

The Pylon Racer's Official Voice

NMPRA

HIGH PERFORMANCE

National Miniature Pylon Racing Association • Since 1965 • AMA Affiliated • June 2004

A Word from the President

Hello again ... I hope everyone is having a great time with the new racing season. I have had the pleasure of reading some great race reports and it sounds like people are going fast and having a great time competing with each other.

If you have participated with us and with this sport for any period of time you will have noticed that the level of participation always seems to ebb and flow like the ocean tides. Some years we have high tide, and the participation is tremendous, and other years the low tide sets in and it seems that we have difficulty in getting even a meager amount of interest.

There really doesn't seem to be an obvious trigger for these phenomena's, either in the good years or in the bad years. In the bad years we usually second guess ourselves and try to blame that years' weather, or this sponsor/promoter of a race backed out, or 'Joe didn't participate and he took his whole crew with him'. Conversely, in the good years we pat ourselves on the back for the right decisions that we made that Spring, the sponsors signed on for another year, 'Joe brought his whole crew out', all of which caused our good fortune.

I would suggest that the reality of the situation is that the results we see today, good or bad, have their roots much further back, probably with decisions that were made 2 -5 years before. It is very difficult in today's busy society to effect an immediate change on such a diverse population as we have in the pylon racing game. People are so busy that they make plans to participate a year in advance,

even without knowing locations, just to schedule the time away from home and away from their family duties. These decisions are usually made at the end of the previous year, and typically based on the level of fun that they had during the previous season. The decisions we make this Spring will do little to deter the course of an individuals participation this year; but you can bet that if the fun is not had this year, he may not be back next year.

The race reports that I find most heart-warming are those with good participation in a 424 like event (424, APRA, etc.). The seeds that are being planted now will bear fruit in the future, making the coming lean years (and they will come) less barren. I suspect that Districts that may be struggling this year for good participation should look really hard at sowing some of these beginner seeds by offering a 424 style of racing. One basis for a healthy society is to at least replicate ourselves, and achieve zero population growth. If we don't replace ourselves as we grow older then the activity and society (pylon racing) will eventually collapse and will only become a footnote in history.

Kudos to all of you who have taken up the challenge to help our sport grow and are hosting novice level events. For those that are not, and are wondering 'where am I to race this year?', call one of the District VP's in a District that is growing, that fosters novice competition, and gain his insight on how to make a successful program run. Don't hesitate to copy a format that works word for word. Remember, plagiarism is a great form of flattery, and I think anyone of our District VP's would be happy to help a

member or non-member achieve growth in their racing area. Just Ask!

On a different note, we have established a different site for a combined Championship Race (Q40 and Q500) for this year. In last months column I mistakenly jumped the gun, and do to poor communication on my part caused a bunch of heartache and grief for a lot of people. I want to apologize to everyone involved, especially Rocket Ray, for my ill-timed decisions regarding the Q40 Championship Race. I unfortunately became more obsessed with announcing the Championship Race site in the last newsletter than I was with properly planning the event.

Since then Gary Freeman Jr. has pulled together team at the Apopka site, home of the Tangerine Race and this years Round #2 Gold Cup Race, to host the race at their field. The race will be held at a slightly later date than usual, in conjunction with the Tangerine event on Dec 10, 11 & 12, 2004. Friday will be the Q500 (428) Champ Race and Sat/Sun will be the Q40 (422) Champ Race and last Gold Cup Race of the Year. And as a footnote to my discussion above, Gary will also host their normal Tangerine 424 race in conjunction with the Championship Races on all three days. Thank you Gary!

I will see everyone at the NATS this year, ready or not. I am looking forward to our time together. Until then, be safe, have fun, and go fast --- in that order!

Pete

District 1, Bill Vargas VP

Every time we go to a SpeedWorld race, there is new technology on the off- course race system for us to enjoy. This time, there were cut lights for the racers and spectators to see from the pits. It makes the races much more interesting to be able to know who is really leading the race. Those cuts sometimes are a surprise to us and we think someone else is leading a heat. Thanks to Lenny and Randy for making the lights possible.

Randy Dauer is a master of getting all the pre-race things done well before the race day... That is concessions, field preparation, equipment condition and of the most important all the race official positions filled. Most of the club members at SpeedWorld step up and do what it takes to put on a quality race. Thanks to all of them.

On race day, Jim Allen CD does his thing, as well as race. Jim makes sure that the racers all know what is expected of them and how the race will be run. Both days, the races started on time, at 8:30 as scheduled. All the race officials were in place and the first round was on the trailer. The pace of the heats was again below the 5 minute rate, flag to flag. These are the things that make a good race if you have a lot of racers. I have been to too many races that the CD is not prepared before the race and nothing gets started until 10:00 or even later. I think that this organization is part of the reason that the Phoenix races are so well attended. Both the Winterfest and the JR Gold Cup had record numbers of entries. Even with the record number of entries, no one felt that they were shorted on flying. Racing in both events started early and ended early. What a great group to run a race!

Now on to the 2004 JR Gold Cup. The 1st of 4 JR Races was held there at SpeedWorld in AZ in February. It was one of the largest turnouts ever with 63 racers from all parts of the USA, Canada, Mexico, and Hong Kong. The news coverage by local papers and TV stations surely contributed to the tremendous spectator turnout both days. Good thing for the TV helicopter being on station as it play a part in retrieving a plane that was temporarily lost in the desert landscape!

After 8 rounds of some of the best racing anywhere, Dane Kane took top honors with a 1:03.52 Jamie De La Vega took 2nd and Travis Flynn took 3rd. Mr. Fast guy was, you guessed it, Gino Del Ponte with a 1:02.16 Blast! Full results are on the NMPRA website. WWW.NMPRA.org.

Once again thanks to the efforts of the club members at SpeedWorld., The race wouldn't have been possible without all of you!

Just incase you didn't t know, Whittier Narrows has been gracious enough to put the Pylons up every 4th Saturday or Sunday of each month now since Jan for practice. I am not sure how much longer this will last due to the relatively small turnouts in the past 2 months. So if you guys are able to, come on out and enjoy an afternoon that's been designated "For Pylon Racers Only" at Whittier Narrows.

SpeedWorld is once again hosting their monthly Races and as always are having a Great time of it. Welcome to Pylon Cole Thornton. Cole is a young newcomer and its rumored he's catching on Fast!

Basin Race'n is just around the corner! Beginning on the 16th of April with a ? day Practice and 2 one day Races on the 17th and the 18th So for those of you that weren't able to make it to the WinterFest or the JR Race,,, your fix is just around the corner J

Pylon Rules cycle for 2005 is coming up and there's a "buzz" over there on the NMPRA site about engines for 424. The NMPRA Prez is looking for comments about .46 size engines for use in 424.

Safety note – when was the last time you checked your wing bolts? If they are looking worn out or rounded off threads are apparent, change them out.

See you at the Races!

BV
D-1 VP

High Performance Information

High Performance is published 8 times per year.

Information for publication can be forwarded to:

NMPRA Editor, Darrol Cady

PO Box 14723

Portland, OR 97293

Phone: (360) 903-3520

Email: 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"x10", lpi=133, halftone permitted. Ads for upcoming issues must be received by the deadlines published below.

Size	Single	Annual
Full Page 7.5"x10"	\$ 50	\$ 350
1/2 Page 7.5"x5"	\$ 35	\$ 245
1/4 Page 7.5"x2.5"	\$ 20	\$ 140
Card Ad 3 5/8"x2 3/8"	\$ 10	\$ 70

Wanted

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

ALL Current Pylon Records were set using

POWERMASTER

FOR THE GOLD CUP SERIES
AND THE 2000 AMA NATIONALS

**Special price for races only
\$10.00/gallon plus shipping**

Order 24 gallons for your next pylon race and receive 12 "Race Official" Hats for Course Workers

**See us "on the web" at
www.powermasterfuels.com**

**POWERMASTER
HOBBY PRODUCTS, INC.**

PO Box 650, Elgin, TX 78621

Phone (800) 847-9086

Email: sales@powermasterfuels.com



District News



District 2-Patt Poinsett

Well folks, the first race has come and gone. Spokane this year was interesting race that had several good surprises. The only downfall I could see was that Mother Nature did not want to see any racing. The weather was very cold, and very wet. The brave few who ventured over early Friday even managed to see a tornado touch down not too far from the field! We all could tell at that point it was going to be a good weekend.

When Saturday rolled around it produced twelve APRA pilots and eleven Expert pilots, despite the fact it was still pouring down rain. The weather finally broke around 11am and racing started and about noon. We managed to salvage five rounds of APRA and three rounds of Expert in before the day ended around 6 pm. It was the first day of our new high-low system and also both classes were flown with four airplane heats! Everybody did a great job handling all these obstacles

Sunday we got started pretty early and finished off the last two rounds of Expert. After a quick break we jumped right back into five more of APRA. Sunday the weather was much more enjoyable and we managed to get through things pretty quick. After everything was said and done, I think the weekend was a success. I am very excited to get to Wenatchee and get right back at things! We should be able to enjoy our wireless cut lights and newly refurbished timing system! I can't wait!

Until then guys, keep em' above the sticks!

Tom Strom JR

Results from Spokane:

APRA 424 Saturday

1. Bryan Batch
 2. JR Wilbur
 3. Paul Holma
- FT: Bryan Batch

APRA 424 Sunday

1. Bryan Batch
 2. Brad Batt
 3. Matt Anderson
- FT: Bryan Batch

428 Expert Saturday

1. Eric Ide
 2. Tom Strom Sr.
 3. Bruce Dechastel
- FT: Bruce Dechastel

District 3-Chuck Swaney

It's the middle of May and our racing season is about to begin with the first contest of the year being hosted by the Edmonton Radio Control Society at the end of the month. Thanks to John Gemmell, the Edmonton club is back in the racing circuit. This is good to see. Edmonton has its own center of 424-style racing and it continues to generate local club interest. That's good for pylon. Now with just a little District Quickie exposure through our circuit races, hopefully more of the Edmonton crew will join John and the rest of us in the next level of Quickie racing using the Webra Q pylon engine.

The electric racing series in Calgary has begun for another season. This is a "strictly-for-fun" event using speed 400 motors and very basic airframes. Beginners are encouraged to come out and give it a try. The local electron experts are willing to lend a hand with the finer points of how to burn down a battery, speed controller, and motor. It's all a bit of work in progress for sure.

Roy Andrassy, Dave Sawers, Peter Thannhauser, and Delbert Godin have been practicing with their F5D International class electric racers. They are representing Canada at the world electric pylon championships in York, England this summer. You can always tell when the F5D guys are getting ready for another practice

session. The lights in the sub-division dim when the team plugs everything in for charging. I think Delbert and his right arm must be on steroids. Delbert, the official F5D team manager, caller, and launcher is in charge of getting these "battery packs with wings" airborne. I was recently radar gunning for Roy during practice and I happened to catch Roy's plane on the radar gun as it left Delbert's hand at over 70 mph.

The Calgary Club 20 winter series finished up in April with Ted Ellefson taking first place, Delbert Godon was second, and Peter Thannhauser was third. Great racing guys! This was a 13 race series throughout the winter months. Dis-honorable mention goes to Roy Andrassy for hitting the most pylons and re-kitting the most planes. Roy must have nothing else to do in the winter. Thanks to Mik Delisle for performing the Starter duties nearly every weekend.

Our local racing field in Calgary is under "hostile takeover" from our land owner. For this reason, our previously scheduled July Quickie and Q40 contest has been forced to move to June 26, 27th. After our contest, it looks like we will be pulling up stakes and moving the wagon train northeast to a new lease that has a much more stable future. All in all, I think it will work out for the best. The new location will have much fewer natural and made-made hazards. There will be more room to make things safer for the pit area and spectators and it will be pretty much flat. Who could ask for anything more? A "BigThanks" to Jack Ellefson and Cecil Graval for their work in searching out and negotiating the new land deal.

In the next issue, I will be able to report on both the Edmonton race and the contest in Regina. I need some information from Saskatchewan. What's going on out



JR Gold Cup Series 2004

February 28/29 Phoenix, AZ

April 24/25 Apopka, FL

June 5/6 Bowie, MD

September 11/12 Arlington, WA

**NMPRA Championship/JR
Gold Cup**

November 6/7 Phoenix, AZ

***A Very Special
Thank You
To Our Sponsors***





District News



District 3-Cont'd

there guys? My article tends to be rather Calgary focused so send me an email or two and let me know what's going on in the pylon workshops around Saskatchewan. I can always use a Tech Tip or two. These are more interesting than my ramblings. I understand there are a few Viper Quickies hanging out in Saskatoon. How about a report on the building and flying of this pylon ARF.

Racing news, information and contest results can be found on our website at www.cmpira.com click on the link for CPPRA (Canadian Prairie Pylon Racing Association). See you in the corners, Randy Smith for Chuck Swaney pylon.guy@shaw.ca

District 4 - John Sandusky

I received the following report of the Airpark race from Kurt Bozarth of Aurora Colorado...

Airpark Elite Pylon Race, May 8, 2004

Our 2004 Airpark Elite race season kicked off with a terrific start on Saturday, May 8th, 2004. Thirteen severely disturbed social misfits arrived with incredibly expensive toy airplanes and paid \$25 each to see if they could go home at the end of the day with the same number of parts. Unfortunately a few did not accomplish this goal. Once again, lunch was excellent (thanks Phil). Steaks and burgers – we should race every weekend.

The weather was typical for Colorado – 80 degrees with a light tail wind most of the day. Only one new face was seen in the crowd: John Jaunilas from a neighboring club joined us in 424. Hopefully we'll see him again. Other than John, same old ugly group of guys. Even our planes are starting to look alike, thanks to all of the inbreeding.

Tom Neff, club prez and den mother,

was the CD and Nick Smith was once again our beloved starter. Nick pulled double duty by also flying in 424. Unfortunately, Mother Earth's attraction with Nick's plane convinced him to limit his duties to that of starter (i.e. Nick crashed). The Civil Air Patrol was out in force and did a great job at #1 and at the lap counter/timer station.

Speaking of lap counters, Airpark Elite's R&D Director, Myles Barnhart, designed and built both a beautiful digital starter's clock AND 5 incredibly-easy-to-use lap timers. Even Tom "I don't need no stinkin timer" Neff could operate one of these with ease. Thanks to Myles, Airpark Elite has some first class equipment. Next on Myles' list are micro-GPS receivers on each plane and a home theater installation at my house.<G>

Gary "gearless" Johnson, in an attempt to reduce drag, just slightly impacted the ground during a 428 heat and conveniently removed only his landing gear. Although no formal protests were filed, several of the Club A.R.S.H.O.L.E.s (Airpark Rules Subcommittee Hardly Objective Law Enforcers) were consulted, and no action was taken. Besides, Gary's prop stopped during the daring maneuver and he was never able to complete all 10 laps. Maybe next time.

Five rounds of 424 and 428 were flown with a few trainer rounds thrown in for fun. Only three of us entered 422, but because of tailwinds and the fact Duane G. withdrew, we only flew one round and then put them away for next time. Why Duane G. withdrew, we'll never know - I don't think flying Q40 with an eye patch is as difficult as Duane says. (just kidding – no eye

patch. It was a joke. A joke. No patch. Dangerous. A Joke).

John Williams and Kurt Bozarth showed up with new conventional tailed Shotguns and rumors have it that more are on order. Here are the day's results:

Trainers (3 rounds)

1. Alan Thovson
2. Nick Smith

AMA 424 (5 rounds)

1. Alan Thovson (20 pnts)
2. Steve Vaughn (18)
3. Bryant Johnson (15)
4. John Jaunilas (12)
5. Nick Smith (2)

AMA 428 (5 rounds)

1. John Williams (20 pnts)
2. Kurt Bozarth (17)
3. Mike Farnsworth (12)
4. Brian Neff (9)
5. John Sandusky (9)
6. Tom Neff (9)
7. Gary Johnson (4)
8. Duane Gall (0)

See ya next month.
Kurt Bozarth

As Kurt mentions, Airpark now has a new digital starting clock and five eleven-lap digital timers. The fact that the new equipment is digital means that there are no moving parts (except for the actuation buttons of course). This is a huge advantage as far as maintenance is concerned. Miles made the starting clock out of an old digital display from a gas station. I don't know if he paid money for it or not but we really do appreciate the donation of his time and whatever expense he may have incurred. He is a very talented individual indeed. Thank you Miles! By the way, Miles is also the Webmaster for the clubs web site, www.airparkelite.net.

I've included a picture of the new starting clock in this article. This used to be a gas station sign so it has to be big enough for people to see at a significant distance when driving by in their cars. The only issue that I can





District News



District 4 - cont'd

see is its placement. At the race on the 8th, it was placed so that the starter and callers could easily see the display but when the pilots situated themselves between two and three, the remaining time was no longer visible to them. I know, I know, the pilots should be watching their planes and not the clock. But it is nice to be able to glance at the clock before you give your caller the okay. We'll get that figured out by the next race I'm sure.

Also in the picture is our North/South runway (our only runway) and, way off in the distance, pylon one and the light bar that signals if your plane "made it to the pole" or not.

I do not know any of the specifics about the design of either the timers or the starting clock. I think I may have just found material for my next article. I'll see if I can trouble Miles for the schematics and construction notes of these designs.

Until next time, practice Practice PRACTICE! I need to follow my own advice. That and quit double cutting.

John

District 5-Marcus Blanchard

If you live in the district 5 area of the country, there is not a lot of activity going on. This district that as I stated in my last article was one where you would get burned out before August, has had no races as of the writing of this article. I do not know how to peak the interest of the people who in the past were very interested, or how to peak the interest of the newcomer. I have even heard from some of the diehard veterans of this district that they will just travel more and farther so they can race outside of the district 5. I do not believe that is the solution, but if anyone has a better solution please let me in on it. I have also heard people call this a cycle that will turn around, I guess I will believe that when

I see it. As most of you know, I have been carrying Nelson parts for Performance Specialties for several years, and in looking back the sales have slowly diminished over the years because of lack of races and people dropping out. At the Toledo Weak Signals Expo, I worked the Performance Specialties booth for 3 days, and had more than one conversation with district 5 pilots that were interested in buying new engines, but decided against it because why spend the money to race maybe twice. If you talk to the engine guys like Dave Shadel, he will tell you that the racing business has slowed tremendously over the past few years. If this keeps happening we will all be talking about racing in the past tense very soon!!

On a better note, we do have our first race coming this month on June 19th and 20th in Cincinnati, Ohio. The CD is Tom Scott and I would expect to see the complete district 5 memberships there to support him, because without the support from the pilots, he will lose interest and support from his club of volunteers, and soon this will also be a race of the past. I'm sure that Tom will throw a first class race with plenty of club support.

I would like to let everyone know that District 5 does have 2 individuals working very hard to make the United States FAI team later this year. They are Tom Scott and Craig Grunkemeyer. I personally spent a day with these guys practicing and I was very impressed by there intensity. As most of you know, the majority of FAI pilots have jumped ship on the Nelson motor in competing on the world level, but these guys are working very hard to try and stay with the United States manufacturer to achieve the goal of World Champion!! Will this happen I don't know, but they both should be commended for the

effort they are putting in towards this goal! Good Luck Guys!!!!

Also as part of the day I spent with Tom and Grunk, my son Bryan had a banner day as far as pylon racing goes. As most of you know Bryan (12 years old), has been racing in the CAPS standard class for about a year and a half now. I think those days are over, since his day started with a few flights with his Bird of Prey and Jett motor, he then wanted to try my Nelson motor, which I let him do and he flew with no problem. His daringness didn't stop there though, he then went on to fly my Quarter Midget several times that day and to top the day off, Grunk then let Bryan fly his FAI ship. What a day for the kid and I'm sure it's one he will never forget!! I know I won't forget the fact that Grunk never let me fly his FAI. Way to go Bryan!!! I guess I better get a real job to support his new events. He is planning on flying both expert Q500 and Q40 at Tom Scotts race and he is also entered in both events for the first time at this years NATS.

Anyhow that's all for now and lets really try to be at the races this summer, and have a lot of entries. Even you guys that don't get out much, try to make at least one race.

2004 Race Dates

June 19th-20th ---Cincinnati, Ohio
 July 11th-16th---NATS---Muncie, Ind.
 August 7th-8th---Caps Classic---Muncie, Ind.

Later,
 Marcus Blanchard





District News



District 6-Steve Baker

At last the Mid-Atlantic region has shed the winter, and the PGRC has already hosted its first Q-500 contest. In all, we had 20 in 424 and 12 in 428. Only one crash occurred the entire day, a landing accident in 424 (sorry Greg Brewer). The results are listed below.

AMA 424 Bowie, MD May 1, 2004

Place	Name	pts	Fast time
1	Rick Moreland	16	1:26.51
2	Steve Baker	14	1:21.73*
3	Gene Bass	14	1:24.45
4	Dan Myer	13	1:23.95
5	Jon Baker	13	1:25.08
6	John Albritton	13	1:25.32
7	Larry Nowland	11	1:27.16
8	Frank Donnelly	11	1:27.24
9	Neal Rehm	9	1:27.38
10	Art Edsall	9	1:29.13
11	James Culp	9	1:36.70
12	Reggie Sterling	8	1:33.10
13	Steve Cannon	8	2:17.73
14	James Waybright	7	1:26.68
15	Dave Beazley	7	1:33.06
16	Warren Gillette	6	1:27.38
17	Shye Sarig	6	2:01.34
18	Robin Mutchler	5	1:33.06
19	Greg Brewer	4	1:43.15
20	Frank Kolongowski	4	2:04.90

AMA 428 Bowie, MD May 1, 2004

Place	Name	Pts	Fast time
1	Jon Baker 1	4	1:10.38
2	David Binger	13	1:10.10*
3	Rick Moreland	13	1:11.25
4	Art Edsall	13	1:16.16
5	Steve Baker	12	1:14.87
6	John Albritton 1	2	1:10.73

7	Dan Myer	9	1:13.84
8	Gene Bass	8	1:19.11
9	Neal Rehm	7	1:20.49
10	Frank Donnelly	6	1:15.14
11	Jason Scaggs	6	1:24.29
12	Larry Nowland	4	1:30.68

My new Viper ran well enough to earn fast time and 2nd place in 424 (if only I hadn't got spooked in the last round and cut #1. We are even, Moreland!). Dave Binger appeared to have the 428 event all wrapped up until the profound tailwind we had to cope with all but died in the last round, messed up his caller's timing and resulted in him taking 3rd in the last heat. David fell from clean to 2 down, giving my son Jon top honors. All in all, not a bad first contest.

A few new and grown-up faces appeared in both events, including Jason Scaggs in 428 who used to race with us in the previous millennium. Steve Cannon also flew in his first race. Both competitors brought their planes back home in one piece. Welcome/welcome back to racing guys. Now buy more stuff. You got lucky.....

Viper Diet

As suggested at the conclusion of my previous column, the Great Planes Viper ARF is a fine aircraft, but unfortunately has a heavy wing. To cure this somewhat, I cut 9 lightening

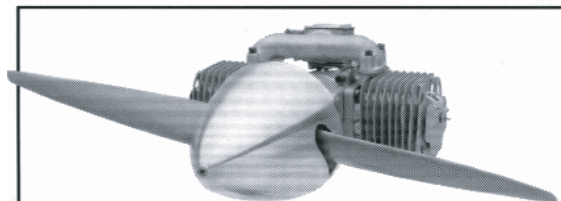
holes of a variety of diameters in each wing panel and removed 73 grams of excess weight. Since I made the decision to lighten the wing **after** I spent the greater part of an evening decorating the topside of the wing, I opted to cut my lightening holes through the bottom wingskins, but left the top skins intact. In the course of this process, I also managed to hollow out some of the balsa-hogany wing-tip material.

If I were to do it all again, I'd abandon the original wing covering job and cut the lightening holes all the way through. Rather than hollow the tips, I'd just opt to jig-saw in from the tip and remove a large sweep of wingtip material and replace it with a piece of 3/16" sheet balsa, ala the Scat-Cat.

I also removed some of the laser-cut plywood included in the kit for restraining the battery and receiver. When it was all done, I ended up only 2.65 ounces over the minimum 3.5 lbs. Not bad for \$119 racer.

Shotgun 428 Q-500 Racer

As a 'scratch-build or die' kind of modeler, I gotta say that the new offering of Bruce "Polecat" deChastel is an awesome piece of engineering and workmanship. Of the 3 we purchased, one has already been flown and is contest-ready after only 5



*The No. 1 Choice of
Competition Modelers Worldwide!*

Competition propellers for the intermediate and advanced sport flyer as well as the competition community. Advanced designs using modern computational methods and materials. Over 300 pitch / diameters available ranging from slow-flyer electric to High performance Giant Scale Unlimited Racers.

A complete line of three and four blade props are being designed and then tested by Top-level Competition pilots prior to market entry.

Visit the APC Prop Website for detailed information on product design and current product availability or send SASE for detailed brochure to:

Landing Products, 1225 Harter Ave., Woodland, CA 95776

E-Mail: apcprop@aol.com • Home Page: www.apcprop.com/

Contact your local hobby dealer first.



If they don't have what you need, order direct from:

Landing Products, ph: (530) 661-0399 or our convenient web site.

Overnight delivery is available and all props are in stock. Hours: 6am - 2pm PST





District News



District 6-cont'd

flights. Again, had I actually read the building tips posted on Darrol Cady's website, it surely would have been even less. The Shotgun Quickie 500 and the Polecat can both be purchased at: WWW.DarrolCady.com.

Our only gripe is that the location of the landing gear is too aft by ?". My first landing on pavement was a 3-point landing, but did not involve the tailskid. John Albritton fabricated some forward swept durals that cured the problem. Hopefully, Bruce will revise the kit's dural.

The best thing about the plane is it can be ordered with your racing and AMA numbers and a 3-color scheme of your choice ***painted in the mold*** all for only an additional \$40. To top it off, my plane came out ~ 8 grams below minimum weight. Since the shipping cost of 3 kits (\$40.00) is the same price as one, \$452.33 per painted airframe is all a threesome....of Shotguns.... will cost you. I expect to see several in the finals at this year's AMA Nationals.

By the time this goes to print, the JR GoldCup Race in Bowie, MD will be history. Hope to see you there.

Steve Baker
AMA 68276
NMPRA 15R

District 7- Tom Dobyys

On April 24-25th, The Radio Control Association of Central Florida (RCACF) held a JR Gold cup at their Apopka field. No race report has been submitted, so I cannot tell you the results. The weather was nice and cool and the racing was fast and furious as usual. I wish I could tell you more....This year's Championship race has been scheduled to take place at the Tangerine race in December on the 10-12th. It was good of the RCACF to take the reins on this race, as up until the end of April no site had been

chosen. Friday the 10th will be 428 and 424 and the 11-12th will be 424 and 422 Championship. Contact Gary Freeman Sr. for more information. The race flyer is being prepared and will be sent out soon.

The Central Florida Sport Flyers (CFSF) held a district race at their Sanford field on May 22-23rd. The weather was a little hot, but nowhere near as hot and tight as the racing on both days and almost every heat! It was amazing that so few planes crashed, and those that did, did so without hitting another plane. Although a few pylons and some trees felt the smack of a racer!

There was also some good news for the Sanford club this weekend as the new owners announced that they would be able to stay at the field and even get some more room. They were very pleased by that announcement and the fact that the club has also made it into the black financially. Way to go guys! We look forward to having plenty more races in Sanford.

We have also come up with a tentative race schedule for the rest of this year and may even get to add 2-3 more races to it. We have two new clubs that want to hold races and Apopka is looking at holding another race in October. Things are looking up and I think that next year will even be better for our district.

I want to wish all of the racers in District 7 good luck as they head up to the NATS in July... wish I could go. I'm sure that we can bring back lotts wood!

Sanford Race - May 22, 2004 424

1. Matthew Fehling	1:31.08
2. Jack Fehling	1:44.03
3. James Creech	1:34.31
4. Mike Powers	1:37.69
5. Tony Matosich	1:45.31

6. Charlie Kline	1:27.47 FT
7. Dan Brundage	1:35.85
8. Lance Metcalfe	1:38.43
9. Lin Bradley	1:53.18
10 Ray Coletto	1:30.75

428

1. Brian Willbur	1:04.10 FT
2. Gary Freeman Jr.	1:06.69
3. Randy Bridge	1:06.50
4. Tom Dobyys	1:09.06
5. Gary Freeman Sr.	1:10.81
6. Tim Yousey	1:11.35
7. Chris Mahnken	1:09.59
8. Richard Tucker	1:14.47
9. Stephen Vaclav	1:05.65
10. Jim Perdue	1:32.19
11. Jim Courtney	1:20.66
12. Joe Llanos	1:18.33
13. Jon Perdue	1:10.95
14. J.D. Glass	NT

May 23, 2004 424

1. Matthew Fehling	1:26.26 FT
2. Mike Powers	1:33.75
3. Lance Metcalfe	1:29.47
4. Charlie Kline	1:30.87
5. Jack Fehling	1:32.60
6. Ray Coletto	1:32.31
7. Tony Matosich	1:37.84
8. James Creech	1:29.03
9. Lin Bradley	1:37.22

428

1. Brian Willbur	1:05.50 FT
2. Gary Freeman Sr.	1:10.28
3. Tim Yousey	1:07.78
4. Gary Freeman Jr.	1:07.78
5. Tom Dobyys	1:07.50
6. Richard Tucker	1:11.15
7. Jim Perdue	1:18.70
8. Jon Perdue	1:08.05
9. Joe Llanos	1:11.91
10. Jim Courtney	1:18.81
11. Jim Bartels	1:07.22
12. Chris Mahnken	1:22.62
13. Randy Bridge	NT
14. Mario Travieso	DNF

2004 SCHEDULE:

September 18-19 th , 2004 MPPA Sunrise, FL	422, 424 & 428	(954) 683-2660
November 19-21st, MPPA Sunrise, FL	FAI Team Trials	(305) 205-9500
December 10-12 th , "Tangerine" Apopka, FL	424 3-days, 428 10 th , 422 11-12 th . CHAMPIONSHIP RACE	Gary Freeman Jr. (407) 673-0365

Gary Freeman Jr.
(407) 673-0365
See you at the races!!
Tom

District 8 - Dennis Cranfill

The racing season for District VIII is off at last. Since the last column, we have run two district races using the new "Texas Sportsman" rules, and so far it has been a hit. The first race was held by the Texas City Radio Control Club (TCRCC). This was a Texas Sportsman race only. For those of you who don't know what Texas Sportsman is, we are running a two pole course with the poles set up 608 feet apart. The only aircraft allowed is the Lanier Predator equipped with the Thunder Tiger Pro.40 and an APC 9X6 Sport Propeller.

We had fifteen people show up for the event's debut. The race went very smooth completing five rounds before 2:00p.m. There was one midair the entire day. It took place on the first lap of the first heat of the day, and as luck would have it, my airplane was a total loss. The rest of the day's action was intense racing with Dub Jett coming out on top with a perfect score. In second place was Steve "Neon" Baggett, and bringing up third was Jason Duda. Congratulations to the winners. We had several new guys attend the race as well. We hope to see them at the up coming races. Thanks to the TCRCC for holding an excellent event. We look forward to coming back.

Next it we were off to Wichita Falls, TX for their Season Opener held May 15 & 16. We could not have asked for better weather or location. The Wichita Falls club did an excellent job

providing us with an excellent place to fly. We kicked off the event with the Texas Sportsman class on Saturday morning before moving on to the other events. We had twelve entries Saturday morning for Texas

Sportsman. Two of the guys entered in Sportsman were guys coming back from long retirement, Wichita's Jerry Denton, and Ft. Worth's Cory Campbell. Both of these guys were buying up a bunch of equipment over the weekend to get back into the sport. We're glad they're back and hope to see them at the next race. The Texas Sportsman competition was a great deal of fun with many very tight races. I had teamed up with Cory Campbell entering the same airplane twice with different pilots. At the end of the first round the aileron servo failed on my predator with Cory flying. He managed to complete the heat and get it back down safely with the rudder. With that on top of my first round midair at TX City, it seemed as though my Texas Sportsman fate was doomed. We completed five full rounds before moving on to q-500 and q40.

After a great "all-u-can" eat lunch provided by the Wichita Falls Club, we set up the three pole course for Q-500 and Q40. There was some excellent heat racing all day with Mike Helsel claiming Fast time in both events. The bar was set pretty high with the Q500 time of a 1:06+ and the Q40 time of 1:02+. You had to be on top of your game to keep up.

I spent that evening rebuilding the aileron servo for my Texas Sportsman bird to once again try my fate Sunday morning. A quick trim flight in the morning proved the airplane was flying fine. We lost one entry in Sportsman Sunday morning because he wouldn't get up, so we had eleven. My luck proved to be much better Sunday finishing the day with a perfect score to win the event. There was only one airplane lost which belonged to Saturday's defending Champion Mike

Walther. He claims it was radio failure, but he knew he was matched up against me in the next round. I think the nerves got the best of him. We once again got Sportsman finished up early and on to Q500. We broke for lunch and once again the club provided some excellent burgers, hot dogs, drinks etc. We completed Q500, and everyone was on the way home by 3:00 that afternoon. The Wichita Club put on an excellent event and we look forward to going back. The results for the entire weekend are posted at the end.

The Texas Sportsman event and the new daily schedule is proving to be a success. The competitors seem to really be enjoying the new system. The next race will be in Bay City, TX at the Bay City Municipal Airport June 12 & 13. I hope everyone can make it. This will also be the first appearance of the Dist VIII traveling trophies. For awards this year, we have decided to do one large trophy for each event. This trophy will have the results from each race posted via plaque on it. At the end of the year, it will go to the points champion in that event.

Wichita Falls Sunday Q500

Place	Pilot	Best Time
1.	HAMMETT	1:06.63
2.	JETT	1:07.0
3.	ANDERSON	1:07.65
4.	HELSEL	1:08.75
5.	DUDA	1:07.66
6.	BEERS	1:07.67
7.	CRANFILL	1:10.80
8.	WALTHER	1:14.22
9.	HORNSBY	1:07.77

Wichita Falls Sunday Sportsman

Place	Pilot	Best Time
1.	CRANFILL	1:40.50
2.	JETT	1:40.40
3.	HELSEL	1:37.28
4.	WALTHER	1:36.45
5.	HORNSBY	1:42.81
6.	CASTILLO	1:45.95
7.	DUDA	1:40.56
8.	SMALL	1:42.66
9.	RAY	1:39.49
10.	DENTON	1:53.01
11.	HAMMETT	1:56.46

District 8 - cont'd

Wichita Falls Saturday Q500

Place	Pilot	Best Time
1.	DUDA	1:08.18
2.	HELSEL	1:06.82
3.	JETT	1:08.00
4.	ANDERSON	1:08.04
5.	BEERS	1:07.69
6.	HORNSBY	1:29.58
7.	RICKY	1:08.54
8.	HAMMETT	1:10.85
9.	WALTHER	1:15.37
10.	SMALL	1:19.08
11.	RED	1:20.00

Wichita Falls Saturday Q40

Place	Pilot	Fast Time
1.	HELSEL	1:02.16
2.	JOHNSON	1:05.03
3.	JETT	1:06.17
4.	DUDA	1:06.53
5.	WALTHER	1:13.21
6.	HAMMETT	1:05.81
7.	CRANFILL	1:06.40
8.	SMALL	1:13.07
9.	CAMPBELL	N/T

Wichita Falls Saturday SPORTSMAN

Place	Pilot	Score
1	WALTHER	14
2	DUDA	14
3	SAENZ	13
4	JETT	12
5	HELSEL	12
6	SMALL	10
7	HAMMETT	9
8	DENTON	8
9	HORNSBY	8
10	CASTILLO	6
11	CRANFILL	2
12	CAMPBELL	2

That's all for now, see ya in Bay City...
Dennis

JR Gold Cup 2004-Randy Bridge VP

The third round of the JR Gold Cup series is in the books. The folks from the RCACF club put on an excellent event drawing 28 pilots. The weather couldn't of been better throughout the weekend. A special thanks should go out to Gary Freeman Sr. and Gary Freeman Jr. for the countless hours of preparation. They both worked with their club to line up enough course officials, and they both spent much time in setting up the race course.

As usual the racing was exciting and super competitive. At the expense of two locals, we witnessed one of the most awesome midair's. Gary Freeman Sr and J.D. Glass collided coming off pole one, leaving nothing but confetti of both planes falling to the ground. This was J.D's first Q40 race and it ended much too short for the up and coming young man. The accidents didn't end there. My teammate Travis had the "Bad Luck Odor" lingering over his head as he buried both his planes on Saturday.

Saturday night, Dennis "Team Horsepower" O'Brien and his wife Diana opened their house to all of us once again. Providing some evening fun for every one to unwind and let loose a bit. Thanks a bunch you two!!

As Sunday was under way and we neared the end. I had built up a 2 point margin on the field, to which I held on for the win. Matias Salar put together a great weekend, coming in second flying his Proud Bird (build by Lyle Larson). His partner in crime, Danny Coe, came in 6th flying his Proud Bird. I think that all the time and effort put in by Fred Burgdorf perfecting his design is paying off. Fred also set fast time late on Sunday with a 1:01:25, stealing it away from Dan Kane (5th place) who was flying his gorgeous Polecat. Mike Helsel certainly did not disappoint coming in 3rd flying his Jerry Small designed Miss Reno. Unfortunately Jerry crashed in the first heat on Saturday, catching some of my dirty air coming off the 3 pole (sorry man!). Watch out for the Texas guys at this years Nats!

Something that I think races should do more often is raffle off some cool prizes. Gary Freeman Jr purchased a Nelson Q40 engine from Dave Shadel (Performance Specialties) and made his club and couple hundred extra bucks. Gary donated those funds to the F5D electric pylon team to help soften the cost to travel to England this coming August. Good luck over there guys.

As always, the excitement of this series is not possible without our sponsors, JR, Horizon Hobby, and

Powermaster Fuels. Thanks to Darrol for saving me some serious shipping costs, by carry the fuel to each event.

Bowie Maryland is next, then up to Arlington Washington. Keep in mind that this year we are counting the NMPRA Championship race as a points paying race. So if you have a bad race along the way, you're not out of the running. You simply throw away your worst of the 5 races and keep only 4 toward the final points. So don't cancel you trips to the remaining events, you've still got a shot at finishing up in the top 10.

JR Gold Cup April 24/25, 2004

Apopka Florida (RCACF) top 10:

1 st	Randy Bridge
2 nd	Matias Salar
3 rd	Mike Helsel
4 th	Tom Scott
5 th	Dan Kane
6 th	Danny Coe
7 th	Fred Burgdorf (FT)
8 th	Gary Freeman Jr
9 th	Jeryl Smith
10 th	Tim Yousey

As more race results come in across the country, I will post the National points. At this time the points only reflect district 1 and 7.

Till next time... "No right turns allowed",
Randy Bridge

Quickie 500 VP-Gary Freeman JR

I want to start off first by apologizing for not making the last newsletter. I will do my best so that doesn't happen again. I want to also say I am sorry for not getting the points in this newsletter as I said I would on the forum. I have had a family emergency which has been taking all of my free time. My brother in law was caught in an undertow in Cocoa beach and broke his neck. Right now he is paralyzed from the shoulders down and we are working with physical therapist to try and get as many motor skills as we can back. Enough about that.

Ok we have gotten a lot of reports from the District 1, 7, and 4. I guess now is the time of year all the northern districts start to race so I hope to get more in soon. This is the time of year we stop racing in D7 because IT IS JUST TOO HOT! So other than the Nats and Bowie for me and a few others we are done until September.

Our 424 class is really doing well we get as many 424 as we do 428 (12-15) at each race. Some of the issue we are running into with the 424 class is many the 16,500 rule some of the things we have seen so far are:

I always run and tach all 424 engines in the morning and make sure they turn under 16.5 and then mark the motor the prop and the carb. One morning I was getting ready to do a pilots meeting and looked over and saw a 424 racer changing the muffler on his engine. I thought, now what do we have going on here and asked the pilot to explain after lots of stuttering I just asked to run the motor again now this same motor turned 16.2 just minutes ago and now with the new muffler it is turning 16.9+.. Ok so now I thought, I will solve this issue by marking everyone's mufflers. SO I THINK.

Next contest I tell everyone that I will do spot checking on the line instead of doing it in the morning since these guys are changing stuff after I run in the morning, so I figure they will think heck we don't know when he will come up and check so lets make sure we are legit. SO I THINK. Well I go out after lunch and find lots of scared faces and to no surprise more than HALF of the 11 pilots are turning over 16.5 some are busting over 17. What to do?

Well the best answer is there really isn't a good solution to this problem. I mean ok, lets say a guy is being totally honest and just has a good motor that turns 16.4-16.5 in the morning, but I check again later in the day and because the weather has gotten better or his engine is still breaking in now he turns 16.7+ and he hasn't touch a thing. Do I DQ this guy because of it or

do I look the other way. Well that is just the beginning. There are tons of issues with the 424 event and if we don't fix them soon we will again find ourselves racing alone. I think that each district should run the 424 rules exactly as they are written in the AMA rule book and this will help govern some of the issues. I also think that all of the veteran racers should make it a point to help the 424 pilots out as much as possible and keep them honest. The 424 event has to stay pure to keep it going so let's all do a part in this and keep it going. I will be talking with some of the 424 pilots and some board guys to try and come up with some kind of fix for the 16.5 thing maybe have a 200 rpm tolerance where you will get a warning if it is over and if you are caught a second time you get DQ'ed.

I also have had some talks with some 424 and 428 pilots about a stepping stone for guys to go from 424 to 428. What I came up with was when the guys are ready to move to 428 let them run the same set up as us. NELSON or JETT 428 and what ever Q500 and just find a prop like 8.75 x 8.00 or what ever works to keep them under control and make them run that prop until they come to some brake out point like a 1:18 or something. Put them in the same matrix as the rest of the guys but score the rookie pilots in their own class. We did this before when we raced Rossi and it worked out great. The rookie got to race the pro and do his best, but still had a shot at a trophy in rookie class. I think this will help some districts get away from some of the classes the use to help guys move up like SEMPRA, .46 size racing and so on. Then we will all be using rule-book events, which is the goal.

Any ideas would be great.

I will the points and post them on the NMPRA Website ASAP.

Thanks for your time. See some of you in Bowie or the NATS.

Gary Freeman Jr.
Team JR
Q500 VP

NMPRA Nats VP-Mike Condon

The Nats for 2004 appear to be heading for a great week of fun and racing. There have been a few changes this year that can only improve the week's activities. Remember the food concession that you all ran to at the control line circle? You will not have to run as far. They will be at our site all day and all week, serving breakfast as well. I will also be providing transportation for pilots and callers to and from the line. This will speed up the flag to flag time and give us more racing time. Processing will be on Sunday from 2-4 pm at the site. Shortly following the conclusion of processing; we will have a great onsite dinner. The same group who will be with us all week will provide this. They have promised that it will be the best ever!! The cost will be set to cover the cost of the dinner. (about. \$10 per person) I hope all of you will attend. Following dinner we will have the pilots meeting. Matrix A/B and lane stickers will be issued at this time. All issues will be resolved at this time to assure a smooth week of racing. (Yea right!!)

As a reminder, please try to make my week a pleasant one. All issues and rules have been thoroughly thought out to make the week go as smooth and safe as possible. I would remind you that there would be **NO TEST FLYING from the beginning of processing until the conclusion of the pilots meeting.**

I also am still looking for a few good people to help with the duties of working the course. If you are willing to help or know of someone that can, please contact me at: home 734-464-7027 or cell 734-718-6088

FAI

We will be having a FAI contest on Saturday morning. This is only happen if we do not need the day for a make-up for Q500 or QM40. See the post on the NMPRA forum for further details.

mikec

Who Says Racing Doesn't Pay?



Giant Scale Air Racing Does!

\$15,000.00 in prizes courtesy of
USRA Champion Race Series sponsor ZENOAH

Over **\$3000.00** per race given to the top
finishers in the Formula 1 class courtesy
of California Research Tabulations

Over **\$1,500** in year end contingency bonus
money for the F1 and F1GT classes courtesy
of Ed Rankin Designs and California Research
Tabulations

\$1,500.00 "Rookie of the Year" prize.
Courtesy of California Research Tabulations
and Lopez Construction

For more information visit us at
www.usrainfo.org

USRA Championship Series 2004

Jun. 24-27

Wings Over Eldorado
Eldorado, KS

Aug. 19-22

North Coast Challenge
Ashtabula, OH

Oct. 14-17

The Blue Water
River Run
Parker, AZ



Sponsored by

ZENOAH
NUMBER ONE IN GIANT SCALE POWERPLANTS

BLUEWATER
RESORT & CASINO



Performance
Plus
Fuels
JR

TURN.



Starting Line

USRA President's corner -Scott Hanbury

It's hard to believe that we start the USRA Championship Racing series (sponsored by Zenoah) this month. Loren Tregelles and his veteran team of race workers are putting the finishing touches on what is sure to be a fantastic first race in El Dorado, Kansas. This will be the 4th year for the Wings over El Dorado event held outside of Wichita Kansas. The city of El Dorado pulls out all the stops in welcoming the race teams attending this event. With the gracious support of the city and the host airport, Wings over El Dorado is a can't miss event.

I think it is important to remind everyone what's up for grabs this year. The USRA Championship Series sponsor Zenoah had committed \$15,000.00 in prizes to the series. Because of Zenoah's on going support, the F1 GT class will be a USRA recognized championship class. Tom Easterday and CRT are again sponsoring the F1 class with \$3000.00 per race. California Research Tabulations and Lopez Construction have put up \$1500.00 for a Rookie of the Year end of the season bonus. Ed Rankin Designs and Team/Extra, have contingency bonuses for the top finishers flying their aircraft at the end of the season. Big thanks to all of our sponsors!

It is very important to remember that we are guests at all of the USRA racing series venues and equally important to act accordingly. Policing your area for trash and being aware of your surrounds before letting fly with the off color words, are some things to keep in mind while attending the races. Again, we are the guests at these events and the impressions we leave are very important for the continued support of the host city and airport. Take the time to answer spectator's questions. You may be talking to a potential racer. The hospitality you show, may be the push that person needs to start racing Giant Scale.



Starting Line

Make plans to attend the 5th annual North Coast Challenge in Ashtabula, Ohio August 19-22, 2004. Tony Husak and company are planning a real celebration to make their 5th year of hosting the NCC. Stacy and I will be having our annual "Kick off Picnic" Thursday the 19th at our house – minus the blackout.<G> Chris and Joann Justus are throwing a shindig at their home on Friday night. And to top it all off, we have the banquet on Saturday night. You can actually come to the North Coast Challenge and not have to buy dinner your whole stay. Make your hotel reservations and buy your corn on the cob skewers, because you are sure not going to want to miss the Ohio hospitality.

Remember to mark your calendar for the re-scheduled Blue Water River Run to be held in Parker, Arizona October 7-11. Denny Baker says the Wednesday and Thursday night room rates are \$39.00 and Friday and Saturday nights are \$69.00 a night at the Blue Water Resort and Casino. He has also set aside a larger block of rooms this year. Because of the amount of fun Blue Water guests had last year, I wouldn't wait to make my reservations.

This is sure to be a banner year for the USRA and Giant Scale Racing. Let's make it a fun and safe racing season.

'Til next time,

Scott

USRA GIANT SCALE RACING

-Ed. E. Rankin

Getting Started-Part 2 Building Choices

An explanation is in order for describing the nomenclature used for the options to build your airplane. In addition the cost degree of difficulty, building hours, required and comments on structural weight will be discussed. Hopefully, these comments will help the beginner to match his skills/ time available with his lifestyle. The 42% F-I class will be used as an example for this discussion.

SCRATCH BUILT

- This terminology is used when the modeler starts with a USRA approved 3-view. The scale dimensions are then calculated to meet the USRA class specifications. I will explain how in later articles. From these scale dimensions the total model can be drawn with fuselage frames, airfoils and construction with mechanical drafting or CAD. This requires about 40-80 hours.
- This method requires considerable model building skills, and requires approximately 600 hours to complete ready-to-fly.
- The construction usually consists of balsa/plywood for the fuselage, foam core wings and tails covered with balsa skins. However, these plans can be used to make patterns for fuselage/wing/tail fiberglass models.
- The cost usually varies from \$100-\$200 depending on purchase source of building supplies.
- The weight can vary considerably depending on the wood density and thickness used in the structure. I will discuss this later in the

structural design article. As a general rule, this construction method is heavier than a well designed fiberglass fuselage/foam wing/foam tail design. This is due to the minimum gage thickness required to maintain the structural stiffness.

- I use this method for the prototype for my line of Racing Plane Designs. This way problems can be solved before commitment to the expense and time required for fabricating fiberglass models.
- A wide variety of finishing techniques can be employed.
- ✓ Monocoat complete airplane, use paint only in engine bay area. This method is the lightest and can save up to 12 ounces over painted airplanes. It is durable and easy to repair, and will withstand the high pylon speeds contrary to rumors. I have used this method on two of my Polen Special Unlimited Pylon Racers clocked at 235 mph on the course.
- ✓ Painting- This method is usually the most attractive, however, it takes a lot of time (40 hours) and could weigh up to 1 1/2 pounds (one half ounce fiberglass cloth/primer /paint.)

BUILD FROM PLANS

- This method saves the design time required to draw the plans, design the structure, and solving development problems. In the long run using plans will save a lot of money if you have several crashes before problems are solved. Cost of construction is the same.
- Purchase plans from a well experienced performance modeler who knows what is needed. If the experienced modeler is an Aeronautical Engineer the design credibility increases.

FIBERGLASS KITS

- This type of kit usually consist of a fiberglass fuselage/top-deck/belly pan/wheel parts, pilots canopy, landing gear, and foam wing and tail cores. Usually no wood or hardware is provided. Price is approximately \$800 for an F-I airplane.
- Time to construct is approximately 400 hours. The degree of difficulty is not as high as building from plans. The advantage is that the kit is a well proven design.
- Select kits that have a very light weight fiberglass fuselage, usually around 3-3 1/2 pounds for F-I. Some of these kits have fuselage with a gel-coat and no pinholes that weigh upward to 5 pounds. They look pretty and you don't have to fill the pinholes, however, you started with 2 pounds overweight that can never be absorbed.
- The fuselage must be painted, however, I recommend monocoating the wings and tails for a one pound weight saving.

ALMOST READY TO FLY (ARF)

This terminology is widely used for various stages of pre-constructed models. Various total time-to-fly hours is required depending on the degree of pre-fabrication, and vary in price accordingly.

- A prefab kit with fiberglass fuselage and prefab wing and tails; surfaces hinged or not hinged; wings and tails not installed; no wood or hardware is the basic ARF. This type of prefab kit will save about 100hours of building time over the basic kit. Cost is usually \$1300, and degree difficulty is less than the basic kit.
- An all composite model airplane with molded fuselage and tails uninstalled is usually a very good choice considering the time saved, and the high construction quality. About 100-200 hours is required to

finish. This model costs around \$1500-\$2000.

- Ready built airplanes are a very good choice if you don't have the time or the skills for the other choices, and are available in either fiberglass/foam or all composite molded fuselage/wing/tails. The cost varies from \$2500-\$3000, and only around 50-100 hours is required to finish
Wings/tails/landing gear/engine firewell/servo mounts/pushrods/and cockpit are installed and are ready for finishing.

READY TO FLY (RF)

This is a type of model that is really ready to fly. Everything is done for you, all you do is charge the batteries and go fly. This is very costly (\$4000-\$5000), and is available on a limited basis.

This article has been devoted mainly to the new race pilot and hopefully serves as a "primer" and step-by-step procedure of how to get into Pylon Racing and enjoy this terrific sport/hobby. My goal is to help people and encourage more pylon race pilots. With this objective in mind, I will continue to write about subjects for beginners, however, the next series of subjects will be more technical. I have asked Fred French to write an article on engine tuning and fuel system design. Fred is one of the top pylon flyers and a specialist on this subject. Please let me hear your comments on these subjects at 817-292-0465., e-mail: rankin@airmail.net .
Ed Rankin

USRA 2004 Officers

Scott Hanbury- President
6327 Tall Oaks Dr
Mentor, OH 44860
hanburys@ameritech.net
440 257-0177

Fred Sargent-Vice President
P.O. Box 1930
Grants Pass, OR 97528
sargfs@internetcds.com
541 476-9489

Kevan Avery-Treasurer
454 Roscoe Road
Modesto, CA 95357
kevan_avery@prodigy.net
209 575-2829

Stacy Hanbury-Secretary
6327 Tall Oaks Dr
Mentor, OH 44860
hanburys@ameritech.net
440 257-0177

Tom Keating- Eastern District Rep
28523 Wolf Road
Bay Village, OH 44140
PMKTPK@compuserve.com
440 871-2882

Tony Husak-Eastern District Promoter
6029 White Oak Drive
Mentor, OH 44060
thusak@ameritech.com
440 257-2948

Julius Miller-Central District Rep
20925 Re-Bar Lane
Hensley, AR 72065
millerjulius@hotmail.com
501 888-5789

Loren Tregalles-Central District Promoter
3003 S. Everett
Wichita, KS 67217
barontreg@juno.com
316 943-3463

Scott Baker-Western District Rep
40354 Racquet Lane
Palm Dale, CA 93551
topthumb@earthlink.net
661 722-4956

Denny Baker-Western District Promoter
901 ORCHID CT
Brentwood, CA
Race690@aol.com
925 513-1224

*The Pylon Racer's
Official Voice*

**Next Article Due
July 20, '04**



2004 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 Fund
☐ Change Address

Name _____ Phone Home _____

Mail Address _____ Phone Work _____

City _____ State _____ Zip _____ Email _____

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

Occupation _____ NMPRA Number _____

- I currently fly ☐ Q40 ☐ FAI ☐ Q500
- I am purchasing a: ☐ USA membership with mailed newsletter \$30.00
☐ Outside USA with mailed newsletter - \$36.00 (US Funds)
☐ All memberships with newsletter delivered by Internet only \$20.00 anywhere in the world.

Make Check Payable To: NMPRA

Mail To: NMPRA
Secretary/Treasurer
Bob Brogdon
5251 Hermitage Dr.
Powder Springs, GA 30127
phone 770-421-8838

NMPRA OFFICERS

President

Pete Bergstrom
511 West Main St.
Monticello, IL 61856
pbergstrom@horizonhobby.com

Secretary/Treasurer

Bob Brogdon
5251 Hermitage Dr.
Powder Springs, GA 30127
770-421-8838
r.a.brogdon2comcast.net

District 1 VP

Bill Vargas
3795 Plantation Cr.
Corona, CA 92881
909-734-4601
Super46mec@attbi.com

District 2 VP

Patt Poinsett
14718 SE 185th Place
Renton, WA 98058
425-271-5268
patt@wininfo.com

District 3 VP

Chuck Swaney
5123 Viceroy Drive
Calgary AB T3A0V2
Canada
cswaney@shaw.ca
403-288-0168

District 4 VP

John Sandusky
6765 Nelson Street
Arvada, CO 80004
303-424-1856
jsand@jefferson.lib.co.us

District 5 VP

Marcus Blanchard
33 Adams Drive
Fremont, OH 43420-2411
419-334-7633
marcusblanchard@professionalsupplyinc.com

District 6 VP

Steve Baker
1402 Paula Drive
Silver Springs, MD 20903-2234
301-434-3568
sbaker@bis.doc.gov

District 7 VP:

Tom Dobyns
2115 Manor Dr. NE
Palm Bay, FL 32906
tdobyns@cfl.rr.com
321-722-1914

District 8 VP

Dennis Cranfill
110 Birch
Lake Jackson, TX 77566-4214
979-418-7661
dccranfill@dow.com

JR Gold Cup and NMPRA Q40 Points VP

Randy Bridge
662 Stanhope Dr.
Casselberry, FL 32707
407-388-1928
randy.c.bridge@1mco.com

Quickie 500 Points VP

Gary Freeman, Jr.
3517 Seaford Ln.
Casselberry, FL 32707
407-673-0636
gary.e.freeman@1mco.com

NMPRA Nats Coordinator

Mike Condon
9335 Eastwind Dr.
Livonia, MI 48150
734-464-7027
mcondon@twmi.rr.com



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

First Class
Dated Material

To:

The Pylon Racer's Official Voice

NMPRA

JETT Engineering, Inc.

VISIT JETTENGINEERING.COM

NEW!!! 6OZ. "CG" TANK

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

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

JETT Engineering, Inc.

6110 Milwee, Suite J - Houston, Texas 77092

Phone 713-680-8113 - Fax 713-680-8164