

The Pylon Racer's Official Voice

NMPRA

HIGH PERFORMANCE

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

A Word from the President

Our next issue of the newsletter will be the last one before the September 15th deadline for nominations for offices in the NMPRA. I urge all of you to take a look at what you have to offer the organization and step forward and pay the organization back for what it has given to you. It is the NMPRA that has kept pylon racing as we know it today going for the last 38 years. My feelings are that we need more of the younger racers to take part in the management of our group. We need some fresh new ideas and more reasons for racers everywhere to join the NMPRA and encourage others to start racing.

We have done a good job of getting the 424 class of racing going in most areas of the country. Now it is time to fill the classes and encourage more to start racing and help promote the talented and hooked 424 racers to move up to the next class of racing. In order to do this, it is going to take an enthusiastic group of officers in the NMPRA to do it. It is up to the NMPRA to keep stirring the 424 pot to make sure that it keeps cooking and does not burn.

The major problem is that most of the racers are selfish. They feel that if they have a race to go to next month, then all is well. We must think a little farther in the future. If we do not think about the other classes of racing, especially the 424 class, there may not be enough racers in 5 years to hold a good race. I have been told that racing may have to die in order to be rebuilt into a new group of racers. I do not want to see that happen. I would much rather see the racers that we have today pull together as a group build our NMPRA membership and continue building on what we have now instead of starting over. Maybe I am being selfish. I do not have enough racing years left to wait for the rebuild from scratch.

Please look at what you have to offer or look among your racing group and either put your name on the ballot or support your current VP so that we have a stronger organization. There is much to be done and there is an obligation to put effort in the organization that works for all racers.

I have 10 ½ years of serving the NMPRA as an officer. I am tired and think that I may be too staid in my thoughts to do an effective job as President of the NMPRA. I have served 5 years as VP, 3 years as Newsletter Editor and 2 ½ years as President. 2002 will be my last year as President. When the Championship race comes in October, I will hand over the title to someone else. I am sure that someone will step up and take on the challenge for the future of racing.

I will support the NMPRA and still work for the organization, but not in an official capacity. If the new President wants me to do something for the racing group, I will be more than happy to do what I can. Take inventory of what you have to offer the group to promote racing of all classes and get your name to me or Bob Brogdon as soon as possible. Just a simple note of your intentions and what position you are interested in is all that is needed. Nothing fancy, unless you want it published in the next newsletter. That would be nice to let everyone know that you are interested in their votes so that you can do what needs to be done.

Apathy is one of the first steps of a dying organization.

On to something else... Like the plastic prop issue. You will find some things in Barry's article that are not quite factual. Speed creep with the plastic props is very apparent everywhere they are used. At Whittier, Rusty Van Baren went his personal best time using the plastic props. In

.....Continued on Page 2

President's Message continued....

Bowie Randy Bridge went his fastest personal best time using plastic props. Pete Reed went his personal best time in Bowie. I am sure that there are many more, these are just the few that I know of as of now. I do know that testing with telemetry has proven that the plastic APC 7.4 x 8 props are 7 to 8 miles per hour faster than the best wood currently available. Tom Scott normally has speed over most of the competition at any contest that he attends. At Bowie, he was the only one that was using wood and he was not the fastest airplane at the race. I am sorry, but if this is not speed creep by a rule change, I do not know what else you would call it.

My suggestion, if a plastic prop is truly needed in the Q40 event, would be to make it with an 8 3/4 diameter and make the rule for wood the same. We would then go back to using the lower timed Quickie engines. Our Q40s would then be turning times in the 1:06 and 1:07 range for the best fliers. This is still faster than many of the 422 racers are going today anyway. Remember, that no matter what rules are made or changed, the winners will not. If you are not winning with the rules the way they are, you must work harder or just enjoy the events. Changing the rules will not make you a winner. More effort may improve your standings.

If for some reason that my above logical suggestion should actually be accepted, then the next step would be to pull the pipes out of the mufflers in the 428 class of racing. This will put the best Quickie fliers in the 1:10 to 1:11 range. Faster than most are going now, but it shows where the challenge is. Our Quickies fly just as well at 150 as they do at 165. Racing is the same. It does not feel slower. If some of you would like to try a muffler without a pipe in it to see what I am talking about, let me know and I will send it to you for a week to try. You do not even have to change props.

It is time for me to get back to finish up my replacement airplanes for the carnage I suffered in the last 3 races that we have attended... How about 5 airplanes in 3 races... It is a numbers game and I have not crashed many airplanes in the last couple of years, and it catches up. ☺

Take inventory of your time and talents and give back to racing by running for an office in the NMPRA.

Darrol

***Have you renewed your
Membership for 2002?***

High Performance Information

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If possible, please submit information in Microsoft Word format.

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

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website at www.nmpra.org**

**Article Due Dates
July 31st**

JR Gold Cup Series 2002

2002 Schedule of Events

***February 22, 23 & 24
Phoenix Arizona***

***April 12, 13 & 14
Ft Lauderdale, Florida***

***May 17, 18 & 19
Bowie, Maryland***

***September 6, 7, & 8
Whittier Narrows, California***

***October 18, 19 & 20
Houston, Texas***



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POWERMMASTER



District News



District 1 – Drew Telford

Hi there race fans! District 1 is in full swing racing, having had several races now. The weekend of May 4th and 5th saw some great racing at one of southern California's homes of fast racing, Whittier Narrows State Park, hosted by the San Gabriel Valley Radio Control League, which had a great turnout and some Cinco de Mayo activity in the park to bring in many spectators! Results are posted below.

Whittier Narrows
May 4th

Whittier Narrows
May 5th

428 Q500	428 Q500
1. Gino Del Ponte	Fred Burgdorf
2. Travis Flynn	Travis Flynn
3. Fred Burgdorf	Tony Lopez
424 Q500	424 Q500
1. Gale Enstad	Boyd Hunt
2. Chris Hickok	Tanner Pacini
3. Dan Coe	Chris Hickok

I apologize for not obtaining the Q40 results; I'll catch them next time!

Coming up in District 1 is another great weekend of racing at Sepulveda Basin, hosted by the Valley Flyers on June 8th and 9th, and then the Reno Firecracker Pylon Races July 6th and 7th. Both contests feature AMA 424 Q500 using APRA rules, AMA 428 Q500, and AMA 422 Q40. Come out and join the fun!

On the national level, it's also time for the annual dose of NATS FEVER, and if you haven't already entered the Nationals, you can still do so. NATS Pylon events will be held July 14th-20th, at the AMA National Flying Site in Muncie, Indiana, with processing on Sunday the 14th 2pm to 4pm, Q500 starting Monday morning and Q40 starting Wednesday after lunch. Go to <http://www.modelaircraft.org/Comp/2002Natsfront.htm> to get information, and don't procrastinate as hotels are getting hard to find now! Saturday the 20th is a rain date, but we have the chance to fly F3D (FAI rules) if enough people show interest by sending e-mail to Mike Condon before June 15th to indicate your interest in entering! If you plan to fly FAI, Mike asks each entrant to provide a

worker so we can be sure to have enough people to run the course for the event. So, get out those F3D planes, and get in some early practice before you go enter the U.S. F3D Team Selection trials in November in Ft. Lauderdale! Don't forget to buy your FAI stamp from the AMA (which you can do in Muncie as you attend the Nationals!).

I'll keep it short this month, so go fast, turn left, and if you don't cut you can stop after 10 laps!

Drew Telford, NMPRA 1B

District 2 – Marty Hoppe

"Well race fans" The beginning of the race season has been fun and exciting. Here in the Northwest it all started on April 28th at Redmond, WA. All the 428 expert pilots were dusting off their planes and getting ready for that first heat. I will say that I was a little nervous and anxious also. At least the weather was sunny and the racing competitive.

Across the whole country the APRA class of racing has been on our minds and what we can do to encourage new flyers in the class. Well, I'm here to say....it worked. We had six new faces at the race. I will call this a shameless plug by mentioning there names; Paul Holma, Cliff Witherspoon, Bobby Godwin, Wayne Ahchan, Jason Brinley and Trevor Stubbs. Three of these guy's came from out of State. All I can say is welcome and good job on your first race.

At the following race in Wenatchee, four of the new APRA pilots were their and ready to go fly.....I think they are hooked, he he.

Another thing we all need to keep in mind is that safety is a major concern. What I mean by this is to just follow the rules in the NEW AMA rulebook.

Now let's talk about our friends in Oregon. Their season started in Medford, OR. From what I was told, it went well. I am glad to see that there is a renewed interest in Southern Oregon. Many of us are planning to attend the Elkton and the North-South shoot out races. We are looking forward to meeting a whole new group of racers.

Now that I have an E-mail address I can stay in touch with every one. I will be able to do a better report on the Oregon races.

Oregon race results –Medford:

428 Q-500

1st Gino Del Ponte, 1:05.94-Ft

2nd Mike Del Ponte

3rd Joe DeAsentis

APRA:

Gino Del Ponte, 1:35.94-Ft

John Colwell

Joe DeAcentis

Washington race results – Redmond:

428 Q-500

1st Tony Huber

2nd Tom Strom

3rd Nelson Eddy

APRA:

1st Dick Salter

2nd Wayne Ahchan

3rd Tom Martin

Wenatchee Washington:

428 Q-500

1st Tom Strom, 1:10.88

2nd Martin Hoppe, 1:10.41-Ft

John Packer, 1:12.52

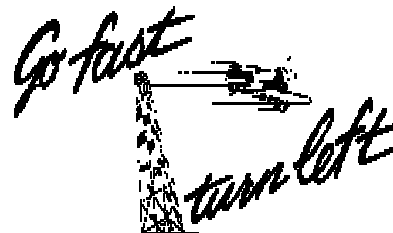
APRA:

1st Dick Salter, 1:42.06-Ft

2nd Dan Nalley, 1:42.62

3rd Tom Martin, 1:46.00

*Go fast and have fun,
Marty*





District News



District 3 - Brett Rupert

Hello all. On May 18th, Calgary was hit by another four inches of snow. However, as of June 1st it looks like spring has arrived. We just came home from the District 3 season opener in Regina, Saskatchewan. In the days preceding the contest it was extremely windy all week. Some of us arrived in Regina on Friday afternoon to do some practicing but the wind was not favorable.

Saturday morning arrived and the sun was shining and the wind was calm. It was a racer's weather dream come true. We had 23 entries in Quickie 500. We raced the Webra-Q pylon engine with Nelson pipes on the two-mile course. The most popular Quickie kits are the Neme-Q, Revlution, and Hornett. We had one new guy enter this year with a Lanier Predator. We were all expecting our illustrious NMPRA president, Darrol Cady to be there, but it seems he got wrangled by the Canadian border guards over a particular spirit of some sort..... or maybe they got into an argument over plastic props? Anyway, we missed you Darrol and Rhonda (mostly Rhonda) and we hope you can sneak over the border for the Calgary race later in June.

The Regina Windy Flyers made their first attempt at off-course judging and use of the wing marker bands for identification. The off-course lap system was provided by the racers from North Dakota. There was

mixed success with the new system due to problems with the early morning sun in identifying the airplanes. We had to resort to identifying the aircraft in each heat just to make sure the judges could tell who was who. Our district will have to continue to work the bugs out of the off course system. (Editor's note: It just takes a little time to accept the system. Remember that the timers and pylon 1 judges only have to learn the airplanes in their lanes. With 23 entries, each should only have to learn 6 airplanes...After the first heat or two; they know their aircraft without looking at the stripes.)

When the smoke had cleared, six rounds were completed with only a few mid airs during the day. The results were as follows:

1. Doug Houston flying a Hornett
 2. Cecil Graval flying a Neme-Q
 3. Steve Landry flying a Neme-Q
- Fast Time: Allan Bouchard flying a Neme-Q 1:07

Photos of the great racing we had on Saturday can be found at the following web address:

<http://community.webshots.com/album/39727669PpDVBk> (case sensitive)

Saturday evening was warm and there was not a breath of wind. We all tested our Q40's in preparation for the next day. Unfortunately, the weather did not cooperate

and rain settled in about 9am and only got worse all day. As a result, Q40 was rained out.

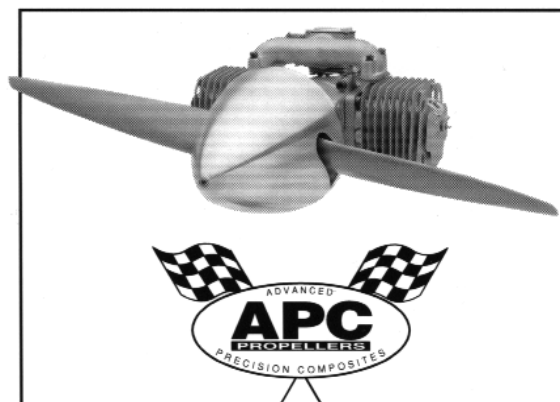
Between snow storms this spring, I had a chance to test fly my new Miss Candace Q40 racer from H&M Racing. I have enclosed a photo of my new bird. It flies well and I'm hoping to put it through its paces in at the Calgary contest.

The district continues to debate the APC carbon prop issue in Q40 with some very strong opinions on both sides. I think we will end up remaining with wood props for the Calgary race and likely all through this season. In preparation for next year, the issue will likely be brought up for a vote at the district annual general meeting at the end of this season.

Randy Smith for Brett Rupert



Randy Smith's Miss Candace



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District News



District 4- John Sandusky

I received this report from Loren Moen regarding their race in North Dakota on May 18 and 19, 2002:

Hi from ND!! We're still getting snow!! We hosted our annual quickee 500 race this past weekend. Our rules basically permit the Webra quickee engine with a performance or Jett muffler. We fly the 2 mi. course, and have been getting our times down near the one-minute mark.

Here are the results of our races, which consisted of two eight round days, for two separate events. We had 6 competitors each day, and near perfect weather. On day 2, we had a tie for 1st and 3rd place, which was settled with two fly offs.

Day one

- 1st Terence Palaschuk *
- 2nd Russ Bouchard
- 3rd Rod Kelln
- 4th Loren Moen
- 5th Charlie Cushing/ Ralph Fettig tie.

Day two

- 1st Terence Palaschuk
- 2nd Rod Kelln
- 3rd Russ Bouchard
- 4th Loren Moen

The fast time trophy went to Terence Palaschuk with a time of 104.47. He guaranteed his win the next round and flew a 104.97!

Thanks, Loren Moen CD

Thank you for the report, Loren. If you can, next time send some pictures and I'll make sure they get into this newsletter!

The Airpark Elite R/C club of Aurora Colorado held their first race of this year on May 18th as well. Classes flown were AMA 428 and 424. If memory serves, first place in 428 went to Chuck Andraka who traveled with his caller (his son) all the way from Albuquerque NM to race with us. Second place belonged to Aurora's own Brian Neff, and third went to Larry Laughlin of Colorado Springs.

In AMA 424, first place went to Hank Diepenbroek, Duane Gall came in second, and rumor has it that Kurt Bozarth placed third.

Fast time in 428 was 1:18 plus change. It was noted that this time is sixteen seconds off the national record. It was decided by all present that 14 seconds of that difference were due to the altitude (5400ft). :-)

Of special note at this race was the presence of airplanes that, it is hoped, will soon have their own racing class in which to compete. The planes present were a Lil' Toni and the other was Shoestring ARF from Great Planes. The Toni is designed and built by Duane Gall and has a Jett .91 for power. The Shoestring has an OS .91 FX with a TurboJett muffler from Jett Engineering.

Rules for this class are drafted and are still being tweaked. Please see http://groups.yahoo.com/group/Formula_One_Pylon/ for a discussion forum related to this proposed class. Also, plans for the Toni can be downloaded in DXF or DesignCAD format from <http://www.home.earthlink.net/~stinger4/>.

These planes are quite impressive in the air. They fly with presence and authority. Another plus about them is that you can see them from 450 feet away (in the pits).

I've included two images of my Shoestring and Duane's Lil' Toni.

That's all for now. Thanks, and GFTL!

John

..... Continued on Page 7



Group photo from Bottineau: L to R: Back Row: Loren Moen, Ralph Fettig, Russ Bouchard, Jeff Tarr.
Front Row: Rod Kelln and Terence Palaschuk



John's Shoestring and Duane's Lil' Toni



District News



District 5 – Terry Frazer

2002 Hamilton Hawks Pylon Race - Race Report

Where have all the racers gone??? We had 24 contestants make the race on Sunday as compared to 32 last year. We had 20 total entries on Saturday that braved the thunderstorms in order to race. The unsettled weather and unfavorable forecast may have kept many racers from making the trip, but the small turnout for the last three CAPS races is troublesome. Those that did attend enjoyed 2 great days of racing. We got in 5 rounds on Saturday and four rounds on Sunday after late starts both days due to rain delays. Mike Parker won the honors for traveling the longest distance this year - all the way from Grinnell, Iowa. Young Kirk Eden showed his stuff for the second race in a row in Q500 standard class. He finished first Saturday and tied for first Sunday with Dave Ellis, losing to Dave in a fly-off as the old sage taught the young student a lesson. Kirk had fast time Saturday with a 1:22.8 while Gary Helton had Sunday's fast time at 1:21.5. Mike Condon won first place in Q500 expert class Saturday (we all think he bribed Karl) with a perfect score and took fast time with a 1:09.3, while Marcus Blanchard and Tom Scott settled second and third by fastest time rather than fly-off. Sunday's QM-40 race ended up with Craig Grunkemeyer and Ben Martin tied for first in the point standings. Craig won the fly-off after Ben cut out. Craig also took fast time honors with a 1:03.4. You guys better watch your backs for Nicholas Maxwell and Kirk Eden; two young men with a lot of ability and a bright future in racing in front of them. Another very promising talent that has entered racing this year is father and son Mark and Alex Feist from Cincinnati's GCRCC club. I understand that both are understudies of Tom Scott. Young Alex flew a 1:46 with a Predator/Thunder Tiger combination to take fast time for sport class. Mark was in with a 1:41 with a Super-Tee/Jett Super Sport combination for his first standard class race. Congratulations to the winners and many thanks to all those who attended the race. We hope to see all of you back at Hamilton next year.

Terry Frazier lost two QM-40 models Sunday due to radio interference on channel 49. Evidently, the interference was being produced by a paging service broadcasting two miles from the field that had drifted out of calibration. I am filing a report with the AMA and FCC and have discussed with the paging service. I hope to have a scanner up and running for next years race in order to identify problems before accidents occur and will publish channel numbers with potential interference problems in race advertisements. Strong interference is also present on channels 29 and 30 at the Joyce Park flying field. I encourage everyone to have their radio equipment serviced during the off season (transmitters and receivers) as our radio frequency environment grows more cluttered and dirtier every day.

Bill Turner/Dave Brown Products was at the event all day both days with the Dave Brown Flight Simulator up and running for anyone to try and donated a Flight Simulator with controller for us to give away to the contestants for the most spectacular mid-air, crash or dumb mistake. Mike Weaver from Greenfield, Ohio won hands-down for his spectacular pass down the tree line on the far side of the field after finishing his last race on

Dave Brown products for their sponsorship and providing the flight simulator for demonstration both days of the race. It was a big hit with spectators and course officials.

Don Tankersley House of Hobby's was a major sponsor for us again this year providing help with the fuel and the Patriot kit that we used as a raffle prize. Please patronize our sponsors to show our gratitude for their support.

*Bruce Safriet for
SK RACER TERRY*



SAY, THAT'S NEAT.....WHAT IS IT?



Congratulations to Matt (winner of the Gold Cup in Ft. Lauderdale) & Rusty Van Baren



District News



District 6 – Stephen Baker

The 2002 pylon racing season has finally started in the Northeast, and the PGRC has already hosted a one-day Q-500 contest and the JR Gold Cup Q-40 contest. My apologies for putting 'the cart before the horse' and having the latter written up without the earlier event. To partially save face, the winners were Gene Bass in 424 (like the US Army, he flees more before 9:00 am than all the rest of us combined), and Vern Smith in 428. Both competitors lost planes just days before the contest, but still pulled off victories.

I have it on good authority that 428 racing is making a comeback in Ellington, Connecticut. A 2 day, 424/428 contest will take place August 3-4. Check the AMA website for all the details (it's posted).

On May 17-19, the Prince Georges Radio Control Club (PGRC) hosted the 3rd stop in the 2002 JR Gold Cup Q-40 series. Though attendance was down slightly from the

previous year, 27 competitors from all over the US and Canada showed up to compete and enjoy a steak on the grill Saturday evening with old friends.

Our race this year featured one variation to the otherwise rigid rules: to allow the use of the APC composite prop. Though this prop was built expressly for this event, it is not permitted by the rule book. The CD Rick Moreland obtained an exception to the rule-book to allow testing of the plastic prop. This departure from the rulebook took considerable negotiations with the AMA. In the end, the only concession for its use was that no new fast time record would count, even if set with a wood prop.

To minimize any ill-effects of this change, CD Rick Moreland made arrangements with the manufacturer to have the prop available at the contest. As a testimony to their consistency "right out of the bag", Fred Burgdorf (the manufacturer and a contestant) agreed to sell his personal APC prop for the same price as a new one. That being said, the prop controversy was kept at arm's length- at least for now.

MONSOON RACING

For 3 years running, race day began with a customary downpour, however the skies cleared within a few hours, enabling us to get in 6 rounds on Saturday by 4:00; 5 more rounds were completed on Sunday.

The clearing skies made way for turbulence and prime horsepower weather (nothing like the engine running like gang-busters *and* the plane getting batted all over the sky). In spite of the conditions, the 'cool thumbs' soon showed what was possible. Ralph 'just-one-contest-per-year-for-me-thank-you' Rinaldi posted a 1:02.12 in the 2nd round. Right after Ralph, our club's best set of Q-40 thumbs (attached to Dave Binger) turned a 1:02 flat racing Lyle Larson. In round 3, Randy Bridge put fast time to bed with a 1:00.64. (His best personal time) In fact, he went below 1:04 on 4 more occasions; just because he can (don't you hate those guys?). Just kidding Randy.

After 11 rounds of racing, only one tie for 2nd and 3rd remained unresolved. It ended with \ Lyle Larson winning the flyoff; Travis Flynn was awarded 3rd place.

The final standings for the 2002 Bowie JR Gold Cup were as follows:

1.	Randy Bridge	44	1:00.64 *
2.	Lyle Larson	37	1:03.02
3.	Travis Flynn	37	1:04.99

4.	Stu McAfee	36	1:04.27
5.	Dub Jett	35	1:03.57
6.	Mike Weaver	34	1:05.30
7.	Mike Helsel	30	1:04.36
8.	Terry Frazier	29	1:03.16
9.	Pete Reed	28	1:11.95
10.	Tom Scott	27	1:03.23
11.	Jon Baker	27	1:05.02
12.	Ralph Rinaldi	26	1:02.12
13.	Bill Johanson	25	1:04.59
14.	Ray Hendricksma	25	1:06.18
15.	Fred Burgdorf	24	1:02.77
16.	Chris Hoyer	21	1:09.06
17.	Bob Brogdon	21	1:12.79
18.	Lloyd Burnham	20	1:08.09
19.	Steve Baker	19	1:06.70
20.	Mike Masi	18	1:08.64
21.	Ed Smith	18	1:10.30
22.	Ray Blake	17	1:19.03
23.	Darrol Cady	15	1:06.56
24.	David Doyle	13	1:11.58
25.	David Binger	10	1:02.00
26.	Barry Leavengood	7	1:13.02
27.	Dave Latsha	4	1:06.52

We thank everyone for making the trip to the Bowie 'pea-patch' and supporting the Gold Cup Series. Until next time, keep 'em out of the dirt. Now if you will excuse me, I've GOT to get some planes built for the Nats.

Stephen Baker



Top 5 from the JR Cup at Ft. Lauderdale.



District News



District 7 – Gary Freeman Jr.

Racing is doing great out here in District 7; we had our first 428 and 424 race on the 25-26 on May. It looks like the 424 class is going to do well. There were 6 guys each day, but we did lose a few because of the race being scheduled during the Memorial Day weekend. There were 16 on Sat and 15 on Sun in 428. There was some great racing. We had racing veteran Len Lyons come out of retirement for the race and says he will be back for more. He took all the marbles home in 424 on Saturday. Great job Len glad your back. We had several guys using the Predator ARF from Lanier with no problems. Jeryl Smith even took a 3rd place with one on Sunday.

Results as follows for MPPA May 25th & 26th

5/25 424

1. Len Lyons
2. D. Hart
3. Jon Perdue
4. Jim Perdue
5. T. Bingham

428

1. Dennis O'Brien tie
2. Cliff Telford tie
3. Don Moody
4. Gary Freeman Jr.
5. C. Wright

5/26 424

1. R. Echevarria
2. Jim Perdue

3. Jon Perdue
4. C. Kline
5. D. Hart
6. Len Lyons

428

1. Gary Freeman Jr
2. Ray Brown FT 1:10.25
3. Jeryl Smith
4. Dennis O'Brien
5. Tom Dobyns

There was some question about having this race without the SEMPRA class (sport Jett engine) we decided that the time to make the change over to 428 and start to steer away from SEMPRA was now the reasons being.

-Everyone with a Sport Jett has a 428 motor anyway

-The short course isn't used anymore in most of the other districts

-With the 424 class now we have the beginner event we have needed

-There is no need for a 2 beginner classes (SEMPRA) and AMA 424

So I thought that right now was the best time to do this not only because we just started the 424 class, but also because we have needed to do this for a very long time. So there will be a few more SEMPRA races this year I wouldn't count on any in the schedule for next year. Don't fret the engines are great for sport flying if you order the sport carb.

Also I would like some input on whether or not expert pilots should be able to compete in the

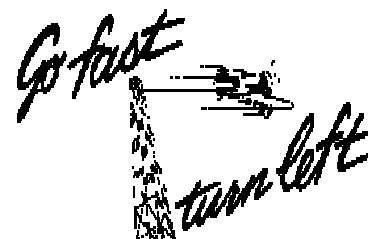
424 class I have heard both sides of this story. Some say it is good for the new guy to be flying against the expert pilots, but some say that it is not good to have the expert pilots winning the 424 class all the time. So let me know what you guys think.

We have a new field in Sanford. The first race is going to be in September. I will give more details as I get them. We really need to support the new clubs so they continue to have more races.

CDs I would like some kind of race reports from races from now on it really helps with me writing a newsletter, even if you just write some notes down on paper for me that would help.

That is all for now see you guys at the NATS

Gary Jr. 16s TEAM JR.



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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

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



District News



District 8 - Ed Coker

Positive attitude, motivation, enthusiasm, and spirit have moved District Eight. Things are looking up and the fun is back in racing. With the inception of our District Sport Racing Program and the determination of the racers, we have a strong foothold on growing the sport we love so much. I feel fortunate to be a part of this great district and look forward to a wonderful racing future.

We have attracted nine new racers with the Sport Program. They were very excited about the opportunity and said they had no idea that it would be so much fun. The relaxed atmosphere is inviting to the beginner and the regulars found that the expert class competition is furious. It is incredible that district supporters drove 5-6 hours to join in the fun. Thanks guys, you are one of the reasons our future will be so bright.

Brazoria R/C Club, Sport Race April 27th, 2002
Seventeen racers joined in on the one-day event. New equipment was built specifically for sport Racing and worked better than expected. Many thanks go to Mike Hammett for his time and donation. The project turned out to be a lot more work than expected, but he hung in there and the end result was worth all the effort.

Dafydd Bevil cleaned house in the Fly What You Brung class. Not only is he new to Pylon racing, but new to flying. In this young mans short flying career, he has managed to "ugh" many of the sideline racers with his determined skill. He will no doubt be a fantastic R/C pilot in whatever discipline he chooses. Many of us look forward to watching his progress.

Scott Meder enjoyed himself immensely and is now a full blown 428 pilot. He purchased one of Lyle Larson's Bird of Prey kits and is determined to make his move. He has now flown in three 428 events and has joined in on the fun. Welcome Scott.

Tony Dupaquier (don't try to pronounce it) and Larry Vacek put on one the best shows I have seen in a long time. They both flew 40 size trainers and looked like long time

professionals trading paint around the poles. These two guys really know how to have fun. They both have built Quickie's and look forward to the next race. I envy these guys.

Scott Meder, Tony Dupaquier, and Ray Saenz raced in the 424 Sport class. They raced each other so hard they forgot were the ground was. This is the first event I have ever witnessed to have no finishers. This did little as a deterrent; these guys are waiting for the next opportunity.

The Expert class was nothing less than thrilling. The slower racing increases the competition level two fold. No one had a clear advantage except for Red Cranfill. He dominated all day and was determined not just to win, but to "destroy" the competition. He is now the target and we will not let him have his way.



Red Cranfill and Dafydd Bevil
Perfect scores, 1st place finishes.

BRAZORIA 4-27-02

EXPERT

1. RED CRANFILL	1:25.02
2. ED COKER	*1:24.64
3. STEVE BAGGETT	1:30.17
4. JASON DUDA	1:29.99
5. TOM PRESCOTT	1:29.51
6. WILSON SHUPTRINE	1:39.26
7. MIKE HAMMETT	1:29.80
8. MIKE WALTERS	1:31.61
9. RICKY CRANFILL	1:24.92

424 SPORT

NO SURVIVORS

FLY WHAT YOU BRUNG

- 1 BEVIL DAFYDD
- 2 LARRY VACEK
- 3 SCOTT MEDER
- 4 TONY DUPAQUIER

District racing is off to a strong start with many surprises. This year's first event was held at a new location south of San Antonio, Texas. Texas Miniature Pylon Racers Association is a new organization dedicated to Pylon racing. This was their first event and did a great job. Bryan Palacios was the CD and supported the event with his youth church group who provided enthusiastic help. Good job guys and we look forward to next year.

Racing conditions were less than desired with constant winds and unexpected gust. At times, we faced hard crosswinds making cuts easier than expected. The cut monster had us all in its grasp. Times suffered but the racing did not.

Texas Minarture Pylon Racers, Dilly, Texas

Q 500 05/04/2002 BEST TIE

1st	MIKE HELSEL	1:15.5
2nd	ED COKER	*1:08.5
3rd	RICKY CRANFILL	1:18.9
4th	MIKE WALTERS	1:23.9
5th	MIKE HAMMETT	1:17.1
6th	WILSON SHUPTRINE	1:33.1
7th	DUB JET	1:19.4
8th	TOM PRESCOTT	1:26.0
9th	STEVE BAGGETT	1:36.2
10th	JASON DUDA	1:18.3
11th	JIM AGNEW	1:34.8
12th	SCOTT MEDER	1:42.1
13th	RED CRANFILL	1:16.8

Q500 05/05/2002

BEST TIME

1st	ED COKER	*1:11.3
2nd	MIKE HELSEL	1:12.2
3rd	RICHARD BEERS	1:14.0
4th	DUBB JETT	1:13.1
5th	MIKE WALTERS	1:18.6
6th	MIKE HAMMETT	1:21.2
7th	CHUCK ANDERSON	1:15.0
8th	WILSON SHUPTRINE	1:32.6
9th	TOM PRESCOTT	1:23.2
10th	RED CRANFILL	1:18.2
11th	JIM AGNEW	1:34.0
12th	STEVE BAGGETT	1:35.8

.....Continued on Page 10



District News



District 8 - Ed Coker cont'd

Q4	05/04/2002	BEST TIME
1st	MIKE HELSEL	111.95
2nd	CHUCK ANDERSON	114.99
3rd	JERRY SMALL	115.12
4th	DUB JETT	*1.08.70
5th	MIKE WALTERS	120.06
6th	RICHARD BEERS	111.27
7th	DENNIS CRANFILL	120.69

Q0	05/05/2002	BEST TIME
1st	MIKE HELSEL	107.99
2nd	DUB JETT	108.38
3rd	JERRY SMALL	*1.06.41
4th	DENNIS CRANFILL	109.93
5th	MIKE WALTERS	115.28
6th	RED CRANFILL	118.63

Scobie Field, May 25th and 26th. Bayou City Flyers are long time sponsors of District Eight pylon racing and do a tremendous job. Scobie Field was a wonderful place to fly and an even better place to race. This combined with Bayou City Flyers expertise encourages good turnouts and competitive races. This time was no exception.

Q500	MAY 25 TH	BEST TIME
1st	ED COKER	1.11.07
2nd	MIKE HAMMETT	1.14.38

3rd	MIKE HELSEL	*1.10.19
4th	RED CRANFILL	1.17.53
5th	RICK CRANFILL	1.21.43
6th	DENNIS CRANFILL	1.16.24
7th	TOM PRESCOTT	1.27.45
8th	RICHARD JONES	1.19.84
9th	MIKE WALTHER	1.21.77
10th	STEVE BAGGETT	1.21.35
11 th	DICK DAVIDSON	1.27.38
12th	JASON DUDA	1.22.43
13th	JIM AGNEW	1.28.58
14th	WILSON SHUPTRINE	1.29.53
15th	RAY SAENZ	1.28.53
16th	SCOTT MEDER	1.30.25

Q500	MAY 26 TH	BEST TIME
1st	MIKE HAMMETT	*108.16
2nd	JASON DUDA	1.10.82
3rd	RICHARD BEERS	1.08.52
4th	CHUCK ANDERSON	1.12.40
5th	RICK CRANFILL	1.12.91

6th	DUB JETT	1.10.72
7th	TOM PRESCOTT	1.16.03
8th	JIM AGNEW	1.16.94
9th	DENNIS CRANFILL	1.17.49
10th	STEVE BAGGETT	1.20.93
11th	MIKE HELSEL	1.09.96
12th	WILSON SHUPTRINE	1.20.13
13th	DICK DAVIDSON	1.21.95
14th	RED CRANFILL	1.16.28
15th	MIKE WALTHER	1.23.67

Q40	MAY 25 TH	BEST TIME
1st	MIKE HELSEL	1.08.42
3rd	JERRY SMALL	*1.08.16
5th	MIKE WALTERS	1.12.80

Q40	MAY 26 TH	BEST TIME
1st	DUB JETT	*1.04.72
2nd	JERRY SMALL	1.05.05
3rd	RICHARD BEERS	1.06.65
4th	CHUCK ANDERSON	1.10.62
5th	MIKE HELSEL	1.06.67
6th	MIKE WALTERS	1.17.80

*'Til next time
Ed Coker*

District 9 - Manuel Martiarena

No Report Submitted

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Jason Duda (Rising Star) and me (Ed Coker). I am the good looking one.



District News



Q-500- Cliff Telford

Race reports have been coming in at a fairly good pace, but only District 1 (AZ-CA) and District 7 (FL) have held more than 6 races. At this point in the racing season the names on the Top Twenty list are mostly from those two districts.

Recently I received an AMA 424 race report where the race had 10 entrants and none were NMPRA members. Similar reports have been received for AMA 428 where very few of the contestants are NMPRA members. If our organization is going to survive we must do a better job of recruiting and retaining our former members. It is very disappointing to me to see names on race reports that I recognize as former members. If anyone reading this column fits that category please speak up and let us know your opinion on what NMPRA needs to do to get you to rejoin. I believe most of our officers are open to rational criticism so let us know on the NMPRA web site or send a letter to any NMPRA officer and it may be published in this newsletter. NMPRA bashing in other forums will be ignored.

Q-500 Top Twenty (5/27/02)

Name	District	# races	Points (best 6)
1. Gary Freeman, Jr	7	8	583.0
2. Bill Vargas	1	11	541.7
3. Dennis O'Brien	7	8	512.9
4. Travis Flynn	1	7	492.0
5. Cliff Telford	7	7	469.8
6. Ray Brown	7	7	468.4
7. Gino Del Ponte	2	7	464.0
8. Gary Freeman, Sr	7	8	431.6
9. Randy Bridge	1	5	428.2
10. Jim Allen	1	6	423.3
11. Tom Dobyys	7	8	391.3
12. Fred Burgdorf	1	4	385.9
13. Darrol Cady	1	5	369.3
14. Gale Enstad	1	8	368.1
15. Jeryl Smith	7	6	348.3
16. Victor Diaz	7	8	324.9
17. Clayton Wright	7	4	321.7
18. Dub Jett	8	4	314.5
19. Tony Lopez	1	4	302.3
20. Mike Hammett	8	4	299.4

FAI at the Nats.

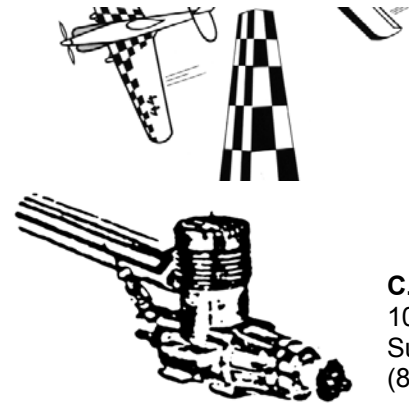
If you are interested in entering FAI F3D at the Nats, tentatively to be held on Saturday after all other racing is finished, you must advise Mike Condon < mcondon@twmi.rr.com > of your intentions. We hope to see you there.

Cliff

JR Gold Cup 2000 - Mike Helsel

3 races complete and we have a total of 77 flyers so far this year with 2 races remaining, Whittier (Sept) and Houston (Oct). Last year we had a total of 73 flyers in the first 3 races.

Place	Name	Total
1	Randy Bridge	306.9
2	Lyle Larson	293.2
3	Tom Scott	223.2
4	Travis Flynn	205.1
5	Stu McAfee	189.2
6	Fred Burgdorf	173.3
7	Darrol Cady	166.9
8	Dub Jett	160.2
9	Ray Brown	156.4
10	David Doyle	145.9
11	Mike Helsel	138.6
12	Pete Reed	121.1
13	Gary Freeman, Jr	119.1
14	Pat Galarneau	113.2
15	Mike Masi	112.7
16	Bill Johanson	111.6
17	Gino DelPonte	109.9
18	Mark Parker	108.3
19	Jim Allen	103.2
20	Mathew Van Baren	103.0
21	Craig Grunkemeyer	96.5
22	Jerry Small	94.9
23	Barry Leavengood	93.3
24	Tony Lopez	93.3
25	Gary Freeman, Sr	91.7
26	Harold Sattler	91.5
27	Henry Bartle	89.9
28	Bob Brogdon	85.7
29	Lee Ulinger	84.6
31	Mike Weaver	83.2
32	Rich Beers	83.2
33	Dave Norman	81.5
34	Mario Travieso	80.4
35	Roy Andrassy	79.8
36	Mike Sperry	78.1
37	Terry Fraser	75.4
38	Don Moody	72.9
39	Red Cranfill	72.2
40	Phil Zuidema	70.2



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District News



2002 Nats - Mike Condon

The 2002 AMA Pylon Nats is looking to be the best ever. Everything is in place for this Nats to be The Premier Pylon Race. The matrix will be run as last year. There will be a flight A&B for each event with a 5-round fly off consisting of the top 14 from each flight. We will try to fly 7-rounds in each flight. The committee will pre-determine a revised format in the event there is a delay of the contest. Processing will be at the High School as last year. You will be receiving a map with your flight pack in the mail. Processing will be held between 2:00 and 4:00 p.m. On Sunday the 14th of July, Darrol and Rhonda Cady are running the registration this year. You are required to bring your aircraft and transmitter to registration for inspection. No Show...No Go!! For those of you flying only QM40 mid-week, make prior arrangements for your equipment to be at processing with a friend. If you have not signed up for the Nats, or have not received your entry form from AMA, contact the AMA Competition Department and request one. Remember the cut-off is June 15, 2002. It might already be too late for early sign-up. There is a late fee for late entries.

FREQUENCIES!!

There will be NO changing of frequencies for any reason unless you are notified by Mike Condon that you will have to change due to your dated sign-up time. The AMA National Pylon Championship has the largest turn-out of any other pylon contest in the world. The winner will not be determined by a gain effort on any given frequency.

FAI on Saturday

At the time of this writing (5/22/2002) I have only received 11 confirmed request to fly. I posted the names in the NMPRA web site. We will still require a few more for this to take place. If you have not emailed me or know of someone who wishes to fly FAI on Saturday morning, I would advise you to contact me. The cut-off for this will also be June 15. A entree fee will be announced at the pilots meeting on Monday morning. I have been asked if this will be an official race. Not that I know of. It will be an opportunity for the US pilots to compare there stuff with the rest. FAI cards will not be required. In the event that there is a delay during the week, and additional time is required Saturday morning will be used for the scheduled racing and FAI will be cancelled. So those of you looking to fly FAI might start doing you sunshine dance!!

There is a block of rooms for pylon racers at the Ramada Inn. Their number is 765-288-1911. They are under Mike Condon's name. (Editor's note: If you ruin the room or skip on the bill, he will pay for it...)<G>

If you have any further question you may contact me by email at (mcondon@twmi.rr.com) or 734-464-7027.

Thank you, Mike Condon

Quarter 40- Barry Leavengood

Just back from Bowie Maryland where Sonia and I competed, kinda, in the third JR Gold race of the season. Rick Moreland and the PGRC crew did an outstanding job of putting on the race. It rained on Saturday morning so we got a late start. Even so we got in 11 rounds and were finished by 2:00 pm Sunday. There were twenty-seven entrants with the biggest contingent from the west coast. The race was won by Randy Bridge with an awesome display of flying. As usual the carnage was rampant with something in the order of fifteen planes being lost or severely damaged. An interesting sidelight is that to the best of my knowledge only two planes were lost in mid-air. The rest were a combination of bad air, dumb thumbs and radio failure. One of the highlights of the event was the BBQ held Saturday evening at the field. I would like to see more of this kind of thing at our big races.

APC carbon fiber props were permitted, by way of a sanction deviation, at the Bowie race. I, as well as most I spoke with love them. Racing was fast and furious but once again all the negative things some individuals have been saying about these props failed to materialize. The dreaded "speed creep" just wasn't there. Randy Bridge, one of the better pilots, was so far ahead by the last round he decided to try and break one minute to no avail. The course was just too long. Along with no "speed creep" the highly touted increase in midairs was conspicuous by its absence. I don't think these props are any better than a "good" wood prop but they sure are cheaper if you buy wood props, easier if you make wood props, are less prone to chipping and breaking and the best thing of all is they are all the same. CF props are being run at all So. Calif., Texas and I believe North West races including the Whittier JR Gold and Houston JR Gold / Championship race.

The scepter of increased costs has again raised its ugly head. For those who haven't please read Dave Brown's column in the latest Model Aviation. Looks as if the AMA will be increasing the fees it charges. We, the NMPRA, should provide as much input as possible to the AMA in order to help them make these proposed fee increases the most palatable from our perspective. Again please read the article and make your feelings known either directly to the AMA or to the NMPRA.

Til next time, Barry



Travis Flynn working on his Q40.

More Photos From Florida



NMPRA President, Darrol Cady

JR



Ray Brown calling for Rusty Van Baren



Randy Bridge watching his plane around 2/3

Looking forward to Seeing You at the NMPRA

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Please check all appropriate boxes.

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|---|---|
| <input type="checkbox"/> New Member | <input type="checkbox"/> I am a current Contest Director |
| <input type="checkbox"/> Renewal | <input type="checkbox"/> Please donate excess remitted monies to the FAI Team Fund. |
| <input type="checkbox"/> Change Address | |

Name _____ Phone Home (____) _____

Mail Address _____ Phone Work (____) _____

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

Occupation _____ NMPRA Number _____

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