

The Pylon Racer's Official Voice

NMPRA

HIGH PERFORMANCE

National Miniature Pylon Racing Association

Since 1965

AMA Affiliated August 2000

A Word from the President

The 2000 AMA Nats is in the history book. It was a great time. Mike Condon and his CAPS crew did an outstanding job. I have never attended a Nats that came off as smoothly as did 2000. The off-course judging worked as planned. The only hitch was mechanical troubles with the shutters at pylon #1. They failed several times but Mike and his high-speed golf cart got them working quickly. It appears to me that the new Halogen lights with the relays like we use in the Northwest are more reliable. The lights also have the ability for the pylon judge to keep the lights on until after the aircraft has returned to the other side of the pylon. It gives the callers a better idea of how far behind the pylon they are calling the turn.

Our hats are off to Mike Condon for the effort and commitment he put forth for the Nats. We are pleased to announce that Mike Condon is now an NMPRA Officer. He is the AMA/NMPRA Nats VP. This is a new position and I am pleased that Mike has taken the appointment and is committed to running the Nats Pylon forever, one year at a time. <G> His words to me were that he enjoyed doing it and was willing to do it as long as the fliers did not wreck it for him. He has the authority to 86 anyone misbehaving from the Nats. Un-sportsman like conduct should not and will not be tolerated.

While on the subject of new appointments, Mike Hesel has agreed to be the NMPRA Gold Cup VP. Mike will be the contact for any group that wants to host a Gold Cup race. The sponsors for the 2001 Gold Cup series are again, JR Radios and Powermaster Fuels. We are pleased that they have signed on again for 2001. I do not know which races are already scheduled for the 2001 season, but Mike should be getting proposals from the host clubs in the next two months. The 2001 schedule should be completed by the first of October.

We also need a host club for the 2001 NMPRA Championship race for Q40. Anyone interested in hosting it please contact me as soon as possible. I would like to see it separate from a Gold Cup Race, but we will have to see what kind of proposals we receive. It will be held from the last weekend in September to the 3rd weekend in October. The weather cannot be guaranteed anywhere, but some areas are more likely to have good weather than others. We used to be on a California, Florida, then and a Texas rotation schedule. That does not seem to work for us anymore. The active areas for Q40 and racing in general are no longer limited to those areas.

While in Muncie, Vern Smith, Mike Hesel and myself attended the Executive Council meeting. After several discussions with Dave Brown about the safety issues facing the racing community and not reaching a conclusion, We was invited by Dave Brown to address the EC and answer any questions that they had. We answered all the questions that the Council had, and after much discussion they reached a conclusion. It was the correct one. As far as the safety issue after the cage strike in San Antonio, the off-course judging made it no longer a safety issue to slow our racers down. We are pleased with their decision and we know that the AMA and the council are modelers and are working for other modelers. We were not in the line of fire. The thing that caused the biggest problem was bad information. There has been too much boasting about speeds that are not being attained on the racecourse. Many racers are setting lower personal best course times and

new records are being achieved because we getting better at using the equipment that we have. The reason for the faster times in our racing events is better pilot skills along

NOTIFICATION of NOMINATION of OFFICERS

It is time for the nomination of officers for the year 2001. Please send your nominations in by the September 15, 2000 deadline. Below are the election rules for the election of officers. Please do your part. I am expecting all the current District VP's to run for 2001, except for Mike Sperry in District 4. If you feel that you have the time to give to the racing community, please get your letter of intent to Chic White and get your name on the ballot. The current VP in your district may appreciate a break. Most have been doing the job for 2 or more years. I will be running for President for 2001, but if anyone wants to run for the office, you are welcome. We call these nominations, but they are actually those that choose themselves to represent the racers in the NMPRA.

ARTICLE 12

- **Section 1 NOMINATIONS AND ELECTIONS:** Any member may run for the office of President or Vice President by notifying the Secretary/Treasurer in writing by no later than September 15.
- **Section 2 VOTING:** An official ballot shall be mailed to the last known address of each member at least 15 days prior to the closing date for ballot returns.
- **Section 3 QUALIFICATION:** Nominees for Vice President must reside in the District for which they are campaigning.

Continued on Page 3



2000 District Race Schedule

Unless otherwise indicated, please contact 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 Kent field 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 30/1 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
 Jun24-25 Calgary. AB Q500, Q40
 Hank Kaufmann (403) 278-4403
 Jul 29-31 NATS, Vancouver BC
 Andrew McKindoe (604) 590-4693
 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'lers, 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'lers, 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

District 5 Continued

July 9-15 AMA Nationals
 Westland, Mi AMA 428 Std/Exp & 424 Sport
 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
 Aug 5 Ellington, CT. NEPRO S&E
 Kevin Cyr 860 – 871 – 8316
 Beginners on Sat. Sun ?
 Sept. 10 Hadley, MA NEPRO S&E
 Giff Fogg 413 – 593 - 3581
 Sept.23 & 24 PGRC, BOWIE District VI championship
 Q500 – AMA 428
 Dan Myer
 10/14 PGRC Q-500 – AMA 424 (Morning)
 Neil Rehm
 10/14 PGRC Q-500 – AMA 428 (Afternoon)
 Neil Rehm

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.

High Performance Information

High Performance is published 8 times per year.

Information for publication can be forwarded to:

NMPRA Editor, Darrol Cady
 10711 NE Ct.,
 Vancouver, WA 98686
 Phone: (360) 573-0987
 E-mail dcady@pacifier.com

If possible, please submit information in Microsoft Word format.

Race Announcement Policy

High Performance will publish announcements of upcoming races free of charge, on first come, and 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 are 7.5" X 10", lpi =133, half tone permitted. Ads for upcoming issues must be received by the deadlines published below.

Size	Single	Annual
Full Page	7.5 X 10	\$ 100 \$ 700
1/2 Page	7.5 X 5	\$ 70 \$ 490
1/4 Page	7.5 X 2.5	\$ 40 \$ 280
Card Ad	3 5/8 X 2 3/8	\$ 20 \$ 140

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.nmpranet

When corresponding with the NMPRA, please use this address:
 Academy of Model Aeronautics
 Attention: NMPRA
 P.O. Box 3028
 Muncie, IN 47302-1028

Article Due Dates
 August 25

A Word from the President Continued.....

with better modeling skills. The speed of our aircraft has not changed much, if any at all in the last 3 years.

Long story short, we are in control of our own destiny. The safety issues have been addressed and if rules or speeds are to change, it is up to us as Pylon Racers and members of the AMA to do what is deemed necessary. My personal feelings are well known and I still feel the same way as I always have. We currently have two events that cater to the same group of racers. A good example of this was at the 2000 Pylon Nats. If we had NOT allowed the Q40 fliers to fly in Quickie, we would only have had about 25 entries in Quickie. I believe that the reason for this is that we have so many splinter groups flying modified rules in their local Quickie events that many of the racers do not have the equipment to race in the 428 as a national event.

The reason that most of these splinter groups have modified their event is that they recognize that the newer racers are intimidated by the 428 events. It is too big of a step from the 424 events and is difficult to make the big change in speed to 428. I will not be supporting the Q40 prop rule change that I proposed for the current rules cycle. I urge everyone to contact the Contest Board and persuade them to vote "NO" on the Q40 prop rule.

I still would like to see more of a speed difference in 422 Q40 and 428 Quickie. I have heard all the pros and cons of all the methods of getting it done. FAI fuel, .29 engines, drag plates mounted between the firewall and the motor mounts, removal of the inner pipes... We have all these choices and probably more that have not been mentioned... like thicker wings... Where we are right now is we have only one rule proposal in front of the Contest Board. It is the removal of the inner pipes in the tuned mufflers that we are using. I am inclined to support this method, as I have been in on testing its' effectiveness. It does work. I know that some changes could be made in the engines to pick up a couple of hundred RPM's, but the removal of the inner pipe will drop the engines by 1500 to 1800 RPM's, and that is about right. If we did this, then the speeds of the different classes of racers that we have would have a better step. 424 Quickie at 125 MPH, 428 Quickie at 150 MPH, 422 Q40 at 175 MPH and FAI at 200 MPH. What we would be doing is slowing the 428 Quickies down by about 15 MPH. Everything else is to be left the same.

Now, the problem I see is that I do not believe that the cross proposal (if legal) was sent to the AMA with the defined muffler can sizes as part of the rule. If it was not done, we are locked into waiting out the 3-year rule cycle and we would need to wait until 2005 to make any changes. With out the muffler definition in the rule, we would make a bad mistake in passing the removal of the inner pipe.

Without the muffler definition I would urge all of you to contact the Contest Board and ask for their vote of "NO" on this proposal. The definition is necessary to keep everything from being changed in the engines we are currently using. It will make it much more difficult for the engine designers to do their job... "Getting the most out of the rules as written." Any rules change means changes in design, whether it is in airframe or engines. Always remember that whenever you think of changing a rule... They cost the modelers money...

Rhonda and I have just returned home from the Canadian Nationals in Vancouver, BC. It was a local race for us in the Northwest...<G> It was a very fun event. Terence will be writing a recap of the race, so that is all that I will say about the race itself.

About two weeks ago I received a phone message from Jerry Small. He had a good idea. I suggested that he try the system in their local races and see for sure how it works. While in Canada and remembering the AMA Nats, his idea has much merit. He is suggesting that we all paint the bottoms of the wings on our airplanes white. When we go to a race, we then place a bold removable sticker on the bottom of one wing. They could have 4 different looks. A big solid square, a big solid circle, a big solid triangle. These would all be black. The forth

would be nothing...solid white.

As an example, the first time you go to the line, lane one racers could be assigned a square, lane 2 could be assigned a circle, lane 3 a triangle and lane four could have nothing applied to it. As we rotate lanes, then the all the squares would then go to lane 2 and all the others would rotate the same way.

What this does for us is eliminate the need for identifying the aircraft for the heat. We would just go to the line and get in our lane and get ready to race. This is another benefit for the off-course officiating. They would know that they were looking only for their symbol for each heat. With the off-course officiating, the bottoms of the airplanes are the only things that they can readily identify. As soon as their airplane makes the first turn by their pylon, they will then know what the top of the airplane looks like.

We tried a system similar to this in Dayton last year at the Gold Cup race. It was not a real successful test. It was not as accepted because the markings were put on the top of the airplanes, and the race officials were still in the cages. It did not help the officiating of the race. With the new system, it will now. I can see it being better for the officiating and cutting the entire time of identifying to nothing. The time for identifying has gone from 30 seconds in the old system to up to two minutes for the off course officiating. This system has much merit and we should consider making it a strong recommendation for off course officiating. Until the airplanes have time to become "White Bottoms" we can make oversized silk-screened removable labels. As the bottoms become more consistent then we can make them smaller and lighter. The NMPRA would make a run of these available for testing and share the cost. If you would commit to using them at a race next year, and let me know how many contestants you expect, we will have them made. Let me know by the end of October how many you would be in need of for a race so that we can make them in quantity... Many is cheaper each than a few. If this test works out as I think it will, the NMPRA will supply them to the race promoters for a nominal fee. Maybe some manufacturer would like to have their names on the lane plates... Sponsor anyone?

Darrol

ASSIGNING NMPRA NUMBERS *By Chic White :*

NMPRA numbers are to be issued under the following guidelines:

1. A new member will be assigned a number for his district. Any special number requests will be made at the time of membership will be accommodated if possible.
2. All single digit numbers will be reserved. They will be used as follows:
 - a. All number 1's are reserved for current and past presidents. Their number will be "1" with their initials following for area designation.
 - b. Any other unused single digit number can be issued, if requested, after the requesting member has been a member in good standing for 5 years in a row.
 - c. Any NMPRA officer can request an available single digit number for his district. He will keep that number as long as he maintains his membership after his term in office.
3. All numbers will be available for reissue to any qualifying member if the member assigned does not join the NMPRA for one year. If it is a single digit number, that number can be reassigned to some one else that has qualified to have that number.
4. Once a number is assigned and the membership is maintained continuously, that number will stay with the pilot even if they change districts of membership

2000



Gold Cup Series

What's Next???

The Gold Cup 2000 Series

- September 2nd & 3rd
Seguin, Texas
Contest Director:
Wayne Belcher
715 Happy Haven Road
McQuenney, TX 78123
(830) 560-1803



JR Gold Cup Race Schedule for 2000

Phoenix, Arizona
February 26 and 27, 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

Bowie Results

1. *Mike Helsel* 1:04.47
 2. *Craig Grunkemeyer* 1:01.08
 3. *Chip Hyde* 1:01.49
 4. *Thomas Scott* 0:59.38 **
 5. *Joe Dodd* 1:06.96
 6. *Tim Lime* 1:03.52
 7. *Drew Telford* 1:04.11
 8. *David Binger* 1:04.20
 9. *Lloyd Burnham* 1:05.05
 10. *John Albritton* 1:05.45
- ** Fast Time



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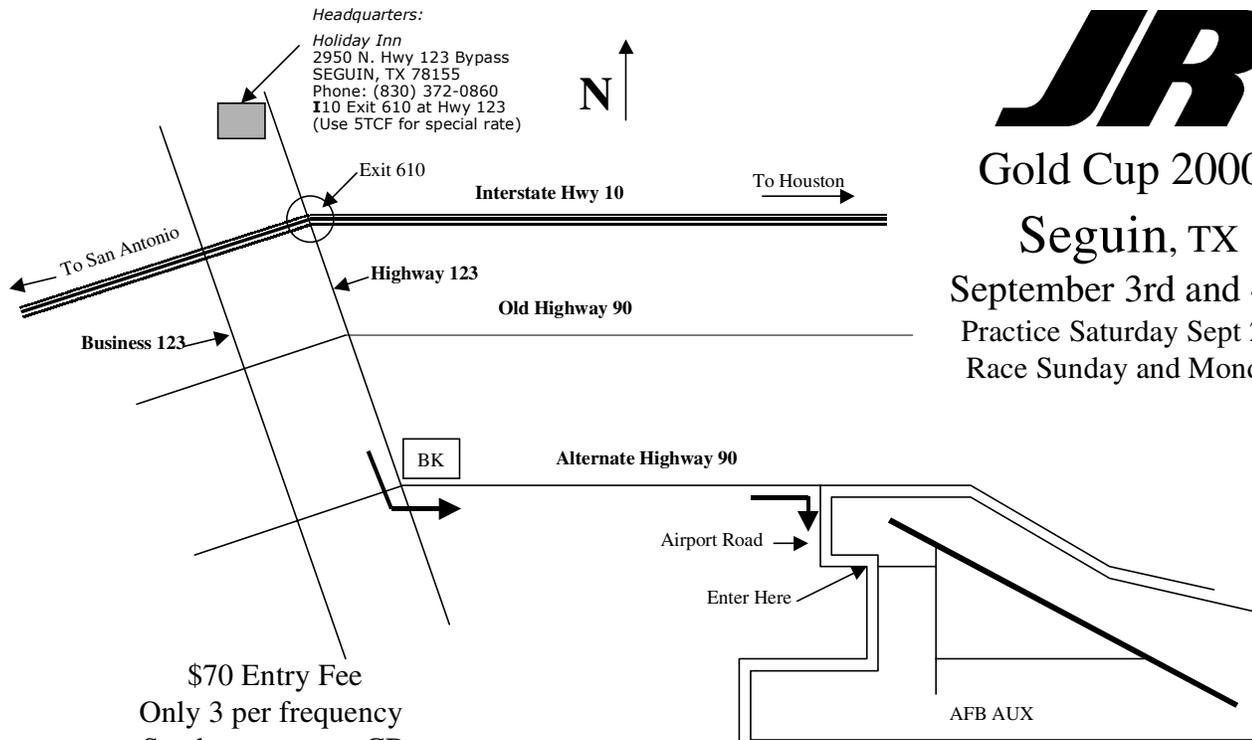
Gold Cup 2000

Seguin, TX

September 3rd and 4th

Practice Saturday Sept 2nd

Race Sunday and Monday



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JR Gold Cup 2001 – Request for bids!

Great News! JR (Horizon) and PowerMaster have signed up to continue the Gold Cup Series for 2001. We are now in the second year of the Gold Cup Series for Q40 and it is already more popular that last year.

Schedule for first and second year of the JR Gold Cup:

1999	2000
Phoenix, AZ	Phoenix, AZ
Merced, CA	Bowie, MD
Bowie, MD	Seguin, TX – Sept 3-4
Dayton, OH	Los Angeles, CA – Oct 20-21
Orlando, FL	Orlando, FL – Dec 16-17

We are now starting the planning for 2001 and would like to solicit bids from prospective clubs that would like to put on a race. These races provide the sponsoring club the benefit of national publicity, a guaranteed income for the race as well as thousands of dollars of incentives for the race officials. We have specific requirements for the race facilities and operation of the race that must be met by the sponsoring club. I have an email package I can forward o any prospective club. The race proposal should include proposed dates with typical weather conditions for the dates, complete description of the facility (length and type of runway, can the course be changed to suit changing weather conditions), what system will be used to communicate with the pilots for off-course judging and any other benefits that can be provided.

Contact: Mike Helsel at Email: Helsel@texas.net or 7 Stillmeadow, Round Rock, TX 78664,



District News



District 1 - David Ferrell

The hot summer is upon us. Racing in the Central Valley has come to a slow-down. We did get to race at Reno the Forth of July weekend. Alice and I arrived at the Reno field Friday afternoon to 25 to 30 mph winds. Needless to say, there was no practicing Friday. Saturday morning there was hardly a breeze but by noon the winds had again picked up to the 20 plus MPH range, and we shut down after 3 rounds. We finished Saturday's race first thing Sunday morning and completed 6 rounds for Sunday's race. There was a low turnout for the race, due to the Nat's were a week away and the publicity did not get out in time for people to make accommodations. We only had 9 contestants in 428, 3 in 422 and none in APRA. District and National points were awarded for each day's racing and the total two days points were combined for trophy presentations.

Reno, Sat. July 1st. (no times)

428	422
1. Gary Long	Eric Rambus
2. Bill Hull	Dick Schweitzer
3. Barry Leavengood	Jerry Kunze
4. Fred Burgdorf	
5. Tim Lawlor	

Reno, Sun. July 2nd. - 424

1. Tim Lawlor	1:17.39
2. Gary Long	1:13.68
3. Fred Burgdorf	1:1.28**
4. Bill Hull	1:22.59
5. Dave Ferrell	1:16.38

422

1. Dick Schweitzer	1:13.63**
2. Eric Rambus	1:15.31
3. Jerry Kunze	1:15.59

MY THOUGHTS ON PROPOSALS!!!

After reading all the e-mail posts, talking to pilots in my District and my own observations, I will jump in with my conclusions, that I have let known to my superiors.

When AMA mandated everyone sign "Waivers", we did. When AMA said we had to use "Approved AMA cages", we went to the expense to get them here. When AMA said, "get the officials off course", we did that also.

Now AMA says that we must "slow down". They want to impose a "Break out time" on us.

AMA has not given the off-course judging a chance to see how well it will work. There can never be a "National Record" set again. These changes WILL cost racers many dollars! With the rules the way that they are now, Henry will not do anything to his engines, why should he, he has is the engine of choice. I do not expect speeds to increase much more than they are now, because of the engine. Propeller design and aerodynamics of airframes may increase times some, but not the speeds. Even if Contest Directors and the AMA had enforced the "no mini-tuned pipe" rule years ago, we would still have the "speed" problem. If the AMA pushes these proposals on us, engine manufacturers WILL re-design their engines to get maximum performance out of them and that will cost racers money.

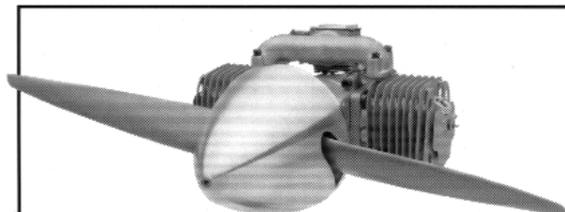
My recommendation is to, let things stand as they are now and see how things work out. (Editors note: The AMA agrees with you and they feel that we have met the safety needs for our events.)

Congratulations District One pilots at the 2000 Nat's. Randy Bridge for First Place and Fast Time (1:08.59) in 428 and a Second in 422 (Randy missed fast time by .03 sec.). Drew Telford for Third in 428 and Ninth in 422. Travis Flynn, Twelfth in 428 and Thirteenth in 422. Nice going guys.



Winners from the NATS from left to right: 2nd place caller, John Shannon and pilot, Dub Jett, 1st place Randy Bridge and 3rd place, Drew Telford with caller for both Travis Flynn in back

Until next time, Bank-n-yank
Dave



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District News



District 2 – Matt Mikko

No Report Submitted

District 3 - Terence Palaschuk

I have a couple of races to report on the first being the CPPRA races held in Calgary June 25th & 26th. The Q500 event scheduled for Saturday was rained out. The weather cooperated on Sunday and allowed us to finish the fly-offs and land safely before the rain started again.

Here are the results from Calgary

Q40 Results	Fast time	Points
1. Delbert Godon	113.85	25
2. Randy Smith	111.38	23
3. Lyle Baker	116.92	23
4. Darrol Cady	110.17	23
5. Cecil Graval	112.45	21

Following the race in Calgary we had four weeks to prepare for the Canadian NATS. Two days prior to the race it appeared that the weather was not going to cooperate, however, Day 1 of the 428 Event was greeted with sunshine and light breeze. For those of you who have never been to the Vancouver area, it is a truly picturesque site as the planes race with the silhouette of the Rocky Mountains in the background.

This was my second trip to the Canadian Nats and my first real experience racing the 428 and 422 events at this level.

We had our first taste of off-course judging in Race 1, Round 1. We quickly discovered that this new system gives no leeway around Pylon #1, as we briskly double cut on 1 in the first race.

In Round 2, we were making sure we flew completely past #1 before turning. It's quite interesting to see how quickly all the racers caught on to the new system – in a hurry!!

As we don't normally fly 428 in our District, we spent the next three rounds finding the proper needle setting on our engines. Once, we found the appropriate needle setting, we were able to stay on the same lap as the "big boys". There were some very fast racers at this event. We have fast racers in our District, but

at the Nats there are quite simply, a lot more of them!!! Which further confirms a comment I quite frequently hear from the fellow racers in my District, "Terence, you have to get out of your building room and practice racing!"

As I consider myself a below average racer, it was exciting to see my times improve as we progressed through the rounds from a 1:22 to a 1:18 to a 1:14. Unfortunately, by the time I had my S#&*) together, the race was over – and I discovered I had finished where I had hoped to start. Which confirms another comment I've heard several times from my fellow District racers - dubbed the 5"P's" "Preparation prevents piss poor performance!"

Then it was on to Q40. We normally fly Q40 in our District so we were more familiar with our engines and planes, so no learning curve with our equipment. I did not break the 1:10 mark, which was my personal goal. Never the less, it was exciting to be in the same heat that two of the three fastest times for the weekend were set. We managed to stay on the same lap for 8 laps, then, they lapped us! Their times could possibly have been faster if they hadn't had to watch out for the slower traffic.<G>

There again, at the end of the day, we were finishing where we needed to start. This reaffirms that the "5 P's" apply again.

We are happy with where we finished, for me in particular given the fact that I'm manufacturing a composite Quickie and I spend 95% of my time building and 5% of my time flying. And I brought everything home in one piece, which was an added bonus.

I'd like to thank Andrew McIndoe, Mabo Amano and the Race Officials for their effort. This was a big project, and they did it very well.

Here are the results

428 Results	Ft Time	Points
1. Darrol Cady	1:08.85	31
2. Matt Mikko	1:09:00	30
3. Tom Strom	1:11.80	27
4. Harold Sattler	1:11.17	27
5. Roy Andrassy	1:10.37	26
6. Hank Kaufmann	1:12:00	25
7. Cecil Graval	1:16.12	25
8. Eric Idle	1:13.00	24

9. Barry Leavengood	1:10.58	23
10. Nelson Eddy	1:12:00	22
11. Martin Hoppe	1:09.41	21
12. Randy Smith	1:17.71	21
13. Bruce DeChastel	1:16.70	20
14. Jack Ellefson	1:13.43	19
15. Steve Milos	1:16.57	19
16. Jim Henderson	1:16.72	19
17. Terence Palaschuk	1:14.12	17
18. Henry Bartle	1:10.33	16
19. Doug Houston	1:13.74	16
20. Russell Bouchard	1:18.09	16
21. Joanne Coffey	1:18.78	16
22. Nathan Uskoski	2:13.00	15
23. Dan Nalley	1:13.70	14
24. John Headly	1:19.00	11
25. Al Watson	1:16.18	10
26. J.R. Wilbur	0:00.00	3
27. Andrew McIndoe	0:00.00	0
28. Bobo Sato	0:00.00	0
29. Robert Kossatz	0:00.00	0
30. Tom Strom Jr.	0:00.00	0

Q40 Results	Ft. Time	Points
1. Matt Mikko	1:04.49	32
2. Tom Strom.	1:06.41	29
3. Bobo Sato	1:04.31	27
4. Roy Andrassy	1:05.41	27
5. Harold Sattler	1:06.72	27
6. Darrol Cady	1:04.63	26
7. Henry Bartle	1:05.59	24
8. Al Watson	1:07.49	22
9. Tony Huber	1:07.14	21
10. Jarrett Cangie	1:04.83	20
11. Randy Smith	1:07.27	19
12. Jim Henderson	1:07.37	18
13. Doug Houston	1:10.01	18
14. J.R. Wilbur	1:11.70	18
15. Cecil Graval	1:07.24	16
16. Koonie Kawaoku	1:09.13	16
17. Jack Ellefson	1:12.45	16
18. Terence Palaschuk	1:13.13	15
19. Bruce DeChastel	1:07.95	14
20. Barry Leavengood	1:09.13	14
21. Russell Bouchard	1:09.27	14
22. Steve Milos	1:05.65	11
23. Robert Kossatz	1:11.66	11
24. Tom Strom Jr.	1:15.02	10
25. Nelson Eddy	1:09.98	9
26. Hank Kaufmann	1:12:02	8
27. Andrew McIndoe	1:08.95	7
28. Bruce Coffey	1:05.49	4

Fly Fast

Terence





District News



District 4- *Mike Sperry*

I have nothing to report. I regret that I haven't been able to devote any time to racing. Demands at work have prevented me from attending races this season.

It is time for a new district 4-VP, as this one needs a charge or new piston/sleeve or something. The district needs someone with new enthusiasm, time and desire to represent us. You deserve more especially in these times of change. Thanks for the opportunity to serve, but please lets vote someone else this year.

Most of the racing activity in our District is in the Denver area. I think that someone would better serve our racing from Denver being the NMPRA VP for District 4.

Hope to see you at the line soon.
Mike

District 5 - *Rolland Roberts*

Seems like this summer is going by faster then my Quickie. We are now in a rest period in the District. Other then the Nats we won't do any racing until August 5th and 6th at the C.A.P.S Classic. The new date for the race sponsored by the Westland Michigan Signal Seekers will be on September 23rd and 24th and it will also be the sight of the District 5 Championships.

The format will be as follows. Q-500 Standard and Expert, The 22nd and 23rd will be separate races and will have trophy's 1st thru 3rd and fast time from the host club as usual. 424 Sport will be either one two-day race or two one-day races depending on the number of registered pilots in this class. A fast time trophy will be awarded.

The accumulated points on the 22nd and 23rd will determine the District 5 Champions for Quickie. No re-fly's will be flown to determine the winners. Fast time will be the deciding factor. Trophies will be awarded on Sunday the 23rd. You must be a NMPRA member to be eligible for the NMPRA trophies. You must complete both days and you must fly your own

airplane. No borrowed airplanes will be allowed. Correct AMA numbers on the aircraft will be required and no flying a bought airplane with the prior owners numbers still attached.

Pre registration is preferred and the cost will be \$25.00 per event. Registration will be open at the field but it will cost you \$30.00 on the day of the race. \$5.00 of the entry fee will go toward the workers fund. Any questions can be directed to me at 734-728-8447 or rrobe@provide.net. At the end of this column you will find a pre-registration form. Please clip it out of the newsletter and get it to me as soon as possible. Only 4 pilots to a frequency. Pre-registration is the only way to assure your choice.

Since the last report we have had two more races in the district. The Toledo Weak Signals sponsored a race on June 3rd and 4th.

Saturday the winners were:

Standard class	Expert class
1 st Mike Eden	1 st Bobo Sato
2 nd Joe Lemley	2 nd Danny Kane
3 rd Mike Weaver	3 rd Marcus Blanchard

Sunday the results were:

Standard class	Expert Class
1 st Mike Eden	1 st Mike Condon
2 nd Joe Merlino	2 nd Mike Spencer
3 rd Rolland Roberts	3 rd Bobo Sato.

I would like to thank the Weak Signals for sponsoring this race. It would have been nice if we could have had a better turnout but timing is everything. It's a good idea to pick dates carefully. This race was one weekend after Bowie and that has a lot to do with the lack of participants. It's hard to make all the races and

especially when they are held back to back. Hopefully next year the host clubs will keep this in mind.

Next race was the Dayton Wright Flyers. Will I ever live this one down? Seems some people think I should have my head examined for saying yes to the re-fly. Had I said no then I would have been dogged for that decision. Taking home 1st place after I refused to re-fly would have been fodder for someone's cannon too.

The orders of finish for both days are as follows:

Saturday

Standard class	Expert class
1 st Joe Lemley	1 st Craig Grunkemeyer
2 nd Rolland Roberts	2 nd Tom Scott
3 rd Michael Weaver.	3 rd Tim Lime.

Sunday's results were:

Standard class	QM-40
1 st Mike Weaver	1 st Tim Lime
2 nd Joe Lemley	2 nd Terry Frazer
3 rd Todd Bailey.	3 rd Tom Scott.

We need NEW racers! It seems like we are experiencing the same thing all over the Nation. Lots of opinions are floating around concerning this. Some are blaming the slow down proposals. Truth is that very few people are doing anything about finding new racers. We need to address this problem. I don't have any answers as to how we should do it. I do know the sooner we find some the sooner we can reverse this trend. I look forward to seeing all of you at the Classic.

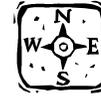
Rolland

District 5 Championship Pre-registration Form

Name _____ AMA# _____
 Address _____ NMPRA# _____
 City _____ State _____ Zip _____
 Phone# _____ - _____ - _____ E-mail _____
 _____ Frequency _____
 Std ___ Exp ___ Sport ___ Amount enclosed _____
 Make checks payable to Signal Seekers



District News



District 6 – John Fike

Well folks, things seem to be pretty quiet for this time of year. I have not received anything in the way of printed material from any of you and assume you are busy building and flying. I have some race results to post, but other than that, notta! We find ourselves half way through summer with not much racing left.

NATS INFO: I am just back from the Nats, and assure you that we all had a great time. The Nats results will be posted elsewhere in this newsletter so I shall not dwell on the results except to say that Art Edsall finished a career best 7th place in Q-500. Of course, I being his caller have to take much of the credit for his success. (not really). Nice work Art.

District 6 was well represented in both Q500 and Q40. Lloyd Burnham, Pete Reed, Dave Doyle, Mike Masi, Cosmo Petrone, Art Edsall, Rick Moreland, Chic White, Steve & Jon Baker. Dave Latsha, Vern Smith, Warren Gillette, and myself were in attendance. Most of this crew are regulars at the Nats. This was Warren's first Nats, and I believe the same goes for Mike Masi and Cosmo Petrone. Out of all of us, I think Cosmo had the most fun.

We used off course judging with a lighting system to record laps, and cuts. It worked pretty well with the exception of a few mechanical malfunctions. Mechanical failures will be the hardest to overcome when using an electrical system. One must be able to resort to a backup system in very short notice instead of stopping the racing to make repairs. 'Nuff said. All in all, it worked out pretty well.

Q40 & Q500 SPEED SLOW DOWN: From the information I have received, the AMA is satisfied with our move to take course workers off the course and have said "you guys control your own destiny with your speeds". Having said that, I presume Darrol will provide us with the latest on any upcoming speed changes. In a nutshell, you can expect that Q40 remains as is and Q500 (428) may get slowed a bit. The goal would be to keep Q40 as the premier event and to bring 428 a bit closer to 424 so as not to intimidate those 424 racers that are apprehensive about making the jump in speed to 428.

Q40 Racing: It is pretty apparent that the interest in Q40 here in our district is suffering from participation. Many have told me that they are not prepared to spend the money and time for composite kits, pricey props, or spend hours working on props only to wind up with a good assortment of epoxy stirrers. Q40 as is, requires dedication hard work and practice to be competitive. Not to mention a few coins for the competitive kits. We need to think about this over the winter. During that period, I will contact many of you and see if there is an interest in having a Q40 race using our standard Q500 motors. By mandating that we use a minimum diameter prop of 8.75, (APC) this will force us to use the Q500 motors. After all, this was the intent of this class when it was first introduced. If I find enough interest within our region, I will gladly CD a Q40 race at PGRC next year. Think about it.

As a side note, at the Nats, Steve Baker's Quickie was a low wing, conventional tail and his Q40 was a scratch built wood kit. Steve was quite competitive in both categories.

Gives us something to think about, doesn't it.

APRIL 29 BOWIE RACE

The following are the race results from the April 29 race in Bowie. This race provided us with a first time event winner in 428 as Skip Smith persevered the windy afternoon, attrition and that big ole ZERO monster that gets us all from time to time. Skip also came home a winner in the 424 event by taking home the 2nd place award. It was apparent that Skip came prepared and was consistent all day long. His caller, Alex Nyere kept him in the hunt all afternoon and did an excellent job for Skip. If you will notice, Skip and Alex finished in the top four in both races. Nice job guys.

The top 6 results of the races are as follows.

AMA Quickie 424	AMA Quickie 428
1. Jonathan Baker	1. SKIP SMITH
2. SKIP SMITH	2. Dave Binger
3. Gene Bass 3.	3. Alex Nyere
4. Alex Nyere 4.	4. Warren Gillette
5. Warren Gillette	5. Art Edsall
6. John Albritton	6. Chic White

JUNE 4 NEPRO Race, Farmington, CT. (Pete Reed, CD)

Expert	Novice
1. Ralph Rinaldi	1. Jon Baker
2. Lloyd Burnham	2. Alex Ferguson
3. David Doyle	3. Dennis Thibodeau
4. Tom Reblenklaue	4. Dana Rindge
5. Pete Reed	5. Seth Hinze
6. Butch Poccia	6. Russ Levy
7. Wesley Herbert	7. Wayne Galbraith
8. Bill Jensen	8. Robert Vitetta
9. Steve Baker	9. Frank Alicandro
10. Bob Wallace	10. Ron Faanes

Until next time,
John Fike, (the Fikester)



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District News



District 7 – Gary Freeman

This report comes with some sad news. Some of us racers either knew Carl Simms or raced with him throughout his many years of racing. I knew Carl for about 8 years and I can tell you within all those years there are stories that will be remembered forever. While at a race or traveling to or from one, things were always happening in, near, or around Carl either by Carl's initiation or things would happen. In either case, I never saw Carl get upset or give up. Carl was one of those racers who would give you an airplane if there was a race and you wanted to go. About a year ago, Carl had to quit racing due to his medical condition. Although he stopped racing, he didn't stop being a part of racing. Without going into a lot of details, Carl's health declined until his passing in May. Carl's wish was to have his ashes scattered from a model airplane, which will be completed in the next couple of weeks. Carl, you will be missed and rest assured memories of you racing with us will be remembered and will continue at each race we attend.

From what I have seen on the "net" there is a lot of conversation going on about the possible upcoming changes to racing, as we know it today. From the beginning, I have had different emotions on what was happening. I spoke to many of the people in the District. I decided although I may not be "privy" to all the intimate details, I had to make some decisions. The choices were simple. I could lay low, do nothing and let racing go away or I could look for ways to hopefully keep racing going in the District.

As we all know racing goes through cycles and we are in one now. Lack of new blood is not a new problem, but in addition to this, we have the other issues being discussed on the net. I chose to look for ways to "adapt" to the new requirements of "off-course" officials. I am currently looking into lighting systems that are on the course for the pilots/callers to view. The off-course race officials will operate them, but the information will be on the course similar to what we used when officials were at pylon #1 and in the lap counter cage. A picture of this is on Darrol's web site. If anyone has any information on this system (i.e. schematic), please let me know. I designed an electronic

system for our use and would like to review other's ideas also to see if they can be combined. What I am looking to do is have a system for the SEMPRA district that can be easily transported to races, yet is reliable and easily fixed/maintained.

On to racing. Since my last report, there have been two district races. The first one was hosted by Ft. Lauderdale. Ray Brown and Don Moody put together another spectacular race. Again it is great to live in Florida where most of the time racing can be done year round. This weekend was no exception. This race brought out some long time friends including David Zisman, Mario Travieso, Randy Greenfield, and others. It was good to see them and we look forward to seeing you at upcoming races. I don't have a lot of race report stuff from this race only because I was extremely involved with some race prep stuff in our pit. The results are:

Ft. Lauderdale January 22

Expert	Standard
Gary Freeman, Jr. 1:11.13	Mario Travieso 1:15.86
Jake Jacobson 1:05.76	John Sanders 1:25.56
Brian Wilbur 1:07.83	Bob Cherry 1:23.01
D. Moody 1:09.92	R. Perez 1:15.10
Fast Time – Dennis O'Brien 1:05.11	

Ft. Lauderdale January 23

Expert	Standard
Gary Freeman, Jr. 1:05.57	Richie Holt 1:16.83
Cliff Telford 1:08.20	Bob Cherry 1:17.09
Brian Wilbur 1:08.27	John Sanders 1:20.96
Gary Freeman, Sr. 1:16.31	M. Travieso 1:22.38
D. O'Brien 1:10.87	R. Greenfield 1:34.96
Fast Time – Ray Brown 1:02.28	

The next stop was the Gateway Club in Jacksonville, Florida; CD'd by Pete Rickard. As expected, the turnout was great and the weather was the same. The race drew entries from the Carolina's, Georgia, and Florida. To show you how racing "gets into your blood," Steve Kovach came from Georgia to sell his racing equipment. Steve did very well on Saturday and had a few things left over to sell on Sunday. Well, the interesting thing was Steve decided he would rather race his remaining airplane on Sunday and he is now a current SEMPRA member. By the way, Steve showed no indications of not racing for awhile. Welcome back, Steve. Also at this race, we saw several "Standard class entries push the envelope and break into the Expert class with

times in the sub 10's. Congratulations to the "fresh meat." Results of this race are:

Jacksonville, Florida 04/29/00

Expert	Standard
Dennis O'Brien 1:05.0*	Richie Holt 1:15.59
Gary Freeman, Jr. 1:06.47	Don Wilbur 1:30.0
Don Moody 1:07.25	Chris Mahnken 1:09.66
Jake Jacobson 1:07.9	Richard Rosenberg 1:16.63
Ray Brown 1:06.0	James Creech 1:20.17
* Event Fast Time	

Jacksonville, Florida 04/30/00

Expert	Standard
Ray Brown 1:09.9	James Creech 1:22.0
Bob Cherry 1:12.6	Don Willbur 1:37.4
James Barr 1:07.6*	Richard Rosenberg 1:22.5
Gary Freeman Jr 1:08.2	
Jake Jacobson 1:16.3	
* Event Fast Time	

Enough for now. I need to get back home from New Jersey and work on some airplanes for the NATS. See you all there.

Gary

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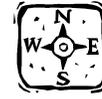
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District News



District 8 - Randy Ritch

No Report Submitted

District 9 - Luis Garcia Blake

No Report Submitted

Insurance Issues- Vern Smith

Learning to live with liability, lawyers, and other insurance matters;

Let's start by thinking about who needs liability insurance, or to be insured against a liable suit, and why. If you are unlucky enough to be holding the transmitter that is directing a model airplane that happens to cause property damage, personal injury, or death, you are going to be sued for that damage and /or injury. Please note, the circumstances of the accident mean very little, whether the radio failed, the child ran onto the runway, a ground to air missile intervened; you were involved and will be a target of the plaintiff's lawyers. To make matters worse, so will the club who operates the field, the owner of the land, and the guy who last mowed the runway if the lawyers can find his name and address. When something like this happens it's very nice to have liability insurance. The insurance carrier will not only pay the costs of settling the claim or paying the verdict, but also supply you with legal council and represent you in court. A very good argument can be made that those who do not carry liability insurance are really acting in a very selfish manner. You buy liability insurance so that you will have

the financial capabilities to pay for the damages you inflict on others.

I started the last paragraph by suggesting we think about who needs liability insurance because there are a very few who truly don't need it. If you have nothing of value to be levied against one could argue that there is no need for insurance to protect your meager assets from seizure. This is called being judgement proof, the assumption being, why would anyone go to the trouble to bring suit against someone who has nothing to pay a judgement with. Unfortunately, judgements are recorded in the local courthouse and will remain enforceable until you die if renewed every five years or so. To make a plausible point let's assume you're rich aunt dies and leaves you a couple hundred grand. Guess what, you are no longer judgement proof, and worse still, anyone who has a judgement against you can now recover the amount of the judgement plus interest. We are only judgement proof as long as we are worth next to nothing. You may not have much today, but you could and hopefully will have things like a house, cars, saving accounts, and pension plans in the future and it's wise to protect your future assets from judgements that can arise at any time. The moral here is liability insurance is always nice to have.

Liability insurance is available from lots of sources. If you have a homeowners or

renters policy it should include \$300,000.00 of liability insurance. This would be your primary coverage (first in line to pay) and protects you while you are participating in your hobby. If you have a net worth greater

than \$300,000.00 it's a good idea to buy additional liability insurance, because the damages could exceed \$300,000.00 and the overage would be yours to pay. This extra insurance is called an umbrella and can be purchased from the same agency that

provides your homeowners policy and will not cost more than a couple hundred dollars annually per million in coverage. A third source in our case is the AMA. We get a million dollars in liability coverage with our AMA membership and this is dirt-cheap insurance, how cheap we'll go into later.

The "who" needs liability insurance in the opening paragraph was a little deceptive. Up to now all we have talked about is you, the guy who shows up and has fun all weekend for \$40.00 or so. There is another side to the liability scene that is really much bigger than "you" and includes many potential targets. The sponsoring club, the CD, the guy or entity who owns the field, the NMPRA and it's officers, and the AMA and it's officers are all automatic and illuminated targets to be included in our inevitable racing related law suit. If you are buying into my arguments for liability insurance for you, how about all these other guys and entities? How do we protect them?.

More important, how do we talk them into having anything to do with putting on a race for us after they read this? To date, all these other guys are covered by the AMA insurance as long as they are AMA members or are working at an AMA sanctioned race, including the landowner.

Continued on Page 12

LYLE LARSON, CALIFORNIA SPEED PROS
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E-MAIL dagored@rapidnet.com

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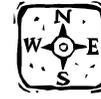
Congratulations to Tom Scott!

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District News



Insurance *continued*

This is a very extensive increase in the overall coverage. The AMA is shouldering potential liability six or seven times greater than our individual coverage, the risk for the AMA's insurance carrier is much greater than our home owner's carrier. Which brings me to the point of this diatribe.

I got back from the Nats last week and while there heard the same macho pronouncements from a lot of the racers concerning the AMA that I've been listening to for years. A simple paraphrase would be "why do we put up with all this crap from the AMA, we don't need them". Our macho bitches may be judgement proof but the people who put on their races and the guys who own the land under the field are certainly not judgement proof. The sponsoring clubs, the club members they send to work the race, and the land owner would have to be insane to put on a pylon race without liability insurance coverage. Guess where this coverage comes from? The AMA -- and all this for \$40.00 per year.

When I took the NMPRA presidency we were in the middle of the "waiver" battle. The racers were indignant that they were being singled out to sign a "waiver" when they entered a pylon race. I think the racers were right but for the wrong reasons. All AMA members should sign this "waiver". Had the AMA had the backbone to make AMA membership (and the resulting liability insurance coverage) contingent on signing a "waiver" there would not have been a problem. Anyhow, many NMPRA members (some macho some normal) asked me why the NMPRA couldn't get it's own liability insurance. Let me summarize the results of my insurance quest.

For our application liability insurance comes in two basic forms, group insurance (which you enjoy courtesy of the AMA) and event insurance. Event insurance covers a specific event with a prescribed time period, like a weekend, or a week. Group insurance covers a group of people or members and extends this coverage to all members of the group where ever they may be during the policy year. I found two agencies that specialized in high-risk insurance (yes, racing is high risk) and asked them for quotes. Ashburn & Associates,

Inc. racing insurance, and K & K Insurance Group, Fairs and Events Division. I described a typical pylon event, number of entries, total number of people in attendance, number of races, etc. and asked for an event quote. The number was \$2,000.00 minimum per event. As I understand, this is the type of insurance the giant scale racers purchase and goes a long way to explaining their very large entry fees.

I also asked for a quote on group insurance for the NMPRA using 350 as our membership number. The quote was \$42,000.00 per year. I asked why so much and the reply was your group is so small, after thinking about it for a few minutes it dawned on me how small the NMPRA is. Most self respecting PTA's have more than 350 members. You do the math! 99% of us need liability coverage, 100% of those who put on our races insist on liability coverage, and the only affordable place we are going to get it is the AMA or a like group with the membership numbers to justify affordable group premiums.

Don't feel completely enslaved, a serious and expensive search would probably turn up an aviation related group we could affiliate with but why make things more difficult than they are. We're doing fine where we are, it ain't broke, so lets not fix it. I realize this is a very simplistic analysis and easy pickings for lawyers and insurance experts but I think the general concepts are correct and I will be glad to defend the conclusions.

Vern Smith

Quarter 40- Barry Leavengood

As usual, I'm late getting this article out. It's a little after midnight on the 27th as we prepare to leave for the Canadian Nats early in the morning. It's going to be a long day. We couldn't make the AMA Nats due to schedule problems. Actually Sonia (and I) would rather go to Vancouver than Muncie anyway. We will be flying both

Q500 and Q40. Should be a blast. I purchased one of Greg Edmunds shipping boxes. It's great. I got 2 Quickies and 2 Quarter Midgets and a bunch of other stuff in it. We are flying Canada 3000 airlines. They provided us a weight and size exemption for our stuff. So far they have treated us great and if things pan out we will use them again.

I hear Mike Condon and his CAPS members put on a great race at the AMA Nats. The combination of off-course judging with on course displays seems to be the way to go. It eliminates most of the problems we are having with lap and cut notification. Everyone I've talked to raved about it. Good job guys. The results for Q40, supplied by Darrol Cady, are listed below. Thank you Darrol.

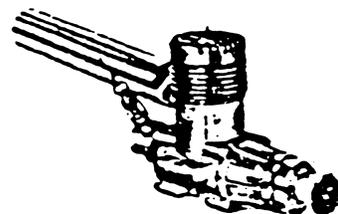
More good news! The AMA Executive Counsel voted to leave things as they are for now. No slowing down with its attendant expenses and hardships on the racers. In case anyone doesn't know the Executive Counsel is made up primarily of the district VP's and the President. Apparently cooler heads prevailed and the general feeling is moving the officials off course is enough for the time being. I believe the existing rules proposals are still on the table and will be voted on by the contest board. It is now up to us to let our contest board members know how they should vote. If a rule change gets passed and you didn't put in your 2 cents worth, Oh Well! That's all for now. We have to get up in 3 hours to make the flight. And this is what we call fun.

Till next time
Barry

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District News



Quickie 500 - By Cliff Telford

We had a great time visiting our friends at the 2000 AMA Nationals in Muncie, IN. Mike Condon did a good job organizing the affair and Bill Gallagher (TX), Pete Reed (CT), and Chic White (MD), ran the flight line. Monday started out with rain for a couple of hours and we had wind on Friday for the Q40 finals but in between the weather delays we managed to get in seven rounds of qualifying for every contestant who entered Q-500 plus a five round final for the 28 pilots who qualified under the A-B matrix system.

The A-B matrix system still has some flaws. The system wasn't needed to provide course workers and the flying talent wasn't evenly divided between the two groups. Most participants agreed that it was easier to qualify for the finals from the B group than the A group. Therefore the final was not as "elite" as some people hoped it would be. In the finals the flyers from the stronger A group beat up on the B group and won 8 of the top 10 trophy positions. The highest places won by the B group were seventh and ninth. It seems that if the A-B system is used again some way must be devised to match the talent in the two groups more evenly or just revert to the "one matrix for all" format.

When it was all over Randy Bridge proved that he is the best with a perfect score in the finals even though he had to use his back-up airplane after crashing in the qualifying rounds. He also set fast time with a 1:08.59. It was a stellar performance all around. Travis Flynn should get an award for best caller. Travis was caller for Randy and for Drew Telford who finished third. Randy's performance at the Nats earned

him 113.8 NMPRA National Points which should lock up the season championship for him. Anyone who hopes to catch him will have to win several races with big entries before the end of September and there are few on the contest calendar.

NMPRA provided trophies for Top Three winners in the Junior and Senior age categories. The Senior awards went to Jeryl Smith, first; Brian Willbur, second; and Jerry Athey, third. The Junior awards went to Gino Delponte, first; and ten year old Nicholas Maxwell, second.

AMA Nationals Q-500 Results (The top 28 were finalists. The rest were sorted by heat points and best times in the qualifying rounds.)

1. Randy Bridge	1:08.59*
2. Dub Jett	1:12.56
3. Drew Telford	1:12.2
4. Richard Beers	1:11.03
5. Dan Kane	1:10.95
6. Roy Andrassy	1:11.62
7. Art Edsall	1:15.97
8. Lyle Larson	1:12.78
9. Joe Dodd	1:14.38
10. Mark Parker	1:10.44
11. Craig Grunkemeyer	1:09.47
12. Travis Flynn	1:10.38
13. Darrol Cady	1:13.06
14. Jaime De La Vega	1:13.48
15. Jeryl Smith	1:14.22
16. Steve Baker	1:15.24
17. Bob Brogdon	1:18.7
18. Red Cranfill	1:11.39
19. Chuck Anderson	1:12.14
20. Mike Tallman	1:15.7
21. Mike Weaver	1:17.46
22. Michael Hammett	1:19.53
23. Rick Moreland	1:14.82
24. Gail Jacobson	1:18.74
25. Rick Paine	1:15.21
26. Dennis O'Brien	1:21.07
27. Gary Freeman, Sr.	1:22.72
28. Mike Condon	1:11.25
29. Cory Paine	1:16.67
30. Tom Scott	1:11.88
31. Terry Frazer	1:13.28
32. Mike Helsel	1:13.47
33. Lloyd Burnham	1:16.9
34. John Fike	1:23.42
35. Dennis Cranfill	1:23.66
36. Vernon Smith	1:13.27

37. Dave Latsha	1:14.47
38. Mike Masi	1:16.65
39. Warren Gillette	1:20.79
40. David Norman	1:23.26
41. Charles Eldridge	1:15.44
42. Tom Bogut	1:16.97
43. Cliff Telford	1:16.0
44. Gino Delponte	1:19.0
45. Irwin Funderburk	1:22.09
46. Harold Sattler	1:12.25
47. Gary Freeman, Jr.	1:14.75
48. Ed Smith	1:15.05
49. Brian Willbur	1:17.0
50. Jerome Bednark	1:23.28
51. Leroy Webb	1:24.81
52. Chic White	1:25.19
53. Joe Llanos	1:26.62
54. Marcus Blanchard	1:12.46
55. Tim Crookham	1:16.0
56. Jerry Athey	1:20.25
57. Mike Delponte	1:14.06
58. Ed Coker	1:16.67
59. Cosmo Petrone	1:38.49
60. Nicholas Maxwell	1:39.10
61. David Doyle	1:17.11
62. Santiago Panzardi	1:22.68
63. Glen Wierschke	1:15.78
64. Paul Benezra	1:16.31
65. Tom Pownall	1:16.75
66. Mike Parker	1:18.63
67. Donald Ware	1:21.72
68. Richard Oliver	1:17.04
69. Tom Dobyms	1:24.84
70. Allen Booth	1:27.57
71. Arthur Harrison	2:25.65

NMPRA Top Twenty (7/19/00)

1. Randy Bridge	608 Points
2. Gary Freeman, Jr.	575.3
3. Mike Weaver	541.8
4. Darrol Cady	537.1
5. Dennis O'Brien	536.1
6. Ray Brown	530.1
7. Brian Willbur	521.5
8. Gail Jacobson	512.1
9. Tim Lime	512.0
10. Joe Lemley	506.4
11. Travis Flynn	497.2
12. Bob Brogdon	476.4
13. Drew Telford	445.9
14. Todd Baily	444.0
15. Gary Long	443.8
16. Cliff Telford	440.2
17. Gary Freeman, Sr.	421.8
18. Mike Condon	415.1
19. Bobo Sato	411.8
20. Vern Smith	411.

Q40 Report Continued

2000 Nats Q40 results

1. Mike Helsel	1:07.72
2. Randy Bridge	1:05.77
3. Lyle Larson	1:08.22
4. Jaime De La Vega	1:07.53
5. Drew Telford	1:08.09
6. Chago Panzardi	1:07.04
7. Mike Condon	1:07.94
8. Craig Grunkemeyer	1:06.65
9. Drew Telford	1:08.09
10. Mike Tallman	1:08.54
11. Danny Kane	1:06.03
12. Dennis Cranfill	1:10.78
13. Travis Flynn	1:09.68
14. Tom Scott	1:05.75**
15. Glen Weirschke	1:11.46
16. Darrol Cady	1:07.28
17. Mark Parker	1:07.16
18. Terry Frazer	1:08.65
19. Dub Jett	1:09.28
20. Rick Paine	1:10.97
21. Red Cranfill	1:08.81
22. Jerry Small	1:07.22
23. Lloyd Burnham	1:07.53
24. Richard Oliver	1:08.88
25. David Doyle	1:13.09
26. Vern Smith	1:09.06
27. Dennis O'Brien	1:10.56
28. Bill Hager	1:11.33
29. Dave Latsha	1:11.41
30. Marcus Blanchard	1:08.37
31. Harold Sattler	1:11.10
32. Joe Dodd	1:11.63
33. Mike Masi	1:13.91
34. Rich Beers	1:09.73
35. Steve Baker	1:11.42
36. Chuck Anderson	1:10.11
37. Bob Brogdon	1:11.38
38. Brian Wilber	1:17.19
39. Ben Martin	1:09.86
40. Joe Llanos	1:12.22
41. Don Ware	1:21.85
42. Jake Jacobson	1:07.58
43. Paul Benezra	1:10.58
44. Rick Moreland	1:13.59
45. Roy Andrassy	1:09.00
46. Chris Fry	1:09.12
47. Gary Freeman Sr.	1:16.35
48. Allen Booth	1:36.73
49. Pete Reed	1:17.19
50. Gary Freeman Jr.	1:06.24
51. Cosmo Petrone	1:40.66
52. Gino DelPonte	1:10.68
53. Irwin Funderburk	1:18.26
54. Joel Maxwell	N/T
55. Ray Hendriksma	N/T
56. Leroy Webb	N/T

Have you gone to a contest and forgotten your Transmitter? I have. I've forgotten my engines. I left my girlfriend standing on a street corner holding a cake when I was at the 1964 Nats. I remembered the next morning. She did too.

Years ago I wrote a check list in the bottom of a bucket I used to carry my engine test tools because I got tired of going to the park to run engines and leaving my.... It soon evolved into the full-blown checklist I use before packing to go test flying, or to a contest. Pretty silly huh? Takes too much time? Yep. Unless you forget something, then the invested time is well spent.

Here is my checklist: I keep it in the shop so that while I'm packing I can mark them off as I put them in the car.

The Crap Trap

By Dub Jett

Finally, we joke about a short list: This what you can't do without— it's defined as what you can't borrow. (Some of my friends seem to operate permanently on that short list) Always check for the short list before you shut the door.

For those who bothered to read this far: Mike Helsel told me about a trick to save space in a Q-500 or QM-40. On the composite wing, after you have cut the hole for the servo, put the 1/8 plywood **inside** the wing instead of on the outside. You save space and are also safer.

CONTEST/TEST FLY CHECK LIST

Airplane Items

- Wings
- Fuselages
- Landing Gear
- Belly Pans, etc
- Spare wheels
- Wing Bolts
- Spinners
- Balancing weights
- Props/prop kit
- Fuel filter

Personal Items

- Ear plugs/muffs
- Chapstick
- Headache Pills
- Benedril
- Eye Drops
- Insect Repellent
- Sunblock
- Hat/Hard Hat
- Sunglasses
- Band-Aids
- _____

Engine Equipment

- Engines
- Mufflers
- After Run Oil
- Spare screws etc
- Engine parts
- Glow Plugs
- Gaskets/Shims
- O-rings
- _____

Repair Kit (Box)

- Drop Cloth
- 5 Minute Epoxy
- Ground Glass
- CA
- GAP CA
- Fiberglass Cloth
- Sandpaper
- Ice cream Sticks
- Balsa Pieces
- Foam
- Kicker
- Silicone Rubber
- Extra screws
- Extra Hardware
- Spare tank
- Fuel tubing
- _____

Misc. Item/Tools

- 6" S.S> Scale
- Pencil/marker
- Misc./measuring Equipment
- Rubber Bands
- N-Seize (small)
- Lock-tite (blue)
- Clear vinyl tape
- Blenderm tape
- Small copper wire
- 24" Nyrod (yellow)
- Little black book
- _____
- _____

Radio Items

- Transmitter
- Spare
- Radio Kit (box)
 - Extra Servos
 - Switch harness
 - Crystals
 - Extra battery
 - Extra Rx
 - Screws & Arms
 - Chargers
 - E.S.V.M. (volt meter)
- _____
- _____

Flying Equipment

- Cooler
- Flight Box
- Starter
- Tach
- Plug Driver
- Tent
- Windex
- Paper Towels
- Rags
- Lighter Fluid Degreaser
- Fuel
- Pump/Syringe
- Stool/chair
- _____
- _____
- _____

Tools

- Airplane Stand
- Screw drivers (4)
 - #0 and #1 Slot/Phillips
- Hex Drivers (4)
 - 1/16, 5/64, 3/32, 7/64
- "T" as required
- Needle Nose Pliers
- Small ignition pliers
- Plug wrenches (5/16 & 3/8)
- Hemostats (2) (forceps)
- 4" Crescent (adjustable)
- 1/4" Nut driver
- Diagonal cutter
- Prop Reamer
- Tapered Reamer
- 1/4" Wrench
- Knife 7 Blades
- Razor Saw
- Wide Blade Screwdriver
- Mill File
- Torque Wrench
- Taping Kit (Drills)
- _____
- _____

Other Stuff

- _____
- _____
- _____
- _____

Modify the list to suit your needs. Cut & Photocopy

Obviously, you may want to box things separately. For example, my repair and radio kits stay boxed and ready.

Dub



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.

Make Check Payable to: NMPRA

Mail to: Academy of Model Aeronautics
Attention: NMPRA
PO Box 3028
Muncie, IN 47302-1028

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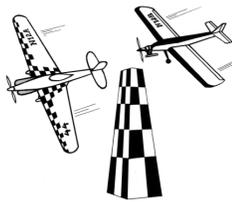
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