



The Pylon Racer's Official Voice

NMPRA

HIGH PERFORMANCE

National Miniature Pylon Racing Association

Since 1965

AMA Affiliated

February 99

Presidential Pontification

We are so good at what we do that we have pushed the typical race time for a Q500 to 1:12 or less, Q40 to 1:08 or less. Two or three years ago these times were National records. Can we make the assumption that there was some ancient speed secret recently discovered by everyone and the improvement in race times is the result of everyone discovering this once in a life time holy grail? If this is not the case, if some kind of metaphysical phenomena can not be realistically blamed, what are we to think. We may have to come face to face with the ugly reality that we are at the same mercies of natural evolution that every other racing venue is.

Everybody wants to be competitive; the best work constantly to improve their machines; everybody closely watches and copies the best; and we all go faster, year-after year-after year. You say "this is good", this is the American way, if you're worth your salt you always push the envelope. I agree, we are doing what natural selection programmed us to do, the problem is the same forces are not applicable to our course workers.

One of the few unexpected up sides to taking this job was spending some "quality" time working the pylon course at the Nationals. Hopefully, most of you have done this more than once and will have some understanding for the following. Bad sun angles (the sun is close to the horizon) make our guided missiles very stealthy in appearance. They become black silhouettes against the bright rising or setting sun, easy to see, but impossible to differentiate from the other black silhouettes.

The only way to differentiate is to visually track the airplane until an identifiable marking or color becomes visible. If you're in number two, one of the black silhouettes approaching at 260+ feet per second is inside the pylon. You get a positive identification 100 feet out of three (the sun that was in your eyes is now at your back). You call in the cut (assuming the radio is clear). In two

seconds (the offender is turning one) the starter reacts to your call and yells at the offenders lap counter to post a cut, the offender is now passing you again at number two, the lap counter flips the cut card.

Your caller's attention is now on timing your impending approach to one so he does not see the cut card come down. Your caller calls one and immediately surveys the cut boards (remember he's walking perfection) he sees you have a cut, double checks because he's so good and announces the fact to you. His reaction time and you're comprehension time puts your airplane pretty close to the number two pylon where this whole scenario started **two laps ago**.

Keep in mind that this was an example of perfect race course officiating. The radio was clear, nobody mis-understood or asked for clarification, your caller looks at the cut boards every lap without fail. None of the four or five fallible humans involved in this little exercise made a mistake or even hesitated for a moment. The faster we go the further behind the action the course workers inevitable find themselves.

What is pushing the envelope to us is more and more embarrassing failures and frustration for our course workers. They are very hard to get and we will drive more and more of them away if we don't reverse the continual reduction in lap times. I know full well that most of you will ignore this as an old man trying to turn back the clock. The Form 1 guys thought this way too.

1998 Nats management team returns

I'm very pleased to announce that the entire management team from the 98 Nationals is returning for 99. Cliff Telford will be Pylon Director and his wife Nancy will handle the impound. Archie Adamisin will be Q40 event director, Rick Moreland will direct F1, and Pete Reed will direct Q500. Bill Gallagher is returning as starter. Jerry and Bonnie Salisbury are running registration again, and of course Paul Page will take care of timing and scoring.

The entry fee is up again this year because we are paying more for our workers. The Muncie Sky Chiefs (local RC club) are

supplying all the course workers. We are contributing \$2,500.00 to the Sky Chiefs for their services. This is roughly 25% of the pylon entry fees so you can see where the increase came from.

Q40 design

I want to point out an area in the Q40 rules that could cause us problems. The AMA rule book says how big, small, long, wide, thick, etc. things need to be. The Q40 design approval committee approves airplane designs with the design's scale fidelity the major criteria. With the exception of fuselage cross sectional area the approval committee makes no effort to determine whether a design meets the various rule book criteria, that's not their responsibility.

The airplane's designer must make sure his design meets the rules. The potential problems start when someone modifies an approved design or kit. Obviously, if the modification is so slight as to be undetectable with a visual examination there is little chance of problems. However, if you can see it, the modification has to be submitted to the review board for approval.

Examples that come to mind are changes in surface area or planform. Adding one half an inch to the stab will be tough for anybody to see. Adding three inches in height to the vertical fin will definitely cause you a problem. Rick Moreland and his committee have been very cooperative and diligent with processing designs. If you want to change one send him the information he needs.

Nelson engines and parts

Please refer to the Performance Specialties ad on the back cover of this newsletter. Henry Nelson is no longer selling or servicing pylon engines from his facility in Pennsylvania. Those of you who want to buy a new 40 or have one repaired must send it to Performance Specialties in Nevada. Henry Nelson has been a very benevolent monopolist. While controlling 98% of the Q500 and Q40 market he has maintained a steady and fair price structure, and most people were happy with his repair efforts.

Continued on next page

Of course, the same can be said for Bill Gates.

Performance Specialties seems to have gotten the job done as well as Nelson so we can assume all will remain the same. I'm not so sure, it's always preferable to have more than one source of supply no matter what the product is. This will put a lot of distance between the product and the end users, which will do neither any good.

Half of the racers used Nelson's facility for purchase and repair and we have to assume they had a reason for what they did. Don't take this as a pro Nelson con Performance Specialties comment. I wouldn't be any happier if Shadel moved to Afghanistan and we were all forced to deal with Nelson. The bright light is it will probably not work. I think Nelson will be back in the pylon business in about one racing season.

Time and money

Some general information to make your life simpler. According to the US Postal Service you will receive your newsletter (or any other mail) one to three days sooner if you supply the sender with your nine (9) digit zip code. Please send a note to Paul Page with your complete zip code so we can

incorporate it into your mailing label, if it isn't there already.

It has become painfully obvious that many of you move and/or change your phone numbers without letting us know. This is bad for three reasons. Fellow racers use our membership list to find you and if our information is out of date you are lost to them. The NMPRA wastes a lot of postage trying to send newsletters to members who have moved. It becomes real hard to send you your season ending points championship awards when you disappear. This will be the last newsletter issue for those who have not renewed their dues for 1999. Also, advertisers with long term contracts must pay for 99 if they want their ads to continue to run.



NMPRA 1998 Financial Statement

Beginning balance 1/1/98 \$16,653.90

INCOME

Advertising	2,978.75	
F1Q40 Championship Race	2,572.00	
AMA Nats	7,070.00	
Interest on accounts	1,093.48	
Membership, foreign	959.00	
Membership, flying	8,693.00	
Membership, non-flying	505.00	
Other	1,593.00	
Total Income		\$25,464.23

EXPENSES

F1Q40 Championship Race	3,749.00	
AMA Nats	3,976.53	
Q500	450.00	
Merchandise	2206.08	
Administrative	3,677.26	
Newsletter, postage	1,203.47	
Newsletter, printing	5,786.04	
Total Expenses		\$21,048.38

Profit (Loss) 4,415.85

Ending balance 12/31/98 \$21,069.75

Editor's Request

ARTICLE SUBMISSION FORMAT AND PRIORITY

Best way:

Internet mail — ppage@connix.com
Fax (860) 584-1473 (10pt, no justify)
Modem file transfer (8N1 Y or Z)
Disk - IBM compatible
Printed output - monospaced
Typewriter
Long hand (worst way)

Call the Editor if you have a problem

Race Announcement Policy

High Performance will publish announcements of upcoming races free of charge, on a first come, space available basis. Also, camera ready copy no larger than 7.5" wide by 2.5" high (border dimension). Copy must be received by the Editor or President no later than the announced due date.

Advertising Rates

Rates are for camera ready artwork. Artwork, composition and typesetting will be charged at cost.

	Size(WxL)	Single	Annual
Full Page	7.5x10	\$100	\$700
Half Page	7.5 x 5	\$ 70	\$490
Quarter Page	7.5 x 2.5	\$ 40	\$280
Econo Ad	3-5/8x2-3/8	\$ 20	\$140

Wanted

Interesting photos of races, planes, events. Send slides, B/W or color negatives to the Editor for the newsletter. They will be returned.

Hall of Fame

Ron Schorr (1994)
Jim Kelly (1994)
Ed Shipe (1995)
Paul Page (1998)
Jerry Nelson (1999)
Gil Hortsman (1999)

Official AMA Records

421-F1-Op	Richard Verano - 1:03.16 - 3/28/92
421-F1-Sr	Henson Bartle - 1:07.94 - 10/10/98
421-F1-Jr	Matt Van Baren - 1:10.81 - 8/18/96
422-Q40-Op	Chip Hyde - 1:01.74 - 10/11/98
422-Q40-Sr	Henson Bartle - 1:04.90 - 10/09/98
422-Q40-Jr	Matt Van Baren - 1:04.24 - 6/6/98
422-QM15-Op	Craig Grunkemeyer - 1:10.89 - 9/11/93
422-QM15-Jr	Thomas Doe - 1:26.78 - 9/29/92
423-1/2A	no record
427-FA1-Op	Richard Verano - 1:03.31 - 11/11/94
427-FA1-Jr	Henson Bartle - 1:20.19 - 07/12/96
428-Q500-Op-2m	Chip Hyde - 0:56.49 - 5/29/94
428-Q500-Sr-2m	David Wright - 1:01.36 - 7/10/94
428-Q500-Jr-2m	Bucky Miller - 1:10.43 - 6/13/92
428-Q500-Op-2.5m	*Gary Schmidt - 1:05.20 - 1-17-99
428-Q500-Sr-2.5m	Seth Tomblin - 1:11.16 - 10/06/96
428-Q500-Jr-2.5m	Matt Van Baren - 1:13.19 - 5/24/98

* applied for AMA Official Record

Hall of Fame Inductees

Gil Hortstman and Jerry Nelson were good friends for several years before the beginning of the Goodyear Racing events. When Goodyear started in 1965, Gil got interested. Here was a scale-like model doing something exciting, Racing! Jerry encouraged him to join a new racing group called NMPRA.

Gil's interest grew in racing, but the NMPRA was not organized. Don Dewey, the Editor of RCM started writing columns in the magazine promoting the racing group. Gil offered to help with the membership applications. Bob Durham and Jerry Nelson called Gil and convinced him that he should take the job of Executive Director and organize the NMPRA. The NMPRA then became his personal challenge.

Cliff Weirick was President of the NMPRA in 1966, Ed Shipe was Vice President, Gil Hortstman was Secretary Treasurer. The following year, they organized the country and started enlisting the District VPs. It is the same system that the NMPRA uses today. This was the beginning of the national organization as we know it today. After the organization was operating, they all concentrated upon AMA affiliation, getting the racing rules accepted by the AMA and promoting Goodyear Racing and the NMPRA. A monthly newsletter was the next important item. Gil was Editor and did a lot

GIL HORTSMAN



of work to get the newsletter out. With the help of his wife and daughters, they put out 600 to 700 newsletters each month and on time.

Gil enjoyed racing and qualified in the top 20 to fly at the 1967 Los Angeles Nationals. He repeated the qualification for the 1968 Olathe, Kansas Nats. For several years he did well in the NMPRA National Points, but he was never Number One. That was not his goal. His goal was to promote racing and

have a good time racing. Gil did race a lot and worked for the NMPRA for many years. In 1974 Gil was transferred to Spokane, Washington. He then asked to be replaced in his duties for the NMPRA. He felt that the hub of racing was in California, and he would be too far out of the mainstream to be effective for his responsibilities. Glenn Spickler, then president, replaced him with another NMPRA Hall of Famer, Ron Schorr. Our roots in the NMPRA come from great stock.

Over the years, Gil has always been involved in some kind of modeling, and has built and flown everything from profile peanuts to 1/3 size Radio controlled models and control line airplanes. His first Nationals competition was in 1954 at Glenview Navel Air Station. Gil is IMAC #4, and was on the ground floor for that organization as well. Gil Hortstman was Associate VP for the AMA in District 11 for many years.

When Gil reflects on the past, he states that "NMPRA was a very big part of our life for many years. I say our life, because my partner and wife Clara was also there to help out. She was marvelous for me. We made many friends because of NMPRA! It was worth all the work"

It all started in 1964 when Jerry saw the Goodyear races in Reno and got the idea that we could be racing that way in R/C world wide also. Up until that time, no one else had come up with the idea of racing scale-like models four at a time.

What a concept! With the help of Joe Martin, Bud Crane and Ed Shipe, Jerry put together the ground work for what became Formula I and the NMPRA. By 1965 Jerry had designed several racers and had plans available which made it possible for interested pilots to get into racing more easily. Also, in 1965 Jerry put on an exhibition race at the Willow Grove AMA Nationals. The visibility brought by the beautiful racers racing four at a time caught the eye of the nation. NMPRA was off the ground but there was a lot of work to do.

Early in 1966 it became obvious that NMPRA was going to have to get organized in order to continue to develop and grow. An organizational meeting was held and several officers were chosen to get things started. Jerry was chosen as the Corresponding Secretary. In this roll we were able to take advantage of the status and respect that Jerry had within the modeling

JERRY NELSON



world to get our ideas accepted. In 1966 Jerry was the director for the unofficial

1966 Glenview Naval Air Station AMA Nationals. Jerry found all of the help to run the event outside of the regular Nats workers.

All during the year of 1966 NMPRA officers were very busy working with the AMA Contest Board in the effort to get our event and rules accepted as an "official" event. Jerry put a lot of behind the scenes effort into making sure acceptance would occur. By the end of 1966 the AMA did accept our rules and also accepted NMPRA as the SIG. This allowed us to have a say in the rules and to have "Official" rule book racing at every Nats since.

In 1967 Jerry was the R/C Director for the Los Alamitos AMA Nationals. Jerry had Ed Shipe, another Hall of Famer, as the event director, but Jerry was very instrumental in getting our event the exposure that no other part of the Nationals received. You might remember that ABC Wide World of Sports televised the final race of the meet between Cliff Weirick, Joe Foster and myself.

1998 National Point Standings

Formula One

1. Cecil Graval	247.2	35. Mick Crawley Sr	260.2	92. Allen Booth	88.2
2. Mike Helsel	238.3	36. Richard Verano	259.1	93. Gary Gau	83.9
3. Drew Jerina	143.6	37. Raymond Brown	256.9	94. Dave Bowman	82.6
4. Roy Andrassy	135.0	38. Bill Johanson	252.0	95. Kevin Matney	82.3
5. Bill Hager	127.0	39. Lyle Larson	251.6	96. Dave Chapdelaine	82.0
6. Lloyd Burnham	103.4	40. Steven Cameron Sr	251.0	97. Don Miller	78.0
7. Mike Sperry	98.4	41. Edward Smith	250.9	98. Mike Bergan	76.3
8. Richard Verano	98.0	42. Joseph A Dodd	248.7	99. Greg Genge	76.2
9. Dave Shadel	89.6	43. Luis Garci Blake	244.0	100. Dennis Sumner	74.2
10. Darrol Cady	78.9	44. David Wright	228.9	101. Dave Ficucell	73.4
11. Gary Gau	73.6	45. Trey Farran	226.8	102. Rod Batt	73.0
12. Robert Brogdon	68.3	46. Dean Stone	224.5	103. Manuel Martiarena	71.6
13. Dan Kane Jr.	62.9	47. Dave Shadel	219.9	104. Chris Fry	70.6
14. Ed Smith	57.5	48. Randy Smith	219.0	105. Steve Kovach	66.1
15. Pete Reed	46.8	49. Dub Jett	217.8	106. Bob Arledge	61.8
16. Gary Freeman Jr.	41.5	50. Bob Wallace	211.7	107. Brad Clayton	60.9
17. Cory Paine	20.0	51. Steve Milos	209.5	108. John Fike	58.7
18. Allan Green	3.6	52. Drew Telford	205.3	109. Terence Palaschuk	57.7
19. Dan Tips	1.2	53. Glen Wierkshke	204.4	110. Ray Blake	55.0
		54. Mike Sperry	199.1	111. Fred Burgdorf	54.0
		55. Jerry Small	177.3	112. Randy Bridge	53.3
		56. Stu McAfee	176.2	113. Mike Tallman	52.1
		57. Bob Dible	173.1	114. Archie Snider	52.0
		58. Henson Bartle	171.4	115. Dan Tips	51.3
		59. Jaime de la Vega	170.6	116. Orv Steinmetz	49.8
		60. Tony Lopez	169.9	117. Greg Edmunds	49.3
		61. Gary Freeman Jr	167.4	118. Leroy Webb	49.3
		62. Roy Andrassy	162.3	119. Bob Brogdon	48.0
		63. Gail Jacobson	159.6	120. Chuck Anderson	46.3
		64. Mark Lattimore	153.6	121. Butch Poccia	45.9
		65. John Albritton	148.0	122. Bill Hager	45.2
		66. Joe Zimmerman	140.2	123. Richard Paine	45.0
		67. Ben Martin	137.6	124. Mike Crawley	44.7
		68. Jim Henderson	134.6	125. Steve Metzger	41.3
		69. Russ Levy	134.4	126. Bob Brassell	40.3
		70. Brian Richmond	133.1	127. John Headley	39.3
		71. Ed Spiker	128.0	128. Dave Hill	35.9
		72. Richard Oliver	126.2	129. Joe Llanos	35.3
		73. Harold Sattler	125.8	130. Doug Houston	33.0
		74. Mark Parker	125.2	131. Joel Maxwell	32.2
		75. Paul Benezra	119.0	132. Dave Carpenter Sr	30.4
		76. Lewis Schwab	116.9	133. Gary Freeman Sr	30.2
		77. Mike Stokes	114.4	134. Archie Adamisin	22.7
		78. Jerry Kunze	111.9	135. Bruce Coffey	21.6
		79. John Zanghi	111.8	136. Bill Northcut	20.7
		80. Tom Strom Jr	111.7	137. Cory Paine	15.8
		81. Henry Bartle	111.4	138. Jacob Bruckler	13.9
		82. Drew Jerina	110.9	139. Carl Silva	12.2
		83. Dan Kane Jr	110.7	140. Bob Hisey	12.1
		84. Duane Gall	104.0	141. Rex Knepper	11.5
		85. Harvey Zoon	104.0	142. Dan Myer	10.5
		86. Joe Schweitzer	103.6	143. Don Coder	10.0
		87. Bill Glode	103.3	144. Don Moody	4.5
		88. Richard Berner	99.1	145. Bob Greer	2.9
		89. Travis Flynn	95.0	146. Larry Murphy	1.2
		90. Seth Tomblin	94.9	147. Arnold Wile	1.2
		91. Fred Johanson	93.4		

Quarter Forty

1. Darrol Cady	479.2				
2. Lloyd W Burnham	462.7				
3. David Binger	455.5				
4. Santiago Panzardi	427.7				
5. Jeff Carpenter	418.5				
6. Robert J Beaudette	404.8				
7. Vern Smith	389.0				
8. Matthew D Mikko	383.5				
9. Rusty Van Baren	382.6				
10. Tony Huber	380.5				
11. Jerry Salisbury	377.0				
12. Richard Moreland	366.5				
13. Thomas H Strom	364.9				
14. Mike Helsel	356.3				
15. Ralph Rinaldi	354.9				
16. Marcus Blanchard	341.3				
17. Ray Hendriksma	340.6				
18. Craig Grunkemeyer	331.2				
19. Bruce Richmond	323.2				
20. Terry Frazer	317.5				
21. Art Edsall	312.1				
22. Tom Scott	307.9				
23. Norm Johnson	304.3				
24. Mike Masi	303.6				
25. Chip Hyde	298.5				
26. Steve Baker	294.1				
27. Andrew McIndoe	280.9				
28. Pete Reed	278.3				
29. Jeff Adamisin	273.6				
30. Matthew Van Baren	270.4				
31. Jarrett Cangie	269.3				
32. Thomas Hart	269.2				
33. David A Doyle	264.4				
34. Jim Allen	260.4				

NMPRA & Horizon proudly present the

JR GOLD CUP '99

QUARTER FORTY

Five races. Premium sites. Superb organization. For the best of the best in Quarter Midget 40 pylon racing, be sure to join in on the new JR Gold Cup Series of racing. Attend any one race or the whole series for individual and Series race rewards.

Haven't ever been to a pylon race? You owe it to yourself to see what action-packed racing thrills are all about. Widely acclaimed as "the best spectator sport" in radio control, the speed and close racing of these miniature bullets are unmatched for viewing entertainment.

Make your plans now. Call Bob Beaudette at (954) 341-0852 (eve) or (305) 901-1683 (pager) or stop by the NMPRA website at nmpra.net for more information.

You'll be glad you did!

PHOENIX, AZ Feb. 27, 28

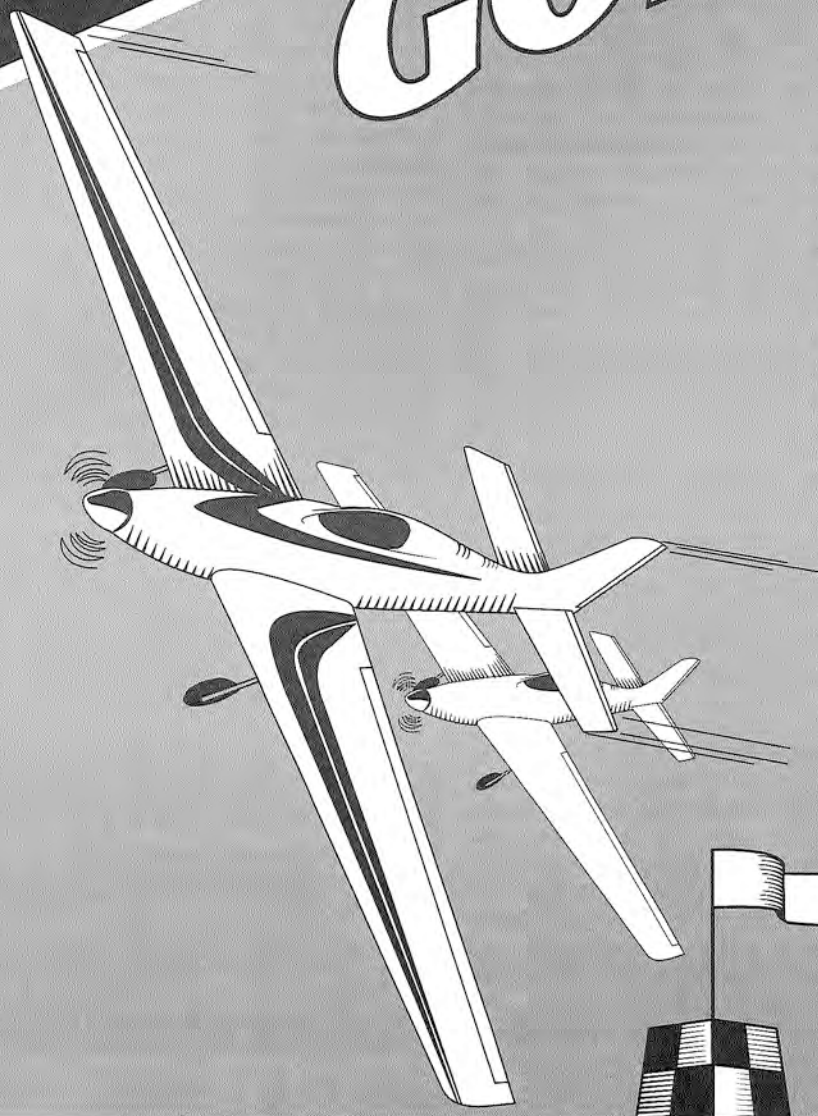
MERCED, CA Apr. 24, 25

BOWIE, MD May 22, 23

DAYTON, OH Sept. 11, 12

TANGERINE Dec. 11, 12

Fuel supplied by POWERMASTER





District News



District 1 - Dave Ferrell

1565 Echo Dr, Merced, CA 95340
(209) 722-0655 E-mail: pylontflyer@aol.com

I rode the horse that bucked me!! If most of you remember (much to my chagrin), last year I took two planes to the Phoenix Winterfest and broke three by Saturday night and spent Sunday in the Lap Counters Cage. This year I flew five rounds on Saturday and five rounds on Sunday with the same plane, I didn't even break a prop. My finish both days does not matter, as in my mind, I was a winner!!!

The Winterfest is always a great race, Jim Allen and his crew did a good job. Even with new workers on both Sat. and Sun., there were few problems and very few re-fly's. A special thanks to the pilots and wives that worked the course on Sunday so we could race. I do not know all their names so I will just say thanks to ALL.

Saturday saw Craig Grunkemeyer from the East set a new AMA record of 1:06.27. Craig only had 24 hours to bask in glory, as Gary Schmidt brought the record back to the West, Sunday, with a 1:05.20. Gary flew an Ez-Vee "5" with a Nelson engine. Congratulations Gary.

For you that will say that the planes are going too fast, radar gun readings both days showed fast speeds in the LOW 160+ mph range and averages in the 155 mph. Then why the 1:05? Good thumbs, good prop, good engine and airfoils that fly through the turns faster. Probably the new airfoils are the major factor. I do not remember the percentage of time that the plane is in a turn but it is a large part. In the past, most airfoils were designed to see how straight line fast they were. Now the designers are finding out that straight line airfoils slow down too much in turns. What they are looking for now is an airfoil that has good straight line speed but less drag in turns. (That is being very simplistic on airfoils and I'm not sure I said it right)

Jan. 16th (35 entries)

1. Jim Allen 1:08.88
2. Travis Flynn 1:08.11
3. C. Grunkemeyer 1:06.27**
4. Carl Silva 1:10.53
5. Gary Schmidt 1:12.22
21. Dave Ferrell 1:29.71

Jan 17 (35 entries)

1. G. Schmidt 1:05.20*
2. Jim Allen 1:07.17
3. Mike Tallman 1:10.40
4. Drew Telford 1:10.70
5. Keith Davidson 1:13.05
12. Dave Ferrell 1:16.60

The next big race on the West Coast will be the first race in the JR Gold Cup Series race at the Phoenix Speedworld R/C Flyers, February 27th and 28th. The second JR Gold Cup will be at Castle Airport, April 24th and

25th. For you Q40 pilots these are the races for you.

*Bank-n-yank
Dave*

District 2 - Darrol Cady

10711 NE 37th Ct., Vancouver, WA 98686
(306) 573-0987 E-mail: dcady@pacifier.com

It is winter in Washington..... the days are only in the 50s, and it's getting down to the low 40s at night. Boy are we suffering. We have not raced in the district since November, and there are many anxious thumbs out there, waiting for our winter racing season to get started again. We take a break in December and January, and then resume racing in February. Our February race is always the first Sunday after the Puyallup trade show. Speaking of Puyallup, Matt Mikko has been working hard promoting the Awards Banquet for the district pylon racers. It has been an annual affair and much fun in the past. It gives everyone the opportunity to get together socially and not just at the races. We talk about all the things that have happened through out the last year and make plans to do more and better in the next year. Be sure and attend the banquet if you can. You will have a good time. The District awards will be awarded at the dinner. This year we have warm coats for the class winners. Now some of us have winter coats as well as spring jackets. The following are the lucky.....no, the ones that worked very hard in 1998 having fun, and did get rewarded for their efforts:

APRA Quickie	428 Quickie	422 Quarter 40
1. Eric Ide	1. Darrol Cady	1. Tom Strom
2. Bill Warner	2. Al Watson	2. Matt Mikko
3. Stan Davis	3. Dave Torre	3. Tony Huber

Good job to all of you that raced and supported our District 2 Races in 1998.

Just a little bit of the construction scuttle butt that is happening in the district..... John Calhoun is building a Stiletto Q40 for the new season. John should be ready for our first scheduled Q40 race at Arlington in June. Dave Torre is getting close to finishing and flying his new Foxy Lady kit. Matt has been helping him get it done for the season. Eric Ide is building a Dago Red, and I am sure it will be turquoise and white, not red. Eric started in our APRA class in 1997 and is moving to 428 and Q40 this year. This is a case where the entry level of racing has produced a top of the line racer. Welcome to the go fasters... Jerrett Cangie is building his

own design of a Shoestring and it will be ready for the season. He has the plans approved and is well on the way to being done. Tom Strom and Tony Huber are also making a new Quickie design with a glass fuse and a wood wing to start out. A composite wing is in the future for the airplane. Stan Davis is moving from APRA to racing only 428 in 1999. Stan will do well and become more consistent only flying one class. Now the big one..... Al Watson..... He is finally building a V-tail Quickie... Just like the bumble bee. It may not look good on paper, but in the air they do fly better. Al is going hi-tech on us. Look out 428 racers, our advantage is going away. Number two will be looking for number 1 in '99.

By the time you read this, the District 2 schedule that is in the magazine will be official. It is correct now, but it will be official. Look at our schedule, and see if it is possible for some of you out of towners to make some of our races. Like those of you that have had your children move out of the nasty weather and move to Washington...Pete Reed? Rhonda and I come to visit a lot of you at your local races, it is time for some of you to partake in our hospitality and come to race with us with our home town advantage.

The first JR Gold Cup Series Race is being held in Phoenix on Feb 27-28. Matt Mikko, Steve Milos, Rhonda and I are planning on making the trip for some of the warm weather and sunshine. Rhonda and I just got back from the Winterfest, and it was 75 degrees and blue skies. Just got back yesterday and I am ready to go back now... But we have to wait a couple of weeks. ESOB enjoyed stretching his legs for the trip. Now he is in the shop getting all the little things done that happen every winter while he is resting and deteriorating. Example: The parking brake cable broke during the resting period. We took it down to have it fixed and it needed new rear brakes, \$735.... later we were stopping again. It will cost us another few hundred and it will be ready for the summer trips. Almost like a boat.

Darrol

NEXT ARTICLE

DUE DATE

MARCH 17



District News



District 3 Terence Palaschuk

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Hi from District 3. I am Terence Palaschuk, the new VP. With my wife's help, we are hoping to increase racing's exposure in Western Canada. We will try to coordinate some media events in conjunction with this year's races, which, if successful, should generate some corporate sponsorship for the races. As they say, "Rome wasn't built in a day". We don't expect any major "wind-falls", but with a little perseverance we hope to have a "Canadian type JR Gold Cup Pylon Series" for the 2000 season.

There is not much happening in the "Great White North", except for snow and cold. My counterparts in Calgary try to keep their thumbs from freezing with some Club 20 Racing, while the rest of us spend as much time as we can hibernating in our workshops. On a positive note, the weather provides ample time for building and there is a lot of balsa dust flying in Western Canada. We should see some new "lean mean racing machines" on this summer's racing circuit. And speaking of the racing circuit, see the racing schedule for tentative races.

We are hoping to add a couple more locations before the season starts. We welcome all racers to make a trip up to Canada and participate in our events. With the exception of Q500, we use AMA Rules. With Q500, we utilize the following rule passed at our August 1998 meeting. "Webra Q, Rossi, and any pre-1990 engine with the muffler that comes with the engine will be allowed for another two years without rule changes. In addition, the Nelson and Jett Engineering Q40 mufflers are allowed to be used on any of these engines for two years without rule changes". If you would like to attend one of our races, give me a call - I'd be happy to explain our rules and make sure you have accommodations.

We are running two days of Q500 in Winnipeg, Manitoba to support a group of avid, new racers, who are not yet equipped to race Q40. They are a very ambitious group and we anticipate that they will soon be racing and hosting the Q40 event.

Harold Sattler is once again hosting a spring practice session in North Battleford. Harold is one of Canada's finest racers and is always willing to share his knowledge and

expertise for the betterment of the sport in Canada. His dedication and commitment to the sport is both appreciated and admired. Harold has certainly helped me to evolve as both a racer and a builder. He (and his wife Jan) opens their home and the workshop to all that are ready, willing and able to participate. I encourage all racers in our District to attend the practice session. It's a great opportunity to "shake off the cobwebs" that seem to set in after a long winter. Harold and his team member, better known as Dr. Doolittle (Roy Andrassay) will be eager to help set up and test fly the new planes that have just come off the workbenches. It's a great opportunity for newcomers and veterans alike.

We will have a contingent of Canadian racers in Phoenix. It will provide some warm weather to test equipment and get tuned for the upcoming racing season. You'll be sure to see the regulars - our FAI team members, Harold Sattler, Ed Smith, Roy Andrassay and new Canadian FAI Team Manager, Mabo Amano - and hopefully a few new faces.

I thought I'd close out this newsletter by providing some highlights from the 1998 Canadian Prairie Pylon Racing Association racing season. These times were acquired at elevations that vary from 1400 to 2400 feet.

Cecil Gravel	1:13.22 F1	Saskatoon, Sask.	1500 ft.
Roy Andrassay	1:06.54 Q40	Saskatoon, Sask.	1500 ft.
Robert Kossatz	1:14.56 Q500	Prince Albert, Sask.	1400 ft.
T. Palaschuk	1:14.56 Q500	Swift Current, Sask.	2400 ft.

Congratulations to Cecil Graval of Calgary, Alberta, who won the NMPRA Formula 1 National Points Standing.

*Until next time
Terence*

District 4 - Mike Sperry

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The Q40 that is slowly appearing on my workbench has been a major undertaking. I think that we all underestimate the complexity in the design and development of the racers we use. First you go through the design process with multiple drawings being sent to the review committee for their final approval. Then the real work begins. The plug was about two weeks of sanding and filling. The mold another week of frustration. I had no idea that tooling resin cost so much! All the while you're spending money you're also wondering if it will fly when

finished. The first fuse out was exciting and I got right to work building. When it comes time to put the motor mount in I can't seem to get the spinner lined up with the front of the sub. I get that problem solved only to discover that I didn't measure the pipe dimple deep enough. I have this voice in the back of my mind saying "you know pretty soon there is going to be a problem that you can't easily fix and you'll have to build another plug and mold." That thought gives me a wet spot.

Pam is a big help, she says things like "do you think it will fly?" "You know Lyle has a lot more experience designing airplanes". Any of you who know Pam, know she is *very* competitive, this thing better fly and well. This only adds to my apprehension.

I've got it pretty well finished now and I am just waiting for a decent day to test fly it. I'm also working on an easy composite wing. I'll report on it some other time if it works.

The weather here has been great, 40's and 50's with a short stretch of below zero just before Christmas. I had to take a break from building this airplane and do some ice fishing. It was fantastic, limited out four days in a row and two to three pound fish.

Getting anxious for Phoenix. I know I've reported on the Phoenix race before but if you want to attend a great race, make it Phoenix.

Mike

District 5 - Pete Bergstrom

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Welcome to the 1999 Racing season! With the snow and freezing weather outside that we have all been experiencing, I'm sure we have all gotten far on our winter building projects. Ha! I'm still unwrapping what was a 90% prebuilt Q40 I got for Christmas and have yet to do a thing to it.

For those of you who know me, this is a going to be one of the 'infamous' rebuilding years for Marie and I. We took the past year and a half off from racing after having participated in this great sport very aggressively for about ten years. During that time, we ran the pylon event for the 1989 NATS in Pasco, WA, was the NMPRA President 1992-3, actively promoted many racing events, flew in as many races as possible, and generally had a great time doing all of this. In the midst of our racing career, we moved from Washington State to Michigan in the fall of 1994 and found a great bunch of



District News



very talented racers in this area. I would put any of you guys up against the best from the rest of the country and I am proud to be your VP for the coming year. It should prove to be a blast!

As this year's racing season approaches, we should all take a careful look at some of the equipment we used and/or abused last year, Radios, Engines and Airframes.

Radios - Avail yourself of the services of the many professional repair stations for your radio and give them all a well-deserved check up. I personally feel that I owe it to everyone on the field at a race or any gathering of people that my equipment will be the best I can provide and in the best condition possible. I don't know what I would feel like if, God forbid, one of my airplanes went out of control and was the cause of an accident that could have been prevented had I just completed some preventative maintenance. Most of the Service Stations and repair shops will do a thorough check up for about \$25.00 per radio system, and I think it is money well spent. The same goes for onboard battery packs. I retire all my racing battery packs each year and move them to my sport planes. I have too much time and money invested in my racing airplanes to lose one to a faulty battery pack (waste \$1,000 - save \$20! Not!).

Engines - Now is the time to take a close look at your engines. How were they running at the end of last year? Are they still as strong as they were when new? Maybe it's time for a new piston and liner, new bearings, and don't forget the stretched conrod. While these may not be an in-flight safety issue for yourself or your partners on the course as a bad radio would be, you'll sure have a lot more fun next year with competitive equipment! Now is the time to find out about it, not when you go to the line for the first time this year and find out your stump-puller is 1500 rpm down from last year. A little work in the shop or with a test stand now will go a long way towards being more competitive in this year's races.

Airframe - Carefully check over last year's airframes with a fine-tooth comb for any problems. Look for loose hinges, loose servo mounts or trays, loose engine mounts or firewalls, holes in fuel tanks or fuel lines, landing gear mounts that have torn loose or are worn, stripped wing bolts, worn out or broken clevises, broken or missing safety tubing on all your clevises. This is just a short list but a close and careful look at your airframes will reveal any number of these potential problems. Once again, now is the time to fix them, not under a tent in a rain

drenched race in April (brings May flowers, etc...)!

CAPS BANQUET- The Can Am Pylon Society (CAPS) had their Annual Banquet, Awards Dinner and Meeting on Jan 23, 1999 in Toledo OH. The District schedule was discussed (this has not been finalized as

of the writing of this column, but I will publish it as soon as possible). We also talked about the new cage requirement for our District as well as the housing and care of said new equipment. We finished the evening with the Season Championship Awards for our District.



NEPRO Awards Banquet l-r Expert: Rich Berner 3rd, Lewis Schwab 2nd, Tom Rebenklau 1st, Bill Glode 4th and Pete Reed 5th.



NEPRO Standard l-r - Russ Levy 5th, Wayne Galbraith 4th, Butch Poccia 1st, Dana Rindge 2nd and Dennis Thibodeau 3rd.



District News



Overall Season Championships - Congratulations go out to Marcus Blanchard for having one heck of a year. Marcus won Expert Q500, as well as Q40, and thus was our club champion. Well done Marcus! Craig Grunkmeyer was 2nd and relative newcomer Jeff Adamisin was 3rd. Great Job guys!

As to individual events, the top three in each event were as follows:

In Q500 Expert, Marcus was followed by Craig Grunkmeyer in 2nd (by 6.6 points) and Denny Sumner in 3rd. Great company to be in. (We had a total of 17 races throughout the year.)

In Q40, Marcus was followed by Santiago Panzardi in 2nd (by 20 points) and Tom Scott in 3rd. (We had a total of four Q40 races during the year.)

In the developing Standard Q500 class, our club champion was Mike Spencer with 451.8 points. Mike was followed by Dave Carpenter in 2nd (by 14.8 points) and Smokin' Joe Merlino in 3rd (by only 17pts). Truly the tightest finish of all the classes. The Standard class competed in 15 races last year.

That's all for this month. I am sure looking forward to meeting and racing with my old and new friends this year. Don't forget I am here to represent you with the NMPRA. Make sure you and your Contest Directors get me race results in a timely manner for season points, and let me hear from you on a regular basis in regards to anything racing. Remember that it is the squeaky wheel that gets the grease, and if you don't like the agenda that wheel has, you better speak up as well! Until next month

Pete

District 6 - John Fike

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Hello everyone. This is my first column as your District VP and I want to begin by extending a well deserved thank you on behalf of the pylon racers in our district to Vern Smith and Rick Moreland. Vern has done an outstanding job for us as NMPRA President and we are fortunate that he will continue on. Also to Rick Moreland, for the job he has done the past couple of years as your District VP and for his involvement and commitment to our sport.

Having said that, I want to acknowledge those 428 racers that finished in the top 50 in the national points standing. As their

ranking stands, here they are; 5-Lloyd Burnham, 9-Vern Smith, 12-David Binge, 19-Steve Baker, 24-Forrest Terral, 29-Richard Berner, 31-Art Edsall, 34-John Zanghi, 36-Pete Reed, 38-Don Kim, 45-Ed Poccia and 48-Tom Robenklaue.

Nice work guys, A job well done. As of note to their success, you may have realized that the success of the top 428 racers may be attributed to the number of races they have participated in. There is a direct correlation. Case in point. Lets look at John Zanghi. John attended more 428 races (19) than any other District 6 racer. I also recall one weekend in Bowie when John took home the remains of 4 airplanes in body bags. Hey, ya wanna race with the big dogs or sit on the porch!!! John goes racin'. Go get'em John.

1998 Racing. We at PGRC have submitted our Race Dates. Pay close attention to the May Q40 Gold Cup Race dates. The event will be held at PGRC in Bowie, Maryland. This is an NMPRA sponsored event and will be a "First Class Event". We anticipate nationwide attendance.

NOTE: You need to make your hotel reservations as soon as possible. Call Rick Moreland at (301) 262-1486 for details.

Please submit your race schedules as soon as possible.

PGRC Race Notes: Our schedule is complete, please see the listing in this newsletter.

To encourage new racers and to entice the folks up north to come on down for some 424 racing, PGRC has expanded the 424 engine class to include Supertiger engines. Please contact the appropriate contest CD for details.

Communications: I would like to get as much information from you about your club racing and event results as possible. The following are the methods of doing so. I would like to pass on critical information such as, Ralph Rinaldi pulls his car up to the door of the Port-A-Pot at the race in Hartford CT and will not let Rick Moreland out. Email - Best way. . Phone - home (301) 262-1486 WORK (410) 729-1274 Fax (410) 729-1273, Regular old mail 12706 Beaverdale Lane, Bowie, MD 20715.

I would like to compile a listing of as many of you as possible that have email addresses. Please send me a message with your email address on it so that I may enter it into my directory.

Cages & Safety: A set of cages will be sent to PGRC for the Q40 Gold Cup race. We intend on using PGRC as a base for the cages. What is your cage situation? If you are not in

compliance with the 1999 cage rules, your sanction and insurance will not be valid. All clubs that will be providing races this year need to contact me and inform me of your cage status. That's all for now.

Regards
John

District 7 Gary Freeman Sr.

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Racing in District 7 began again. SEMPRA's season was brought to an end in November at Jacksonville's race site. We could not have had better weather. Saturday morning provided a clear blue sky and a slight breeze and this weather lasted the entire weekend. Pete Rickard and his crew got things going and as expected, did so in a well managed style. Entries came from throughout Georgia and Florida with a total of 23 on Saturday and 24 Sunday. Some of the highlights included Bruce Richmond taking his best shot at flying through the flag on pylon #2, Gary Freeman, Jr. hitting pylon #3 dead square with the spinner, a few other mid-air's, a four way tie for first place Expert on Sunday, and a three way tie for second place Standard on Saturday. Pete and the Gateway RC Club gave SEMPRA two days of fine racing and we all look forward to coming back in 1999.

The top five finishes for these two days are:

Saturday Expert

1. G. Freeman Jr 1:09.03
2. G. Freeman Sr 1:11.31
3. Ray Brown 1:06.60*
4. Bob Beaudette 1:06.80
5. Bob Brogdon 1:12.80

Sunday Expert

1. Tom Jenkins 1:06.00*
2. G. Freeman Sr 1:11.17
3. Bob Beaudette 1:08.30
4. Bru Richmond 1:08.88
5. Dennis O'Brien 1:06.20

Saturday Standard

1. Rich Rosenberg 1:25.50
2. Henry Hillcoat 1:49.28
3. Jason Burnside 1:35.90
4. R. Greenfield 1:31.70
5. Don Wilbur 1:21.60*

Sunday Standard

1. Jason Burnside 1:33.47
2. James Creech 1:20.00*
3. Henry Hillcoat 1:44.40
4. Rich Rosenberg 1:29.00
5. Don Wilbur 2:07.00

One quick note. Jacksonville's race saw a new SEMPRA member put his flying skills to the test. Orlando's Don Willbur (Brian Willbur's Dad) entered his first pylon race. Don did very well and was consistent the entire week end with getting the plane on the course and doing ten laps. His times are coming down as his comfort level increases. Congratulations Don.

Now on to Tampa for Wayne Smith's SEMPRA opener and District championship race. Another beautiful weather



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weekend. Wayne and company kept to their schedule and had us flying early. Again, a good turnout with entries from Georgia and Florida. As expected, these two days were filled with good close racing and friendship. This race even drew some racers out from their "rest period." These pilots included Charlie Poulton, Tom Bogut, and Tom Pownall. Yes, these guys came out and showed us they still had what it took. Wayne's race report should be a good one, so I'll move on to the top five places and District Champions.

Saturday Expert

1. Dennis O'Brien 1:07.97
2. Ray Brown 1:08.37
3. G. Freeman Jr. 1:04.04*
4. Tom Bogut 1:11.44
5. G. Freeman Sr. 1:11.79

Saturday Standard

1. James Creech 1:37.63
2. Jason Burnside 1:32.85*
3. Don Willbur 2:08.82
4. Henry Hillcoat 1:46.97
5. Rich Rosenberg 1:40.53

After all the racing was completed and all the points compiled, it was time to award the District 7 championship class awards. These awards go to the NMPRA members in each class who has accumulated the highest score over the weekend. Those winners were Henry Hillcoat (Standard) and Rocket Ray Brown (Expert). Congratulations to both for excellent flying.

CONGRATULATIONS TO GARY FREEMAN, Jr. - This year was a special year for one of our members and my son, Gary Freeman, Jr. He set out the year to just have fun, go to races and see his friends at the events. As the season began to unfold, Gary's flying skills, team work with his caller (myself), and solid equipment, thanks, Team JR, kept him in the top three at almost every race. Along this journey, Gary had some very exciting flyoffs and heat races he will remember and still talks about. It is memories like these that make model airplane pylon racing a great hobby. I'm not only very proud of my son, but am glad to be able to share this accomplishment with him. I too will always have these memories to look back on. Now at the end of the 1998 season, Gary Freeman, Jr. has made his dream come true. He is the 1998 first place point Champion for both the National Miniature Pylon Racing Association and the Southeastern Miniature Pylon Racing Association. Congratulations, Gary for the hard work, dedication, and promotion of R/C pylon racing.

TRAC District 7 Championship Race Report.

On November 7-8, 1998, Tampa Radio Control Aircraft Club hosted the District VII NMPRA Championships. SEMPRA Rules were utilized for this event. Morgan Fuels sponsored this event by providing fuel

for the contestants. On behalf of the NMPRA/SEMPRA participants, I would like to thank the TRAC members that worked the course, scoring table, and concessions for making this a successful event for both the participants and the TRAC Club. Twenty-six participants registered for both days. The weather was ideal for racing with moderate temperatures and light to moderate winds for both days. Participants enjoyed our new asphalt runway surface that was used for the starting and landing areas.

The racing on Saturday went smoothly. Even though some of the pilots had not flown recently, the times turned in proved that the ability and equipment was still in top form based on the times turned in. Ten heats posted times of 1:10 or better. In the Expert Class, Charlie Poulton posted a time of 1:09.78 bettered by Ray Brown at a 1:08.37, which Dennis O'Brien bettered with a 1:07.97. The fastest race of the day saw Tom Jenkins and Gary Freeman Jr. dueling for 10 fast laps with Tom posting a 1:06.22 which was only good for second place since Gary posted a 1:04.04 to finish with the Fast Time of the day. Dennis O'Brien finished the day in First Place followed by Ray Brown and Gary Freeman Jr. respectively. In the Standard Class, James Creech placed first followed by Jason Burnside and Don Willbur respectively. Jason Burnside posted the Fast Time of the day for Standard Class with a 1:32.85.

The racing on Sunday had some mishaps on takeoffs that resulted in several fliers eliminated for the day. In the Expert Class, Charlie Poulton finished the day in first place followed by Tom Bogut and Joe Llanos respectively. Fast Time of the day went to Tom Bogut with a 1:08.19. In the Standard Class, Jason Burnside placed first followed by Richard Rosenberg and Don Willbur respectively. Fast Time for the Standard Class a 1:22.59 posted by Jason Burnside. After compiling the NMPRA point totals for the two days racing, the following pilots are the District VII Champions.

Standard Class - Henry Hillcoat

Advanced Class - No NMPRA Member

Expert Class - Ray Brown

Ray Brown finished one point ahead of Charlie Poulton and Tom Bogut. Congratulations go out to Ray Brown and Henry Hillcoat and to all the pilots that competed during this event and made it exciting and fun.

As with every Pylon Race that TRAC has hosted, I have been impressed with the style

and competitive spirit of the NMPRA/SEMPRA pilots. As with all competitive events, contestants do not always agree with the calls made by the judges and judges may not always make the correct call but ultimately a judgment call has to be made and it may or may not be agreeable to the pilot contesting the call. Those of you that had reason to question a call (very few) did so in a professional manner and likewise accepted our decision in a professional manner. On behalf of the course workers and the TRAC Club, I extend my appreciation and thanks for everyone participating at this event and for making this event enjoyable for both the workers and your fellow pilots. Looking forward to seeing more of you next year.

Submitted by, CD Wayne Smith

Races are already being scheduled for the remaining part of the 1999 schedule. As they become final, I will include them in the next publication.

Gary

Quarter Forty Bob Beaudette

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Winter is here for most of you guys. I trust that everyone had a very happy Holiday. The last contest flown was the Tangerine, which was held in Apopka Florida the week before Christmas. We had some new visitors this year. Mark Lattimore and his lovely wife came down for the occasion as did Rusty, Matt, Barbara and Daniel Van Baren. Matt and Rusty had the honors of taking home that Tangerine Gold finishing in the Top spots in both Quarter Midget and 428. Matt took first in QM and Dad took second. All decided by a coin toss as they were tied for First Place. Rusty took first in 428 with Rocket Ray in second. Rusty and his family spent Christmas partly in Disney and then came south finishing off his vacation in South Florida. A great time was had by all.

Elsewhere in this issue will be the Quarter Midget National Points for 1998. I neglected to post them earlier, sooo they're now in cement. The results are based on your top five finishes. Just to remind you, this year we will again be using the top five for the NMPRA Point Champion. The JR Series will be broken out separately so that we can determine a JR Gold Cup Winner.



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However, if you fly a JR event, it *will* count towards the NMPRA Season Points Championship. The JR Gold Cup Champion will be determined by your best four of the five Gold Cup Races that you fly. This is a separate award from the normal Season Point Championship.

A couple of other issues need to be mentioned. One is that the FAI Team selection is complete and a Raffle is now in progress to raise some needed dollars. Tickets are \$2.00 each and can be bought through Dave Shadel, Richard Verano, Richard Allen and myself. The prizes are great. A Futaba Computer Radio, Miss Ashley, Nelson Q500, a Nelson Q40 engine and a pattern airplane. Also helping out is Tony Lopez. He has some great chopped glass, which can be used to install firewalls, potting etc. A bag of the stuff costs you \$5.00 plus postage. The upshot is Tony is donating all of the income to the FAI Team. Give him a call and order the stuff at 702-564-8453 or voice mail at 800-274-6505 x1733.

There are some new products out there that are pretty nifty. Greg Edmunds of Edmunds Engineering has a pin router that makes duplicating wood parts a snap. After you make a template, the parts are replicable over and over, perfect every time. Greg sells the unit for about \$125.00. You use your own router and table to attach the assembly to. You can check this out on his Web Site Edmunds-eng.com. Greg always seems to come up with some innovative stuff. His deck height gauge is also another hit. This item makes setting head clearances and liner heights a snap. It consists of a dial indicator, a spacer and a collar that screws to the top of the case. The instructions are clear and concise. It's real easy to use. It comes packaged up in a neat wooden case, ready for the road.

One other item that is a great idea is the back-plate remote needle valve assemblies that are available through Performance Specialties. They replace the normal back-plate with one designed to accept the needle valve/spray-bar assembly. A new spray-bar assembly without the needle is provided to take the place of the old unit. It moves all those nervous fingers about 2-1/2 inches further back from the prop. About \$45.00. What's a finger cost?

The JR Gold Cup Race schedule is complete and will be published in the next Model Aviation. I've seen the ad and it is real nice. The race locations will be

Phoenix, Arizona February 27,28

Merced, California April 24,25

Bowie, Maryland May 22,23

Dayton, Ohio September 11,12

Apopka, Florida December 11,12

This puts at least one in everyone's backyard or as close to it as we can get. Plan on attending as many as you can and let's support this project. We have started getting some support from manufacturers to provide some prizes for the workers at these races. Futaba has agreed to provide a Radio for each of the races, Performance Specialties is donating, SIG has donated and Powermaster to name a few.

That's it for this month, not a lot going on during the winter months. Phoenix is next on the tour. Good Luck to everyone attending. Jim Allen puts on a great race.

I hope everyone is doing well. Short column this month. Build'm straight.

See Ya
Bob

Quickie 500 - Cliff Telford

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The following is a short recap of the procedure for reporting NMPRA National Points for the Q-500 event.

Race reports must contain the following information:

Date, Place (city where event was held), type of event (AMA 424,428, Standard, Expert, etc.) CD's Name, Name and order of finish for all contestants (first and last names).

Race summaries without the above information are not adequate. If scoring is done by computer a printout of the results is adequate and usually is the easiest way to report a race. An attachment to e-mail works OK in most instances although mime files sometimes get garbled going through AOL.

Races must have at least five contestants to earn NMPRA points.

Races should be scheduled with at least five rounds of flying. Four-round races will be counted if five rounds can't be flown for some legitimate reason such as darkness or inclement weather.

Cliff



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Congratulations Matt Van Baren 1st Place Tangerine

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(305)899-8468 - Beeper (305)315-8468 - Cell (305)205-9500 or Email @ bobbqm40@earthlink.net

District 1 - Dave Ferrell1565 Echo Dr., Merced, CA 95340
209.722.0655

Q5 uses APRA rules

11/8	Phoenix, AZ	Q5,AMA
12/6	Phoenix, AZ	Q5,AMA,Q4
1/16-17	Phoenix, AZ Winterfest	Q5AMA
2/7	Sepelveda Basin, CA	Q5,Q5AMA,Q4
2/27-28	Phoenix, AZ, - JR Gold Cup	Q4
3/21	Sepelveda Basin, CA	Q5,Q5AMA,Q4
4/11	Merced	Q5,Q5AMA,Q4
4/24-25	Merced, CA - JR Q40 Gold Cup	Q4
5/8-9	EBRC	Q5,Q5AMA,Q4
5/16	Sepelveda Basin, CA	Q5,Q5AMA,Q4
5/29-30	Whittier, CA	
6/12-13	Sepelveda Basin	Q5,Q5AMA,Q4
7/2-3	Reno, NV	Q5,Q5AMA,Q4
8/22	Sepelveda Basin, CA	Q5,Q5AMA,Q4
9/4-5	Modesto	Q5,Q5AMA,Q4
10/3	Merced	Q5,Q5AMA,Q4
10/24		Q5,Q5AMA,Q4

District 2 - Darrol Cady10711 NE 37th Ct, Vancouver, WA 98686
360.573.0987

Q5 uses APRA rules

11/01	Kent, WA.	Q5,Q5AMA
2/6-7	Puyallup Expo - Fair Grounds	
2/14	Kent, WA - Hawks	Q5,Q5AMA
3/7	Kent, WA - Hawks	Q5,Q5AMA
4/4	Kent, WA - Hawks	Q5,Q5AMA
5/2	Kent, WA - Hawks	Q5,Q5AMA
6/5-6	Arlington	Q5,Q5AMA,Q4
6/26-27	Whidbey Island, WA Al Watson 425.746.9519	Q5,Q5AMA,Q4
7/24-25	Spokane, WA - Barons	Q5,Q5AMA,Q4
8/14-15	Ephrata, WA Matt Mikko 253.863.6478	Q5,Q5AMA,Q4
10/2-3	Kent, WA - Championship	Q5,Q5AMA
11/7	Kent, WA - Hawks	Q5,Q5AMA

District 3 - Terence Palaschuk39 Tremaine Ave, Regina, Saskatchewan S4R 6N6, Canada
306.585-1465 E-mail: tppalchuk@sk.sympatico.ca

5/15-16	North Battleford, Sask.	Practice
6/5-6	Regina, Sask.	Q5,Q4,F1

6/26-27	Calgary, Alberta	Q5,Q4
7/24-25	Swift Current, Sask.	Q5,Q4
8/14-15	Prince Albert, Sask.	Q5,Q4
8/28-29	Saskatoon, Sask.	Q5,Q4
9/18-19	Winnipeg, Manitoba	Q5

District 4 - Mike Sperry1614 11th St, Cody, WY 82410
307.587.5870

11/14	UVA field-Regis	Q5
	John Sheely	
11/21	UVA field	1/2A
	Bill Cowley	

District 5 - Pete Bergstrom7526 Balfour, Allen Park, MI 48101
313.928.8260 E-mail: pbergstrom@email.msn.com

9/11-12	Dayton, OH JR Gold Cup	Q4
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District 6 - John Fike12706 Beaverdale Ln, Bowie, MD 20715-3912
301.262.1486 E-mail: jfike@feico.com

5/22-23	Bowie, MD - JR Gold Cup	Q4
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District 7 - Gary Freeman Sr.1005 Taproot Dr., Winter Springs, FL 32708
407.695.1855

Q5 is SEMPRA Sport Pylon		
11/1	Jacksonville	Q5
	Pete Rickard 904.826.3608	
SEMPRA Season Ends		
11/7-8	Tampa, FL TRACS	Q5(2)
	District Championship	
	Wayne Smith 813.621.4051	
12/11-12	Tangerine - JR Gold Cup	Q4
	Jim Marazon 407.292.5962	
12/13	Tangerine	Q5AMA
12/14	Tangerine	Q5

District 8 - Randy Ritch4104 Lark Ln, Houston TX 77025-5831
713.661.5458 E-mail: rrritch@msn.com

(1) one race per race date, (2) separate race(s) each date, (?) Tentative, (B) Beginner, (S) Standard, (E) Expert, (AMA) AMA 428
(Q5) District rules unless otherwise noted
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Q5SE,AMA - Q500 Standard and Expert district rules plus Q500 AMA 428

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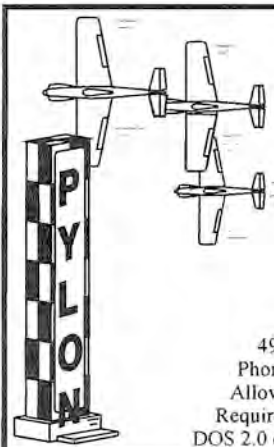
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