

The Pylon Racer's Official Voice

NMPRA

HIGH PERFORMANCE

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A Word from the President

By the time that this newsletter is in your hands, Rhonda and I will be in Florida. We are looking forward to a little humidity. We will tire of it quickly, but right now it really sounds good.

Beginner racing all over the country seems to be growing. Clubs are running new races. I know that there are many sets of rules, but that is not of much matter. Any kind of beginners racing is good for racing everywhere. The main thing that is very important is safety. Please make sure that you spread the word to those that do not know our safety rules so they follow them. Everyone must conform to the safety rules in the AMA rule book covering our racing events. Events that are not rule book events must be sanctioned different than AMA rule book events. Those allowing larger engines must be disclosed to the AMA with the request for a sanction. All judging must be off course. All racers must wear hard hats... Just to name a few.

The next step in our promotion of beginner racing should start now. Attend other club meetings in your area. Take a 424 racer with you. Show it off and invite others to come to one of your races and see what we do. A 424 racer with a sport engine on it looks a lot like a trainer. With a throttle and a tail wheel, they are great sport airplanes. Offer to demonstrate at their flying field. They are not at all scary to anyone that has the ability to take off and land with proficiency. If you attend a club meeting other than you own club, you will find two things, racers and Race Officials. Looks like a win/win situation to me.

We took a ballot vote at the JR Gold Cup race in Phoenix. It was obvious as to why there is so much controversy on the plastic prop issue. There were 18 votes for staying with the current prop rule and 21 for going to the 7.4 x 8 APC prop

only. There were 23 that voted for the plastic, but they had caveats on their votes. They wanted something different than the vote called for. I only counted those that voted as the ballot called for. There were also 6 that voted "Don't care either way". Split almost down the middle. This was for information only. It was nothing official, but good information to know. I also asked all the NMPRA VPs what there feelings were. Guess what? They too, were split down the middle. None of them liked the current proposal in front of the Contest Board. This issue will have more discussions as it is published Model Aviation. Now is the time to contact the Pylon Contest Board to make your feelings heard. The Pylon Contest Board listens and invites your input.

My feelings have been heard by almost everyone. I would now like to change my position a little. I think that there is a place in Q40 for a plastic prop other than for testing and practice. There are flying fields that are flying off of grass and it is difficult to keep from breaking your good wood props. I just wish that the current plastic props were not quite as fast as they are now. They are faster than the best wood props.

I do not agree with the current rule proposal that is going to be voted on by the Pylon Contest Board. The current proposal does not limit the development of the plastic propellers. If development is not capped, we will have an unacceptable dose of "Speed Creep" in our Q40 event. More speed caused by a rule change is not good for racing. The 7.4 x 8 APC propeller has been available for practice and testing since 1999. It is a copy of a good wood prop. It has proven to not come apart from use the high RPM's that we are seeing in Q40. It has a track record of safety and it works in most conditions. It took fast time at the Sepulveda, California race against wood props. The time was 1:02 and change.

.....Continued on Page 2

President's Message continued....

It has proven itself to be competitive and in the range of speed of the better wood propellers. This will take care of those that do not want take the time to carve their own props and those that have not learned how to do it. If it has any drawback at all, it is that it is too fast for the reason that it was proposed, to help beginners to Q40. I think that the newcomers will be crashing more until they learn how fly at that speed. I also hope that they will not hurt anyone while they are learning. The 7.4 x 8 APC seems to be faster than the fastest wood propellers being raced today. If any plastic prop rule passes the Contest Board, we will all be going faster and we will all be using the plastic props. I wish that it was about 10 miles per hour slower. It would then be good for racing. It seems to be running 5 to 8 miles per hour faster than the best wood.

Look at the other events in the AMA that have been mandated to make changes that have reduced the speed of their events. Larger lines and lower nitro in control-line speed is a good example of my concerns. I have not talked to any of the current racers that want more speed because of a rule change. We already have the ability and the opportunity to get all four parts of a winning combination in a line and go as fast as the fastest. Look at the times from the Phoenix Gold Cup Race. The fastest times are not getting any faster, but take a look at the much larger number of racers that are approaching the fastest times. Racing is getting tighter and tighter all the time. The result is more carnage. Mid air collisions and Bad-Air crashes abound... This is the price of the great competition that we are experiencing. The next lesson that we must all start paying attention to is defensive flying in traffic. You may loose a point once in awhile, but it is better than loosing two airplanes and not receiving any points for that heat...

Please contact the Contest Board and express your feelings about the plastic prop rule. The current proposed rule is flawed, but one that will fit the need can be written and passed. Once we get a correct rule passed by the contest board, we do not have to wait until the end of the rule cycle to implement it. We can start using the rule before it is official. Knowing what the rule is going to be makes it easy for us to follow. The way that it is now, following the rule that is in front of the contest board is impossible. There are too many unknowns in the proposal. Like what is legal. Anything with a D-1 on it that means nothing. It can be put on anything. Any plastic prop rule make it legal to put a Quikie engine and a Quikie prop on a Q40 and be legal... This could be good.

We know where the speed wall is now, with wood props. Where is the wall with the plastic prop rule? No one knows. We only know that it is much faster than it is under the current rule. Never loose sight of the fact, that no matter the speed, it takes time and commitment to win heats or races. Changing the rules will not get different winners. More effort and commitment will.

Gino Del Ponte did a beautiful job of racing at the Phoenix JR Gold Cup race. He is now known as the "Ice Man". Not because of the bath he took at the awards presentation, but because of the way that he handled the pressure of leading the race for two day. There are pictures of Gino flying his racer in hard heats, with an expression on his face that looked like he was flying a trainer. His caller, Tony Lopez, was a different story. He was into the race and was a big part of Gino's performance. They defiantly had all the parts of a winning combination. The parts are Engine, Propeller, Airplane, and flying. It worked and the win was earned and well deserved. Congratulations Gino, Mike and Tony.

Darrol

***Last newsletter if you have
not paid your 2002 dues!***

High Performance Information

High Performance is published 8 times per year.

Information for publication can be forwarded to:

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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.

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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.nmpr.org**

**Article Due Dates
May 30**

JR Gold Cup Series 2002

2002 Schedule of Events

***February 22, 23 & 24
Phoenix Arizona***

***April 12, 13 & 14
Ft Lauderdale, Florida***

***May 17, 18 & 19
Bowie, Maryland***

***September 6, 7, & 8
Whittier Narrows, California***

***October 18, 19 & 20
Houston, Texas***

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District News



District 1 – Drew Telford

The first JR Gold Cup Race of 2002 was an outstanding success. It seemed like it was professionally run. It was like a machine. There was a series of heats that were run in less than 5 minutes flag to flag. Even the old excuse of "I got a light and a cut" was gone. One of the members observed the problem at the Winterfest and fixed it for the JR Gold Cup race. He added a delay in the cut light of 4 seconds before the light could be turned on if the Race Official triggered the turn light first. He then had to listen to a buzzer until he turned the cut light off. Amazing that there were some complaints about a turn light and a cut until the system was explained. No more complaints.

Below are the results of the Phoenix 2002 JR Gold Cup race. Pay particular attention to how fast over half of the field was going. Everyone is learning how to put together a competitive combination. There are no secrets. Those that did not get below the 1:10 mark had problems, were new to the event, or were just there to have a good time with their friends. It was a great race and a good social event with the people we all love to play with.

26 of the entrants scored a fast time of 1:06.99 or better. 50%

38 of the entrants scored a fast time of 1:09.99 or better 73%

Final Standings

1.	Gino Del Ponte	103.87	39
2.	Mark Parker	1:05.24	35
3.	Darrol Cady	** 1:02.93	34
4.	Randy Bridge	1:04.53	33
5.	Jim Allen	1:04.45	32
6.	Dave Doyle	1:07.55	32
7.	Layle Larson	1:04.48	31
8.	Stu McAfee	1:03.63	30
9.	Craig Grunkmeyer	1:03.66	30
10.	Jerry Small	1:04.53	30
11.	Tony Lopez	1:05.01	30
12.	Harold Sattler	1:04.72	28
13.	Henry Bartle	1:05.14	28
14.	Barry Leavengood	1:05.79	28
15.	Tom Scott	1:05.50	27
16.	Lee Ulinger	1:10.91	27
17.	Rich Beers	1:06.12	26
18.	Dave Norman	1:07.21	26
19.	Roy Andrassy	1:08.86	26

20.	Mike Sperry	1:09.91	26
21.	Gary Freeman	1:06.81	25
22.	Red Cranfill	1:08.24	25
23.	Dub Jett	1:03.61	24
24.	Fred Burgdorf	1:03.67	24
25.	Gary Long	1:03.64	23
26.	Mark Latimore	1:05.12	23
27.	Mike Tallman	1:06.95	23
28.	Jack Ellefson	1:07.86	23
29.	Pat Galarneault	1:11.25	23
30.	Phil Zuidema	1:05.20	22
31.	Ray Brown	1:04.75	21
32.	Bill Johnason	1:08.52	21
33.	Tony Pacini	1:08.89	20
34.	Jeff Carpenter	1:07.02	19
35.	Pete Reed	1:12.55	18
36.	Mike Helsel	1:06.16	14
37.	Jim Lime	1:10.00	14
38.	Frank Wong	1:13.29	14
39.	Geoff Ferguson	1:06.97	13
40.	Travis Flynn	1:04.59	12
41.	Elias Sopeoglou	1:07.33	12
42.	Jaime De La Vega	1:10.01	12
43.	Bob Brogdon	1:08.97	11
44.	Pete Rickard	1:10.77	11
45.	Manuel Martiarena	1:12.32	11
46.	Jerry Elert	1:18.35	11
47.	Dennis Cranfill	1:07.74	10
48.	Ray Blake	1:22.17	10
49.	Drew Telford	1:09.45	5
50.	Doug Clancey	1:10.00	5
51.	Howie Wayne	1:26.00	4
52.	Bruce DeChastel	1:08.62	3

Drew Telford, 1B



Congratulations to Drew on his recent marriage, your fellow racers wish you the very best!

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The top three placings, with their callers



District News



District 2 – Marty Hoppe

Hi Race fans, I will get right to it. Up here in the great North West, two of the three States have separate race schedules. Please, someone in Idaho contact me so that we know what is going on there. The one thing we have in common is that both Washington and Oregon racers are pushing the 424/APRA Class of racing. It is important that we invite new racers join us or soon there will be no one to race.

With the new Lanier Predator ARF, it is now easy and inexpensive to get into pylon racing. For a retail price of \$129.00 and the Thunder Tiger is about \$80.00 (Not a bad price) we should spread the word about how easy it is to start racing and offer help.

In Washington our season starts on April 28 in Redmond. We are hoping to get good turn out. We will be racing 424/APRA, and 428. We call it our tune up race. Without the Winter season, we all need it to start out the year. I'm Looking forward to the race and seeing all the familiar faces.

Oregon has a racing schedule also. I was not aware of this until the Expo in February. I was talking to Cliff Weatherspoon and he brought it up to me. This means I will stay in contact with Mike Delponte who has moved there recently. Mike and myself were talking about having some of Oregon racers attend our races and some of the Washington racers attend their races. This will give all of us more events to attend when possible. Mike will keep me informed on what happens at the races in Oregon. If you are a racer outside of Washington and Oregon in District 2 please call me so I can include you in the next newsletter.

You can contact me (206) 999-5299. My email address will follow.

Below is the Oregon Schedule:

- May 11, Medford – 428, APRA
CD: Mike Delponte
- June 29, Elkton – 428, APRA
- July 20, Klamath Falls – 428, APRA
CD: Dave Ferrell

- August 17, Elkton – 428, APRA
- August 24, 25 Medford Q-40, 428, APRA
CD: Dave Ferrell, Mike Delponte
- September 21, Medford – OMPRA
Championship Race – 428, APRA

Dave Ferrell – (541) 273 – 1225

John Colwell – (541) 482- 2295
OMPRA President

Mike Delponte – (541) 535 – 8800
OMPRA Vice President

Go fast and have fun,
Marty

District 3 - Brett Rupert

Hello all. This issue of my report is pretty much the same as the last. The only difference is the weather has become colder, not warmer. It's the end of March and the flying field is still covered in snow. On the first night of spring (March 20) in Calgary, we reached a record low of -30 degrees C or 22 degrees below zero Fahrenheit. Fear not, soon the Chinook winds will blow across the prairies and we'll be out making noise in no time.

As a result of the aforementioned weather report, there is no flying or racing going on. Even some of the local winter Club 20 racing had to be cancelled. Jack Ellefson has discovered the temperature limits of many of our popular receivers and Jack has personal experience that they quit working at about -15 C.

Roy, Harold, and Jack returned from the Phoenix JR Gold Cup race and are now one race ahead of the rest of us. Their thumbs will be better tuned than most. Unfortunately for Roy, he lost his new Miss Candace early in the contest due to bad air and equally bad luck. Harold and Jack did their best to stay out of trouble and the rest of the contest went well. Harold is very satisfied with the airfoil on his new Miss Candace as it proved to be fast. He even had some of the traditional fast guys looking twice over their shoulders. For this reason, sales at H&M Racing have surged recently

and I'm still waiting for MINE! I guess there's no rush as the weather (did I mention it sucks!) won't allow me to test fly any time soon.

I see on the internet pylon forums that the debate over carbon props continues. One thing I learned is that it is a more complicated issue than I first thought. It is not going to be easy to draft a rule proposal with wording that will meet the needs of all involved. On top of the technical concerns there appears to be a political side as well. Let's try to remember that pylon racing is the activity that we like to participate in to take our minds off of the stress of our day to day jobs. FUN is a prime factor for doing what we do, so let's try to keep fun in the equation. I admire those that are taking on the challenge of proposing rules and working the issues within the NMPRA and the AMA. Let's do what's right for pylon racing and for the growth of our sport.

There have been a few emails back and forth within our district inquiring about the possibility of a Canadian Nats to be held in western Canada. This question is now dead. MAAC decided to decentralize the Nats and allow regions to hold their own SIG Nats in areas where the most interest for a particular category exists. Oh, and by the way, there is no national funding available so you're on your own. What this amounts to is just another local contest organized and fully funded by the local club. What kind of a Nats is that? I suppose we could attach a label to our district championship race in Saskatoon as the "Nats" but it's just that – a label. So no Nats. We're done with that topic.

Well, I don't have any pictures of my latest building project or action at the snow covered flying field, so how about a shot of me at the top of Lake Louise mountain in the beautiful Canadian Rockies? I'm about to rocket down the hill on my trusty snowboard (it's like a Q40) and hopefully make it to the bottom still capable of racing in the new future. Oh, the things we do for that adrenalin rush! No worries mate, I've got my racing helmet on.

Randy Smith for Brett Rupert



District News



District 4- John Sandusky

Calling all contest directors... If you have races scheduled for this season, please forward the information to me so that I can make sure that it gets posted in the newsletter and on the NMPRA web site.

Here is what I know of the race schedule for district 4 at this time:

The Western R/C Flyers of Omaha, Nebraska are sponsoring a full season of Quickie 500 Racing. The classes they offer are "Sportsman" using Thunder Tiger 40 Pro motors, "Quickie" featuring MVVS and Rossi motors, and "AMA 428" with Nelson and Jett motors.

The race dates are May 19, June 23, July 21 (in Grand Island NE), August 25, and September 22.

Contact Randy Tentinger at (402) 734-0947 (home) or (402) 740-5082 (cell) or call Charlie Tvrdik at (402) 896-0707 for information and directions.

The race day begins with check in at 9:30 and racing will commence at 10:00. Practice time ends at 9:45. The field is also available for practice on the Saturday prior to the race.

The only other schedule I've been informed of is that of the Airpark Elite club located near Denver Colorado.

The dates of their races are May 18, June 22,

August 24 and 25, and October 27. Registration closes at 8:30 with racing to being by 9:00. Contact Tom Neff at (303) 366-3253 for information.

It is unfortunate that most of the races being held by these two clubs are scheduled for the same weekends! It would have been nice to coordinate the two schedules and perhaps encourage a little cross-pollination of competition. You know, "We'll come to your races if you come to ours!" Oh well, maybe next year.

One more order of business... My contact information was listed incorrectly in the last newsletter. Here it is now:

John Sandusky
6765 Nelson Street
Arvada CO 80004
(303) 424-1856 home
email js3deuce@attbi.com or
jsand@jefferson.lib.co.us

Bye for now, John

District 5 – Terry Frazer

This month has had a lot of issues with props and such. I hope that the people that are in charge of voting will vote for the majority of the racers. The AMA 424 is alive and well here in the Midwest. The new Predator by Lanier will help the beginner that wants to start racing.

Charleston, WVA. The Hillbilly's club is hosting

a 424 race every month starting in April and will continue the series through October. Also Pete Bergstrom in Detroit with the Signal Seekers is putting together another series of 424 races this year. Ben Martin in Dayton, Ohio is going to fly 424 at his June race as well. If you want to fly 424 in the Midwest, there are plenty of races to attend.

The plastic prop issue. I have read the proposal and talked to different racers about it. Here is my view. I think that the props should be allowed with the following exceptions. Injected molded props only, limit it to one prop only. The prop to be the current proven 7.4 x 8. by APC. Make only the one prop legal. No modifications. After all we just want to have a prop that is readily available for those that do not want to or do not know how to carve a competitive racing prop. The original intent of the plastic prop was for beginners, not a way for everyone to go faster.

My race this year is the SPRING CLASSIC RACE, May 4th and 5th 2002. The events are: Caps 428, Standard Class, and Expert AMA 428. Saturday in Standard Class points counts toward the first leg at the CAPS CLASSIC AGGREGATE TROPHY. As you all know the field will be set up on Thursday so when you come to test fly on Friday you can fly all day on the course. There will be cold drinks and fuel available for free on Friday as well. Come and attend the biggest spring race this year in the Midwest.

Till then turn left and don't cut.
SK RACER TERRY

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



District News



District 6 – Steve Baker

Nothing like a deadline for the newsletter to make time simply fly by. Our first full day of Spring felt more like the dead of Winter, but I'm certain its short-lived. Our first 424/428 contest of the season is April 27 in Bowie, MD, and it ought to be a great race. Several racers and racer wanna-be's purchased Lanier Predators over the winter, and are eager to get in on the action. This kit may well be a real boost to participation and growth for all racing. We finally got a few test flights on ours, and it's a very honest and stable platform. It also handled grass field landings with no tendency to nose over. We advise you to both read up on and read between the lines of the numerous comments on refining this fine plane- its very close to 'ready to roll' right out of the box. Our only mods were a firewall cap, replacing the wheels/axles and sealing the aileron hinge gap.

In May, the PRGC will host the 3rd stop of the JR Gold Cup Series. And in case you haven't been privy to the er, uhh,... recent e-mail communications between the AMA and the contest board, CD Rick Moreland has labored to arrange the use of the APC 'practice prop', size 7.4 x 8 in this contest. Fred Burgdorf will have these props for sale at the race, so in case you want to try one, availability won't be an issue. Until it is officially made legal for Q-40 (not possible before January 1, 2003), no claims for National records will be honored using this prop. For those of you that have held back participating for lack of prop carving talent, you have one less excuse. I urge anyone that has flown Q-500 racers below 1:15 to give this event a try at the Bowie Race.

While there has been a lot of controversy about the implementation of this prop for Q-40, I feel the powers-that-be are beginning to see the light. Darrol Cady recently asked all District VP's for their personal views in an effort to better understand the 'local reality' of each district regarding use of the APC prop. I see this as a genuine effort on his part to come to grips with the ever-changing reality of our ranks. The entire exercise may have gone down too late, but it's too soon to know for certain. For now, I believe the issue is off the plate, and that's a good thing.

Make note of the racing schedules for District 6, both NEPRO and in Bowie, MD. Next installment will feature at least one race report from Bowie. Until then, freshen up your fuel tubing and order some glo-plugs- its 'bout time to race.

Steve Baker

District 7 – Gary Freeman Jr.

No Report Submitted.

District 8 - Ed Coker

No racing, but plenty of time for building and practicing. The new Sportsman Racing is off to a good start and has attracted some new blood.

By deciding to use the short course for Sport Racing, we will add two new clubs to our schedule for this year and will continue to work on others for next year. This will put our sport in front of new spectators, increasing awareness and hopefully attracting future racers.

The Winterfest Q500 and Gold Cup Q40 Races in Phoenix are in the record books. District Eight would like to thank you guys for another job well done and a great place for winter racing. Congratulations to all of the District Eight racers who represented us.

2002 District Eight Racing Schedule

April 27, 2002 Brazoria, TX: Sportsman Quickie 500

May 4-5, 2002 San Antonio TX: District 424, 428, 422

May 25-26, 2002 Scobie Field Houston, TX: District 424, 428, 422

June 8-9, 2002 Brazoria, TX: District 424, 428, 422

June 22, 2002 tentative, Alvin, TX: Sportsman Quickie 500

July 14 – 20, 2002 NATS

Sept. 7, 2002 Brazoria, TX: Sportsman Quickie 500

Sept. 28-29, 2002 Dallas RC: District 424, 428, 422

Oct. 12-13, 2002 Texas Motor Speedway, Dallas Texas: District 424, 428, 422

October 19-20, 2002 Gold Cup at Scobie field. Only 422 will be flown.

Until next time, keep your thumbs on the sticks and a shovel close by.

Ed Coker

The Crap Trap By Dubb Jett

I WILL NOT BE COMPETITIVE!!

1. I WILL NOT BE COMPETITIVE UNTIL I REALIZE THAT THERE ARE NO SECRETS EXCEPT HARD WORK. THIS IS AN EXPENSIVE SPORT, BUT THE ONE WHO SPENDS THE MOST TIME WINS. TIME IS MONEY.
2. I WILL NOT BE COMPETITIVE UNTIL I REALIZE THAT THE JUDGES ARE NOT THE PROBLEM, MY FLYING IS.
3. I WILL NOT BE COMPETITIVE UNTIL I LEARN HOW TO TRIM MY AIRPLANE SO THAT I DON'T HAVE TO FIGHT IT ALL OVER THE COURSE. I WILL NOT ASSUME THAT BECAUSE I HAVE BEEN FLYING FOR YEARS, I KNOW HOW TO TRIM.
4. I WILL NOT BE COMPETITIVE UNTIL I LEARN HOW TO TEST AND COMPARE DATA SO THAT I CAN MAKE MY OWN CONCLUSIONS, TAKING THE ADVICE OF OTHERS AND TREATING IT LIKE JUST ANOTHER DATUM POINT.
5. I WILL NOT BE COMPETITIVE UNTIL I FLY IN EVERY EVENT AND ATTEND EVERY MEET THAT I CAN. I WILL NOT WAIT UNTIL I HAVE HAD ENOUGH PRACTICE TO AVOID "EMBARRASSING" MYSELF. THE ONLY REAL PRACTICE IS RACING. I MIGHT BE COMPETITIVE, BUT I KNOW THAT I AM JUST A WORTHLESS P.O.S. IF I DO NOT SUPPORT THE LOCAL CONTESTS, CLUBS AND RACING EVENTS.
6. I WILL NOT BE COMPETITIVE UNTIL I LEARN HOW TO ACCEPT CHANGE AND TEST AND TRY EVERY IDEA THAT COMES ALONG, EVEN WHEN I ALREADY KNOW IT WILL NOT WORK. AT THE SAME TIME, I WILL REALIZE THAT WHEN SOMEONE SAYS, "I KNOW FOR A FACT", THEY PROBABLY HAVE THEIR FACTS WRONG.

I WILL NOT BE COMPETITIVE UNTIL I CAN READ THIS COMPLETELY AND REALIZE THAT IT APPLIES TO ME TOO!!



District News



District 9 – Manuel Martiarena

We would like to invite our American fliers to come to Mexico and race with us. Our racing schedule is published below and we like it when you join us. We run our races to the same sets of rules that you are using in the US. We also try to use all the racing customs that you use in the States.

We will be attending the Muncie Nats again this year and are looking forward to seeing our American friends.

Race South of the Border...Manuel

2002 District 9 Racing Schedule

- March 13 – Apolo – 424
Sr. Marcos Vergara
- April 21 – Aguascalientes – 424
Sr. Jorge Casten (01-44-99-141299)
- May 18/19 – Pegaso – 428/Q40
Sr. Jorge Hernandez
- June 19/20 – Guadalajara – 428/Libre
Sr. Jose Calderon
- July 7 – Apolo – 424
Sr. Marcos Vergara
- Sept 15/16 - Guadalajara – 428/Q40
Sr. Jose Calderon
- Oct 6 - Apolo – 424
Sr. Marcos Vergara
- Nov 29/30 - Pegaso – 428/Q40
Sr. Jorge Hernandez
- Dec 8 - Apolo – 424
Sr. Marcos Vergara

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From USA 011-52-55-722-27-90312

To contact Apolo
From Mexico 5530-6957
From USA 011-52-55-5530-6957

To contract Guadalajara
From Mexico 01-333-810-6260
From USA 011-52-55-333-810-6260



Tanner Pacini and his racer

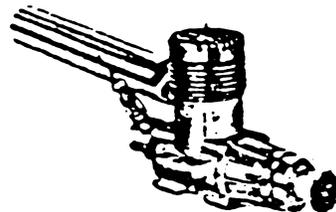
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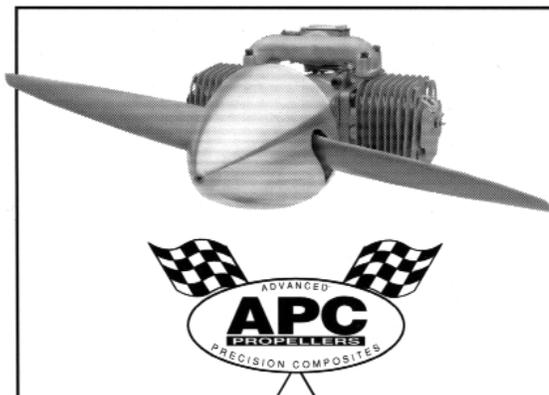
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District News



Q-500- Cliff Telford

In February we requested comments from the members in regard to the method we use for tracking points in the Q-500 event. Only four people responded and there was no consensus as to what they would like to see. One suggested that we should not track points nationally in Q-500 at all. One said we should keep Standard and Expert fliers separated in the point standings. One said to continue as we have been but add a note denoting the Standard fliers in the list. One said the method we use is OK as is.

Since there does not seem to be any great dissatisfaction with the old method we will continue to track the points as we have in the past.

Top Twenty (includes members paid up as of 3/25/02)

Name	# of Races	Points(best 6)
1. Gary Freeman, Jr.	6	573.2
2. Jim Allen	6	423.3
3. Gary Freeman, Sr.	6	409.1
4. Dennis O'Brien	6	388.1
5. Cliff Telford	5	378.3
6. Darrol Cady	4	368.1
7. Ray Brown	5	360.1
8. Victor Diaz	6	324.9
9. Dub Jett	4	314.5
10. Mike Hammett	4	299.4
11. Ed Coker	4	284.0
12. Brian Willbur	4	270.7
13. Randy Bridge	3	270.4
14. Paul Herman	5	270.3
15. Travis Flynn	4	259.7
16. Bruce Richmond	4	258.2
17. Gale Enstad	5	244.4
18. Jeryl Smith	4	244.1
19. Bob Brogdon	4	237.3
20. Tony Pacini	3	220.7

Note about the Predator kit.

I recently purchased a Predator kit after seeing several in use at local contests. Upon checking the dimensions required by AMA for events 424 and 428 I found that the fuselage on the kit I purchased is too narrow by 1/8th inch. The distance between wheels is too narrow by one inch. These problems can be fixed quite easily but I would advise everyone to check all dimensions while assembling a Predator. It might save you a lot of trouble later.

Cliff

JR Gold Cup 2000 - Mike Helsel

No Report Submitted

2002 Nats - Mike Condon

No Report submitted

Quarter 40- Barry Leavengood

Just back from the Phoenix JR Gold Cup race. It was great with a turn out of 52 contestants. The race had an international flavor with entrants from Greece, Elias Sopeoglou, Mexico, Jaime De La Vega and Manuel Marteriana, Hong Kong, Frank Wong, England, Geoff Ferguson and Canada, Harold Sattler and Roy Andrassy (if I missed any other international competitors I apologize). This exceptional turnout bodes well for the coming season.

Stan Douglas and the SpeedWorld club did their usual exceptional job of putting on the race. We managed to get 10 rounds and were still out of there by 4:00 PM on Sunday.

The race, as I'm sure most know by now, was won by Gino Del Ponte, son of long time racer Mike Del Ponte, with the help of caller Tony Lopez. In winning they amassed 39 out of a possible 40 points. To say these two were a great team is an understatement. An interesting side light to this is the airplane Gino was flying. In this age of laminar airfoiled, short nose, computer designed airframes Gino and Tony won with a long nose Lyle Larson Dago Red powered by Nelson with a Mike Del Ponte prop. Kinda takes us back to the concept that the most important thing in pylon racing is flying ability not the latest trick technology. It's my understanding Gino has been spending untold time on a simulator to sharpen his skills. Great job, guys!. Another interesting fact about this race is that out of the 52 pilots 42 ran a 1:10.00 or better indicating to me at least, the competition is getting fierce.

There has been tremendous controversy over the carbon prop issue these last several months. Steve Kaluf, AMA competition director, has recently approved sanction deviations for 422 to run the APC 7.4 x 8 D1 injection molded prop along with wood with the caveat that a record may not be set with the carbon prop or a wood prop where there is a deviation from the rules. Unless things change drastically the carbon prop deviation will be in effect at the Bowie, Whittier and Houston JR races. The rule change proposal to make this a permanent part of the 422 rules is published in the current Model Aviation magazine.

A new (old?) item has popped up on my radar screen, using a 10 lap instead of 11 lap judging method. Under this scheme real time turn and cut indicators are not used. Each pilot flies 10 laps. At the end of the race cuts are tallied and each heat is scored in the following manner. No cuts normal point tally, 1 cut 1 point, 2 cuts 0 points. The advantage to this judging method is that without cut and turn indicators the equipment required to run a race is considerably less, the personal required is less (only one judge required at one) and there is less belly aching about "I got a light and a cut". It essentially allows a club to put on a race with no more than flip cards for lap counting, PVC pylons and a starter's clock. The disadvantages include more potential mid-air due to no cut indications, hardships on new teams who rely on turn indicators, and the inability to make up a cut on the 11th lap. The San Fernando Valley Flyers will probably try the 10 lap system sometime this year.

Til next time, Barry



District News



Soapbox - Warren Gillette

My Idea of a Good Time

I just checked the NMPRA National Listings, and I am pleased to report that I finished the 2001 model airplane racing season ranked 29th in the nation in NMPRA! Wow!!! Hooray!!! Yippee!!!

What the heck does all that mean? Well....

- I began racing 424 airplanes about four years ago.
- I began racing 428 airplanes about two years ago.
- I placed in, or won, a few races in 2001 (luck counts).
- I built a few airplanes, I killed two or three.
- Out of 286,398,858 Americans, there at least 28 others in NMPRA that race model airplanes. I read their names before I got to mine.
- And finally, model airplane racing offers all the excitement of Superbowl XXXIX, the Daytona 500, the World Series, or any other of our nationally renowned, hero laden, adrenaline pounding, televised events.

O.K., maybe I'm not a national sports hero yet, but I can tell you that the adrenaline and rewards are real. So is the fun. So is the drama. So are the people. Model airplane racing is a great stage for experiencing competition and human nature (people) at their greatest - and once in a while at their worst. But let me assure you, it's all top quality entertainment worth any model airplane aficionado's time and effort. Win, loose, or oops!

Despite appearances, model airplane racing is not that difficult. You just need a 424 airplane and some practice. Personally, I was getting a little bored with trainers and sport airplanes about the same time Joe Solko asked me to work a race. That's how I got hooked. Working a race will not only show you how a race is safely run, but you'll also have instant access to people who are more than willing to give a potential new racer all the help and guidance he or she can stand. Just ask. I promise they will help!

There are lots of clubs with model airplane racing on their venue and Prince George's Radio Control Club is certainly one of the best. So if you've got any curiosity about all this model airplane racing stuff, just ask or call any racing pilot about it, show up, get a 424 airplane, and join us for the fun.

Let me also mention that there really are model airplane racing "roadies" out there. I think their names are Betsy and Jill and Laurie and Shirley and Rhonda... well, Jeff Gordon and Michael Jordan... eat your hearts out!

*Warren Gillette,
NMPRA Stockholder*

NMPRA BALANCE SHEET As of March 20, 2002

ASSETS	
Current Assets	
NMPRA Checking	9,681.14
Other Current Assets	
Certificates of Deposit	14,000.00
Total Current Assets	<u>23,681.14</u>
TOTAL ASSETS	
	<u>23,681.14</u>
LIABILITIES & EQUITY	
Equity	
Retained Earnings	22,197.97
Net Income	<u>1,483.17</u>
Total Equity	<u>23,681.14</u>
TOTAL LIABILITIES & EQUITY	
	<u>23,681.14</u>

PROFIT AND LOSS STATEMENT MARCH 31, 2001 to MARCH 20, 2002

INCOME	
Membership Dues	5,530.20
Interest	1,370.11
NMPRA Championship Dinner	1,150.00
JR Gold Cup Series	
Entry Fees	3,420.00
Sponsorship (HORIZON)	<u>5,160.00</u>
Total JR Gold Cup Series	<u>8,580.00</u>
TOTAL INCOME	\$16,630.31
EXPENSES	
JR Gold Cup Series	
Banners, awards, et all (2002 trophies)	6,330.06
National Points, Q-40	1,280.68
District Championships, Q-500	1,032.68
NMPRA Championship Dinner	1,499.80
Business	208.51
D & O Insurance	1,000.00
Donations (FAI Team)	1,500.00
Newsletter	
Postage	704.72
Printing	<u>1,710.91</u>
Total Newsletter	2,415.63
Office	
Web Site Fees	427.01
Bank Charges	20.50
Misc.	230.23
Telephone	118.45
Postage	123.49
Supplies	<u>63.23</u>
Total Office	982.91
R & D, Off Course Equipment	<u>750.00</u>
TOTAL EXPENSES	<u>17,000.27</u>
NET INCOME	-\$369.96

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