



The Pylon Racer's Official Voice

NMPRA

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Words from the Editor:

The election is official.

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Pete Bergstrom

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Dist. 2 Marty Hoppe	Dist. 6 Steve Baker
Dist. 3 Chuck Swaney	Dist. 7 Tom Dobyns
Dist. 4 John Sandusky	Dist. 8 Mike Hammett

Thank you all for stepping up and doing your part in supporting the organization that supports our racing events.

This month's commentary is a little off the topic of racing model airplanes, but not too far off. We have heard the joke line "If I had known that I was going to live this long, I would have taken better care of myself". The older I get, the more I appreciate that thought. My bones ache from racing motorcycles. This, I can live with. I can still do almost whatever I choose to do and just ignore the pain... My hearing has been getting less effective as the years go by. Rhonda is the one that has to bear with this one. She calls it selective and sometimes it is...

My latest bout with the aging process happened in Muncie at the last JR Gold Cup race of the 2003 season. Rhonda and I arrived in Muncie early and just enjoyed the quiet and relaxed for a few days. When the Wednesday before the race came along, it was time to unpack a couple of racers and put up a few flights. We flew two times and I complained to Rhonda that I was having trouble seeing the airplane.

We convinced ourselves that it was just the humidity in the air and it was just a bad eye day... On Thursday, we went out to the flight line again. I did not seem to have a problem flying the airplane, but when it came time to land it was a different story. Flew two times and almost broke the airplane on both landings.

Feeling quite frustrated, we went back to the motorhome, sat down and turned on the TV. I was looking at the screen and I had an itch above my left eyebrow. When I reached up to scratch it I covered my left eye and panicked. I had lost the vision in my right eye. This was on Thursday. We found a vision clinic (with ophthalmologists) and got it checked out. They found that I had early stages of wet macular degeneration in my right eye. I was scheduled for emergency eye surgery the next morning at 8:00 am. The laser surgery went well, but I am still waiting for the blood to dissipate from the back of my eye. It will clear out and is much better now than it was on that Thursday morning.

The point of bringing this up is to maybe get all the young guys to take better care of themselves now. I often see racers on the line or running their engines with out ear protection. It is so easy to protect your ears with muffs or plugs. You may not see the difference now, but you will as you get older. And no matter what you do or how far away it seems, you will get older and it will come back to haunt you then. When you are flying, use good UV glasses. You do not have to go out and buy anything special, just make sure that when you buy corrective lenses, you have them UV coated. The coating does not have to be colored to have the coating. Sunglasses

Words from the Editor continued....

are for protecting your eyes. They can look "cool" too, but remember the real reason to wear them is to protect your eyes. Almost always wear a hat when flying or you are outdoors... It is almost impossible to wear one when racing with the helmets, but we fly at races much less than we fly when we do not have to wear the helmets. Do it whenever you can!

Take care of yourself and save you health for later. You are going to live a long time and the better care that you take care of you now, the better you will live later. I am starting to remove some of my belly. I would appreciate it if I am doing well on the project; you notice it and tell me. If I am not doing well with goal, point it out to me... I gotta do it!

Race long and prosper!
Darrol

More Soapbox on starting flags.

When I got back from the Nats I was still upset about the flagging technique that was used for Q500 at the Nats and I promised myself that I wouldn't let it happen again on my watch. The system used in NEPRO has always been down and down. I had never seen anything else until I got to the 2003 Nats. I didn't like what we were doing then, and I still don't like it!

I went to the rule book and found what Vern found but then I went back one more generation and found under Q40 "the aircraft shall be flagged off the line at 1 second intervals in groups of 2....."

If you compare that to the current rule text we have you notice the delay interval could be as small as 1/2 second plus whatever tolerance you think the word "approximately" implies. Next year, if I am again director we will have a 1 second delay on stagger start or a "Race Horse" start as originally intended. I will strongly suggest to Mike Condon that he require the same for both events.

Pete Reed
AMA Contest Board Chairman

High Performance Information

High Performance is published 8 times per year. Information for publication can be forwarded to:
NMPRA Editor, Darrol Cady
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If possible, please submit information in Microsoft Word format

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Size	Single	Annual
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NMPRA Q-500- Cliff Telford

For the past eleven years I have been the Q-500 Points Coordinator. In June of this year I reached age 70 and I have decided to pass the job to someone else. I feel sure that the new NMPRA President can find a member who is eager to devote a little time to NMPRA. The organization needs help, as noted in the District 7 column. If the organization is to survive the members must take an active interest in managing and promoting it. Paying dues and entering contests is a necessary contribution, but it is not enough. It is hard to fill the VP positions even though the job requires very little work. Most of the time it is simply a matter of going to the contests, retrieving the results from the CD, and sending them to the Points Coordinator and writing the district column for the newsletter.

All race reports were due to be in the hands of the Points Coordinators by October 6th in order to be counted in the 2003 season that ended on September 30th. The Top Twenty list is not final with this issue because the Newsletter deadline preceded the cutoff date for submitting points. The list will change quite a bit when all of the race reports have been tallied. The complete list will appear in the next issue. October 1st begins the 2004 racing season so please continue to send the Q-500 reports to me and I will forward them to my replacement.

Top Twenty (9/20/03)

Name	District #	Races	Points (best6)
1. Gary Freeman, Jr.	7	14	590.1
2. Randy Bridge	7	11	577.3
3. Lloyd Burnham	6	7	571.3
4. Travis Flynn	1	7	564.7
5. Doug Killebrew	1	10	517.4
6. Mario Travieso	7	10	517.3
7. Stephen Vaclav	7	7	498.9
8. Gary Freeman, Sr.	7	10	483.4
9. Vern Smith	6	8	481.6
10. Fred Burgdorf	1	5	481.2
11. Martin Hoppe	2	11	479.8
12. Bill Vargas	1	7	477.8
13. Mike Helsel	8	6	473.1
14. Terence Palaschuk	3	7	464.2
15. Tom Dobyys	7	12	462.7
16. Ricky Cranfill	8	8	462.4
17. Jonathan Baker	6	6	460.0
18. Gary Schmidt	1	5	458.0
19. David Doyle	6	11	445.8
20. Cliff Telford	7	12	436.4

The Pylon Racer's Official Voice

**Next
Article Due
Date
November 20**



JR Gold Cup Series 2004

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District News



District 1-Bill Vargas

First off, Drew, Thank you for all your support while on and off the course! I'm sure I can speak for others here... Your talent for helping out the new guy (like me at one time not to long ago :) is and has been very much appreciated!

Thanks Drew, BV

The last race of the season in sunny Southern California is in the books. The August 10th race was as good as it gets! We had 40 racers in the matrix and they came from the Bay area, Southern California, and Arizona. It had to be one of the best run races at the Basin. The open PA system was a hit. Being able to hear what was going on kept just about everyone "in the know". Once again, Thanks to the Sepulveda Basin Race Officials for making this great race happen!

Don't forget the Whittier Race coming up in October and the NMPRA National Championship Race in November 8th and 9th at SpeedWorld in Phoenix!

In Q40 Mark Latimore lead the way all day with a perfect score for the win! Rusty Van Baren was 2nd and brought home the "Fast Time Wood" at 1:04.38 flying his Miss Ashley. Chris Hoyer rounded out the top 3

In 428 Tim Lime, from AZ., captured the win! Matias Salar took home 2nd and Danny Coe rounded out the top 3. Travis Flynn once again showed everyone the meaning of "Fast Time" with a 1:08.74

In APRA Bob Nickel lead the way to victory and set the Fast Time with a 1:33.78. Russell Koch placed 2nd and Clark Ledbetter rounded out the top 3. I also want to mention here that this was young Jacob Raquet first big Race and he finished 4th... Good Job Jacob!

In the August newsletter I had mentioned to the APRA racers to practice holding (flying) your line and

to practice a smooth input (on the sticks). This will result on a smoother flying plane. Smoother is faster.

To continue on that note, while helping out Gale Enstad I couldn't help but to notice that he had too much elevator travel for his racing setup. While coming out of Pylon 3, he kept coming in as though he pulling way too hard. What I suggested to him was to reduce the amount of travel to the elevator which resulted in a more controllable exit out of Pylon 3. This also resulted in a better line and setup for Pylon 1.

Question: "How do I setup for the Pylon 1 turn?"

Answer: With the use of landmarks such as trees, buildings, high or low points on a distant ridgeline, etc. on the right hand side of pylon 1. Never aim for the Pylon. Going for the pylon will only cause you to exit wide and now you are going to lose time and/or get passed while making it back to the course. Practice your turns by using the same landmark every time and before you know it, your turns at Pylon 1 will be very consistent!

Stay tuned for more in the next issue of our newsletter!

In closing here, I wish to thank all of you for allowing me to be your NMPRA District 1 VP. If I'm unable to attend your Race, please send me the results and pictures so I can include them in the newsletter and I will FWD them to the NMPRA Points coordinator. My door is always open for suggestions, comments and squawks.

See you at the Races!
BV
NMPRA 41C
District 1 VP

District-2 Marty Hoppe

A BIG thank you to Marty Hoppe for CD'ing and running the Ephrata, WA race in August. For all that turned out it was without question the nicest weather we have ever had in Ephrata.

Saturday ended up being pleasant, with a light cloud cover coming in mid-day. Sunday was warmer, but the wind did not blow as it has in past years. Marty had the race going by 9:30am on Saturday and by 9am on Sunday. We finished up early enough on Saturday to enjoy the evening time - many of us ending up outside JR and Joanne Wilbur's RV until late Saturday night telling stories about racing days gone by. It was a lovely evening.

Racing was intense - with many, many of the heats very, very tight. It is amazing there were no mid-air. Although there seemed to be a few light "bumps". The Spokane contingent joined us to make it a sort of East vs. West battle. Thanks for coming! I do not have the official results - but I can tell you Bob Huber, our newest APRA racer, won the weekend - congrats Bob! And Tom Strom Sr wiped us all in Quickie 428. (Get you next time Thomas!!! :o)

We had a good time - thanks to everyone who came out to race, help, carry-on or otherwise participate. Special thanks to Joanne Wilbur, who despite a broken motor home, still managed to put on lunch for all of us on Saturday and Sunday!

See ya at the races!
Patt - 22e
Nalley Racing Team

Here we are; it's the end of the season, and looking back at it all...I think to myself..."you know" I had a good time. I got to travel around the State and the country. I met some great people and racers alike.

One of the races I attended was the North/South shoot out in Medford, OR. It was very well run. Friday started with dinner at Mike Delponte's house and after 8 hours of driving I was hungry. After dinner it was back to the hotel and getting ready for racing on Saturday.

The first day went going well for everyone. Around lunch time they brought pizza for all the racers and



District News



District-2 Marty Hoppe continued....

course workers. After the racing was over came the BBQ steak dinner with all the fix'ens. There was no change on Sunday, The races went well and they went to McDonald's for us at lunch time. Mike Delponte and Dave Ferrell did a great job...Thanks Guys!

We just had our last event of the season, it was our championship race. It was held in western Washington at Arlington airport. I wish more of our local racers could have been there but some times people can't have other commitments. We did have five of our friends from Spokane show up and they raced well.

I guess it's time to start thinking about getting planes ready for next year. Don't forget to spread the NEWS "Pylon Racing is Fun" Help out that new guy, get him on the right track, thinking of this our newest racers are Bob Huber and Tim Strom...Hope to see you new guys next year .

Arlington Saturday:

APRA: 1pl Paul Holma
2pl Rod Batt
3pl Cliff Witherspoon
Fast time Brad Batt 1:40.52

428: 1pl Martin Hoppe 1:08.89
2pl Mike Bergan
3pl Tony Huber

422: 1pl Tom Strom Sr. 1:08.10
2pl Tony Huber
3pl Dan Nalley

Go Fast and Turn Left,
Marty

District 3-Chuck Swaney

Racing in District 3 is over for another season. The leaves are turning gold, red, and yellow all around us and there was ice on the bird-bath this morning. This is a strong hint to retire to the workshop to start preparing the racing arsenal for next season.

The Championship Race for District 3 was held in Prince Albert, Saskatchewan in August. Many thanks to the Prince Albert Aero Modelers and all the helpers for hosting a good race. All weekend the temperature was 97 degrees F with strong winds. Beer after the races never tasted so fine. Here are the final season results:

In Quickie 500:

1st Steve Landry from Regina
2nd Terence Palaschuk from Regina
3rd Cecil Graval from Calgary

In Q40:

1st Cecil Graval of Calgary
2nd Henry Redekop of Regina
3rd Doug Houston of Calgary

On Sept 27, the Calgary Miniature Pylon Racing Association hosted the Canadian Team Trials for F5D Electric Pylon. Four rounds were flown with one time discarded. Commiserations are due to Peter Thannhauser who had two launches which resulted in a crash which meant one of his 300 point scores had to count

Congratulations are due to Roy Andrassy, David Sawers and Igor Lekomtsev for qualifying on the team. Peter will serve as team manager. Roy, Dave, and Peter were flying Avionik D-99's with zapped 9 cell /1700mah NiCd packs. Igor was using an Avionik D-2000 with a homemade motor and 9 cell /1300mah NiCds. Good luck to our Canadian team that will be competing in York, England in 2004. Like the US team, two Nitro-Slime pilots proved to be good competition.

This topic of electric pylon brings me to the soapbox section of my article this month. If you are adverse to change, stop reading right now and carry on to the District 4 column. The future of pylon is in electrons not nitro! I have seen it here in Calgary and it cannot be ignored. We have had more new pylon pilots join us on the course this summer than we have had in Quickie 500 in the last ten years. The hobby is exploding with electric models. Yes, many of them are not much more than Styrofoam egg cartons with a prop attached, but the serious side of electric has awesome battery technology and very advanced equipment. The two biggest factors that are fueling interest in electric pylon racing are relatively light weight batteries which power high quality, easily accessible pylon kits. The beginner can easily give pylon a try. The other factor is that everyone is learning at the same pace and willing to help each other go fast. There is a feeling that we're all on the same level and having a great time learning about this new aspect of pylon racing.



District News



District 3-Chuck Swaney continued....

My view is that the NMPRA should lead our organization in a direction that embraces electric pylon as a fresh new slant on the competitive events that we enjoy in nitro racing. The NMPRA should work to integrate electric powered pylon racing into local events such that nitro and electric could begin to meet each other at contests and help out on the course for each other. The NMPRA could take all of its' experience and learning's from decades of nitro racing and provide guidance on rules for the entry level pilot and the experts alike. Our organization will flourish with new members we've never seen before. New blood, new interest, new perspective. Our membership could easily double.

The electric community is looking for pylon experience. Many of the electric pylon purists originate from the ranks of F5B powered gliders which has a two pole task event which involves a form of racing against the clock. Head-to-head, ten lap, 3-pole racing is not well known outside of the world F5D category. The nitro guys who are exploring electric pylon are already making a difference in attracting more racers by demonstrating their skills of tight 3-pole racing and showing the new guys how to trim and balance a proper pylon plane.

It's out there guys. Don't ignore it. Don't turn up your nose to electric pylon because they don't belch smoke or there's nothing but a quiet buzz of prop noise. Brushless motors and battery technology easily enables a plane to fly at Q40 speeds. It's racing, it's a blast, and it's coming your way.

Randy Smith
for Chuck Swaney



Team Canada F5D Electric Pylon
Back row: Igor Lekomtsev, Peter Thannhauser
Front row: Dave Sawers, Roy Andrassy

District 4 - John Sandusky

Greetings Everyone!

I'll begin this month's column with a tip for callers that I picked up while at the Nats this year.

The situation:

I find it most comfortable to hold my transmitter with the antenna pointing down towards the ground rather than up in the air as most people do. This is only my preference; I am not asserting that this is the best or only way to hold your TX. My caller Duane doesn't like to use the "Caller Trailing Technique" where the caller follows the pilot around in a circle as the course is flown; he likes to crouch down beside me and let me do the spinning by myself. I've decided to call what Duane does the "Crouch" or "Incoming—Hit the Deck—Technique" for reasons that are outlined below. I have to admit that while I do not get dizzy when I am flying a heat, sometimes I do get a little dizzy when I'm calling a race for somebody else. Perhaps Duane does too and that's probably why he doesn't use the "Caller Trailing Technique".

The problem:

After several laps, I noticed out of the corner of my eye that as I would come out of turn #3 and head down the stretch to pylon #1, Duane would duck as low as he could to avoid my antenna. Sometimes, he wouldn't duck quite low enough and he would get whacked in the head and shoulders! Not good. When this happened, it was at the very least, a distraction to both him and me and could have easily cost us our place in a close heat. If we were to have become really entangled or maybe broken the antenna, the possibility of a crash would have been a serious concern. That I didn't crash and that I wasn't involved in any close heats at the Nats is beside the point but you can see how this was a problem.

The thought process:

I was trying to decide if I should buy a base loaded "Rubber Duck" antenna for my TX to solve the problem so I explained what was happening to Darrol Cady. His advice was "Tell Duane to get the @\$% out of the way!" Darrol doesn't think much of the Rubber Duck antennas and he was able to talk me out of buying one. Rhonda must have overheard our conversation because she then related her technique while calling. Rhonda is generally regarded as one of the best callers in all of R/C Racing so I was eager to listen to what she had to say.



District News



District 4 - John Sandusky continued...

The solution:

Rhonda simply explained that the caller should stand four paces away from the pilot. Most people are comfortable with and use the “One, Two, Ready, Turn!” count for 422, and 428. As the plane rounds #3, the caller should begin the count for the turn that will commence at pylon #1. As the caller begins the count, s/he should also take a step towards the pilot. With each progressive count, the caller takes another step towards the pilot. You can see where this is going. When the caller says “Turn” s/he is right next to the pilot and can speak directly into his/her ear. As the plane comes back to #2, the caller resumes his/her place four steps away and gets ready for the next lap. I’ll call this “Rhonda’s Four Step Technique”.

Editor’s note: The steps and position are to and from the 2/3 pylons.

The benefits:

If the caller uses “Rhonda’s Four Step Technique” s/he won’t have to pump his/her fist to keep the tempo. The caller doesn’t have to shout at the pilot; the pilot can hear just fine because the caller is standing close by. The caller can keep other pilots and callers away from their pilot. But best of all, the caller will be out of the pilot’s way as the plane sweeps by pylons #2, and #3.

Thank you very much Rhonda! Now if I could just get Duane to abandon the “Incoming—Hit the Deck—Technique”.

I received this race report from Kurt Bozarth for the race held at Airpark field in Denver on September 20th: Thanks again Kurt, for the detailed report!

Airpark Elite Pylon Race, September 20, 2003

Recently overheard just after take-off: “Um, I think my ailerons are reversed.” More details to come.

Five down, one to go. Our fifth pylon race of the season was another great success. Turn out was good with five

in 424, nine in 428, and four in 422. The morning started out with overcast skies and calm winds right down the runway. However, by lunch, the skies had cleared but the winds had swung around presenting a tailwind on takeoff. Only 422 was affected – three sissy racers out of the four voted to call it quits after only one round. Fortunately four rounds of 424 and 428 were completed. We have become quite accustomed to the winds in the area and experienced only one mishap all day – our only newbie in attendance lost his Quickie (**Note: the plane was actually an original Glen Spickler Quickie 500 complete with a built up wing—JS**) coming out of #3. Fortunately, he was seen leaving with Kurt B.’s new-in-the-box Great Planes Viper ARF.

Airpark Elite prez and den mother Tom Neff was the CD and was pummeled into the world of lap-counters and timers. He is now on a quest to find “Stopwatches for Idiots” at Barnes & Noble. Reason: Our forever pit boss Al Thovson Sr. decided to take a vacation. Tom, now you know how I felt when Phil the cook took last race off! Once again, the Civil Air Patrol was a big help. We had all stations manned and all heats went off without a hitch. Nick, our favorite starter, kept us all out of trouble and ran a smooth flight line.

This is where I normally take a provoked yet passively aggressive stab at Hal Garwood. Unfortunately, his wife called and informed me that he was a philanthropist at heart. Sure enough, Hal showed up to the race with a brand new digital starting clock with a display of at least 15 inches built and funded by Hal himself. It stands approximately 3 feet tall and works beautifully. It is very easy to read, especially when you are trying to change a glow plug, huh Duane G.? Five, four, three... Seriously, THANK YOU HAL GARWOOD!!! But Hal, to be a true philanthropist you can’t follow it up with an invoice.

The only altercation observed during the day was over the color of Duane G.’s airplanes. Seems someone accused Duane of using leftover lavender house paint from when he recently painted his daughter’s room. Duane took offense and passionately let us know it was lilac, not lavender. Either way, his planes were fast. In fact, Duane was on his way to a second 428 victory entering the fourth and final heat when a balky engine got the best of him. He and John Sandusky flew an exciting fly-off for second place.



District News



District 4 - John Sandusky continued...

Here are the day's results:

AMA 424 (5)

Alan Thovson (9 pnts) (fast time 1:45)
 Gary Johnson (8)
 Steve Vaughn (6) (fast time 1:45)
 Bryant Johnson (3)
 Chester S. (1)

AMA 428 (9)

Brian Neff (11 pnts)
 Duane Gall (9) (fast time 1:18)
 John Sandusky (9)
 John Williams (8)
 Kurt Bozarth (8)
 Mike Farnsworth (6)
 Dave Martinelli (6)
 Hal Garwood (5) (fast time 1:18)
 Craig Farthing (0)

AMA 422 (4)

Duane Gall (4 pnts)
 John Williams (3)
 Kurt Bozarth (2)
 Brian Neff (1)

Now back to our lead story. I had the privilege of calling for one of our more proficient racers who normally has his dad, Tom Neff, call for him (due to the sensitivity of the situation, I have promised not to reveal his identity.) I had just launched his plane for the first time and had made my way back to his side when I noticed his plane hadn't made its way back to #2. That's when I heard the following: "Um, Kurt, I think my ailerons are reversed." My immediate response was to ask "OK Brian, where did you crash?" Unnamed pilot then stated that he hadn't crashed and asked me to reprogram his radio while he continued flying. Fortunately I was familiar with his brand of radio and quickly did what he requested. In almost no time, he was back on course. He is now my hero. Try doing that successfully on even just a simulator, I dare you. Reminds me of trying to recover a control-line model after launch realizing you have the handle upside-down! With that, I think I need to go practice. See ya next month.

Kurt Bozarth

JS writing now...

Accumulated points earned within District 4 have been submitted to Barry and Cliff for inclusion in the National Points Standings. All of the info that I have is from the Airpark club in Denver. It sure would be nice to be able to report on races held in Nebraska, North and South Dakota, and everywhere else in the district but in this case, no news is not good news. The races held in District 4 are dwindling.

CDs please, if you are holding a race, let me know so that I can get your information in the NMPRA racing schedule and report the points earned by each contestant to the points coordinators.

That's all for this edition,

John Sandusky

District 5 - Terry Fraser

No report submitted

District 6 - Steve Baker

The racing season more or less ended in the Northeast with the PGRC's 1-day 424/428 race. Hurricane Isabel superceded our District 6 Championship Race scheduled for September 20-21. The weather on race day was OK, but many contestants and Race Officials were dealing with power-outages and fallen trees at home. This year has been one for the record books insofar as the weather is concerned.

My thanks go to Gene Bass for taking on the establishment of the Mid-Atlantic Pylon Racing Association (MAPRA). He will maintain a point system for anyone flying the Q-500 events in our District. Gene's system will include the October 11 race in the 2003 point system, and also offers a 5 point bonus for setting fast time in each contest.

The last race we held (October 11) was won by Jim Waybright in 424 and Neal Rehm in 428. Jim also brought spectators with him from the Eastern shores of Maryland who were so inspired by the contest, they bought 2 Viper ARF's before heading home. Thanks Jim for turning others on to our sport.

Much talk and interest is evident in racers interested in upgrading the airfoils of Q-500 plane to the 66-012. Dan Myer and John Albritton have successfully made the



District News



District 6 - Steve Baker continued...

transition this season, and their heat times reflect it. Rick Moreland showed up with his first-ever 66012-foiled Quickie at the October race, but put too little time into trimming it and failed to heed the CG positioning advice from others, so I had to take it away from him in a mid-air with my oldest Q-500 airframe. Next time Ricky, its 2.875" back from the leading edge for this airfoil. Awww.

Until then, send the crashed stuff back for repair and order a cord of contest balsa. The building season is here.

Steve Baker
15R

District 7- Cliff Telford

The 2003 racing season is over. The last race of the season for District 7 was held at Apopka, FL, Tangerine Field, over the Labor Day weekend. The RCACF workers did a fine job in spite of being hampered by rain showers. Entries were a bit low. There were only seven entries in the AMA 424 event but four of those were brand NEW racers. On Sunday one round of AMA 424 was flown between each round of AMA 428 Quickie and 422 Q40, for a total of eight rounds. The new pilots got in a lot of flying, enjoyed themselves, and learned a lot as shown by the faster times recorded on Sunday. The Q40 event suffered from a lot of attrition on Saturday, so there were only seven entries on Sunday. The top three in each class were as follows:

Saturday, 8/30/03
AMA 428
1. Gary Freeman, Jr. 1:08.47 FT
2. Gary Freeman, Sr. 1:11.92
3. Mario Travieso 1:14.62

AMA 422 (Q40)
1. Randy Bridge 1:04.64 FT
2. Gary Freeman, Jr. 1:06.76
3. Mario Travieso

AMA 424
1. Jack Fehling 2:08.92
2. Charlie Kline 1:59.33
3. Matt Fehling 1:59.39

Sunday, 8/31/03

AMA 428
1. Gary Freeman, Sr. 1:10.94
2. Cliff Telford 1:15.17
3. Tim Yousey 1:16.37
4. Randy Bridge 1:06.29 FT

AMA 422 (Q40)
1. Gary Freeman, Jr. 1:06.41 FT
2. Gary Freeman, Sr. 1:07.18
3. Mario Travieso 1:09.42

AMA 424
1. Charlie Kline 1:40.0
2. Matt Fehling 1:49.8
3. Jack Fehling 2:01.7

We consider the 2003 season in SEMPRA (NMPRA District 7) to be only a moderate success. SEMPRA membership increased to 33 members but it has stagnated at about that number since 2000. There were 89 SEMPRA members in 1994. By comparison, NMPRA had 348 members in 1995, but only 217 in 2003. We have managed to recruit a few new members via the AMA 424 event, but we are still losing members overall. Trying to determine the cause(s) is not easy. When the problem is discussed many reasons are offered, but there is no consensus as to why people are leaving the sport of pylon racing. What do YOU think? Let's try to get a discussion going in the Newsletter or on the web site to see if we can solve the problem.

I will start with this observation. As the speeds have gotten faster, over the years, fewer people have the skills to compete and therefore they quit, or just never make the commitment in the first place. We need those people if NMPRA is to survive.

Cliff <Cliffracer@aol.com>

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