

The Pylon Racer's Official Voice

NMPRA

HIGH PERFORMANCE

National Miniature Pylon Racing Association

Since 1965

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May 2000

Presidential Pontification

I think the NMPRA is in a rather difficult position. While pylon's national rules, competitive events, and its relations with our sanctioning body (the AMA) is in good shape; our part of the RC world is dying on the vine from a lack of fresh blood. I spent a lot of time listening to good and bad ideas about how to encourage more aspiring entry-level racers. I've kept tabs on how the other AMA SIGs are doing in this area and unfortunately, with the exception of RC combat, most are doing even worse than we. I had four goals when I took this job. We had to make peace with the AMA over safety issues. We needed a new rulebook. It would be nice to have a National series of events organized and financed by the NMPRA. I needed to do something to get new racers into our entry-level events. I got lucky with the first three. I have fallen flat on my face with the last one. To get myself off the hook I have come to the conclusion that there is not much a National organization can do to stimulate local activity. That's why I think the NMPRA is in a difficult position.

There are some things that can be done on a national level that will make the task of organizing and running local entry-level races easier. There are also some things that can be done on the national level to make entry-level pylon racing aircraft and equipment as user friendly as possible. The rewrite of the entry-level event (424) rules was a valiant attempt to improve the user-friendly equipment area. The guys who argued and sweated over the rewrite spent at least half of their time wrestling with 424, and nobody was very happy with the result. Some areas of the Country have had much better luck than others with entry-level events. Unfortunately, no two of the better performing areas have anything in common except the basic airframe.

One conclusion I think we can draw from all this is that entry level racing is local by nature and will rise or fall on the efforts of those who promote and organize it on a local level. The national organization provides rules for events that are contested nationally. Entry-level events are not contested nationally and appear to be outside the influence of the national organizations – even to the point that no two sets of local entry-level rules agree on much of anything. Despite the efforts of the rewrite committee, each local area still seems locked into their own engine eligibility criteria or handicapping system and is unwilling to change. So much for the influence of the national organization.

The second area where the national organization can be a positive influence is making life easier for the few guys willing to help and encourage local entry level racing. We don't do any better here than we did with the rules. If you are going to get someone interested in becoming a pylon racer it's very helpful if you can show him a pylon racer doing it's thing. The first reaction I've seen from your typical capable sport flyer, which certainly is our best potential candidate, is something close to sheer terror. We have scared and deafened our fellow club members to the point that we are not allowed to fly pylon racers at most local club fields, at least not while anybody else is there.

While many areas of the country have transported safety cages from race site to race site for years, other clubs find this overly burdensome. As a result fewer and fewer clubs are willing to put in the time and effort associated with running a pylon race. The fact that the entry level has been declining for the last several years doesn't help either. As I've said time and again, it's a lot easier to find four guys to run a fun fly than fourteen or so to run a pylon race. The NMPRA's efforts to develop an electronic pylon course have been unsuccessful to date, so there is little chance of a meaningful reduction in the number of people it takes to run a race. Off course judging systems are being developed and look promising for those sites with enough acreage to use them. These systems won't reduce the number of course workers needed but they will make cages unnecessary.

There are several proposals before the AMA pylon contest board that would slow down the Q40 and the Q500 (428) airplanes. I have advocated slowing down since I took this job, particularly 428. The majority of the racers do not want to slow down and they are committing event suicide. Our current velocities scare most potential contestants as well as our course workers. Tracking and accurately identifying our planes is very difficult for the workers. Better technology is responsible for these speeds and better technology always means higher cost. Pylon racing was never cheap but it's become prohibitively expensive for the majority. If the NMPRA refuses to endorse the slow down proposals, and the majority of the racers do not want the NMPRA to endorse these proposals, the NMPRA is effectively endorsing the destruction of the sport it was chartered to nurture.

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

Continued on Page 4...

Bad Air (Editorial Comments from Darrol Cady)

Spring is here in the Northwest. All the trees are starting to leaf and the flowers are starting to bloom. Even after spending January and February in Phoenix and enjoying the Speedworld R/C Club facility for the two months, I am still glad to feel spring in Vancouver, Washington.

We went to Castle two weeks ago for the race that was well run by Dave Ferrell and his great group of Race Officials. Dave elected to do something different this year. He put the Officials for 2 and 3 on the sidelines. What a difference. The fliers knew that they could not get away with making a short course and getting by with it. The officiating was outstanding. I heard no questions of calls on any of the pylons. From the pits, it did not take the racers long to see that the cuts were being called and on the right airplanes. When there were no obvious mistakes there, they knew that the rest were right also. Enough for the racers, they liked the system.

Now, for the ones that really liked it, the Race Officials. I talked to all of them, to see how it felt for them to be outside of the course. These were all experienced Race Officials. They were the same ones that were there last year and the year before.

I expected different answers than I received. I expected "safer" descriptions. I did not get that. What I was told is that they liked it better, because they could do a much better job of judging. They could easily spot a cut and knew who did it. They felt that their time there was spent doing something right, instead of just being there and not knowing what was going on.

They were happy doing their job well, and the racers loved the job done well. A win/win situation! Until we get a fully electronic racecourse, I am of the opinion that whenever possible as many of the Race Officials that we can get off the course, the better races we will have. Sideline judging does work better!

District 5, District 8, and District 4 have been using sideline judging for a while. Jerry Small has been in contact with a group developing the tools for the off-course racing for quite some time. Each of the groups has been working on different types of equipment. Soon it will be time for them to compare notes and see which group has come up with the best solutions to all the different problems setting up a system that works. I think when we get the collaboration, and then we will have the system that should be drawn up and shared with the rest of the clubs in the Nation.

This system has the opportunity to help the area that we are most in need for. A way for clubs to put on local 424 races without the Super Cages, and still be compliant with the AMA. Unless we do something fast to make these races possible, we are going to run out of beginner racers to get hooked and move on up to play in the higher classes. The sooner we get this system completed, the more probable that racing as we know it will continue to exist.

It is simple, no beginners now, and no experts later...

Darrol

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High Performance is published 8 times per year.

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	Size	Single	Annual
Full Page	7.5 X 10	\$ 100	\$ 700
1/2 Page	7.5 X 5	\$ 70	\$ 490
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Wanted

Interesting photos of races, planes and events. Send photos by hard copy or in electronic format to the Editor.

To receive an electronic version of the newsletter via e-mail, please contact Darrol Cady via e-mail at dcady@pacifier.com Or visit the official NMPRA website at www.nmpa.net

Article Due Dates May 28

**When corresponding with the NMPRA, please use this address:
Academy of Model Aeronautics
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2000



Gold Cup Series

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The Next JR 2000 Race is:

- May 27th & 28th
Bowie, Maryland
Contest Director: Art Edsall
(410) 257-3919 (evenings)
(301) 236-1540 (work)
E-mail: arthur.c.edsall@bellatlantic.com



JR Gold Cup Race Schedule for 2000

Bowie, Maryland
May 27 and 28, 2000

Seguin, Texas
September 2 and 3, 2000
(Note the change in dates to Sunday and
Labor Day Monday)

Sepulveda Basin, California
October 21 and 22, 2000

Apopka, Florida
December 16 and 17, 2000

JR Phoenix Results

- | | |
|---------------------|-----------|
| 1. Tony Lopez | 1:03.59 |
| 2. Chip Hyde | 1:01.18** |
| 3. Travis Flynn | 1:06.82 |
| 4. Tom Scott | 1:06.46 |
| 5. Randy Bridge | 1:03.43 |
| 6. Jaime De La Vega | 1:05.50 |
| 7. Mike Helsel | 1:06.11 |
| 8. Lyle Larson | 1:05.44 |
| 9. Roy Andrassy | 1:09.16 |
| 10. Drew Telford | 1:09.20 |



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Presidential Pontification Continued

As I announced in my last column I am resigning the NMPRA Presidency effective May 31. Fortunately for the NMPRA, my first choice as a replacement for the balance of my term has agreed to take the job. Darrol Cady spends more time engrossed in pylon activities than most of us spend sleeping. Nobody has a better feel for where we are and where we want to be than Darrol. For those of you with a legalistic bend the elected President is granted executive privilege to name a replacement for the balance of his term under Articles 6, section 4, and Article 8, section 2b of the NMPRA by-laws. Darrol's your new President and you're lucky to have him. As I state in the next paragraph, it takes a lot of help to get this job done. I'm requesting that those who were so willing to help me the last three plus years please do the same for Darrol. Most people consider him much more personable than I so it will actually be an improvement!

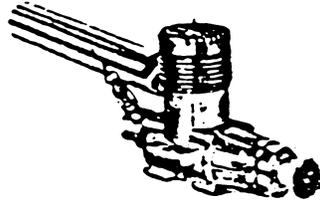
There has been a core group of people whose help made my job as President an enjoyable experience. These guys and girls were an essential part of the last 41 months. Paul Page, our recently deceased Secretary / Treasurer / Newsletter Editor was very capable and tireless. His replacements, Darrol Cady with the newsletter, and Chic White as Secretary / Treasurer are both doing great jobs. These positions require lots of time and phone bills. Darrol has also found a jewel in Pat Palaschuk as newsletter creator. Cliff Telford has run the Nationals for me with lots of help from the PGRC guys and Pete Reed. I get very few complaints about the way we ran the Nationals. Eric Meyers of Horizon Hobby Distributors was savvy enough to see the potential in the Gold Cup Series and bankrolled it along with the Hammond's of PowerMaster. The NMPRA district and event VP's were always supportive of my efforts, even the misdirected ones. A special thanks goes to Duane Gall who has truly become the workhorse of pylon racing. Duane leads the AMA contest board with the most active keyboard on the Internet. In his spare time he runs racing events and writes the pylon column in Model Aviation. My wife Betsy has been very tolerant, supportive, and fiercely loyal, traveling to dusty abandoned air bases and such while smiling pleasantly at everyone.

I wish my successor (s) good luck with their efforts to encourage pylon racing. They will inherit an organization that is financially strong and well structured. Their efforts to solve the problems I have outlined above will be their single most pressing challenge. *Vern Smith*

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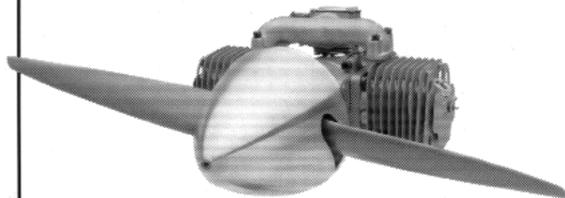
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Official AMA Records

Event	Record Holder	Time	Date
421-F1-Op	Richard Verano	1:03.16	03/28/92
421-F1-Sr	Henson Bartle	1:07.94	10/10/98
421-F1-Jr	Matt Van Baren	1:10.81	08/18/96
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	06/06/98
422-QM15-Op	Craig Grunkemeyer	1:10.89	09/11/93
422-QM15-Jr	Thomas Doe	1:26.78	09/29/92
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	05/29/94
428-Q500-Sr-2m	David Wright	1:01.36	07/10/94
428-Q500-Jr-2m	Bucky Miller	1:10.43	06/13/92
428-Q500-Op-2.5	*Gary Schmidt	1:05.20	01/17/99
428-Q500-Sr-2.5	Seth Tomblin	1:11.16	10/06/96
428-Q500-Jr-2.5	Matt Van Baren	1:13.19	05/24/98

*applied for AMA Official Record



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The Crap Trap *By Dub Jett*

LIFE IS NOT NECESSARILY MADE BETTER BY INCREASING ITS SPEED...M. GHANDI.

Idiot: Noun, someone who does not agree with me...D. JETT

Setting here on Easter, I thought I would take a nail and jam it thru my foot. It will help me say the following:

A few years ago I wrote rules and suggested that F-1 had to change or die. I cautioned you that taking the advice of those who had "special interests" would get you in trouble. Mostly you took the advice of those who had something to sell you, and we lost our event. Now you get to sit at home and complain about what is wrong with QM.

I recently went to a party and sat with some old F-1 fliers. They patiently and politely told me what was wrong with QM although they had never owned one, much less flown one. I did manage to tell them, after I got thru screaming and calling them idiots, that they could get back to me in two years, after they had bought, built, and flown QM for at least a year. They really are very nice people, but misguided. Their airplanes are not. They don't have any.

One: Events that don't change with the times die.

At Phoenix in 1994, the year we tried to demonstrate 15% F-1, a man walked up and told me, "please don't change F-1". I asked, "do you fly F-1?", and he said, "heavens no, it costs too much and is too much trouble". Idiot. No, we are the idiots. He spelled it out pretty well, don't you think?

Ah, but you say, this is not for everyone. True, but it has to be for someone. I get lonely. And, if you are screaming at me by now, then I will get lonely when you quit.

The screamers I call zealots. You love the event just the way it is, and never want it to change. You are working days and nights, neglecting your family, and spending big bucks. You are making progress and winning some. You are afraid that, if the rules change, you will have to start over. Damn. What are you doing this for? Soon, one Saturday, you will wake up and find that the progress is coming much more slowly and the wins no more often, but the time and big bucks spent just keep on. You will quit and leave me holding the bag, what's left of it.

I call others big fat Japanese warrior types. You have worked very hard, are good and you win. You have a distinct advantage because of your efforts and don't want to loose it. You would rather people quit than change the event—it's not for them anyway.

Two: Events that are too much trouble and cost too much, die.

I call it creeping technology. We try very hard to win. We work day and night to get an advantage. The natural result is that the airplanes, engines, and flying skills just get better and better. The amount of effort and time for the new guy to get competitive gets to be years and years. He won't pay the price—doesn't have to—because there are lots of other interesting things to do.

Creeping technology kills events. We will spend as much as necessary to win. If a Dago is faster, then we all junk our Polish Sausages and fly Dagos. Second place is the same as loosing. Whatever happened to

foam wings? Whatever happened to buying a bag of props, instead of making them on CNC mills? Whatever happened to Hayes tanks and wheels, Tru-Turn spinners, standard glow plugs, large cheap servos and receivers, wooden push rods, and K&B? Whatever happened to contests with good turnouts?

Creeping technology must be controlled for events to grow and survive. Everyone else does it, haven't you noticed?

Three: Events that do not have a grass roots entry-level event for support, die.

This is certainly a no-brainer. Years ago, when we were fat, dumb and happy, we quit having Q-500 along with the F-1 contests. It was a lot more fun to have F-1 on two whole days. Something did not feel right then and it surely doesn't feel right now. The decline started about that time.



About 12-15 years ago, Phil Bussell, then NMPRA president made the statement that if we added Q-500 to the list of events at the Nats we could kiss it goodbye. It thought it a strange thing to say at the time. By the early 90's it seemed even stranger. Now, with attendance down to about 1/2 around the country, I'm not so sure. **428 is not an entry-level event.** It is extremely competitive, expensive and a lot of work. It's fun for the expert pilot.

So what's the problem? Simple, we do not have the critical mass in the hobby to support all these events at a high level of participation. Look at Q-500. When it was biggest, both QM-15 and F-1 were in major decline. Those in Texas who are serious about QM do not fly Q-500, and vise-versa. If you think you can have growth in QM and 428, while still having time for some fun and relaxation in 424, you have another think coming.

Q-500 must become an event that people can get into and have a good time racing. It must have large enough numbers to attract additional participation (herd effect), and it must be an event that has the general support and participation of the "expert" flyer.

It is total **CRAP** that 424 should be a nice little, cheap, plain, unattractive, slow, germ plagued, event where we put on our clean little uniforms and go out and help the new guy. When was the last time any of you went out and did charity work? The beginner does not want charity; he wants to have some people to beat, and to get just a little recognition when he does. He wants to think he has a chance to get better and to be able to beat you when he does. It is not a hard concept. It will not happen when you put him off in his own little corner, go fly 428 and ignore him.

Finally: Something has to change. Either make 428 an event for everyone, or kill QM. You can e-mail and Forum your ass off, but you will never solve the problem otherwise.

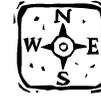
A final finally: I am keeping a list of people who are putting out so much crap, trying to scare everyone away from making changes to these events. About two years from now, when you quit, I am going to call you on the phone at about 2:00AM and ask you where the hell you are!

For those who took the time to read this far: You obviously are not an idiot.

Dub Jett



District News



District 1 - David Ferrell

April 2 & 3 saw Quarter 40, Quickie 500 and Quickie APRA pilots doing battle at Castle Airport, Atwater, Ca. Two one day races with 5 rounds both days and only one re-fly. Merced Co. R/C Club did their usual good job of putting on the event. We tried a combination on-off course officials. We used the AMA cages for pylon one and the lap counters but had pylon 2 & 3 judges off course. We placed them about 350 ft. on the pit side of the course at about 45 deg. on the apex of their respective turns. Talking to both judges after the race they said it was easier to identify the offending plane than setting under the poles.

I would like to thank the contestants that made the trip to Castle although this may be the last "club" sponsored race held there. Because of the low turn out, but for the help from Fred Burgdorf of APC props, we would have had a \$375 loss. It cost \$1,234 to put on the Castle race and that does not count the 250 plus man-hours by Merced Co. R/C Club Members. Enough on that subject.

We had a lot of close racing, especially on Saturday, three mid-air and several high speed touch and goes. One contestant decided that pylon 2 pole was too high, duuuuh!

Castle results April 1

428	
1. Randy Bridge	1:05.00**
2. Travis Flynn	1:08.28
3. Tim Lawlor	1:15.41
4. Jim Lime	1:21.18
5. Fred Burgdorf	1:12.22
422	
1. Tim Lime	1:06.16
2. Randy Bridge	1:03.28
3. Mark Lattimore	1:06.25
4. Gary Schmidt	1:02.34**
5. Travis Flynn	1:05.62
APRA	
1. Paul Neves	
2. Gordon Frazier	
3. Joanne Coffey	

Castle, April 2

428	
1. Randy Bridge	1:07.84**
2. Darrol Cady	1:09.81
3. Matt Mikko	1:09.31
4. Travis Flynn	1:07.88
5. Tim Lawlor	1:12.87
422	
1. Jim Allen	1:08.72
2. Tim Lime	1:08.12
3. Gary Schmidt	1:02.78**
4. Barry Leavengood	1:07.87
5. Drew Telford	1:08.72

APRA
1. Paul Neves
2. Joanne Coffey
3. Gordon Frazier

As you can see, we only had 3 contestants in the APRA class. Joanne Coffey posted her first break out time Sunday, way to go Joanne. The next race in Dist. One will be the Basin, May 7th.

Bank-n-yank, Dave

District 2 - Matt Mikko

I wanted to start this months article by apologizing for not getting an article in the previous newsletter. The engineer's strike at Boeing is over and I'm back on the computer. This month's narrative will be a little brief because of the lack of racing this time of year in the Pacific Northwest.

During the time off, several people have been working very diligently trying to get all of our new equipment ready for the season. I want to thank Al Watson, Tony Huber, Tom Strom, Mike Brownlee, and others for all of the help. We will have the new light system at pylon 1 working now. We are just one step closer to getting the Race Officials off the course. We will be trying out the new system May 7th at Marymoor Park in Redmond, WA. We will be racing 428 and 428 APRA. Thank you Stan Davis for C.D. ing this event.

I also want to encourage everybody in the district to join our pylon racing club called the P.R.O.P.S. (Pylon Racers of Puget Sound). We all need to support the organization to allow the district to make it financially.

In conclusion, it is time for everyone to ready his/hers equipment ready for the beginning of our summer season. The first race of the summer season is in Spokane, WA on June 10,11. The contest director is Mike Bergen and we will be racing Q-40, 428, and 428 APRA. Till next month.

Matt

District 3 - Terence Palaschuk

There is not much happening in the District at this time. We are all anxiously waiting for the first race. For the majority of District 3 members, that will be the race in Regina, June 3 & 4th. Please note the changes in our schedule. We have had a couple of cancellations and date changes already. The

rational behind the cancellations - in both cases the clubs have opted to host a "sportsman event" only. Hat's off to these folks who are working hard to try to increase the interest in pylon racing. It would probably be good for a few of the District members to attend as many sportsman events as we can to increase enthusiasm around the entry level and expert classes.

Congratulations to the District 3 members who participated in Phoenix. Most all were flying H&M models of wood or composite construction. Reports indicated that the planes flew very well.

Terence

District 4- Mike Sperry

The grass is just starting to turn green around Wyoming, and in District 4. My efforts haven't been on racing much as it's too cold to fly, but I have been building racers, and designing a new Q40..

The Denver area is planning a race in May, anyone interested in that should contact Duane Gall for more info. I would like to attend but it's a busy time at work and sadly I must work before I can play. I think that my priorities should change.

Planning a new Q40 design, just now drawing it on AutoCAD. I am going to try a Miss Ashley. If anyone needs drawings done for the review committee let me know I would be glad to help.

Sorry for the light report this time, but not much going on. "Lets get ready to R-A C-E."
Mike

District 5 - Rolland Roberts

I'm sorry about dropping the ball. My computer has been giving me fits, I changed Internet providers and my place of employment decided to close its doors with no warning. Before I realized it the Article due date had come and gone. Not much has been going on in the district. The race schedule has been set and as you will see we have lost one of our favorite race sights. The Flying Tigers have decided to not hold any races this year. I have been given more then one reason as to why. Since I don't know for sure which one is correct I won't comment on them.

Continued on Page 7.



District News



District 5 Continued

Nobody is more disappointed than myself about this change of events. This was slated to be the sight of the District Championship race. To date that race has not been rescheduled

On a happy note the Toledo Weak Signals have decided to hold a race, the date is June 3rd and 4th. As most of you know this will be the first Q-500 race for 428 in a long time at this field. Make sure you find a way to attend. This is sure to be a great race and hopefully a good turnout will inspire the club hold another one before the season is over. I'm told that they do intend to hold a couple of sport races in addition to the one already mentioned. If this happens it will go a long way towards helping promote pylon in our district.

I am still looking for a club to sponsor our Championship race. Anyclub interested in providing a race sight please let me know as soon as possible. I would like to have the race on September 10th & 11th and a sight chosen by July 1st. Vern Smith has agreed to give us last year's trophy money in addition to this year's. We have more cash to work with, and I hope to find a way to use it for everyone's benefit. Any suggestions would be appreciated.

By the time this newsletter reaches you our first race will have come and gone. Terry Frazer and the southern Ohio Mustangs put on a good race and the field is a favorite with all who have raced there. Newsletter deadlines prevent me from getting the results published in this addition but they will be on the discussion forum as soon as they become available.

I have had a couple of clubs commit to adding a 424 race to the schedule. The Signal Seekers, The Dayton Wright Flyers and I believe the Weak Signals all said they would. I again will ask all clubs holding a race this year to do the same and find a way to promote our sport. If we don't do something we will find less and less racers as time goes on. It does not take a rocket scientist to realize the implications.

I've heard many comments and complaints last year about the poor turn out at the events. Just think for a minute about the racers who retired. The Wooley Brothers, Dennis Sumner, Rex Knepper, and Bob Hisey are just a few. Who replaced them? We need 424 to be flown at every race this year. It is up to us to encourage, nurture and teach fledgling racers. Someone helped us or we wouldn't be here. It's up to us to make it happen. It does not have to be a complicated process. Just publish it in you race advertisements and give the sport guys a place to race. The time it takes to add this class is miniscule compared to the benefits.

I want to remind everyone of the importance of complying with all of the AMA rules. Since we Race, we need to be especially sensitive to these issues. One that comes to mind that I didn't see followed by everyone last year was the application of your AMA numbers on the aircraft. Or even worse, the number of the person from whom you bought it. This has been mentioned to me and I'm passing the suggestion to you. We should make sure we follow the rules and protect our selves, and our sport.

As you will note in the race schedule we have a couple of races on the same dates, but in different parts of the District. We also have

only one set of cages. Any clubs not using the AMA approved cages must make absolutely sure they have cages that will meet or exceed the cage requirement as outlined. No one has said you have to use the AMA cages but if anyone gets hurt because you have not provided adequate protection for the Race Officials. Nobody will be covered or insured, and EVERYONE in the pylon racing community will suffer. Don't let it happen. Make sure your cages MEET OR EXCEED the requirements. It also might be a good idea to have some documentation on hand proving the cages meet the requirements. Any racers who attend your race have the right to ask for proof the cages meet the specification's and it is their responsibility to not race if the cages are not up to par. No one will be able to claim ignorance on this issue. Again, make sure you cover your own behind. (Editors note: As of January 1, 2000 the new cage specifications are official and must be used. The other option is off course Race officials.)

May 20th and 21st is the second race of the season for our district. The Hamilton Hawks are hosting 428 Q-500 Std/Exp on Saturday and 428 Q-500 Std and 422 QM-40 on Sunday. You will find more info including Hotel and contact information on the NMPRA web sight.

We have so few races in our district this year it's important to everyone that we attend all of them. Hope to see you there. It's time to test fly the new airplanes and the Nelson's. So for now I will close. Good Luck to everyone this year,

Rolland...



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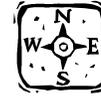
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District News



District 6 – John Fike

OK Kids, it's ShowTime. The first race of the season is upon us. April 29, in Bowie, MD. By the time you read this, the showdown will be history and a couple more races will have taken place. Hopefully, the next newsletter will have some results posted, but..... the weather doesn't look good for the race. Keep your fingers crossed.

There are a couple of important items that we need to begin to address. Each of us bears some sort of responsibility in these issues and we need to be vocal about it.

Next President: First and the most important and most immediate is the announcement by our fearless leader Vern Smith to step down from his position. Before going further, I want to pass on to Vern our undying gratitude and heartfelt thanks for the terrific job he has done during his tenure as our NMPRA President. I'm sure there will be other articles regarding this event throughout the newsletter so I need not dwell too much on his accomplishments.

Here are the facts: Vern did a terrific job and has organized the group very well and we are poised for continued success at least for the near future. Vern put forth many many hours of his own time and never once complained about it. He was doing it for us. He has made inroads within the AMA regarding safety, the NATS are taken care of, and we are on autopilot for this year.

However, as with any long flight, an autopilot may need a slight correction or even worse, perhaps to take an evasive action. We need to have a pilot!!! Pure and simple. There have

been some very qualified past NMPRA Presidents from our District and I can attest that we have a very dedicated and knowledgeable field of personnel from which the next rising star may spring forth. Look deep within guys and gals. Now is the time to step forward and make you the person to continue carrying the torch.

In closing on that subject, I want to say thank you to Vern for a fantastic job well done. You should be very proud of your accomplishments, we certainly are.

Q-40 Speed: The next upcoming big decision we need to address is the speed of quarter midget. You need to make your feelings known. There is a push on to slow them down. I personally agree with it, but this is not a forum from which I shall preach and impose my views. YOU, need to stand up and make your concerns known. The reason for this discussion is the decline in Q-40 participation. Two years ago it was growing gangbusters, and is now in a state of decline, (at least in our district). The factors mentioned are basically, Safety for the flyers and Race Officials, the cost of the equipment, and the ability of the Race Officials to keep up with the race and make appropriate judging decisions.

JR RACE, Bowie, MD. What a segway. A change from the concerns of Q-40, right into the biggest Q-40 event in our region. Friday, MAY 26, Practice, registration & Tech Inspection. Registration closes at 4PM on Friday. Saturday, May 27, 8 AM pilots meeting, 8:30 AM, first heat. Saturday evening, the Steak party at the close of racing. I hope they are the same huge steaks like last year. I saw one of those Jersey guys cook a steak that was so rare, well, I gotta tell you,

I've seen cows hurt worse than that, and get better. We will try to finish by 2:30 PM on Sunday. CD is ART EDSALL 410-257-3919 Evenings. 301-236-1540 at work. For Hotel information, contact Rick Moreland 301-261-7366. For good weather, contact Chic White.

NEPRO NEWS.

The 424 NEPRO class will run the PRO40 Thunder Tiger. Absolutely STOCK. Beginners can use the old K&B 4011 if they feel the Thunder Tiger is a bit much to begin with. There will be 15% nitro instead of the usual 10% nitro.

Mike Massi has served notice that there is a new Sheriff in town. Mike assumes the role of NEPRO President and rules enforcer. Hey, "Ya get a big tent and you can go places". The NEPRO group will be continuing their 50-50. NOTICE: Any NEPRO member that brings a new racer to compete at one of the 6 races this year will be granted free entry fee for that race day. Good Idea guys !!!

Lloyd Burnham has a Q-40 and a Q-500 motor for sale. Anyone interested, give him a call.

Contest Directors: Those of you that have not applied for your race sanctions need to do so as soon as possible. Time is of the essence. I am also expecting race results to be sent to me post haste once your race is complete. The drop of the checker flag on the last lap of the last heat of the last day does not signal the end of your responsibilities. **You** are responsible to ensure your racing friends get their just rewards in the national points accumulation.

Until next time: The Fikester

LYLE LARSON, CALIFORNIA SPEED PROPS
HC 80 BOX 475, PEIDMONT, SD 57769 PHONE/FAX 605-787-6340
E-MAIL dagored@rapidnet.com

NEW IMPROVED.....DAGO RED AND NAPIER HESTON KITS

QM kits include a fiberglass vertical fin and fiberglass rudder. The wing is a 56 1/2" skinned-hinge wing, 3/8" plywood firewall, elevator horn, fuel shut off, 1/4" balsa stabilizer and elevators that are slotted for 64th plywood. Kit contains wheels, axles, landing gear and wing bolts. These are the most complete kits available!

BIRD OF PREY Q500

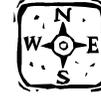
This is an all composite airplane. It comes with a 7 oz. Fiberglass fuselage with firewall, landing gear and the wing is installed to the fuselage for you. It comes with high-tech designed one-piece composite V-tail. The ball links are already installed on the elevator horns. This airplane is pre-built for you! Just attach the V-tail and bolt on the landing gear. Fuselage needs to be painted. No other composite Q500 kit can compare Quality/Price with my BIRD OF PREY.

ALL COMPOSITE KITS... \$375.00. FOAM WING KITS...\$125.00
CUSTOM MADE LIGHTENING Q40 PROPS.. \$20.00 – BAG OF 6 HAND PICKED (NO LEMONS) PROPS .. \$20.00
LL PROP BALANCERS..\$5.00—ON LINE FUEL SHUT OFFS.--\$5.00—PRICES DO NOT INCLUDE SHIPPING

Kits are also available custom-built, in prime or completely painted. Call for price.



District News



District 7 - Gary Freeman

No Report Submitted

District 8 - Randy Ritch

Our first race of 2000 was completed and we had a great turnout. On Saturday 4-15 we had 37 entries and on Sunday we had 32 entries.

This provided some very good racing and fast times as well. Several of the racers from our state showed up and they brought their horsepower with them. Especially the fast guys from Oklahoma City. Rich Beers brought some special props for the Jetts and WOW!

Our next race is in San Antonio, Texas. It should be an outstanding race as well.

Please bring a new potential racer to the races for 2000. This will help us have a building year, and we need it. We need new racers in our sport.

RACE RESULTS 4-15-2000

424:	428
1 st Steve Baggett	1 st Randy Ritch
2 nd Phillip Huriston	2 nd Ed Coker
3 rd Scott Jaschke	3 rd Mike Helsel
422:	
1 st ST-Mike Helsel	
2 nd Norm Johnson	
3 rd Chuck Anderson	

RACE RESULTS 4-16-2000

424:	428
1 st Steve Baggett	1 st Dub Jett
2 nd Scott Jaschke	2 nd Ed Coker
3 rd Daniel McEachern	3 rd Mike Hammett

422
1st Norm Johnson
2nd Chuck Anderson
3rd Mike Helsel

Until next time, go fast and turn left. – Randy Ritch

2000

District Race Schedule



Unless otherwise indicated, please contact the District VP for further information and race details. DISTRICT VP's are listed on the back inside cover of this publication. The

following key applies to all races; (1) one race per race date, (2) separate races each date, (?) tentative, (B) Beginner, (S) Standard, (E) Expert, (AMA) – AMA 428

District 1

April 1-2 Castle AFB, CA, 428, 422, APRA
April 13-16 Jean NV, Giant Scale
May 27-28 Whittier CA, 428-422-APRA
June 10-11 Sepulveda CA, 428-422-APRA
July ?, Reno NV, 428-422-APRA
July 9-14 AMA Nats, Muncie
Aug. 20 Sepulveda CCA, 428-422-APRA
Sept. 28 Oct 1, Castle CA, Giant Scale
Oct 21-22 Sepulveda CA, JR Gold 422
Nov. 19 Sepulveda, CA, 428-422-APRA

District 2

Feb. 13- Kent field Q500 424/428
Mar. 5- Kent field Q500 424/428
Apr. 2 Kent field Q500 424/428
May 7 Marymore Park Q500 424/428
Jun 10/11 Spokane, WA Q40/422 Q500424/428
Jul 8/9 Ephrata, WA Q40/422 Q500 424/428
Jul. 29/30 Canadian Nats Q40/422 Q500/428
Aug. 9/20 Shelton, WA Q40/422 Q500 424.428
Sep. 9/10 Whidbey Island Q40/422 Q500 424/428
Sep 30 & Oct.-1 Arlington, WA Q40/422 Q500 424/428
Oct 14/15 Dist 2 Champs Kent Quickie 424/428
Nov 5 Kent field Q500 424/428

District 3

June 3-4 Regina, SK Q500, Q40
Terry Truelove
Jun 24-25 Calgary. AB Q500, Q40
Hank Kaufmann (403) 278-4403
Jul 29-31 NATS, Vancouver BC
Andrew McIndoe (604) 590-4693
<http://www.members.home.net/nats2000>
Aug. 12-13 Prince Albert, SK
Les Wessel
Aug. 26-26 Saskatoon, SK –
Lyle Baker (306) 382-2794
Sep. 16-17 Winnipeg, MB
Doug Sewell (204) 334-5603

District 4

May 21 Jefco Aeromod'lrs, Chatfield , 424/428/422
Hal Garwood (303) 526-2900
Jun 11 Longmont R/C, 424/428/422
Howie Wayne / Steve Barker
July 1-2 Mile Hi R/C, Aurora, CO 424/428/422
Tom Neff
Sept. 23-24 Jefco Aeromod'lrs, Chatfield , 424/428/422
Duane Gall (303) 671-5688
Oct. 15 Longmont R/C 424/428/422
Howie Wayne / Steve Barker

District 5

May 6-7 Lucasville, Ohio AMA 428 Q-500 Std/ Exp
Terry Frazer 742-574-6213
May 7 Rockford, Ill AMA 424 Q-500 w/osfp-40 only
Orv Steinmetz 513-923-4326
May 20-21 Hamilton, Ohio AMA 428 Std/Exp Sat
428 Std&422 QM-40 Sun
Karl Tholen 513-923-4326
June 3-4 Toledo, Ohio AMA 428 Q-500 Std/Exp
Dave Carpenter 419-875-6403
June 10-11 Dayton, Ohio AMA 428 Std/Exp Sat,
AMA 428Std&422QM-40 Sun
Ben Martin 937-439-5141

July 9-15 AMA Nationals
July 22-23 Westland, Mi AMA 428 Std/Exp & 424 Sport both days
Barney Polzin 734-728-3029
Rolland Roberts 734-728-8447
July 30 Rockford, Ill AMA 424 Q-500 w/os 40-fp only
Glen Wierschke 815-234-3285
Aug 5-6 Dayton, Ohio C.A.P.S Classic 428 Std/Exp Sat
428 Std/422QM-40 Sun
Mike Condon 734-464-7027
Aug 36-27 Toledo, Ohio Silver Cup AMA 422-QM-40
Wayne Yeager 419-385-1635
Sept 16-17 Rockford, Ill AMA 428 Exp only Sat&Sun
Leroy Webb 815-389-4519
Oct 7-8 Hebron, Ky AMA 428 Std/Exp
Brenda Holbrook 513-923-4326

District 6

Apr 29 AMA 424, Bowie, MD Steve Baker
Apr 29 AMA 428, Bowie, MD John Albritton
May 7 NEPRO S&E, Hadley, MA
May 20/21 AMA 428 & NEPRO, Hartford CT
May 26-28 AMA 422 JR Gold cup, Bowie, MD
Art Edsall
June 4 NEPRO S&E, Farmington, CT
June 10/11 AMA 428, Hartford CT
June 24 AMA 424, Bowie, MD John Fike
June 24 AMA 428, Bowie, MD
Derrick Schreiner
July 9 424, JRCC ,Deflippo
July 23 424, JRCC, Zanghi
Aug. 6 424 & AMA 428, JRCC Deflippo
Aug 20 428 & AMA 428, JRCC Deflippo

District 7 – Q5 is SEMPRA Sport except where indicated

Jan. 22-23 Markaham Park, Ft. Lauderdale, FL
Ray Brown (305) 205-9500 (Cell)
Apr. 29-30 Gateway, Jacksonville
Pete Pickard (904) 565-9187
May 27-28 Markaham Park, Ft. Lauderdale, FL
Ray Brown (305) 205-9500 (Cell)
Nov. 4-5 Markaham Park, Ft. Lauderdale, FL
Ray Brown (305) 205-9500 (Cell)
Nov. 18-19 Gateway, Jacksonville
District Championship
Pete Pickard (904) 565-9187
Dec. ?? RCACF ,428/Q40/SEMPRA
Apopka, Tangerine, FL

District 8

April 15/16 Scobee Field,-Space City, TX
May 6/7 Brooks Airforce, Base San Antonio, TX
June 3/4, Scobee Field,- Bayou City, TX
July 10-15, AMA Nationals,- Muncie, IN
Aug. 12/13, Ft. Worth Thunderbirds, Ft. Worth, TX
Sept. 2/3 JR Gold Cup QM, Seguin, TX
Sept. 30/1 Brazoria, TX.



Race Results

Quarter 40- Barry Leavengood

The 2000 racing season is going hot and heavy. Entries, in district 1, are good with even better racing. Seems like every Q40 race we are in someone turns a 103 or so. The Q500 record is now 103.98 by Chip Hyde at the Winterfest in Phoenix. Many people were going fast, but Chip was faster. There are several new Q40 designs coming out. If these live up to advanced billing the 2000 season is going to be something. Two of them, Kieth Davidson / Fred Burgdorf's Proud Bird and Tim Lawlor's Ashley / Vendetta will debut at the Basin May 7th. Should be some great racing.

In case anyone hasn't heard, the rules proposals for empty can Q500 mufflers and 8 3/4" Q40 props passed the initial contest board vote. It is up to us, the pylon community, to make our feelings known about these proposed changes. I would suggest we circulate petitions at events and forward the results to the Contest Board Member in your AMA district. If passed in the final vote these rule changes would probably mandate considerable out lay of cash to be competitive. So please let your Contest Board Member know how you want him to vote.

To all you VP's out there sending me Q40 points/positions, please include the entrant's NMPRA number. This is important as it determines whether or not he or she qualifies for points. Also, I need points or place by individual event. Last year I got some summarized over 4 or 5 events, which made it difficult to drop low point races. There is a form available for reporting points to Cliff and myself, please use it.

Dave Ferrell tried off course judging for pylon's 2 and 3 at the last Castle race. It worked very well. There was no complaining and best of all the proper planes got called for cuts. I think this is the way to go at least for 2 & 3. The judges raved about it as they could see the whole course and could actually tell who cut. They can even watch the race.

Till Next Time
Barry

Quickie 500- Cliff Telford

Included in this issue are the rules for accumulating National Points. Please note that the new rules are different from past practice. The changes are being made to standardize the reporting requirements to make them consistent between Q-40 and Q-500. The biggest change for Q-500 flyers is that the best six races instead of the best seven will be counted, and 6 instead of 5 for Q40. The need for this change has been brought about by the decline in the number of races in some districts, making it almost impossible for some flyers to compete in 7 races.

The new requirement that at least three of the races be in the member's home district is intended to promote local racing. Members may declare any district as their "home" district for purposes of this rule. Those who live on the geographic border of their own district may attend most of their races in the district next door and should not be penalized for doing so.

Contestants and Contest Directors should make sure that race results are sent to the District VP by the weekend following a race. It would be a good idea to send a duplicate report to the Point Coordinator at the same time. Race reports tend to get lost over time and are often impossible to retrieve at the end of the season.

It is assumed that most race reports will be submitted via e-mail. For those who don't have computers the addresses for the Point Coordinators are in the newsletter. We have asked Darrol to publish a standard form for reporting races in the newsletter or on the website. This form can be printed and duplicated as needed.

Happy Flying, *Cliff*

National Points Rules – Cliff and Barry

There has been some conversation from members wanting to know what the rules are for NMPRA National Points. The rules for Quickie, Quarter 40 and Formula One were not the same. They have been standardized and are following. The key to this program being successful is getting the results from the races to Cliff Telford and to Barry Leavengood as soon as the races are completed. The results keep coming in and we have tried to be nice guys and keep redoing the final results to make sure that everyone received the points that they earned. Please encourage your Contest Directors to get the results to us as soon as they can after the race. When they wait until the end of the season to catch up on their paper work, it makes it impossible to get it done with no mistakes by the end of the season. We want those that earn the points to get their proper recognition when it is due. We will also be able to publish a list of the top 20 that means something if you get the results to us within a week of the event.

NMPRA National Points Rules for the 21st Century.

1. Count only the best 6 races for all racers.
2. Three of the 6 best races must be in their home district.
3. The Nats is a local race for all districts.
4. Awards for Q40 will be presented at the Q40 Championship Race at the banquet on Saturday night.
5. Quickie Awards will be sent to the District VP's by the VP, by the 30th of October.
6. It is the responsibility of each District VP to see all results are sent to the VP's before the weekend after the 30 of September. They must be on the correct form. If they are not sent in by then, it is to late and to bad. All results must go through the District VP on the proper form to be counted. The VP's will first check the most current roster and then mark the NMPRA racing numbers on the form for the current members only.
7. The season stops as of September 30th. If The first of October falls on a Sunday, then the races for that day will be counted for previous year.
8. For any points to be counted, the racer must be a paid up member of the NMPRA at the time of the contest.
9. Awards will be for the top 10% of NMPRA members racing it the event or the top 20, whichever comes first
10. Only races will be counted that are enforcing the 428 legal airplanes. Remember a 424 airplane is also legal in 428, and so are most of the races in the country that are using stock engines and mufflers.



NMPRA Membership Application

Please check all appropriate boxes.

- New Member
- I am a current Contest Director
- Renewal
- Please donate excess remitted monies to the FAI Team Fund.
- Change Address

Name _____ Phone Home (____) _____

Mail Address _____ Phone Work (____) _____

City _____ State _____ Zip _____ E-mail _____

Date of Birth (MM\DD\YR) _____ AMA number _____

Occupation _____ NMPRA Number _____

- I currently fly: F1 Q40 Q500 FAI
- I am purchasing a: Flying membership - \$30.00 with Non-flying membership - \$20.00 Outside USA - \$33.00 (US Funds) Flying Memberships with Internet Newsletter only \$20.00 anywhere in the world.

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**Mail to: Academy of Model Aeronautics
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Quickie 500 VP & Points Coordinator

Cliff Telford
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Winter Springs, FL 32708
Phone: (407) 359-9958
Fax: (407) 359-5063
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NMPRA
DISTRICTS

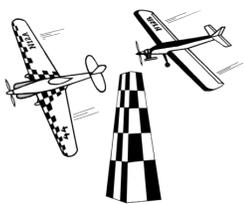
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