

The Pylon Racer's Official Voice

NMPRA

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A Word from the President

This month's column is starting out with some information for all JR8103 fliers that are using the V-tail option in gliders to set up their racers. This information was sent to us from Past President Vern Smith.

This is a preventative fix for programming the JR 8103 for V-tail operation. This is important and everyone should check and make sure that you are not experiencing the problem and wondering why your ailerons are sometimes out of trim.

Directly on top of the transmitter, right side, above the "flap" knob is a knob marked "Aux 3". This is the knob that was controlling the ailerons on all my glider mode airplanes. (V-Tail) If you turn the knob the ailerons will move to a new centering position, independent of the trim setting or stick position. This is what has been causing the new neutral.

As you can imagine, this is not good because the knob moves them a LOT, almost through their complete throw. I reset the airplane models to default before I put my settings in so the radio must be defaulting to making this "Aux 3" knob active in when you select the glider mode.

To de-activate or inhibit the "Aux 3" knob you go to [D/FLAP T.] TRIM and hit the + or - key until INH appears. This turns off the "Aux 3" knob on the 8103.

Please check your transmitters and make the programming change. It may save your airplane. At least, you will quit wondering why your aileron trim has changed since you last flew the airplane and you made no changes.

Vern

Thank you, Vern. I have had that problem and did not know why or how to fix it. I have changed all my Quickie programs to disengage the "AUX 3" knob.

The 2002 racing season has ended as of now. Any races that are held after October 1, 2002 are counted in the 2003 season. This was a good season and our travel around the country has renewed many old friendships. I do wish that everyone had the opportunity to do what Rhonda and I do. It is a racer's dream, and we are living it. We have not raced very much since the Nats. We spent about 6 weeks in Montana (no racing there) and then went to Washington for another 5 weeks. We did go to Medford, Oregon for the North-South Shootout. We had a mid-air in the first heat and were done for the weekend of racing. Even so, the weekend was a success. It too, was a chance to see many modelers that we had not seen for some time. This race used to be a very successful annual event. There was no one that was willing to put on the race for the last few years. Two transplants to the area changed that. Dave Ferrell and Mike Del Ponte both moved to the area. Mike talked up the race and Dave agreed to run it. It was a good combination. I hope that they do it again next year. It is a great event and everyone there had a good time.

...continued on page 2 & 4

President's Message continued....

Racing needs promoters as much as it needs racers. If we have no promoters, we have no races for us racers to go to. Barry Leavengood is one of the best in the country. He has been the sparkplug for racing in Southern California for the last few years. Barry is the man responsible for most of the racing in the area. Be sure and thank him next time you see him. If you don't see him, please send him an email and thank him for his efforts. He deserves it.

We also attended the Whittier race. It was the first JR Gold Cup race that he club has hosted. It was also a very well run race. Steve did a marvelous job of both CDing the race and starting. Great promoter. Good Job!

The only dark side of the race was after a mid-air, one of the airplanes crashed outside flying site area. It landed in a picnic area. No one was hurt, nor even really noticed by many that the airplane ended up there. Problem was that someone did notice and now I understand that there may be some new restrictions to the site. I hope not. It is a great place to race and the sponsoring people do a wonderful job of getting it all together and putting on a very organized race. We are looking forward to going again.

Rhonda and I will be attending the Houston, Texas race. It is the last JR Gold Cup Race of the 2002 season. It is also the NMPRA Championship race for 2002. Next year, the NMPRA Championship Race will be separate from the Gold Cup Series of races. We are planning on 4 JR Gold Cup races and a separate NMPRA Championship 2003 Race.

The NMPRA Championship Race has been over shadowed by combining it with the last JR Gold Cup race of the season. It is time to get back to putting the spotlight on the NMPRA Champion and the winners of the National NMPRA Points. It is an honor to place well in the NMPRA Points, and there is a very special place in the NMPRA for the winner of the Championship Race.

When the Championship Race was by invitation only, you had to qualify in the top 20% of your district to be invited to the race. If you ever won the race, you no longer had to qualify to race. You earned an invitation to all the Championship races that you chose to attend. We were forced to stop the invitation only race, because we wanted all the racers to be able to attend.

.... Continued on page 4

***Have you renewed your
Membership for 2003?***

High Performance Information

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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.

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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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Or visit the official NMPRA website at www.nmpra.org

**Article Due Dates
November 17th**

JR Gold Cup Series 2002

***Look for the race
schedule for 2003 in
the coming months.***

***If your club would
like to be a
race venue,
contact
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POWERMASTER



District News



I apologize to last year's Championship Race winner, Tom Scott. We did not have a special award for winning the race. We will have one for Tom and for the 2002 winner of the race in Houston. Thank you, Mike Helsel for bringing this to my attention. I just missed it.

If your club would like to be considered for the 2003 NMPRA Championship Race, Please contact me ASAP so that you will have your name in the hat. The race will be held in mid October.

The US Team Trials is going to be held the first weekend in November. We will pick a team to go against the rest of the World. This is the Olympics of radio controlled pylon racing. Support your team, no matter who qualifies. They will do their best to represent you in the World.

I get many emails about the success of the 424 racing events in different areas of the country. This class is where racers are introduced to our sport. Please encourage any new racer to get involved. Help them with their airplanes. Help them with their flying. Help anyway that you can. Without the new racers to work their way to the more advanced classes, we will not have anyone to race with. It is no fun to race alone. The class is working. Please do what you

can on a local level to keep it working. Do your best. It will pay off for all of us.

Last thing... Stu McAfee is your 2003 NMPRA President. Please support his efforts to make our racing better. Drew Telford is the District 1 VP and none of the rest have changed for 2003.

Darrol

District 1 – Drew Telford

Whittier Race
October 13, 2002

Whittier Narrows Race was held on Sunday. The day started out with a gloomy thick fog that made for a very Fast morning practice once the sun broke out and the Race was on! We only had 3 424 Racers, Doug Killebrew, Terry Williams and Gale Enstad. These Guys had the event all but locked up and it was matter of who was gonna be 1st, 2nd and 3rd at the end of the day. These guys really put on a good show for us in the pits with times ranging from 1:38 to 1:40, all day long! In the end it was Doug taking home 1st place, Terry Williams collecting 2nd and fast time, 1:38.22 and Gale Enstad taking home 3rd. In 428 we had 9 Racers. These Racers were Tough all day long and weren't giving an inch to anyone! I have to say the most improved Racer is Joanne Coffey. This is one tough Lady to get around and

ya better not sneeze when racing against her! Good Flying Joanne! The one casualty we had was Rick Marquez... He got a little to close to the ground coming out of 3.

I had the pleasure of calling for Danny Coe, another former 424 Racer that turned 428. Danny is catching on quickly and its only a matter of time until he gets into his own just like he did in 424! Gary Long and Chris Hoyer flew hard all day and kept me on the rail all Day Long! We battled for the lead and I have to say it was Blast! Good clean racing and it doesn't get any better! So at the end of the day, Bill Vargas took home 1st, Gary Long took 2nd and fast time of 1:10.41 Chris Hoyer and Joanne Coffey had a fly off for third,,, Joanne cut on 1 thus handing the 3rd place trophy to Chris.

422 as always, was fast and furious. It was good to see Big Brian Buaas out there again sporting some fresh paint on a Miss Ashley. Chris Hoyer and Gary Long had some of the best battles all day and in the end, they were tied only separated by 3 tenths of a second. And the fly off ended with Chris taking 2nd and Gary taking home 3rd Mark Lattimore had a near perfect day bringing home 1st and some Fast Time Wood with a 1:04.65.



District News



District 1 Short News

The new flying 2003 season is upon us and we have a bit of unfavorable news. We are on the verge of losing Whittier Narrows for Racing. We all have to remember not to fly with power on over the gun range. For some reason, the gun range personnel are really pitching a fit about us Pylon Racers flying over the Range with power on and scaring them. So in short, WE All need to police ourselves in regards to the gun range... I wonder if them weekday and weekend Sport Flyers are doing the same?

There is GOOD News, Speed World is hosting monthly Races and they are now getting enough 428 flyers to put together a matrix for some Racing,,, So Come on out to Speed World and enjoy some fine Arizona flying! El Toro Racing looks like its going to be an annual Race. They have a rule there that only allows for 1 event per month and have 10 slots open for 2003 What I would like to hear from all in district 1 is what would be a good month, for all, to put on this Race event? Suggestions are welcomed but need to hurry and submit them to me!

Also by the time this NewsLetter hits the Streets, we'll be looking at Winterfest there in Phoenix, too. ☺

424

- 1) Doug Killebrew
- 2) Terry Williams*** 1:38.15***
- 3) Gale Enstad

428

- 1) Bill Vargas
- 2) Gary Long***1:10.41***
- 3) Chris Hoyer
- 4) Joanne Coffey
- 5) Doug Killebrew
- 6) Dan Coe
- 7) Barry Leavengood
- 8) Rick Marquez
- 9) Terry Williams

422

- 1) Mark Lattimore***
1:04.65***
- 2) Chris Hoyer
- 3) Gary Long
- 4) Brian Buaas
- 5) Stu McAfee
- 6) Bruce Coffey
- 7) Barry Leavengood

Report by Bill Vargas

District 2 – Marty Hoppe

District 2-Marty Hoppe (Must Go Faster) I must, I must. Well enough of my problems, back to the bigger scope of things. Our Ephrata race did not have a good turnout of racers, In fact; there were just enough people to put the race on. Everyone needs to know that some of our best racing is out of town. It's fun to travel. Some of you folks might want to try it.

Pual Holma, Bruce De Chastel and myself took a little adventure to Medford Oregon. That's right, we went to the

North-South Shoot out. It was one of the best races I have ever attended. I have to say that I did not fly well enough to give Washington a good name, but I will do better next time. I think Bruce did as well as I did, we both just were not on the ball. Paul on the other hand took 1st on Sunday in APRA, Way to go Paul. At the race I met some racers that I had only read about in the magazines. There are too many names to mention but, you know who you are. Thank you, Mike Delponte and Dave Ferrell for all your hard work. The weekend race and the dinner on Saturday night were great. Good Job!

The Arlington race was our last race of the season. A few of out of town racers, Paul Holma, Cliff Witherspoon, and Bobby Godwin stayed at my house on Friday. We had a little bit of a party as we were getting ready for Saturday's race. Come morning we were good to go and off to the race we went. We had good attendance at Saturday's event and all went well. I saw a new face there and I walk up to him and introduced myself. He told me that his name is Tom Hegland and he is from Southern California up here on vacation. Things were a little busy so I did not get much of a chance to talk to Tom. Well it was good to meet you and maybe we will see you again.



District News



Thanks for coming. Sunday was a different story. Don't get me wrong it was great racing, but we had a lot of crashes. In fact, we lost 10 airplanes. There will be lots of building this winter. Anyway I guess we will call this season a rap and move on.

Arlington: APRA Saturday

- 1st Brad Batt
- 2nd JR Wilbur
- 3rd Stan Davis

428 Saturday

429

- 1st Tom Strom
- 2nd Tony Huber
- 3rd Jon Packer

APRA Sunday

- 1st Bobby Godwin
- 2nd Stan Davis
- 3rd JR Wilbur

428 Sunday

- 1st Jon Packer
- 2nd Tom Strom
- 3rd Martin Hoppe

I thank all of you racers for coming to the races and we want to see you next year.
Marty

District 3 - Chuck Swaney

Hey fellow racers. It's been a great summer up north in

District 3. Since the last NMPRA newsletter we have had three races including our district championship race. Prince Albert, Saskatchewan hosted a Quickie 500 and Q40 race. Thirteen pilots attended. The racing was competitive and times were fast for our district. The results for Quickie 500 were as follows:

1. Terence Palaschuk of Regina flying a Neme-Q
2. Steve Landry of Regina flying a Neme-Q
3. Cecil Graval of Calgary flying a Neme-Q

Fast time was in the 1:08 range for the short Quickie course

In Q40 there were twelve entries:

1. Doug Houston of Calgary flying a Miss Candace
2. Hank Kauffman of Calgary flying a Miss Candace
3. Rod Kelln of Regina flying a Miss Foxy Lady

Fast time was 1:08

A two-day Quickie race was held in Winnipeg. I don't have the results summary to report; however, two of our racers from Calgary made the 13 hour drive and did not come home disappointed. Jack Ellefson and Cecil Graval won the combined team event for the weekend and Cecil won first place in both individual days. About fourteen pilots were entered.

On August 24, 25 the Hub City Radio Control Club hosted the District 3 championship race. The weather was hot and humid with temperatures reaching 90 degrees both days and humidity was very high. Some were heard to say it was worse than the humidity index in Muncie. For most of the weekend the wind was light and racing conditions were excellent.

In Canadian Quickie 500 we had 22 entries and in Q40 there were 19 entries with very competitive racing. The competition was fast and furious at this contest in particular because there was money on the line. Lyle Baker rallied a number of local businesses and kit manufacturers to sponsor the "Fast 4 Dash for Cash" In each event, for Quickie 500 and Q40, the pilots with the four fastest heat times set during the day flew off after the regular matrix for \$200.00 in Quickie 500 and \$300.00 in Q40. This really turned up the excitement levels for the pilots and spectators.

Placing in the regular Quickie matrix was as follows:

1. Doug Houston of Calgary flying a Hornet
2. Jim Henderson of Calgary flying a Hornet



District News



3. Randy Smith of Calgary flying a Hornet
Fast time was Hank Kauffman at 1:08 flying a Neme-Q

In the regular Q40 matrix, the results were as follows:

1. Randy Smith of Calgary flying a Miss Candace
 2. Hank Kauffman of Calgary flying a Miss Candace
 3. Delbert Godin of Calgary flying a Miss Candace
- Fast time was Hank Kauffman at 1:07 flying a Miss Candace

The Dash for Cash in Quickie 500 consisted of Hank Kauffman, Randy Smith, Terence Palaschuk, and Brett Rupert. All pilots flew 1:10 or less to qualify. As I recall, it was a very close race. The others had more power than I did so I had to tighten up on the poles to stay with them. Hank flew his best race ever and in every corner I wouldn't let him pull away with any substantial lead. Battling from behind, I suffered my share of hits from

bad air in the traffic. A couple of times I thought it was in the ground. WOW! When the smoke cleared, Hank won the race clean. I came second (which meant nothing in terms of cash) and the others cut.

In the Dash for Cash in Q40, the competition was the best we've seen. Harold Sattler, Hank Kauffman, Terence Palaschuk, and Jim Henderson. All qualifiers posted a 1:09 or better. I was calling for Jim as we are regular team mates. Jim was the underdog going into the race with the favorite being Harold. Hank stood the chance of cleaning up for the weekend and taking home \$500.00 in his jeans. However, Jim and I had a strategy. Knowing how the testosterone flows in one of these races, Jim and I decided to go for ten clean laps and keep an ample amount of pressure on. We let the others have at it and wait to see what would open up for us. The strategy paid off. After four laps the three other pilots were

showing cuts and Jim was clean. Jim cruised across the finish line a happy camper with his first Q40 win under his belt. It was a great race and I was only calling! It was fun calling Jim

to the victory and he did a great job flying his Miss Foxy Lady.

I would like to recognize the sponsors of the Dash 4 Cash event:

H&M Racing (Harold and Mabo)
Brentwood Dental Center (Roy Andrassy)
Horizon Computer Solutions (Dwayne Carruthers)
Dragonfly Innovations (Zennon Dragan)
Fly Fast Composites (Terrance Palaschuk)
Gizmo Geezer (Orville Olm)

Prizes for the race helpers were donated by:

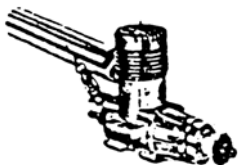
RC Hobbyworld (Warren Collins)
Redline Hobby (Henry Redekop)
H&M Racing (Harold and Mabo)

In closing, I would like to mention that District 3 elected a new district vice president for the 2003 season. Chuck Swaney graciously volunteered to coordinate our district. Thanks Chuck! Also, at the annual district meeting held in Saskatoon, the members voted to allow the stock APC 7.4 x 8 cf prop in district Q40 races for the 2003 season. The APC prop will be allowed in addition

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District News



to the current wood prop rule. Pilots may choose their weapons accordingly. That's it for our season. A bunch of us are now dabbling with Fun 400 electric pylon in the off-season. It's a lot of fun and low key but I really miss the engine noise!

Randy Smith
For Chuck Swaney

District 4- John Sandusky

No report submitted.

District 5 – Terry Frazer

The 2002 racing season is over in district 5. Here is a recap of the last few races.

Caps Classic Muncie, IN
August 10-11-02
Standard Class Q-500
1st Gary Helton 1:21.50
2nd Joe Lemley
3rd Dave Torre

Q-500 Expert
1st Marcus Blanchard 1:05.45
2nd Mike Weaver
3rd Terry Frazer

QM-40
1st Craig Grunkemeyer 1:05.32

2nd Dan Kane
3rd Bill Johanson
Caps Champion Mike Weaver

Silver Cup August 24-25-02
QM-40
1st Craig Grunkemeyer

2nd Dan Kane
3rd Terry Frazer
Fast Time Marcus Blanchard
1:00.02

Rockford Ill. Sept 14-15-02
Saturday
1st Terry Frazer
2nd Mike Weaver
3rd Mike Deneve

Sunday
1st Terry Frazer
2nd Ray Hendricksma
3rd Mike Weaver

Race Point Champion Terry
Frazer

West Virginia Hill Billy's
October 5-6-02
Standard Class Q-500
1st Gary Helton 1:16.91
2nd Joe Lemley
3rd Kirk Eden

Expert Q-500
1st Mike Spencer
2nd Mike Den eve 1:09.82
3rd Pete Bergstrom

Sunday Standard Class Q-500
1st Gary Helton 1:18.35
2nd Joe Lemley
3rd Dave Ellis

Expert Class Q-500
1st Terry Frazer 1:10.11
2nd Mike Eden
3rd Pete Bergstrom

That sums up the races for the second half of the season. I would like to point out some of

the highs and lows this year for everyone. Terry likes landing in trees. Marcus went his personal best time in both Q-500 and QM-40. Bill likes the dash for cash Dan just likes to win all the time. Jack and little sis are just too cute. Brian is the next champion. Gary doesn't like mid-air's. The Minnesota guys were glad an ultra-lite was near by. Kirk is faster than his Dad. Weaver flies better Q40 than Q-500. Joe doesn't like the bad air from Gary around pylon 3. Pete is back and flying very well. Ed likes to drive anywhere. Orv runs a good contest. Tom doesn't have that good prop and engine anymore. Ray had a plane to fly away. Ken and a Q40 Hummer?

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District News



Deneve is making his own style airplane. Allen makes the best tachs. Spencer is getting faster and faster. Ben is my friend in R/C. Watts my good buddy. And the best for last, MIKE DON'T TURN YOUR RADIO ON AT THE NATS WHEN SOMEONE ELSE IS FLYING. :)

Racing is down here in district 5 and I don't know why. In 1998 we had 19 races, this year we had only seven. Not only that but we lost more than half of the pilots, too. The last race of the season was in Hebron, KY. Now the Charleston Hillbilly's have taken it to West Virginia. The problem is that very few supported the race. We still had a good time and hats off the Hillbilly crew. We took off Saturday night and went to the Dog Track. WOW! The dogs were kind to Gary and me, and even the slots were a little loose. Dinner and drinks were on me. Just a note to think about over the winter!! If we do not support the seven races this that we had this year, what's going to happen next year? Please support all the races in our district next year. Sandi and I had a great time going to the races and being with our friends.

Till next time, "Get out front, don't cut, and don't look back!" S/K Racer Terry

District 6 – Stephen Baker

Racing in our District is in full swing, with several contests being held in Maryland and Connecticut. I recently heard that the NEPRO group will once again regain access to the Pratt and Whitney site, making 428 and 422 possible with plenty of wide open space. Reinstating the Mason Dixon contests of a few years ago, where the New England and Mid-Atlantic groups shared the hosting of contests with a common points system is once again a possibility.

Speaking of, a contingent of PGRC racers made the trip to Ellington, CT in early August to fly 424 and 428. In all, 7 of us made the trip. Unfortunately, not all of us made it back with airplanes. Rick Moreland managed to lose all 3 airplanes he brought, to mid-air, bad air, and of course, the ground. Chic White lost 2, and I lost one to a mid-air with David Doyle. My Thunder Tiger with a brand new muffler is somewhere out in the poison ivy infested corn

near #1. Gene Bass damaged both of his 428 aircraft landing downhill into the old on-course protective barricades. Not good. Our only bright spot was novice pilot Tom LaCour taking First Place and Fast Time in the

Standard class. Thanks Tom for helping us save some face.

In the category of teaching old dogs new tricks, Tom LaCour also stumbled upon an anomaly about using standard V-tail mixing in programmable JR transmitters, such as the 388, 783, and 8103. Tom noticed the aileron trim on his v-tail Predator kept changing from one flying session to the next, and he was considering replacing the servo, or the gears. Twice he removed and re-aligned the output wheel, but it kept happening. Then one day, he figured it out: when turning one of the knobbed auxiliary channels on the top of his 8103 transmitter, the ailerons moved. A quick look-up in the manual identified the purpose, and this capability was easily disabled. So far, we are 3 for 3 in finding this on other JR-equipped v-tailed plane-flying pilots, so look out. Contrary to logic, the default setting is ENABLED. Given the commonality of v-tailed racers flying JR radio, many of you now have an assignment this winter....thanks to Tom.

As our season draws to a close in this part of the country, I must say that the 424 event has finally taken off in a big way, thanks in large part to the availability of the Lanier Predator, and the wide use and



District News



availability of the Thunder Tiger Pro40 engine. Its compatibility with 428 rear cover mounts enables the use of one plane for 2 events. Our 424 entries now exceed 428 entries, in some cases by over 2:1.

In closing, I'd like to wish Bruce Richmond a speedy and full recovery. In case you hadn't heard, Bruce is now battling a life threatening blood disease similar to Leukemia known as MDS. Since learning of his condition, I have heard his health is improving. The last time I saw Bruce was the 1999 at the Dayton JR Gold Cup, which I believe he won. Bruce, Do us all a favor and win THIS one too. ☺

Steve Baker15R

District 7 – Gary Freeman Jr.

First I would like to apologize for not getting an article in many of the newsletters and I could come up with a million excuses but I won't.

424 is looking very good in our district we had 15 NEW RACERS in our 424 class at our last race in Sanford, FL. They have all done an outstanding job. Some will be moving up in class very soon. J.D. Glass took the money and the trophies

home both days with his outstanding flying and a great

job of calling by his Dad. We also had Kevin and Marcel from Ft Lauderdale do an outstanding job as a team. Kevin is only 10 and flies very well. The field we raced at is a new racing field for us. Chris Mankin is the owner of the field and the club, did an outstanding job getting it ready for the race. He plans on doing 4 races a year which is great. He is going to do BBQ on Saturday night after the races when the weather cools down a bit, probably for the Jan. race. So come on over and check it out. It is a beautiful field.

One of the things we have been doing to gain some interest in the 424 class is contacting some of the local hobby stores and asking them to come up with a combo prices for Thunder tiger Pro40 and a Lanier Predators, so far 3 of the shops are doing it for around \$160.00 which is very little to get into racing. We are also going to start to do some info and flying clinics at the Sanford field once a month. Even if we can get 4 or 5 of these guys to stick around, it would be great. We have to keep them interested.

We have a lot of races on the calendar for next season so start building. Jacksonville is on the 23-24 of Nov. and then Tangerine is on the 6, 7 and 8

of Dec. Tangerine is going to have QM 40 and 424 on Fri. and 428 and 424 on Sat. and SEMPRA and 424 on Sun. So that is lots of racing for the 424 class so you out-of-townners bring a friend.

This is it for me Cliff Telford is going to take district seven on from now on. I wish I had more time, but between work and a new kid and house, I have NONE. I will keep working with Cliff, Don Moody and the other supporters of 424 to keep it going until next time see you later.

Results for the Sanford Air Sprint races:

424 Saturday

1. J.D. Glass F.T. 1:35
2. Mike Powers
3. Dan Brundage

Sunday

1. J.D. Glass F.T. 1:36
2. Lance Metcalf
3. Kevin Meluca?

SEMPRA. Saturday

1. Gary Freeman Jr
2. Barry West
3. Joe Llanos

Sunday

1. Jeryl Smith
2. Dennis O'Brien FT 1:09
3. Gary Freeman Jr.

District 8 - Ed Coker

This organization is nothing without the input, determination, and effort of



District News



its members. The same goes for the success of the districts. Ask yourself, what have I done, and what can I do to promote and grow the sport I love. We can no longer enjoy the luxury of having a few individuals do ninety percent of the work. It will take us all with a relentless drive to pursue our objective, to pull it off.

The following is a business plan that I will propose to District Eight for immediate implementation. It will take total District support to make it work and with a little luck and hard work, we will succeed.

Business plan for District Eight

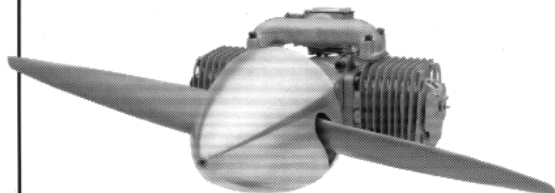
- 1) Promote our sport through clubs.
 - a) Sponsor racing seminars using the district's equipment to give prospective racers a chance to try it.
 - b) Visit clubs and club

meetings to promote racing.

- Build enthusiasm by Video taping events to show at
 - c) club meetings. (the NATS would be great)
 - d) Display full color posters at clubs promoting the events.
- 2) Promote through hobby shops
 - a) Display full color posters showing event dates and contact information.
 - b) Change out posters regularly to avoid the tendency for shop owners to loose interest and remove displays.
 - c) Display racing models with specs and racing information to attract interest in shops.
- 3) Newsletter
 - a) A newsletter is a great way to keep interest and
 - b) provide information about racing.
 - c) Send newsletter to all

clubs in district with an open invitation to host events.

- d) Send newsletter to any individual that shows interest in racing.
- e) Build an e-mail database to keep in touch with racers and prospective racers. Good source for updates and event promotions. E-mailing newsletters saves money.
- 4) Build enthusiasm by involving district racers in promoting the sport.
 - a) Assign individuals to specific duties involving promotion.
 - b) Assign individuals as team captains to oversee performance and involve other racers.
 - c) VP to delegate responsibilities and see that all avenues of



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District News



of promotion are covered.

5) Areas of involvement by district members:

- a) Poster development
- b) Newsletter
- c) E-mail contacts and district rosters
- d) Treasure
- e) Event scheduling
- f) Event promotion
- g) Hobby Shop promotion
- h) Club field promotion
- i) Club meeting promotion
- j) Club seminars
- k) Video promotion
- l) Equipment upkeep
- m) Equipment transportation
- n) NMPRA newsletter
- o) District points, statistics, and year-end awards

This is only a rough out line and can be as simple or involved as any District wishes. At this point in time, it is to our advantage to go all out, promote heavily, and start the rebuilding process.

Jeff Carpenter saw this picture at Mike Del Ponte's web site and thought you all might enjoy it.

Cartoon by Keith Krasnowski.



District 9 – Manuel Martiarena

No report submitted.

LYLE LARSON, CALIFORNIA SPEED PROS
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Kits are also available custom-built in prime or completely painted. Call for price



District News



Q-500- Cliff Telford

Well here we are again at the end of another flying season. 2002 ended on September 30th. The 2003 season began on October 1st.

Here in District 7 we are trying to integrate the 424 event into our plans for 2003. At our last race of the year we had 13 flyers in the 424 event, and almost all of them were new flyers this year. A couple of the old flyers, who had been missing for six years or longer, also came out to fly 424. Our Expert class is down to about sixteen regular flyers and we are trying to give up the SEMPRA event in favor of 428. Our newest field will not accommodate the long course however, so SEMPRA 428 may hang on for a while longer.

The Tangerine race is scheduled for December 6-8 at the RCACF field in Apopka, FL. We will mail out the flyer shortly.

The Top Twenty list is up to date as of September 30th, but there may be a few last-minute changes for races held on September 28-29, but not yet reported. CDs had until October 6th to submit race reports. The complete list will appear in the December issue.

Q-500 Top Twenty for 2002

Name District # races Points (best 6)

1. Gary Freeman, Jr.	7	11	594.5
2. Terry Frazer	5	8	586.5
3. Travis Flynn	1	11	574.1
4. Fred Burgdorf	1	10	574.0
5. Mike Helsel	8	8	566.6
6. Ed Coker	8	9	562.0
7. Bill Vargas	1	15	561.1
8. Jim Allen	1	11	552.8
9. Randy Bridge	1	9	546.8
10. Gene Bass	6	12	540.1

11. Dennis O'Brien	7	11	535.5
12. Tom Strom, Sr.	2	8	533.2
13. Mike Hammett	8	11	532.4
14. Gino Del Ponte	2	11	528.7
15. Warren Gillette	6	11	522.5
16. Vern Smith	6	7	512.1
17. Lloyd Burnham	6	7	498.9
18. David Doyle	6	11	492.7
19. Mike Weaver	5	7	491.4
20. Dub Jett	8	8	491.3

Quarter 40- Barry Leavengood

The NMPRA fiscal year is drawing to a close. The last big Q40 race of this season will be the JR Gold Cup race Houston, TX. It should be a good race and I hope all who possibly can attend do. The Texas crew always put on a good race and I'm sure this one will be no exception.

The Whittier Narrows JR Gold Cup race, expertly run by the San Gabriel RC League, is now history. There were 28 entries, actually 31, I think, with 3 no shows, at the race. The race and Saturday night BBQ went without a hitch with the exception of a single far reaching incident which I will address later. Fast time was set by Randy Bridge and Rusty Van Baren won the event. Both were flying Rusty's Miss Ashley II's. The full results are posted on the NMPRA web site.

We used both wood and APC props at the Whittier JR Gold race and low and behold the wood props were very competitive. In fact Gino Del Ponte set a new senior record with a wood prop. Way to go Gino. Darrol Cady, in last month's column, listed a bunch of questions, which he thought should be answered before we vote in a rule change permitting APC props. APC supplied reams of engineering data, to the AMA for engineering and safety analysis last year, which I'm sure answer all of Darrol questions. There are also gobs of engineering data on the APC web site for anyone who is interested. Maybe we should demand the same kind of data on wood props?



District News



The incident I referred to earlier was a mid air in which one of the planes landed outside the flying field in a populated area of the park. Fortunately, no one was hurt. The result of this incident is a full safety investigation by the County of L.A. Parks and Recreation Dept. The associated club thinks the county is going to ban any racing activity that has planes exceeding 100 MPH. Whittier Narrows has been one of the premier racing sites on the west coast and it will be a shame if it's lost to 40-size pylon racing. If we lose Whittier it will be the 6th field lost in the last 4 years, leaving only one for all of Southern California. The single bright spot is the possibility of a new field, El Toro, opening up to some racing next year.

California is not the only area losing pylon capable fields left and right. I spoke to David and Gloria Doyle at the Whittier race. They told me there are no fields remaining in their local area where the long course can be flown. They must to drive to Bowie, Maryland, to practice. The Bowie field, which as I understand, is also in some danger of being lost. This certainly is not a good situation and does not bode well for the future of 40-size pylon. I think it's time we wake up and start considering other options. Between Van Nuys and Whittier if we want to continue racing we will be promoting very short course racing and planes that do not exceed 100 mph. We will also be looking hard at FAI type racing to help cut down on the number of mid airs as well as two-pole racing. If we, the NMPRA, are not willing to get on board with some of these things and vigorously promote them I predict that within a few years you will be able to count the number of 422 and 428 races held in a year on one hand.

The FAI team trials in Florida are fast approaching. It looks like there may be as

many as 20 individuals competing for the 3 team spots.

That's all for now,

Barry

Jr Gold Cup - Mike Helsel

As we come to the last race of the JR Gold Cup Season we have one of the tightest races for the Gold Cup ever. Randy Bridge holds less than a 3 point advantage over Lyle Larson with one race to go. We will only count the best 4 of 5 races so we can still change things a bit.

Here are the standings after 4 races:

Place	Name		Total
1	Randy	Bridge	359.2
2	Lyle	Larson	356.4
3	Travis	Flynn	286.6
4	Dub	Jett	259.9
5	Darrol	Cady	255.7
6	Stu	McAfee	230.5
7	Tom	Scott	223.2
8	Fred	Burgdorf	211.0
9	Mike	Helsel	209.1
10	Ray	Brown	201.4
11	Tony	Lopez	189.4
12	Gino	DelPonte	187.7
13	David	Doyle	179.9
14	Mathew	Van Baren	177.2
15	Rusty	Van Baren	164.9
16	Gary	Long	162.1
17	Lee	Ulinger	144.2
18	Pete	Reed	121.1
19	Gary	Freeman, Jr	119.1
20	Jerry	Small	114.3

We are working with Horizon for next year and plan to have 4 Gold Cup races. Any clubs interested should submit proposals for consideration so we can finalize the schedule early. Send inquires to Mike Helsel.

2003 NMPRA Membership Application

Please check all appropriate boxes.

- ☐ New Member ☐ I am a current Contest Director
- ☐ Renewal ☐ Please donate excess remitted monies to the FAI Team
- und.
- ☐ Change Address

Name _____ Phone Home (____)_____

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