers and the NMPRA recognizes this; however, we are not in a position to read the AMA's collective mind. I have gotten enough minority support for a slow down in Q500 that I feel it could be made palatable to most NMPRA members.. The rational would be putting Q500 back into a position of being a skill level stepping stone to Q40, thus encouraging more racers to graduate from entry level events to Q500.

I would be glad to discuss a "slow down" scenario with authorized AMA representatives with decision making authority as long as the goal is a set of criteria agreeable to both parties, and addresses all of the following;

1. We must establish a target MPH figure for 422, 428, and F1. This cannot be done logically until the AMA successfully completes the current series of barrier tests. If the remaining tests can be canceled I feel the funds would be much better spent developing an electronic pylon course using off the shelf Doppler radar transponders.

2. Racers keep pushing the envelope and hopefully always will. An annual evaluation procedure must be established to tune the rules to compensate for the inevitable upward MPH creep. This whole process is going to be distasteful enough, let's not go through it every few years.

3. I note sentiment in the Pylon Contest Board to allow F1 an exemption from any speed restrictions. If we assume all this is about safety then any exemptions make no sense at all and would be wholly unacceptable to the NMPRA.

4. What do you intend to do with FAI? It might be a little embarrassing to have to hold the American Team Selection Trials in Mexico or Canada.

In closing I would like to make a few philosophical points. The AMA expended a lot of it's political capital with the pylon racers and the Pylon Contest Board when it shoved the waiver down our throats. Attempting to slow down Q500 will be very unpopular, Q40 will meet open rebellion. If the AMA doesn't take the time to allow those of us who represent the racers to sell a slow down/speed containment program to our constituents I'm positive that major parts of the country will ignore both of us and go their own way. In pleading my own case, a situation like this could leave the NMPRA in a position of having to pick between being the titular AMA SIG with no membership following, or being the captive head of a group of dissidents who are openly defying the AMA. This is a classic lose/lose situation.

Sincerely,

Vern Smith

President

Response to February 1 letter

Posted by Dave Brown on February 19, 1998 at 12:47:27:
From: Dave Brown AMA President
Subject: Pylon Future

I have watched the flow of trash on the net over my attitude toward pylon, and can't for the life of me figure out what triggered this uprising. First, I do NOT hate pylon, and in fact, contrary to what one of the self proclaimed experts stated, flew pylon at the Tangerine (F1) at least three times, if not more. I also flew pylon at many local events in the Ohio area for many years.

Is pylon completely safe from AMA intervention? No it isn't, but then again no event is. Is pylon the target of intervention right now? NOT AS FAR AS I KNOW.

I can assure you that I have not taken any steps to do ANYTHING regarding pylon recently. The last action I was involved in was the institution of the sanctioned event waiver, and the helmet rule in 1996 (Refer to the AMA Safety Code, under the RC section, item #7).

Why has this come up now? Lord knows, and I don't think he/she is sure.

While I am on the subject, however, I think it is important that the pylon community understand a few things. First, Pylon is not the only event to come under scrutiny by the Executive Council, and both the Safety & Insurance Committees. After the CL Speed accident in Calif. a few years back, AMA imposed a requirement to fly speed only in an enclosed cage or barrier. We then embarked on a series of tests (through an outside testing lab) to determine the safety margins of the wire sizes required, eventually arriving at a formula to determine wire size which involved record speed, max weight, and line length. It is now self policing, but getting it to that point was not easy. Many speed fliers were ready to lynch us. Shortly after that, the EC removed the cage/barrier requirement, and since that time the modelers in the Speed community have chosen not to establish any cage/barrier minimum requirements. You mention Combat as a concern, and I agree with you. I too am concerned about Combat, but I have watched as the Combat fliers have developed the centrifugal fuel switch, which shuts down the engine on a cutaway. It is an example of the community policing itself, which is as it should be. Keep in mind that pylon is the only R/C event where the straight line separating the people from the models is not enforced.

In a legal sense, once a serious accident has happened, a few things change. If during the investigation you learn that something is inadequately designed, or specified, and you do not correct the problem, you face the likelihood of facing gross negligence if a similar accident occurs. That brings on the likelihood of punitive damages which may or may not be covered by insurance. The fatal accident in Arizona, and the attendant investigation, put us into this position. The cage was inadequate to stop the model, and protect the occupants of the cage. Admittedly, it is likely that no cage would have saved this individual, as he was leaning against the side of it, but the fact that the cage would not stop the model is still there, and we now know it. I realize that the "real" pylon community is of the opinion that this wasn't a pylon accident, but that attitude is simply sticking ones head into the sand. There is no definable difference between the events, as relates to the accident. The models are of approx. the same size, weight, and speed, and the cage could have just as easily been used in any rulebook event. You might just as well say that the model that was involved was silver, and mine is red, to justify that the accident wasn't representative. I know that the cage testing is a touchy subject with the pylon flyers, but we really have little choice if we are to protect ourselves. We started out with some simple calculations which raised concern that the cages in use were inadequate, we then did hydraulic ram tests which confirmed the calculations, we then did dynamic tests using "simulated models", (I think you refer to them as yard darts), and those tests confirmed the earlier tests. Now we are doing tests with actual models, and so far have not had any results which would indicate that the earlier tests were invalid, although we have not been able to get the system to work well enough to do as many tests as we would like to do.

Throughout all of this, the pylon community has generally fought these tests, and has ignored the results. Each step of the way, they have come up with some excuse why they think the tests were flawed. AMA has spent thousands of dollars bringing in the skeptical pylon "experts", showing them the tests, LISTENING to them, and trying to incorporate their ideas into the program, but for each one we bring in, there are seemingly a dozen lined up to refute the findings. The cages appear to be reasonably effective up to around 170 mph, and above that the effectiveness diminishes rapidly.

I have always preferred that events be self-controlled. I am absolutely convinced that an absolutely perfect set of rules which was imposed on an event would not be as acceptable to the participants as a flawed set they wrote themselves. I also know that ANY activity which effects others will ultimately have to deal with those effects, or the surrounding community will step in and impose it's will. At the meeting at the Nats in 1996, between the AMA safety committee, and a few prominent pylon flyers, it was the consensus that, ultimately, the solution to the problem was to slow down pylon racing or at least contain the continued increase in speed. It was also consensus that such a movement would best come from within the community itself, rather than being imposed by AMA. We were forced to do something, in order to not have our tails hanging too far out, so the waiver and helmet rules were imposed. At least with this, we would have something on which to base a defense if an accident should happen. Fortunately, no serious accidents have happened, but unfortunately, neither has the pylon community done anything to address this problem. Until now! Perhaps this is the reason for the uprising! A few weeks ago I got a call from a well known pylon flyer who wanted to ensure that an emergency proposal to reduce venturi size would not be rejected by AMA's Technical Director. I assured him that It was not likely that the TD would reject it, and offered to make a call to the TD to feel him out on the subject. I also applauded his initiative, and stated that it was the first action from anyone in the pylon community which addressed this problem. In the course of conversation, I stated that I was concerned about the poor attitude that seems to dominate the pylon racing community when it comes to safety. They seem to talk a good game, but don't follow through with any action. I pointed out that, for instance, the NMPRA safety guidelines had recommended helmets for many years, yet the use of helmets was extremely rare until AMA mandated them, and when AMA did mandate them, the pylon community got up in arms. He agreed, and even pointed out that at a large pylon contest recently, the CD announced that, while he recommended them, he wasn't going to enforce the helmet rule! I seem to get constant reports of ridicu-

lous breaches of basic safety practices happening at pylon races. I got a report, from an AMA VP who saw it, of a race where they had only waist high hay bales for the corner workers to duck behind, rather than cages.

And this race was run by people who know better. (Actually I chewed out the VP for not halting the event, but he wasn't sure of his authority, and neither am I). THE CD IS RESPONSIBLE PERIOD! During the conversations, I was asked what max speed I thought would be appropriate for pylon racing, and I replied "about 170 mph". I base this on the indications that this is the max speed at which we can be reasonably sure that a typical cage will protect it's occupants. This still assumes that the cage is of current known design, a dog pen type cage, or one made of PVC won't do at 150! I never made any demand, nor did I ever threaten to unilaterally impose anything. For one thing, I do not have any authority to impose anything unilaterally. To impose anything takes either the contest board, through it's emergency rules proposal process, or the Executive Council must pass it. Do I have influence in either case, obviously I do. Am I actively pressing either to act? NO, but that might change if the pylon community itself doesn't address their problems in a responsible way.

I don't care how the pylon community does it. Fuel, props, venturis, weight, cross-section, displacement, or whatever else they can dream up. I can't even say that 170 mph is an absolute number. What I do expect is to see the pylon racing community put some REAL emphasis on safety, and to start the process to curtail the ever increasing speeds, and the attendant liability. I also DEMAND that ALL categories of aeromodeling enforce ANY and ALL safety rules which apply to their event.

As AMA President, I have responsibility to all 150,000 members. I realize that pylon racing is probably the most popular competitive event we have, but I can not allow the perhaps 5000 participants in pylon racing to threaten the whole sport hobby of aeromodeling. I have two principle concerns. First, if we have a serious accident, it's not the money I am worried about. The maximum cost to AMA on a single claim, in dollars, is $250,000. What I am scared to death about is if the accident that generates that claim, results in our being considered an "un-insurable risk". (Keep in mind that AMA's insurance has had to deal with 2 fatalities in the last 3 years!) If that happens, we will lose nearly all of our flying sites, and with them, the entire sport/hobby of model aeronautics. Secondly, if a serious accident creates a successful claim against the AMA itself, on the basis of gross negligence for failure to act when it was well aware of the dangers, the settlement and punitive damages possibilities could force AMA into bankruptcy, (blowing approx $11 million in assets). The effect on aeromodeling would likely be the same as in the first example.

Insurance is not a substitute for safety! Some seem to think the problem goes away if we simply buy more insurance! That would be like putting a penny in the fuse box to use a toaster on a door bell circuit, and compensating for it by increasing your fire insurance!

What would you do if you were AMA President?

Dave Brown
AMA President

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Another voice

I felt it was time to voice my opinion on the issue of the change in the AMA 422 event.

When I read Rick Morelands article and he said "their gonna make us do it anyway", I thought to myself this has to be some kind of sick joke. Now I see that Rick Moreland is sponsoring an EMERGENCY RULE CHANGE. This has to be the most absurd thing I have ever seen, lets change the rules, let a few more people get fed up and quit before it is absolutely necessary.

I guess I have to be the one to say this, but is it going to make you anymore dead if you get hit with, lets say a 150mph airplane or a 130mph airplane.

Fellow flyers, what we have here is a person or person's trying to destroy a great event, because they have lost touch with racing and it's current needs.

Every time a crisis like this comes up it hurts what a lot of us out here are trying to promote, and we lose flyers. Some of us are trying to promote racing of all types and are doing it with safety as our first concern, not expending our efforts on ridiculous rule changes that will lose more pilots to another sport.

Hey, I got an idea. Lets focus our efforts into developing computerized lap counting which takes 11-12 people off the course and out of harms way, or stronger cages, or better yet and all of you know who you are, provide the *minimum* cage requirements for your lap counters as shown in the NMPRA handbook.

Would it not be better at this time to look at our options carefully, and study the impact of such a rule change. Before we carelessly subject "our membership" to what looks to be a very hasty attempt to fix a more complex problem.

As a whole, I truly believe that a very large part of the CD's that I know personally have a great program and are providing the safest racing possible and I commend them for that. This is a commitment that a lot of us have made, and I believe the record speaks for itself.
Steven Cameron
AMA Contest Director
CCRA Board Member

Food for thought

I'm sure that most of you read Dave Shadel's article in the December '97 newsletter. I agree with him that we need to ensure that anyone has a chance to place in a contest. Consider this idea. I live in the west and one of the popular pastimes in this area is team roping. Team roping was going through some of the same problems that we are, namely low attendance, declining numbers of participants, etc. and I feel for some of the same reasons, (the beginner has no chance of winning and why enter when you know you don't have a chance). Their solution that made a huge difference was to introduce a number system to handicap the ropers. The biggest difference in their competition and ours is that theirs is a team event and in order for this to work is to also make our event a team type format, and not just handicap the pro type racers but tie their score with someone else's. Much of what follows is taken from their rule book with my editing.

Pylon racing is unquestionably the most popular participatory RC event. Our goals are to increase the number of participants, improve the quality of racing, enhance the image of racing throughout the US, Canada and Mexico and to promote new interest and increase the popularity of pylon racing. To facilitate these goals we need to organize the broad spectrum of talent from all over the country so they can compete evenly for cash and prizes. This goal can only be accomplished by the use of a fair classification system that provides for the talent level of all competitors.

In order to achieve these goals it is apparent that we must devise a classification system that would allow flyers to compete at various ability levels. The answer may revolve around a number handicap system. I believe that this system would help the novice and beginner racer pursue the sport, it would also encourage more experienced flyers to seek them out in order to compete. The lesser your ability the better partners you will get. The goal is to classify racer fairly so they have and opportunity to win. We want to create parity among racers so that it is unlikely that a racer would be able to dominate. This handicap system is basically the same as a race track handicap, the better horses carry more weight. As a horse gets older and slower, weight is removed. The result is that every racer should be competitive regardless of their ability level. I do not believe that pylon racing or any business can be healthy if it continually discourages improvement, runs off customers, and does not allow for beginners to win.

Racers will be rated from 1 to 9 based on their ability level. Numbers 1,2,3 are for racer of lower ability, numbers 4,5,6 are for intermediate or average racers, and numbers 7,8,9 are professional type racers.

Your classification number is your ability rating as judged by your peers. (Or possible fast time, standings in national points?) A total combination of 10 for the two of you is the key. If you are a 3 you can race with a 7 or less and so on. Now what I mean by race with is that your total scores will be added together to determine the winner of the contest.

Pro - Beginners will have the ability to win. Experienced racers will help them win. (Tips, prop tech etc). Increased participation ? (Might see less racers stop racing if they get a zero).

Con - Paper work

There are other problems like, both will have to be on the same freq. What to do if there is an odd number of racers. What if all racers are in the same classification?

These are a few of the problems that I have thought of and I'm sure there are more. I know that it made a huge difference in team roping. If you think it has merit say so, if you see a debacle voice it. Its only a thought that I had when I was visiting with a friend and he was telling me of the problems that they had with roping until this type of system was established. I'm not convinced that this is a good idea but it sure made me think.

Mike Sperry

Trimming your Quarter 40 for those elusive 6 second laps.

Have you ever wondered how those airplanes are setup for those scorching 6 second laps that always seem to be recorded on someone else's heat card. I'll try to give you the setup that we use.

Again some of you may not agree, but this is what works for us. We ,Ray Brown and I, pretty much setup all of our planes this way. Small variations have to made for a particular design but its not much.

Initial flight setup:

We always start from this point and refine from here. I am also assuming that you are using a computer radio with at least Dual rates and Expo.

Aileron
Low Rate - 3/16" up -3/16" down
High Rate - 1/4" up - 1/4"down
Elevator
Low Rate - 3/16" up - 1/16" down
High Rate - 1/4"up - 1/8" down
Rudder
Low Rate - 1/4" left - 1/4" right
High Rate - Slightly more to be determined by type of aircraft

I find that by taking out as many decisions as you can, in regards to flight controls, the faster you're going to be. When setting up your plane, get everything to the no brainer stage. I'll explain as we go. When you're racing, you want to have total concentration on where that airplane is and on flying the perfect lap.

Step one - Radio setup

Use Dual rates. It makes life a lot easier. Some guys tell me that they don't like dual rates because it's one more thing to remember. You just have to train your brain to do the necessary steps. If you set the plane up like I suggest, you're going to run out of elevator on landing if you slow up.

I set my switches up so that down is high rate and up is low rate. Whatever works for you is fine.

Expo: If you're not using it start. It will smooth out your flying tremendously. Especially with those nervous first heat fingers. For JR users start at 24%. I use 40% on both elevator and aileron on low rate only. For Futaba users you dial it in as a -24%. This will soften the throw around neutral and allow the control surface to really bite at just over ½ of the full stick deflection. I do not use any expo on high rate settings.

First Flight

Step one - Straight takeoff. - I can't even begin to tell you how many races are lost on the first lap because the takeoff was messed up or the plane skyrocketed out of sight. Set the rudder throw so that takeoff requires holding your stick full right in low rate. And your plane tracks perfectly straight. Each plane is different. Miss Ashleys require about 3/16". Dago Red about 1/4". Napier Heston, none at all. Get it so that you hold full right on takeoff. I always takeoff in high rate elevator and aileron and low rate rudder. The only reason I would switch to high rate rudder would be on a real windy day where you need extra throw for landing. The fastest takeoff is a long low smooth takeoff gradually climbing to number 1. Practice it every time you fly. I takeoff in high rate unless there is a good breeze coming straight at you. As soon as the plane breaks ground switch to low rate Aileron /elevator and your done playing with switches until landing time. As your take off proceeds relax the rudder a little at a time so that you maintain your heading. Don't just let it go. If you do the penalty will be a left turn just after takeoff instead of a left turn on the ground. Seen it before right? You're first lap is the slowest. Your plane is going to need that lap to build speed. Rolling up on lap one will be slower than on following laps so be prepared.

The Aileron setting that I strive for will barely give you a roll the full length of the field. It's a scary setup at first, but remember we want to make flying a no brainer and take out problem areas. Over control is defiantly a problem area. Roll the plane to knife edge and pull on the elevator. Notice the turning radius and notice how much stick you're using. From a perfect knife edge does the plane come around nice. Climb or dive. Most of the time you many need to add a click or two of left rudder to keep from climbing in the turn. Establish that you have enough elevator to come around and enough aileron to bank. Subsequent flights should refine your throwsleron, (right to the stop) rolls the airplane to knife edge, Full up (right to the stop) brings it around 1. Fly down to #2 at a 45 degree angle, (never go to level), roll up when you see the timing cage and start your 2/3 turn . I use the cage as a guide. If you wait longer, your going to be past the pylon. Pull around #2 & #3. Relax the elevator out of #3, roll back to a 45 degree and setup for #1 again. Motion is time. Every time you over roll or climb it costs you time. The fastest course is race track shaped, not triangular. If you fly these laps consistently, you're plane will pick up speed every lap. We have lots of radar gun data backing this up. Little bobbles cost you big in MPH. One bobble going to #1 can knock off as much as 10 MPH or more! Now the down elevator part. Have you ever come out of three over turned and in a bad line for #1? Or come out of #1 over rolled for that matter?

Here is the trick. Setup up down elevator so that full down when the plane is on knife edge, will just push it out slightly. This will end up being about 1/16". It'll save you a lot of time if you don't need to roll back the other way to make a heading correction and then back left to come around #1 again. By then you're in the next zip code. Keep you're cool, push out and pull around one. minimal time lost. Think about it. You're over rolled on the way to inverted. Down elevator will push the plane out and gain altitude. It'll buy you a couple of seconds. Practice this. Get the Elevator right. You'll be amazed at how good you'll get with it even when avoiding traffic. One other thing that I do is to trim the airplane with an ever so slight amount of down in it. Coming out of one, you don't want to be climbing Remember to establish a rhythm when you fly laps.

You'll fly smoother and you'll find a comfort level. It makes life real easy for you're caller and you'll be amazed at how your times will start to drop. When you get consistently in the single digits, youll got those 10 hot laps in , you got to do the inevitable and land. After you shut down, go to high rates. Slow that monster down and touch down. As soon as the wheels touch the pavement, set that down elevator so that full down kicks the tail up and slows you down. You can stop in 20 - 30 feet using this method.

I hope this helps some of the newcomers.

Bob Beaudette

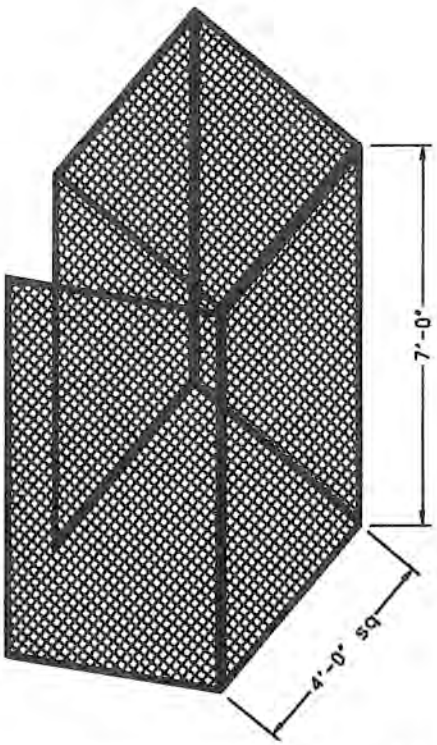
AMA
SINCE 1936

AMA Safety Code

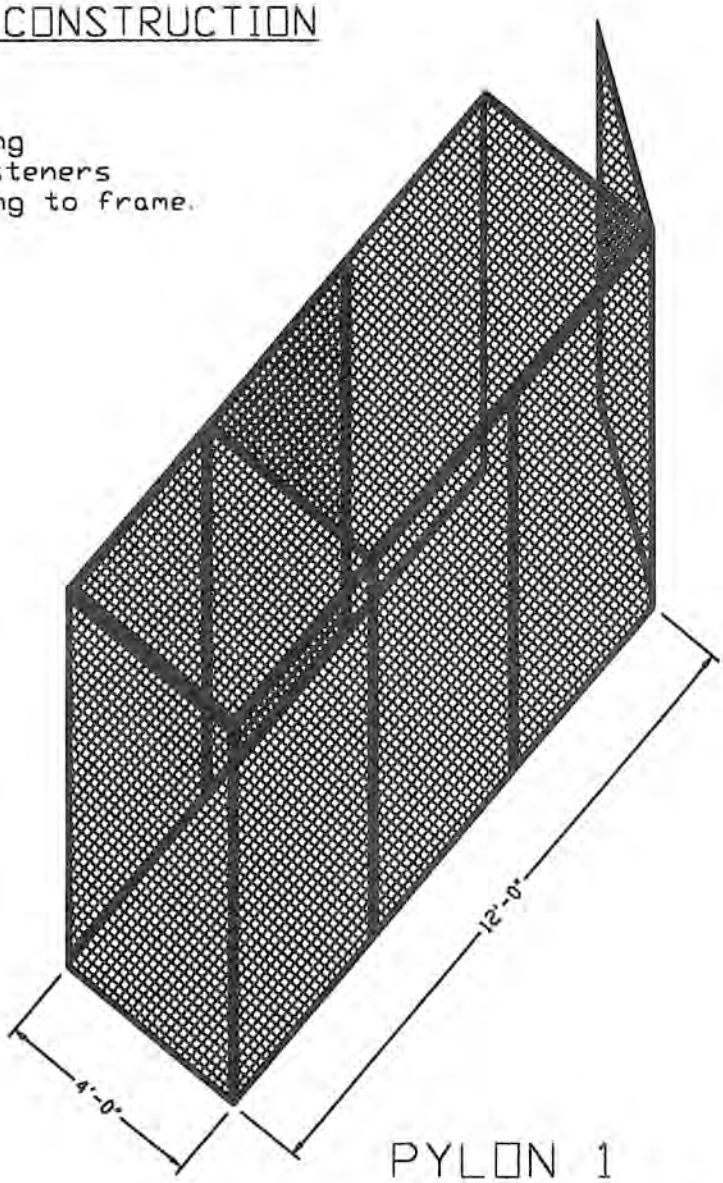
1. I will have completed a successful radio equipment ground check before the first flight of a new or repaired model.
2. I will not fly my model aircraft in the presence of spectators until I become a qualified flier, unless assisted by an experienced helper.
3. I will not fly over pit or spectator areas, unless beyond my control.
4. I will operate my model using only radio control frequencies currently allowed by the Federal Communications Commission. (Only properly licensed Amateurs are authorized to operate equipment on Amateur Band frequencies.
5. I will not knowingly operate an R/C system within 3 miles of a pre-existing model club flying site without a frequency sharing agreement with the club.
6. I will not fly my model aircraft in any racing competition which allows models over 20 pounds unless that competition event is AMA sanctioned .
7. Every organized racing event requires that all officials, callers, and contestants must properly wear helmets which are OSHA, DOT, ANSI, SNELL, or NOCSAE approved or comparable standard while on the race course. In addition, all officials occupying safety cages must wear protective eyewear.

RECOMMENDED CHAINLINK CAGE CONSTRUCTION

1 - All dimensions are minimum
2 - chainlink minimum - 6 gage 1.5" sq opening
3 - Provide adequate fencing to frame fasteners heavy gage wire (6" o.c.) or weld fencing to frame.



PYLONS 2-3



PYLON 1
LAP COUNTERS

District News

District 1 - Dave Ferrell

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Recently I received a call from a top competitor in Q40 and he wanted to know, why he had not placed in the top 10 of Q40. I told him that apparently the CD's for the races he had flown in did not submit race results to Bob Beaudette (Q40 VP) or myself. I will make sure race results get to the appropriate VP, for the class you fly in, if I get the results!!! It is up to you, the contestant, to make sure the CD's get the information to me. If I do not have race results on file, I cannot help you should a problem come up. I have not gotten any reports from the Las Vegas (1/31-2/1) race, (I know it happened).

The 7mm. proposal for Q40 has not been voted on, at this time. One problem with 7mm for Q40 and 428 is, it will cost you dollars to buy the new pistons, sleeves and cranks, that the engine manufacturers WILL put out, to regain some or all of the speed lost by the 7mm rule.

AMA President Dave Brown posted on the "net" his concerns of safety for the course workers. Inadequate cages, hay bales to duck behind, chicken wire cages etc. Although these situations probably still exist somewhere. I have not seen them for many years, sense we raced .25's at a local club level. At most races I have seen yearly improvements in cages.

In my opinion, the problem is not the speed, it is un-qualified pilots flying the fast classes. In no other sport that I know of, are you allowed to compete in the "top class" without first qualifying for that event. With pylon, "average flyer" can buy the fastest Q40 or 428 and go race it. Sure he may get black flagged but next week he can go race again in the same class. We have all seen pilots that are on the raged edge of control, race after race. My first Nelson engine sat on the shelf for a whole year while I gained experience with a Rossi. I am not a great pilot but I am a safe pilot. Too many pilots today are not taking the steps to gain ability through the slower classes, and this is where the "danger" is.

I would like to thank Barry Leavengood for getting the Feb. 15th race result from Sepulveda Basin, to me. Barry, Cliff Tellford has the 428 results. There were 21, 428 pilots.

1. Gary Schmidt
2. Richard Verano
3. Stu McAfee
4. Mark Lattimore
5. David Hill
6. Ray Davis
7. Bruce Coffey
8. Chris Hoyer
9. Scott McAfee
10. David Carriker

Thanks to Drew Telford, I have a report on the Phoenix race, held Feb. 21-22 for Formula 1 and Q40. Six rounds of F1 and seven rounds of Q40 were flown. In Q40, 19 of the 31 contestants posted times below 1:10.0. With fast time posted by Lee Von Der Hey at 1:03.7. Fast time for F1 was 1:05.3 by Drew Jerina.

Phoenix Feb. 21-22,

F1, 10 contestants	**Q40, 31 contestants**
1. Mike Helsel	1. Chip Hyde
2. Roy Andrassy	2. Mike Sperry
3. Lloyd Burnham	3. Stu McAfee
4. Mike Sperry	4. Jaime De La Vega
5. Drew Jerina	5. Mark Lattimore

The first CCRA race of 1998 was held at Sacramento, CA. March 14th. There were 35 contestants flying in the 4 classes. After the fog cleared, we got in 5 rounds of racing in the clear blue sky's of Central California. Jim Tomblin and the Sacramento Area Modelers put on a great race for us, thanks guys.

428A (11 pilots)	**428N (5 pilots**
1. Mark Lattimore	1. Barry Leavengood
2. Fred Burgdorf	2. Luis Castandea
3. Bob Dible	3. Brian Soper
4. Randy Bridge	4. Jake Bruckler
APRA (11 pilots)	**Q40 (8 pilots)**
1. Mike Soper	1. Jeff Carpenter
2. Ray Lamerson	2. Mick Crawley
3. Rich Ebner	3. Seth Tomblin
4. Paul Neves	4. Archie Snider

Good racing guys, till next month.

Bank-n-yank
Dave

District 2 - Darrol Cady

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Spring is here, even though the calendar says it is still Winter. I know it is Spring because I have gone flying four times this week. I am flying one of my aerobatic airplanes. My flying was very rusty. I had not flown anything but a racer since last October and my flying was showing it. My racing has been a little shaky, but I thought I just needed more racer time. I will give you a great racing tip. If you do not have a high performance sport airplane to fly, get one. It will hone your flying skills in a much shorter time than taking out a racer and drilling holes in the sky. I am expecting to fly much better at our next Quickie race, the first Sunday in April.

El Nino has not been good for our winter racing. We have had a light winter, but the timing of the rain has been terrible. We have not had acceptable weather for a race this season. Nice on Saturday and Monday, and rain on Sunday, the race day. We also had a problem with one of our CD's up here. He ran two races last Fall, lost all the paper work, didn't turn the results in to anyone, and stole the entry fee money. Other than that he ran a decent race. I personally think that "Tar and Feathers" are in order, but others are much more compassionate than I am. I hate a thief. You do not run into many people of this low caliber in our hobby/sport, and I am glad. The "Quality People" in this hobby are one of the main reasons I have been a Nerd for so many years and have been proud of being a modeler.

Las Vegas and Phoenix openers have both come and gone. If you didn't make one or both of these races, you should be sure and do it next year. What a great break in the weather for most of the rest of us. Both hosting clubs did a great job in putting on their races. Thank you to all involved, and even to the flyers that attended. Anyone that did not have fun, created their own problems. The folks at Las Vegas had such a good time at the race, that it rekindled their enthusiasm and they are putting on an extra race this season. The race is scheduled for May 16th and 17th, 1998. Same format as always, and the contact for information is Lee Von Der Hey at 702-891-0331. There is an information sheet posted on the Pylon Forum at "http://www.rcairplanes.com". All the latest information on the contest is posted there, along with a lot of other timely Pylon information and hints of how to go faster. I am talking to Tom about adding a Pylon chat channel to the web site. The other night, the racers took over the existing chat channel. If you would have an interest in this, please drop me an Email at dcady@pacifier.com. If there is some inter-

NEXT ARTICLE DUE DATE APRIL 29

District News

est I will get one set up that is a chat channel for Pylon racers. Let me know.

Our district has been the last area of activity for Formula 1. Al Watson took a straw poll vote for what we should do in the Puget Sound area for racing events. The active flyers were asked whether they wanted Formula One or Quarter 40 as our primary high performance event. Quarter 40 won out at about a two to one margin. It was decided to run the events as Quarter 40 this year, but to allow the Formula One airplanes to be flown in the same matrix. This would give the guys the opportunity to use up some of the equipment that they now own and not have to sit out a year and not race. The number count and placing for each event will be kept separate for each class. Doing what we are doing, I think will get our racing numbers into the high teens for the high performance class and next year the entries will be Q40 and we can once again grow our number of racers in the upper classes. That is if everyone will leave the rules alone. I have talked to several of the up and coming racers that were ready to jump to Q40, and now are not doing anything because they do not know what is going to happen with the rules and they don't want to invest in an expensive paper weight. Only time will tell. We have to leave the rules and all the BS out of the racing or we are going to loose participants in our events and organizations.

It looks like 1998 is going to be a great racing year for the West Coast. We are scheduled to have some great races out here. The Las Vegas race in May, our Arlington race in June, the Expo in Northern California in August, and the Championship race in California in October. These are all great races and should be the best competition in the country. I hope to see all of you there.

Darrol

District 3 - Randy Smith

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Greetings again from the Great White North. As I write this article, I'm stranded in a downtown hotel due to a sudden snow storm which blew in during the work day. With a dump of about ten inches of snow and temperatures just below the freezing point, this makes the roads more suitable for snowboarding *(Go Canada, Go)* than for driving. I'm convinced that El Nino must be a frustrated pattern flier who can't set an engine - just a pain in the ass and generally obnoxious towards everyone. Fortunately, I have my laptop with me so.....unable to get home to the workshop for several hours, I might as well write this article.

Once again not much to report on up here besides the weather. Two of our local snow birds migrated south for a week to attend the Phoenix F-1 / Q40 race. Harold Sattler and Roy Andrassy mixed it up with the fast boys and worked the bugs out of a few new Q40s. They were accompanied by Mabo and Akira of Vancouver and Japan thus enhancing the international flavor of the Phoenix race. Harold of H&M Racing tested the new Kelly F1D design and discovered it to be a little hard to handle due to the unique tail design. Harold reports that the design team is already in the works to resolve this problem with a new prototype which will be flying by early May. After having lost a model during the Q40 event, Roy's weekend improved greatly by placing second in Formula One flying his old reliable Minnow.

The Canadian Loki Q40 held its own with the fastest of the Dagos and Ashleys showing only a couple of MPH off the pace as measured by the radar gun. We all know that flat out speed is only one component of the winning formula. Harold and Roy also proved that you don't need an expensive composite design to go fast. A well built light model constructed using conventional competition methods can hold its own.

There's been lots of banter on the Internet's Pylon Forum regarding speed and safety in our racing events. Like many who have voiced their opinion on the matter, I believe speed alone is not the issue. The only difference between being hit by a Q40 doing 140 mph vs one doing 170 mph is that when hit by the slower one, you'll die **ON THE WAY** to the hospital rather than on the course. Personally, I think the issue is that we must take as many steps as possible towards providing protection for the workers, pilots, and spectators. If speed is to be targeted then the likes of the ducted fan crowd, control line speed, giant scale racing, etc must be examined equally as close. I fly ducted fans and know that many fan flys feature the speedsters performing a split S out of the clouds for a low pass directly in front of the crowd. Is this safe?

I have heard reports that open weave nylon netting positioned a few meters in front of our conventional steel cages has the ability to capture a stray aircraft and prevent any damage to both people and the aircraft itself. To me, this is the way to go. The key is to dissipate the energy of the aircraft not simply build a heavier bunker in which to enclose people. I only hope that calm heads prevail on this issue and that the NMPRA and the AMA can work together to sort it out. Here in Canada we have not had this issue raised by either MAAC or the insuring body. However, many times it's true that when the USA sneezes, Canada catches a cold. Therefore, I fully expect the debate to hit us sometime soon.

The 1998 contest calendar for District 3 is pretty well finalized now. See the back of this issue for our list of dates and events. We'd love to have ya and should you come, we'll pour you a cold one....

Bring 'em home in two pieces - wing and fuselage.

Rapid Randy

District 4 - Mike Sperry

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President Smitty asked me to report on the Phoenix race. First I got to tell you it was one of those races that everything seems to go right (almost). Friday it rained all the way from Laughlin, Nevada to Phoenix and this was supposed to be practice day. I had a new plane that has never been flown before! As we pulled into the Pro-Flyers race site the rain stopped, this was about 2pm. It was pretty chilly for Arizona standards but down right cold for Wyoming standards. Anyway, I got in four good test flights and decided that was enough for Friday.

The race was held over two days as one contest for each event, Q40 and F1. There were 31 entries in Q40 and 10 in F1. On Saturday, three rounds of Q40 were flown, followed by three rounds of Formula 1. On Sunday, three rounds of Formula 1 were flown to complete F1, then as many Q40 rounds were flown as time permitted, which turned out to be four more rounds for a total of seven.

Saturday started out cold and cloudy with a slight breeze, but warmed up a bit for some fast times. Sunday was pleasantly warmer with barely any wind, and few clouds, allowing the short sleeves to come out for many.

District News

The racing was fast, 19 of the 31 Q40 entries posted times BELOW 1:10 and everyone was in the teens or better with the exception of my good friend Mel, who still had frozen unused flying fingers from long-not over yet winter of MT.

I have to mention the topper for the weekend. It was the last heat of the contest for me, and as I said things were just going my way (almost). With a lot of luck Pam and I were tied for 1st place when they called us to the trailer for our last heat. Norm Johnson and Jerry Small decided to not fly the last heat (thanks guys) this left Pam and I in the heat alone, all we had to do was finish it and we would end up tied for 1st.

You know how the butterflies start to work on you. You start to worry, did I check the plug, did I fuel, are the motor mounts tight, hope the starter doesn't give out, all kinds of things start going through your head. Well I got on the trailer (could barely walk, wanted to puke) and Pam went over to the fueling area to get the plane and she must have been more nervous than I. When she bent down to pick up the plane she was standing on the antenna wire. As she stood up the wire jerked the plane out of her hands and it fell and broke the left elevator half. Now you talk about panic, we're supposed to be on the line! The hot stuff got all over the tail and I used a yard of racer tape but here we are on the line. Now I'm wondering did the hotstuff get into the fuse and lock up the elevator yoke? Will the elevator stay on? How will it fly? Will I nose over because of the tape? A whole new batch of worries. We made it, and I had this pat excuse not to fly off against Chip, (maybe the best pilot there is). My planes broke! I told you almost everything was going my way at this race. When the smoke cleared the results were as follows (top photo).

Q40			Formula 1		
1	Chip Hyde	1:03.8	1	Mike Helsel	1:07.2
2	Mike Sperry	1:08.2	2	Roy Andrassy	1:09.1
3	Stu McAfee	1:07.4	3	Lloyd Burham	1:10.4
4	J. Da La Vega	1:08.8	4	Mike Sperry	1:21.0
5	M.Lattimore	1:09.2	5	Drew Jerina	1:05.3**
6	Travis Flynn	1:07.4	6	Dave Doyle	1:20.4
7	Harold Sattler	1:08.5	7	Dave Hill	1:28.5
8	Dave Hill	1:12.7	8	D. Martinson	1:21.3
9	Drew Telford	1:09.2	9	Mel Reed	1:47.0
Lee Von Der Hey		1:03.7**			

Mike

Phoenix, AZ, 21-22 - kneeling: Harold Satler, Roy Andrassy , Mike Sperry, Chip Hyde, Stu McAfee. Standing: Sandy Helsel, Mike Helsel, Lee von der Hey, Pam Sperry, ?, Jamie de la Vega.

CAPS Award Banquet, l-r: Joe Lenley - Std 1st, Mike Condon - Man of the Year, Terry Frazer - Q40 1st & club champion, Craig Grunkemeyer - AMA Q500 1st.

District 5 – Terry Frazer

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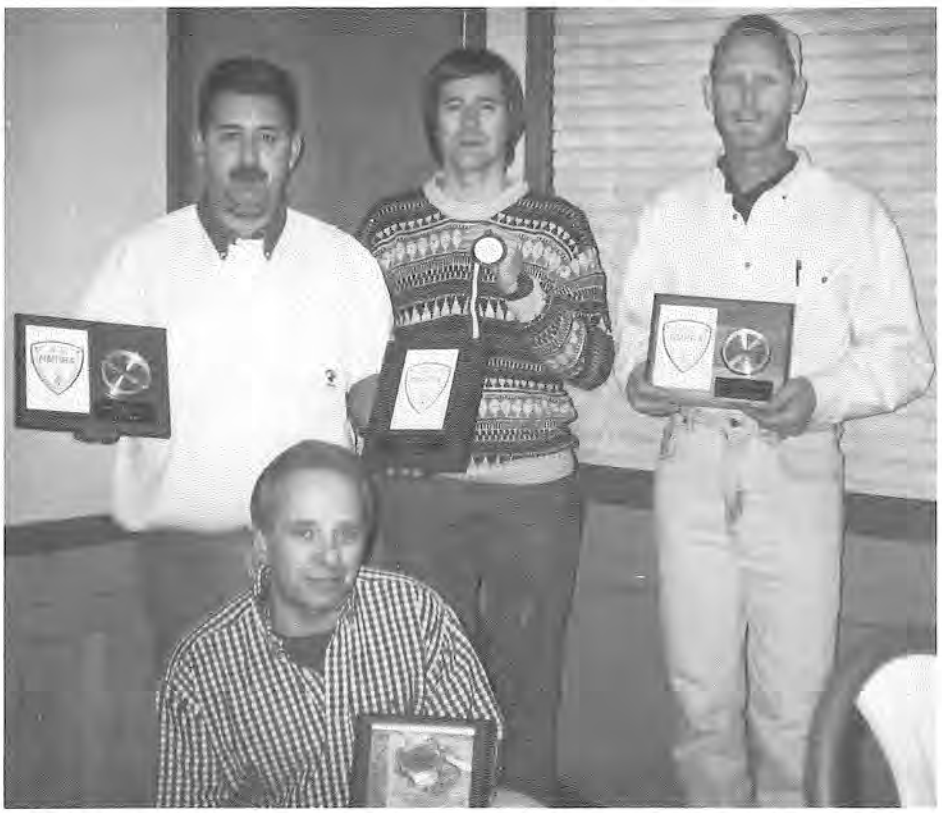
(740) 574-6840

The racing season is almost here and I'm ready to race. I'm looking forward to the Hebron, KY race that Joe Bolte and Brenda Holbrook puts on. In District 5, this is a very prestigious race. The Toledo Expo is just around the corner and Vern Smith asked me to run a Booth for NMPRA. The booth will be selling pins, decals, hats, shirts and memberships. We also will be handing out back issues of NMPRA newsletters. We hope to have a nice display.

District News



NMPRA National Points Awards at CAPS Banquet - standing l-r: Terry Frazer - Q500 7th & Q40 3rd, Todd Bailey - Q500 22nd, Craig Grunkemeyer - Q500 1st. Kneeling: Mike Condon - Q40 18th. Not pictured, Paul Sieden - Q500 21st; Rex Knepper - Q40 19th.

Marcus and Rhonda Blanchard enjoying the CAPS Banquet. Proves you don't have to receive an award to get your picture in the newsletter.

It's been reported that the Wild Turkey that Norm is building was going fast in Phoenix, AZ. I'm here to tell you guys that if you want to go fast, Lyle Larson is the man. I'm flying the Strega and Dago Red, both are just as fast. The quality in his kits are remarkable. My times prove it.

The issue of the airplanes going to fast. Some people want to slow them down because they are dangerous. That's why they call it racing. We need to use netting along with the cages for the course workers to feel more secure. Don't let a hand full of guys dictate what speed we want to race at, enough said. Ok! Let's race and have fun. Till next month.

S/R Racer
Terry

District 8 – Damon Darnall

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E-mail: tmfubar@swbell.net

HOWDY! Hopefully everyone has been building, tuning, making props, and practicing. The district meeting was graciously hosted by Jerry Small. We were updated on the electronic telemetry course, which is making progress; however no date has been set for release. We also made up the 1998 race schedule so please check out the race dates and start planning your trips.

The 1997 Best of the Best District VIII points champions were named. All the trophies for these fine pilots will be awarded at the season opener, which will be in Ft. Worth (Thunderbird field) April 18th &19th. We also decided to award plaques or trophies for 1st through 3rd place and certificates for 4th through 10th place. We are also looking into implementing protective netting to increase safety.

There will be a new incentive program offered to anyone who would like to pull and store the trailer to and from races. Please contact me for more details or to reserve a date. Everyone who attended the meeting voted on whether or not to change the way the district class was run in '97. The decision was made to keep it the same for another year, then review again. This will allow district type motors to race with 428 motors but only fly nine laps. It was also brought to our attention that there's the possibility of us having to slow our race planes down so be prepared, and remember, as long as we are all the same speed, 5 or 10 mph certainly won't take the excitement out of it. I would like to ask everyone who attends a race to please help set up the race course, as well as take it down (No flying will be permitted during this). With everyone helping, the process will take less time, and it will take a load off of a few overworked people. We would really like to thank Dan and Julie Tipps for their tireless efforts during the 1997 season.

Please visit the District 8 Website at www.geocities/capecanaveral/hanger/4773

Thee following is a list of the District VIII champs.

Sportsman

	# Races	Tot Pts	F/T
1. John Meanor	5	409.6	1:49.36
2. John Welch	4	219.1	1:55.89
3. Rob Miller	5	202.2	2:02.93
4. Charles Lapinski	4	197.3	2:04.69
5. Beck Ward	2	156.8	1:48.77
6. Kirk Wickland	3	150.6	2:08.52
7. Don Nix	3	87.5	2:11.13
8. William Campbell	2	33.8	2:07.25
9. Mike Crotz	1	30.2	1:55.99

AMA 428

	# Races	Tot Pts	F/T
1. Mark Parker	6	562.5	1:10.89
2. Mike Hammett	6	512.7	1:15.01
3. Richard Beers	6	511.0	1:11.42
4. Ed Coker	6	468.8	1:15.63

District News

5.	Doug Baker	6	380.6	1:15.85
6.	Chuck Lee	6	378.7	1:16.72
7.	Dubb Jett	6	364.7	1:13.01
8.	Chuck Anderson	6	334.4	1:20.18
9.	Mark Morgan	5	268.5	1:18.53

Q40

		# Races	Tot Pts	F/T
1.	Damon Darnall	5	379.0	1:08.96
2.	Perry Bartlett	5	373.3	1:10.40
3.	Dubb Jett	5	336.0	1:10.20
4.	Dick Richmond	4	271.4	1:10.00
5.	Jerry Small	5	257.5	1:09.75
6.	Cory Campbell	6	248.2	1:11.74
7.	Bill Hager	5	192.7	1:12.04
8.	Scott Sabolich	3	180.2	1:15.94
9.	Mike Tallman	3	176.8	1:12.03

Formula One

		# Races	Tot Pts	F/T
1.	Bill Hager	5	324.9	1:09.14
2.	Drew Jerina	5	173.9	1:09.68
3.	Mike Helsel	2	120.3	1:04.76
4.	Rick Trissel	5	73.1	1:19.27
5.	Allan Green	3	37.3	1:30.82
6.	Dan Tipps	1	1.2 !!	0:00.00

Til next time, have fun!

Damon

District 9
Luis Garcia Blake

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Editor's note: This report was somehow lost among the thousands of files on my hard drives. It was suspose to be printed in the February newsletter along with the race stats, sorry Luis.

FOURTEENTH PEGASO Races

December 13th and 14th, 1997.

On Saturday, a race of the Quickie 500 AMA 428 Category took place and on Sunday a second race of Quickie 500 AMA 428 and a race of Quarter Midget.

The races began according to the programmed schedule, on Saturday, because of the powerful winds, just the Quickie 500 AMA race was performed and the Q40 Saturday race was canceled.

In this Quickie race the pilot that managed to finish his heat without cuts would win. We even had to make a refly three times, which fortunately were won by the same pilot.

On Sunday the two-programmed races were performed, one of Q40 and another of Quickie 500. Fortunately we had a beautiful sunny day with few clouds and almost no wind.

We gladly received three participants from Puebla, four from Guadalajara, two from Toluca, six from the United States and 16 from Mexico City.

The races were planned in five rounds and were developed without setback, They finished around 17:00 when the awards' delivery took place having in all the races thrilling flyoffs for the first places.

At the beginning of the Quickie 500 and AMA 428 races on Saturday the judges from Pylon 1 had some errors giving the signal before the model arrived to the Pylon, because of this Darrol Cady helped us teach them where they have to carry the signal out by placing a flag 20 meters from the cage in perpendicular shape, with which the crossing "line" was established and the problems were finished. Thanks Darrol, from now on " Darrol's flag " will always be placed.

In Pegaso we are used to rewarding the most spectacular accident that each events day has (one trophy a day), this time it was difficult to determine the winners since the powerful wind and the close competition made the races rather bloody, the winners were on Saturday Darrol Cady and on Sunday Richard Verano.

The director of the contest was David Mancilla Garibay, the judge for the Start line was Jorge Hernández Torres and the jugde for Pylon # 1 was Jorge Alfredo Castillo.

MEXICAN RECORDS:

In force records in the District IX (elevation 8045 feet -2452 meters) above the sea level.

The Quarter Midget category record is in Richard Verano's hands with 1:12.53 who did it in this contest (December 14th 1997). The Quickie 500 AMA 428 category record is in Emilio López Rodriguez's hands with 1:17.25 established on June 20th 1997.

Luis Garcia Blake

Quarter Midget
Bob Beaudette

8442 NW 47th Dr, Coral Springs, FL 33067
(954) 340-5437RE-mail: bobbqm40@earthlink.net

Well The news for this month is that one amongst our ranks has proposed another emergency rules proposal to protect us from ourselves. In case you haven't heard, Rick Moreland has proposed a change to mandate smaller venturi's to slow down the Quarter Forty event and the 428 event to head off the AMA in their quest to get the "Pylon Community" in line with the Insurance community and the legal community.

What is truly amazing about the entire situation is that I was under the impression that both these groups of visionaries usually deal in facts. Facts have been sorely missing from any of the correspondence that I have been reading. All of the latest amendments to the rules or equipment requirements have yet to be based on facts. All of it has been based on opinion.

We have been discussing the proper cage requirements for two years now. No one can tell us what the proper equipment should be. Not that the AMA hasn't poured enough money into the project. The tests were done without the proper test vehicles or equipment. What have we learned? That a 5lb projectile can penetrate a piece of chain link fence powered by a rocket motor on a rail. Nothing in those tests even approximates what we fly.

We tried discussing netting. Plenty of data on that issue. Many clubs use netting. Our club uses netting. Our test engineer said that netting would not work. The 5lb projectile goes right through it. The FACT is that in three years time, I have seen, as well as many others, both Quarter Midgets and 428 airplanes fly into the netting and have never even cut the netting never mind fly through it. Don't you think it might be worthwhile testing the material properly.

Now here we come to the Speed department. It seems that Mr. Moreland has Quarter Fortys that consistently go in the 185 to 190mph bracket on the race course. As one who has done extensive radar gun testing including some at the Nationals last year, I say show me. The facts are that the 185mph is an occasional lap. 170 MPH is closer to normal. Again someone has addressed a perceived problem with here-say and no facts. It's truly amazing that we do this to ourselves all the time.

I also take offense to the fact that at no time was the NMPRA consulted on the proposal. As the SIG involved, I would have thought that at least a phone call to the event leaders or President would have been appropriate. A funny thing might happen. You may get some support for a potential proposal properly worded and supported by fact. One day, we should probably decide to do the proper testing, asking and analyzing before we do the writing. It would indeed be refreshing.

In addition to all of this, Mr. Jacobson has responded to the proposed rules change

District News

with the remark that maybe, if we reduce the Nitro content in F-1 to 50% that we should give the manufacturers a year to change their molds to accommodate the lower speeds and to notify engine makers of grave consequences if they redesign engines. And to mandate that they notify proper authorities if they intend to change. I'm sure we'll have a long line of kit manufacturers ready to redesign Formula one aircraft to prepare for the high demand that this change will generate.

This entire situation is out of hand. Until we start thinking as a group (TEAM????) we'll probably continue blindly on with an endless stream of non-factual rules changes and an event that may draw 10 to 12 contestants at the 6 or so events a year that it will probably degrade to.

Rick Moreland certainly did an admirable job in providing some leadership within the Q-40 committee arena. It was sorely needed. In my opinion he has certainly overstepped his bounds on this one. We need to base these issues on FACTS - FACTS - FACTS.

I'll close with the Helmet issue. We instituted a Helmet requirement. Good idea! A proper helmet would certainly save a life if you were hit with an aircraft. My question is, what facts were assembled in determining the requirement? Look at what we allow. Plastic construction helmets, Plastic baseball helmets, and now, bike helmets. Who are we kidding? Those helmets are fine for blunt objects. Certainly not aluminum spinners where the force is concentrated on a very small area. Again where are the supporting facts? Would someone show me I'm wrong.

All this was being put on the Pylon community while we watch the control line guys flying combat or team rat at high speeds, no cages, no helmets, multiple airplanes in the air in the same airspace, etc, etc, etc. I guess we are back to, where are the facts. I certainly support the AMA but fellows, the longer this goes, the less sense it makes. Maybe the AMA leadership should take a little step backwards, take a deep breath, and look at the situation as a whole. Take a real good look at what us ordinary people are being asked to accept. We can deal with issues that are supported by more than what we are given. At least let it make sense to some of these things. It's not very promising as it is.

See Ya
Bob

Quickie 500 - Cliff Telford

1512 S Greenleaf Ct, Winter Springs,
FL 32708 (407) 359-9958 Fax: (407) 359-5063
E-mail: cliffracer@aol.com

Q-500 Season Extended - In consultation with your NMPRA president, Vern Smith, it has been decided to extend the Q-500 season to include all races held on or before November 1. 1998. The reasons are as follows: Last year the Q40 season was extended so that points for the season championship race would count in the standings for 1997. The same will be true for 1998. In order to reduce confusion the Q-500 dates will now coincide with Q40. In 1998 the 31st of October falls on a Saturday. We have included November 1st in the 1998 season so that a two day race on the last weekend in October will not split two racing seasons. Points earned on Nov. 1st will be counted in the 1998 point standings.

Nationals Dates - The format for the AMA-NMPRA Pylon Nationals in Muncie, IN has been changed. The dates are July12-17. Processing will be done on Sunday, the 12th. All Q-500 entries must process on that day. Those who plan to fly other events in addition to Q-500 should process on Sunday also.

Additional processing for Q40 and Form. I will be available for a couple of hours each day before those events are flown. The flying schedule is:

Q-500 Monday and Tuesday with Wednesday morning available if we have weather problems; Q40 on Wednesday and Thursday with Friday morning available for weather problems; Form I on Friday. It will now be possible to fly the Q-500 event in two days if someone can process for you. This was done so that people who want to fly Q-500 only will not have to be present for the entire week. AMA will furnish course workers so that contestants will not be required to work. Volunteers will still be appreciated however. To accommodate these changes, the maximum number of entries will be limited to 76 in each event. So get your entry in early. The cut-off date is June 1st but the entry list may fill up before that.

Retirement - A few days ago I learned that Wayne Yeager is retiring from the AMA RC Racing Contest Board. For more than ten years Wayne has been chairman of the board that writes the rules for our pylon racing events. Many changes occurred during that time. Q-500 became an official AMA event and QM15 (1/4 midget) met its demise. Through it all Wayne kept a cool head and conducted himself in a calm, professional, and gentlemanly manner. I hope his replacement, whoever that may be, can do the same. Happy Retirement !!

Cliff

Formula One – Mike Helsel

7 Still Meadow, Round Rock, TX 78664
(512) 244-2133 E-mail: mike_helsel@dell.com

Just back from the season opener in Phoenix. A bit disappointed in the F1 turnout. Usually 25 to 30 entries, this race had only 10 entries. The entry could have been larger, but some with airplanes chose not to fly. It does appear that F1 is at its lowest point ever. I think it is due to a lot of reasons. F1 always has been the premier event and will remain so despite the ramblings of others. Why? Because it is the hardest, most complicated event we have. Q40 was developed to specifically compete at F1 speeds without the effort. One of the key attributes of F1 has been the "scale judging" before each contest. This was one of the reasons given for the demise of F1. I see now that some Q40 contests are holding beauty contests before their races!

Times have changed, making a living is more demanding, families take more time and the dedication to participate in the premier (most demanding) event wanes.

So what can we do to revive F1? Hold a TOC type event where the big bucks justify the effort it takes to fly F1. Or we could look at a change in the rules to encourage more participation. So far we have eliminated the scale judging and instituted a 1-3, 2-4 takeoff procedure to satisfy the critics without much effect. Other complaints are the cost and noise. The latter resulting in a lack of flying sites. Some have suggested putting Q40 engines in F1 airplanes. What does that get us? An F1 is slightly larger than a Q40 with minor changes in the aircraft design rule, but that is about it. I believe that we have too many similar racing events as it is.

I think we should leave F1 alone and let those who want to compete in the Premier event fly at the PowerMaster NATS, the AMA NATS and the Championship Race just like the Unlimited pilots do at Reno.

Mike

District 1 - Dave Ferrell

1565 Echo Dr., Merced, CA 95340, 209.722.0655

Q5 uses APRA rules

10/11	Merced, CA - CCRA Dave Ferrell 209.722.0655	Q5,AMA
1/10/98	Phoenix, AZ	Q5
1/31-2/1	Las Vegas, NV	Q4
2/15	Sepulveda Basin, CA	Q5,AMA
2/21-22	Phoenix, AZ	F1,Q4
3/14	Sacramento, CA	Q5,AMA,Q4
4/5	Merced, CA	Q5,AMA,Q4
5/2-3	East Bay R/C, CA	Q5,AMA,Q4
5/16	Modesto, CA	Q5,AMA,Q4
6/6-7	Sepulveda Basin, CA	Q5,AMA,Q4
7/4-5	Reno, NV	Q5,AMA,Q4
8/1	Modesto, CA	Q5,AMA,Q4
9/13	Merced, CA	Q5,AMA,Q4
10/6-7	Castle, CA Airport NMPRA District Championship	Q5AMA Dist mem only
10/8-11	Castle Airport, CA NMPRA Championship (members only) Dave Ferrell 209.722.0655	F1,Q4
10/24	Sacramento, CA	Q5,AMA,Q4
10/25	Sepulveda Basin, CA	Q5,AMA,Q4
11/8	Phoenix, AZ	Q5,AMA
12/6	Phoenix, AZ	Q5,AMA,Q4

District 2 - Darrol Cady

10711 NE 37th Ct, Vancouver, WA 98686, 360.573.0987

Q5 uses APRA rules

10/11-12	Bremerton, WA ARCS	F1,Q4
4/5	Kent, WA.	Q5,AMA
5/3	Kent, WA.	Q5,AMA
6/6	Arlington, WA.	Q5,AMA,F1
6/7	Arlington, WA.	Q5,AMA,F1
6/27	Medford, OR.	Q5,AMA,Q4
6/28	Medford, OR.	Q5,AMA,Q4
7/11	Whidbey Is., WA.	Q5,AMA,F1
7/12	Whidbey Is., WA.	Q5,AMA,F1
8/8	Spokane, WA.	Q5,AMA,F1,Q4
8/9	Spokane, WA.	Q5,AMA,F1,Q4
9/19	Ephrada, WA	Q5,AMA,F1,Q4
9/20	Ephrada, WA.	Q5,AMA,F1,Q4
10/10-11	Kent, WA. Q500 APRA Championship	Q5,AMA
11/01	Kent, WA.	Q5,AMA

District 3 - Randy Smith

13 Hawkford Cr NW, Calgary, Alberta T3G 3G2, Canada 403.547.1156

5/9-10	N. Battleford, SK	Pre-season warm-up ALL
6/6-7	Regina, SK	Q5,Q4,F1
6/27-28	Calgary, AB	Q5
7/4-5	Calgary, AB	Q5
7/25-26	Swift Current, SK	Q5,Q4,F1
8/8-9	Prince Albert, SK	Q5,Q4
8/22-23	Saskatoon, SK	Q5,Q4,F1
9/19-20	Winnipeg, Man	Q5

District 4 - Mike Sperry

1614 11th St, Cody, WY 82414, 307.587.5870

3/21	Utah Valley Aeromodelers Curt Robinson 785.7268	Q5
3/28	UVA field Curt Robinson	Q5
4/11	UVA field- Regis John Sheely 768.8998	Q5
4/18	UVA Bill Cowley 225.1709	1/2A
4/19	Mead Randy Tentinger 402.734.0947	Q5SE,AMA
5/9	UVA field-Regis Curt Robinson	Q5
5/16-17	Billings, MT Dick Smith 406.652.3720	Q5,AMA,Q4?
5/23	UVA Bill Cowley	1/2A
5/24	Counsil Bluffs Charlie Tvrdik 402.896.0707	Q5SE,AMA
6/20	UVA Bill Cowley	1/2A
6/28	Mead Buds Hobby 712.322.1378	Q5SE,AMA
7/11	UVA John Sheely	1/2A
7/26	Counsil Bluffs Ward Neesen 402.896.8253	Q5SE,AMA
8/8	UVA field-Regis Curt Robinson	Q5
8/15-16	Billings, MT Dick Smith	Q5,AMA,Q4?
8/22	UVA field Bill Cowley	1/2A
8/30	Mead Dave Reiber 402.474.7761	Q5SE,AMA
9/12	UVA field-Regis John Sheely	Q5
9/19	UVA field Bill Cowley	1/2A
9/27	Counsil Bluffs	Q5SE,AMA
10/10	UVA field-Regis Curt Robinson	Q5
10/17	UVA field Bill Cowley	1/2A
11/14	UVA field-Regis John Sheely	Q5
11/21	UVA field Bill Cowley	1/2A

District 5 - Terry Frazer

2306 Meadow Ridge Ct, Wheelersburg, OH 45694 (740) 574-6840

4/25-26	Hebron, KY Joe Bolte 606.341.4983	Q5SE,AMA(2)
5/2-3	Westland, MI Art Adamisin 313.291.5079	Q5SE,AMA(2)
5/3	Rockford, IL Orv Steinmetz 815.885.1161	Q5E,AMA
5/17	Rockford, IL Glen Weirschke 815.234.3285	Q5E,AMA
5/30	Dayton, OH	Q5SE,AMA
5/31	B. Martin 513.439.5141	Q5S,AMA,Q4
6/6-7	Toledo, OH John Borton 419.882.1165	Q5SE,AMA(2)
6/13	Hamilton, OH	Q5SE,AMA
6/14	Karl Tholen 513.984.9832	Q5S,AMA,Q4
6/27-28	Lucasville, OH Terry Frazer 740.574.6231	Q5SE,AMA(2)
6/28	Novi, MI Chuch Wooley 313.326.6297	Q5,AT6
7/12-17	Muncie, IN AMA NATS	Q5AMA,Q4,F1,FAI
7/19	Rockford, IL Mark Boesen 815.877.3912	Q5
8/8-9	Dayton, OH WPAFB CAPS Classic Mike Condon 313.464.7027	Q5SE,AMA,Q4(1)
8/16	Rockford, IL Dick Shields 815.398.8366	1/2A
8/29-30	Toledo, OH Weak Signals Silver Cup Tom Kroggel 419.385.1635	Q4
9/13	Rockford, IL LeRoy Webb 608.389.4519	Q5E,AMA
9/19-20	Lucasville, OH Terry Frazer 740.574.6213	Q5SE,AMA
10/3-4	Toledo, OH Flying Tigers Pat Falgout 419.841.8957	Q5SE,AMA
10/10-11	Hebron, KY Brenda Holbrook 513.923.4326	Q5SE,AMA

Distict 6 - Richard Moreland

726 Hillmeade Rd., Edgewater, MD 21037, 301.261.7366

4/25/98	Bowie, MD PGRC Albrittion/Rick Moreland	Q5,AMA
5/3	Jackson, NJ Frank Flesch 732.929.8205	Q5SE(2)
5/16-17	Bowie, MD PGRC Myer/Fike Mason-Dixon Classic	Q5AMA,Q4
6/14	Jackson, NJ Frank Flesch 732.929.8205	Q5SE(2)
6/20-21	Chicopee, MA Westover AFB Mason-Dixon Classic	Q5AMA,Q4
6/27	Bowie, MD PGRC Terral/Rehm	Q5,AMA
8/1-2	Bowie, MD PGRC Greenwell/Edsall Mason-Dixon Classic	Q5AMA,Q4
8/9	ackson, NJ Frank Flesch 732.929.8205	Q5SE(2)
8/15	Bowie, MD PGRC Baker/Bass	Q5, AMA
9/12-13	Chicopee, MA Westover AFB	Q5AMA,Q4
9/20	Jackson, NJ Frank Flesch 732.929.8205	Q5SE
9/26-27	NMPRA District Championship Solko	Q5AMA
10/4	Jackson, NJ Annual Cup Race Frank Flesch 732.929.8205	Q5SE(2)
10/10	Bowie, MD PGRC Gillette/Schreiner	Q5,AMA

District 7 -Gary Freeman Sr.

1005 Taproot Dr ., Winter Springs, FL 32708, 407.695.1855

Q5 is SEMPRA Sport Pylon

12/19	Tangerine	
12/20	Dennis O'Brien	Q4
12/21	?	Q5
2/21/98	Brandon, FL Lucien Miller 813.991.4710	Q5(2)
2/22	Brandon, FL Lucien Miller	Q5(2)
4/4	Apopka, FL RCACF Dennis O'Brien 407.886.3324	??
4/5	Apopka, FL RCACF Dennis O'Brien	Q5
4/25-26	Jacksonville Pete Rickard 904.826.3608	Q5(2)
10/31	Jacksonville Pete Rickard	Q5
Season Ends		
11/1	Jacksonville Pete Rickard	Q5
11/7-8	Tampa, FL TRACS District Championship Wayne Smith 813.621.4051	Q5(2)
12/?	Tangerine	Q5
12/?	Tangerine	Q5AMA
12/?	Tangerine	Q4

District 8 - Damon Darnall

6203-214 Pershing Ave, Fort Worth, TX 76116 (817) 763-9303

4/18-19	Ft Worth, TX Cowtown 500	Q5,AMA,Q4,F1(20)
5/9-10	Witchita Falls, TX	Q5,AMA,Q4,F1(2)
5/30-31	Taylor, TX PowerMaster Nationals	Q5,AMA,Q4,F1(1)
6/13-14	Brazoria, TX	Q5,AMA,Q4,F1(2)
8/22-23	Space City, TX	Q5,AMA,Q4,F1(2)
9/5-6	Ft Worth, TX Cowtown Nats	Q5,AMA,Q4,F1(2)
9/26-27	Seagoville,TX	Q5,AMA,Q4,F1(2)

(1) one race per race date, (2) separate race(s) each date, (?) Tentative, (B) Beginner, (S) Standard, (E) Expert, (AMA) AMA 428
(Q5) District rules unless otherwise noted
Example:
Q5SE,AMA - Q500 Standard and Expert district rules plus Q500 AMA 428

Article due dates

April 29

June 10

July 29

September 9

October 21

December 2

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