



The Pylon Racer's Official Voice

NMPRA

HIGH PERFORMANCE

National Miniature Pylon Racing Association

Since 1965

AMA Affiliated

April 99

Presidential Pontification

Some of my most devoted supporters who lurk on secluded bulletin boards on the internet are expressing displeasure that the entry fee for the 99 Nats has been raised. I explained in my December column that we and the AMA are trying another new approach to the vexing worker problem in Muncie. Last year the AMA used a combination of local volunteer commitments, most sprinkled with financial inducements underwritten by the NMPRA, and on site begging by Mike Stokes and myself. The results were less than perfect so we have decided to be more straight forward this year and just buy the entire help package from the local RC club. I'm not sure this will work any better than last year's program did but I could not find a better alternative. The mathematics of computing a raise in entry fees to cover the \$2,500.00 we have committed to the local RC club is imperfect because we have no way of knowing what the total entry will be, and how it will be divided between events. I took my best guess when we set this year's Nats entry fees.

These same devoted supporters seem alarmed that the NMPRA is taking more revenue from the Nats than we are spending to run the event. Without getting into the philosophical implications of free enterprise and socialistic ideals let's look at some of the things it may be in the NMPRA's best interest to fund. I strongly believe, as do most of the members I talk to who have any experience in the race planning and management area, that we must find a way to run our races with five or six workers. The only way to do this is with some type of electronically enhanced race course. Last month the NMPRA funded another electronic pylon course development program for \$2,000.00

I have assurance from the AMA that they will contribute an additional \$12,000.00 to this effort if we can get a working prototype in place. Unfortunately, we have not been able to find anyone to assure us that they can make an electronic course work.

The AMA's new cage specifications have outmoded 90% of the existing pylon cages in America. The new AMA funded cages will help keep racing in good shape in the more active and population intensive areas. The rest of the country is in trouble. I am currently pushing the AMA hard (along with Pylon Contest Board Chairman Duane Gall) to establish a second set of cage standards that will allow most of the cages currently in existence to be used for pylon events where the racers do not exceed 140 mph. This will not happen tomorrow, and may take another series of barrier tests before it can be implemented. I told the AMA that the NMPRA will financially contribute to whatever it takes to establish a second set of cage specifications for slower racing. I don't know how much this may cost but it is certainly a worth while investment to keep our entry level races on a National basis. As you can see, the excess revenue that the 99 Nats will generate has already been spoken for and we're only three months into 1999. I realize there are as many different spending priorities as there are members. I have always tried to put NMPRA expenditures into areas that I felt would benefit the largest number of members, and/or provide us with the biggest bang for the buck.

Please note that the official address of the NMPRA is changing to a post office box in Muncie Indiana. There are a lot of good reasons for this, the most immediate of which is the fact that our devoted and hard working Secretary/Treasurer and newsletter editor is moving. If you take a realistic look at the turmoil and transition time involved in changing the address of the NMPRA every time our officer slate changes it becomes

obvious that a permanent address is the way to go. The AMA has been nice enough to provide us with a drop box and I think we should accept the permanence and stability this gives us. We currently have on hand about \$200.00 worth of membership applications with a return address on them that's about to self destruct. I have made up labels to paste over the old address so they will still be useful but with the Muncie address these type of wasteful situations should not come up again.

JR Gold Cup race #1 -- Held at the desert field of the Speedworld RC Flyers in Phoenix Arizona. Weather conditions were ideal, 55 degrees. At 8 AM, 65 at 10 AM and 75 by 1 PM., no rain, very few clouds, and 5 to 8 mph winds.

Eight or ten contestants took this event rather seriously, they were at the field practicing Wednesday morning. Two of those on hand Wednesday were in the top five. The old racing maxims always apply, you can't do well with bad luck, you are in deep trouble if your equipment is second rate, and you are doomed if you don't practice and prepare.

The race was sold out in early February, three brave soles showed up hoping someone would not be able to make it and they would get in. It turned out to be the percentage play, they all got in, the best part—one of them placed in the top five, maybe being prepared isn't so important after all.

Women are becoming regulars in the pits. Most are wives of contestants, some are girl friends, and now and then a Mom or two will show up. Their level of involvement ranges from enthusiastic cheerleader to on course caller. The Arizona guys are a class act. They provided a temporary toilet facility for women only. The gals were so overwhelmed that they increased their

Continued on next page

visitations from once an hour to every 30 minutes as a sign of their appreciation.

If you are over 45 and wear corrective lenses, your future may be in pylon racing, four out of the top five finishers met this criteria.

On Friday and Saturday night many contestants were hurriedly packing their equipment and heading back to the motel. It seems the NHRA was in town with their Winter Nationals and the World of Outlaws were at the legendary Mansenita dirt track this weekend. I guess if you're a racer you like all kinds.

The Speedworld R/C club, club president Bill Stamm and CD Hal Grier did an excellent job. As always, the course workers had to be the biggest pylon race fans of all. Nobody would stand in the Arizona sun for eight hours and watch over 120 four plane heats unless they loved racing. Let's hope

this never changes because if it does we'll all be flying pattern.

The JR Gold Cup Series is off to a great start. The best came to Phoenix as well as a bunch more guys who intend to be the best. The heat times between the fastest and the 18th fastest was four seconds. The majority of the heat races were decided by less than two seconds. It was good tough racing heat after heat, no freebies, never a chance to relax. This is what the Gold Cup is supposed to be about. So far so good.

See you in Merced California for race number two, Bowie Maryland for number three, Dayton Ohio for number four and Orlando Florida for number five.



SHIPPING WITH UPS

by David Doyle

Yes they do hurt planes from time to time, but then they all do. If you pack the planes for a big drop, then you have a better chance. Here is how I do it.

I pack the planes in a wood box and cover all wings and bodies with foam. Do not put the engines in the plane or in the box. They cause damage when the box is dropped. Stuff the box and all air spaces with foam or put the planes in a jig. Weigh the box and measure all three dimensions. Tape a copy of this information to the top of the box and keep a copy with you.

Now for the UPS part: Write down the address and zip code of the place you want them to pick up the box. Do the same from the place you are sending the box to. Decide how much you want to insure the contents of the box. Write this down also. Write down the dates you are shipping out and the dates you are shipping back. I have them pick the box up at my office and ship it to the hotel and then pick the box up from the hotel the Monday after the race and ship it back to my office. The pick up costs \$5.00 each way, well worth it for the time it saves me.

Now you are ready to call UPS. Call them at 1-800-PICKUPS (1-800-742-5807) and give them the above information just

like you would your travel agent. They will tell you the cost for the trip out. They will not schedule the return trip until the box arrives at the first destination. You must call UPS a second time once you get to the race site. I send UPS regular ground for the cheapest rate (about \$25 across the country), but it takes at least five business days so it takes some advanced planning. UPS will only take personal checks from the location where the pick up is taking place. All other locations, you must give cash or a money order. If you live in Houston and want a pick up there, a check from a Houston bank for the exact amount will be accepted. Your Houston check will be no good in Md. So you must get a money order made out to UPS for the exact amount for the return trip or you must give the exact amount in cash to the hotel for them to give to UPS when they pick up the box for the return trip.

We found that most gas stations that have convenience stores carry money orders.

Get two good size mailing labels and make one out for going and one for returning. Affix the going one to the top of the box and put clear tape over it. Put the other label in your suitcase and install it on the box for the return trip. A little smoozing and a small tip will ensure that the hotel staff let the UPS person have the box and the envelope with the money order in it when they arrive on Monday.

Editor's Request

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Best way:
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Fax (508) 432-9939 (10pt, no justify)
Modem file transfer (8N1 Y or Z)
Disk - IBM compatible
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Typewriter
Long hand (worst way)

Call the Editor if you have a problem

Race Announcement Policy

High Performance will publish announcements of upcoming races free of charge, on a first come, space available basis. Also, camera ready copy no larger than 7.5" wide by 2.5" high (border dimension). Copy must be received by the Editor or President no later than the announced due date.

Advertising Rates

Rates are for camera ready artwork. Artwork, composition and typesetting will be charged at cost. Printable area 7.5x10, lpi=133, half tone permitted.

	Size(WxL)	Single	Annual
Full Page	7.5x10	\$100	\$700
Half Page	7.5 x 5	\$ 70	\$490
Quarter Page	7.5 x 2.5	\$ 40	\$280
Econo Ad	3-5/8x2-3/8	\$ 20	\$140

Wanted

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

Hall of Fame

Ron Schorr (1994)

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Ed Shipe (1995)

Paul Page (1998)

Jerry Nelson (1999)

Gil Horstman (1999)

Official AMA Records

421-F1-Op	Richard Verano - 1:03.16 - 3/28/92
421-F1-Sr	Henson Bartle - 1:07.94 - 10/10/98
421-F1-Jr	Matt Van Baren - 1:10.81 - 8/18/96
422-Q40-Op	Chip Hyde - 1:01.74 - 10/11/98
422-Q40-Sr	Henson Bartle - 1:04.90 - 10/09/98
422-Q40-Jr	Matt Van Baren - 1:04.24 - 6/6/98
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	*Gary Schmidt - 1:05.20 - 1-17-99
428-Q500-Sr-2.5m	Seth Tomblin - 1:11.16 - 10/06/96
428-Q500-Jr-2.5m	Matt Van Baren - 1:13.19 - 5/24/98

* applied for AMA Official Record

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QUARTER FORTY

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PHOENIX, AZ Feb. 27, 28

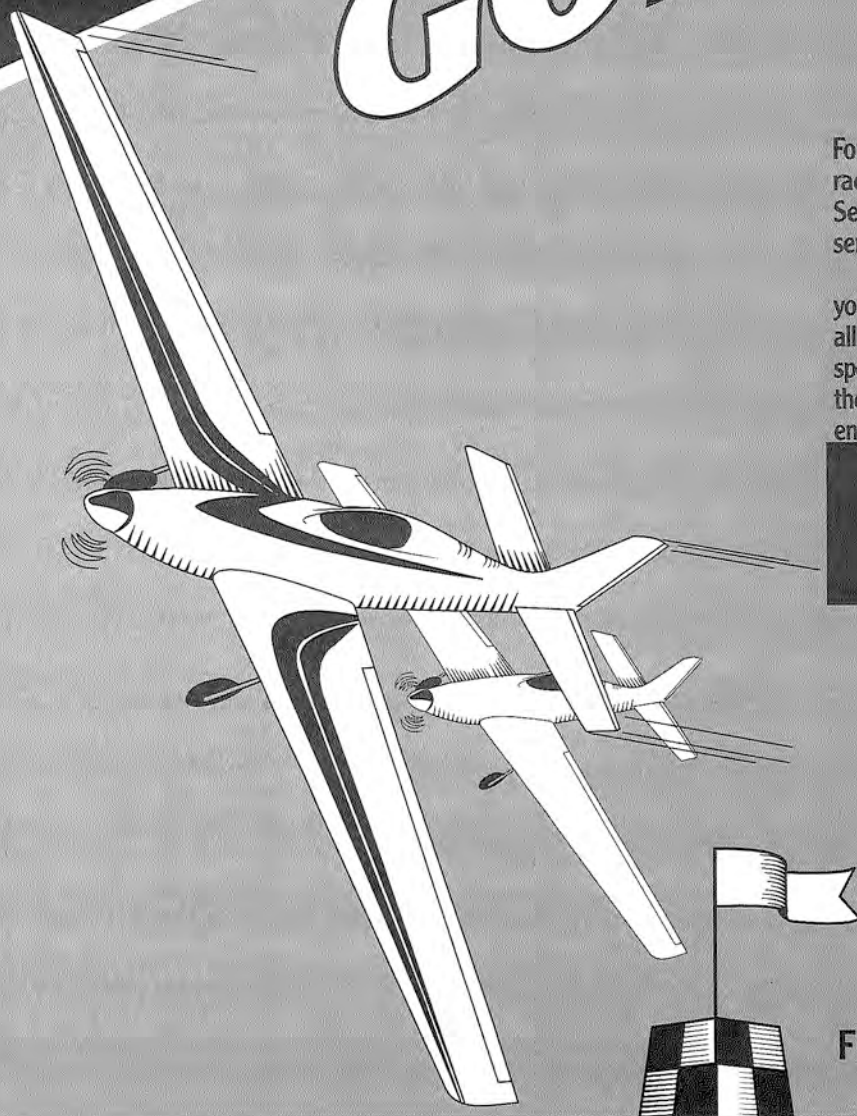
MERCED, CA Apr. 24, 25

BOWIE, MD May 22, 23

DAYTON, OH Sept. 11, 12

TANGERINE Dec. 11, 12

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1999 JR Gold Cup Series



What's Next

Merced, CA - April 24-25
Bowie, MD - May 22-23
Dayton OH - Sept. 11-12
Orlando FL - Dec. 11-12

Phoenix Results

- 1 Chip Hyde
- 2 Darrol Cady
- 3 Rusty Van Baren
- 4 Dave Shadel
- 5 Bob Dible
- 6 Richard Verano
- 7 Lyle Larson
- 8 Harold Sattler
- 9 Vern Smith
- 10 Tony Lopez

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THE CRAP TRAP

By Dub Jett

I keep reading and hearing stuff from time to time that makes my hair stand on end, so I thought I would give you an alternative view, and hopefully help lift a little fog.

I have a saying: "If you assume the obvious, you are probably wrong." Be careful when someone tells you something that makes a lot of sense, appeals to what you already want to believe and costs you money. For example, "My golf game is not very good because I have cheap golf clubs", or, "He is going faster because he has a better airplane than I do". Lack of practice might be the real reason, but you can spend a lot of money to find out.

Measuring top dead center (TDC) so that you can get head clearance is a pain. Someone published info last month on a tool to help get it right. The tool probably works well, but a better and more accurate way costs nothing. I can go into a long explanation about why conventional methods are not accurate, but the bottom line is that under pressure your rod compresses somewhat, so that you will have greater head clearance during running than you measure. This is ok, however, because you are looking for consistency, not absolute accuracy. If you measure head clearance the same way

every time, and get the same answer on the same engine, then you have a good system.

Methods that clamp the cylinder so that you can get a tight piston to TDC also compress the rod, but by a varying amount depending upon tightness of the piston and upon the engine temperature. If you are curious, take a tight engine and put the piston at TDC, then remove the head. After you have measured the TDC dimension, then move over to the outside of the sleeve and measure the distance from the top down to the case. Rock the shaft slightly, and note that the sleeve moves up and down slightly (usually .001" to .003"). This is the amount your rod compressed. If you do not know how much your rod compressed during measurement, then you will get bad data.

Now, forget all the obvious things people tell you about rod clearance and bearing play, etc. These tend to work in the same direction and therefore cancel out in the calculations. All you need to know is the stroke of the engine, which you can easily measure, or get from the manufacturer. Once you measure it, then it takes about 15 seconds to get TDC. Measure bottom dead center, BDC, by pushing the piston all the way down. You don't even need to rock the shaft because it goes down easily. Take that number, (say, .896) and subtract the stroke, (say .708) and you get TDC, (say .188). This

number is accurate, consistent, and the number you should use.

All that's left is making sure you have the stroke correct. Find an old piston, rod, and sleeve combination, sandpaper or turn down the piston so that it will go easily up and down in the sleeve, and measure top and bottom dead center directly. The difference in those two dimensions is the stroke, which is usually about .708 for a .40. Another way is to run the engine, get it hot and kill it immediately. Quickly remove the plug and put the engine at TDC while the engine is still hot and loose. After the engine cools, remove the head and measure the TDC dimension, then rotate the engine to BDC and measure that dimension. Again, the difference is the stroke. The best way is the loose piston and sleeve. This is what I use.

Again, don't listen to the obvious. Rod and length and clearance will not affect the stroke. You can use your loose piston and sleeve tool on all your engines to measure the stroke.

Two last things: Measure the same spot on your piston. They really aren't that flat after they have been run some. If you are using shims, it is best to measure the parts without the shims, then measure the shims with a micrometer and adjust accordingly. The stack height of shims is pretty hard to measure when they are piled on a cylinder, or head.

I have a long list of crap to trap. Perhaps later.

SPECIAL ANNOUNCEMENT

New Quarter 40 VP Announced

I am pleased to announce that Barry Leavengood from the Los Angeles area has accepted the Q40 VP position. Barry, along with lovely wife Sonia, is very active in racing in the South West and runs several contests each year in the Los Angeles area.

Barry is a computer software development engineer which is valuable expertise to bring to the NMPRA. He has a refreshing outlook on our sport, and even promotes his

racers to the point that spectators show up. The thing I like about him most is his caller Sonia, for the Leavengoods this is truly a family activity.

On behalf of the NMPRA membership I would like to thank Bob Beaudette for his three years of service as Q40 VP. Bob brought an admirable mix of a pleasant personality, race management expertise, and tough competitiveness to the job. He was

completely unselfish with his knowledge and expertise, spending hours on the phone answering questions from fellow modelers or writing "how to" articles for publication.

The idea of a special race series which is now the JR Gold Cup series was Bob's idea. We have to add innovator to his list of accomplishments as well. Thanks Bob, we appreciate your service.

Vern Smith, Pres.

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NEWS FLASH!

- *Revolution V-Tail* dominates the 1997 National Championship at Muncie, IN.
- Top AMA Pilots fly the *Revolution* to 1st, 2nd, 3rd, 5th, 9th finishes.
- Roy Andrassey from Canada sets **fast time 1:10** with *Revolution*.
- Richard Verano takes **1st Place** in all 4 Pylon events! Named AMA "Category Nats Champion - RC Racing Pylon."

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District News



District 1 - Dave Ferrell

1565 Echo Dr, Merced, CA 95340
(209) 722-0655 E-mail: pylonflyer@aol.com

Race date change!! The May 8-9 race at EBRC has been canceled.

The Basin got off to a good start this year with 47 contestants racing in 428/APRA/Q40. I do not have a report on the event so will give you the results.

Feb. 7, Sepulveda Basin

APRA	Q40
1. Brian Mariani 1:34.34*	1. Richard Verano 1:03.52*
2. David Curtis 1:44.78	2. R. Van Baren 1:03.90
3. Richard Tucker 1:39.73	3. Mark Lattimore 1:07.21
4. Matt Cook 1:40.42	4. Fred Burgdorf 1:06.09
5. George Finch 1:58.30	5. Randy Bridge 1:05.52

1. Jim Allen 1:09.41	4. Scott McAfee 1:18.41
2. Bill Malo 1:11.12	5. Gary Schmidt 1:06.59*
3. Drew Telford 1:13.13	6. David Carter 1:13.81

Phoenix, Feb. 27-28

The JR-NMPRA Gold Cup Race #1

1. Chip Hyde 1:02.35*	6. Rich Veranno 1:05.17
2. Darrol Cady 1:02.51	7. Lyle Larson 1:06.58
3. R. Van Baren 1:05.03	8. Harold Sattler 1:06.99
4. Dave Shadel 1:04.66	9. Vern Smith 1:07.28
5. Bob Dible 1:08.55	10. Tony Lopez 1:02.58

Again, I did not get a report on the race but was told it went well and I can believe that because I have been to several of Jim Allen's races and they are always a class act.

I am busy getting things set up for the second JR/NMPRA Gold Cup Race at Castle Airport, April 24th. & 25th. We will be holding a CCRA 428-APRA-Q40 tune-up race at the Merced Club field April 11th to work on training the workers.

I'm having a hard time coming up with anything to say this month. Hopefully I can do better next month, until then.

*Bank-n-yank
Dave*

District 2 - Darrol Cady

10711 NE 37th Ct., Vancouver, WA 98686
(306) 573-0987
E-mail: dcady@pacifier.com

Race report February 14, 1999 by, Tom Strom Sr. CD.

Well, here it is, mid February and we are all eagerly anticipating the first race of the 1999 winter quickie season. The day dawned gray and dreary, as we gathered at the Kent flying site. We started to put the course up, and darned if Stan did not get his

truck stuck in the mud. So here comes Eric with his four-wheel drive truck to pull him out. Well, that didn't work. We un-hooked the trailer from Stan's truck, and moved the trailer to the runway, where Eric finally moved it to the #1 pylon spot. We also got Stan un-stuck. With the course put up, test flying over, registration over, we began the battle in APRA. We only had six in this event, but those six had a great time. There were some great races between Dick Salter and JR Fisk, Kirk Pennock and Jarrett Cangie were fighting it out as well. But Team Green would prevail on this day, with Eric Ide taking first, with his teammate JR Fisk finishing second and Jarrett in third.

Now it was on to the Nelson class. We all watched the much anticipated test flight of Matt Mikko and his new dinosaur plane, the Velociraptor. After his test flight we were all trying to figure out who would finish second and third. Matt has a very good airplane. Matt served notice after the first round that he meant to win this thing. He posted the day's fastest time of 1:11. But Dave Torre was also going well, with a 1:14, Steve Milos with a 1:17, Al Watson with 1:13. I have never seen such good racing this early in the season. It was obvious that everyone was ready to break out of the winter blues. We had 14 entries in this class so we had 3 plane heats, 5 heats per round. I can not remember every heat, but here seemed to be a lot of good close racing. John Headley and Andrew McIndoe came down from Canada, and were both going very well, until Andrew blew his repaired wing apart. I have to give credit to everyone who worked this race; there was only one re-fly due to course malfunction. My job as CD was very enjoyable. The Country Pride dance team came and did the hot coffee and donuts, and hamburger and hotdog thing again. The sun finally came out and the rest of the afternoon racing was great. We had a tie for 2nd and 3rd, between John Headley and Steve Milos, with John winning. Matt Mikko had some bad luck and did not place in the top this time, but just wait. He will be there, and probably with a new district fast time. AMA 428 finished Tom Strom Sr 1st, John Headley 2nd, Steve Milos 3rd. Looking forward to the March race, which I also CD, and hope we have the same work crew, and a few more racers. Until next time, thanks to

all again for such a good race, and I hope we will be done by 1530 hrs again.

428-APRA	428 Quickie
1. Eric Ide 1:39.31	1. Tom Strom Sr 1:12.67
2. JR Fisk 2:01.74	2. John Headley 1:17.52
3. Jarret Cangie 1:40.42	3. Steve Milos 1:15.40
4. Kirk Pennock 1:48.83	4. Jon Packer 1:14.95
5. Dick Salter 1:49.43	5. Nelson Eddy 1:11.17

It looks to me like Rhonda and I missed a good race. I do not have the records handy, but I think that many of these racers have done their personal best. Good Job! We were missing some of the regular APRA racers, but with the weather the way it has been for the last 3 months, I can understand why many stayed home. They probably didn't even get their airplanes ready. Did not expect the weather to let them fly.

The big news this month in the National racing would have to be the first JR Gold Cup Race held in Phoenix, Arizona February 27 and 28, 1999. This was the first race of the 5 scheduled for this year. The race was well attended by the Nation as well as District 2. Our own Steve Milos, Matt Mikko, and Andrew McIndoe were there to compete with the full contest of 56 entries. They found themselves competing with the "Best of the Best" Q40 racers in the world. They arrived on Thursday to get ready for the test flying on Friday. The lines were long, as many racers were there to do the same. At times the practice lines were some 30 racers deep. All went well with Matt winning test day. He clearly had the fastest combination on the course. Steve and Andrew also finished the details of trimming their airplanes and were ready for the race to start on Saturday.

The first racers were at the field before the sun came up. The pilot's meeting was completed by 8:30 am and the first of five rounds were called to the line by one of our ex NW racers, Ted Puzio. Ted did a great job for the two days calling all the pilots to the line and making sure that everyone was

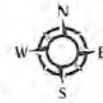
NEXT ARTICLE

DUE DATE

APRIL 28



District News



on the truck bound for the starting line for their heats. The race on Saturday began. Steve was a winner in his first heat with a 1:10.61. Andrew finished fourth place in his first heat. Matt sadly took a zero in his first heat, but in his second heat he got a first place with a 1:04.99. In Andrews's second heat he was consistent. He got fourth, with a 1:13.43. Steve received a zero in the second heat but was undaunted, and came back in the third heat and finished second with a time of 1:11.35. Andrew placed fourth again in his third heat with a time of 1:20.22. Matt was a little quick on the thumbs in his third heat and double cut for a zero. Matt did make a good come back in the fourth heat and got another first place with a 1:08.32. Steve was back with another second place in the fourth round with a 1:10.02. Matt picked up another win in the fourth round with a 1:08.32. Andrew, still being consistent with 1:16.52 came in fourth. The sun starting to set brought the Northwest Team into the fifth round. Steve Milos being Mr. Consistent came in with another second place. Andrew received another 4th place. The worst part of the 5th round was when the sun sat on Matt's new scale Miss Ashley. He made a real fast touch and stay at the start/finish line. Sorry about that one Matt, it was not only fast, it looked great. That ended the first day of racing at the Gold cup for the Northwest Team.

Sunday brought much more quick racing. Steve Milos received two more seconds and a forth on Sunday. He also received his fast time of 1:09.65 for the race during his first heat. Matt earned two seconds and a third for his three Sunday heats. Andrew ended his day with two goose eggs and his best heat of the meet, a second.

The places and best times for the Northwest Team are as follows: 2ndDarrol Cady 1:02.5131 points, 25thSteve Milos1:09.65 20 points, 30thMatt Mikko1:04.9916 points, 51stAndrew McIndoe1:13.43 8 points

I must take the space here to thank the Speedworld R/C Club, NMPRA, JR, Powermaster, and all the other sponsors that made this an outstanding event. I would like to mention all the people that worked so hard on the contest by name, but there were too many to name and you know who you are. THANK YOU!

There was another thing that made this a real contest. Not only were the frequencies

limited, but the matrix was truly random. There was no juggling of the columns to put certain groups together in the same column, so they would not have to fly each other. Thank you Jim Allen for doing it the right way.

This race was as well prepared and as professionally done as any race we have ever attended. It is the way that Bob Beaudette envisioned it, President Vern Smith put the series together, and Jimmy Allen and the Speedworld R/C Club for doing the first race so well, our thanks to all of you.

For all of you planning on hosting one of the JR Gold Cup races, this well-done race should be the model for all the series. A well prepared site and workers that wanted to be there and did a spectacular job.

Kent Quickie Race March 7, 1999 by Tom Strom, CD -- Well, the second race of the season had considerably better weather than the first. The sun was out, and the winds were light. After the course was set up and registration was over, we started the day with APRA class. We had nine entrants, but one broke his only airplane test flying, so the matrix was made with the remaining eight flyers. John Hillyard and Bruce Teal served notice that Eric Ide was in for a battle if he wanted to repeat his APRA title. Ken Howell was back also, and was looking for his first win. There was some very good racing, and when the dust settled, John Hillyard not only won, but set new district record in APRA.

Then it was the experts turn. We had 17 flyers for the 428 event. I think the heat was the one with Matt Mikko and myself was one of the best. Matt won with a 1:11.69 to my 1:11.80. Fun heat. John Headley came down from Canada and was a factor again. Mike Brownlee, Brian Richmond, Jon Packer were also going well. But, Darrol Cady was back in town, and with the help of his wife Rhonda, they proved to be the best that day again. A special thanks to all who helped make this race a success, and looking forward to next month.

APRA Quickie 3/7/99 428 Quickie 500

1. John Hillyard	1:34.61	1. Darrol Cady	1:12.59
2. Bruce Teal	1:38.59	2. M. Brownlee	1:16.88
3. Eric Ide	1:39.49	3. John Headley	1:16.11
4. Ken Howell	1:53.96	4. Bri Richmond	1:13.59
5. Jerrett Cangie	1:39.31	5. Nelson Eddy	1:13.83

While reading the posts on the Internet, about the cages, I was impressed. There was real thought put into the problem by all of you. We are in agreement, as is the AMA and the NMPRA. The goal is to increase participation, not stop racing. A lesser cage for the slower classes would be a nice thing, but the cost of testing and the time it took for the last batch of tests are prohibiting.

The ultimate solution to the workers protection is the Electronic Race Course. We wish it was here now, but it is not. The next best thing to getting the workers off the course is to make them sideline judges. We have considered doing it here in the Northwest. Al Watson has put considerable thought in how it can be done. Pylons 2 and 3 can be better judged from the sideline than they can be from the cages. Number 1 can be better flagged and cuts called and identified from the pits than they can from the #1 cage. The only drawback to the sideline judging on the #1 is "slices", and "the Texas button-hook". They would disappear for the sideline judging. The flyer would have to go far enough, but not necessarily around the pylon. The shortest and fastest course would still be around the pylon.

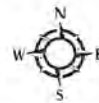
We have the cut posting system already in our district. We would have to go back to a light system for flagging on #1 and build a system to count the laps from the sideline and post it at the starters cage, as well as have the cuts reported for the lap-counters. There are a few other things that need to be worked out, but it will work. With this system we would only need a starter and an assistant on the course. The timers could be started from the starter's cage, and then stopped by the lap-timers, or both could be done from the sideline. I also believe that it would be easier to get workers to man the positions if the airplanes did not frighten them.

Racing would be as it is, and I believe that racing would be better served if sideline judging was an alternate for the approved cages. The equipment would be relatively less expensive and a set of plans could be drawn up how to build the equipment needed to run a race off course. Again it would be much more portable than the big cages. The most portable would be the Electronic Race Course..... UPS could do it.

Darrol



District News



District 4 - Mike Sperry

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(307) 587-5870
E-mail: sperrym@mail.nwc.whec.n.edu

The Phoenix weather was good the last few years but this year it was exceptional! If you like racing in perfect conditions against the worlds best than this year's Phoenix Gold Cup race couldn't be topped. Every heat tightly contested. You'd better fly in the 0's and not make a mistake or you would be beat.

My new design is going to work out great. It didn't seem to have any bad tendencies. I think it will be competitive if I can fly the course better. I didn't fly well at Phoenix but I'm confident that it was me, not the airplane. Anyway, Pam seemed to be ok with it, and that is what counts at PMS racing.

I mentioned that I had found an easy way to build a hollow composite wing and that if it worked I would write about it. I say it is easy because you don't have to build a full blown plug first, then make a mold from it. What I did was to take 4" foam (blue type) and cut the wing out as normal, throw away the wing and use the shucks. You have to cut in the dihedral sweep etc. Be careful and measure both halves accurate because you have to glue the two halves together on a board to form a top and bottom half of the mold. Vacuum bag on a few layers of cloth with a Mylar top for a finish. Of course the wing will not have any tips on it and you'll have to add those later. I do think that after you added them you could go back and put the wing back in the mold and add the tips to the mold. I'm going to make a quickie wing mold next and it will be even easier with no sweep or dihedral. If you want more info e-mail me and I'll tell you what I know.

The golf course is greening up.

Mike

District 6 - John Fike

12706 Beaverdale Ln, Bowie, MD 20715-3912
(301) 262-1486

Just when I thought all the snow was over down here in Maryland, we get eight inches on the 9th of March. I put the props away, got the skis back out, played hooky from

work and hit the slopes. Glad to say that I'm back all in one piece.

I received a letter from the Gateway Pylon Racing Association from the New Jersey area that listed all of their upcoming races, ten races in all. I hope you guys did more building than skiing because it sounds like you're going to be busy this summer. Please see their race schedule elsewhere in this newsletter.

JR Q40 Gold Cup Race (Phoenix, AZ) Feb 27 & 28 -- I have some sketchy information regarding the race. Official results will most likely be posted elsewhere in this newsletter. From our district, the following were in attendance. Vern Smith 9th, Rick Moreland 38th, Art Edsall 46th and Lloyd Burnham 53rd. And Lloyd well, Lloyd kinda started this year off where last year ended. Let's just say he didn't have to be that careful when he packed his airplane for travel on the return trip and it didn't take as much room in cargo. Hang in there Lloyd. I'm told that all had a good time. The weather was spectacular and the race conditions without flaw. The following is based on here say.

JR Q40 Gold Cup Race (Bowie, MD) May 22-23

CD for the race is Chic White. (703) 768-6347

Room reservations should be made in advance. Rick Moreland has the details (301-261-7366)

CAGES — I've been waiting for some word on when the District 6 cages will be ready and some sort of idea of how we are going to get them from Muncie to our area. We're going into the pro-active mode now. Still no word on any of the other district 6 areas on what their cage situation is. Cages must be approved prior to having a valid sanction for your race.

More news later.

*Regards
The Fikester*

District 7 Gary Freeman Sr.

1005 Taproot Dr., Winter Springs, FL 32708
(407) 695-1855

Nitro fumes have filled the air once again in District 7 as the Brandon Model Flyers

located in Brandon Florida hosted this past weekend's race. Contest Director Lucien Miller, assisted by Henry Burnside and Rolando Perez provided SEMBRA with a great race facility, food, and overall great time. Twenty entries enjoyed the newly positioned racecourse including their 400' runway. The weather even cooperated by providing a head wind for take off, blue skies and mid 70 temperature. Unfortunately, we were not as fortunate on Sunday. A large front was coming from the east and was due to arrive within a few hours. The wind was already blowing 20 mph and gusting to 30mph. A pilot's meeting was held to discuss rescheduling the Sunday race on a weekend in May and then everyone got creative. In an effort to promote AMA 428, it was agreed to run the May race on the long course with a mixed matrix of AMA428 and SEMBRA. Those entries wanting to race 428 could do so, as could those who wanted to run SEMBRA. Each class would be racing against themselves with trophies for each. On the way home, I thought about some minor details we will need to work out, but it is an interesting concept and will be fun. I'll let you know how the event did in another newsletter.

Back to Saturday's race. The pilots were ready to race since the last SEMBRA race was held in December during Tangerine. The first round provided some intense racing and fast times. Gary Freeman, Jr. came out with a 1:05 in the first heat with Ft. Lauderdale's Don Moody posting a 1:06. I called for Gary Jr. and "Rocket" Ray Brown called for Don. After it was over, Ray and I were just as "pumped" as Don and Gary Jr. This set the pace for the day. The day continued with each heat providing intense competition and then Apopka's Dennis O'Brien put his "brain to thumb" linkage to the test. With his caller, Gary Freeman, Jr., Dennis pulled in a 1:03.60. This turned out to be the fast time of the event.

When all the dust settled, there was a tie for 1st place Expert between Dennis O'Brien and Gary Freeman, Jr. and 1st place Standard between Richard Rosenberg and Henry Hillcoat. Dennis and Gary decided to go by times while Henry and Richard went head to head with Richard taking the checkered flag. Congratulations to all the pilots who attended this event and if you missed this one, get to the one in May. The



District News



following are the top five places for Saturday and as the results will show, competition was very close. Two perfect scores took 1st and 2nd places, one point down took 3rd place, and two points down took 4th and 5th.

I want to thank Rolando, Henry, Lucien, and all the workers for a well managed race, great food, and an overall fun time.

Expert		Standard	
1. D. O'Brien	1:03.60*	1. Rich Rosenberg	1:36.38
2. G. Freeman Jr	1:05.54	2. Henry Hillcoat	1:38.56
3. Ray Brown	1:07.50	3. Jason Burnside	1:25.63*
4. Don Moody	1:06.53	4. Don Wilbur	1:39.88
5. G. Freeman Sr	1:17.15	5. James Creech	1:35.66

SEMPRA is putting together the second half of their race program for 1999. Tampa and Jacksonville areas have already scheduled races and interest being shown in the Ft. Lauderdale and Decatur, Alabama. To date the 1999 race confirmed schedule contains the following races:

Gary

District 8 – Randy Ritch

4104 Lark Lane, Houston, TX 77025-5831
(713) 661-5458, E-mail: rrritch@msn.com

It is almost race time again here in Texas. In early January several Dist 8 members met in Ennis TX to discuss the upcoming races for 1999 as well as the procedures for the 1999 racing season. We all had a great time, we ate lunch and did a lot of bench racing. Jerry Small brought his new airplane so we could all touch and feel it. I must say it looked great, and for those of you that didn't come you missed a very nice day.

We have a full race season planned and hopefully it will be a good and safe one. We

will be racing in Seguin TX for the first time in about 15 years. This is an awesome place to fly, miles and mile of concrete. Any of you guys from other Districts who would like to attend, we would love to have you race with us, so make plans to attend.

For everyone who hasn't heard the rumors of the new equipment, the rumors are true. We are for sure getting new equipment ! The word I get is that we should receive the new trailer around the first part of April, that means for the first race we will have the new equipment. We all need to thank the AMA for this.

For any of you who are outside of Dist 8, we would love to have you come race with us. If anyone needs more information please feel free to contact me. I hate to cut this issue short but I am headed for the flying field to test fly a new Dago Red. So until next time, go fast and turn left.

Randy

Quickie 500 - Cliff Telford

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

Points — Only 14 races have been reported so there is not much sense in publishing the Top Twenty. No one has points from seven races. Darrol Cady has earned points at six of the 14 races reported so he is off to a good start. Darrol has traveled from WA to FL, AZ, CA, and Mexico to race. Jim Allen has two wins and a second place in the 3 races he has attended so he too is off to a good start.

Cages — The first set of AMA cages has been sent to Arizona where they have been put to good use this past winter. Steve Kaluf at AMA Headquarters has informed me that the next set will be completed by April 1st, and one set per week thereafter until ten sets have been built. A delivery schedule will be worked out between AMA and NMPRA with priority given to the earliest sanctioned races. AMA will retain ownership and the cages will be titled, registered, and insured in Indiana. Further details such as transportation, storage, maintenance, etc. will be worked out among the parties involved. Further consideration is also being given to the idea of allowing the continued use of some existing cages where only Q-500 and other slower events are flown. More on this later.

Dues — NMPRA dues should have been paid by now in order to retain any points earned before the end of March.

Great Web Site — Check out the web site at <www.aafo.com> for photos, film clips (with sound), and more info about the Reno Air Races.

Cliff



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District 1 - Dave Ferrell

1565 Echo Dr., Merced, CA 95340
209.722.0655

Q5 uses APRA rules

11/8	Phoenix, AZ	Q5,AMA
12/6	Phoenix, AZ	Q5,AMA,Q4
1/16-17	Phoenix, AZ Winterfest	Q5AMA
2/7	Sepelveda Basin, CA	Q5,Q5AMA,Q4
2/27-28	Phoenix, AZ, - JR Gold Cup	Q4
4/11	Merced	Q5,Q5AMA,Q4
4/24-25	Merced, CA - JR Q40 Gold Cup	Q4
5/16	Sepelveda Basin,CA	Q5,Q5AMA,Q4
5/29-30	Whittier, CA	
6/12-13	Sepelveda Basin	Q5,Q5AMA,Q4
7/2-3	Reno, NV	Q5,Q5AMA,Q4
9/4-5	Modesto	Q5,Q5AMA,Q4
10/3	Merced	Q5,Q5AMA,Q4
10/24		Q5,Q5AMA,Q4

District 2 - Darrol Cady

10711 NE 37th Ct, Vancouver, WA 98686
360.573.0987

Q5 uses APRA rules

11/01	Kent, WA.	Q5,Q5AMA
2/6-7	Puyallup Expo - Fair Grounds	
2/14	Kent, WA - Hawks	Q5,Q5AMA
3/7	Kent, WA - Hawks	Q5,Q5AMA
4/4	Kent, WA - Hawks	Q5,Q5AMA
5/2	Kent, WA - Hawks	Q5,Q5AMA
6/5-6	Arlington	Q5,Q5AMA,Q4
6/26-27	Whidbey Island, WA Al Watson 425.746.9519	Q5,Q5AMA,Q4
7/24-25	Spokane, WA - Barons	Q5,Q5AMA,Q4
8/14-15	Ephrata, WA Matt Mikko 253.863.6478	Q5,Q5AMA,Q4
10/2-3	Kent, WA - Championship	Q5,Q5AMA
11/7	Kent, WA - Hawks	Q5,Q5AMA

District 3 - Terence Palaschuk

39 Tremaine Ave, Regina, Saskatchewan S4R 6N6, Canada
306.585-1465 E-mail: tppalchuk@sk.sympatico.ca

5/15-16	North Battleford, Sask.	Practice
6/5-6	Regina, Sask	Q5,Q4,F1
6/26-27	Calgary, Alberta	Q5,Q4
7/24-25	Swift Current, Sask.	Q5,Q4
8/14-15	Prince Albert, Sask.	Q5,Q4
8/28-29	Saskatoon, Sask.	Q5,Q4
9/18-19	Winnipeg, Manitoba - tentative	Q5

District 4 - Mike Sperry

1614 11th St. Cody, WY 82410
307.587.5870

11/14	UVA field-Regis John Sheely	Q5
11/21	UVA field Bill Cowley	1/2A
5/8	Utah Valley Aeromodelers	Q5
5/10	UVA	Q5
5/18	Mead, NE	Q5SE,Q5AMA
5/22	UVA	1/2A
5/23	Council Bluffs, IA	Q5SE,Q5AMA
5/24	UVA turf farm	1/2A
6/12	UVA	Q5
6/26	UVA	1/2A
6/27	Mead, NE	Q5SE,Q5AMA
7/10	UVA	Q5
7/24	UVA	1/2A

7/25	Council Bluffs, IA	Q5SE,Q5AMA
8/7	UVA	Q5
8/28	UVA	1/2A
8/29	Mead, NE	Q5SE,Q5AMA
9/11	UVA	Q5
9/23	UVA	1/2A
9/26	Council Bluffs, IA	Q5SE,Q5AMA
10/9	UVA	Q5
10/23	UVA	1/2A
11/6	UVA	1/2A
11/13	UVA	Q5

District 5 - Pete Bergstrom

7526 Balfour, Allen Park, MI 48101
313.928.8260 E-mail: pbergstrom@email.msn.com

5/3	Rockford, IL	Q5
	Orv Steinmetz 815.885.1161	
5/17	Rockford, IL	Q5AMA
	Glen Wierschke 815.234.3285	
7/19	Rockford, IL	Q5
	Mark Boesen 815.877.3912	
8/16	Rockford, IL	1/2a
	Dick Shields 815.398.8366	
9/11-12	Dayton, OH JR Gold Cup	Q4
9/13	Rockford, IL	Q5
	Leroy Webb 815.389.4519	

Distict 6 - John Fike

12706 Beaverdale Ln, Bowie, MD 20715-3912
301.262.1486 E-mail: jfike@feico.com

4/18	Jackson, NJ	Q5AMA
	John Zanghi 732.364.7637	
4/28	Bowie, MD	Q5
	Steve Baker	
4/25	Bowie, MD	Q5
	John Albritton	
5/2	Hadley, MA	Q5SE
	Dave Fogg 413.593.3581	
5/2	Jackson, NJ - GPRA	Q5
	Frank Flesch 732.929.8205	
5/16	Colts Neck, NJ - GPRA	Q5
	George Schmauch 732.238.2551	
5/22-23	Bowie, MD - JR Gold Cup	Q4
	Chic White 703.768.6347	
6/6	Farmington, CT	Q5SE
	Pete Read 860.673.7883	
6/12-13	E. Hartford, CT-PWA-Mason Dixon	Q4
	Lloyd Burnham 860.644.9072	
6/19-20	Defence Hill, NY	Q5BSE
	Vince Juliano 516.744.6884	
6/27	Jackson, NJ - GPRA	Q5
	Frank Flesch 732.929.8205	
7/25	Colts Neck, NJ - GPRA	Q5
	John Zanghi 732.364.7637	
7/31-8/1	Bowie, MD - Mason Dixon	Q5AMA
	Rick Moreland 301.261.7366	
8/7-8	Ellington, CT	Q5SE
	Kevin Cyr 860.871.8316	
9/12	Hadley, MA	Q5SE
	Dave Fogg 413.593.4581	
9/19	Jackson, NJ - GPRA	Q5
	Frank Flesch 732.929.8205	
9/25-26	E. Hartford, CT-PWA-Mason Dixon	Q5AMA
	District Championship Lloyd Burnham 860.644.9072	
9/26	Colts Neck, NJ - GPRA	Q5
	George Schmauch 732.238.2551	
10/3	Jackson, NJ - GPRA	Q5
	Frank Flesch 732.929.8205	
10/9-10	Bowie, MD	Q5AMA,Q4
	Derrick Schreiner, Dan Myer	

District 7 -Gary Freeman Sr.

1005 Taproot Dr., Winter Springs, FL 32708
407.695.1855

Q5 is SEMPRA Sport Pylon

12/13/98	Tangerine	Q5AMA
12/14	Tangerine	Q5
4/17-18	Tampa, FL TRACS Wayne Smith 813.621.4051	Q5
5/15-16	Brandon, FL Lucien Miller 813.985.3688	Q5,Q5AMA
----- Season Ends		
11/7-8	Tampa, FL TRACS District Championship Wayne Smith 813.621.4051	Q5
11/20-21	Jacksonvill, FL Gateway Pete Rickard 904.826.3608	Q5
12/11-12	Tangerine - JR Gold Cup	Q4
12??	Tangerine	Q5

District 8 - Randy Ritch

4104 Lark Ln, Houston TX 77025-5831
713.661.5458 E-mail: rrritch@msn.com

4/24-25	Houston, TX Space City R/C
5/15-16	Fort Worth, TX Thunder Birds
6/5-6	Houston, TX Bayou City Flyers
8/21-22	Seguin, TX Tri City Flyers
9/25-26	Dallas, TX Dallas R/C
10/9-10	Brazoria, TX County Modelers

(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

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April 28
June 9
July 28
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October 20
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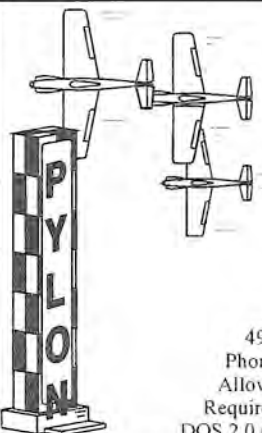
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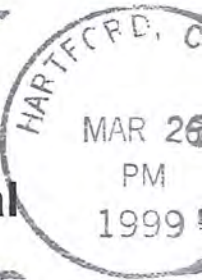


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