

The Pylon Racer's Official Voice

NMPRA

HIGH PERFORMANCE

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Notes from the Edito

Flash!!!!!!!

I just received notice that the only year round Pylon Race course has had a face lift. New asphalt was put down this week. It was reported to me that it is as smooth as a "Baby's Butt". I can hardly wait to see it and fly from it. Remember the 2003 NMPRA National Championship Race will be held there November 8/9, 2003. The weather is fantastic in Phoenix at this time of the year and a good time will be had by all. Make plans to attend the race. If you have never been to a Phoenix race, it is time you attended. They are very will run and the upcoming races are going to be even more special.

I am sorry that the April newsletter never made to press. You are getting both the April and June issue in this one. All the articles written by your District VP for the April issue are in this issue. All have been requested to add the current happenings to this newsletter. They received short notice, so if they did not get it updated, they were probably getting their equipment and life ready for the 2003 Nats in Muncie. We will do our best to get the August issue to you on time. Thank you for your patience. I have had lots of emails wanting to know what was going on, but everyone was nice about it. Thank you!

Speaking of the Nats, Mike Condon is making it better every year. This year, he is organizing a "Pig Roast" at the flying site. Practice flying will be open on Sunday morning, and then will close at 2:00 to 4:00 for registration. The Barbeque will start during registration and continue into the late afternoon. It should be a fun event. Only holders of Barbeque tickets will be allowed to fly after registration... There is a large financial obligation for Mike with the Pig Roast and it must be supported. It will be a great social event combined with the

Nats... We are looking forward to it. .

The biggest thing that has happened in the past couple of months that concerns racing rules is in Q40 props. The original 7.4 x 8 Carbon prop from APC is not legal to race after June 1, 2003. APC re-machined the original mold to eliminate the excess flashing on the propeller. When they did it, they marked the re-cut mold as "7.4 x 8" so that they can follow the batch in case of a problem. They do this on all of their large line of props. When they changed the markings, even though the props were the same design, it was deemed to be a different prop because of the markings. In order to make the 7.4 x 8.0 conform to the rules. It was the same mold used for both anyway.

It was posted on the NMPRA Forum that all of the old props can be exchanged for the legal version through the Pylon Nats. Bring your 7.4 x 8 to Darrol Cady send them to APC for replacement. Remember, the end date is July 12, 2003 for exchanges.

Racing for 2003 is well on it's' way time wise. The weather has been very strange everywhere in the US so far this year. Races have been shortened, rained out blown out...More than I can remember happening. Of course with my short term memory on unpleasant happenings, this could be normal. We went to the race in Cincinnati put on by Tom Scott. The weather had been bad, very bad all spring. When race days came up, the weather god smiled on us. He had a little cross wind strong breath, but nothing that would slow the great racing that we had there. Tom did a great job. It was his first race as CD and he was nervous. I have never seen Mr. Cool so wound up at a race. Tom is a perfectionist, and he did a great job of all the work before the race. All of the Race Officials knew their jobs and did them well. Even though they kept calling cuts on me. I would never cut a pylon. That #2 Pylon Judge was tough...She knew the boss. It was Tom's

Notes from the Editor continued

Daughter and spent almost the entire weekend working #2... Of my 5 cuts for the weekend, she gave me 3. I deserved them.

A hint: If you are cutting a pylon consistently at a particular contest, move your flying spot toward that Pylon. A few feet will make the difference. This works on 2/3, but not on One. It is such a simple solution, that I sometimes forget to do it. I forgot it on Saturday during Quickie. We won 4 heats and cut out on 2 heats. Thinking about it on Saturday night, I moved toward 2 by 8 feet. I did not cut two on Sunday. I did cut #1 one time, and that was not Rhonda's fault either, just got anxious racing with newly returned racer Pete Bergstrom. We did finish ahead of him, but the cut was a factor in the order of finish.

An observation and a memory jogger... CRS sometimes sets in and I forget what I know until I see it again....

The most active racing District in the Nation is District 5. They have more good races scheduled this summer than anywhere in the country. I think that one of the keys to their success is the way that they schedule their racing days. They fly Standard Quickie and Expert Quickie on Saturday. Then on Sunday, they again fly Standard Quickie and then fly Q40. They fly a round of each and it gives plenty of time between rounds to prepare for the next round and there are no back to back heats to slow down the show. The days start on time and they have plenty of time to get plenty of racing done and be able to start the drive home at a reasonable time. Or time to sit around on Saturday night and participate in a little adult beverage and conversation... Makes if much more fun, and this is the reason that we play race airplanes...

What this does for racing is that it allows participation in both of our expert events, 428 Quickie and 422 Q40 by everyone. No choices to make as to what event the racer will fly at a race. With this system, most fly both events with out having to make a hard choice as to which to fly.... We used to do this in the Northwest in the days of Formula One and we had a very successful district. They started running everything each day, and attendance has fallen off considerably. They very seldom have enough Q40s at a race to call it an event. Even though the airplanes show up at the race, the racers make a choice of which event to race and if there is better competition in the Quickie event for that particular day. The Q40s stay in the car...Or on the other hand, it is the better competition in the Q40 event, the Quickies stay in the car. Neither of these is good the future of racing. It makes both events weaker. If promoters would split their Expert events to one each day, both events would have better attendance, and better competition...

Promoters, think about this. It may cut your funds a little for the first little bit, but it will improve racing and you will get more for the investment...

Darrol

High Performance Information

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If possible, please submit information in Microsoft Word format

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***May 30, 31 & June 1
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***September 26, 27, & 28
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District News



District 1 - Drew Telford

The Phoenix JR Gold Cup race was in a word, "Awesome"!

The February JR race was a huge success, one of the best races that I have ever attended! Thanks to the folks there at SpeedWorld! We could not have asked for more perfect Spring-like winter weather... The thanks for the "Let There be good Racing weather dance" by Stan D, the CD.

There were over 50 contestants coming from Mexico, Italy, Canada and Hong Kong. Not to short the US fliers from 10 different states across the country. A good time was had by all that made the trip. They would have had to use their imagination to have found

something to complain about. The new lap counting laps at the old starter's cage worked flawlessly. Phoenix has just about the finest electronic equipment in the Nation. By the NMPRA Championship Race in November, the final piece of equipment will be in place. The timers and lap-counters will be on computer. As the lap-counters do their job, each lap will be timed. At the end of the race, lap times for both laps 10 and 11 will be recorded, then the computer will figure out the order of finish, taking all cuts into consideration. In the case of close finishes, the Starter will make the close calls if there is a dispute. This system will make the Starting job much less stressful...

Fridays practice day was a flurry of hurry up and wait for your turn to the line to practice. Almost everyone was there for testing and tuning. Most were looking for the right RPM-Prop combo!

Saturday began with the usual Pilots meeting and followed by something very special. They played the National Anthem, as a tribute to the Nation's Service Men and Women. This was so classy! It should be done everywhere, even when we are not in this time of national turmoil.

With that, The Race was ON and so where the crashes... Best count, was 17 airplanes were lost at this years



Fly Fast Composites

Congratulations to Winterfest Competitors

- **Jim Allen**
 - 1st Place on Sunday
 - Fast Time Saturday
 - Fast Time Sunday
- **Gary Schmidt**
 - 3rd Place on Saturday
 - 2nd Fastest Time Saturday



"Thanks to the organizers of Winterfest 2003 for hosting a very enjoyable, well organized event."

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Terence Palaschuk

**39 Tremaine Avenue Regina, Saskatchewan Canada S4R 6N6
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District News



race. Yikes! If for some reason you missed this great race, mark your calendar for next year. The Winterfest and the **JR** Gold cup races are a great place to spend a few nice winter days.

The results of the race can be found on the WWW.NMPRA.org website

SpeedWorld monthly Races: With the relatively small Race schedule in Southern California, SpeedWorld's Monthly Race'n is filling the Gap Nicely! So far the weather has been picture perfect and the turnouts are growing. With the help from Darrol, Jimmy and Gary,,, Big " who let the dogs out" Randy D. is fast becoming a Pylon CD!

The monthly SpeedWorld Race'n just doesn't get any better,,, it's laid back, low keyed Good times! The one thing I will say is that these Races are being completed without pylon #1 turn lights! This will give you a whole new perspective when turning at Pylon #1. If there is interest, the SpeedWorld club would be willing to make the monthly races more formal... Lights on one and cut judges on 2/3. If it would entice you to make the trip, let your feelings be known to Randy D a u e r . . .

Sam San is currently developing his new "Sam-Rai Racer" and is doing well with it! Way to go Sam, keep up the good work! How about that John Buckner guy??? Two wins from his "Wheelie Chair"!!! Don t get your toes in the way of this fast APRA

Racer! John has been doing very well turning consistent times and I think his best time so far is a 1:31 something so far.

In 428, Darrol has been showing that "A Woody" can be fast. He posted a 1:09 with his Quick V 6! And to Boyd, John B. and Sam... Welcome to 428! These APRA Racers have made the jump into 428 and its good to see them.... Going Faster:) Travis Flynn said the other day, "That Bill Vargas needs some competition"! Bring it o n T r a v i s !

Hey, District 1 don t miss out!!! The monthly SpeedWorld Race'n is a great timeand loads of fun! It is the third weekend of every month.The District 1 Southern California and Phoenix race schedules are posted on the NMPRA website, so check them out, and come on out to the races!

Bill Vargas for Drew Telford

District 2 – Marty Hoppe

We are getting ready for our last race of the Winter season. Trophies are made and the racers are wondering; "Who is the winner"? Well, we won't know until the event is over. This has been an APRA winter season only and it worked out well. We will do it again next year.

Bruce Teel found us a new field to have races at. (Way to go Bruce!) It looks like we might be able to have APRA, 428 and Q-40. We will just have to see what happens and hope!!!

I think there will be some folks here in the North West that plan to do some traveling this summer season. I'm talking about the North-South Shoot out and the Nats. Maybe we will see some more of those famous racers and not so famous racers. We are all looking forward to the summer.

The 2003 NW racing schedule is on the NMPRA.org website and elsewhere in the newsletter. If there are any questions call me at (425) 820-9184. I will have a new E-mail on the 12th of April and will post it everywhere. About time!

Well" its summer time and all the boys are all looking forward to the road trips ahead.

Our first race was in Spokane, Washington. For most of us it is about 300 mile trip, but worth every mile. Mike Bergan ran a fine race and his family worked the coarse. We all need to thank the Bergans for the effort they put in...Thanks folks. All three classes were flown. It was nice to see a Q-40 fly. This has not happened for a year.

Our next race is at Whidbey Island on July 11, 12, and 13. Yours truly is the CD. I am looking forward to the event, I will tell you it is a wonderful place to fly. It is a Navy bump field and sometimes we are given a great air show by the Navy pilots practicing their carrier landings. There is a hook wire off the course that they use.

Go fast and turn left...Marty



District News



BRUCE S. RICHMOND 1957-2003

There will be a missing man every racing lap with the passing of Bruce Richmond on June 16, 2003, after a heroic battle with a deadly cancer. He died at home surrounded by his family and closest friends. Bruce was diagnosed during last year's nats and soon went to M.D. Anderson in Houston to continue the fight. A number of you visited during the Championship race. To those of you who visited, sent cards and flowers and called, the family thanks you very much.

Bruce was born into a model airplane family 45 years ago and was flying control-line models almost before he could walk. His father, Stu, soon got the R/C bug and both Bruce and his brother Brian were inseparable from their transmitters and from each other. This soon evolved into an interest in Pylon Racing and both were founding competitors for F-1.

Although born in the Northeast, Bruce and his family were southerners and lived in the Atlanta area. Bruce majored in Engineering and worked his way through Georgia Tech. Building F-1 airplanes. His specialty was the Bob Violett Polecat, and it was common to see half of the airplanes in scale judging built by Bruce. "Body by Bruce" was for many years a requirement for making the front row.

Bruce was on two world championship F-3D teams and came away with two silvers and a bronze as both a caller and pilot. Bruce was one of the best callers in the hobby, and for those who remember, one of the best race starters.

His career specialty was logistics and after a decade with Hagar (Dockers) he was recruited by Anderson (Accenture) Consulting and made partner a few years later. Bruce was instrumental in reworking the inventory cost structure of such places as Best Buy, Auto Zone, and yes, Wal-Mart. During his illness, Bruce was surprised by a visit from the CEO of Wal-Mart. His brother was there and asked for a good price on some CDs.

You might want to say Tragedy. No. Bruce lived his life at full throttle. He covered more in 45 years than most of us can in 75. He did everything he wanted to do except be with his family to grow older. He was very very successful as a father, husband, friend, engineer, and modeler. Bruce's life was a Triumph.

Bruce was survived by his Wife, Sandi, three boys, Chris, Nick, and Zack, two brothers, Brian and Perry and his father, Stu. There are many, many friends, who also are counted as family.

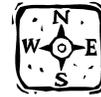
Bruce's funeral was attended by friends, family, work associates, and modelers from all over the country, and fittingly, his last journey was to the flying field. The entire procession went there, it was the hearse and five limousines on the flying field. The rest of the procession waited on the road outside the field and had one last moment.

We shall be sorely remiss if we do not thank God every day for creating the Sky.

Dub Jett



District News



District 3-Chuck Swaney

Winter is slowly subsiding and racing projects are approaching the stages of finishing touches. I always like the spring time where everyone brings out their new go-fast projects and shows them off. It's neat to see all the new stuff.

We have a new racer in our midst. Derek Brown is a 17 yr old high school student from rural Olds, Alberta. He is interested in getting into our district Quickie races and wants to buy a used Webra-Q motor. I think

he has a Predator Quickie and I know he's eager to learn. Let's all give him as much of our help as possible. It's these kind of new guys we have to "incubate". With a little TLC, they will turn into long time racers. This is what we need for our event to prosper.

Roy, Harold, Jim and I returned from the Phoenix JR Gold Cup. What a great contest! The SpeedWorld RC Flyers did a great job hosting the event once again. Many thanks to Randy Dauer, Stan Douglas, Darrol

Cady and all the SpeedWorld gang that helped out. Names are too numerous to mention but you know who you are. Jim Henderson made his debut appearance at Phoenix and the bugger came home with 9th place out of 53 guys! I'm sure it must have been his Caller <grin>, or maybe all that freshly squeezed orange juice from the oranges off my Dad's tree in the morning. Anyway, we had a great time and our team was particularly happy with the performance of the Miss Candace design for '03 from H&M Racing. Harold seems to



**Team Canada at the Phoenix JR Gold Cup
L to R: Jim Henderson, Roy Andrassy, Randy Smith, Harold Sattler**



District News



have really found the right formula in this design. It takes off well, lands well and flies FAST! Congratulations to Paolo Mucedola from Italy who turned the fast time at Phoenix with the Miss Candace at 1:01.38

Interest in Speed 400 electric racing is still very high here in Calgary. Lots of new kits are being built this winter and plenty of ideas are being shared. This is another area of huge growth potential for pylon in our district. We have more guys interested in sp400 in Calgary than all of Quickie and Q40 in our district combined. Let's keep the dialog and relationships open between the events and build a strong pylon community – no matter what the power source. Some of these electric guys "swing both ways" so we might see some of them in glow powered Quickie in a year or two.

Update: June 28, 2003

Racing season is now into full swing. Our season opener on June 7th in Regina, Saskatchewan was a great success with the Regina Windy Flyers club hosting another superb event. They even managed to arrange superb weather. Quickie 500 with Webra-Q motors was the Saturday event. Winter coats were used for the early morning but by noon we peeled it all off for a great afternoon of racing. There were 24 entries in Quickie and seven rounds flown. These numbers are up a little from previous years so I'm please to report a slow but steady growth in

our Quickie event.

An old new guy is back in the matrix by the name of Murray Hamula. Murray is back from a 15 year hiatus and it hasn't taken him long to find the poles once again. Murray flew a Lanier Predator with the Webra and placed second and a time of 1:09 on our short course. Great job Murray! You are a tough competitor. Congratulations to Zenon Dragon for entering his first pylon race and mixing it up with all the vets. Zenon's knees were-a-knockin' which is the sign of a great pylon racer in the making. Keep it up Zenon, you're gonna be dangerous.....

Jim Henderson placed first with his home-grown Hornett, Murray was second and Terence Palaschuk was third. I thought this was among the best racing I have ever attended. It seems that the gap between fast and slow has narrowed and you never know who is going to bite you.

Condolences for the Quickie event go to:

Cecil Graval for losing two models before the racing had even begun.

Jeremy Voth who found dead air and a dead airplane.

Randy Smith who was happily minding his own business when Hank Kaufman decided to jump him at #1 pylon. Hank watched the light and turned rather than steering his plane.

Congratulations to:

Jim Henderson who almost ran

an almost perfect race and finished first.

Murray Hamula (who we dug up from a fossil site) and still has the "right stuff" for second.

Terence Palaschuk who goes fast, fast, fast and finished in third place and fast time of 1:06.

All those who did their best.

We had 19 entries in Q40 and super weather. Sunshine and light wind. Six rounds were flown.

Congratulations to:

Cecil Graval, First place with clock work-like precision

Jim Henderson, second and on a roll with meticulous preparation. Jim shows that electric racing practice makes perfect.

Randy Smith, third place and again, electric racing practice shows results.

Thanks to all those who flew well and made for good racing

Thanks Lyle Baker for no mid-air.

The annual race and weather fiasco in Calgary took place June 21st. Racing was disrupted on and off all day by rain on Saturday. Only three rounds were completed on Saturday so we decided to finish off up to five rounds on Sunday and see if the weather would cooperate for Q40.

Quickie 500 race was concluded on Sunday but the monsoons blew in shortly after and Q40 was cancelled. There were 22 entries



District News



District 3-Chuck Swaney

in Quickie 500. Many thanks to Loen Moen and the pylon guys from Bottineau, N. Dakota for lending us their off-course pylon judging system. This was the first year Calgary has gone off-course and it allows us to figure out what kind of system to build for ourselves.

Doug Houston captured first place in a fly-off sporting a Revlution or a Hornett – we're not sure.

Second place was Steve Landry. Third place went to "Fossilized" Murray Hamula in a very exciting four way fly-off. Murray, Randy Smith, Greg Genge, and Hank Kaufman duked it out for ten laps with Murray staying clean up for the win. Many thanks to Ted Ellefson and the Calgary crew for slogging it out during the soggy weekend. Thanks to all the competitors that drove a long way to stand in the rain. Special

thanks to Greg Genge for hosting the Saturday night steak and beer fest at his house. Forty wet and thirsty racers and helpers descended upon Greg's place and everyone had a great time.

**Randy Smith
for Chuck Swaney**



Twenty Four Quickee 500 contestants at the District 3 season opener in Regina, Saskatchewan



District News



District 4- John Sandusky

Hello Racers!

Kurt Bozarth of the Airpark Elite club in Colorado was kind enough to write reports of the first two races held this season at "The R/C Pylon Racer's Aerodrome".

Airpark Elite Race, May 4, 2003.

Our season opener took place on Sunday, May 4, 2003 and was GREAT! Our local weather forecasters, who often forecast and report the weather in a slightly intoxicated state, predicted strong winds and an overcast sky. Sometimes even my dog gets lucky. They were right – winds were strong out of the north (opposite of our course layout) and skies were mostly cloudy. Never the less, we were still able to destroy a few airplanes. Kurt Bozarth won the contest for putting the most amount of money back into the race course! He lost a Q40 on take-off in the first heat and had a beautiful wife-boggling mid-air with John Sandusky in the last heat in 428. Bryant Johnson also returned some minerals back to Mother Earth when his Nelson contacted the ground at a greater than desired speed and pitch angle.

Former Marine drill instructor, Hal Garwood, ran a tight ship as the contest director. Six rounds of 424, 428, and 422 were completed by around 3:30 along with

a few rounds of trainer races. Only three pilots had to "drop and give him twenty" for being late to the staging area. Hal implemented the colored wingtip concept, as done at the Nats and Phoenix, with much success. No re-flies were needed (or allowed per Sgt. Garwood) and no mis-identifications were reported by the pylon judges (or allowed per Sgt. Garwood). The only negative comments were overheard in the pits – evidently some pilots wanted the pink stickers instead of the yellow ones. Maybe next time Brian N.

Speaking of pylon judges, once again the Civil Air Patrol did an excellent job! All of the racers along with the members of Airpark Elite greatly appreciate the work performed by the Civil Air Patrol cadets and cadre. Without their help, manpower would be a huge issue! We are lucky to have such a great partnership with the local Civil Air Patrol squadron.

Once again, lunch was terrific! *Pylon racing and RIBS* or IMAC and wieners...you decide! If you are considering making a long drive to our next race, you won't be disappointed by the food! If only Sgt. Garwood would have let us taken a little nap after lunch before starting round five.

As mentioned earlier, the winds were opposite of the course layout. By round three, it was agreed to by all that it would be safer to take off upwind but oppo-

site the direction to pylon #1. After take-off, the pilots did a 90 degree turn to the east followed by a 270 degree turn back on course (you pattern guys call this a "procedure turn"). This worked great and allowed us to keep flying for the rest of the day. And believe it or not, no one crashed during this dangerous post-take-off maneuver!

After all of the monokote and balsa scraps had settled, the final results were as follows:

AMA 424

1st: Gary Johnson

2nd: Mike Farnsworth

3rd: Bob Gerner (Bob's

first race ever!)

AMA 428

1st: Tom Neff

2nd: John Williams

3rd: Brian Neff (not Brian's

first race ever)

AMA 422

1st: Brian Neff

2nd: Kurt Bozarth

3rd: John Williams

See ya next month!!!! Kurt Bozarth

Airpark Elite Race, June 22, 2003.

After a long break in the schedule (almost eight weeks), we finally had our second race of the season. The weather over the last few days had been typical for Colorado this time of the year –



District News



District 4- John Sandusky **continued**

huge afternoon thunderstorms with rain, hail, and winds. But once again, thanks to some of our contacts, the weather was perfect all day. In fact, the winds were even right down the runway this time (see last race write-up). Nothing like a good old headwind running down to #1 – can you say “double cut” Jon, Hank and Chuck?

Much to Hal Garwood’s dismay, colored stickers on the wings were not used this time for identification – a big thanks to Kurt Bozarth for showing up with a wing with all four of the fluorescent colors as part of his paint job! Hal grumbled for a while but soon forgot – he’s pushing 50 you know. Duane Gall, our local MA celebrity and club legal eagle, CD’d the contest and was immediately faced with a worker shortage – perhaps the result of Duane failing to follow Hal’s lead in providing a “most deserving” award. Duane maintained control, analyzed the situation, and took the appropriate action: he decided to run the race without lights at #1. This proved to be a great call and no issues resulted – and besides, who’s going to argue with a federal prosecutor. Other than Jon W.’s continuous efforts to eliminate the competition, carnage was minimal. We now better appreciate the 350’ requirement between the race course and the pits! A JR 341 servo traveling at 140 mph goes

a lot further than you might expect. And just like every event at Airpark, lunch was terrific! Pylon racing and RIBS or quarter scale and quiche...you decide! Ribs, brats, and burgers - all with just a hint of nitro.

A total of 4 rounds of AMA 428 and 424 were flown along with a few rounds of trainer races thrown in for fun. Only 3 racers showed up with Q40 birds so all agreed not to race until next month hoping for a better Q40 turnout. We had twelve AMA 428 entries and three AMA 424 entries. The winds were perfect all day and no reflays were needed. You could not have asked for a better day to race in Colorado! Here are the results:

AMA 424 (3)

- 1st: Gary Johnson (again - move up!) Just kidding
- 2nd: Steve Vaughn
- 3rd: Alan Thovson

AMA 428 (12)

- 1st: Brian Neff
- 2nd: Kurt Bozarth
- 3rd: Chuck Andracka

Trainers (3)

- 1st: Smith
- 2nd: Thovson
- 3rd: Nash-Ford

It had to happen sooner or later. My mid-air with Kurt on the last heat of the May 4 race was the first time I’d lost an airplane due to a mid-air collision in twenty five years of modeling. As we

were walking over to pick up the detritus, I remember Kurt saying “Why are all of the pieces of your plane big and all of the pieces of my plane small?” It was a most spectacular display of falling debris. Other than the TOTAL loss of both airframes, we both were relieved to have suffered only minimal engine and radio damage.

Regarding the unusual take off procedure used at this race, it was definitely different and actually quite fun! There was some minor grumbling about certain people not flying far enough past #3 pylon before making their 270 degree turn back onto the course but it really did work very well. Improvisation at its finest!

Our race on June 22 provided excitement aplenty. To give a little more detail to Kurt’s account, during one heat, Jon Williams’ and Bob Dible’s planes collided coming around #3 pylon resulting in Bob’s plane crashing approximately 25 feet in front of the pit area. Two of his servos hit a construction trailer situated well behind the pits. As it happens, Jon’s plane was unscathed and he completed the heat. This after Bob had worked hard to repair Jon’s plane after a previous mid-air (take-off mishap) with Doug Clancy. There really is no justice, eh Bob? I was calling for Bob at the time and I saw it all happen. I’ll just say I’m glad the pits are 350 feet away.



District News



District 4- John Sandusky con- tinued

As I conclude this issue, I want to say that I'm looking forward to meeting many of you at this year's Nationals (my first). I'll be leaving on July 4th headed for Muncie. Here's to a good NATs and let's keep 'em safe!

Until next time,

John

Standard Class Q-500

- 1st Gary Helton
- 2nd Joe Lemley
- 3rd Kirk Eden
- 4th Dave Ellis
- 5th Dave Torre

AMA 428 Q-500

- 1st Terry Fraser
- 2nd Mike Weaver
- 3rd Marcus Blanchard
- 4th Mike Deneve
- 5th Ray Hendriksma

AMA QM-40

- 1st Dan Kane
- 2nd Craig Grunkemeyer
- 3rd Mike Weaver
- 4th Bill Johanson
- 5th Ben Martin

The Season Total points winner for 2003 is:

Gary Helton. He is the **Man!**

Good Job Gary! It takes dedication as well as skill to do well in season awards. It shows consistency as well as skill. Less of a luck factor.

The NMPRA is sending the NMPRA 2002 National Points awards to me to give out in our district. Stu McAfee is the new President of the NMPRA I am sure he will do a great job for us. Mike Condon is still asking for help at the NATS this year. Please give Mike a call and help with the Nats. It is fun.

Mike Eden is now the Newsletter

Editor for the CAPs. Please help him by sending input for the newsletter. Please support all the races this year in our district. The clubs have to have a good turn out to continue to host our races. We lost Dayton Race due to a bad turn out last year; do we want that to happen to any other races????

The Charleston, WV Club is hosting a local GS-40 sport race every month on the first Saturday this year again. Good job guys.

**GO FAST AND DON'T LOOK BACK,
SKRACER Terry**

District 5 continued

Moon Shot

Location: Cincinnati, OH

Date: June 21/22, 2003

Event Sponsor: Tom Scott

The weather in the Midwest has finally given us a sun break. Friday in Cincinnati was nice with a stiff cross wind. Not many practiced, but a few did. Saturday was a good day for racing. The results for both days are following.

We had limited entries, but the competition was great.

District 5-Terry Frazer

The racers are alive and well in the Midwest. Yes, it has been a long and cold winter. With temperatures below **Zero** for weeks at a time and ice storms that knocked out electrical power for two weeks in my area. We are ready for spring and racing!

The CAPS had their annual banquet on February 1st 2003. We had 30 in attendance. A good time was had by all. Thank you, Mike Condon. We discussed the schedule for 2003 and the District 5 racing schedule is printed in the newsletter and posted on the NMPRA website at: **WWW.NMPRA.org**

Season point awards were also presented for the 2002 District 5 winners. The final results are as follows:



District News



District 5 Terry Fraser continued

We did have 3 kids in the standard class of Quickie flown on both Saturday and Sunday. On Sunday, they beat up on all the old guys... Good to see.

Saturday 6/21/03 Expert class 428:

1. Gary Helton	1:09.51
2. Pete Bergstrom	1:11.40
3. Terry Frazer	1:11.52
4. Bill Johanson	1:11.43
5. Mike Condon	1:09.29*
6. Mike Deneve	1:11.61
7. Mike Spencer	1:11.49
8. Darrol Cad y	1:11.60
9. Kirk Eden Jr.	1:18.90
10. Raymond Blake	1:32.50
11. Mike Eden	1:12.28
12. Marcus Blanchard	1:11.70
13. Brad Clayton	1:23.77
14. Craig Grunkemeyer	1:22.25
15. Ben Martin	0:00.00
16. Tom Scott	0:00.00

Saturday 6/21/03 Staqndard Class Q-500

1. Mike Watts	1:24.86
2. Dave Torre	1:24.22*
3. Dave Ellis	1:28.88
4. Brad Clayton	1:32.50
5. Matt Brown	1:44.49
6. Steve Butler	1:44.23
7. Bryan Blanchard Jr.	1:24.98
8. Mark Feist	1:39.81
9. Alex Feist Jr.	1:48.21

Sunday 6/22/03 Standard Class Q500

1. Kirk Eden Jr	1:26.27
2. Bryan Blanchard Jr.	1:31.75
3. Alex Feisr Jr	1:33.20
4. Brad Claytom	1:29.58
5. Dave Torre	1:26.13**
6. Mark Feist	1:35.24
7. Dave Ellis	1:35.25
8. Steve Butler	1:40.88

9. Mike Eden	1:26.14
10. Mike Watts	1:30.54
11. Matt Brown	1:35.53

Sunday 6/22/03 AMA 422 QM-40

1. Darrol Cady	1:05.24
2. Gary Helton	1:08.98
3. Craig Grunkemeyer	1:04.40*
4. Pete Bergstrom	1:05.63
5. Mike Spencer	1:07.31
6. Terry Frazer	1:05.77
7. Tom Scott	1:04.99
8. Bill Johanson	1:09.31
9. Mike Condon	1:10.81
10. Ben Martin	1:10.90
11. Marcus Blanchard	1:12.81
12. Raymond Blake	1:30.27
13. Mike Deneve	1:15.28

It was a well run event and I am sure that it will grow in the years to come. This was the first race for this club...

Terry

District 6 Steve Baker

At long last winter has left the Mid-Atlantic (no doubt to torment the Canadians until June!) and at last, we can shake the cobwebs off our models and get into the swing of racing. Our season starts April 26 with our one-day season opener of AMA 424 and 428.

I recently received a copy of the NEPRO newsletter and solved the mystery of who is CD'ing the June 28-29 race in Bridgewater. It's Don McStay. I'll have the chart in 'High Performance' revised. Note that District 6 was the only one with a schedule posted in the NMPRA newsletter. THAT's why they pay me the big bucks...

Another point of interest from NEPRO is that the lovely Kristina Luzzi is getting married soon (will be by the time this reaches print). I spoke to her last August at the Ellington, CT race (also remembered



District News



District 6 Steve Baker continued as the Moreland Massacre). Kristina is an engineer working for deNovis, Inc in Lexington, MA, and is involved in the development of products for the disabled. Congratulations Kristina, on your wedding!

One last observation in the NEPRO newsletter I feel may warrant mention was their posting of the PGRC's racing schedule. I noticed their depiction of our AMA 424 contests were "...in accordance with NEPRO rules". To that I'll say, not exactly.

Last winter at our planning meeting, there was considerable dialog regarding the engine rule, and in particular, whether to permit sleeve and/or head shimming. With 2 years of experience now running the 424 event using the Thunder Tiger Pro .40, the local sleeve tinkerers have concluded you are more likely to end up with a fast engine just by treating the one you bought with some respect than you ever will get by fiddling with timing shims. In the case of the Thunder Tiger, by the time you have raised the sleeve timing high enough to match the relatively light-load of an APC 9-6, the head is too high. Removing the head shim restores some but not enough compression to compliment the sleeve change, and you just end up with an 'also runs', not a speedster. The stock head won't go any lower without re-machining, and at that point, you gotta ask yourself, isn't that level of complexity what the 422 and 428 events are all about? To

wit, more fast times in 424 were set by pilots getting their thumbs tuned up rather than their engine. In light of this, we decided that a rule preventing you from making things worse for yourself was not necessary. I strongly encourage the NEPRO crowd to come down to Bowie and race with us. We guarantee a good time, unless you crash of course. Our local 424-only crowd love to beat up on the guys that fly 424 and 428. We also love to hear Mike Masi's engine note above all ours.....

Speaking of engine notes, now is the time to register for the JR Q-40 Gold Cup in Bowie, MD. Please get registered and your hotel reservations made NOW. This year, I am the coordinator for registration and the Saturday evening steak party. Send me an e-mail at: sbaker@bis.doc.gov, and I'll reply with the motel info and other details. I have 2 motels with 10 rooms each at decent rates, and several others with no-so decent rates, so you'll lose out if you don't contact me **now**. Mail your registration fees (\$70.00 payable to the PGRC) along with a first and 2nd channel choice to my address (see listing on last page of newsletter).

The rains are finally slowing to less than 2 inches a day, just in time for the summer flying season. So far, our club has had to cancel 2 events this Spring for the weather. Our JR Gold Cup Race ended up a one-day affair, but we made the most of it, getting in 6 rounds on Saturday. My thanks to everyone who ignored the forecasts and attended, mak-

ing it our largest contest in over 30 years with 38 contestants. A special thanks to Randy Bridge who rallied the Southern troops, and to Travis Flynn for and promoting our contest heavily on the West coast. Rick Moreland did an excellent job as our starter, flagging off 10-heat rounds in as little as 45 minutes.

Our CD, Neal Rehm had quite a juggling act to do, balancing the need to fly as many heats as possible against the weather, the rule book and the mixed wishes of the competitors. In light of the circumstances, he managed to do what everyone would agree was the best he could have done. Nice job, Neal.

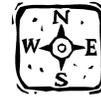
On Sunday, the rains subsided, but were replaced by winds exceeding 25 mph, from no particular direction. A 'Chuck Yeager-esk' demonstration by Fred Burgdorf proved there are limits to racing in the wind. Let it be known that when we say its windy here, its a tornado, blowing in every direction at once. Fred's demo and 'thumb-down' rating of conditions made the 5 pilots allegedly willing to continue, back down. Thanks Fred. In all, District 6 had 3 pilots finish in the top 10 of the 12 who competed. Thanks guys for supporting me. Next year, I promise better weather.

Here are the top 10 finishers of the 2003 Bowie Gold Cup Race:

Pl.	Name	Points	Fast Time
1	Tom Scott	23	1:03.76
2	Randy Bridge	23	1:06.41
3	Fred Burgdorf	22	1:07.96
4	Freeman, Sr	20	1:07.21
5	Danny Kane	19	1:03.52 *
6	John Albritton	18	1:05.47
7	Terry Frazier	18	1:06.89
8	Jon Baker	18	1:07.45
9	Freeman, Jr	17	1:06.41
10	Ralph Rinaldi	17	1:06.68



District News



The Mid-Atlantic area has hosted 3 contests so far this year; 2 at the PGRC Field in Bowie, Maryland and one in Delaware at Lums Pond. So far it's quite obvious that the 424 event is catching on in a big way, having 16 to 20 contestants at each race. This is due in part because we don't restrict participation to beginners as done in other parts of the country, and because 428 participation is not growing. The result is more competitors and more satisfaction for the new guy that starts to get his act together and beats the so-called expert flyers (nice job Reggie Sterling!). On the downside, it's a little harder to find course workers because everyone wants to race. Our last contest lost 2 competitors for lack of help to run the race.

In the shop, I'm busier than a one-eyed cat in a room full of rocking chairs. Having mid-aired my newest Q-500 bird with John Albritton's Bird of Prey (sorry John....), I had to get religion and leap on a back-burnered airframe for the NATS. If I pull it off, it will be he

fastest silkspan-based finish I've ever done (guess I'm a glutton for punishment). Our latest airframes now incorporate the fully symmetrical NACA 66012 airfoil in an all-wood / foam structure, reflexed trailing edge and all. Son Jon's first '012-equipped racer flies great and goes right where you

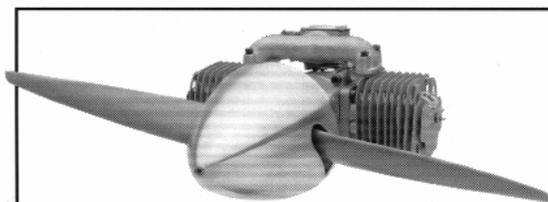
point it. The 2-3 turn is noticeably faster.

According to Mike Condon, the Midwest hasn't been spared any of the lousy weather either, but he promises the Nats to be our best yet. Hope to see everyone under the big-top in Muncie, chowing down at the Pig-Roast.

Until next time. **Steve Baker** 15R



J.D. Glass and his dad/caller, James.
See district 7 article



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District News



District 7 Cliff Telford

Since September 30, 2002, when last season ended, there have been 8 AMA 428 events and 8 AMA 424 events in District 7. It has been gratifying to see new faces at almost every 424 race and three flyers have graduated out of 424 in the last year. Young J.D. Glass entered his first AMA 424 race in December, 2001 and won most of the 424 races in the district in 2002. After the February race at Sanford, FL he elected to move up to the SEMPRA event. Well done J.D.

Our recruiting efforts have been successful and we now have 29 SEMPRA members who have paid dues for 2003. This has allowed us to do some things, like purchasing wing ID stickers, to make it easier for the CDs to hold races.

There has also been a rejuvenation of the AMA 422 and 428 events in the district. The clubs at Apopka, FL, Ft. Lauderdale, and Jacksonville have adopted a 3 race per day format (422/424/428). The field at Sanford, FL is too small to use the long course so they will continue to hold SEMPRA Sport and 424 races on the short course.

District 7 Race Results:

Sanford, FL Feb. 1st

SEMPRA Q-500

1. Steven Vaclav 1:08.72 FT
2. Tom Dobyns
3. G. Freeman, Jr.

AMA 424

1. J.D. Glass
2. Mike Powers
3. Don Willbur

Sanford, FL Feb. 2nd

SEMPRA Q-500

1. Steven Vaclav
2. Vern Smith
3. Tom Dobyns

AMA 424

1. J.D. Glass
2. Tim Yousey
3. Lance Metcalfe

Markham Park Pilots Ass'n., Ft. Lauderdale Mar. 22, 03

AMA 428

1. Randy Bridge 1:09.19 FT
2. G. Freeman, Jr.
3. Steven Vaclav

AMA 422 (QM40)

1. Randy Bridge 1:02.88 FT
2. G. Freeman, Jr.
3. Clayton Wright

AMA 424

1. Tim Yousey
2. Allan Buck (His first race)
3. Marcel Kruszkeski

Markham Park, Mar. 23rd

AMA 422 (QM40)

1. Ray Brown
2. G. Freeman, Jr. 1: 07.18 FT
3. G. Freeman, Sr.

AMA 424

1. Allan Buck
2. Tim Yousey
3. Kevin Kruszkeski

Fly Fast,
Cliff Telford

**Next
Article Due Date
August 1**

NMPRA Q-500

Most of the Q-500 activity so far this season has occurred in Districts One and Seven. The Top Twenty List is therefore loaded with members from those districts. No other district has reported more than two races. But Spring is here and flyers in the rest of the country will begin to attend races very soon. Please send in the race reports.

Cliff Telford

Name	Dist	#races	Points
1. Freeman, Jr	7	11	569.4
2. Randy Bridge	7	9	512.4
3. Stephen Vaclav	7	6	498.9
4. Tom Dobbins	7	9	462.7
5. Vern Smith *	6	7	455.3
6. Ray Brown	7	7	413.7
7. Doug Killebrew *	1	7	388.4
8. Mario Travieso	7	7	384.6
9. Fred Burgdorf	1	4	380.7
10. Jon Baker *	6	5	377.3
11. Dennis O'Brien	7	6	371.4
12. Freeman, Sr.	7	7	350.3
13. Cliff Telford	7	9	329.7
14. Martin Hoppe	2	5	324.4
15. Stephen Baker	6	6	306.1
16. Bill Vargas	1	4	304.4
17. Gene Bass *	6	6	302.9
18. Bob Brogdon *	7	8	292.2
19. Travis Flynn	1	3	278.3
20. Gail Jacobson *	7	8	244.5

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**When corresponding with the
NMPRA, please use
this address:
Academy of Model Aeronautics
Attn: NMPRA
PO Box 3028
Muncie, IN 47302-1028**



District News



District 8 Editorial,

Recently I attended a local contest in Brazoria, Texas where we had a very low turn out. Granted it was a month before the NATS and everybody was concerned about tearing up their equipment. But at this point more than ever before, I realized how bad our sport was hurting in this area. I have been around modeling for my whole life and never have been to a race with as low of turnout as this particular race. I'm talking about Brazoria, Texas. At that point once again I started looking at our current racing more and realized that what we are racing has really become too costly for the average modeler... The events we have are great for the guys that can afford to spend

the money. For example Q-500 was designed as an entry level event to attract new people to move into racing. The Q-500 event today is now faster than F-1 and really closer to Q-40.

We are not promoting our 424 event like we should and it is showing with the numbers we are getting at our local races. If we don't stop doing what we are doing and start promoting our 424 event or something comparable. I mean, start promoting it and not count talking about it as promoting it; racing as we know it will be gone.

We are all guilty of not getting new people in to this great part of the hobby. Almost everyone is

so busy getting his or her equipment ready that we don't take the time to promote racing to new group of people. It is like a business if you don't have any customers you go out of business. Guys we really need to all start promoting our entry level events so that we can keep having fun like we do. The way I look at it is I don't mind stepping back to recruit people because I know that long term a lot of the sport racers will move up to our higher level events.

A lot of people say that the decline in our numbers has to do with the economy. It might have a little bit to do with it but let me tell you, If you guys are familiar with the Joe Nall fly in it was

pretty evident the economy did not affect this event with almost 600 pilots in attendance. Bottom line is guys we all need to stop talking about promoting our entry level events and do something about it. Enough of the talk lets all set some new blood in this District.



Randy Ritch



District News



JR Gold Cup - Randy Bridge

The 2003 JR Gold Cup Series is underway. As most of you know, round one of the series was once again held at the SpeedWorld racing facility in Phoenix Arizona. The weather was once again perfect, staying in the high 70's. We need to start by giving a big thanks to Randy Dauer, Stan Douglas, and the SpeedWorld crew for putting on a well-run race. Saturday's racing started at about 9am and Sunday Jim got us all moving around 8:30. The SpeedWorld group unveiled their new lap counting system, which was a large board presented just left of the start/finish

line. It had a row of 10 lights displayed vertically for each lane. This gave the callers a more heads-up vantage to keep track of what lap they were on. We all know how difficult it can be to look way off the race course to see what lap you are on. If you wish to seek more information on the lap counting board they used, I'm sure Randy Dauer Allen would be more than happy to discuss the details of cost and materials.

On to the racing. Saturday provided once again some of the closest racing I've seen. Gino Del Ponte lead the way after 5

rounds and certainly appeared poised to pull off the repeat of last years performance. I (Randy Bridge) tried my best to stay tied with him in points, but our good friend Paolo Mucedolo from Italy worked me over with a fast time of 1:01.38 (which stood for the remainder of the contest).

Sunday picked up right where we left off. Gino gave us all some hope when he unexpectedly faltered with a double cut. With quite a few crashes throughout the event we all found ourselves in front of the scoring area trying to play the numbers game. You know the story,



The 2002 JR Gold Cup Top Ten

(Back row L-R) John Shannon, Mike Helsel, Fred Burgdorff, Stu McAfee, Tom Scott, Rhonda Cady, Ray Brown

(Front row L-R) Dub Jett, Randy Bridge, Lyle Larson, Travis Flynn, Darrol Cady



District News



JR Gold Cup—(Continued)
 how many points do I need to pick up a spot, and so on....

When the day was done Gary Freeman Jr. and Gino had to fly off for 2nd place. Gino ended up winning that fly off, no thanks to me for calling a cut for Gary Freeman Jr. on the 5th lap. Then, Jim Allen, Craig Grunkemeyer, Bob Brogden, and Darrol Cady all flew off trying to obtain the 4th place spot. This time I did much better calling for Jim Allen. He pulled off the win when all three of the other guys posted mid-race cuts.

I would be remised if I didn't mention the lunchtime show the SpeedWorld guys put on for us. Tim Lime showed us all that the electric world has come a long ways. We had Mark Latimore and Lee Ulinger showing off their big toys with some side by side torque rolls.

Last but not least, we need to recognize the sponsors for our series. Horizon Hobby and PowerMaster Fuel are on board for another season. Horizon Hobby puts up some good money to help

pay our course workers and to help with season championship trophies. And of course we all know that PowerMaster is supplying fuel for our series. So big thanks to those two organizations for the support.

The 2002 JR Gold Cup Top Ten

- 1 Randy Bridge
- 2 Lyle Larson
- 3 Travis Flynn
- 4 Dub Jett
- 5 Darrol Cady
- 6 Mike Helsel
- 7 Fred Bergdorf
- 8 Stu McAfee
- 9 Tom Scott
- 10 Ray Brown

Randy Bridge

NMPRA FINANCIAL BALANCE SHEET

As of December 31, 2002

Assets

Current Assets

Checking/Savings
 NMPRA Checking 11,865.03
 Total Checking/Savings 11,865.03

Other Current Assets

Certificates of Deposit 14,000.00
 Total Other Current Assets
14,000.00

Total Current Assets 25,865.03

TOTAL ASSETS
25,865.03

LIABILITIES & EQUITY

Equity

Retained Earnings 22,197.97
 Net Income 3,667.06
 Total Equity 25,865.03

TOTAL LIABILITIES & EQUITY

25,865.03

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



District News



NMPRA PROFIT AND LOSS STATEMENT

January 1, 2002 to December 31, 2002

INCOME

Membership Dues	6,048.00
Interest	702.38
NMPRA Championship Dinner (Texas)	0.00
JR Gold Cup Series	
Entry Fees (Does not include Whittier)	1,942.00
Sponsorship (HORIZON)	5,674.96
<u>Total JR Gold Cup Series</u>	<u>7,616.96</u>

TOTAL INCOME 14,367.34

EXPENSES

JR Gold Cup Series

Banners, trophies, cash awards	4,361.96
National Points, Q-40	980.68
District Championships, Q-500	950.00
NMPRA Champ	878.77
NATS	47.31
Donations (FAI Team)	500.00
Refund over payment of dues	5.00

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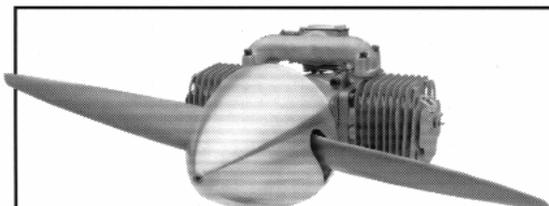
Administration (Web Site Fees)	161.46
Telephone	51.50
Postage	133.07
Printing	214.89
<u>Total Office</u>	<u>560.92</u>

TOTAL EXPENSES 10,700.28

NET INCOME

(Pending receipt of Whittier proceeds)

\$3,667.06



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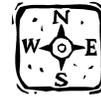


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District News

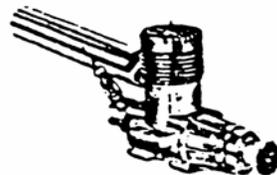


Good to see! 3 Father and son teams... Son's won the events... Beat the Dads on Sunday!
First, Second and third
DISTRICT 5

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2003 Race Schedules



District 1

No Schedule Submitted

District 2

May 30/31, 2003	424/428/422	Spokane, WA
Jun 21/22, 2003	424/428	Wenatchee, WA
Jul 12/13, 2003	424/428/422	Whidbey Island, WA
Aug 16/17, 2003	424/428/422	Ephrata, WA
Aug 23/24, 2003	424/428/422	Medford, OR
Sep 6/7, 2003	424/428/422	Arlington, WA

District 3

May 17-18	Q500/???	Bottineau, ND	Loren Moen moen@ndak.net
June 7-8	Q500/Q40	Regina Sk	Rod Kelln rodkelln@sk.sympatico.ca
June 21-22	Q500/Q40	Calgary AB	Charles Swaney Cswaney@shaw.ca
July 19-20	Q500/Q40	Saskatoon Sk	Lyle Baker lbaker@sk.sympatico.ca
August 16-17	Q500/Q40	Prince Albert, Sask	Les Wessel leswessel@sasktel.net
Sept. 13-14	Q500/Q500	Winnipeg, Man	Doug Sewell dugsewl@autobahn.mb.ca

District 4

May 4	422/424/428/Trainer	Airpark Elite	Aurora CO Hal Garwood (303) 526-2900 /Craig Farthing (303) 933-1772
June 22	422/424/428/Trainer	Airpark Elite	Aurora CO Duane Gall (303) 671-5688
July 19	422/424/428/Trainer	Airpark Elite	Aurora CO Tom Neff (303) 686-0639
Aug 16	422/424/428/Trainer	Airpark Elite	Aurora CO Kurt Bozarth (303) 690-5966
Sept 20/21	422/424/428	Chatfield Aero	Littleton CO Hal Garwood (303) 526-2900
Oct 25	422/424/428/Trainer	Airpark Elite	Aurora CO Howie Wayne (303) 651-6386

District 5

April 19	NCPL Q500	Grassfield	Richard Steine
May 3	AMA Q500	Elk River	Pat Galarneault
May 17	NCPL Q500	Grassfield	Phil Zuidema
May 31	AMA Q500	Elk River	Jerry Bednark
Jun 14	NCPL Q500	Grassfield	Scott Holm-Hanson
Jun 21	Warbirds	Grassfield	Jerry Elert
Jun 28	AMA Q500	Elk River	Dave River
Jun 29	Warbirds	Grassfield	Jerry Elert
July 26	BIG NCPL Q500	Grassfield	J. Elert/R. Steine
Aug 9	NCPL Q500	Grassfield	Jesse Platt
Aug 23	NCPL Q500	Grassfield	Chuck Eldridge
Sept 6	AMA Q500	Elk River	TBA
Sept 13	AMA Q500	Rockford	Orv Steinmetz
Sept 20	NCPL Q500	Grassfield	TBA
Oct 11	NCPL Q500	Grassfield	Richard Steine

District 5 (continued)

May 3-4	428/Caps Std/Spt	Lucasville, OH	Terry Frazer	740-574-6213
May 17-18	428/Caps Std/Spt	Winfield, WV	Mike Spencer	304-776-4490
June 21	428/Caps Std/Spt	Cincinnati, OH	Tom Scott	513-851-2728
June 22	Q40/Caps Std/Spt	Cincinnati, OH	Tom Scott	513-851-2728
Aug 2	428/Caps Std	Muncie, IN	Mike Condon	734-464-7027
Aug 3	Q40/Caps Std	Muncie, IN	Mike Condon	734-464-7027
Aug 23-24	Silver Cup Q40	Toledo, OH	Wayne Yeager	517-547-4430
Sep 13-14	AMA 428	Rockfield, IL	Orv Steinmetz	815-885-1161
Sep 26-28	JR Gold Cup	Muncie, IN	Dan Kane	847-870-8053
Oct 4	428/Caps Std	Hamilton, OH	Bruce Safriet	513-474-1265
Oct 5	Q40/Caps Std	Hamilton, OH	Bruce Safriet	513-474-1265

District 6

NEPRO RACING SCHEDULE FOR 2003

May 4	424, Std & Exp	Hadley, MA	Dave Fogg	413-593-5454
June 8	424, Std & Exp	Farmington, CT	John Hinze	860- 677-1688
June 28-29	424, Std & Exp	Bridgewater, MA	Not specified	
August 2-3	424, 428	Ellington, CT	D. Thibideau	860- 749-6985
Sept. 14	424 Std & Exp	Hadley, MA	Dave Fogg	413- 593-5454

PGRC RACING SCHEDULE FOR 2003

April 26	424, 428	Steve Baker	301-434-3568
May 30- June 1	JR Gold Cup 422	Neal Rehm	540-592-3060
June 21	424, 428	Art Edsall	301-855-8707
August 16	424, 428	Chic White	703-768-6347
September 20-21	424, 428	Dave Beazley	434-589-4886
October 11	424, 428	Warren Gillette	410-799-8575

District 7

No Schedule Submitted

District 8

April 26-27	Q500/Q40/424	Fort Bend	Canceled
May 30-18	Q500/Q40/424	Scobie	Houston, Tx
June 14-15	Q500/Q40/424	Brazoria	Houston, Tx
July	NATS		
August 2-3	Q500/Q40/424	Brazoria	Houston, Tx
September 6-7	Q500/Q40/424	Seguin	Seguin, Tx
September ??	Q500/Q40/424	Airport south of Dallas	
October ??	Q500/Q40/424	Waco	Possible

District 9

No Schedule Submitted



2003 NMPRA Membership Application

Please check all appropriate boxes.

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

Name _____ Phone Home _____

Mail Address _____ Phone Work _____

City _____ State _____ Zip _____ E-mail _____

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

Occupation _____ NMPRA Number _____

- I currently fly
- Q40
 - FAI
 - Q500

- I am purchasing a:
- USA. membership with mailed newsletter - \$30.00
 - 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: NMPRA

Secretary/Treasurer
 Bob Brogdon
 5251 Hermitage Dr.
 Powder Springs, GA 30127
 phone770-421-8838

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