

The Pylon Racer's Official Voice

NMPRA

HIGH PERFORMANCE

National Miniature Pylon Racing Association Since 1965 AMA Affiliated August 2001

A Word from the President

The 2001 Nationals are in the record books. Mike Condon did a wonderful job of organizing and putting this very special event on. Mike, thank you very much for a big job well done.

This years Nats came off with out a hitch. I think that anyone that attended had an experience that will be etched in their memories of "good times" that they will cherish forever. If you have never been part of the Nats, put it on your calendar for next year and attend the biggest "Pylon Show on Earth".

The split matrix did choose the true National Champions. Congratulations to Randy Bridge for winning Quickie 500 and Mike Helsel for doing the honors in Q40. The split matrix only requires us to be at our race site for half of the day during the race days. This time off allows us to make repairs or visit some of the other events going on at the same time as our races. There was talk of not doing the split next year. No matter what is decided, we will be here. I hope that good sense rules out and emotions are put aside. The split matrix is the best way to choose a National Champions. Mike and Randy can be very proud of their victories. They undoubtedly the best this weekend, and most of the luck of the draw was eliminated. It was their skill and preparation that prevailed. A win at a contest with as many participants without a split matrix has too much luck of the draw. Our National Champions should not be "luck of the draw" At my age, maybe I should want luck to have a big factor to help me win the Nats...<G> The win would not mean as much to me.

Now I would like to turn our attention to the beginners again. We need more of them. That is where our 428 and 422 competitors come from. The movie "Field of Dreams" has a

lesson for us to learn. Some have. Stan Douglas, the President of the SpeedWorld RC Club has started a regular 424 racing schedule at their field. The first Saturday of each month there is a scheduled race. Until the temperatures got above 100 degrees they were getting 3 or 4 new racers each month. Since the hot weather, they have been holding their own, but come the fall, their numbers will soar... It is this kind of promotion that will bring out the new racers and make our sport thrive.

I have been told that the Texas group is doing a similar project. I do not have the specifics of their program, but I have been told that it is working. Maybe they will share more of it with us how their program works. This is what the VP's columns are for. To share with the rest of us what is going on in their corner of the world.

The Northwest has a good 424 program. There have been some logistics problems this year and loosing the Boeing flying field to industrial development, loosing their winter season has dampened some spirits. There are just as many summer races as ever, but many of the mainstays feel that there is not enough racing to hold their interest. Instead of finding more places to race, they are taking the year off... Maybe the rest will do them good and they will come back next year full of renewed energy and enthusiasm. I certainly hope so.

As I write this column, our USA World Pylon Team is packing and getting ready to board the airplanes for Australia. From all the reports that I have had, it looks like they are all well prepared and are ready to represent us in the World Championships. Yes, they represent each and every one of us.

..... Continued on Page

President's Message continued....

When they do well, they do it for all of us as well as for themselves... Good luck to the four of them. Chip Hyde the reigning World Champion. And Team USA: Bob Smith, Stu McAfee, and Henry Bartle. All of them have worked hard to prepare for the World's and I know that they all will do their best. Thank you for your efforts. We are proud of all of you, before and after the event.

From what I have heard about the next time, we are going to see many new faces going for the opportunity to represent us next time. It is good to see the interest in this event. It is going to make it even more interesting in the future.

There has been much talk going around about using molded props in Q40. For the record, I am against it. The problem is not with the product. The problem as I see it is that with the great engineering of Fred and Otto, we will see a speed increase in our 422 class of racing, just like we did in 428. Making the equipment faster in the class is not in the best interest of racing. We had a perceived speed problem with the AMA last year. If our Q40 airplanes pick up the same speed increase that 428 did, we can expect a 10 to 15 mile per hour increase with nothing else changed. When I did the Ben Franklin, the molded props were not in the running. The most common argument for the molded props is cost. There were those that were saying that paying \$20 for a carved wooden prop was too expensive. A molded prop is \$10. Sure the price is double, but how many props do we break each year? Usually, only when we break an airplane. The additional cost of two or three props a year does not justify the change.

The other side argues that the molded props are not faster than a wooden prop...Yes they are with the one that is marketed now for a practice prop. I have checked the speed with a radar gun, and the ones that are available now are faster than most of the wooden props.

We must not forget that Fred and Otto are masters of their trade. The molded props that we are using for practice have none of the APC technology put in the props. As I said, they are masters of the trade and will make the changes in the molded props to make them even faster than they are today. We can expect a 10 to 15 mile per hour increase in speed from the molded props than the speeds that we are seeing today.

I am for technology, but this is not good for racing. It will leave us wide open to the AMA for changing rules that increase the airspeeds of our airplanes. If we do, I would expect other changes to be brought back to the table. As a reminder, they were removing the pipes from the mufflers, no nitro fuel, 6 and 7mm carbs.... I think that you remember the entire scenario. We did a good job of stating our case on safety and no major changes in our equipment to keep any of the former from happening. Make this change to molded props in Q40 and no one will be able to make the sale of our events to the EC again. I know that I could not.

I urge everyone to contact the Pylon Contest Board and let him know your feelings on the subject. I know that those that want the molded props will be. If you care about the event, you will step up and help save it.

September 15 is coming quickly. Remember that is the last date that you can put your name on the ballot to run for an NMPRA Officer position. Take a look in the mirror. Is it time for you to put little time and effort in the organization that represents your favorite pastime??? Assuming that we do not count sex.

Darrol

**Deadline for Officers election nominations is
September 15th.
Time is running out.
Submit to Bob Brogdon.**

High Performance Information

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**Article Due Dates
Sept. 15, 2001**



Gold Cup Series 2001

2001 Schedule of Events



Toledo, Ohio
August 25th & 26th, 2001

Ft. Lauderdale, Florida
October 20th & 21st, 2001

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District News



District 1 – Drew Telford

No Report Submitted

District 2 – Dan & Pat Nalley

Attention District 2 racers. There is other activity in the District other than in the Puget Sound area... It may not be the same as you are doing or as we are used to doing, but it is racing.

I moved to Southern Oregon last October. I left some of the best three-pylon racing in the world in Central and Southern California. I was told that they race the two-pylon course up here. Before I cocked the hammer and shot myself in the foot, I decided I would try it with an open mind. There is a three city series of racing up here, Medford, Roseburg and Klamath Falls. I found out that most of the club fields are not large enough to set up a three-pylon course with the officials off-course. Also the worldwide problem of getting Race Officials is made easier. We used 3 to 4 lap timer's (depending on how many contestants), 1 judge at pylon one, 1 judge at pylon 2 and 1 starter, for a total of 6 or 7 officials.

We usually do not have a large turnout like the LA Basin, Phoenix or the races I put on at Castle. I have a feeling that 15 contestants will be a large contest. One thing I did note, that I had a great time at both the races I have attended. Granted, you do not get the super

adrenaline rush of flying around yourself but I did get a pretty good buzz off it. The camaraderie surpassed anything I have seen in years. Everyone was having a great time, joking, bugging each other, helping each other and racing. There were no complaints about course officials (most were wives or girlfriends of contestants). There was no winning about cuts, 60-second clocks (that didn't work right) or any of the many other things I have seen in the past. Just a bunch of guys having a good time racing. Sure, I would rather fly the three-pylon course but the way I see it, two-pylon racing is better than no-pylon racing.

Dave Ferrell 65B

District 3 - Harold Sattler

After the race in Regina, Saskatchewan, the spring winds subsided into a very nice summer. On June 25 our next race, was hosted by the Calgary Miniature Pylon Racing Association. The weather was quite nice aside from a nasty downwind take-off direction. The site in Calgary does not lend itself well to changing course direction. 99% of the time the wind blows mostly down the course. Guess what, not on this race day.

The Quickie 500 event boasted 24 entries and Q40 had 19. This is the largest attendance at one of our Calgary contests since the old days of our two-day Formula One Championship

racers. The entry level in Calgary was consistent with the increased entries seen at the Regina contest. So I will go out on a limb and state that pylon racing is growing in District 3. We have had a few new rookies join the ranks over the last couple of years and all the efforts by the old dogs to coach the new guys is paying off.

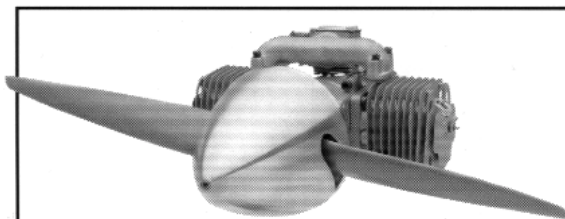
Our Quickie event limits the engine to a performance equivalent of the Webra Q pylon engine. This is the motor of choice and it works very well using a Nelson muffler. We also fly on the two-mile short course. Elevation in Calgary is 3500 ft so times tend to be a bit slower all 'round.

Results in Quickie:

Roy Andrassy	1:11.91
Harold Sattler	1:11.35
Rod Kelln, Regina	1:15.37
Allan Bouchard	1:11.20** FT

Q40 proved to be fast and furious with a number of very close races among all pilots. It appeared that everyone had opened up all stops as no one was giving an inch. There were a number of close calls in the sky with some resulting in the familiar "whack" of a mid-air. Terence Palaschuk of Regina captured the best crash award by tagging the #3 pylon and showing everyone what his plane looks like from the inside.

Continued on Page 6



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District News



District 3 - Continued

Six rounds later, the results were tallied:

Harold Sattler	1:12.78
Randy Smith	1:14.74
Jack Ellefson	1:16.02
Cecil Graval	1:12.46**FT

At this time I would like to recognize the Race officials and sponsors of the Calgary race meet. Again, without their help we would not be able to host such a successful event. We had great help from the membership of our club that only has 20 members. Half of these members are active pilots in the competition. Family members also came out to help bolster the volunteer numbers as well. Once again, your help is greatly appreciated.

We had some very good sponsorship this year for both helper prizes and incentive for the pilots. Greg Genge from Dynavar Networking donated \$150.00 cash to the winner of both events. Greg also came through with numerous merchandise prizes for the helpers such as golf shirts, backpacks, and other goodies. Nortel Networks could not interest anyone in 100 company shares so they donated a very nice telephone to the cause. All of the helper's names were placed into a draw for the phone.

A very special sponsor in our district this year is Cliff Swartz of Swift Electronics from Winnipeg, Manitoba. Cliff is the Canadian distributor for Webra engines and has always supported our racing cause out west. Cliff

has generously donated \$100.00 cash to the highest placing rookie in each of our Quickie 500 events throughout the summer. His objective is to promote the new racer to join the Quickie 500 event and mixing it up with the rests of us. This is a really good incentive for the rookie because he doesn't have to beat all the experts to win the money. He only has to beat his other rookie competitors. The winner of the cash in Regina was Cory Baker of Saskatoon. At the Calgary race, Dale Robinson of Calgary emerged victorious. Thanks Cliff for your strong support of the new guy in pylon.

Our next race, after a lengthy mid summer break, is Aug 11 in Prince Albert, Saskatchewan. Two weeks later in Saskatoon, the district championship race will be held. This is always a great contest and the 'Toon crew puts on a well run event. This year in Saskatoon, Lyle Baker is promoting a fast time fly off for cash after the regular matrix rounds are complete. "The Fast Four Dash for Cash" will feature a fly off between the top four fastest times after the regular matrix. A minimum of \$200.00 will be offered in both Quickie 500 and Q40. This is bound to catch the attention of more than a few of the top fast guys in the district. Being the last contest of the season, I can see everyone letting it all hang out.

I am now off to Bundaberg, Australia to help manage the Canadian FAI team. I am very excited to learn from the best in the world at this event. Even though I won't be a pilot I

intend to take lots of notes and try to learn what I can from the pit area. I will be sending email updates back home and Mabo will be posting results on the superminnow.com website.

Randy Smith for Harold Sattler

District 4- John Sandusky

No Report Submitted

District 5 - Rolland Roberts

We have such a long time to wait after the usual flurry of races at the beginning of the season. It seems like after June for alot of us racing is over until The CAPS Classic. The Nationals are over and I missed the opportunity to go again this year. One of these years I will get a chance to go. I will find a way to make it happen. This year one of those years didn't arrive. I had the choice "work" or "look for a new job". I decided to work. <G>

The following are the results of the 2001 Nationals. For Quickie, final standings from the top to the bottom are listed. The Finals are the first 28 places and the rest were compiled from the A and B matrix. For the Q40, the only results I had access to were the finals. Maybe Barry will put them in his column next newsletter.

Continued on Page 6.....

LYLE LARSON, CALIFORNIA SPEED PROS
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Kits are also available custom-built, in prime or completely painted. Call for price.



District News



District 5 - Continued

He will have to compile them for the National Points distribution anyway.

2001 Nats results for Q-500.428

1. Randy Bridge	1:08.18
2. Tom Scott	1:11.77
3. Darrol Cady	1:09.96
4. Travis Flynn	1:10.71
5. Jim Allen	1:11.94
6. Craig Grunkemeyer	1:08.64
7. Lyle Larson	1:10.64
8. Marcus Blanchard	1:10.99
9. Tim Lime	1:10.79
10. Gary Freeman Jr.	1:10.84
11. Joe Dodd	1:14.77
12. David Binger	1:14.04
13. Mark Parker	1:11.37
14. Terry Fraser	1:12.37
15. Fred Burgdorf	1:12.02
16. Cliff Telford	1:12.70
17. Gail Jacobson	1:12.48
18. David Doyle	1:15.34
19. Dub Jett	1:11.09
20. Danny Kane	1:10.91
21. Stephen Vaclav***	1:12.59
(Best Senior)	
22. Ben D. Martin	1:13.31
23. Mike Condon	1:14.89
24. Paul Benezra	1:11.66
25. Mike Morris	1:12.37
26. Mike Helsel	1:10.25
27. Randy Etkin	1:12.62
28. Chago Panzardi	1:11.32
29. Glen Weirschke	1:13.67
30. Bob Brassell	1:16.03
31. Mike Deneve	1:10.20
32. Jonathan Baker	1:10.77
33. Steve Baker	1:13.12
34. Chuck Eldridge	1:12.57
35. E. Martin	1:14.69
36. Dennis O'Brien	1:15.02
37. Gary Freeman Sr.	1:16.03
38. Ken Howell	1:14.73
39. Art Edsall	1:15.84
40. Ed Coker	1:10.74
41. Jeff Bristol	1:12.60
42. Tom Dobyns Jr.	1:14.77
43. Jerome Bednark	1:15.38
44. Tom Bogut	1:15.96
45. Red Cranfill	1:20.101
46. Dave Norman	1:12.74

47. Rick Landers	1:13.26
48. Vern Smith	1:14.25
49. Jim Henderson	1:16.29
50. Bob Miller	1:12.55
51. Gene Bass	1:22.84
52. Irwin Funderburk	1:15.61
53. Warren Gillette	1:17.30
54. John Fike	1:18.27
55. Mike Hammett	1:16.43
56. Jeryl Smith	1:15.06.
57. Rick Moreland	1:17.16
58. Steve Lampe	1:18.74
59. Larry Laughlin	1:22.68
60. Roy Andrassy	1:15.18
61. Allen Booth	1:29.23
62. Adam Oswald	1:21.64
63. Dave Latsha	1:16.79
64. Tom Neff	1:19.04
65. Nicholas Maxwell***	1:29.80
(Best Junior)	
66. Ed Smith	1:15.38
67. Tim Crookham	1:19.17
68. Mike Tallman	1:14.52
69. Mario Travieso	1:16.68
70. Bob Brogdon	1:16.04

It seems like summer is flying by, no pun intended. It has been awhile for us mortals who fly Standard class. The Nats have come and gone. Now CAPS is on the horizon. If all works out this newsletter should arrive before the weekend of August 11th. That's the date of this years 6th annual CAPS Classic. This year the race will be held at the AMA Flying site in Muncie, Indiana. You must have your AMA card to fly at the site, so don't forget to bring it. Saturday is Q-500 Standard and 428. Sunday is Standard Quickie and Q-40 and Q-500 STD.

August 26th and 27th The Toledo Weak Signals Host the JR Gold Cup/ Silver Cup race. Wayne Yeager is the CD and Quarter 40's are the only class to be the flown. This is always a fine race and this year will be more of >the same great racing that you are used too.

September 15 and 16 the Rock Valley Fliers are hosting a two day, two race Q-500 Expert only event.

This is followed by the last race scheduled for the season. The NMPRA District Championships September 22nd and 23rd

with a rain date the following weekend. Contact me for any information you need.

I understand that race is being planned in West Virginia but I can't tell you much more until Spence or one of those guys from way over there sends me something about their plans.

Rolland

District 6 – John Fike

Hello Boys and Girls. Here we are, at the end of July and the race season is in full swing. There is not much to report this month in the way of race results due to our attendance at the Nats. We purposely do not schedule any events in the month of July so that we may attend in Muncie.

Having said that, let me expound a little on the Nats. Mike Condon and the CAPS bunch did a good job. The PGRC, Bowie contingent did our usual duty in processing and safety checking all the aircraft. We had a terrific time and experienced some of the best pylon racing in a long time. For those that do not or have not ever attended the Nats, I highly recommend you make the trip. You will certainly enjoy yourself. Besides pylon, there are many other activities taking place simultaneously and it would be difficult to get bored. Usually, I would start bragging about how well the District 6 flyers did, but..... Well, let's just say that we need some more practice. All in all, we did ok, but not as well as in previous years.

The weather was great with the exception of a very severe rainstorm on Sunday evening. As you can imagine, there were many pop up tents all lined up in the pit area, and we were confronted with what looked like a lunar lander junkyard when we arrived on Monday morning. My tent survived but was somewhat mangled. Between heats, Art and I gave our best Fred and Lamont Sanford impression and set off with a pair of pliers and adjustable wrench to scavenge spare parts from the tents that were totally destroyed.

.....Continued on Page 7



District News



District 6 - Continued

We would like to again thank our good buddy Rick Moreland for offering the use of his socket set as we were tightening the last nut and bolt on our repairs. ☺ The storm was so severe that it rolled over a Coleman pop up camper (no injuries) and every outhouse on the premises. I want to also let you know that AMA did a really fantastic job of cleaning up the mess and making sure that the outhouses were open for business on Monday morning. AMA is to be commended for their pro-active approach to what could have caused delays in flying for all contestants.

Other news:

I have made a few slight modifications to our off course judging system. Front of lights have been painted black to make the lights more easily seen, the large 1,2,3,4 lane numbers have been mounted on hooks for easier removal and storage, the light switches have been modified for ease of installation and replacement in case of a failure on race day. And finally, the defective light switch has been repaired and modified will be used as a spare.

So folks, that's about it from here. We'll see you in Bowie for the 424 & 428 race on August 18.

Cheers,

The Fikester

District 7 – Gary Freeman

Boy time goes by quickly. Time for another newsletter and it seems like we just did one. Oh well, with my hectic on the road work schedule, trying to keep some airplanes ready for races, and somewhat a balanced home life, the question comes up of, "What spare time?"

Well the NATS came and went. The weather was great allowing a full race schedule run for Q500 and Q40. The weather was the not the factor for completing the full race schedule, but rather Mike Condon, Pete Reed, Leroy Webb, and Bill Gallagher. A big thanks to all of them, the Race Officials, and miscellaneous support staff in the pit area running the scoring, transmitter impound, fueling, and our own Nancy Telford for keeping the pilots straight so they knew when to go where and when. The

off course equipment was upgraded from last year and worked great. Also to not leave out a very important group, let me also thank the AMA crew who replaced pylons quickly when needed due to "high speed impacts" with aircraft. Last but by no means the least, I want to thank Jerry Salisbury and his volunteers for

ensuring another well organized processing activity.

Our District was well represented and along with the "NATS regulars" we had three newcomers, Jeff Bristol from Melbourne, Florida, Mario Travesio from Miami, and Stephan Valcav from St. Cloud, Florida. Stephan joined SEMPRA this season and with his caller, Gary Freeman, Jr. has done very well in local races including his first NATS under his belt. Stephan flew Q500 and took home the "best senior" trophy. Congratulations, Stephan.

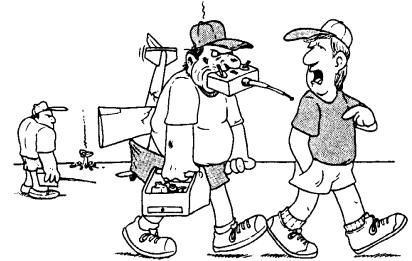
District NATS participants/officials included, Rick Landers, Irwin Funderberk, Bob Brogdon, Paul Benezera, Stephan Valcav, Tom Bogut, Tom Pownall, Tom Dobins, Jeff Bristol, Dennis O'Brien, Cliff and Nancy Telford, Gary Freeman, Jr. and myself. I apologize if I left anyone out.

At the awards ceremony, Mike Condon agreed to "head up" the 2002 NATS and also eluted to a "one matrix" program for each event replacing the A&B qualifying matrix for the finals.

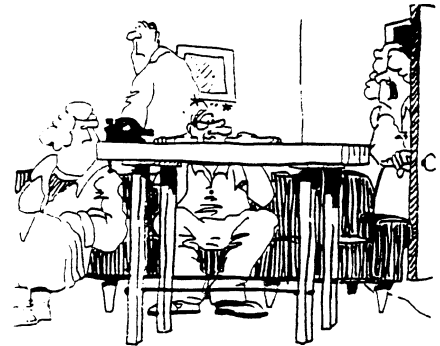
Moving onto 2001 Tangerine held in December at the Apopka, RCACF field. I received a lot of positive feedback from several racers stating they were glad to see Tangerine back to the way it used to be and would be attending. The three days will be one day racing of Q40, Q500, and SEMPRA. Details provided as they develop.

Races coming up soon include SEMPRA in Ft. Lauderdale (September 1&2), Q40 Gold Cup/Championship Race in Ft. Lauderdale (October 20&21), SEMPRA in Jacksonville, Florida (November 17&18), and Tangerine (December 14, 15, & 16).

Gary



When a really big guy crashes his airplane, it's NOT a good idea to laugh.



"The doctor will now see the gentleman who glued his hands to his workbench."

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District News



District 8 - Randy Ritch

Well, the NATS have come and gone, and what a time it was.

But first, since the last newsletter we have completed another District race. It was held the weekend of June 8th at the Brazoria County Modelers field in Oyster Creek, TX. The weather was perfect, not too hot and a slight breeze down the runway. We decided to format the race a little differently. We ran Sportsman Quickie and 428 on Saturday, and Sportsman Quickie and 422 on Sunday. The turn out was a little on the light side except in sportsman. We had 14 enter in 428 Quickie and 11 in Sportsman Quickie on Saturday. We set up both the short and long course to run sportsman on the short and quickie on the long. There was a lot of great racing in both classes. Flying Sportsman on the short course makes it a little faster and tighter. After the smoke cleared, the finishes are as follows:

Saturday	Sunday
Sportsman Quickie	Sportsman Quickie
1. Ricky Cranfill	1. Red Cranfill
2. Red Cranfill	2. Ricky Cranfill
3. Jim Agnew.	3. Jim Agnew

428 Quickie	422 Q40
1. Jerry Athey	1. Mike Helsel
2. Mike Helsel	2. Ed Coker
3. Mike Hammett	3. Dub Jett

The Brazoria County Modelers did a great job running the contest. Along with the new race equipment manufactured by Jerry Small, which ran flawlessly all weekend, the race went smoothly and effortlessly. More on the Nats in the next column, but for now congratulations to Mike Helsel from district VIII for winning the Q-40 Nationals. You represented us well. Until next time, go fast turn left

Stay above the poles, Dennis Cranfill

District 9 - Manuel Martiarena

Team Mexico traveled to Australia on July 20, 2001 to compete in the World Championships. The team members are Jaime De La Vega and myself Manuel Martiarena. Two of our American friends, Gary Schmidt and Drew

Telford have made with trip with us to "Down-under". We are expecting much help from them. If they do good for us, we will consider making them "Honorary Mexicans".<G> Really, we are well prepared and will do our best to represent all of Mexico with great honor. .

The next race in Mexico will be in Guadalajara for Q-500 and QM. The date for this race is in the race schedule of this newsletter. We hope that you all will attend.

Pegaso will be sponsoring the Pegaso International on November 10 and 11, 2001. We will be racing both 428 Quickie and 422 Q40. This is an open invitation for all of the American Competitors to attend. We will provide the transportation from that airport and to the flying field as we have in the past. Talk to someone that has been here to race and they will tell you of our hospitality. More information will come in future newsletters. Please email me for information.

*Thank you and Best Regards,
Manuel Martiarena*

Q-500- Cliff Telford

2001 Nats
Another AMA Nationals is in the books. Mike Condon and the CAPS organization did a good job of organizing the workers and equipment. The lap counting and light system was improved from 2000. The lights at pylon one used a two second timer so that lights stayed on for the same length of time after the button was pushed. The lap/cut board was visible to spectators in the pits as well as the callers and officials on the course. This allowed the spectators to follow the race in progress quite well.

The 90-degree crosswind was a problem after a cold front passed on Monday night. The temperature dropped from a high of 94 on Monday to highs in the 80s the rest of the week. The wind became stronger each day, causing a few Q40s to nose over on takeoff. The Q-500 airplanes handled the wind better.

Please send race reports. Remember, No Reports = No Points

The Top Twenty (Nats results included)

	Points
1. Gary Freeman, Jr .	589.1
2. Randy Bridge	541.6
3. Cliff Telford	538.5
4. Drew Telford	517.1
5. Steven Vaclav	510.9
6. Gary Freeman, Sr .	495.4
7. Fred Burgdorf	405.2
8. Paul Neves	379.0
9. John Packer	377.3
10. Travis Flynn	374.1
11. Joe Llanos	346.2
12. Vern Smith	334.1
13. Joe Linsangan	326.0
14. Mario Travieso	321.0
15. Tim Lime	314.1
16. Darrol Cady	304.1
17. Richard Rosenberg	302.1
18. Tom Scott	298.2
19. Nelson Eddy	290.1
20. Terry Frazer	288.5

Cliff

JR Gold Cup 2000 - Mike Helsel

JR Gold Cup Standings After 3 Races

Position	Name	Points
1	Craig Grunkemeyer	293.8
2	Lyle Larson	259.0
3	Mike Helsel	251.7
4	Tom Scott	250.5
5	Fred Burgdorf	248.6
6	Dave Latsha	196.2
7	Travis Flynn	193.5
8	Randy Bridge	190.2
9	Dub Jett	181.4
10	Tim Lime	152.1
11	Pat Galarneault	132.2
12	Stu McAfee	127.4
13	Dan Kane	124.7
14	Jett Carpenter	120.4
15	Bill Johanson	119.0
16	Gary Long	117.0
17	Scott McAfee	114.4
18	Jeryl Smith	105.9
19	Jerry Small	104.7
20	Drew Telford	98.1
21	Darrol Cady	95.7

We will have a total of 5 races, 4 of which will be counted toward the championship. The next race is Toledo, OH August 24-25.

Mike



District News



Quarter 40- Barry Leavengood

The 2001 season is now in full swing. The Nats just finished up and was a huge success with a large turn out. Mike Condon and his group did their usual great job running the race. Sonia and I have not been able to attend yet but probably will next year. There is some controversy over using the initial A and B matrix to establish who will race in the final but it seems to work well and gives everyone a better idea of when they need to be at the field to race. This is the premier race in the US and everyone, including me, should try to attend and support it. The results, both Q500 and Q40 are posted on <http://www.DarrolCady.com>.

The reason we couldn't make it this year is I have the privilege of being appointed Team Manager of the 2001 F3D USA world pylon team. The race will be held in Bundaberg, Australia the end of July. In fact, as I write this I am in a hotel room in Rotorua, New Zealand along with team members Stu McAfee, Lyle Larson, Bob Smith and Henry Bartle. We are taking a couple of extra weeks vacation with our wives and girlfriends to see this part of the world. It is a great trip and well worth the trouble and expense. It has been an interesting and informative experience. The AMA and, particularly, LISA have been a great help in arranging things for the race. Without them it would be very difficult. The biggest challenge for the team is raising funds to cover expenses.

While the AMA helps a great deal, it is only a small portion of what is needed. With the help of sponsors like the NMPRA, Powermaster, Futaba, Bob Smith Industries, Northwest Hobby Distributors and many others, we have managed to put together a package fitting the quality of our team. For those who don't know, the team consists of: Chip Hyde and Tony Lopez, Stu McAfee and Lyle Larson, Bob Smith and Bruce Thompson and finally Henry Bartle and Bruce DeChastle. There would normally be three teams but we are fielding four due to Chip's returning champion status.

The NMPRA web site has been moved to a new server and Stan Douglas is now Webmaster. With this change the web site will be expanded and improved. We already have additional forums to surf and post to. I have great hopes for the revitalized site. It will become the central focus and information point for our organization.

I have gotten very few Q40 results for the NMPRA points race. At this time, other than the races at the Basin and JR Gold, I have no results. I need all VP's to send them in as I am going to publish YTD standings next issue.

*Till Next Time
Barry*

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*A very special "Thank you" to those who raced the Neme-Q at the NATS!!
Congratulations to Stephen Valcav – Best Senior at the 2001 NATS!!*

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2001 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. (?) tentative, (B) Beginner, (S) Standard, (E) Expert, (AMA) – AMA 428

District 1

Aug 19th Q40/Q500/APRA
VALLEY FLYERS, SEPULVEDA, CA
Nov 18th Q40/Q500/APRA
VALLEY FLYERS, SEPULVEDA, CA

District 2

Aug. 11th & 12th Q-40, APRA, 428 Race
Ephrata, WA CD Matt Mikko
Sept 8th & 9th Q-40, APRA, 428 Race
Arlington, WA - CD Nelson Eddy

District 3

Aug. 11th & 12th Q500 & Q-40
Prince Albert, Saskatchewan
CD: Les Wessel
Aug. 25th & 26th Q500 & Q-40
Saskatoon, Saskatchewan
Sept. 15th & 16th Q500 & Q-40
Winnipeg, Manitoba

District 4

August 26 Q500, Sportsman, Q500-428
Hillsdale, KS Dave Reiber 402-483-5696
Sept 1, 2 & 3 422/Q40
First Annual Futaba Black Hills Classic
Visit: www.hills.net/tedbez
CD= Ted Bozanich 605-343-6527
Sept 16 422/424/428
Chatfield State Park, Littleton,
CO Info=Art Baker 303-936-4105
Sept 23 Q500, Sportsman, Q500-428
Mead, NE
CD= Randy Tentiger 402-734-0947

District 5

August 11 & 12 422 & Q40 only
Caps Classic, AMA Muncie
Mike Condon 734-464-7027
Aug 24/25/ 26 422 & Q40 Only
Toledo, Oh
Wayne Yeager 517-547-4430
Sept. 15 & 16 428 Exp
Rockford, IL
Glen Wierschke 815-234-3285
Sept. 22 & 23 428 Std, 424 Exp
Westland, MI
Rolland Roberts 734-728-8447

District 6

August 18 424 (Morning)
Bowie MD Chic White 703-768-
6347
August 18 428 (Afternoon)

Bowie MD Warren Gillette 410-799-
8575

District 6 Continued

Sept 9 424
Hadley CT. Mike Masi 203-322-0779
Sept. 23/ 24/28 Dist. Champ.
Bowie MD Dave Beazley 804-589-4886
October 13 424 (Morning)
Bowie MD David Binger 410-672-6561
October 13 428 (Afternoon)
Bowie MD Art Edsall 301-855-8707

District 7 – Q5 is SEMPRA Sport except where indicated

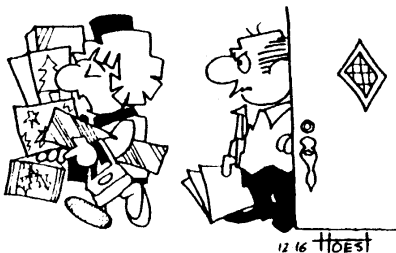
Oct. 20 & 21 Q40 Championship/JR Race
Ft. Lauderdale, FL Ray Brown:
TeamFutaba@aol.com
Nov. 17 SEMPRA
Jacksonville – RC District Championship
Pete Rickard 904-565-9256
Nov. 18 SEMPRA
Jacksonville -District Championship
Pete Rickard 904-565-9256
Dec/Nov AMA428
TANGERINE - Apopka, Florida TBD
Dec/Nov Q40
TANGERINE - Apopka, Florida TBD
Dec/Nov SEMPRA
TANGERINE - Apopka, Florida TBD

District 8

Sept 8 & 9 424/428/422
San Antonio, TX TBA
Sept 22 & 23 424/428/422
Dallas, TX Scott Kalmus 972-240-7380
Oct 6 & 7 424/428/422
Scobie Field Houston, TX
Steve Baggett 979-793-5215

District 9

Sept. 15/16 428/Q40 GUADALAJARA, MEX
SR. JOSE CALDERON 523-810-6260
October 14 424 APOLO(TUZAYUCA,MEX)
SR. MARCOS VERGARA 525-530-6957
Nov 10/11 428/Q40 PEGASO(TOLUCA,MEX)
SR. JORGE HERNÁNDEZ 527-279-0322



"It didn't cost much more than your new biplane."

The Soap Box by Dub Jett

Dear Friends,

If a pylon racer crashes in Muncie and there is no one there to hear it, does it still make a sound?

Years ago, when the QM rules were being written, I wrote a rather long letter to the powers pleading for things that would make the event a little more user friendly. No one really believed that F-1 was dying and didn't seem to think that some of these things mattered.

It was and they did.

The list was long and it doesn't really matter, but as we look at the latest vote it seems that we are in the same place. The loudmouths have won again.

Says the loudmouth:

"Don't change a thing because I am going to quit soon (although I don't know it) and I don't want to bother with doing something different in my short time left"

I just got back from the airport. I did not go to Las Vegas, although I got all the way out there with my gear. The old child's riddle applies, although no one seems to think so. "If a camel is carrying all the feathers it can carry, can it carry one more?" I have had an increasingly difficult time checking my luggage for these trips and started shipping everything UPS about 5 years ago. This time I got a very small cardboard box (12" x 12") and put in two of the removable tail Sidewinder airplanes. Continental rejected it and wanted 100.00 each way. I decided to come home and write this instead.

The camel just got the last feather. One of my pleadings was for shorter wings because they ship better and can be built with foam and balsa. You think the long wings fly better, although you ignore the aspect ratio of other planes. I wanted thicker wings too. You wanted to spend 500 for kits. You have your wish.

Attendance will continue to go down. Just you watch. The feathers are falling everywhere.

No, I'm not quitting. However, be careful not to be trampled at the exit by your loudmouth friends.

Dub



2001 NMPRA Membership Application

Please check all appropriate boxes.

- | | |
|---|---|
| <input type="checkbox"/> New Member | <input type="checkbox"/> I am a current Contest Director |
| <input type="checkbox"/> Renewal | <input type="checkbox"/> Please donate excess remitted monies to the FAI Team Fund. |
| <input type="checkbox"/> Change Address | |

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Mail Address _____ Phone Work (____) _____

City _____ State _____ Zip _____ E-mail _____

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

Occupation _____ NMPRA Number _____

- I currently fly ☐ Q40 ☐ FAI ☐ Q500
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☐ Outside USA with mailed newsletter- \$36.00 (US Funds)
☐ All Memberships with newsletter delivered by Internet only \$20.00 anywhere in the world.

Make Check Payable to: NMPRA . Mail to: Secretary/Treasurer

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Attention: NMPRA
P.O. Box 3028
Muncie, IN 47302-1028

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