



The Pylon Racer's Official Voice

NMPRA

HIGH PERFORMANCE

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A Word from the President

Hello out there to you Pylon Racers abroad and of course, to the NMPRA members, especially.

The last 6-8 weeks have been very busy for some and for those that are just about to begin their Racing season. The first JR Cup Race is in the books now and if you didn't make it out to SpeedWorld, well not to worry because I'm sure you'll have plenty of Racing for your District in the weeks ahead. All I can say is thank God it didn't rain! The week prior to the Cup Race was very wet on the west coast. It was beyond wet. But finally the sun came out a few days before the weekend event and it was a beautiful contest weekend for those who made the trip to Phoenix. I was very happy to see the participation, the comrade and the good times shared by all. I was very impressed to see all the spectators in the grandstand going "Ooooh and Ahhhh" from those close calls, the midair's and for the "tera firma" impacts during the race.

So once again, thanks SpeedWorld, Jim Allen, Randy Dauer, Paul Herman, the Flight-Line Café workers, the race officials and to those behind the scenes for one of the finest races ever held!

More good news that I am Happy to share with all of you is the results of those that are working so hard to promote Pylon Racing. The West Coast Series is just about to begin with great prizes for their end of the year awards. The CAPS organization is about to begin their Race season with great prizes for those who are flying 424 at the first race of the season, lets not forget a little something here and to say thanks to Mike Condon for his devoted effort to CD'ing the NATS again for this years NATS Pylon Event. The NCPL club in Minnesota is going strong. From what I hear even some Pylon Racing is about to begin again in New York after being dormant for a while.

It just takes the extra effort of more racing promoters to turn racing around. Thank you all for going the extra mile to get it done. You know who you are and you are special. The bottom line here is I want to thank all of you and your club for taking the time to promote Pylon Racing in your area

and a BIG KUDOS to those clubs out there that are taking the 424 class of Racers under your wings, promoting this event and introducing them to Pylon Racing!

On another note of interest here for you 424 Racers, don't forget that the NMPRA has three ShotGuns to give away to the top three 424 Racers in the country and we are working on something special for the 2 individuals who set the Fast Time for the long and short course for the regular points season. Right now the 424 long course Fast Time for this year so far is a 1:31.36 which was set during this past WinterFest in January in Phoenix by Gale Enstad. As of now nothing has been heard for a short course Fast Time but I'm sure we'll find out soon enough!

Looking ahead just a bit, for those of you that plan on making the trip to the Championship Race, there is a cool door prize at the Banquet. It is your choice of either a ShotGun or a Polecat! The lucky racer or helper with the winning ticket will win his or her choice of a ShotGun or a Polecat with a paint job from Big Bruce!

There's more, we're having a raffle and is for a second ShotGun or Polecat! If you have the winning ticket, to be drawn at the NMPR Championship Race banquet, again, you will have your choice of a Polecat or a ShotGun, The winner does not need to be present to win and the raffle is open to all. Tickets are on sale NOW! They're 5 bucks each, 20 bucks for 5 and 50 bucks for 15 tickets. The money for the tickets will be collected by Bob Brogdon and me or you can mail it to him. So don't miss out on a great raffle.

A couple of short news items, Rick Moreland and Gale Jacobson have stepped down from the AMA Pylon Contest Board. Our thanks go out to both of them for their many years of dedicated service to the Pylon Contest Board and serving all of us racers. Steve Baker is the new Board member replacing Rick Moreland and "Rocket" Ray Brown is filling the big shoes of Gale "Jake" Jacobson. So as of now the Pylon rules contest board consists of Pete Reed, Earnest Nikoderm, Tom Scott, Jim

A Word from the President, cont'd

Allen, , Steve Baker, Ray Brown, Dan Kane Jr., Mike Condon, Mike Helsel, Lyle Larson, and Tom Strom. Good to see that we have a very active bunch of racers on the Pylon Contest Board.

The new black prop (V3), I think it's safe to say it's holding its own and will work just fine for those newcomers to Q40. But don't toss your V2 props they work just fine.

Safety note, don't use CA kicker to help seal a cut, you'll just increase the pain and possibly cause a minor chemical burn to the area of the wound.

See you at the Races!

B V

District 1, Travis Flynn

Hello, District One racers. Are all of you as sick of this rain as me? At least some of us got a chance to get away from it in Phoenix at the first JR gold cup race of the year.

Maybe we should call the Phoenix Gold Cup race the "Winter Nationals". Jim Allen, Randy Dauer, and the rest of the SpeedWorld group did an outstanding job of getting us 8 rounds of racing with an unbelievable 72 entries.

I was unfortunate enough to have a terrible cold and missed the practice on Friday. From what I hear it looked as impressive as the old F1 days with all of the planes in line for their test flights. I also heard there was a great BBQ party put on by Tim Lime. I wish I could have been there to enjoy it. I really also need to thank "Smokes" mom Mary Jane Bridge and Mark "Radar" Parker for bringing me food and drinks. Without their help I might not have been well enough to race. Thank you.

Now to the racing! The contest was as good as it gets. We even were fortunate enough to have the old legend Dave Shadel come out and show us he has not lost it. With a Fast Time of 1:02, some would say he is still "The Man".

After 8 rounds of racing Gino Del Ponte was on top. This kid we all use to pick on is now returning the favor, damn paybacks. Great Job Gino!

I also have to say the lunchtime FAI demo by Craig Grunkemeyer of the 2005 US F3D Team was very impressive. I am sure you guys will do awesome. Also if any of you fellow racers haven't supported the team please at least, buy some raffle tickets. Traveling to Europe will cost a lot so I am sure the team would appreciate your support.

Again the best reason to race in Phoenix is the chance to get a Kachina doll. Below is a list of the top ten...

- 1st Gino Del Ponte 1:04:38
- 2nd Mike Helsel 1:04:13
- 3rd Randy Bridge 1:03:40
- 4th Fred Burgdorf 1:03:39
- 5th Darrol Cady 1:04:14
- 6th Rusty Van Baren 1:04:60
- 7th Doug Killebrew 1:05:55
- 8th Lee Ulinger 1:03:64
- 9th Randy Smith 1:06:39
- 10th Drew Telford 1:05:74

Fast Time Dave Shadel 1:02:76

For District one I want all of you guys looking for a new place to race to check out the website for "BARKS" (The Bakersfield Airplane Radio C(K)ontrol Society. The link to their site is <http://home.bak.rr.com/barks/>. They might be interested in putting on a race so maybe we can send an email and show our support. We really could use another racing site for our district.

The next race for us is April 16 and 17 at the Sepulveda Basin. This time of the year the days are longer so we should have no problem getting in 5 rounds of racing. So come out and support your district!

See ya soon!
Travis Flynn

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Interesting photos of planes and events. Send photos by electronic format to the editor.

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District News



District 2 - Patt Poinsett

No Article Submitted

District 3 - Richard Moldenhauer

As I wrote in my last column, the AMA pylon rules Addendum A, section 6 states: "A turn is legitimate (i.e., there is no cut) if any part of the aircraft goes outside and around the pylon. If there is any doubt about a possible cut, the pilot should be given the benefit of the doubt." I had little feedback from the membership on this thought provoking rule. Something else comes to mind. As written, the rule is obsolete because with off-course judging we no longer have to go around pylon #1. The rule states the aircraft must outside and around. I would like to see this rule re-written to be less ambiguous and to reflect the off-course judging procedures we use today. Perhaps I'll look into the rules change process. It might be fun.

All of this leads me to the real life scenario where Roy Andrassy yet again cleaned off the marker jug on the top of pylon #3 with his Pole Cat at the Phoenix JR race in February. Roy's landing gear made short work of the marker jug and then proceeded to depart the aircraft. On it's way to Mother Earth, the landing gear munched the bottom of the fuselage and chewed up the stabilizer. Fortunately, Roy was able to pull up, shut off the model, and bring it in for safe belly landing. So, the question is did Roy cut pylon #3??? In the end, it doesn't much matter because Roy pulled out of the race. However, if he had continued to race should he be awarded a cut? The other argument is that he would likely be under weight having lost his landing gear and wheels. If challenged by another pilot in that race, he could be declared under weight and thus illegal... This is just something for us to think about for those races down the road.

The Crazy Canucks were out in good numbers for the Phoenix JR Gold Cup. Seven pilots made the long trip to

sunny Arizona. These included myself, Roy Andrassy, Delbert Godon, Murray Hamula, Cecil Graval, Harold Sattler, and Terence Palaschuk. Our personal fan club in the pit area was led by Jim Smith (resident Snowbird), and supported by Royal Stewart and Mark Townsend from Calgary who made the two day trip just to watch the races !!!! Talk about your Race Groupies ! It was yet another great race hosted by the Speedworld RC Flyers. Many thanks to Randy Dauer, Darrol Cady, and all the club members who helped out. Please don't stop hosting this race. We love to come and race in the middle of our winter up here in Canada. Also, a big thank you to JR and PowerMaster Fuels for sponsoring the event and supplying all the fuel.

Besides just having a lot of fun at the JR Gold Cup, I'm pleased to report (brag) that I finished in the top ten this year. Tied for eighth place with Lee Ulinger, I chose to break the tie by fast time. Lee had me beat by three seconds or so, so it was a clear eighth place for Lee and ninth place for me. No fly off was necessary and neither of us wanted to risk losing our planes for 8th and 9th place? I was very proud to accept an award from CD Jim Allen and stand among the top ten for the group photo. Many thanks to my caller Delbert Godon who kept me on the straight and narrow during the two day battle. The best prize was I returned home with all my models in one piece. This is not easy to do when racing against 71 other competitors. Aside from Roy's minor damage on the Pole Cat, all of us from Canada returned with our planes in one piece.



Crazy Canucks at the Phoenix Q40 JR Gold Cup race

The new APC v3 Q40 prop ran well and didn't seem to cause any issues that I am aware of. Being that it is the only prop presently available for Q40, my guess is that there will be little discussion within our district about it. As we did with the transition from v1 to v2 a couple of years ago, I suspect we will all be allowed to run any v1 and v2 props within our district until they are gone and then default to the v3 prop.

Contest dates for District 3 have been set as follows:

Regina, Sask.	June 11 (Webra Q-500), June 12 (Q-40)
Calgary, AB	July 23 (Webra Q-500), July 24 (Q-40)
Prince Albert, Sask	August 13 (Webra Q-500), August 14 (Q-40)
Saskatoon, Sask	August 27 (Webra Q-500), August 28 (Q-40)

Don't forget to mark down the US Nats in Muncie during July and the NW Arlington Race in September. We are hoping the guys and gals in Arlington will achieve JR Gold Cup status for their race again this fall. (Editors note: The President of the Props sent me an email that I is on September 9-11, 2005. Tom Strom SR is the CD. He will do a good job.)

Randy Smith for Richard Moldenhauer
Pylon.guy@shaw.ca

District 4 - John Williams

District 5

Hello fellow racers,

Time is sure slipping by and spring is almost in the air here in Colorado... Warm 70 degree days have blessed us lately and that means it is time for flying and testing if you are a serious pylon racer... The last race was the Jr Gold-Cup in Phoenix and what a race it was... More people showed up for this race than any other I can remember. Three of the big engine manufacturers were

JR Gold Cup Series 2005

February 26/27 Phoenix, AZ

May 14/15 Ft. Lauderdale, FL

June 3-5 Bowie, MD

September 9-11 Arlington, WA

**More dates to be announced at a
later time**



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District News



District 4 - John Williams - cont'd

present. Henry Nelson and Dave Shadel, Mr. Mb and Dub Jett. There were quite a few FAI planes on the field that were flown throughout the weekend. It is quite a sound to hear, I must say... To have one of those MB engines screaming past you at 30k+ is quite the experience and the sound is great!!!

The racing was fierce and no gimmies were available. I only know of two people from our district, unless Lyle counts, then that would make 3 racers from District 4. At the end of the day it was Gino Del Ponte that had skipped right through the matrix and ended up with the most points and the win for the contest. This is Gino's second Phoenix Gold-Cup race win in 3 years and with last years Nationals win, WOW! Gino IS ON FIRE!!! He is the man to beat I think...

Dave Shadel was present as well as Richard Verano. It was a pleasure to meet these guys in person and watch the masters at work... I had the experience of racing against Dave and he is still one of the best, there is for sure, I did everything short of having my caller knock him down, to catch him to no avail. Dave got out front and stayed out front with Tim Lime and myself barking at his heels. Dave set the fast time of the contest during this heat of a 1:02.76, I think.

In District 4 there will be 5 races this year in Denver.

May 14th, June 11th, July 30th
Aug 20th, and Sept 10th

All these dates are subject to change and I would recommend calling myself, Duane Gall or Kurt Bozarth with times and confirmation. We usually get started around 9am and finish around 2-3pm. We try to run at least 5 rounds to meet the criteria for NMPRA national points.

I received a great letter from some of

the Nebraska guys. They were talking about coming up to race with us this year and had asked us in Denver if we would like to come down to race with them. At this point, it looks like this will be difficult for us to make the trip down for 428. We would love to have the two of you guys come up and race with us in Denver. We have the light system and timers and cut judges and starter. If you want some good tuff 428 racing with times included, come on up and race with us Denver boys. We seem to get better and better each and every year; the racing gets tighter and tighter, heats are won by small fractions of a second, yea just like the big national racing circuit. We would love to have your team come up and race with us. Rusty Van Baren stated that he and his son Matt may also come up and grace our club with their appearance. That would be awesome Rusty, come on up and show us how to do it!!

The Nats is coming up faster than I would like and I am struggling to get everything ready before I get there. I hope to have the great attendance from District 4, like we did last year. The Nats is a whole week of pylon racing, 2 days of practice, 2 1/2 days of racing Q-500, and then two and a half days of Q40... If you have the time, this is a great way to spend a week... That is if you love racing like I do...

Until next time,
JZW

District 5 - David Norman

Racing season will be starting soon up here in District #5 and it is probably a good time to go over those racing planes after the long winter hibernation. I give it a good effort to try and cycle all of my planes batteries at least once or twice during the winter, but I know I don't always do as good a job as I should. Also, I have such a wide assortment of different sizes and types of batteries that it sometimes

gets tricky to remember what the heck I have in all of my planes without tearing them apart. One thing that I have been doing now on all of my new planes is to make a sticker with my label maker that tells me how many cells, mah capacity, whether it is a NiMh or NiCd type battery, and the date I received the battery. A standard label would look something like this "4C 500 mah NiMh 4/05". Which is an abbreviation for four cell 500 mah NiMh battery, new on 4/05. I attach the labels to the wing in the center of the wing saddle, just in front of the aileron servo. Spring is a good time to cycle your batteries a time or two to make sure they are still within 10% of their stated capacity, if not, time to replace them. I've really liked using the 500 mah NIMH batteries from www.flyfastcomposites.com. They are a nice small size, but pack a little more punch than some of the 300-400 mah NiMh batteries some people are using.

I am very happy to see renewed vigor in the Eastern half of District #5 with 5 races currently scheduled in 2005. Please see the caps web page for dates and details at: <http://www.capsracing.org/>

One great addition to the District #5 schedule this year will be the Indy Shootout. This race will feature racing in 424/428/and 422 classes with great prizes, especially for the 424 class. There is a separate web site set up with all the details for the Indy Shootout, including a list of those that have pre-registered.

Currently there are 22 signed up with what looks like great competition. <http://www.capsracing.org/indyshootout.html>

On the Western side of district #5 the NCPL (North Central Pylon League) has 12 races scheduled which can be seen at: www.ncplracing.org/sched2001.html



District News



We race primarily two classes, AMA 428, and our version of 424 which we call NCPL Q500. All details in regards to our rules, maps, etc. can be found at the NCPL site: www.ncplracing.org. We routinely get 20-25 entrants in our NCPL races, and 10-14 at our AMA 428 races. The competition is fierce up here, with many long time racers that know their way around the poles.

I believe there is also some 424 racing going on in Wisconsin, and possibly Rockford. I have not seen schedules or details of these races, so if you know where the info is, I would be happy to get it in the next newsletter.

Dave

29w

District 6 - Steve Baker

District 6 VP-Steve Baker

Nuther day, nuther hat - After 14 years of service to the AMA, Rick Moreland has elected to step down as the District 4 Contest Board Coordinator for the AMA. During his tenure, Rick also served as Chairman to the Q-40 Design Approval Committee since its conception in 1998. In his place, Jim Allen of District 10 will replace Rick as Chairman to this committee, and I will serve as the new District 4 Contest Board Coordinator, hence the 'nuther hat' reference.

The PGRC's first Q-500 race is a mere 6 weeks away (May 14). Please note that earlier postings to the club's website <http://www.pgrclub.com> had the wrong date and several wrong phone numbers. This has since been corrected, however the NEPRO website (whom we forwarded the error-laden version of our schedule to) still posts the un-revised version of PGRC's schedule. Most of the PGRC races are now listed on AMA's website. We are looking forward to a

large turnout for this season opener.

Not long after this May contest, the PGRC will host the JR Gold Cup Series, June 3-5.

After reading the last edition of this newsletter, I was struck by the District 4 article from John Williams. In it, he mentioned the apparent growing dependence on composite airframes in order to be competitive. I can see how this is happening as over time, more and more true modelers drop off the list of contestant roles and are replaced with less-skilled, but nevertheless interested new racers. However, this phenomenon is stretched into the claim that non-composite airplanes are not as competitive as composite airframes. I know this to be false, as both my son and I made the finals at a recent Nationals flying our own 'woodies', as they are getting to be called. Its not that wooden airplanes are less competitive, but that competitors are less willing to put in the time to make their own planes. Increased competition within the composite airframe market has pushed prices down, making it more cost-effective to buy them. I can easily replicate even the NACA 66012 and 66212 laminar flow wings with foam and balsa construction, but I admit its tempting to also supplement our squadron of airframes with a composite, for lack of time and to see if the composites are as good as they say.

Until recently, many composite airframes were not competitive from an all-up weight perspective, but if all the better thumbs were flying them, they tended to dominate the final standings anyway. However, a minimum weight airframe (with similar horsepower) will *always* out-accelerate a +3 to +7 ounce airframe on the takeoff, and can hold them off on the course due to their better

acceleration coming off the turns. Another factor that drove more modelers to own composites was their ability to accurately replicate the reflex laminar airfoils that are more difficult to make in wood and foam.

I realize that some of the latest generations of composite airframes are coming out on weight. In this case, it's hard to resist the temptation to 'get in the queue' and buy one. However, many of us still like to think of racing as a form of recreation and not a non-profit obsession. For us, there's still hope to hold our own should we venture to the Nationals or other racing circuits where the elite participate in large numbers. As one of those guys that derives a huge sense of satisfaction each time I beat a \$700 airframe, anyone interested in obtaining a copy of the patterns to my templates to create either the NACA 66012 or 66212 airfoil can get one for the cost of a self-addressed stamped envelope. I'll also include some building tips.

Until then, get your engines repaired, replace your old batteries and finish the equipment installations to your new racers. The 2005 racing season is upon us.

Steve Baker, District IV Coordinator
AMA 68276
NMPRA 15R

District 7- Tom Dobyys

No Article Submitted

District 8 - Dennis Cranfill

Hello from Texas,
The 2005 race season has arrived, although I am not ready for it. Its time once again to blow the dust off last years equipment or put the final touches on this years.



District News



I have completed the schedule for 2005. It will follow this letter. The first race is April 16-17 at the Texas City Club field. For those of you who did not make it last year, it is a great location and will be a lot of fun. Sportsman two-pole and AMA 428 will be flown. Make plans to be there.

I am just returning from Phoenix, AZ from the JR Gold Cup race out there, and what a race it was. Over 70 people entered for 2 days of exciting Q-40 action. District VIII was well represented. Dub Jett, Jerry Small, Mike Helsel were all there flying Jerry's new Q-40 creation, the "Little Mike". It proved to be a good race plane as well as very durable (like a Timex). Mike Helsel brought his Little Mike to a second place finish. Not bad for the airplane's debut. Mark Parker, Mike Tallman, and I were the other District VIII pilots in attendance. My luck was terrible, losing both airplanes before the third round of racing. Mark Parker had possibly the fastest plane there, and held fast time until late Sunday to prove it. Technical issues kept Mark Parker from finishing very high in the standings. All in all a great time was had by all, and I'm looking forward to the Friday night Steak cook out again next year!!

Please check the following race schedule and plan to attend the races. Please support your local races so we can continue to have them. The 2005 District VII Race Schedule is as follows:

- April 16-17 2005** - Texas City Challenge (AMA 424 two pole and AMA 428)
- May 21-22 2005** - Houston TX at Scobee field (All events)
- June 11-12 2005** - Wichita Falls TX (All events)
- July 10-17 2005** - Nationals Muncie, IN
- July 30-31 2005** -Salt Grass Champs Brazoria TX (All events)
August Too Hot!!
- September 10-11 2005** Open Date possibly Wichita Falls

October 1-2 2005 District Finale Ft. Bend County Fair Grounds Rosenberg TX (All events)

October 22-23 or 29-30 NMPRA Championships (AMA 422 only)

See Ya at the races....
Dennis

JR Gold Cup 2004-Randy Bridge VP

The season has begun for the 2005 JR Gold Cup Q40 Series. First off, a special thank you to our sponsors Powermaster Fuels and Horizon Hobby for there continued support. Both companies donate a great deal of money so we can race and have fun.

We had another amazing turnout in Phoenix, with 72 posted entries. It was like a Nats! We even had guys travel from 4 countries. The racing was nothing short of great. There were plenty of close calls and tight heats, but through it all emerged our young hero...Gino DelPonte, who took 1st place. Congrats bud!

The guys and gals of Speedworld did an outstanding job with everything. And a big thanks to Jim Allen for all his hard work and countless hours. I even heard there was some coverage on the TV and in newspapers? How awesome is that?!

In moving forward with our season, we are heading to Ft.Lauderdale Florida (May 14-15) for round two. There is information on NMPRA.ORG for sign up and travel details. We look forward to all who can attend. From there we will be heading up north to Bowie Maryland (June 4-5). As always we get great "local" support, which is vital to the continuation of the JR Gold Cup series.

In the works is the Seattle group. They are working hard on putting together a race for us. Obviously nothing is set in stone, but you could send Tom Strom Sr a little note if you wish to let him know how much we enjoyed last year. (Editor's note: I had word from Tom

Strom JR that the JR Gold Cup race in Arlington is a go! Now send the group through VP Patt Pointsett a thank you for getting it done so she can get your comments to the PROPS membership.)

National Points: Dist VP's, please get all your race results to me ASAP. It's just easier for Shana (my girly!) to keep track, rather than working it all last minute.

Listed below are the final standings for the Phoenix JR Gold Cup:

Smoke

After 8 Rounds

Q40	Name	Low Time	Points
1	Gino Del Ponte	1:04.38	31
2	Mike Helsel	1:04.13	30
3	Randy Bridge	1:03.40	F3 29
4	Fred Burgdorf	1:03.39	F0 29
5	Darrol Cady	1:04.14	F0 29
6	Rusty Van Baren	1:04.60	F2 28
7	Doug Killebrew	1:05.55	F1 28
8	Lee Ulinger	1:03.64	F0 27
9	Randy Smith	1:06.39	F0 27
10	Drew Telford	1:05.74	26
11	Dave Shadel	** 1:02.76	25
12	Travis Flynn	1:04.72	25
13	Tony Lopez	1:05.28	25
14	Harold Sattler	1:05.44	25
15	Tom Scott	1:02.90	24
16	Paulo Mucedola	1:04.34	24
17	Bill Vargas	1:06.63	24
18	Tim Lime	1:05.64	23
19	Murry Hamula	1:06.13	23
20	Bob Brogdon	1:08.57	23
21	Gary Freeman Jr	1:05.85	22
22	Robert Holik	1:07.15	22
23	Mark Parker	1:03.12	21
24	AJ Seaholm	1:04.01	21
25	Tanner Pacini	1:08.86	21
26	Craig Grunkemeyer	1:03.35	20
27	John Williams	1:05.45	20
28	Lyle Larson	1:06.08	20
29	Marcus Blanchard	1:07.62	20



District News



Final Standings After 8 Rounds cont'd

30	Pat Galarneault	1:09.22	20
31	Jerry Elert	1:10.12	20
32	Delbert Godon	1:10.35	20
33	Danny Kane	1:03.86	19
34	Dave Norman	1:05.04	19
35	Mike Tallman	1:07.75	19
36	Rob Metkemeyer	1:10.62	19
37	Richard Verano	1:06.13	17
38	Dub Jett	1:06.60	17
39	Roy Andrassy	1:07.13	17
40	Tony Huber	1:08.39	17
41	Tom Strom Jr	1:05.71	16
42	Dave Doyle	1:08.90	16
43	Tony Pacini	1:09.20	16
44	Terence Plaschuk	1:05.51	15
45	Jerry Small	1:05.22	14
46	Cecil Graval	1:06.04	14
47	Tom Strom Sr	1:07.71	14
48	Scott McAfee	1:07.91	14
49	Jeff Carpenter	1:08.84	14
50	Jim Lime	1:10.71	14
51	Jim Allen	1:04.56	13
52	Robbert VanDenBosch	1:05.51	13
53	Gary Freeman Sr	1:08.45	13
54	Gary Schmidt	1:08.85	13
55	Dave Presta	1:05.65	12
56	Bruce DeChastel	1:07.28	12
57	Bert Metkemeyer	1:07.88	11
58	Ray Blake	1:18.02	11
59	Duane Gall	1:09.17	10
60	Danny Coe	1:09.99	10
61	Barry Leavengood	1:11.72	10
62	Paul Herman	1:22.23	10
63	Pete Reed	1:10.67	9
64	Doug Clancey	1:11.19	9
65	Joanne Coffey	1:15.48	9
66	Matt Russell	1:08.13	8
67	Joe DeAscentis	1:12.24	7
68	Bruce Coffey	1:13.48	5
69	Dennis Cranfill	1:15.79	3
70	Dan Nalley	1:13.07	2
71	Kevin Norred	0:00.00	0
72	Cole Thornton	0:00.00	0

Quickie 500 VP - Barry Leavengood

It's the beginning of April and the racing season is well under way. There is quite resurgence in district 5. Good job guys. We have been getting good turn outs with over 70 entries in both the Winterfest and Phx JR Gold and are expecting 50 or so at the Basin Western Pylon Series race in a couple of weeks. It appears at this junction there are plenty of racers just not enough places to race. In the West we have many racers who have to drive four to five hundred miles to race in an AMA rulebook event. I would like to encourage all racers to lobby their respective clubs to put on some racing events. Along this line we have some good news in the west. Looks like our Taft, Bakersfield contingent consisting of Wayne Cloud, Martin Scott and Gale Enstad are

looking into putting on a race in Button Willow and Central Calif.'s Dave Presta and Kevin Norrad are looking into getting some racing going in their neck of the woods. These two groups are perfect examples of how racing gets going. These guys are fairly new to 40-size pylon and would like to see some racing closer to them. They have a real "can do attitude" and if all goes well we can expect a couple of more races in the near future.

There is also some good news on the Q500 equipment scene. Jim and Tim Lime acquired the molds for the V-Max and I understand it will hit the market soon. For those of you who don't know the V-Max is right up there with the Vortex, Neme-Q, Shotgun and Bird of Prey. Marty Hoppe in the Northwest is also producing a composite Q500. I don't have all the details but did see it

PGRC of BOWIE, MD QM40 *PYLON RACE*

3rd in the series of JR Gold Cup Races for 2005
June 4-5, 2005

(Registration, inspection and test flying on Friday, June 3rd)

Site: Prince George's County R/C Field, Bowie, Maryland

All Entrants must be NMPRA Members

Entry Fees: \$70 (Make checks payable to PGRC Club)

Your entry fee must be received for your entry to be confirmed and hold your freq.

3 pilots per frequency limit.

Information and registration:

Contest Director: Rick Moreland, Ph: (301) 261-7366, E-mail: rmoreland@worldnet.att.net

Saturday

8:00 test flying closes (Inspections to be done on Friday at the field)
8:10 pilots meeting
8:30 first heat starts

Sunday

8:00 test flying closes
8:10 pilots meeting
8:30 first heat starts

Recommended Hotels

Comfort Inn
Rt. 301 & 50
Bowie, Md.
301-464-0089
Hampton Inn
15202 Major Lansdale Blvd
Bowie, 301-809-1800

Rips Motel
Rt. 301 & 197
Bowie, MD
301-805-5900
Econo-Lodge
Waldorf, Md. Approx. 20
miles south of field along
Rt. 301.
301-843-8100

Budget Inn
Just South on Rt. 301
1.5 miles from field entrance.
301-627-1880
Forest Hills Motel
Rt. 301 & Swanson Rd.
Upper Marlboro, Md.
At entrance of field.
301-627-3989

----- Pre Entry Form: -----

Name _____ AMA # _____

Address _____

City _____ State _____ Zip _____

Frequency _____ NMPRA # _____

Phone _____ E-mail _____

Return to: Rick Moreland
726 Hillmeade Rd.
Edgewater, MD 21037



District News



fly at the Winterfest and it looked good. I believe Don Stegall has got his Smasher Q500 about ready to go also.

That's about it for now.

Barry

NMPRA Nats VP-Mike Condon

No Report filed

The Pylon Racer's Official Voice

**Next Article Due Date
May 20, '05**

NMPRA FINANCIAL BALANCE SHEET As of December 31, 2004

Assets

Current Assets

Checking/Savings

NMPRA Checking

14,790.75

Total Checking/Savings

14,790.75

Other Current Assets

Certificates of Deposit

14,000.00

Total Other Current Assets

14,000.00

Total Current Assets

28,790.75

TOTAL ASSETS

28,790.75

LIABILITIES & EQUITY

Equity

Retained Earnings

23,958.56

Net Income

4,832.19

Total Equity

28,790.75

TOTAL LIABILITIES & EQUITY

28,790.75



District News



NMPRA PROFIT AND LOSS STATEMENT January 1, 2003 to December 31, 2004

INCOME

Membership Dues	5,796.00
Interest	603.80
NMPRA Championship Race/Banquet	1,852.00
JR Gold Cup Series	
Entry Fees	3,575.00
Sponsorship (2003 & 2004)	<u>2,659.14</u>
Total JR Gold Cup Series	6,234.14
USRA Newsletter Payments	1,049.63

TOTAL INCOME **\$15,535.57**

EXPENSES

JR Gold Cup Series (excludes 2004 awards)	2,985.38
National Points (Pending Billing)	0.00
District Championships, Q-500	150.00
NMPRA Championship Race/Banquet	2,108.53
Merchandise, Decals	787.50
Donations (FAI Teams)	700.00
Newsletter	
Postage & Printing	3,264.41
Office	
Administration (Web Site Fees)	230.46
Postage	94.21
Supplies	56.56
Printing	314.33
Bank Charges (Deposit slips) 1	2.00
Total Office	707.56

TOTAL EXPENSES **10,703.38**

NET INCOME **\$4,832.19**

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

First Class
Dated Material

To:

The Pylon Racer's Official Voice

NMPRA

JETT Engineering, Inc.

VISIT JETTENGINEERING.COM

NEW!!! 6OZ. "CG" TANK

JUST LIKE THE ORIGINAL BUBBLE-JETT EXCEPT ONLY 7/8" HIGH AND 2.25" WIDE.
FITS PERFECTLY ON THE WING. \$18.00

- ⇒ **JETT ENGINES FOR QM AND Q500 - \$275.00.** THEY'RE TOUGH, FAST, DON'T BREAK, AND DON'T SHAKE, AND GUESS WHAT, THEY WIN MORE THAN THEIR SHARE. (LIST TOO LONG TO PRINT)
- ⇒ **BUBBLE-JETT TANKS - \$15.00.** NEW TOUGHER LINER, GUARANTEED NOT TO EXPLODE OR WEAR OUT.
- ⇒ **JETT-TANKERS - \$30.00.** UPGRADED WITH LARGER OUTLET FOR EASIER FUELING. COMPLETE WITH TUBING AND FILTER.
- ⇒ **SAVE YOUR HAND AND BUY JETT REMOTE NEEDLE.** BOTH BACKPLATE AND Q500 STYLE - \$25.00. FITS ALL.
- ⇒ **BEST MOTOR MOUNTS AND SPINNERS GOING - FITS ALL.**

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