



The Pylon Racer's Official Voice

NMPRA

HIGH PERFORMANCE

National Miniature Pylon Racing Association

Since 1965

AMA Affiliated

August 99

Presidential Pontification

We made it through another Nats. and I felt things went pretty well. There were 75 contestants in Q500, 67 in Q40, and 20 in F1. This is a solid increase in each category over 1998. We had the usual problems with getting course workers, and most of those that showed up had no idea what a pylon race was. This necessitated an hour or so of training sessions on Monday and Tuesday morning. The Muncie Sky Chiefs had contracted to supply us with 13 workers for each day of the Nats. They were able to get about eight to appear so we begged and groveled through the pits and came up with enough contestants and volunteers to get the job done. A short list of those who put in more than four hours on the course includes Ray Brown, Rick Landers, Bob Miller, Jerry Salisbury, Mike Tallman, Dan Tips, Peggie Wierschke, and Brian Wilber. Bob Arledge, Dave Beasley, and Tom Bogut spent over a day each. I apologize to those who I missed, and thanks to each of you. The management team headed up by Cliff Telford was excellent throughout. Pete Reed run Q500 for the third year, Chic White ran Q40, Rick Moreland ran F1 for the fourth year, Jerry Salisbury handled registration, and Art Edsall took over the scoring duties. Starter Bill Gallagher was nothing short of extraordinary. This was Bill's second year as Nats. starter and he is without a doubt the best I have ever seen.

Unless something dramatic comes along to change my mind I plan on telling the AMA that the NMPRA will not accept the responsibility of running another Nats. in Muncie. We have several organizations around the country with the personnel and the facilities to put on national events on a rotating basis and I think this is the way we should go. We have tried to solve the worker problem in Muncie for four years, and for

four years we have come up very short. It's time to admit defeat and move on.

The new AMA (bullet proof) cages are coming off the assemble line at a regular clip. We used a set for the Nats that will now move on to Dayton. Duane Gall and Hal Garwood left the Nats with a set in tow destined for the Denver area. I towed a set back for the Mid Atlantic area. The Florida guys picked up a set last Sunday, and there is a set waiting for the Texas fellows to pick up this week. The rest will be finished in the next month.

Those of you who read this column (a minority of the membership I've come to realize) know I have been trying to get the AMA to accept a second set of cage specifications that would allow many of our existing cages to be used for 424 or entry level events. This will not be easy because the AMA Safety Committee has already dumped on the idea. After speaking to many folks on the phone and at the Nats. I'm starting to wonder if our grass roots system for future racer development will survive, cages or not. I got to talk to lots of people in the RC industry when I was raising the worker prizes for the Gold Cup series. I talked to at least 25 of the major players in our industry and every one had the same sad tale. The number of serious or regular RC fliers has been declining for years and there is no end in site for this disturbing trend.

You may ask, how is the AMA able to keep their membership levels if this is the case? The AMA has a name for what has become their largest membership group, recreational flyers. The AMA considers these folks the Sunday, or sport flier, who flies occasionally at his local AMA chartered club field. The most interesting thing about this fellow is that he never competes in the hobby. So, by definition we are in the minority of the AMA membership, and the number of those who compete have been declining at about the same rate that the recreational fliers have been increasing. This is

an alarming situation because the RC industry will have a difficult time prospering if the serious or competing fliers continue to dwindle in number. Only so many suppliers can live off ARF's and entry level radios.

To understand the AMA membership numbers we also have to look at what I call the guilty Dad syndrome. Mom constantly beats up on Dad about his low activity level with Junior. Dad can't pry Junior away from the computer or Mall with much short of sex or drugs. One day a RC model airplane is discovered and all see a wonderful solution, the RC transmitter looks like a video game joy stick so Junior identifies immediately. Most men consider themselves closet fighter pilots so Dad's happy. The local hobby shop has the ARF, radio, engine, and most important the location of the local RC field. The first thing Dad and Junior find out at the field is the necessity of joining the AMA for flying privileges. We have just gone a long way toward explaining the growing AMA recreational flier category. My concern is how many of these "Dad/Junior" members ever renew their membership? When both discover it's quite hard to learn to fly RC and worse, it takes lots of time and money to maintain the ever crashing ARF I'm afraid Junior is soon back to Doom, and Dad can tell Mom he did his best.

What is the point of all this? Maybe we should concentrate on getting the most enjoyment we can from the events and contestants we have. I personally don't think we will be successful bucking a trend that is industry wide. We may have to accept an inevitable decline in local entry level races. We may find that only in the most populous areas is there enough entry level interest to stage races. Fortunately, these areas are
(Continued on page 10)

A handwritten signature in black ink, appearing to read 'Vern'.

THE CRAP TRAP 4

BY

Dub Jett

I think the biggest problem we have is getting trapped by our own crap. *****

Pylon racing is a very technical hobby. Surprise. That's the reason most of us do it. We like the challenge. If so, then why don't we celebrate our problems and the associated explosions? We at least get to go back to the shop and build, and build, and build, and build, and build.....

In any technical endeavor, problem solving is about the most important thing we do. Innovation gets us started, but problem solving gets us where we want to be. I get calls, I get letters, I get e-mails saying the same thing. I'm blowing plugs. I have never blown plugs before. Do I want to blow plugs? I want to change something. Sell me parts. Lots of parts. I want to change a bunch of stuff. I don't have a clue, but I think I'm having less fun than before. Should I be having less fun?

I'll make this short and sweet. To solve a problem **You must look for what has changed!!** For example, "I am blowing plugs. I have not been blowing plugs, but now I am. I want to add a shim." Wait. What has changed? Has anyone sneaked into your shop and removed some shims from your head? No. Therefore we must conclude that the shims have not changed.

Lets look for something else. How about the tank? How about the fuel? How about the prop? You may have been flying without a problem for a year or two. You have experienced all kinds of weather without a hitch. Still think you need a shim? Not likely. What happens over a year or two? Make a list: Fuel lines rot. Foam around the tank compresses and rots. Fuel gets full of water over the winter. Etc. Etc. What happened since last weekend? I changed the prop. Did I balance it? Is it turning the right rpm? Did I mess with the needle? You probably still say weather. If so go back and read this again.

Get the picture?

Another example and my very favorite: My engine was running 19500 yesterday. This morning it is shot—whine—whine—whine. I can only get 18000 this morning. My response is usually, "Hummm". That's better than, "Idiot!"

Remember what I said about taking data (another Crap-Trap). If you don't take good data,

then you don't even know what problem you are trying to solve, or if it really is a problem.

I hear this at every contest, yet somehow word does not get around. **There is a 99.9% chance your engine did not wear out while you were sleeping.** What has changed? The day. The time of day. The fuel..... Get a high RPM test prop, keep it in your box and don't loan it. Pull it out, use some of your standard fuel and test the engine. More than likely it is not off more than a few hundred. Now you know that everything is ok. Look for what really has changed and make an adjustment, or better still, don't change a thing.

Problem solving is not an emotional endeavor. It is a rational and logical endeavor. You must carefully look for the source of the problem and change things very carefully. Change things one at a time. Change two at a time and you have no information at all. If your system was working well and going fast before you went to the contest, then it is probably running just fine now. Don't change things that haven't changed. You could make things worse.

In summary, find out if you really do have a problem by testing very carefully with a standard setup:

Make a list of what has really changed from the time it was working well.

Change things one at a time.

Change only that which has changed.

Dub

**** I just had to print this. When I ran the spell and grammar checker on MS Word, it suggested the following: "Our own crap is trapping the biggest problem we have"!!!!. The computer has a better sense of humor than I do.

Tip for those who have read this far: When you are trying to get the spinner backplate off the front of a Jett, nelson, or Edmonds, instead of banging every which way, try this: Lay something heavy on one side of the face (knurled where the prop goes). I use the diagonal side cutters or regular pliers from my toolbox. Then while holding the heavy tool tightly against one side, rap the other side with something that will not bend or mark the surfaces. I use the plastic end of a medium size screwdriver. I don't know for sure why this works, but it actually will work better than blasting one side with that heavy wrench.

NMPRA OFFICIAL WEB SITE

www.nmpra.net

Editor's Request

ARTICLE SUBMISSION
FORMAT AND PRIORITY

Best way:
Internet mail — ppage@capecod.net
Fax (508) 432-9939 (10pt, no justify)
Modem file transfer (8N1 Y or Z)
Disk - IBM compatible
Printed output - monospaced, no justify
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 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, they will be returned.

Hall of Fame

Ron Schorr (1994)

Jim Kelly (1994)

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 - 1:00.70 - 05/29/99
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	Matt Van Baren - 1:08.69 - 11/15/98
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

NMPRA & Horizon proudly present the

JR GOLD CUP '99

QUARTER FORTY

Five races. Premium sites. Superb organization. For the best of the best in Quarter Midget 40 pylon racing, be sure to join in on the new JR Gold Cup Series of racing. Attend any one race or the whole series for individual and Series race rewards.

Haven't ever been to a pylon race? You owe it to yourself to see what action-packed racing thrills are all about. Widely acclaimed as "the best spectator sport" in radio control, the speed and close racing of these miniature bullets are unmatched for viewing entertainment.



PHOENIX, AZ Feb. 27, 28

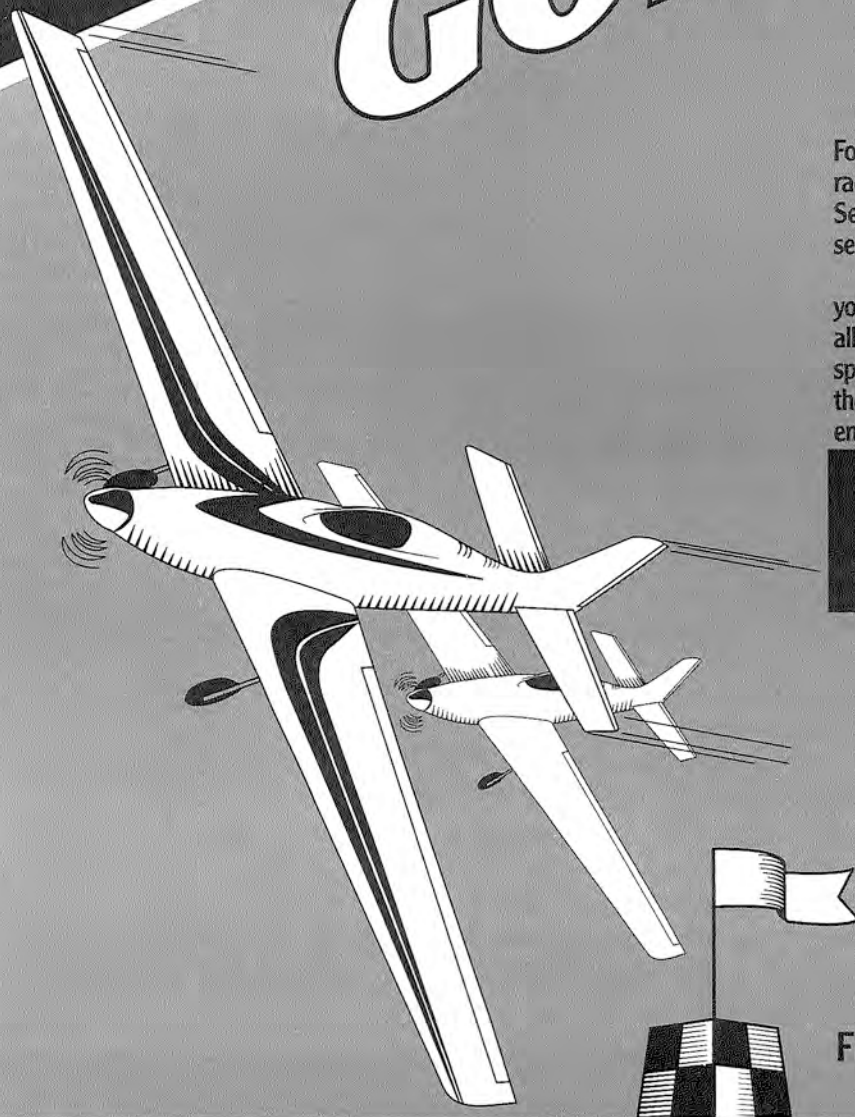
MERCED, CA Apr. 24, 25

BOWIE, MD May 22, 23

DAYTON, OH Sept. 11, 12

TANGERINE Dec. 11, 12

Fuel supplied by POWERMASTER



1999 JR Gold Cup Series



What's Next

Dayton OH - Sept. 11-12
CD Ben Martin
phone (937) 298-0114
Fax (937) 299-9611

Orlando FL - Dec. 11-12

Season Points Standing

Course Worker Sponsors

ACE Hobby Dist.
Anchor Adhesives
Balsa USA
Goldberg Models
Dave Brown Prod.
Du-Bro Products
FMA Direct
Futaba Corp.
K & B Mfg.
Great Plains Mfg.
Performance Spec.
Sullivan Products
SIG Mfg.
Tower Hobbies
ZAP Products

1. Darrol Cady
2. Lyle Larson
3. Rusty Van Baren
4. Vern Smith
5. Richard Verano

Bowie MD

- 1 Jaime De La Vega
- 2 Dan Kane
- 3 Travis Flynn
- 4 Trey Farran
- 5 Craig Grunkemeyer
- 6 Robert Miller
- 7 Lloyd Burnham
- 8 Mike Helsel
- 9 Bill Johanson
- 10 Santiago Panzardi

Fuel Supplied by **POWERMASTER**



District News



District 1 - Dave Ferrell

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

First let me apologize for not getting my article in the last two reports. It wasn't that I did not write them, I just sent them to the wrong e-mail address.

Second, congratulations to Chip Hyde/Tony Lopez, Dave Shadel/Gary Schmidt & Richard Verano/Robert Holik for their one, two, three finish at the World Championships in Sweden. Also to Richard for setting a new FAI world record. I would also like to congratulate their callers, Tony Lopez, Gary Schmidt & Robert Holik for their efforts. I know that Chip will agree with me when I say that he would not have accomplished what he did without the efforts of Tony calling for him. A "team" will always beat an "individual".

I will try and catch up on past races that we have had this year.

Sep. Basin, 2/7/99 428	Sep. Basin, 2/7/99 APRA
1. Jim Allen 1:09.41	1. Brian Mariani 1:34.34
2. Drew Telford 1:13.13	2. David Curtis 1:44.78
3. Bill Malo 1:11.12	3. Rich Tucker 1:39.73
4. Scott McAfee 1:18.41	4. Matt Cooh 1:40.42
5. Gary Schmidt 1:06.59*	5. George Finch 1:58.30
Sep. Basin 2/7/99 Q40	Merced, 5/15/99 428
1. Richard Verano 1:03.52*	1. Brian Soper 1:12.03*
2. Rusty VanBaren 1:03.90	2. Chuck Winter 1:17.09
3. Marl Lattimore 1:07.21	3. Dave Ferrell 1:20.93
4. Fred Burgdorf 1:06.09	4. Bruce Coffey 1:13.87
5. Randy Bridge 1:05.52	5. Rich Ebner 1:17.03
Merced, 5/16/99 428	
1. Mike Soper 1:11.91*	(was not verified after the heat for AMA Jr. record)
2. Chuck Winter 1:12.47	
3. Dave Ferrell 1:12.81	
4. B. Leavengood 1:15.25	
5. Bruce Coffey 1:12.53	
Whittier, 5/29/99 428	Whittier, 5/29/99 APRA
1. Travis Flynn 1:07.06*	1. Matt Trani 1:36.84
2. Richard Verano 1:11.63	2. Paul Neves 1:48.83
3. Scott Manning 1:13.03	3. Terry Williams 1:49.47
4. David Hill 1:20.30	4. Chris Jones 1:39.15
5. Ray Davis 1:16.07	5. Brian Kmariani 1:50.74
Whittier, 5/29/99 Q40	Whittier, 5/30/99 Q40
1. Tony Lopez 1:04.89	1. Chip Hyde 1:00.74*
2. Stu McAfee 1:03.86	2. Tony Lopez 1:06.34
3. Chip Hyde 1:00.79*	3. Stu McAfee 1:04.58
4. Gary Schmidt 1:04.91	4. Richard Verano 1:03.96
5. Travis Flynn 1:05.60	5. Bruce Coffey 1:09.52
Whittier, 5/30/99 428	Whittier, 5/30/99 APRA
1. Ray Davis 1:15.24	1. Robert Holik 1:44.82
2. Randy Bridge 1:11.38*	2. Paul Neves 1:48.39
3. B. Leavengood 1:14.99	3. Terry Williams 1:45.12
4. Tim Lawlor 1:18.07	4. Matt Trani 1:42.00*
5. Gary Long 1:12.82	5. Chris Jones 1:45.53

Whittier, 5/30/99 Q40	Sep. Basin, 6/12/99 Q40
1. Chip Hyde 1:00.74*	1. Randy Bridge 1:05.91
2. Tony Lopez 1:06.34	2. Carl Silva 1:05.25
3. Stu McAfee 1:04.58	3. Bob Dible 1:08.02
4. Richard Verano 1:03.96	4. Keith Davidson 1:11.22
5. Bruce Coffey 1:09.52	5. Dave Hill 1:13.76
Sep. Basin, 6/12/99 428	Sep. Basin, 6/12/99 APRA
1. Randy Bridge 1:10.77*	1. Paul Neves 1:45.20*
2. Travis Flynn 1:10.86	2. David Curtis 1:52.52
3. Chris Hoyer 1:17.53	3. Dan Coe 1:56.61
4. B. Leavengood 1:16.59	4. Terry Williams 1:45.70
5. Mike Soper 1:13.37	5. Greg Horwitz 1:58.91
Sep. Basin, 6/13/99 428	Sep. Basin, 6/13/99 APRA
1. Travis Flynn 1:13.37	1. Paul Neves 1:45.20*
2. Barry Leavengood 1:16.59	2. Danny Coe 1:58.91
3. Shawn Herritage 1:13.37	3. Terry Williams 1:45.70
4. Scott McAfee 1:13.37	4. Eric Duggie 1:58.91
5. Jim Womack 1:13.37	5. David Curtis 1:58.91
Sep. Basin, 6/13/99 Q40	Reno, 7/3/99 Q40
1. Scott McAfee 1:13.37	1. Tony Lopez 1:17.25
2. Randy Bridge 1:13.37	2. Matt VanBaron 1:13.75*
3. Bob Dible 1:13.37	3. Bob Dible 1:14.57
4. Keith Davidson 1:13.37	4. Dick Schweitzer 1:27.40
5. Dave Fricacell 1:13.37	5. Rusty VanBaron 1:17.22
Reno, 7/3/99 428	Reno, 7/3/99 APRA
1. Gary Long 1:20.97	1. Paul Neves 1:57.19*
2. Jim Womack 1:27.94	2. Stan Davis 1:57.75
3. Mark Lattimore 1:14.53*	3. Jon Reynolds 2:11.75
4. Mike Soper 1:19.34	4. Ray English 2:16.59
5. Dave Ferrell 1:32.53	
Reno, 7/4/99 428	Reno, 7/4/99 APRA
1. Gary Long 1:16.54	1. Jon Reynolds 1:52.44*
2. Mark Lattimore 1:15.94*	2. Stan Davis 1:52.60
3. Jim Womack 1:20.89	3. Paul Neves 1:54.60
4. B. Leavengood 1:20.94	4. Ray English 0:00.00
5. Ti Lawlor 1:21.40	
Reno, 7/4/99 Q40	
1. Bob Dible 1:10.72	
2. Tony Lopez 1:08.34*	
3. Matt VanBaren 1:09.78	
4. Rusty VanBaren 1:10.18	
5. Eric Rambas 1:15.25	

This should pretty well catch me up on races in Dist. 1.

For the past several years, I have been keeping track of points for 422, 428 & APRA in the Central California Racing Association. The CCRA was created for central California but with the loss of several Host Clubs in the central area, this will probably be the last year for the CCRA. What I am contemplating, for year 2000, is to keep track of all races within NMPRA Dist. 1. At the end of the year I will try and have some kind of awards for the top point winners in 422, 428 & APRA. Only races and contestants that live in Dist. 1 will get District points. Contestants that live outside our district are welcome to fly but will not get Dist. points. All race results are sent into NMPRA for National Points. One other thing, a contestant does not have to

belong to the NMPRA to get District points (although we do encourage contestants to join NMPRA). I will put out a monthly report on all district races, giving full results as I have with the CCRA races. As with the CCRA, I will be asking a \$10 a year donation for those that want to receive the "District Report" to cover printing and postage, this is not mandatory. The "District Report" will not be an official publication of the NMPRA.

If any of you have any pro's or con's on this idea I would appreciate your in-put.

*Bank-n-yank
Dave*

District 2 - Darrol Cady

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

The time sure does fly by. Especially when you spend 3 wonderful weeks going to and attending the AMA Nats. Such a neat time seeing old friends and meeting new ones. I wish that everyone had the freedom that Rhonda and I do to travel to so many different parts of the country and see what every one else does. It is an experience.

Our weather in the Pacific Northwest has changed. Summer is here and it is great. Our contest on Whidbey Island was a terror... No, not scary, maybe I should have said ripper. I have never been to a race where the competition was faster or a heat was harder to win. Just to give you an example, I am going to list the 5 fastest heat times for the 5 fastest pilots there.

**NEXT ARTICLE
DUE DATE
SEPT 15**



District News



Matt Mikko 1:03.24 1:03.58 1:03.63 1:04.54 1:04.87
 Al Watson 1:04.20 1:05.84 1:05.87 1:06.50 1:08.09
 J. Cangie 1:02.84 1:03.71 1:04.10 1:04.39 1:05.28
 Steve Milos 1:06.09 1:07.73 1:07.87 1:08.11 1:08.57
 Darrol Cady 1:02.06 1:02.49 1:03.58 1:04.49 1:04.95

When you look at these times, you can only imagine how hard it is to win a heat, let alone a race. There is no cherry picking in the Northwest. We invite you up to see how fast our air is here. Our summer season is just about done, and it seems like we are just getting started. We already have a proposed race schedule for 2000. The dates are not firm yet, but it is a good schedule. We are going to be racing in the eastern part of the district in the spring and on the coast in the summer. This will give us the best weather possibilities.

Whidbey Island is a fun race. We ride the ferry out to the island and it is beautiful. The weatherman gave us a good weekend and we had a great race CD'ed by Al Watson. The race went off with no hitches I think that everyone had as good a time as we did. The results for the weekend are as follows:

APRA Quickie	428 Quickie		
1. JR Fisk 1:43.08	1. Steve Milos 1:12.94		
2. B. Arledge 1:37.08	2. Eric Ide 1:13.50		
3. Kirk Pennock 1:43.13	3. Jon Packer 1:14.53		
422 Q40			
1. Matt Mikko 1:03.24			
2. Al Watson 1:04.20			
3. Jerrett Cangie 1:02.84			

Our thanks to the Whidbey Island RC Club for the use of their field for our annual race weekend. We are already looking forward to next year. We would like some of you from out of our district to attend. You will have a great time.

We raced in Spokane Washington on the way home from the Nats. Saturday was a bust, as a weird wind came in about noon and we had gusts up to 55 miles per hour. It was a crosswind. For some reason, the flyers voted to stop racing for the afternoon. The Barons club members were real troopers. They scheduled a pilot's meeting at 6:30 am on Sunday morning. It didn't get started until 7:00, but we were racing by 7:30. We finished 5 rounds of Q40 before 10:00 am. The weather held for the rest of the racing. Thank you Barons RC Club for the use of your field for our races.

Spokane weekend results are as follows:

424 APRA Quickie	428 Quickie
1. JR Fisk	1. Nelson Eddy
2. Bruce Teel	2. Eric Ide
3. Bobby Arledge	3. Mike Brownlee
422 Q40	
1. Matt Mikko	
2. Al Watson	
3. Dave Torre	

Now for a short soapbox.... The split matrix is necessary to handle the numbers of pilots that enter the Nats. Now that we have only the two classes to be flown at the Nats, we should go back to the split matrix, for several reasons. The most important is the fact that the winner of the Quickie 500 class flew against 18 of the 76 entries. The winner of the Q40 class flew against 21 of the 66 registered pilots. Now I am not saying that they did not earn their wins, they definitely did. Doing it the way we did it, there is no margin for any kind of error. If anything at all happens, your fault or not, you are out of the top few spots. If you are there to win, that event is gone.

The proceeding is from a competition standpoint. Now I am in to the comfort and enjoyment of the Nats. With a Pilots Meeting at the field at 7:00 am and racing starting right after that, and continuing until around 5:00, makes a very long day. Especially long, only getting in 3 flights in that 10 hours time. Hmmm with times of less than one minute and ten seconds.... Each pilot gets 3-1/2 minutes of flying per 10-hour day....

With the split matrix, we would have gotten in the three flights per day in a 5-hour time. We would have been able to have gone to the museum or to some of the other events going on and had a more enjoyable time at the Nats. I would even have been willing to spend some time in a cage working. Waiting for a heat is a killer. We went from the first heat in a round to the last heat in the next round.... Almost a 4-1/2 hour wait between heats.... It is a long time. I do not know who makes the decision of what the direction of the matrix is, but we do need the split matrix. Six rounds of qualifying with the top 12 advancing. Then fly six rounds of finals. The winner of the finals would fly against

all 18 of the pilots not in their column. It gives us a better sampling of the competition and more free time to enjoy the Nats Experience.

Darrol

District 3 - Terence Palaschuk

39 Tremaine Ave
 Regina, Saskatchewan S4R 6N6, Canada
 (306) 585-1465
 E-mail: tppchuk@sk.sympatico.ca

Since my last column, we have completed three events, the practice session and the Regina and Calgary races. The Swift Current race has been cancelled. The crew in Swift Current has been working on their field. They dug up the grass and have sowed new grass, unfortunately they will not have the field back into flying condition in time for the races. So, we are down to three remaining races in Prince Albert, Saskatoon and Winnipeg.

Regina Race Results

The skies were clear with lots of sunshine and a "nice typical prairie wind". Nineteen pilots competed in the Q500 races held on Saturday. On Sunday Q40 races held along with Formula 1 races. The races had 12 and 6 competitors, respectively.

We did manage to get some local media coverage for the event. The Leader Post published an article complete with photo on page 4 of the Sports Section. The local Cable Company had an 8-minute video segment in their show called "City Sports". The following summarizes the race results from Regina:

Q500	Formula 1
1. C. Graval 106.59	1. Rob Kossatz 115.22
2. D. Houston 111.59	2. Steve Landry 122.36
3. R. Andrassay 112.53	3. Henry Redkop 125.65
4. H. Sattler 108.03	4. Terry Truelove 121.98
5. R. Bouchard 113.61	5. Russ Bouchard 125.12
Q40	
1. H. Sattler 109.83	
2. R. Andrassay 109.88	
3. R. Smith 109.28	
4. C. Graval 108.65	
5. H. Kaufmann 110.88	



District News



Calgary Race Results

The Calgary races have been dubbed "the mid-air fest". The weather co-operated – the race gods did not, with some eight Quickies and three Q40's lost "in battle". The Calgary races left those who participated scrambling to get some building and/or buying done before the next event.

The competition had a lower turnout of competitors than normal with only eleven Q500 participants and nine racing in the Q40 event. The results were posted as follows:

Q500		Q40	
1. C. Graval 113.4		1. Cecil Graval 112.9	
2. D. Houson 116.35		2. R. Moldenhauer 119.88	
3. R. Moldenhauer 122.22		3. D. Gordon 116.69	
4. H. Kaufmann 115.02		4. D. Houston 117.42	
5. J. Henderson 123.66		5. H. Kaufmann 118.77	

Terence

District 5 – Rolland Roberts

31545 Taylor, Wayne, IN 48184
(734) 728-8447 E-mail: rrobe9864@aol.com

I want to say a Hello to my friends and fellow racers in District 5. My name is Rolland Roberts. To those of you who can't put a face with the name, I'm the guy with the square green airplanes.

A whole bunch of racing has already been enjoyed by everyone. By the time this newsletter reaches you, 11 races will have come and gone. Now were all wondering just where in the heck do I sit in the point standings. Here goes.

Hamilton 5/1/99 Std		Hamilton 5/1/99 Exp	
1. M. Spencer		1. R. Hendriksma	
2. J. Lemley		2. J. Dodd	
3. K. Hicks		3. R. Paine	
Hamilton 5/2/99 Std		Hamilton 5/2/99 Exp	
1. R. Hendriksma		1. C. Grunkemeyer	
2. M. Spencer 1:22.59*		2. D. Martin	
3. M. Deneve		3. T. Frazer 1:06.35*	
Rockford 5/16/99			
1. G. Weirschke			
2. L. Webb			
3. C. Grunkemeyer 1:06.27*			
Flying Tigers 6/5/99 Std		Flying Tigers 6/5/99 Exp	
1. M. Spencer 1:24.66*		1. M. Blanchard 1:09.32*	
2. M. Weaver		2. M. Condon	
3. D. Ellis		3. T. Frazer	
Flying Tigers 6/6/99 Std		Flying Tigers 6/6/99 Exp	
1. J. Lemley		1. B. Brassell 1:14.15*	
2. M. Spencer 1:23.68*		2. R. Hendriksma	
3. M. Weaver		3. B. Martin	

Wright Flyers 6/12/99 Std		Wright Flyers 6/12/99 Exp	
1. M. Eden		1. T. Frazer	
2. D. Carpenter		2. M. Blanchard	
3. M. Spencer		3. M. Condon	
Wright Flyers 6/13/99 Std		Wright Flyers 6/13/99 Exp	
1. M. Eden		1. T. Scott	
2. D. Ellis		2. S. Panzardi	
3. B. Whitaker		3. C. Grunkemeyer	
Midwest 6/26/99 Std		Midwest 6/26/99 Exp	
1. A. McGee		1. T. Frazer	
2. M. Weaver		2. G. Wierschke	
3. G. Kazmer		3. L. Webb	
Signal Seekers 7/24/99 Std		Signal Seekers 7/24/99 Exp	
1. M. Spencer 1:22.60*		1. M. Condon 1:09.97*	
2. J. Merlino		2. C. Grunkemeyer	
3. D. Ellis		3. D. Ellis	
Signal Seekers 7/25/99 Std		Signal Seekers 7/25/99 Exp	
1. M. Spencer 1:20.08*		1. C. Grunkemeyer 1:09.90*	
2. A. MaGee		2. M. Blanchard	
3. D. Ellis		3. T. Frazer	

Pete

District 6 John Fike

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

Words from the Fikester.

Safety Cages.

A very hearty thank you goes to Vern Smith for his help in getting the pylon safety cages hauled back east for us. Vern pulled the cages back from Muncie when he returned from the NATS. You need a hefty vehicle to haul these babies around and when you see the cages, you will see what I mean.. The cages will be based at the Bowie MD location. The cages are for use throughout the district and should be used for any 428 or 422 pylon races. Any club that is holding pylon races sanctioned by AMA is welcome to use the cages. Dragging the cages around and scheduling conflicts are another matter to be resolved. Question: If we have a 428 or 422 race and do not use the AMA cages, are we covered by insurance and will our sanction be valid??? As your District VP, I should know the answer to this question, but I do not. For your protection, I highly recommend that you call Vern Smith and ask him this question. (Sorry Vern, I meant to get this answer from you last week but didn't).

District Race Reports. We've had quite a few races thus far in our district. Other

than the ones I reported on, I have had no race reports from any of the CDs. How about letting us know how your events turned out? Once again, I hope the CDs are getting the results to the Q500 & Q40 coordinators so the pilots can accumulate their points.

NATS REPORT.

FORMULA ONE: The "Last Blast" for Formula One competition was held this year. It is official, Form 1 at the NATS is history, no more, that's it, gone, forget it. Rick Moreland of our district was the CD for this event. A lot of Form 1 flyers got out their planes, dusted them off, blew out the spider webs and went to the NATS. A recent high of 20 entries competed. Darrol Cady was the winner. From District 6, we had Lloyd Burnham and Pete Reed competing. Lloyd finished 7th and Pete finished 12th.

QUARTER 40: Q-40 had a very respectable entry level of 67 flyers. Chic White of our district was a last minute recruit for CD of Q-40 and did a very good job. Jaime De La Vega (Mexico) emerged victorious at the end of 7 rounds. From District 6, our guys finished in the following order.

7. Lloyd Burnham	35. Vern Smith
22. David Binger	46. Art Edsall
34. Pete Reed	50. Rick Moreland

QUICKEE 500: Q-500 had a showing of 75 entries. Once again, a district 6 representative was the CD for the event. Pete Reed performed the CD responsibilities for this event. Winner and "National Champion" for the 1999 Q-500 is non-other than our very own from District 6: Mr. Lloyd Burnham. From the rest of District 6, the standings were:

1. Lloyd (Lord) Burnham	52. Chic White
30. Art Edsall	63. David Binger
31. John Fike	68. Rick Morland
39. Vern Smith	

Other NATS Notes: As you can see from above, the District 6 flyers chipped in to help out. We all assisted during registration, Dave Beazely took over #1 pylon for Quickee and trained the #1 crew. We CD'd all of the events & Art Edsall did the



District News



computer work to get the matrix done and entered the points as they transpired. If you have never been to the NATS, you should do it. The site is fabulous. We have a lot of fun and we always meet new people. I met a nice gentleman on the first day on the way to the field. I guess you could say I got the first trophy of the NATS. He even gave me a certificate of some sort and suggested that I mail in my contribution to the Indiana State Police as soon as possible. Oh well, enough of that.

As was evident at the JR race at the Bowie field, I again did not notice any particular airplane that was dominant over the others. The Q-40 and Q-500 selection of airplanes has become quite varied and competitive.

That's all for now.

John

District 7 Gary Freeman Sr.

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

Enough for now

Another Nats has come and gone. This is one event I truly look forward to because it is a time to gather with friends made throughout the many years. The weather cooperated with the races by providing a breeze and temperatures that were not too hot. OK, so some of you thought it was too hot. When you're from Florida nothing seems too hot. Since I feel confident there will be a lot of information in this newsletter about the Nats, I will try to keep this article primarily focused on District 7 activities. In attendance were the "Nats regulars, first timers, and long time returnees." They were Don Moody, Bob Beaudette, Ray Brown, Brad Clayton, Cliff & Nancy Telford, Gary Freeman Jr., Gary Freeman Sr., Tom Bogut, Brian Wilbur, Don Wilbur, Tom Pownall, Trey Farren, Jake Jacobson, Allen Warfield, Paul Benezera, Dennis O'Brien, and Rick Landers. Hope I did not leave anyone out.

If so, accept my apology. I would like to point out as many of us know this hobby can be a real family hobby. This year was no exception. From our District, we had a newly wed couple attend. The enthusiasm and excitement she portrayed could be felt as the alarm went off each morning at 5:30 AM and rolling out of bed in preparation for another fun filled day at the races. Although I am "pushing" this somewhat, I was very glad to have my new daughter-in-law (Kacie Freeman) at the Nats with us. I look forward to Kacie attending races with us in the future and by the way Kacie, let me hear you say "ready ... turn!" I think I have been replaced!

A lot of the "hardware" came back to Florida with Brian Wilbur as he took Best Senior in Formula 1, Best Senior in Q500, and Best Senior Fast Time in Q40. Congratulations, Brian and his caller (Dad).

Additional hardware came back with Gary Freeman, Jr. from the fly-off in Q500 for 2nd and 3rd. It was a good race until his caller (me) called him a little short on #1. I feel confident race results are elsewhere in this newsletter and do apologize for the rest of the District pilots who took hardware. I am familiar with what I was involved with or those who pitted close. I checked the Web sites and it appears final results were not posted and therefore I am unable to give you all the specifics.

District 7 lost a long time local racer and modeler this past week. Don Llewellyn. Don was a long time SEMPRA member who has a long modeling history including one of the original Q15 racers. Those who were close to Don shared he not only was actively involved with model airplanes, but was restoring two vintage Jaguars. It was not uncommon for Don to build an airplane (racer or sport) and give it to someone just to go have fun. Don will be missed and our sympathy goes out to his family and friends.

District 7 has been pretty quiet since the 2nd quarter of this year. As I spoke to different clubs about scheduling some SEMPRA

races, the input I received was due to cage specifications; their Club could not hold any races until the AMA cages were in the district. Well, line up and sign here!! The AMA cages arrived in Central Florida on Monday, July 26th. Thanks to a SEMPRA member, who requested to remain "unknown." The current race schedule is in this newsletter, so I will be expecting the phone to ring so we can schedule some races.

While we are speaking of races, I want to be keeping the membership updated on Tangerine '99. The JR Gold Cup is scheduled for December 11th and 12th with a practice day on the 10th. The "normal" Tangerine race program was modified this year to accommodate the Gold Cup. By that I mean the normal 3 days of racing (AMA428/Q40/SEMPRA) will not be scheduled in this sequence. The reason is simply the Gold Cup Q40 pilots usually make up the bulk of AMA 428 class at Tangerine. Since the two events cannot be scheduled together, as in the past, and the Gold Cup is a premier race, it was decided to hold off on AMA 428 until next year. I am working with the Apopka (Tangerine) Club to move some other Tangerine '99 events around and schedule a two-day weekend SEMPRA race in December, separate from the Gold Cup. There was some discussion about combining AMA428 and SEMPRA on the weekend prior to the Gold Cup, but was not pursued since the general belief was the AMA428 entries may be low as pilots prepare for the Gold Cup race as well as expenses associated with a week long stay in Orlando. The Club has been very receptive to the SEMPRA proposal and looks forward to providing the race program that has been a part of Tangerine history for over 30 years. I will update the race schedule as the date becomes final.

Hope to see you at the Tangerine Gold Cup ...

Gary



District News



District 8 - Randy Ritch

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

Q500 5/15/99

1. Randy Ritch
2. Mike Hammett
3. Mike Helse
4. Chuck Anderson
5. Dub Jett

Q-500 5/16/99

1. Rich Beers
2. Dub Jett
3. Mark Parker
4. Dennis Cranfil
5. Mike Hammett

Q40 5/15/99

1. Jerry Small
2. Chuck Lee
3. Chuck Anderson
4. Mike Helse
5. Drew Jerina

Q40 5/16/99

1. Mike Helse
2. Randy Ritch
3. Dennis Cranfil
4. Bob Miller
5. Chuck Anderson

You guys that didn't make the Nat's this year you missed a great time. We had a respectable turn out from District 8 and think everyone had a good time. Even though things moved along a little slow, we got all the racing in. The weather at the first of the week was great and day by day it got hotter. Despite the contest running slow the AMA did the modelers a great thing, by building the flying site that did. This truly is a world class facility for all the different events. The only thing bad about the AMA facility is that it is not down here in our area so we can race more than one week a year. For you guys that haven't been to AMA you need to make plans for next year, this place is really a place for all of us to be proud of.

Randy

Quarter 40 Barry Leavengood

10855 Remmet Ave, Chatsworth, CA 91311
(818) 998-4564
E-mail: bl10@aol.com

Well it's mid summer now with the racing season well under way. Congratulations to the American FAI pylon team consisting of pilots Chip Hyde, Dave Shadel, Richard Verano team manager Jim Allen and callers Gary Schmidt, Robert Holik and Tony Lopez. The team not only won the overall but finished 1st, 2nd, and 3rd. All three flyers broke the existing record with Richard ending up with the new

record. Well done guys. This is a real feather in our cap. Additional information on the race can be found at the Canadian team managers, Mabo, web site at <http://www.superminnow.com>. As I write this, the AMA nats in Muncie are wrapping up. Results and information can be found on the AMA web site located at: <http://www.modelaircraft.org>.

Local racing is going strong. The San Fernando Valley Flyers 2-day June race drew 39 entrants on Sat. and 41 on Sun. The turn out was a little light as the FAI flyers, who usually attend, were tuning up for the worlds. In July the annual Reno Firecracker 2-day race was another good one. Saturday was very windy, about 25 mph, and I for one couldn't find the course with both hands. Sunday was calm with great racing.

I'm hearing a lot of noise about the low turn out at races and no new entry-level entrants. While that may be true in other parts of the country it certainly isn't the case on the West Coast. The two pylon active clubs in LA average 40 to 50 entrants in their annual 2 day races and about 30 in their one-day races. We are seeing an inflow of new blood in APRA as well as some "old timers" returning to the sport. We attract new racers using several methods. We bring our race planes to show and tell at the clubs. We try and fly on the weekends when the field is busy so sport flyers get a taste. We fly pylon demonstrations at non-pylon events. We use a 9-lap novice caret in our APRA races and we help new flyers both in building and flying. This is really encouraging for us, as the races are our clubs biggest source of revenue after dues. I've been asked how we manage such high turnouts, so here it goes. First off we always race 3 classes, APRA (sportsman), 428 and 422. We call and mail flyers to all former participants prior to the race for pre-registration. We supply all local hobby shops with flyers. We have pylons up and the field closed to sport flying at 1 PM the day before for practice. We have a great food stand, which also is a good

moneymaker, manned by club members. We try to cut expenses for out of towners by hooking them up with locals instead of motels. We try and keep the lines of communication open before and during the race to insure everyone is having a good time. One other thing the racers do is work at non-racing events. This promotes a good image for racing and is appreciated by the club.

Three down and two to go. The JR / Powermaster Q40 gold cup series continues to be a huge success. Anyone who possibly can should attend in any capacity. We always need course workers and spectators as well as flyers. I managed to attend two so far this year and may slip the Tangerine in. Speaking of great events, the NMPRA champ race, the last weekend in OCT., will be hosted by the PEGASO RC club near Mexico City in Mexico. I understand the facilities are world class and the hospitality is unequalled. Sonia and I are going to take a couple of extra days to see the sites. The hosting club has scheduled some sight seeing tours scheduled on Friday and Saturday. It should be a great experience. Vern Smith and Darrol Cady have information packages available. The PEGASO club also has a web site at

I'm planning on printing the current top 20 Q40 standings next month. Please get any race results to me so they will be included.

Till Next Time

Barry

Quickie 500 - Cliff Telford

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

Nancy and I have just returned to Florida from the AMA-NMPRA Pylon Nats and an additional week spent with our families in Ohio. Those who participated at the Nats were lucky again with the weather. Temperature was in the mid-80's and there was no rain. The pattern flyers who went to



District News



Muncie after Pylon was over had to endure temperature in the upper 90's and thunderstorms, just like 1998.

The Pylon Nats was an overall success with a few rough spots because of the perennial problem of finding qualified workers who will show up on time. Pilots and wives stepped up again to fill in where needed. Thanks to those of you who volunteered. Q-500 started late on Monday because of the worker problem and because the contest management team decided to use a new system to identify cuts and show them visually at the pylons. This resulted in a pilot's meeting that was longer than normal to train the pilots, callers, and course workers in how to use the new system. Three demonstration heats were flown to make sure that everyone was familiar with the system. Thanks to Jerry Small for providing the hardware and the training. The time invested was well spent in that it was not necessary to repeat the training for Q-40 or Form One, but it probably cost us one round of flying in Q-500. Six rounds of Q-500 were flown for the 75 entries.

Congratulations to Lloyd Burnham for the win in Q-500 and to Travis Flynn for fast time of 1:09:38 in the first round which held for the entire contest.

Congratulations to our FAI Team of Chip Hyde, Dave Shadel, and Richard Verano who took 1st, 2nd, and 3rd at the World Championships in Sweden for a clean sweep for the USA. We missed you guys at the Nats.

Q-500 Top Twenty

Position	Name	District	# races	Points (best 7)
1	Darrol Cady	2	10	678.0
2	Gary Freeman, Jr	7	7	622.5
3	Mike Helsel	8	9	549.9
4	Dub Jett	8	9	511.8
5	Eric Ide	2	8	450.2
6	Vern Smith	6	6	448.3
7	Gary Freeman, Sr	7	7	429.7
8	Dennis O'Brien	7	6	426.7
9	Joe Llanos	7	6	424.2
10	Mike Hammett	8	6	395.7
11	Tom Bogut	7	5	390.2
12	Craig Grunkermeyer	5	4	376.2
13	Gary Schmidt	1	4	349.9
14	Drew Telford	1	4	346.7
15	Cliff Telford	7	5	340.2
16	Steve Milos	2	4	328.1
17	Tom Strom, Sr.	2	4	325.1
18	Jim Allen	1	3	309.6
19	Randy Ritch	8	4	306.5
20	Bruce Richmond	7	4	304.5

If you believe that your name should be on this list check with your District VP to see if your races have been reported.

Cliff

(Presidential Continued from page 1) where the new AMA cages will be located. We may have to travel further and selectively decide as a group which races we will support on a continuous basis. If we don't do this but instead allow all of our races to become thinly attended our host organizations could well stop having races. Two day events could become the norm because it's hard to expect someone to drive hundreds of miles for a one day event. Does the Gold Cup fit in here somewhere, I sure think so.

I know a lot of you won't agree with this line of thought and will accuse me of giving up the good fight for new blood. Bowling is having a small revival now but have you noticed how many young people are bowling? Let's face it, RC is a tough sell against computers, video games, porno web sites, sex, extreme sports, and more extra curricular school activities than offered course subjects. Some areas of the country like the North West, South West, and Florida have successful entry level events going. The rest of the country will probably have more success concentrating on Q40 and/or Q500 while doing their best to support their better local races. Unfortunately, "local" could soon be defined as within 500 miles.

When corresponding with NMPRA Please use this address.

AMA
Attn: NMPRA
PO Box 3028
Muncie, IN 47302-1028

District 1 - Dave Ferrell

1565 Echo Dr., Merced, CA 95340
209.722.0655

Q5 uses APRA rules

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

8/14-15	Ephrata, WA Matt Mikko 253.863.6478	Q5, Q5AMA, Q4
9/18-19	Spokane, WA	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: tppchuk@sk.sympatico.ca

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
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 - Rolland Roberts

31545 Taylor, Wayne IN 48184
734.728-8447 E-mail: rrobe9864@aol.com

8/7-8	Dayton, OH CAPS CLASSIC Mike Condon 734.464.7027	Q5AMA Q4, QAMA
8/16	Rockford, IL Dick Shields 815.398.8366	1/2a
8/21-22	Lucasville, OH Terry Frazer 740.574.6213	Q5AMA
8/22	Rockford, IL Dick Shields 815.962.8835	1/2A
8/28-29	Toledo, OH 26th SILVER CUP Wayne Yeager 419.385.1635	Q4
9/5	St Charles, IL Dave Gustafson 630.513.3177	Q5
9/11-12	Dayton, OH #4 JR GOLD CUP Ben Martin 937.439.5141	Q4
9/12	Rockford, IL Leroy Webb 815.389.4519	Q5AMA
9/26	St Charles, IL Dave Gustafson 630.513.3177	Q5
10/2-3	Toledo, OH Flying Tigers Pat Falgout 419.841.8957	Q5AMA
10/9-10	Hebron, KY Flying Cardinals Brenda Holbrook 5.3.923.4326	Q5AMA

Distict 6 - John Fike

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

8/7-8	Ellington, CT Kevin Cyr 860.871.8316	Q5SE
8/8	Jackson NJ GPRA Frank Flesch 732.929.8205	Q5
8/29	Jackson, NJ John Zanghi 732.364.7637	Q5AMA
9/12	Hadley, MA	Q5SE

9/19	Dave Fogg 413.593.4581 Jackson, NJ - GPRA	Q5
9/25-26	Frank Flesch 732.929.8205 E. Hartford, CT-PWA-Mason Dixon District Championship	Q5AMA
9/26	Lloyd Burnham 860.644.9072 Colts Neck, NJ - GPRA	Q5
10/3	George Schmauch 732.238.2551 Jackson, NJ - GPRA	Q5
10/9	Frank Flesch 732.929.8205 Bowie, MD	Q5
10/10	Derrick Schreiner Bowie, MD	Q5AMA
	Dan Myer	

District 7 - Gary Freeman Sr.

1005 Taproot Dr., Winter Springs, FL 32708
407.695.1855

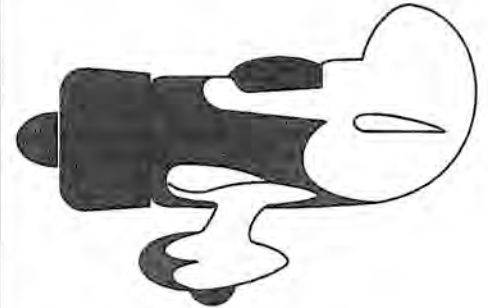
Q5 is SEMPRA Sport Pylon		
11/20-21	Jacksonville, FL Gateway Pete Rickard 904.826.3608	Q5
12/11-12	Tangerine - JR Gold Cup	Q4
12??	Tangerine	Q5

District 8 - Randy Ritch

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

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



Call for nominations, statements must be in by next deadline.

Article Due Dates

**September 15
October 20
December 1**



APC
 ADVANCED
 PROPELLERS
 PRECISION COMPOSITES

The No. 1 Choice of
 Competition Modelers Worldwide!

Competition propellers for the intermediate and advanced sport flyer as well as the competition community. Advanced designs using modern computational methods and materials. Over 300 pitch / diameters available ranging from slow-flyer electric to High performance Giant Scale Unlimited Racers.

A complete line of three and four blade props are being designed and then tested by Top-level Competition pilots prior to market entry.

Visit the APC Prop Website for detailed information on product design and current product availability or send SASE for detailed brochure to:

Landing Products, 1222 Harter Ave., Woodland, CA 95776

E-Mail: apcprop@aol.com • Home Page: www.apcprop.com/

Contact your local hobby dealer first.



If they don't have what you need, order direct from:

Landing Products, ph: (530) 661-0399 or our convenient web site.



Overnight delivery is available and all props are in stock. Hours: 6am - 2pm PST

LYLE LARSON
CALIFORNIA SPEED PROS
 HC 80 BOX 475 • PIEDMONT, SD 57769 • PH/FAX 605-787-6340

NEW! NEW! NEW!...Quarter Forty
 NAPIER HESTON 55 3/4" skinned hinge
 P-51 DAGO Red 55 1/2" skinned hinge, version #3
 All kits come with wheels, axles, hinged ailerons, firewall, landing gear, elevator horn, fuel shut off and slotted balsa wood tail.

★ **NEW! NEW!...Q500 Bird of Prey** ★
 All Composite Kit — \$350.00

STANDARD QM KITS — \$125.00 • COMPOSITE KITS — \$350.00 + Shipping
 QM KITS - BUILT & PRIMERED AND READY FOR PAINT — \$500.00
 Q500 COMPOSITE KIT - BUILT AND PAINTED - \$450.00 + Motor Mount

★ **QM40 PROPS — \$20.00 (Bag of 6) Shipping Paid** ★

CUSTOM BUILDING • MANY BEST OF SHOWS

ALL Current Pylon Records
Were Set Using

POWERMMASTER

THE OFFICIAL FUEL FOR THE GOLD CUP SERIES
AND THE 1999 AMA NATIONALS

Special Price for races only - 15% - \$8.00 gal. + shipping

POWERMMASTER HOBBY PRODUCTS, INC.
 PO Box 650, Elgin, TX 78621 - (800)847-9086
 E-mail - sales@powermasterfuels.com

Rocket Props

Quarter Midget Props
 Rocket **Blanks 6 for \$20.00** (9x7)
 Custom cut - \$20.00 each

Nelson Engines and Parts
 Set-up the Rocket Racing Way

See us on the Web www.rocketprops.com
 Home 954-340-5437 Cell 305-987-7240
 Email bobbqm40@rocketprops.com

Lee Custom Engines
 Custom Versions of All Engines in K&B Line
Aircraft and Marine



C.F. Lee Mfg.
 10112 Woodward Ave.
 Sunland, CA 91040
 (818) 352-3766

"Miss Ashley II"

JR Gold Cup Race 1
 Chip Hyde

Jr Gold Cup Race 2
 Rusty Van Baren

Fast time at JR Gold Cup Race 1 and 2

New AMA World Record!
 by Gary Schmidt
 1:01.04

"ARR" (Almost Ready to Race)
 Super Deluxe "ARR" Kit:
 "All" Composite Prepainted Parts!!
 "All" Control Surfaces Are "Low Drag"
 Skinned Hinges!!

Call for Details & Price
Standard "ARR" kit \$420

Rusty Van Baren Racing
 534 East Magnolia Ave.
 Hanford, CA 93230
 Phone/Fax 559-582-7715

THE INTIMIDATOR Q500

PRE BUILT FULL KITS

\$99.99

- Wings sheeted with epoxy
- All 1/16 ply installed in wing/stab/rudder
- Jigged built fuse
- All carbon fiber installed in wing

\$39.99

- Full 10" wide balsa wing skins
- Full lite ply sides for better power transfer
- 1/16 ply for edge of wing/stab/rudder
- Quality aluminum landing gear



BUILD AS A V-TAIL OR CONVENTIONAL

THIRD PLACE

'94 & '95 NATS

CONGRATULATIONS RALPH RINALDI

NATIONAL BALSAA

97 Cherokee Dr. Springfield, MA 01109

We accept personal check, money order and COD (\$4.75 for COD)

\$7.00 S&H per kit (48 states only)



413-796-1925

Dub Jett's

Jett@pdq.net

JETT ENGINEERING, INC.

HAVE YOU LOST TO A JETT LATELY? EVERYONE AT THE FIRST HOUSTON CONTEST DID... AND THE FT WORTH CONTEST...AND THE NEXT HOUSTON CONTEST PRACTICE ENGINES FOR QM AND Q500 - - \$275. THEY'RE TOUGH, FAST, DON'T BREAK AND DON'T SHAKE. (NOT AVAILABLE AT THE FIELD FROM FREE AGENTS)

RACE WHEELS - - \$11.00 MADE IN SEVERAL COLORS FROM TOUGH POLYURETHANE RUBBER THAT WON'T WEAR OUT OR BREAK. COMPLETE WITH HUBS AND SCREWS.

BUBBLE-JETT TANKS - - \$15.00. NEW TOUGHER LINER, GUARANTEED NOT TO EXPLODE OR WEAR OUT!!!! JUST THE RIGHT SIZE TO FIT EVERYTHING. COMPLETELY ASSEMBLED, WITH TUBING LONG ENOUGH TO REACH THE FRONT OF YOUR nelson Q-500 (SMART JETT OWNERS HAVE REMOTES)

JETT-TANKERS-- \$30.00 UPGRADED WITH LARGER OUTLET FOR EASIER FUELING. COMPLETE WITH TUBING AND FILTER

SAVE YOUR HAND AND BUY A JETT REMOTE NEDDLE. BOTH BACKPLATE AND Q-500 STYLE - - \$25.00. FITS ALL. BEST MOTOR MOUNTS AND SPINNERS GOING--FITS ALL

6110 Milec
Suite J
Houston, Texas 77092

Quickie-Jett .40

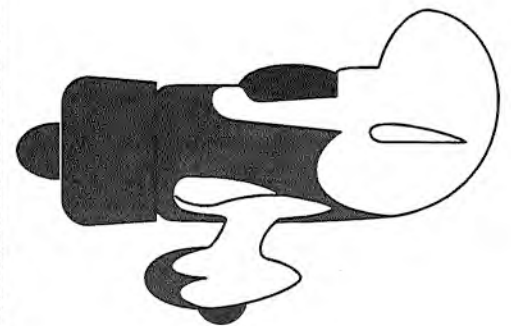
Office: (713) 680-8113
Fax: (713) 680-8164
Residence: (713) 467-2887



Above: 1999 Nationals Quarter 40 winners.



Above: 1999 Nats - the last F1 Race. Top 5 plus officials and course workers.
Below: 1999 Nats Call Girls.



NMPRA MEMBERSHIP APPLICATION

- Check here if Address change
- Check here if you are a current CD
- Check here to donate excess remitted monies to the FAI Team Fund

Name _____ Phone: Home () _____ - _____
 Address _____ Work () _____ - _____
 City, State, Prov., Zip(9 digit) _____
 Occupation _____ E-mail _____
 Date of Birth (m/d/y) ____/____/____
 AMA Number _____ NMPRA Number _____
 What do you fly: F1 ____ QM ____ Q500 ____ FAI ____

Circle Appropriate: Non-Flying \$20.00 Flying \$30.00 Outside U.S. \$33.00(U.S. Funds) New Renewal

Make Check Payable to:
NMPRA

Send To: Academy of Model Aeronautics
 Attn: NMPRA
 PO Box 3028
 Muncie, IN 47302-1028

NMPRA OFFICERS

PRESIDENT - Vern Smith - 180 Leader Heights Rd, York, PA
 17402-4742, Tel (717) 747-0707
 E-mail: vsmith@blazenet.net

SECRETARY/TREASURER/EDITOR/PUBLISHER
 Paul Page - 16 Gilbert Ln, Harwich Port, MA
 02646-1000 (508) 432-9938 Fax (508) 432-9939
 E-mail: ppage@capecod.net

DISTRICT 1 VP - Dave Ferrell - 1565 Echo Dr, Merced, CA
 95340, (209) 722-0655
 E-mail: pylonflyer@aol.com

DISTRICT 2 VP - Darrol Cady - 10711 NE 37th Ct
 Vancouver, WA 98686 (360) 573-0987
 E-mail: dcady@pacifier.com

DISTRICT 3 VP - Terence Palaschuk - 39 Tremaine Ave,
 Regina, Saskatchewan S4R 6N6, Canada
 (306) 585-1465
 E-mail: tppchuk@sk.sympatico.ca

DISTRICT 4 VP - Mike Sperry - 1614 11th St, Cody, WY 82414
 (307) 587-5870
 E-mail: sperrym@mail.nwc.whcen.edu

DISTRICT 5 VP - Rolland Roberts - 31545 Taylor
 Wayne, IN 48184, (734) 728-8447
 E-mail: rrobe9864@aol.com

DISTRICT 6 VP - John Fike - 12706 Beaverdale Ln
 Bowie, MD 20715-3912, (301) 262-1486
 E-mail: jfike@feico.com

DISTRICT 7 VP - Gary Freeman Sr. - 1005 Taproot Dr.,
 Winter Springs, FL 32708 (407) 695-1855
 E-mail: gafreeman@solutions.att.com

DISTRICT 8 VP - Randy Ritch - 4104 Lark Lane
 Houston, TX 77025-5831 (713) 661-5458
 rrritch@msn.com

DISTRICT 9 VP - Luis Garcia Blake, Palmas 735-406
 Lomas Barrilaco, 11010 Mexico DF
 (525) 596-2739 E-mail: lgb@pegaso.com.mx

QUARTER 40 VP & Points Coordinator - Barry Leavengood -
 10855 Remmet Ave
 Chatsworth, CA 91311 (818) 998-4564
 E-mail: bl10@aol.com

FORMULA ONE VP & Points Coordinator - Mike Helsel -
 7 Still Meadow, Round Rock, TX 78664
 (512) 244-2133 E-mail: Mike_Helsel@dell.com

QUICKIE 500 VP & Points Coordinator - Cliff Telford -
 1512 S. Greenleaf Ct, Winter Springs, FL 32708
 (407) 359-9958 Fax: (407) 359-5063
 E-mail: clifftracer@aol.com



Academy of Model Aeronautics
ATTN: NMPRA
PO Box 3028
Muncie, IN 47302-1028



**First Class
Dated Material**

TO:

A M A Renaud Library
5151 E Memorial Dr
Muncie, IN 47302

00 5 2005

The Pylon Racer's Official Voice

NMPRA

NELSON ENGINES

Another Clean Sweep!

Nelson Engines Capture All The Pylon Events at the NATS...AGAIN

Congratulations

First Place Q500 - Lloyd Burnham

Fast Time Q500 - Travis Flynn

First Place Q40 - Jaime de la Vega

Fast Time Q40 - Marcus Blanchard

First Place F1 - Darrol Cady

Fast Time F1 - Darrol Cady

Proof Once Again That Only The Best Engines WIN!

Performance Specialties

P.O. Box 3146 -- Gardnerville, Nevada 89410 Phone: (702) 265-7523 Fax: (702) 265-7522