

*The Pylon Racer's Official Voice*

# NMPRA

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## HIGH PERFORMANCE

National Miniature Pylon Racing Association • Since 1965 • AMA Affiliated • February 2002

### A Word from the President

Welcome to the 2002 racing season. For those of you in the cold and snow country, yours has not started yet. For those of us that can be in the southern part of the country, (no comment from you Canadians. You are so tough that you fly all year round...) it has started already. The Winterfest in Phoenix was held January 12 and 13, 2002. What a great contest. The weather was absolutely perfect, 72 degrees and very little wind. Not even any clouds in the sky. The contest was only 5 contestants short of being full. The 424 class did fill. What an accomplishment for the race promoters in this area. Last year there were only 5 entries in the event. Promoting the beginners event will pay off for all of us racers. Do your best to promote beginner racing in your district. It will insure that you have someone to race with in the future.

Not much is going on with national topics at this time. The plastic prop rule for Q40 went through the contest board with out opposition for the first vote. This is normal. The first vote is to find out if the board wants to consider the proposition. They almost always do and did the same on this issue. The official proposition will be advertised in Model Aviation for your perusal and then it will be voted again by the Pylon Contest Board. As most of you know, I am against the proposal. I do not think that it is in the best interest of Q40 racing in the future. After the proposal is made public, consider both sides of the issue and do take the time to contact the Contest Board with you feelings and reasons. We do live in a Republic, and all should be heard. I care more about everyone voicing their opinions and reasons, more than the side that you are on. I think that I am right, but who knows? There are those that are on the other side that feel that they are right as well. No crystal balls for our use. To change something that is working for something unknown is a risk.

I was very rudely accused of using the NMPRA's membership money to support Q40 racing. It was mainly over the JR Gold Cup Series. I thought that everyone knew that the JR Gold Cup does not cost the NMPRA any money, just lots of time. All of the expenses are covered by our generous sponsors. JR and Horizon Hobbies furnish the trophies for all the JR Gold Cup Series races. They also provide gift certificates for the race officials at every JR Gold Cup race. PowerMaster supplies all the fuel and race official hats for each of the events. It is also supported by those that fly in the events. The entry fee is \$50.00 plus \$20.00 that is used for direct expenses and year end awards, both cash and awards. This year, if we do not make the 30 entry guarantee, the difference will be deducted from the \$20.00's supplied by the participating racers.

As you can see, the JR Gold Cup Series was and is organized by interested Q40 fliers for the betterment of racing. The same thing could probably be done for the Quickie fliers. Is anyone interested in taking on the project? It can be done for the Quickie racers as well, without putting a financial burden on the NMPRA. It will have NMPRA support. Someone just needs to put it together. Know that it has to be a National concept to make it work. Think outside of the lines. Do not try to emulate the JR Gold Cup Series.

We tried to have a NMPRA National Championship race two times several years ago. All it turned out to be was a local race somewhere that cost the NMPRA lots of \$\$ and no one traveled to the races. That was when the NMPRA made the money available to all of the districts for trophies for year end district awards. Not all districts even take advantage of that money.

Up until the end of 2001 we offered \$500.00 per district for construction of off-course racing equipment.

.....Continued on Page 2

## President's Message continued....

Again, not many took advantage of the offer. Maybe it was because of the strings attached. The string was that non NMPRA members had to pay a contest use fee until the money was either paid back or only NMPRA members were using the equipment. I thought that was fair to the Districts and the NMPRA.

There seems to be some confusion with the Internet forums. There is only one NMPRA forum. It is the one that is on the [www.NMPRA.org](http://www.NMPRA.org) website. The one forum that very few are using. <G> Pylon forums seem to be very prolific. In the last month, they are popping up like rabbits. I have not been able to follow any of the forums for some time. Traveling like we do, the hour a day that I spend at Kinko's downloading and answering my email is all the time that I have to be on line. I will start checking the NMPRA forum every day or so. If there are things that I should know about, please use the NMPRA forum, or email me directly. Somehow, I find it much more productive to work on my airplanes or fly everyday instead of wandering around in cyber space. I do want to play with a simulator for awhile. I think that will be much more productive for my evening computer time than being on the Internet. I love the Internet, but only with a specific purpose. Surfing does not fit my current lifestyle.

I am very excited about the Predator that Lanier has provided for us. I have put several of them together and I am impressed with the quality and the price. There are a couple of things that I think need to be changed. I did change them on mine. If you get a chance to thank Lanier for their product, please do it. The following are the changes that I made to my Predator.

The changes that are a must are as follows:

1. Cut a 2.25" x 2.25" x 1/8" aircraft plywood plate. Epoxy it to the front of the firewall before you start drilling any mounting holes. This will disperse any shock of a hard landing to the fuselage side and the top and bottom. It will help keep the firewall in case of a bump.
2. Triangulate the wing to the fuse and tap the mounting holes with 1/4-20 nylon bolts. The metric bolts will be impossible to replace if you misplace one of them.
3. Replace the hardwood wing hold down plates with Plywood of the same thickness and make a fillet of epoxy and micro-balloons around bottom all of the wing hold downs and the landing gear block.
4. Drill and pin with toothpicks all of wing hold downs, landing gear blocks and the firewall.

Changes that are nice and will give you better performance:

1. Cut the aileron torque rods out and replace them with 4-40 threaded rod. This must be done before the ailerons are glued in place.
2. Raise the stab about 3/8" and put the elevator horns inside the fuse. Lots of work, and I am not sure that the effort is worth performance gain.
3. Replace the push rods with 1/8" carbon PushRods.

These modifications make this airplane as good as any Quickie kit that is currently on the market for less than \$135.00. They are also light. It is the first Quickie that I have ever had that is under the minimum weight. Not bad for an ARF. It is a buy at \$130.00.

A word for the CD's. The quickest way the 424 event can be ruined is by stretching of the rules (cheating). Check engine RPM's on the line. If you have a questionable engine, do not be afraid of sending it to the pits and putting a standard prop on it and look for RPM's above the 16,500. Do not let them refuel before the check. Watch the fueling stations. We all use the same fuel for a reason. Do not loose sight that these lower powered airplanes are affected more by the little things that the higher powered airplanes are not.

Fly safe and have fun!

*Darrol*

# Renew Your Membership

### High Performance Information

High Performance is published 8 times per year.

Information for publication can be forwarded to:

**NMPRA Editor, Darrol Cady**  
**Box 14273**

**Portland, OR 97293**

**Phone: (360) 903-3520**

**E-mail [dcady@pacifier.com](mailto:dcady@pacifier.com)**

If possible, please submit information in Microsoft Word format.

### Race Announcement Policy

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

### Advertising Rates

Rates are for camera ready artwork. Artwork, composition and typesetting will be charged at cost. Printable are 7.5" X 10", lpi =133, half tone permitted. Ads for upcoming issues must be received by the deadlines published below.

| Size      | Single        | Annual      |
|-----------|---------------|-------------|
| Full Page | 7.5 X 10      | \$100 \$700 |
| 1/2 Page  | 7.5 X 5       | \$ 70 \$490 |
| 1/4 Page  | 7.5 X 2.5     | \$ 40 \$280 |
| Card Ad   | 3 5/8 X 2 3/8 | \$ 20 \$140 |

### Wanted

Interesting photos of, planes and events. Send photos by hard copy or in electronic format to the Editor.

**When corresponding with the NMPRA, please use this address:**

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

**To receive an electronic version of the newsletter via e-mail, please contact Darrol Cady via e-mail at [dcady@pacifier.com](mailto:dcady@pacifier.com)**  
**Or visit the official NMPRA website at [www.nmpra.org](http://www.nmpra.org)**

**Article Due Dates**  
**March 30**

# ***JR Gold Cup Series 2002***

## ***2002 Schedule of Events***

***February 23 & 24  
Phoenix Arizona***

***April 14 & 15  
Ft Lauderdale, Florida***

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

***August 24 & 25  
Whittier Narrows, California***

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

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# District News



## District 1 – Drew Telford

Hello racers and race fans! I hope Santa treated you well, and some of us even took some of our new Q500 toys for a spin during the Winterfest race held in Phoenix Jan. 12<sup>th</sup> and 13<sup>th</sup>! We had great weather and a lot of close racing, and of course there was some a bit too close! Saturday and Sunday were separate contests, giving those that suffered on Saturday a chance to start from a clean slate on Sunday, and those who did well both days a whole bunch of trophies to take home. The Kachina doll trophies were back this year, having been generally more popular than the polo shirt awards given last year. The SpeedWorld R/C Flyers did a terrific job of hosting the race. Five rounds were completed both days with a little daylight to spare on Saturday and enough to catch a movie on Sunday! Unfortunately, the trash can capacity got tested a little both days. I interpret this as a sign that the racers are getting better and hence fly closer together to try to eek out the win, but sometimes wings, tails and props get together and the inevitable occurs. Special recognition goes to Gino Del Ponte, who, in the last round on Sunday, managed to take out Lyle around pylon 3 on the 3<sup>rd</sup> lap, hit the left wingtip on top of number 3 pylon on the 5<sup>th</sup> lap, and kept on trucking to win the heat! He

must be watching more NASCAR these days! The next District 1 race is at the Sepulveda Basin, hosted by the Valley Flyers, on Feb. 3<sup>rd</sup>, so come on out and race APRA Q500, AMA Q500 and Q40. Results of the Winterfest Q500 are listed below:

### APRA Class, 1/12/02

| Pos | Name           | Pts.  | Best time  |
|-----|----------------|-------|------------|
| 1.  | Boyd Hunt      | 15.00 | 1:40.40    |
| 2.  | Tony Pacini    | 14.20 | 1:47.05    |
| 3.  | Doug Killebrew | 14.00 | 1:43.99    |
| 4.  | Paul Herman    | 13.00 | 1:42.60    |
| 5.  | Gale Enstad    | 13.00 | 1:44.67    |
| 6.  | Randy Dauer    | 11.00 | 2:02.26    |
| 7.  | John Buckner   | 9.00  | 1:46.25    |
| 8.  | Bill Vargas    | 8.00  | 1:35.89 ** |
| 9.  | Danny Coe      | 8.00  | 1:43.19    |
| 10. | David Miller   | 7.00  | 2:13.34    |
| 11. | Stan Douglas   | 4.00  | 2:14.38    |
| 12. | Tom DeAscentis | 3.00  | 1:57.61    |

### APRA Class, 1/13/02

| Pos | Name           | Pts.  | Best time  |
|-----|----------------|-------|------------|
| 1.  | Bill Vargas    | 20.00 | 1:40.17 ** |
| 2.  | Boyd Hunt      | 17.00 | 1:44.41    |
| 3.  | Danny Coe      | 17.00 | 1:45.55    |
| 4.  | Tony Pacini    | 15.00 | 1:41.06    |
| 5.  | Gale Enstad    | 15.00 | 1:41.49    |
| 6.  | Doug Killebrew | 13.00 | 1:49.26    |
| 7.  | Stan Douglas   | 13.00 | 2:09.68    |

|     |                |       |          |
|-----|----------------|-------|----------|
| 8.  | Randy Dauer    | 12.00 | 1:46.35  |
| 9.  | David Miller   | 12.00 | 1:55.06  |
| 10. | Paul Herman    | 11.00 | 1:45.99  |
| 11. | Tom DeAscentis | 11.00 | 1:55.54C |
| 12. | Sam San        | 6.00  | 1:49.52  |
| 13. | John Buckner   | 0.00  | 0:00.00  |

### AMA 428 Class, 1/12/02

| Pos | Name             | Pts   | Best time  |
|-----|------------------|-------|------------|
| 1.  | Fred Burgdorf    | 20.00 | 1:09.93    |
| 2.  | Ed Coker         | 19.20 | 1:08.27    |
| 3.  | Randy Bridge     | 19.00 | 1:04.32 ** |
| 4.  | Darrol Cady      | 18.00 | 1:10.92    |
| 5.  | Mike Tallman     | 18.00 | 1:11.98    |
| 6.  | Lyle Larson      | 16.00 | 1:08.99    |
| 7.  | Tony Lopez       | 16.00 | 1:13.86    |
| 8.  | Doug Clancey     | 14.00 | 1:17.93    |
| 9.  | Mike Hammett     | 13.00 | 1:09.00    |
| 10. | Doug Killebrew   | 13.00 | 1:13.83    |
| 11. | Travis Flynn     | 12.00 | 1:06.10    |
| 12. | Jim Lime         | 12.00 | 1:16.43    |
| 13. | Drew Telford     | 11.00 | 1:11.53    |
| 14. | Gary Long        | 11.00 | 1:12.56    |
| 15. | Bill Vargas      | 11.00 | 1:17.16    |
| 16. | Lee Ulinger      | 11.00 | 1:26.13    |
| 17. | Gino De Ponte    | 10.00 | 1:13.29    |
| 18. | Red Cranfill     | 10.00 | 1:13.75    |
| 19. | Barry Leavengood | 10.00 | 1:15.31    |
| 20. | Boyd Hunt        | 10.00 | 1:25.61    |
| 21. | Chris Hoyer      | 9.00  | 1:14.45    |
| 22. | Chuck Andraka    | 9.00  | 1:20.30C   |





# District News



## District 1 – Drew Telford cont'd

|     |                |      |           |
|-----|----------------|------|-----------|
| 23. | C Grunkemeyer  | 8.00 | 1:09.34   |
| 24. | Danny Coe      | 7.00 | 1:25.43   |
| 25. | Joe DeAscentis | 7.00 | 1:27.22   |
| 26. | Larry Laughlin | 6.00 | 1:18.38   |
| 27. | Mike Del Ponte | 5.00 | 1:15.35   |
| 28. | Jim Allen      | 4.00 | 1:08.66   |
| 29. | Sean Heritage  | 4.00 | 1:23.79   |
| 30. | Bruce Coffey   | 1.00 | 0:00.00NT |
| 31. | Joanne Coffey  | 0.00 | 0:00.00NT |

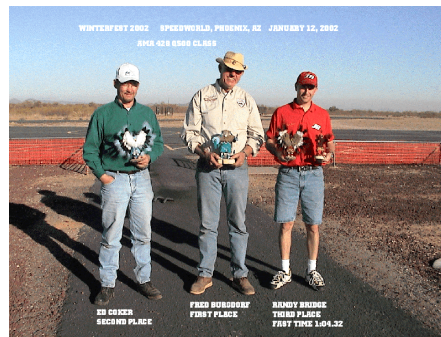
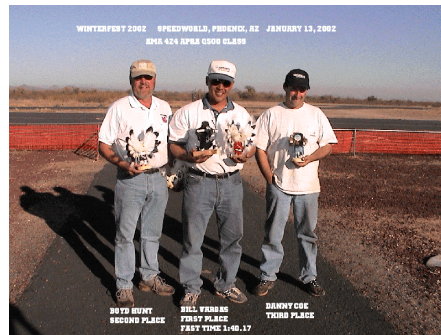
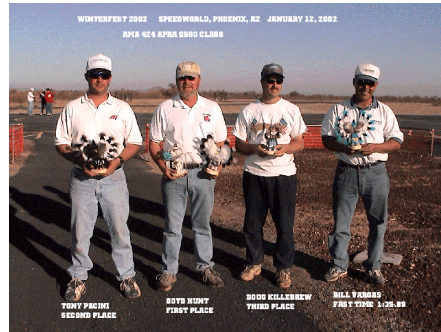
### AMA 428 Class, 1/13/02

|     |                |       |            |
|-----|----------------|-------|------------|
| 1.  | Randy Bridge   | 20.00 | 1:07.83    |
| 2.  | Fred Burgdorf  | 18.00 | 1:08.87    |
| 3.  | Jim Allen      | 16.01 | 1:10.13    |
| 4.  | Doug Killebrew | 16.01 | 1:16.72    |
| 5.  | Tony Lopez     | 16.00 | 1:10.41    |
| 6.  | Darrol Cady    | 16.00 | 1:10.41    |
| 7.  | Mike Tallman   | 16.00 | 1:12.43    |
| 8.  | Mike Hammett   | 14.00 | 1:08.30    |
| 9.  | Lyle Larson    | 13.00 | 1:10.48    |
| 10. | Gino Del Ponte | 13.00 | 1:11.06    |
| 11. | Red Cranfill   | 13.00 | 1:15.15    |
| 12. | Bill Vargas    | 13.00 | 1:19.98    |
| 13. | Drew Telford   | 12.00 | 1:09.60    |
| 14. | Jim Lime       | 12.00 | 1:11.46    |
| 15. | Larry Laughlin | 12.00 | 1:15.71    |
| 16. | Travis Flynn   | 11.00 | 1:07.63 ** |
| 17. | Ed Coker       | 11.00 | 1:09.43    |
| 18. | Sean Heritage  | 10.00 | 1:21.95    |
| 19. | B. Leavengood  | 7.00  | 1:18.80    |
| 20. | Chuck Andracka | 6.00  | 1:15.41    |
| 21. | Doug Clancey   | 6.00  | 1:21.09    |
| 22. | Joe DeAscentis | 6.00  | 1:23.72    |
| 23. | Chris Hoyer    | 4.00  | 1:13.64    |
| 24. | Mike Del Ponte | 4.00  | 1:18.70C   |
| 25. | Lee Ulinger    | 4.00  | 1:30.28    |
| 26. | C. Grunkemeyer | 2.00  | 1:17.01C   |
| 27. | Boyd Hunt      | 1.00  | 1:43.37    |
| 28. | Gary Long      | 0.00  | 0:00.00    |

On the Q40 front, the first JR Gold Cup race for the 2002 season is coming up very soon on Feb. 23<sup>rd</sup> and 24<sup>th</sup> in Phoenix, AZ. See entry flyer at [www.nmpira.net](http://www.nmpira.net) for details if you haven't entered already. It should be a great time, and certainly was last year. You must be an NMPRA member at time of entry, so on that note, PLEASE RENEW YOUR NMPRA MEMBERSHIP for 2002. Do it soon so you don't get caught trying to enter the JR race and have the CD not show you on the list! Also, no membership = no points for other races, so renew before you race to be

sure you get the points you are entitled to. See the last page of this newsletter for application for renewal. Here are some photos of the Winterfest. Until next time, Go Fast, Turn Left outside the poles, and don't make divots!

*Drew Telford, 1B*



*Have you paid  
your  
membership for  
2002?*

## District 2 – Nelson Eddy

The tentative District. II race schedule follows:

April 28 424,428 Redmond  
Stan Davis [stan-joyce@email.msn.com](mailto:stan-joyce@email.msn.com)

May 18,19 422,424,428 Wenatchee Stan Davis [stan-joyce@email.msn.com](mailto:stan-joyce@email.msn.com)

June 22,23 422,424,428 Spokane  
Mike Bergan 509-928-1597

July 13,14 422,424,428 Whidbey Is.  
Al Watson 425-746-9519

Aug. 10,11 422,424,428 Ephrata  
Marty Hoppe

Sept. 7,8 422,424,428 Arlington  
Nelson Eddy [MoNEddy@juno.com](mailto:MoNEddy@juno.com)

There may be changes after the scheduling meeting at the Northwest Expo, Feb 2.  
*Nelson Eddy*

## District 3 - Harold Sattler

Hello all! As I write this report it is -24 degrees outside and snowing like crazy. You can imagine that not much racing is going on in western Canada right now. This gives us all a chance to hibernate in the workshop and re-build the fleet for next summer or do some regular maintenance on the planes lucky enough to survive last season.

Brett Rupert is our NMPRA District 3 VP but claims to be unable to find the appropriate letters on the key board to write an article for the newsletter. So the job was passed to Harold Sattler, our VP from last year. Harold is busy building the new Miss Candace Q40 for the Phoenix race at the end of February. Harold and Mabo have adopted a new airfoil for Miss Candace and, along with some other small modifications; we all hope that he and Roy will do well at the annual JR Gold Cup event. Jack and Ted Ellefson are also planning to attend, so we wish them good luck and good racing as well.

*Continued on Page 6*





# District News



## ***District 3 - Harold Sattler cont'd***

So with all of that, Harold asked me to write the District 3 newsletter for this month. Talk about s#\$t flowing down hill! Anyway, as mentioned with all of the cold weather here on the prairies there's little to do but tinker in the workshop or surf the pylon related web sites on the internet. I recently discovered at least three active pylon racing discussion forums going on. The issue of the APC carbon prop for Q40 briefly caused a bit of a flap among the forum participants. Most of the flap was due to lack of accurate information, but Barry Leavengood helped to provide some facts and we now await the results of the AMA discussions and voting process. Popular opinion has it that if the rule is passed, it likely won't be applied until 2003 anyway. Let's wait to see what happens. Personally, I like the idea of allowing an unmodified APC carbon D1 prop for Q40. There are many pros and cons which I will not get into here but I just thought I would let my opinion be known. Another note on the pylon forum shows some interesting results from Rocket Ray on wooden Q40 props. Ray is experimenting with courser pitch props and radar gunning them. Pitches up to 8.5 and 9.0 seem to be providing positive results. Apparently these props will be available from H&M Racing at the Phoenix race.

On the Quickie front, there has been a lot of discussion on the Net regarding entry level Quickie racing. This is good to see, as this type of event is a key factor in cultivating new

racers to sustain a healthy future for pylon racing. As expected, no one can agree on one set of rules that would satisfy everyone interested in entry level quickie. Personally, I don't think that is a bad thing. I think we should let entry level quickie evolve from the local club level. If there is enough interest in one club or between a few clubs who are geographically close enough to each other to host contest, then let's let them create their own set of rules and go 'round the poles. This is currently being done successfully in Saskatoon and in Edmonton. Some of the new guys from Saskatoon have been hooked in a big way and are now participating in our District Quickie events during the summer.

Interest in Quickie is growing in Winnipeg as well, thanks to a District event being host there each year. It's too bad that the Edmonton crew is not interested in traveling to the district contests but I guess they're having fun with their own event so that's the main thing.

Regardless of rules, I think the key to success of any entry level event is to disallow the "experts" from participating in the actual racing as pilots. Our role as experienced pylon racers should be to help the beginners in any way we can. This can take the form of advice on aircraft construction techniques to ensure a safe and airworthy airframe, to engine care and needling, to helping on the race course counting laps and waving flags. The closest an expert should come to racing is maybe to help a pilot out with calling and keeping him

calm during the race. Too many times it has occurred that as soon as the experts start participating as pilots, the rules get bent and tweaked and slowly it progresses away from an entry level event. This is certainly the case with Club 20 racing in Calgary and to some degree with our District Quickie. Remember what it was like to be a beginner. The experts and their models are very intimidating. Let's let the beginner's race among themselves and let's support them within the district as much as we can. I once proposed that our weekend district schedule should include a half day entry level event to allow the opportunity for the beginners to fly around the course, experiment with racing against other guys, and getting exposure to the larger district event. For reasons, I don't quite agree with, the idea was rejected. The growth and direction of entry level racing in our district will have to be determined by those who are interested. Personally, I stand ready to help in any way I can. Brett Rupert was working to create a web based discussion forum for our district so that we could spend the long cold winter discussing these and other issues among ourselves. Perhaps when Brett gets this up and running we can collaboratively figure out how to provide opportunities for the beginner racers in our district to successfully enjoy pylon. Until then, I'll have to work a few props or hand-rub that paint job to stay warm. Perhaps I'll bump into you somewhere on the Net.

*Randy Smith*



A photo of the Edmonton Racers. Their club racing is the AMA 424.



# District News



## **District 4- John Sandusky**

How do we, as R/C pylon racing enthusiasts, encourage the participation of new racers? It is clear that new people must be introduced to pylon racing in order for our beloved activity to survive. This is stating the obvious but the fact is that the attrition of racers will always be a factor with which we must contend. Let's face it; people's lives are pulled in many directions nowadays. Responsibilities at work or at home may lessen (sometimes greatly) the amount of time one can devote to a mere hobby. Sometimes a person's interest and enthusiasm will migrate towards new and different things. Or, they simply will burn out and what once was exciting and fulfilling, is no longer so. Because of the attrition in our ranks, cultivating a new generation of racing enthusiasts is something of which we should always be mindful.

The Academy of Model Aeronautics recognizes four classes of glow-fuel-powered, radio-controlled pylon racing—event 422 (Q40), event 423 (1/2A), event 424 (Sport Quickie), and event 428 (Quickie 500). 1/2A pylon, while being in the AMA rulebook, only sees spotty participation in but a few areas around the United States. Of the other three events, 422, 424, and 428, only event 424 or Sport Quickie, can be called an entry level or novice event. This is the event we need to promote in order to attract new participation and advance radio-controlled pylon racing in general.

Around North America, entry-level pylon racing takes several different forms. Different racing organizations support their own brand or class of racing depending on what region of the continent they are located. There are the CAPS, NEPRO, APRA, SEMPRA, Canadian Prairie, and etc. organizations each of which promote their own "flavor" of entry-level racing. While the acceptable airframes remain essentially identical, vast differences apply as to what engines are allowable. The goal should be to standardize entry-level racing as much as possible so that a person living in one part of the country can travel to a race in another location and not have to purchase a new motor in order to comply with local rules. Q40 and 428 are standardized and anyone

can travel about the continent to an AMA sanctioned racing event without fear that their motor and airframe combination will be disallowed because of local rules violations. This same expectation should extend to the entry-level arena. Sport Quickie (424) is in the AMA rulebook and should be promoted as the introduction to NMPRA-style three-pole pylon racing.

R/C Pylon racing is great fun. You know this and I know this, however to a neophyte racer, if the perceived level of fun is accompanied by copious levels of "red tape" they are not likely to participate. The "bother factor" will get the best of them and they will be discouraged.

The best way to promote Sport Quickie happens at the grass-roots level. That would be for two or more (more would be better) fellow racers to meet at the flying field on a busy Sunday afternoon to show their stuff, as it were. Fly your planes together in mock heats. It doesn't matter if the pylons are set up or not. More than likely, you won't be able to fly around yourselves in the three-pole fashion. You'll have to fly an oval racecourse pattern in front of yourselves. This too doesn't matter; if the group of you display how much fun you're having, others will be curious and a few might become interested.

It doesn't help promote entry-level pylon one bit when all anybody sees the experts fly are Nelson and Jett powered molded/composite 428 and Q40 planes. This just scares people away because these planes are perceived to be too expensive, too difficult to fly, too complex, and yes, too fast. In order to get people excited about racing, excited enough to be willing to try it, they must observe us while having huge amounts of fun flying Sport Quickie airplanes constructed in the old way using standard balsa and foam. I strongly encourage each and every Q40 and Q500 (428) pylon racer to build, fly and show off a Sport Quickie airplane. Every time you fly your composite, Nelson-powered Q500 or Q40, you should also fly your balsa and foam Sport Quickie plane. Hey, you might even offer to let someone fly it to really whet his or her appetite.

Promoting entry-level racing at the local level is where we should begin. Sport Quickie has gained a strong foothold in the western and northeastern United States. Promoting Sport Quickie racing on the national level will also advance general interest in three-pole pylon racing. The NMPRA is pushing AMA 424 as the definitive entry-level event. It is strongly encouraged that whenever a Q500 (428) race is scheduled, time should be allotted to fly a matrix of 424.

Elsewhere in this newsletter, the 2002 race schedule can be found. As of this writing, the only races of which I've been made aware are those occurring at the Aurora Airpark field east of Denver Colorado. That schedule follows...

Airpark race schedule:

May 18th

June 22nd

August 24th & 25th (this is a two day race)

October 27th

For directions and general information, please contact Tom Neff by email at [tom@airparkelite.com](mailto:tom@airparkelite.com)

Also, check out the Airpark Elite web page at <http://www.airparkelite.com/>

Mark your calendars and join us for good fun, good racing, and good food! To all the CDs in district 4, contact me with your race schedules and I will make sure they are posted in this newsletter and on the NMPRA web site.

John Sandusky

(303) 424-1856 home (303) 275-0174 work  
[js3deuce@attbi.com](mailto:js3deuce@attbi.com) [jsand@jefferson.lib.co.us](mailto:jsand@jefferson.lib.co.us)

Take care everyone, and have fun promoting Sport Quickie racing!

*John*





# District News



## **District 5 - Terry Frazer**

The CAPS Awards Banquet is February 9th In Toledo, Ohio this year. This district is the heart of pylon racing as we know it. With the CAPS working the Nats every year and the strong number of pylon racers that we have in our District. As Always, Mike Condon does his best to make sure the events of the year come off without a flaw.

District 5 has some of the best flyers in the nation. Congrats. to the NMPRA top 20 flyers in both Q-500 and Q-40 this year. As far as the CAPS awards, go to the following.

### **STANDARD Q-500**

1st Joe Lemley  
2nd Mike Eden  
3rd Dave Ellis  
4th Kevin Hicks

5th Mike Watts

### **EXPERT 428 Quickie**

1st Terry Frazer  
2nd Marcus Blanchard  
3rd Mike Deneve  
4th Dan Kane  
5th Craig Grunkemeyer

### **Q-40**

1st Craig Grunkemeyer  
2nd Terry Frazer  
3rd Joe Dodd  
4th Mike Condon  
5th Marcus Blanchard

### **2001CAPS CHAMPIONS**

1<sup>ST</sup> Terry Frazer  
2nd Craig Grunkemeyer  
3rd Marcus Blanchard  
4TH Dan Kane  
5th Mike Deneve

Mike Weaver was the well deserving 2000 CAPS Champion and will bring the Trophy to the banquet. Congrats to Mike and Michelle Morris on their wedding, one of the best of up and coming flyers. Watch out for this guy.

The District 5 race 2002 race schedule will be posted on the NMPRA site after the CAPS Banquet February 9th.

Build your planes straight and light. Hope to see all of you soon.

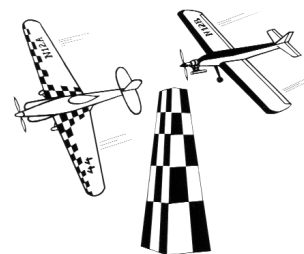
*Till then turn left and don't cut.  
S/K RACER TERRY*

## **District 6 – John Fike**

Well folks, we had 3 inches of snow here in Bowie over the weekend and I've been dusting off the skis instead of building. Don't worry, lots of time left before the season opener. And of course next month, I'll say it sure is cold outside and I won't even think of going into my cold garage to build. These are all excuses, of course. And before you know it, it'll be late March and heading into the first April race and I'll be behind the curve, again. Well..... I have vowed not to let that happen this year. And I plead with you; don't let it happen to you

either. The first race of the season is just as important as the last and you need to take every opportunity to build (and practice) that you can. I fully intend on participating in the 424 fun that's been happening at PGRC over the past few years. So there you have it. The gauntlet is thrown down. Get Fike's \$\*\*% into the shop and start making balsa dust. Now about those flying skills.... Not much you can do in January or February to help that. Did I mention that I won the last 428 race in Bowie last year? (I probably did.) I can still remember Art telling me about lap 7 of each race. "Now, don't do anything stupid". Art has been my caller for a few years and I guess he knows my habits as well as anyone. Thanks Art. And if you haven't figured it out by now, I'm getting as much mileage out of that victory as I can.

*Continued on Page 9*



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This is an all composite airplane. It comes with a 7 oz. Fiberglass fuselage with firewall, landing gear and the wing is installed to the fuselage for you. It comes with high-tech designed one-piece composite V-tail. The ball links are already installed on the elevator horns. This airplane is pre-built for you! Just attach the V-tail and bolt on the landing gear. Fuselage needs to be painted. No other composite Q500 kit can compare Quality/Price with my BIRD OF PREY.

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





# District News



## District 6 – John Fike cont'd

### 2002 RACE SCHEDULE

The 2002 schedule has been submitted to NMPRA and should be posted on the NMPRA website, or if not, it will be soon. NEPRO..... How about some input? Let us know what you are planning.

### WHAT'S IN, WHAT'S OUT FOR 2002

What's in is Steve Baker. What's out is John Fike. I'm taking this opportunity to announce to you that Steve Baker is the newly appointed District 6 VP for NMPRA. Steve is an avid racer and consummate hobbyist. Two years ago he entered the Nats with a scratch built wooden (that's right, non-composite) Q-40 and was competitive. Need I say more? A while ago, former NMPRA President, Mr. Legend car racer, cheek cowl vs. fairing, (private joke) Vern Smith asked if I would take the VP position for a short time. That was about three years ago. Well Vern... I appreciated and enjoyed the opportunity and I did my best to keep the troops entertained, but as I told Darrol, the time has come for me to pass the torch along. So, having said all that, I'll turn it over to Mr. Steve Baker. You can be assured that he has the utmost interest in racing and will voice your opinions as well as his own.

Regards to all and I'll see you at the start finish line,

*Cheers & happy building, The Fikester*

On behalf of all pylon racers in District 6, I would like to extend our collective gratitude to my predecessor John Fike for his 3 years of service to the racing community. His candor and wit made reading his column one of the highlights of the newsletter. While John is still planning to be active in Q-500, he felt the need to pass the duty along to someone else and thought I could handle the job, so I guess we'll see what happens.

As a way of introducing myself, I have been involved in modeling for about 40 of my almost 47 years. I have been involved in R/C since 1967, and first started racing in 1974, flying 15 Quarter Midget. Later, I participated in Formula I, Quickie 500, 1/2A and the new Q40 class of racing. I am an avid modeler and

enjoy designing and building my own planes. In that regard I am a bit of a relic, as the wisdom of that habit is being tested each year, with more and better pre-built racing airframes available on the market. Still, there's always room for originality, and as long as the sport of racing has venues for innovation, I'll no doubt remain tempted to experiment with aircraft designs.

Not to overlook my son Jon, age 16, also races 424, 428 and 422 events, and will also start in IMAC this year. In his very brief racing career, he has had a host of fantastic achievements, culminating in setting a new National Record for the 428 AMA Quickie 500 events in September of 2000, and in only his 4<sup>th</sup> heat ever! He also managed to beat the NMPRA President in a Quickie heat at the 2001 Nats. These great moments in pylon racing have served us well in our relationship with one another, and I'd recommend the sport to anyone with children. Enough about us.

As the boss suggested, one of our largest concerns nationwide is the future of racing, or more precisely, who will be the racers of tomorrow. Racing has truly evolved since the early years of the NMPRA. The technology available to us in our radio systems, engines and airframes were unimaginable in the 60's and 70's. Today we take it for granted that we now can make a few phone calls, recite our credit card number and have all the ingredients of turn-key terror delivered to our door, ready to race in a matter of days. Gone are the days of painstaking construction projects that required a wide range of modeling talent just to create *next season's* squadron. Life for the newcomer to modeling is vastly different too, in that the majority of them now earn their wings flying a .40 powered ARF, not a Falcon 56 or Tri-Squire. I'm dating myself here deliberately to point out that the newcomer to racing probably arrives with far fewer modeling talents than many of us have. In order to overcome this, they

need our help.

Even *with* modeling ability, racing is a very nerve-racking endeavor, filled with frustrations. However, looking back on my progress, I recall many personal milestones that served my ego well to hang in there and keep trying. The greatest source of inspiration came from the champions of the sport. To have a Cliff Telford, Bob Violett or Dave Latsha call for you or offer up a flight tip made me feel like I had someone pulling for me. Today guys, we're the champions, and while we may not feel quite like celebrities, to a newcomer, we are Gods. While I don't suggest anyone attempt walking across water or parting the seas, the next time some brave new soul registers for their first contest, don't just sit back and let him or her fail, or it will likely be there last time, and an opportunity missed for everyone. Offer to call for them, and encourage them for all the little things that they managed to do almost right. None of us got here without this kind of support.

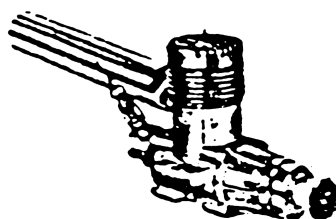
Frankly, I stunk for the 8 years I raced Formula I, never going faster than a 1:30.00 even by 1983. But I managed to enjoy it simply by focusing on improving on a personal level. If nothing else, I managed to make a cool starting box for taking to the line! When the Q-500 and .15 Quarter Midget racing events became popular in our area, I was better able to pick up and excel more rapidly from the experience and confidence I accumulated earlier. Soon, I was spoiling the party for the same folks that once helped me, and lest you forget, there is no greater feeling.

*Continued on Page 9*

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# District News



## District 6 – John Fike cont'd

In the meantime, it's still building season here in District 6. In keeping with the times, we have opted to buy one of the new Lanier Predator Q-500 ARF's for our 424 flying. For the price, even this balsa dust-huffing fool could see the merit in the "buy and fly" option. If the temperature ever pushes and mercury out of the bottom of my thermometer, we may even fly the thing.

Until then, support the R/C pylon racing economy and buy something *really* expensive.

*Steve Baker*



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## District 7 – Gary Freeman Jr.

Racing is getting ready to fire up again in SEMPRA. Ft. Lauderdale will be our first race since the Tangerine (results below). We have many great things happening in our district and I really believe racing is on an "up swing." Some contributors to this are the 424 class we started running at the races in Jacksonville, Tangerine, and Ft. Lauderdale and the introduction of the LANIER PREDATOR ARF Q500/THUNDER TIGER 40 combination. We have had about 7-10 new racers since the first of the year, so let's all keep it up and get some new blood in the event. We also have some veterans returning to the circuit (Jim Lyons, Barry West, Bob Greer, Jimmy Bartels, and a few others.) All this is so good for racing. We have a SEMPRA race coming up on Feb 2-3 at Ft. Lauderdale as well as the JR Gold Cup coming back to Ft. Lauderdale in April. Check your schedule and make your reservations now.

OK now for some race information from the Tangerine. We had four events 428, 422, 424 and SEMPRA class. Q40 went first with 18 entries. There was some great racing in almost every heat. One "highlight" included the great race between Gary Freeman Sr. and Bruce Richmond until some nasty air coming off Bruce's Sidewinder resulted in one of the hardest crashes I had ever seen. Words cannot really explain the hit. You just had to be there. It is a bad feeling when you get into some bad air and have no control. At the end of the day Ray Brown was on top with Craig Grunkemeyer in second with fast time of 1:06.18 and third was Bruce Richmond.

On Saturday, AM428 had 22 entries. At the end of the day, there was a tie for first place between Gary Freeman Jr. (me) and Bruce Richmond. It seems whenever Bruce and I race, there is a mid-air and this race was no exception. On the first turn to pylon one, we hit. I only lost a wing tip and had Monokote pieces flapping in the wind. It made it a little challenging to fly, but was still a great race with Bruce taking the checker flag. The top 5 positions are below and include 1<sup>st</sup> Bruce, 2<sup>nd</sup> Gary Jr., and 3<sup>rd</sup> Dub Jett.

For Sunday, the new AMA424 class had 6 pilots (ALL NEW RACERS). They all did an

outstanding job with many showing great potential of moving up quickly to the SEMPRA event. There were 32 entries for SEMPRA with lots of new faces and some old faces returning to the scene. Locals Billy Wiggins and Chris Laven came out to try racing and did a great job for their first SEMPRA race. Billy also had his first mid-air when he found pylon 3, lost half his wing, and spiraled into the ground. He loved it. At the end of the event, only Brian Wilbur had a perfect score. Bruce and I had another fly off for second and third. Guess what! No mid-air. There was some confusion with the course workers, so we decided to just go with times instead of doing it again.

Q40 December 7, 2001

1. Ray Brown
2. Craig Grunkmeyer
3. Bruce Richmond
4. Tom Scott
5. Dub Jett

428 Quickie, December 8, 2001

1. Bruce Richmond
2. Gary Freeman Jr.
3. Dub Jett
4. Craig Grunkmeyer
5. Ray Brown

424 Quickie December 9, 2001

1. Lance Metcalf
2. Charlie Cline
3. Mike Powers
4. Tom Brown
5. Jon Perdue

SEMPRA, December 10, 2001

1. Brian Wilbur
2. Gary Freeman Jr
3. Bruce Richmond
4. Ray Brown
5. Dennis O'Brien

*Gary Freeman Jr.  
NMPRA # 16s*





# District News



## **District 8 - Ed Coker**

It's wintertime in District Eight and not much is happening in AMA Q500 and Q40, but it's a very exciting time for our district. We have realized that the decline in racing participation is not caused by 428 Q500 going too fast, but for the lack of promoting our sport.

Over the last few years, our sport has become so specialized and serious, we forgot to promote ourselves. What are the key ingredients that make a business successful? Product value, promotion, and leadership. In District Eight we will emphasize these attributes and get back to the basics to insure our future success. Although we had a small increase in total participation last year, we have totally changed our prospective and will aggressively pursue new racers.

When you view the NMPRA web page, what do you see? All emphasize is placed on Q40. What about 428 Q500 and beginner Q500? This must change. There is little District Eight can do on the national level, but we can make a difference in our district by reversing these priorities and promote from the bottom up, not the top down.

District Eight will promote and put the fun back into racing. We started a new racing league in the Houston, Texas area dedicated to the beginner. It's a one-day short course race providing the opportunity for clubs that were

previously eliminated from hosting events when we adopted the long course. Having the opportunity to visit some of these clubs recently, I discovered their excitement, recognition of a money making opportunity, naivety of the sport, and a lot of interest from those who have competition in their blood.

We hope to have one race per month, year around. Because they are local races, changing dates because of bad weather is possible. We simply move it to Sunday or our next available weekend. We race three classes, Fly What You Bring, 424, and 424 Expert. Entry fees are reduced to \$8, \$10, and \$12.00. All monies go to the sponsoring club. We have eliminated the quantity of course workers by using the pilots in the first ready position as lap counters and timers. Randy Ritch donates all needed fuel (Ritch's Brew) and the cost of trophies is eliminated by honoring the winners with certificates and a decal to place on their wing to promote their success. We are promoting this event with color posters displayed in all local hobby shops and flying fields, an aggressive e-mail and direct mail campaign, and visits to area club fields and monthly meetings. We will hold a year-end banquet with prizes and awards.

A test event was held in December at the Alvin RC Club in Alvin, Texas. It was a Hoot! We had 15 entries, picking up four new racers without any promotion other than through the club. Three other Alvin Members are building planes for future events.

We now have three clubs committed to holding the events and are working on two more. If we can attract 4 new racers per club, success will be inevitable. Each club will hold two events per year. We will also hold this event as our 424 class during the District events within the Houston area, totaling eleven races for the year.

What we do today, will determined our success tomorrow.

**Ultimate Club Racing, Round one, December 1<sup>st</sup>, 2001**

Alvin R/C Club did an outstanding job of

hosting the first Ultimate Club Race. There were some surprises and disappointments, but no one went away unhappy. The competition was as extreme as it gets.

In the Fly What You Bring class, Roy Adams and Jason Duda had an impressive battle. Jason clearly had the fastest plane, but Roy Adams held his own with superb pole bending. By the end of the day, Jason came out on top, but Roy was clearly a force to be dealt with. Roy is now building a new Q500 and we will watch his smooth flying style closely.

In the 424 novice class there were more surprises. Mike Buckaloo, Phil Vance, Ricky Cranfill, and Jason Duda battled round after round. Neither had a clear advantage, but you could see the determination and aggressiveness of these guys grow with each round. There is definitely new blood in District Eight. Ricky Cranfill had so much fun; he has now purchased a 428 engine and will compete with the fast guys this year. Phil Vance raced a very old Q500 plane, but set a pace that worried the other participants. A crash in a later round kept him out of the winner circle, but he will be back. Jason Duda continued to impress us with his desire to dominate. This young man will definitely make his mark in racing and we look for him to move up to the 428 class soon. Mike Buckaloo took home top honors with precision. He built and finished a Q500 the week before the event, but it did not show. He is a great flyer and another racer the 428 guys need to watch out for.

The expert class was a totally different story. I don't think I ever saw such poor performance from such a capable group in my life. I admit, we caved to the pressure. We cut more than a butcher. Steve Baggett was the only one who didn't let the extreme competition get the best of him. Ricky Cranfill flew his own race, finishing second for the day. Mike Hammett, finished third and I'm still trying to figure that one out? Mike Walther drew from his patient style and ability to deal with pressure, finishing forth. The rest of the cutters needed to go home in shame.

*Ed Coker*

## **District 9 - Manuel Martiarena**

**No Report Submitted**







# District News



## Q-500- Cliff Telford

Discussion about Q-500 Points

In the past we have kept only one list of points earned by Q-500 flyers. There was no discrimination between AMA 424 and AMA 428. If you flew in either type of race you earned points for the number of people you beat in the event. There was very little sand-bagging and people tended to fly in the event that suited their skill level. The National point standings were not affected very much although a few of the Standard Class 424 flyers finished a bit higher than their skill level merited as they became more skilled in the easier event. Some district VPs did not even submit the race results for the 424 events.

Now things are a bit more confused. When the AMA rules were rewritten for 2001 the 424 event was restricted to engines which do not have a "tuned pipe" muffler. The rules at the local level vary all over the place. Some districts fly both 424 and 428 but do not restrict the entry list by skill level in either class. Some fly 424 and 428 but restrict the entrants in 424. Some fly APRA rules which employ a handicap system to give the newer flyers a better chance to compete. Some restrict the engines, even in the Expert (428) event. We are back to the point where we were in 1983 when we did not have a unified set of rules used nationally by all districts. This is good for attracting new people but it devalues the meaning of a Top Twenty list.

So the question is what do we do? Do we want to leave it alone, keep two lists for Standard and Expert, or devise some other solution? We are seeking input from the membership, preferably via e-mail. Please send comments to:

Cliffcracer@aol.com and copy Darrol at: dcady@pacifier.com

*Cliff*

## JR Gold Cup 2000 - Mike Helsel

Let's go for the GOLD. The JR Gold Cup for 2002. We have five races scheduled with the final race also being the NMPRA Championship Race. We are going back to some previous locations and have two new locations - Whittier and Houston. Both are good flying sites with experienced crews.

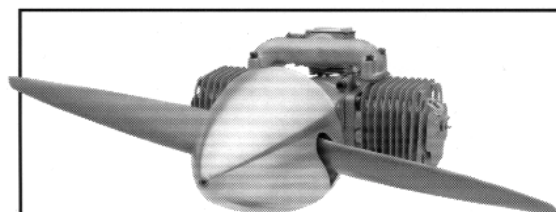
JR/Horizon has signed up again this year and so has PowerMaster to provide sponsorship for the Gold Cup Series. We are really happy to have them back again this year. I would encourage everyone to show their appreciation to JR/Horizon and PowerMaster every time they get a chance. Buy their products. Encourage others to do the same. There has been some grumbling in the past that may have made our sponsors a bit concerned about ongoing sponsorship, but they are back so show your support for the Gold Cup and our great sponsors. Remember, we need them more than they need us. Please support them.

This year we will be racing in:  
Phoenix, Arizona  
Ft Lauderdale, Florida  
Bowie, Maryland  
Whittier Narrows, California  
Houston, Texas

I would encourage all to try to get to as many races as possible as the national points will count at least 4 races of the five to win the Gold Cup.



*Mike.*



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# District News



## Quarter 40- Barry Leavengood

The 2002 season is well under way in some parts of the country. We have high hopes for this season. There are a couple of new developments in Q40. Lyle Larson now has a version of the Vendetta with a symmetrical airfoil, much like the one on the record holding Vortex Q500, as well as a new Proud Bird. The Jett Bar Stock Q40 engine has undergone a couple of changes from the original design with an eye towards increased reliability. A change to the Nelson's crankcase late last year will increase rigidity and help prevent cracking in the front web area. I'm sure there are many more new developments I have yet to hear about and will report on them when they surface. I'm sure we will see these and others at the first JR Gold Cup race in Phoenix next month.

Talking about Phoenix, I just got off the phone with Stan Douglas, NMPRA Webmaster, and the man behind the monthly APRA races in Phoenix. In passing, he said the Phoenix JR Gold race has pre-entries from five countries including Greece, China, Canada, Mexico and Japan. If this is any indication it should be a great race.

Darrol Cady, NMPRA President, asked us to address methods of increasing entry level racing at the local level. Thereby eventually adding to the faster class population. I can really only address what is happening in the Southwest as I have first hand experience with it. One of the things being done here is a club event for those who feel 424 is too fast or too cutthroat. This series consists of three classes and is run on the 1/2 A course. The first class is designed specifically for beginners using 40 size trainers with prop and rpm limitations but no engine limitations. The goal is to provide a racing venue where anyone who wants to race and has a 40-size trainer can come out and get his or her feet wet. The second class consists of 25 size Air Cruisers and the third is 25 size House of Balsa or Global ARF AT6s. We are currently evaluating Q500 airframes with 20 - 28 size engines, similar to the Slo-Quickees' being run in Kingman AZ as a replacement for the Air Cruiser class. With the advent of the Predator Q500 ARF this will be a great and inexpensive class of racing. This type of racing is very laid back and geared towards the rank beginner or sport pilot. Last year five pilots moved up from the club races to APRA, two of whom are now racing 428. If anyone has an interest in trying this kind of racing contact me and I will e-mail the rules we are using.

*That's all for now. Hope to see you at Phoenix.  
Barry*

## 2002 Nats - Mike Condon

Many questions have been asked about the upcoming 2002 Nats. One of them has been the issue of 424 during the Nats week.

There are many reasons why this will not happen. The main one is that too many places are flying their own versions of the 424 class. They are not flying to the same national rules that govern 424. This is the correct approach for each club to provide their membership with the best type of racing to inspire the best interest. This approach works against a National event.

Another reason is that it is not possible to make room for an additional event without cutting in to 422 and 428. The format being used at this time to determine a National Champion requires all the time allowed. We applaud all those who have taken the time to explore this issue. We can only hope now that the same will offer their time to make this year's Nats the best ever. We await your offering of help.

The format for this year's Nats will be the same as last year. A split matrix is still the best way to go to allow for the race official force to be guaranteed.

The hotel issue appears to be left up to the contestant to acquire there own. We tried last year to have a block of rooms at the Ramada Inn. There were more problems with that then there were with running the Nats!! Please make your plans and reservations early.

Another issue has gained interest, FAI. There will be time allowed on Saturday morning for an unofficial race. This can only be if the following things happen.

1. There must be an advance interest shown by enough pilots to make the time worthwhile.
2. Race officials can be arranged.
3. First priority for the time slot on Saturday will be used for the completion of 422 or 428 if there is an interruption in the allowed week's time slot and time is needed to complete those events.

In closing I would like to say that I have taken the responsibility of the Nats through the CAPS and the NMPRA. I have tried to put forth the best we have to offer all of those who attend. Please help us to put on the best Nats possible. I await your constructive comments!!

*Mike Condon*

[mcondon@twmi.rr.com](mailto:mcondon@twmi.rr.com)

**Support Racing.... Pay Your  
NMPRA Membership for 2002**



# District News



## Soapbox: Rules Proposals

Every couple of years we go through the rule proposal process with the AMA to fine tune our racing events. The one BIG problem we have is that we never really test any of the proposals in actual conditions to see their potential impact to our sport before we implement them. We should change that! The AMA will allow deviations from the AMA rule book for sanctioned events providing they are listed on the sanction application and published in advance so competitors can adjust to any rule deviations. This does not impact AMA insurance providing the rule deviations to not conflict with the AMA Safety Policy.

During the rules process we get opinions, lots of them. Everybody has one. Let's deal with facts. This could be done on a district basis or on a national basis. Currently, all Q500 flyers get national points even though all districts do not utilize the same set of rules as published in the rule book. Almost every district has their version of 424. That is a good thing. This would expose the rule proposals to a wide number of competitors and really sort them out. It would also make the job of the contest board easier if we could deal with facts, discuss them within our districts and then make the decisions as to which rules to implement.

*Just a thought.  
Mike Helsel*

## Official AMA Records

| Event           | Record Holder     | Time    | Date     |
|-----------------|-------------------|---------|----------|
| 421-F1-Op       | Richard Verano    | 1:03.16 | 03/28/92 |
| 421-F1-Sr       | Henson Bartle     | 1:07.94 | 10/10/98 |
| 421-F1-Jr       | Matt Van Baren    | 1:10.81 | 08/18/96 |
| 422-Q40-Op      | *Chip Hyde        | 1:00.70 | 05/29/99 |
| 422-Q40-Sr      | Henson Bartle     | 1:04.90 | 10/09/98 |
| 422-Q40-Jr      | Matt Van Baren    | 1:04.24 | 06/06/98 |
| 422-QM15-Op     | Craig Grunkemeyer | 1:10.89 | 09/11/93 |
| 422-QM15-Jr     | Thomas Doe        | 1:26.78 | 09/29/92 |
| 423-1/2A        | No record         |         |          |
| 427-FAI-Op      | Richard Verano    | 1:03.31 | 11/11/94 |
| 427-FAI-Jr      | Henson Bartle     | 1:20.19 | 07/12/96 |
| 428-Q500-Op-2m  | Chip Hyde         | 0:56.49 | 05/29/94 |
| 428-Q500-Sr-2m  | David Wright      | 1:01.36 | 07/10/94 |
| 428-Q500-Jr-2m  | Bucky Miller      | 1:10.43 | 06/13/92 |
| 428-Q500-Op-2.5 | *Gary Schmidt     | 1:05.20 | 01/17/99 |
| 428-Q500-Sr-2.5 | Seth Tombli       | 1:11.16 | 10/06/96 |
| 428-Q500-Jr-2.5 | Matt Van Baren    | 1:13.19 | 05/24/98 |

\*applied for AMA Official Record

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