

The Pylon Racer's Official Voice

NMPRA

HIGH PERFORMANCE

National Miniature Pylon Racing Association Since 1965 AMA Affiliated October 2001

A Word from the President

I have never seen so much complacency in the World. We as American citizens have received a wake-up call. We now know that things are not always going as well as it seems. It took a disaster to wake up Americans. We are all awake now. It is good to see the pride in America.

We as Pylon Racers, are still complacent. We also are getting a wake up call. Our wake up call is our declining numbers attending all of our racing events. If this continues, racing will not be as we are used to.

Even though this problem is consistent across the Nation, there is not a national solution. The solution is clearly a local project. It has taken several years for this problem to become serious, and it is now serious. The solution is not that prosthetic. We need new racers. We need new racers. We need new racers. We do not get them by ignoring the potential new racers. We get them by including the novice classes at every local race that is run. Help the new guys when they show up. We just attended a race in District 2 this weekend. It was nice to see faces that I have never seen before.

We are in the process of setting the schedule for the 2002 JR Gold Cup schedule and the NMPRA Championship Race. If your club has the facility and the desire to do one of the races, please contact Mike Helsel and request a packet for the sponsorship of one of the races. We have a couple set, but scheduling is difficult and he needs to know those that are interested as soon as possible.

Where do we get new racers? The first place to find some is to not keep our racing events so secret. All of us know of modelers that have a different discipline than our racing events. Invite them to a race. Have a 424 airplane set up so

that they can fly it. Our airplanes are intimidating to many that just watch. Once they have had the opportunity to make a few laps with a properly trimmed racer, many will be willing to come and play with us. You would be surprised how many of the aerobatic pilots are frustrated with the subjective method of judging aerobatic contests. Many are also tired of having to invest \$3500 in one airplane to be competitive in a contest. A \$300 investment in a 424 airplane is attractive to them.

In Arlington last weekend, one converted IMAC pilot invited one of his friends to the contest to see what he was doing. It was contagious. He bought an airplane and engine on Saturday and was racing it on Sunday. He even brought another with him that was also very interested. This is only one source of new blood. I had an email from a sailplane pylon racer that wants to give it a go. He had many technical questions that I could not answer. Anybody know the airfoil numbers for an Intimidator or a Dodger? I had no idea. With this kind of interest, we may get another generation of pylon racing equipment.

Bottom Line: Invite a flier to a race to see what we are doing. Let some of the fliers at your flying field fly a 424 aircraft. I do not recommend a 428 or a 422, no matter how good their skills are. Unless you set it VERY rich and slow it down. It is a learning experience to understand the feeling of either turning or setting up for a turn while flying and not having a throttle for think time. Even if they can fly the airplane and not crash it, they will be very uncomfortable and will be reluctant to make the commitment to race with us.

..... *Continued on Page 2*

President's Message continued....

This complicity is also apparent in our National organization, the NMPRA. For an example in my column two issues ago, I made the statement that I was not going to be a candidate for the Presidency for 2002. I am not a candidate for 2002 and neither is anyone else. I have received no response and no one is willing to put their name on the ballot and give back to the organization that always has the best interest for racers everywhere.

I make this offer. If you have an interest in doing the job, but you are not feeling that you are qualified to do the job, or you do not know what needs to be done as President, I will help you get up to speed in 2002. I am not running for the position, but I will do it for another year. At the end of 2002, I will not continue. I have given about 10 years of service to the NMPRA willingly since 1970. I will do 2002 willingly, but I do expect someone to contact me and allow me to keep them in the loop so that they know the procedures and the history of the NMPRA. You will not have to learn the job by "Trial by Fire". If you have an interest, please contact me by email and I will call you and we will have a conversation.

We work very hard for the betterment of all racers, whether they are members or not. We also need the membership support for the NMPRA. We are the SIG for the AMA for racing. Our only strength for a strong voice with the AMA is numbers of members. We currently have around 300 members in the NMPRA. This seems like a large number. To give you an idea of how many racers are out there that we never know, I will give you a number that you can kind of guess how many are out there. The manufactures so the Daddger kit sold over 6000 kits. These kits either went to racers or "Wanna-be racers". Some went to sport fliers that wanted a fast airplane. Guess what? Even those were potential racers. The need for speed and racing is universal. We all have it in our genes.<G>

Finding Race Officials has been the hardest job of a CD. This has been the biggest headache to organize a contest since the beginning of time. (racing time 1965<G>) There is a ready Race Official force waiting to be tapped. We could not use this ready force before we had off-course Judging. There are many groups that are looking for some additional funding for their organizations. Have you ever noticed that on a nice summer day that there are many car washes going on in bank parking lots? These groups will work hard for a weekend for a couple hundred dollars and at the same time we are doing a community service. Supporting local civic groups. These groups are the Civil Air Patrol, Boy Scouts, Eagle Scouts, High School Bands, Private High Schools.... I am not trying to list them all, but there is a ready reserve of organizations that would have fun being Race Officials for us and at the same time put a little cash in their organizations. They are ready and willing, they just need to be contacted. When you use this source for workers, make sure that you exceed the AMA guidelines for safety.

Rhonda and I are off to Florida for the NMPRA National Championship Race/JR Gold Cup Race in Ft. Lauderdale, Fl. It is going to be a long drive, but we look forward to seeing many friends and having a great race there. Hope to see many of you....

Darrol

Renew Your Membership for 2002

High Performance Information

High Performance is published 8 times per year.

Information for publication can be forwarded to:

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Box 14273**

**Portland, OR 97293
Phone: (360) 903-3520**

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

**When corresponding with
the NMPRA, please use
this address:**

**Academy of Model Aeronautics
Attention: NMPRA
P.O. Box 3028
Muncie, IN 47302-1028**

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.nmpra.net

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



Gold Cup Series 2001

2001 Schedule of Events



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



Fuel supplied by

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SAMPLE NMPRA Election Ballot for 2001

Do not make copies of this ballot. Copies will not be counted.

Ballots must be postmarked no later than December 10, 2001.

VOTE FOR THE POSITION OF PRESIDENT

Every NMPRA Member in good standing is entitled to vote for the position of President. Vote for one only

No Nominees

VOTE FOR THE VP IN YOUR DISTRICT ONLY

Every NMPRA Member in good standing is entitled to vote for YOUR District VP.

District 1 VP

Drew Telford

District 2 VP

Nelson Eddy

District 3 VP

Brett Rupert

District 4 VP

John Sandusky

District 5 VP

Rolland Roberts

District 6 VP

John Fike

District 7 VP

Gary Freeman Sr.

District 8 VP

Ed Coker
 Randy Ritch

District 9

Martiarena, Manuel

Ballots must be returned by mail to:

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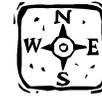
Your Membership for 2002 is Due.

**Please treat the Membership
Renewal Form on back cover as
your invoice and remit your
dues along with your ballot.**





District News



District 1 – Drew Telford

No Report Submitted

District 2 – Dan & Pat Nalley

No Report Submitted

District 3 - Harold Sattler

Our last race for this year was September 17 and 18, 2001. It was held in Winnipeg, Manitoba and we had over 20 entries in the District Q500 Webra class. The people from Winnipeg put on a great race. Thank you, Doug Sewell and all the members of the Winnipeg club.

Every year there are many who come from across the border and this year was no exception for the Can-Am Challenge Cup. There are teams up to 3 people trying for the honor to get their names on the cup. The winners this year were yours truly, Harold Sattler, Lyle Baker and Brett Rupert. Unfortunately, Brett took the cup home and doesn't realize how much he will have to polish it. (:

I believe we had a very successful year with many new people trying out pylon for the first time. Many of the old guard from F1 days are returning to Q40 and are doing very well I might say.

Our district would like to thank Cliff Swartz from Swift Electronics for his generous donation of \$100.00 to the Rookie who achieved the highest points for each meet. We had 5 different winners from the 5 district races that we held this summer.

We have finally started to move to off -course judging. Most of the clubs will be changing over completely by next year. We have also purchased the wing stickers Pink and Green, which the district will supply to each center that hosts a race.

Our new District VP will be Brett Rupert from Saskatoon, Sask. This is Brett's second year of Racing with one complete year of Q40. I have promised Brett that some of us will help him write the NMPRA Newsletter articles for our district this year. I am hoping that we will get reports from all the different areas of our district. This will make the articles much more interesting...

The building season is about here in Central Canada as winter is about to replace the beautiful weather that we had this summer. The good part about winter is that I look forward to Dr. Dolittle's and my annual trip to Phoenix in February. We hope to see you all there. It is a great time...

Harold Sattler

District 4- John Sandusky

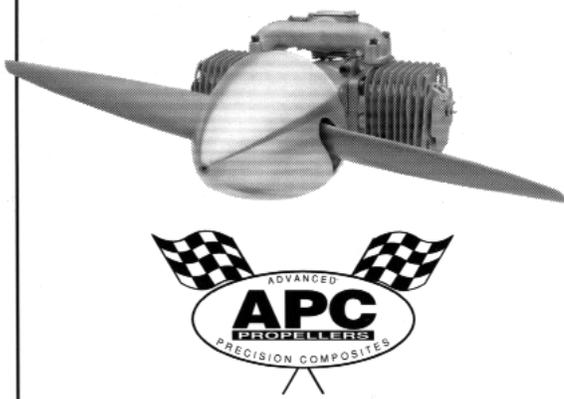
This is the second article I've written for this issue of High Performance. The editor rejected my first submission. The reason given was that it was not related to pylon racing. He was correct. My first article was written on September 13th and pertained to how the terrorist attacks had affected my enjoyment of the hobby. So without further ado, I'll proceed to the race reports.

I received two reports on the FIRST ANNUAL BLACK HILLS PYLON CLASSIC. Ted Bozanich, the CD for this particular event, writes the first:

The Elite Airpark racing group from the Denver area brought up their "awesome" racing equipment for this event. You have to see it to believe it. The racecourse was set up and practice flying began in earnest on Friday morning. Blue skies and a nice breeze almost down the runway let everyone get "dialed" in. The City of Belle Fourche, SD provided an excellent airport and facilities for all out racing.

SATURDAY--The registration list finally settled in with 18 flyers. It was determined that we would run 3 plane heats for this event. The course had to be turned around due to a shift in the wind overnight. All of the racecourse help had to be educated on the use of the equipment.

Continued on Page 6



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District News



District 4- John Sandusky cont'd

Saturday's rounds began about 10:20 A.M. After about four heats everyone was getting in the groove. The temp. was in the high 90's and was taking it's toll on the times and all the participants. A lot of water was drank this day (and every day after that). Five rounds were flown with no serious incidents. The major ones involved the runway lights jumping out and grabbing an airplane once in awhile. The AMA Dist. IX VP, Russ Miller showed up late during the day. After flying ceased for the day it was "Miller Time". Thanks Russ for the refreshments. Later in the day, Ray Jarvi, a local flyer popped in and said he'd put together a Prime Rib BBQ with the trimmings for a reasonable price. No one complained about the food! Well, maybe the lack of not enough. A nice way to end a racing day.

SUNDAY--This day was a repeat of the previous day; hot, and a fun racing day for all. Racing started at about 9 A.M. and 7 rounds were flown. The only excitement was Dean McBournie locked up something at pylon 1 and did a spectacular into the dirt. Totaled him out. Each flyers best time over two days was posted and Mondays Dash for Cash was just about 12 hours away.

MONDAY--BIG MONEY DAY! Lyle Larson took the big \$\$ home. The A Main consisted of Lyle Larson, Darrol Cady and Fred Bergdorf. It was a heart-stopper to say the least. In the final three laps it was between Larson and Cady. All three had one cut. The spectators were all on their feet when Lyle crossed the finish line about two plane lengths ahead of Cady. Lyle's 11-lap time was 1.14.87; Darrol's 11-lap time was 1.15.16. Twenty nine one hundredth's of a second between the two! Fred flew an 11-lap time of 1.17.82.

TROPHY WINNERS FOR SATURDAY AND SUNDAY ROUNDS

- 1st Place - Lyle Larson
- 2nd Place - Fred Bergdorf
- 3rd Place - Tim Lime
- Fastest Time - Lyle Larson - 1.06.22

	BEST TIME	POINTS
1. Lyle Larson -	1.06.22	33 Pts
2. Fred Burgdorf	1.07.69	30
3. Tim Lime	1.08.75	27
4. Mike Tallman	1.10.54	27
5. Ed Smith	1.13.20	26
6. Darrol Cady	1.08.52	25
7. Duane Gall	1.10.79	25
8. Mike Masi	1.13.18	25
9. Phil Zuidema	1.11.55	21
10. Hal Garwood	1.12.78	20
11. Mike Sperry	1.14.96	20
12. Pat Galarneau	1.13.84	19
13. Mike Parker	1.16.27	18
14. Dave Doyle	1.14.87	16
15. H. Wayne	1.27.17	14
16. Doug Clancey	1.18.71	16
17. Brian Neff	1.13.96	9
18. Dean McBournie	N/T	0

B Main
 Tim Lime \$450.00
 Duane Gall \$180.00
 Mike Tallman \$115.00

C Main
 Mike Masi \$425.00
 Hal Garwood \$175.00
 Phil Zuidema \$110.00

D Main
 Ed Smith \$400.00
 Brian Neff \$160.00
 Pat Galarneau \$105.00

E Main
 Mike Parker \$365.00
 Dave Doyle \$150.00
 Mike Sperry \$105.00

LABOR DAY'S DASH FOR CASH WINNERS

A Main
 Lyle Larson \$750.00
 Darrol Cady \$300.00
 Fred Burgdorf \$175.00

F Main
 Doug Clancey \$225.00
 Tom Neff \$110.00
 Howie Wayne \$100.00
 TOTAL CASH TO PILOTS - \$4400.00





District News



District 4- John Sandusky cont'd

Here is another perspective of this race. Duane Gall of Colorado writes:

District 4 was privileged to host a new, major, annual (we hope) Q40 contest over Labor Day weekend. Lyle Larson acted as spark plug for the first annual Futaba Black Hills Pylon Classic. The site was the municipal airport at Belle Fourche, South Dakota, just minutes from the Mount Rushmore and Chief Crazy Horse national monuments and some of the best fishing anywhere. For a combined airplane race and family vacation, this site is ideal and we hope this event becomes a regular stop on the national circuit.

Scheduling was a problem, however, due to the need for a 3-day weekend to accommodate the Monday "Dash for Cash" and the fact that Labor Day weekend happened to be sandwiched between the Dayton, Ohio and Reno, Nevada contests. Many of the big names stayed home to repair or prepare, as the case might be--which was disappointing to the sponsors, but good for the 18 entries who showed up. Thanks to a Who's Who of local businesses, the "Dash for Cash" divvied up the richest purse in R/C racing

history. Last place was worth \$100, or double the entry fee. That's a pretty good return!

In addition to national sponsors Futaba Radio Control, Powermaster Fuels, Landing Products (APC propellers), and Bob Smith Industries, the local sponsors included Scott Peterson Motors, which provided a gleaming red truck and trailer to shuttle the pilots and callers from the pits to the starting line, and the local chapter of the Civil Air Patrol who provided breakfast and lunch to the racecourse officials and sold food to the contestants right there at the site. In addition, cash donations came from Black Hills Harley-Davidson, Black Hills Insurance, Dakotaland Glass, Shotgun Willie's, Godfrey Brake Service & Supply, Butte Aero, Pioneer Bank, and the American West Steak House & Grill.

Hotel/motel and rental car sponsors included First Gold Hotel & Casino, The Historic Franklin Hotel, Black Hills Inns & Suites, All American Inn, Sunset Motel, Comfort Inn, Budget Rent-A-Car, and Avis Car Rentals.

The weather cooperated all weekend, with clear skies, warm temperatures, and winds straight down the runway. Howie Wayne (Longmont, CO) brought the sideline judging

and on-course lap/cut display lights built by Craig Farthing (Littleton, CO).

Colorado also supplied nearly half the contestants and a very able starter, Tom Neff. Several of the Colorado group came to fly Q40 for the first time, and did very well. We were also pleased to see Mike and Pam Sperry from Wyoming, plus a good contingent from Minnesota.

To help out the newer pilots, Lyle suggested that anyone who had never posted an official heat time below 1:10 should be allowed to use the black composite APC props. The pilots agreed unanimously, so that's how it was. It's amazing how fast some of the airplanes will go when you get a proven propeller on the front. Just ask Hal Garwood (Evergreen, CO), who had his old blue Nemesis screaming around at a 1:12 pace all weekend.

On behalf of the pilots in District 4, thanks to the good folks of Belle Fourche and to event organizers Lyle Larson, Ray Jarvis, CD Ted Bozanich, and scorekeeper Dee Miller. We hope to return next year!

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District News



District 4- John Sandusky cont'd

The photos included this month were all taken at the BLACK HILLS PYLON CLASSIC. The first is the banner showing the sponsors of this event. The second is of Lyle Larson and Fred Bergdorf between the pit area and the flight line. Given that they were involved in such a close battle on Monday, I feel including this picture is a well-deserved honor. Too bad Darrol Cady isn't in this shot. The third picture is obviously a group photo of the participants.

(Editor's note: Lyle and Crew, thank you very much. You put on a great event, and for a first time event, the attendance was great. I was most impressed by the many spectators that came to the event. Good Job!)

That is all the news I have from District 4.

Take care yourselves everyone, John

District 5 - Rolland Roberts

We had a race in Rockford Ill on September 15th and 16th. The results are as follow.

Saturday Sept 15, 2001

- 1st Mike Deneve
- 2nd Danny Kane
- 3rd Terry Frazer

Sunday September 16, 2001

- 1st Jerry Bedmark
- 2nd Terry Frazer
- 3rd Dave Norman.

Congratulations to the winners and the Rock Valley Flyers for putting on a good race.

Rolland

District 6 – John Fike

It's a bit hard to believe, but we're into the fall season already. I have 4 races to report on. These races were held at P.G.R. C. over the past couple of months. I have not had any reports from races from the NEPRO guys and will unfortunately not be able to provide any information to you on their events.

One item of great interest to us is the resurgence of AMA 424 Q-500 participants at

our races. Our August 18th race yielded 19 racers and the September 22nd race yielded 18. We also noticed that there were approximately 5 persons missing from the September race that we expected to be on hand. If we could get all of them to show and race (myself included) we would be very pleased indeed.

On our published schedule, we intended September 22nd & 23rd as a two day Q-500, 428 District 6 Championship Race. Since we had such a field of entries in the August 424 race, we decided to hold another 424 race on Sept 22nd, and go to a one day 428 championship race on the 23rd. It worked out just fine.

August 18, AMA 424 Q-500

1. Alex Nyere
2. Rick Moreland
3. Frank Donnelly Jr.
4. Mike Masi **Fast time 1:22.24
5. Warren Gillette
6. Steve Baker
7. Dave Beazley
8. James Waybright
9. Jon Baker
10. Neal Rehm
11. Frank Donnelly Sr.
12. Larry Nowland
13. Robin Mutchler
14. Regis White
15. Reggie Sterling
16. Frank Kolowgowski
17. Alex Villarreal
18. Art Edsall
19. Gene Bass

August 18, AMA 428 Q-500

1. Rick Moreland
2. Warren Gillette
3. Gene Bass
4. Dave Binger
5. Steve Baker
6. Vern Smith ** Fast time 1:10:13
7. Neal Rehm
8. Jon Baker
9. Dave Latsha
10. Mike Masi
11. Frank Donnelly Sr.
12. Alex Nyere
13. Art Edsall

September 22nd, AMA 424 Q-500

1. Dave Doyle
2. Rick Moreland
3. Lewis Schwab
4. Mike Masi **Fast time 1:23:87
5. Warren Gillette
6. Neal Rehm
7. Alex Nyere
8. Dave Beazley
9. Gene Bass
10. Reggie Sterling
11. James Waybright
12. Richard Berner
13. Robin Mutchler
14. Art Edsall
15. Regis White

Please note that contestants # 16, # 17, & # 18 were disqualified from competition due to a rules infraction. Their names have not been included and they will receive zero points accumulation in the national points standings for this event. Although the rule infraction did not have a substantial performance enhancing affect on the aircraft, we at PGRC felt incumbent to impose disqualification. It is our intention at PGRC to ensure a level playing field for all participants. We extend a sincere apology to those non-PGRC participants and want you to feel comfortable knowing that all rules are being followed. In these times when contest participation is of utmost importance to pylon racing, fairness in competition is our highest priority

September 23rd, AMA 428 Q-500 District 6 Championship Race

1. Jon Baker
2. John Albritton
3. Vern Smith ** Fast Time 1:09:31
4. John Fike
5. Warren Gillette
6. Dave Latsha
7. Rick Moreland
8. Dave Doyle
9. Neal Rehm
10. Mike Massi
11. Art Edsall
12. Steve Baker
13. Gene Bass
14. Richard Berner
15. Lewis Schwab
16. Alex Nyere



District News



District 6 - John Fike Continued

Of particular note during this weekend of racing, was the noticeable lack of carnage. There were very few incidents that destroyed airplanes. Our lighting system worked without a problem throughout the weekend. For anyone that has raced at PGRC, you are obviously familiar with the usual fantastic job done by the course workers. We still feel they did a fantastic job, but were hampered at Pylon one by the position of the sun. As we get later into the year, the sun tends to be in a lower position for a longer period of time. Rest assured..... We will try having the Pylon one judges on the opposite side of the field for our October 13th race. This should eliminate this problem.

Wanted: Replacement for current District 6 V.P. I have held this position for several years now and I want to be able to share this opportunity with others. The pay is great and the benefits are fantastic. Unfortunately, increased demands upon my time in the workplace are preventing me from supporting you in an appropriate manner. I hope my phone lines don't get bogged down with offers for the position.

Regards, Until next time, Cheers,
The Fikester

District 7 - Gary Freeman

No Report Submitted

How to Straighten a Composite Wing.

We used to straighten our build up wings in Formula One. The methods we used were much more difficult than we have a need to do today. Diagonal cut wings epoxied together was one way to do it for a very bad wing. We used to also cut the aileron line from where the ailerons ended to the tip. Then we would bend it and glue it in a new position to compensate for the twisted wing. We only did this with the worst of the warped wings. This was just prior to throwing them away and building a new one. Building a new one was common also.

Now, with the composite wings, there is no excuse for not having a straight wing, no matter how much of a twist there is in a wing. I had one wing that had so much of a twist in it that full aileron trim would not make it fly level. By doing what I am explaining, the wing was straightened to the point that there was no aileron deflection for level flight. In order for an airplane to be properly trimmed, there should not be any aileron deflection at all at neutral.

The first step is to fly the airplane and leave the aileron trim where the airplane needed it to fly with the wings level. Note which aileron is up. That is the wing tip to be moved. By experience, I have found that if you move that wing tip to where the aileron and the fixed part of the wing tip on the outside portion of the wing is in line, it is very close to where you want to be. Moving it is easy.

Bolt the wing on the fuse and leave the radio on with the aileron trim in the position that it was in for level flight. Get someone to hold the airplane solid on a table with the wing we are going to repair off the edge of the table. I have found that the easiest place to heat and move the wing is at the aileron cut at the outside end of the aileron. Using a monocote heat gun, I heat about a 6" area from the trailing edge to the leading edge on both the top and bottom of the wing. If the temperature is correct, it should be hot to your touch, but not hot enough to bubble the paint. Heat it in several passes over the area instead of trying to do it in one pass. You must heat the top and bottom before you twist it to the proper angle. The heat must go deep in the wing skin, not just the surface to be able to move the wing.

Once the wing is heated, take the tip in your hand and hold it at where you want it plus a little. Now, while holding it in position, rub the heated area of the wing with a wet towel to take the heat out of the skin and to set the new shape of the wing. Remember the goal is to align the outboard aileron with the new wing shape with the aileron in the new flying position. You may have to repeat the process several times to get it where you want it after it has cooled. When it is where you want it, it is time for the next step.

Now you will have a wing that the aileron center and tip does not match the wing. We use the same method to straighten the ailerons. With the radio holding the center of the aileron at the neutral position, heat and bend the aileron to match the new position of the straightened wing. Now remove the wing and mechanically center the other aileron to match the wing. Next time you fly the airplane, the ailerons will be perfectly aligned with the wing and in neutral flying position. If not, you may have to repeat the process. Once I have completed this, the wings have kept their shape. The heat of the sun does not seem to affect the changes you have made.

This process is simple, and it has taken me longer to explain it than to do it... Do not be afraid to try it, it works well.
Darrol

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

BIRD OF PREY Q500

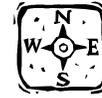
This is an all composite airplane. It comes with a 7 oz. Fiberglass fuselage with firewall, landing gear and the wing is installed to the fuselage for you. It comes with high-tech designed one-piece composite V-tail. The ball links are already installed on the elevator horns. This airplane is pre-built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

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CUSTOM MADE LIGHTENING Q40 PROPS.. \$20.00 - BAG OF 6 HAND PICKED (NO LEMONS) PROPOS .. \$20.00
LL PROP BALANCERS..\$5.00—ON LINE FUEL SHUT OFFS...\$5.00—PRICES DO NOT INCLUDE SHIPPING

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



District News



District 8 - Randy Ritch

No Report Submitted

District 9 - Manuel Martiarena

We have had one contest since we returned from the World Championships. It was held on September 15/16, 2001 in Guadalajara. A good time was had by all who attended and everyone looking forward to our next race. Notice from the times in Quickie 500 how complete the event has become here. No one has an advantage with speed. It is now flying ability. The results for the Guadalajara race are as follows:

Q-500
1. Salvador Barrios 1:20.22
2. Jose Calderon 1:20.31
3. Victor Ortiz 1:21.22
Fast time: Raymond Platas 1:20.00

Free Formula (Mostly Q40)
1. Salvador Barrios 1:15.38
2. Marco Vergara 1:31.31
3. Victor Ortiz 1:33.66
Fast Time: Jose Calderon 1:12.72

Our next contest is at Pegaso. The date is November 10/11, 2001. We are looking for a good attendance, as we have not had a race there for some time. If you have any questions about this race, please contact Jorge Hernandez. His phone number is (72) 790-322), (72) 790-323), or you can email him at: jht@pegaso.com.mx

Race hard and have fun,
Best Regards,
Manuel Martiarena

Q-500- Cliff Telford

The 2001 racing season is over. Activity this year was about the same as in 2000. In 2001 there were 87 Q-500 races reported and 175 NMPRA members attended at least one race. In 2000 there were 79 races and 175 members who attended at least one race. District 5 again had the most races (18) and the most members attending (39). District 4 had the least in both categories. No races were reported.

Interest in racing seems to have peaked in 1996. In that year there were 190 races reported and 274 NMPRA members scored

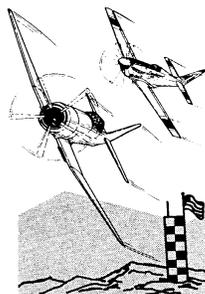
points in Q-500. Since that time we have lost more than 100 Q-500 racing events, and about 100 participants who were members have left NMPRA or are not racing at all. I know that there are races being held that are not associated with NMPRA, or AMA in some cases. Is it our bureaucracy that is hurting us or is it just that our events have evolved to a point that those who know they have no chance of winning have lost interest in what we do? In my opinion we need to do something drastic if our sport is to survive. The clubs who sponsor racing events will not hold races if there are not enough entries for the club to make money, and the number of racers will continue to decline if there are no races to attend. It is a vicious cycle.

Keep the race reports coming in. Races held after October 1st will count for 2002.

The Top Twenty (as of 10/03/2001)

Pos.	Name	Dist.	# Races	Points
(best 6 races)				
1.	Gary Freeman, Jr.	7	13	594.6
2.	Randy Bridge	1	10	586.9
3.	Marcus Blanchard	5	6	571.1
4.	Terry Frazer	5	9	564.4
5.	Cliff Telford	7	13	546.9
6.	Fred Burgdorf	1	8	546.1
7.	Drew Telford	1	7	517.1
8.	Steven Vaclav	7	6	510.9
9.	Darrol Cady	2	8	507.2
10	Gary Freeman, Sr.	7	11	503.5
11	Mike Helsel	8	6	501.0
12.	Mike Eden	5	6	484.2
13.	Ed Coker	8	10	478.2
14.	John Packer	2	7	471.8
15.	Travis Flynn	1	7	463.4
16.	Brad Clayton	5	8	453.3
17.	Mike Deneve	5	7	446.7
18.	Mike Hammett	8	9	442.4
19.	Vern Smith	6	7	438.6
20.	Craig Grunkemeyer	5	7	438.4

Cliff



JR Gold Cup 2000 - Mike Helsel

2001 JR Gold Cup Standings (Best 3 of 4 Races)

1	Tom Scott	312.8
2	Craig Grunkemeyer	305.2
3	Randy Bridge	272.3
4	Travis Flynn	269.7
5	Dub Jett	260.3
6	Mike Helsel	259.1
7	Lyle Larson	259.0
8	Fred Burgdorf	248.6
9	Dan Kane	207.2
10	Dave Latsha	196.2
11	Darrol Cady	181.7
12	Tim Lime	174.5
13	Bill Johanson	162.6
14	Jerry Small	155.4
15	Chuck Anderson	146.8
16	Joe Dodd	135.9
17	Pat Galarneault	132.2
18	Stu McAfee	127.4
19	Terry Fraser	122.6
20	Jett Carpenter	120.4

The 2001 season has just one more race to go for the Gold. The standings show results with the best 3 of 4 races. The final standings will be determined by the best 4 of 5 races, so anything can happen in Florida. We should have a great race. Rocket Ray and his crew have been working hard to be sure we have a great race and a great time. Ray has volunteered to have equipment shipped to him for delivery at the field or the hotel. Take advantage of this great offer it will make your travel to the contest much easier.

Gold Cup 2002

Now making plans for the 2002 season. I am accepting bids to hold races. Get your club together and make a bid. I have 3 bids already with the first race set for Phoenix the last weekend in February. We always have a great time there. It is a good way to start the season. We will also be having a race in the LA area at Whittier Narrows. This is one of the fastest fields in the country and they will put on a good show. We have not finalized the date for this race yet. Stay tuned.

Please contact me if your club is interested in having a race. Email: mhelsel@austin.rr.com or telephone 512-728-1391.

Thanks, Mike



District News



Quarter 40- Barry Leavengood

WHAT TO DO !!!

From my perspective the current state of pylon racing is dismal at best. In the West we have lost ¾ of our races and half our racers. (Editor's note: The SpeedWorld RC Club in Phoenix is putting on 14 races per year. There is an APRA race the first Saturday of each month. They also have the WinterFest in January and the first JR Gold Cup Race of year.) Looking in hindsight it's easy to see what happened. First the one or two movers and shakers in the five clubs which were no longer racing, moved or retired with no one to take their place. The result, no more races from those clubs. Second the implementation of off-course judging mandated a large investment in time, money or both by clubs that wanted to run 3 pole races. The result, fewer 3-pole but considerable 2 pole ARF racing.

What can we as racers do to rebuild racing?

1. Get involved at the club level. Here are some good examples. The Los Angeles based Valley Flyers hold six AMA rulebook Q40, Q500 and APRA races a year along with two T6, Trainer, Air Cruiser club races. At the last one day event they drew 47 entries spread over 3 classes. So how do they do it? First, their board has a couple of hard-core racers on it (me for one). This really helps direct the club towards racing. Second, the hard-core racers get all the casual racers to join the club and become active members. Now there is a large presence of racers at all club functions. At the last race 11 of the 47 entrants were club members. Third, bring your race planes to "show and tell" or anywhere else you can pitch racing. We get tons of interest and questions about our planes. Most of our new racers are a direct result of this. Fourth, put on racing demonstrations during the lunch break at other types of club events. The interest generated by a 180 mph Q40 flying a demo routine of several laps plus some exciting aerobatics is truly amazing. The San Gabriel Valley RC club had quit racing last

year. The board didn't have any racers on it and didn't want to race so they didn't. Only two AMA class racers were club members at the time but that was enough to turn the tide. One ran for club president and got the job the other got his CD license and guess what. This year they are putting on 3 races.

2. Get involved at the race level. See what you can do to help. Pylon racing is the most people intensive event I can think of. Set up, running the race and tear down takes much time and energy so don't just sit there messing with your racer and bench racing with your buddies, go help. If the club is having a raffle buy some tickets, if they have a food stand buy lunch from them not the local fast food outlet. If they need help on the course volunteer. Make yourself an asset to the club so they, as well as you, have a good time.

3. Help new comers. We all have equipment that we will never use again, so donate it to the cause. We have several local racers who moved up from APRA to Q40 and Q500 who gave or loaned their APRA stuff to new guys. All the sudden we have 5 new guys flying APRA. The loaned equipment is long gone and they're flying their own stuff now. Go out and practice with the new guys. It will boost both their competence and enthusiasm. Help them at the races. Help trim their planes, call for them, and insure they have a good time and want to come back.

4. Work with other clubs. Loan them judging equipment and expertise if they need it. The Valley Flyers rent their off-course judging equipment to the San Gabriel club for \$1.00 per entry until they get theirs going. Looks like the El Toro club will be racing next year and will probably do the same thing. If you have a good (read inexpensive) source for trophies and such let the other club in on it. If they are low on experience go help. If you have a list of racers let them have it so they can get a larger turn out.

5. Be a cheerleader. Maintain an active network with other racers and interested

parties. Get involved at the National level. The NMPRA needs qualified personal to keep the organization running.

Support local racing. Don't ever pass up a local race because you are saving your equipment for a big upcoming race. This is a sure formula for disaster. At the last Valley Flyer race five out of 12 potential Q40 flyers wouldn't race Q40 because "I'm saving my equipment for the JR Gold". This has happened all year long and the club is now considering dropping Q40 as a regular event. If we loose local race support for Q40 it will quickly go the way of Formula One.

So come on guys lets get with the program. Pylon racing will not and cannot take care of itself. If it is to survive we must be the ones to breath new life into it. Not the AMA, not the NMPRA, not the clubs but we pylon flyers.

Till Next Time, Barry

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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

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

District 2

District 3

District 4

District 5

District 6

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

Oct 6 & 7 424/428/422
Scobie Field Houston, TX
Steve Baggett 979-793-5215

District 9

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

The Soap Box

By Pete Bergstrom

My name is Pete Bergstrom, and I have been pylon racing since 1987, having flown Q500, Formula One and now Q40.

My passion is for pylon racing. I have been very active in the past in the growth of the event (to include a stint as NMPRA President in 1991) but over the past couple of years life has interfered and I have not been allowed to participate to the level that I crave. That has now changed and I plan to be very active in the future.

While I may not have been active at any races over the past couple of years, I have kept my finger on the pulse of local racing and I am concerned with its health. The symptoms of the problem are: Dwindling entries at our events, and dwindling number of events because of the lack of entries – kind of a self fulfilling prophecy. The cause? I believe the root of the problem being the total lack of an active, constructive and fun beginner class to teach the basics and the fun involved.

I propose that we harness the energy, skill and knowledge resident in our expert class of Q500 and our Q40 racers to actively pursue, teach and mentor new racers. I am going to sponsor a class of Q500 under the 424 rules, allowing on only wooden and foam airplanes, engines with a street price when new of less than \$100. I propose that this event be used from early spring to late fall to do some serious development work with new pilots and to give the experts a great warm-up event. Run the events with two skill classes (Standard and Expert for example), do not alternate rounds, but rather hold 5 rounds per class together. The reason is that when the experts don't have their own airframe to get ready for the next heat, they are much more likely to help the novices out. The sponsoring clubs will provide fuel and props.

I challenge the Expert racers and expert builders to hold building seminars and teaching sessions. You would not believe the reaction I get from sport modelers when we explain some of the 'black magic' about building a foam wing. Not only would you be furthering the knowledge of model airplanes in general, but you would be surprised at how infectious your enthusiasm can be and how many new racers you can develop with a little bit of effort.

Now I understand that there may be individual clubs in the district developing new racers, and I am not proposing that they change the system they use if it is working for them and they are growing their racing base. Unfortunately, we don't hear about your success because of a severe lack of communication. The NMPRA Newsletter is available for the communications tools, along with the CAPS Newsletter, so the only reason for not spreading the word is lack of effort to provide the information to the appropriate editors. This can and will be changed.

If we can increase the pool of racers we should be able to increase the entry levels at all races. With increased entry levels, it should be more attractive to a club to host a race. The more racers we have and the more races we have, the healthier our event will be.

We have an unbelievable amount of talent within our District and an equally large amount of institutional knowledge amongst our members. We need to work together to encourage the growth of pylon racing in general. We need to work together to plan, promote, sponsor and provide end of the year District Championship Events.



District News



2001 NMPRA Q40 Best of Six Races Points.

Please note three of the six races must be local to the racers home district. The Nats is considered a local race for all districts. Many racers didn't get points for six races because of this rule. For example if you attended five JR Gold races and the Nats and none of the JR Gold races was in your district you would only get points for four races, the Nats and your best three JR Gold. If you want to do well in the points standings you must attend local district races.

44 Gail	Jacobson	157.5	5
45 Mark	Lattimore	157.0	3
46 Tony	Huber	151.6	4
47 Roy	Andrassy	150.2	2
48 Gary	Freeman JR	149.7	3
49 Tom	Strom	149.4	4
50 Richard	Morland	147.5	2
51 Mike	Tallmann	147.4	4
52 Joe	Dodd	140.9	3
53 Jerry	Elert	136.9	3
54 Terence	Palaschuk	129.4	4
55 Lyle	Baker	123.3	4
56 Duane	Gall	121.8	2
57 Marcus	Blanchard	119.2	2
58 Bruce	Richmond	116.4	2
59 Gary	Freeman Sr	116.1	2
60 Pete	Reed	110.8	4
61 Jim	Henderson	108.5	2
62 Tim	Lawlor	108.3	3
63 Brian	Buaas	102.4	3
64 Brian	Wilber	99.6	2
65 Phil	Zuiderma	98.0	3
66 Mike	Weaver	97.1	2
67 Randy	Smith	94.1	1
68 Mike	Masi	94.0	2
69 David	Binger	91.6	2
70 Lou	Rodriguez	91.2	1
71 Henry	Bartle	89.7	1
72 Gino	DelPonte	85.0	1
73 Ray	Hendriksma	84.1	2
74 Keith	Davidson	83.9	3
75 John	Albritton	79.7	1
76 Ed	Coker	77.4	1
77 Dave	Hill	76.7	3
78 Tony	Pacini	73.5	2
79 Pete	Rickard	71.4	1
80 Matt	Mikko	68.0	1
81 Bill	Hager	60.9	2
82 Loren	Moen	58.4	1
83 Richard	Paine	49.8	1
84 Jonathan	Baker	48.3	1
85 Hal	Garwood	47.2	1
86 Victor	Diaz	47.1	1
87 Jerry	Athey	42.0	1
88 Bill	Brandow	41.6	2
89 Bob	Brassel	40.1	1
90 Michael	Walther	39.3	1
91 John	Gerhardt	38.4	1
92 Nicholas	Maxwell	36.5	1
93 Raymond	Blake	35.9	3
94 Mike	Sperry	35.7	1
95 Ben	Martin	32.6	1
96 Joe	Linsangan	30.9	1

Entrant		Total Points	Total Races
1 Randy	Bridge	562.3	9
2 Fred	Burgdorf	510.2	10
3 Travis	Flynn	500.1	8
4 Craig	Grunkemeyer	497.6	6
5 Mike	Helsel	488.8	12
6 Tom	Scott	475.9	6
7 Lyle	Larson	449.8	6
8 Richard	Beers	429.1	7
9 Stu	McAfee	426.1	8
10 Jerry	Small	390.2	10
11 Drew	Telford	377.1	6
12 Rusty	Van Baren	376.2	5
13 Dub	Jett	353.5	10
14 Cecil	Graval	338.8	4
15 Chuck	Anderson	333.8	6
16 Darrol	Cady	331.5	6
17 Tim	Lime	326.8	8
18 Scott	Mcafee	318.9	5
19 Barry	Leavengood	308.9	7
20 Dan	Kane JR	302.7	4
21 Harold	Sattler	264.8	3
22 Jack	Ellefson	260.5	4
23 Jeff	Carpenter	248.9	5
24 Jim	Allen	247.9	3
25 Dan	Nalley	246.8	4
26 Gary	Long	240.9	6
27 Pat	Galameault	231.5	4
28 Dave	Latsha	229.4	6
29 Robert	Brogdon	217.5	7
30 Bruce	Coffey	214.5	6
31 Randy	Ritch	204.1	3
32 Matt	Van Baren	197.7	4
33 Norm	Johnson	195.2	3
34 Jeryl	Smith	194.8	4
35 David	Doyle	192.6	5
36 Tony	Lopez	191.2	3
37 Bill	Johanson	181.9	4
38 Terry	Fraser	180.4	3
39 Doug	Houston	178.1	3
40 Dave	Ficucell	172.3	2
41 Chris	Hoyer	163.8	5
42 Jim	Lime	162.0	4
43 Ed	Smith	161.6	4

2001 NMPRA Q40 Best of Six Races Cont'd

97 Dave	Martinelli	30.3	3
98 Mike	Parker	30.0	1
99 Mike	Condon	25.9	1
100 Lloyd	Burnham	20.1	1
101 Chic	White	20.0	1
102 Doug	Clancey	18.5	1
103 Paul	Benezra	14.7	1

104 Red	Cranfill	13.9	1
105 Irwin	Funderburk	13.8	1
106 Raymond	Saenz	12.9	3
107 Dave	Shadel	12.8	1
108 Allen	Booth	4.7	1
109 Tom	Hart	4.5	1
110 Dave	Carpenter	1.2	1
111 Joe	Llanos	1.2	1



Congratulations to Rod Kelln, the winner of District 3 CPPRA Q500 Points Championship. He received the inaugural Q-500 Neme-Q, donated by Fly Fast Composites.



Congratulations to Stu McAfee and Henry Bartle on their Second and Third Place finishes at the 2001 F3D World Championships.

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

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