

*The Pylon Racer's Official Voice*

# NMPRA

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## HIGH PERFORMANCE

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

### A Word from the President

I hope the summer flying and racing season is going well for each of you and that the fun and camaraderie of pylon racing has been yours for the summer.

I just returned from the NATS in Muncie... What a time we had! For the first time in two years we didn't loose any time to rain, although we did quit a little early on Wednesday afternoon for some high winds. We made up the rounds on Thursday and Friday so no chances to race were lost because of the weather.

My arrival at the NATS gave me a good insight into the human mind. Last fall, in a fit of 'mid-life crisis', I shaved off the moustache that I had sported for over 20 years. Everyone that I knew in pylon had never seen me without the hairy upper lip so when I arrived on Sunday afternoon without the moustache and without a red shirt I was virtually ignored. Some people did a double take and then recognized me but the majority needed a new introduction.

This year I took the NATS off from racing and instead acted as starter for the week. What a great way to get to see each and every one of the competitors. I was able to interact with each and every one about 4 times per day and this provided for a great time

for me. The time that I had with the competitors on the line was so good this year that I would consider doing that again sometime in the future.

I won't recount the races or the results as I am sure there will be a great amount of coverage elsewhere. Suffice to say that the competition was tremendous and the racing seems to get tighter and tighter every year. For example, in Q500 at the NATS, 4 points down after 5 rounds got you into the fly-off for 1<sup>st</sup> place. There were no gimme heats here! Randy Bridge won the event again, but the underlying story is that he had to fight his way through the crowd and a fly-off to do it! Congratulations.

Kudos go out to Gino Del Ponte and his Dad for their win in Q40 this year. Gino was clean throughout his 5 rounds of the finals and had a lock on 1<sup>st</sup> place all to his own. 2<sup>nd</sup> place was a fly-off between Randy Bridge and Lee Ulinger, with Lee besting Randy for the 2<sup>nd</sup> spot. Great to see new blood at the top of the podium.

Randy Bridge (aka Mr. Consistency) did it again with an unprecedented 5<sup>th</sup> straight win of the overall pylon Championship. His 1<sup>st</sup> in Q500 and 3<sup>rd</sup> in Q40 locked it up again. Congratulations Randy!

The Championship race in Apopka this year will include a general membership meeting for the NMPRA to take a look at the 2005 year and address any issues before we start next years racing season. This meeting will be separate from the annual awards banquet. Details on time and place will be provided later. Don't forget that the Saturday night Banquet will include year end awards for Q500, Q40 and the Gold Cup. Make your plans now to attend!

The next issue (September) is our annual membership list and election ballot. All nominations must be sent to Bob Brogdon by September 15, 2004 in order to get your name on the ballot. It is time for some of you to step up and relieve your District VPs... Most of them deserve a break. It is time to get any and all nominations in so that we can have an election between two candidates, not just the affirmation of one candidate.

On this subject, my duties at work and at home preclude me from being able to accept the nomination for President for the next term. I don't have the time to do the job the justice that it deserves and will step down at the end of 2004.

May your summer be safe for you and those you love!

Pete

### **District 1, Bill Vargas VP**

Well, how about that last Basin Race during the month of June? Nothing but good times and great weather to go with it! But before I get into it here I want to thank all of the Basin Race course people and to the Boy Scouts for the good food we all had at lunch time!

In APRA we had 28 Racers total for both days and it was nice to see this class duking it out on the Pylons. Dan Thordarson was the man to beat for Fast Time with his Racer II that weekend. He posted a great time with a 1:33.78 and a 1:37.77 taking home the Fast "wood" both days along with two 2<sup>nd</sup> place trophies. Good Job Dan!

In 428 there were a total of 32 Racers for both days. Fred Burgdorf was once again the man to beat and he posted fast time for both days and some 1<sup>st</sup> place "wood" to boot! It was also nice to see a not to long ago former 424 Racer, Norm Teague, bringing home a 2<sup>nd</sup> place trophy for his efforts... Good job Norm! Another notable was Joanne Coffey. You can sure tell that this lady's hard practice was paying off as she brought home 3<sup>rd</sup> place trophies for both days. There's more... Gale Enstad finally made the jump to 428! All I can say is that this Racer was grinning from ear to ear as he enjoyed the speed of his 428 Racer. Unfortunately he lost his plane but you can bet he's gonna have another one ready soon!

For 422 it couldn't have been a better Birthday present for Matias Salar as he captured his first 1<sup>st</sup> place victory in 422. There were 23 Fast Guys all together for both days and all I have to say is, Speed is Cool. For Saturday's finish the top 4, Fred, Travis, Dave Presta and BV were all within 6 tenths of a second from each other. The best save of the day here belonged to young Jacob Raquet. At the launch, his plane went up and snapped to inverted,,, Here's were the youngsters ability to fly Q40 showed,,, He quickly shut down the engine,,, still inverted,,, got the plane going back down the runway,,, still inverted,,, kept enough energy for forward flight and then rolled the plane back over for a good landing,,, all that within about a 100 feet,,, PHEW!

Another note... Elections are coming up soon... The NMPRA President position is open as he will not be returning for 2005. If you know of or would like to become the NMPRA President, please forward your nomination(s).

Don't forget,,, The Whittier Narrows Race is in Oct and the Race at SpeedWorld in Nov. See you at the Races!

BV  
D-1 VP

*The Pylon Racer's  
Official Voice*  
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### **High Performance Information**

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NMPRA Editor, Darrol Cady  
PO Box 14723  
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Phone: (360) 903-3520  
Email: [dcady@pacifier.com](mailto:dcady@pacifier.com)

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# District News



## **District 2-Patt Poinsett**

Wenatchee is behind us – Great race! Great attendance!! Great weather!!! Thank you to all who participated. Visit our PROPS website <http://nwprops.com> for pictures of the event.

The NW was represented at The Nats by several of our boys – Dan Nalley and Bruce de Chastel flew both 428 Quickie and Q40. It was a good turnout with lots of pilots from around the country. Tom and Ed Graves made the trip to experience the contest and help work the course – good for you guys! And Gino Del Ponte won Q40!! The youngest to ever win Q40 at the Nats and the 1<sup>st</sup> time Futaba has won in 8 years. Congratulation to all of you!

Whidbey Island managed to skirt the bad weather forecasts and had a fabulously (HOT!) sunny weekend. Thank you to Marty Hoppe for CD'ing this contest once again. I do not have any results yet from the race at Whidbey, but once I get them they will be posted on the standings page on the PROPS website.



Brian & Marty

Next in our sites – MEDFORD!! It will be hot and hopefully, lots of hot racing. Looks like quite a few of us will be making the trip for the great North-South Shootout. For registration, hotel or any other into

contact Mike Del Ponte (541) 535-8800. 428, 422 and APRA will be flown.

And a little farther out – Arlington JR Cup – September 11<sup>th</sup> and 12<sup>th</sup>! Registrations are rolling in and frequencies are starting to fill up. So get your registration in soon. The motel we have reserved the block of rooms (Crossroads Inn) reports that 1/3 of the set-aside rooms have been taken. Let us know if you need any additional info, forms or directions. Updated info can also be found at the PROPS website. And if you are not competing at Arlington, but are planning to attend we would love to provide you with the best seat in the house. Contact Patt or Dan regarding working the course or helping on the sidelines. We will feed you lunch each day you work, provide you with an “official” JR course-worker hat or t-shirt and you will be eligible for the \$1,000.00 worth of gift certificates from Horizon Hobby.

See you on the course!

Patt – 22e

Nalley Racing Team

District II VP

PROPS Secretary

## **District 3-Chuck Swaney**

Hi Everyone,

I guess you can call this the “Nats Issue” of the High Performance newsletter. I’m sure most District VP’s will be reporting on their Nats experience from their district perspective. I won’t be any different. I’ll keep it pretty brief as all the detailed Nats results

can be found on both the NMPRA.org website as well as the AMA Competition website.

This was my first Muncie Nats – or as Roy Andrassy puts it, “Racing Boot Camp”. I had the pleasure of being locked in a van with Roy for some 36 hours [each way] of journey to Indiana from Calgary. Roy is a great traveling partner and does all the driving. He pilots his Honda Odyssey on the US Interstate highways about as fast and skillful as he does his new pink Polecat on the race course. Averaging 90 mph, we only managed to attract one speeding ticket somewhere in the back stretch of Montana on the way home. Jack Ellefson and Cecil Graval from our district also attended the Nats so we had reasonable representation from District 3.

For me the Nats was a great experience to meet a number of you whom I have only corresponded with over the Internet. Also I managed to get to know some of you better and, of course, I learned a lot about improving my racing. Many thanks to Darrol and Rhonda for their great hospitality and friendship shown to us during the Nats. Also to Lee and Bonnie Ulinger. You are great pit-mates. Thanks Lee for the great job of calling during my last Q40 race against Roy, Cecil and Travis. It was an especially sweet victory!



# ***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**

**December      Apopka, FL**

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# District News



## **District 3-Chuck Swaney- cont'd**

The level of competition at the Nats is incredible. Working to qualify for the finals is a tough haul. Then the real work starts in the finals. Everyone takes it up a few notches in the finals and it's not uncommon to see a four plane "stacked" race around the poles. Any review of the Nats would not be complete without acknowledging the fantastic work by Mike Condon, David Doyle, Nancy Telford and ALL the great workers on the course. There were very few complaints about judgment calls and few re-flies. Pete Bergstrom, Pete Reed, and Ed Smith did a great job as Starter and assistant starters respectively.

Enough of the Nats. On our local front, the first two pylon races in our district this spring were totally rained out. Edmonton in late May and Regina in early June. Our district posted its first official race on June 26<sup>th</sup> in Calgary. We had eighteen pilots in modified 424 Quickie and 15 pilots in Q40. Doug Houston of Calgary took first place with his new FORCE Quickie and fast time on the 2.0 mile course went to Russ Bouchard. In Q40, first place went to Delbert Godin of Calgary and fast time was captured by Harold Sattler of North Battleford, SK with a 1:07 flying his Miss Candace.

On July 17<sup>th</sup> while we were away at the Nats, the Regina Windy Flyers rescheduled their previously rained out pylon contest. Due to short noticed, Nats attendance, and summer vacations, Q40 was not able to be held. Over the two day weekend, three five-round Quickie races were posted. I hear there were eleven pilots on Saturday and 8 pilots for Sunday. Richard Moldenhauer and Jeremy Voth attended from Saskatoon with the balance of the matrix being made up by the Regina pilots. Many thanks to the Regina Windy Flyers for re-scheduling the contest and allowing us to get a few more Quickie points days in to the district points tally.

Next race is Prince Albert, Saskatchewan in mid August and then Saskatoon at the end of the month. Don't forget the JR Gold Cup race in Arlington, Washington on Sept 11, 12th. A bunch of us from Calgary are planning to attend. So load up the van with good Canadian beer and let's head south for some great racing in the northwest district. Dan Nalley, Pat Poinsett, and all the PROPS gang are sure to put on a great race. See you there. Go to [www.nwprops.com](http://www.nwprops.com) for Arlington race information.

District 3 racing news, information, and contest results can be found on our website at [www.cmpira.com](http://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](mailto:pylon.guy@shaw.ca)

## **Crazy Canucks prepare to do battle at the 2004 AMA Nats.**



Left to right standing Ed Smith, Cecil Graval, Jack Ellefson. Kneeling, Randy Smith and Roy Andrassy.

## **District 4 - John Sandusky**

### **Airpark Elite Pylon Race, June 12, 2004**

Airpark Elite's second race of the season was held on Saturday, June 12, 2004. Six racers entered 424 and 8 entered 428. Not bad for this time of year. The Colorado weather was great with winds basically straight down the runway. Duane Gall graciously volunteered to CD the event with only one requirement; that he would get to wear his judge's robe just as he does at work in order to ensure some authority. We all said fine, whatever Duane.



# District News



## District 4 - John Sandusky - cont'd

Two full rounds of both classes were completed by noon. Once again, lunch was terrific – brats and burgers. Racing resumed shortly after 1:00 allowing us to easily complete three more rounds after lunch.

A few mishaps were observed throughout the day: Gary Johnson landed before finishing all ten laps (polite way of saying he crashed) and our NMPRA district VP John Sandusky lost his fast flying Jett-propelled Bird of Prey. Tom Neff was plagued by “little prop” syndrome most of the day and struggled to get his motor to turn up. Tom’s son, Brian, did very poorly due to silly little career pressures (i.e. Brian couldn’t attend because he had to “work” – give us a break Brian!)

John Williams with his new Shotgun seemed to be the one to catch most of the day. However, John graciously cut allowing me to slip by into the top spot. The top three in 428 were:

- 1<sup>st</sup>: Kurt Bozarth
- 2<sup>nd</sup>: John Williams
- 3<sup>rd</sup>: Tom Neff

The top three in 424 were:

- 1<sup>st</sup>: Gary Johnson
- 2<sup>nd</sup>: Mike Trenkle
- 3<sup>rd</sup>: Alan Thovson

Evidently Duane Gall was a graphic artist before he was a graphic lawyer. This explains Duane’s incredible custom awards presented to the winners of the race. Duane hand-drew a picture of a quickie in a turn around pylon #1. The perspective is awesome. He then added custom color to each award. Duane’s awards are definitely the best to date. The cat is out of the bag Duane...we need to talk about next month’s awards!

Sorry for the less abusive than normal write-up. Maybe next time.

Kurt Bozarth for John Sandusky

## District 5-Marcus Blanchard

As most of my articles for this year have been about the lack of interest in District 5, I must say that things have not changed much. Since the writing of the June newsletter we did go racing in Cincinnati at Tom Scotts field and then spent a great week at the 2004 AMA NATS.

We did go racing on fathers day weekend in Cincinnati, Ohio for two one-day races. The first day was for the Q500 standard and expert class and the second day consisted of Q500 standard and Q40. The turnout of district 5 pilots was very disappointing. There were only about 11

expert pilots and maybe 5 standard guys. Things got even worse on Sunday for Q40 with only 9 entries and even fewer standard pilots. Even though the turnout was small, there was plenty of good racing to be had. The trophy winners for Saturday were 1<sup>st</sup> and fast time, Marcus Blanchard, 2<sup>nd</sup> place went to Mike Condon and 3<sup>rd</sup> place in his first 428 races was Bryan Blanchard. Sundays Q40 trophy winners were as follows: 1<sup>st</sup> and fast time, Marcus Blanchard, 2<sup>nd</sup> place went to Gary Helton and 3<sup>rd</sup> place again in his first Q40 event went to Bryan Blanchard. It should be noted that there was a fly off for 2<sup>nd</sup>, 3<sup>rd</sup> and 4<sup>th</sup> place between Bryan Blanchard, Gary Helton and Mike Condon. I know that I went to the line as Bryan’s caller and I’m not sure who was more nervous, him or I. Anyway when the dust settled and the heat was over, Gary Helton was the winner, with Bryan not far behind and Mike Condon with a big fat ZERO. I guess Mike couldn’t handle the pressure of flying off against the kid and was making his landing approach by about lap 7.

Again I want to say that for the people that were there, thanks for the support and fun was had by all, and for the people who didn’t show up because they thought maybe they were saving there stuff for the NATS,



# District News



poor excuse, and lets hope that Tom and his club continue to put on a quality race long into the future. Unfortunately because of such a poor turnout, the CAPS classic has been cancelled this year. As you all know this event has always been where the pilots work for each class, but with these poor turnouts there is not enough pilots to man the course for each class.

I'm sure that by now most all of you know what the results of the NATS are and I'm sure most of this newsletter focuses around that issue. I would like to personally Thank Mike Condon for a well-organized and classy event, and I hope he continues this effort deep into the future. I do know that it's the cooperation of everyone around Mike that keeps him going and motivated, so thanks to all the workers, pilots, callers and everyone involved that makes it such a great event. I would like to congratulate Randy Bridge for his victory in Q500 and Gino

DelPonte for his victory in Q40. It should be noted that Gino was the youngest to ever win that event. Also Terry Frazer of District 5 for the Q500 fast time award.

I need to end this article by letting all of District 5 knows that my family and I have relocated to the Charleston, SC area of the country. This means that this will be my last District 5 newsletter, since I now live in the District 7 area. I will continue to be a CAPS member, but the NMPRA needs a District 5 rep. to write this article on a bi-monthly basis. Anyone interested can contact me, Darrol Cady or Pete Bergstrom. I can be e-mailed at [mblanchard1@knology.net](mailto:mblanchard1@knology.net) or contacted at 843-225-2198. It has been a pleasure racing with the District 5 guys for the past 12 years. We have had many great times, laughs, races, crashes, disagreements, picnics and parties. Rhonda the kids and I have made life long friends that we are very grateful

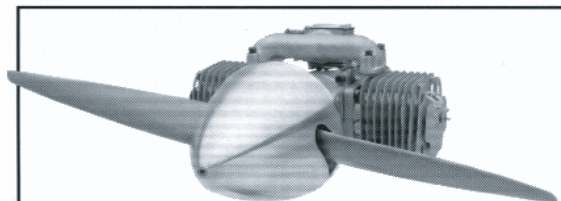
for and will see you all often at the races. It's been a great ride, but it was time for us to move on. Thanks again and watch out District 7, because you guys have two Blanchard pilots to deal with.

Later,  
Marcus Blanchard

## District 6-Steve Baker

So what's new? The PGRC hosted another JR Gold Cup, and for a change, the first day was rained-out instead of the 2<sup>nd</sup> day. Again, another steak party turned into a steak sale. In spite of this, Rick Moreland and the crew hunkered down and ran 7 clean rounds of racing on Sunday. Rick was getting a round of flying in every 45 minutes. And in spite of the rain, somehow the pits didn't turn into a mush pit.

Early in the goings, it looked like Mike Helsel was gonna be the man to beat, but a spectacular midair with Randy Bridge late in the contest changed things.



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# District News



## District 6-Steve Baker - cont'd

In all, 6 Bowie-locals participated; 2 made the top 10, including John Albritton, who finally brought home a Gold Cup award for 5<sup>th</sup> place. In need of some horse-power to stay in the running, I returned a favor he did for me in a pinch back in 1999 and loaned him a fresher running engine that enabled him to win his last heat. John did an excellent job of calling for me, including a great run against Tom Scott and Craig Grunkemeyer, If-I'd-a just managed to clear #2 all 10 laps, I'd have been a hero. Oh well.

And Ralph Rinaldi, all I can say is, "the baggy pants look is OUT in Bowie!" Ralph offered to call for me a few heats, and did a great job the first time, but got his cuff caught on my stab in the 6<sup>th</sup> round during the launch. The plane went hard left, took a bead on the starter who managed to keep from losing his toes and shaft-ran the motor. The plane suffered only minor damage but will need some repairs. Ralph was ready to commit hari-kari on the spot for his gaff, but I managed to talk him out of it. In the end, Ralph took top honors with 27 points. The final tally follows:

## 2004 JR GOLD CUP RACE, BOWIE

1. Ralph Rinaldi	27	1:03.69
2. Bill Johanson	24	1:05.91
3. Bob Brogdon	24	1:06.16
4. Mike Helsel	23	1:03.74
5. John Albritton	21	1:08.07
6. Dan Kane	20	1:03.52
7. Freeman Sr.	20	1:05.07
8. Randy Bridge	19	1:02.86**
9. Fred Burgdorf	19	1:04.96
10. Gene Bass	18	1:06.11
11. Danny Coe	18	1:06.82
12. Travis Flynn	17	1:04.94
13. David Binger	17	1:06.16
14. Darrol Cady	16	1:06.88
15. Dave Latsha	16	1:07.23
16. Lloyd Burnham	15	1:05.23
17. Ed Smith	15	1:06.59
18. Mike Masi	15	1:13.31
19. Matias Salar	15	1:13.31
20. Pete Reed	14	1:13.66
21. Warren Gillette	14	1:16.13
22. C Grunkemeyer	13	1:06.27
23. Steve Baker	12	1:05.39
24. Ray Blake	11	1:21.74
25. David Doyle	10	1:08.45
26. Mario Travieso	10	1:15.84
27. Ernie Nikodem	10	1:18.69
28. Tom Scott	9	1:05.32
29. Dub Jett	9	1:05.64
30. Freeman Jr.	8	1:06.40
31. Ray Hendriksma	3	1:12.07

I took a small break from racing and missed the June Q-500 contest at PGRC as well as the Nats, so I've been a little out of the loop. However, sources informed me of the results of the PGRC contest. Although this contest is typically used as the Nats warm-up, only 3 locals were planning on attending the Nats, and many of those that competed dropped out of the contest for a variety of reasons. In the end, top honors and fast time in 428 went to Warren Gillette, flying one of my old GI8U2's. Way to go Warren! The 424 event was won by Frank Donnelly, who always puts up a good fight. Congratulations, Frank!

The final results of PGRC's June Q-500 race were as follows:

## 424

1 Frank Donnelly
2 Dave Latsha
3 Larry Nowland
4 John Albritton
5 Vern Smith
6 Warren Gillette
7 Jim Waybright
8 Reggie Sterling
9 Shye Saris
10 Regis White
11 Robin Mutchler
12 Frank Kolongowski
13 Greg Brewer
14 Jim Culp
15 Rick Moreland
16 Steve Cannon
17 Neal Rehm

## 428

1 Warren Gillette
2 Larry Nowland
3 Darrol Cady
4 Neal Rehm
5 Vern Smith
6 Frank Donnelly
7 John Albritton
8 Rick Moreland
9 Dave Latsha
10 David Binger

I understand that weather conditions at the 2004 Nats plagued many competitors, and the skill to have in Q-500 was simply the ability to set the needle valve to go 10 laps. Anyway, I hope to be back in the swing of things this fall, once I get my new shop in order.

Until then, keep 'em outa the dirt.

Steve Baker  
AMA 68276  
NMPRA 15R



### District 7- Tom Dobyns

We are in the summer down here and taking our winter break from local races due to the heat and humidity. Most of our constituency will travel north for some Gold Cup races and then the NATS! This is also our building season and most will escape the heat and stay indoors to turn out some new models for the upcoming season.

The last race held before taking our summer siesta, was held by the Central Florida Sport Flyers in Sanford, FL on May 22 – 23<sup>rd</sup>. Racing was hotter than the temperature, which was unseasonably cool, and everyone had a good time. The Sanford club did a wonderful job again and they keep drawing a good number of racers to these events. We look forward to more great races to be held by them in the future.

Hope everyone stays cool and I'll look forward to seeing all of you at our next race in Markum Park on September 18-19<sup>th</sup>. Keep them flying around the course! Here are the results from the Sanford race.

#### **424 5/22/04**

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 5/22/04**

1	Brian Wilbur	1:04.10 FT
2	Gary Freeman Jr.	1:06.69
3	Randy Bridge	1:06.50
4	Tom Dobyns	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

#### **424 5/23/04**

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 5/23/04**

1	Brian Wilbur	1:05.50 FT
2	Gary Freeman Sr.	1:10.28
3	Tim Yousey	1:07.78
4	Gary Freeman Jr.	1:07.25
5	Tom Dobyns	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	1:07.32
12	Chris Mahnken	1:22.62
13	Randy Bridge	NT
14	Mario Travieso	DNF

Tom Dobyns

### District 8 - Dennis Cranfill

No report submitted

#### JR Gold Cup 2004-Randy Bridge VP

First off, we need to give our public thanks to the PGRC group up in Bowie Maryland. Once again we fought some bad weather. Steve Baker and I decided to move the race dates into the first weekend in June to avoid the rain, but that didn't seem to work either. We will probably just go back

to the middle part of May for 05'. Rick Moreland made the difficult call at around 10am on Saturday, to postpone the day's activities and crank out all the rounds on Sunday. I think that was a great decision, and it worked out well. The one thing that Rick and crew do well, is they can run 10 rounds in a normal day's works. It is a well oiled machine, which is why we all enjoy racing up in Bowie.

The racing was very competitive as usual. I believe there were around 12 to 15 crashes including a couple from practice. You can find the complete results on the nmpa.com website. Huge congrats to Ralph Ranaldi for the big win. And we should give an "ata-boy" to Billy Johanson and Bob Brogdon for the awesome 2<sup>nd</sup> and 3<sup>rd</sup> place runs.

Top ten where as follows:

- 1<sup>st</sup> Ralph Ranaldi 1:03.69
- 2<sup>nd</sup> Billy Johanson 1:05.91
- 3<sup>rd</sup> Bob Brogdon 1:06.16
- 4<sup>th</sup> Mike Helsel 1:03.74
- 5<sup>th</sup> John Albritton 1:08.07
- 6<sup>th</sup> Dan Kane 1:03.52
- 7<sup>th</sup> Gary Freeman Sr. 1:05.07
- 8<sup>th</sup> Randy Bridge 1:02.86 \*\* (FT)
- 9<sup>th</sup> Fred Burgdorf 1:04.96
- 10<sup>th</sup> Gene Bass 1:06.11

As always we look forward to headed back up to PGRC next year....

#### **REMINDER:**

Please have your district Q40 points turned in ASAP. I haven't seen to much come my way. I know that we are having fewer races per year, but try to remember that we need to keep the points updated.

Randy Bridge  
Q40 VP / JR Gold Cup VP

#### Quickie 500 VP-Gary Freeman JR

No report submitted

#### NMPRA Nats VP-Mike Condon

No report submitted

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## STUFF YOU ALREADY KNOW

### Dub Jett

I have a new Q-500. I have had many  
more new q-500s than I want to count.

Some fly really well and some do not.  
Given that they all come from the  
same mold and usually don't have  
warps, etc, then it is confusing. This  
airplane was climbing during the turns  
and only large amounts of tip weight  
and aileron mixing would fix it.

I refer you to one of my previous "Crap  
Traps" \*\* on trimming to bring you up  
to date on how I do it. Nevertheless,  
in order to get the airplane from  
"rolling out of the turns", I use a  
combination of left aileron mixing with  
up elevator and left hand wing tip  
weight. I use both because you can  
only use so much mixing before you  
start to get some wiggles (or at least  
that is what I imagine) coming out of  
the turns.

With a conventional tail I use both  
elevator to aileron and elevator to  
rudder mixing. I use just a tad (about

1/2 the percentage) of elevator to left  
rudder mixing to counteract adverse  
yaw caused by the aileron mixing.  
This also makes the mixing much  
more sensitive (it takes less). However,  
rudder mixing with V-tail  
setups is much more complicated  
using standard V-tail with JR or  
Futaba. Thus I have avoided it.

This is the rub. Unless you are very  
good at setting up your airplane you  
cannot be sure that you are not getting  
some rudder mixing—in fact, I can tell  
you absolutely that you are—when  
you build your airplane. Another word  
for this is differential. When you give  
your airplane full up, it is difficult to  
measure how much either side  
moves, and since there is no such  
thing as zero tolerance, you are  
certainly getting one to move up more  
than the other. If it is the wrong side,  
then you are mixing right rudder in the  
turns and kicking the airplane up and  
out of the plane of racing. This makes  
the airplane hard to get to come back  
like a boomerang when you pull at  
pylon one. (more specifically  
explained in the crap trap\*\*)

After my frustration with all the mixing  
and wing tip weight, it suddenly  
occurred to me that the airplane was  
acting like it had right rudder during  
the turns. Since you can't easily dial in  
a little rudder mixing on the v-tails, you  
can fix this by putting in differential.  
Go to the total throw, or ATV, and  
reduce the throw of the left hand  
elevator (this might be the rudder  
throw on your set up) by about 5% of  
the total. (This is 5 points if it is 100,  
but 2 points if it is 40) By doing this  
you will be adding a tiny bit of left  
rudder when using up elevator.

Finally, if you are setting up a new  
airplane, measure the total throw of  
the two tails at full up and adjust the  
throw of the left side such that it is  
about .010" (.25mm) less than the  
right side.

And of course, if your airplane is  
tucking its nose, you do the  
opposite—it does happen  
occasionally.

\*\*<http://jettengineering.com/tech/crap03.html>



## 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
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**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](mailto:pbergstrom@horizonhobby.com)

### Secretary/Treasurer

Bob Brogdon  
5251 Hermitage Dr.  
Powder Springs, GA 30127  
770-421-8838  
[r.a.brogdon2comcast.net](mailto:r.a.brogdon2comcast.net)

### District 1 VP

Bill Vargas  
3795 Plantation Cr.  
Corona, CA 92881  
909-734-4601  
[Super46mec@attbi.com](mailto:Super46mec@attbi.com)

### District 2 VP

Patt Poinsett  
14718 SE 185th Place  
Renton, WA 98058  
425-271-5268  
[patt@wininfo.com](mailto:patt@wininfo.com)

### District 3 VP

Chuck Swaney  
5123 Viceroy Drive  
Calgary AB T3A0V2  
Canada  
[csswaney@shaw.ca](mailto:csswaney@shaw.ca)  
403-288-0168

### District 4 VP

John Sandusky  
6765 Nelson Street  
Arvada, CO 80004  
303-424-1856  
[jsand@jefferson.lib.co.us](mailto:jsand@jefferson.lib.co.us)

### District 5 VP

Marcus Blanchard  
33 Adams Drive  
Fremont, OH 43420-2411  
419-334-7633  
[marcusblanchard@professionalsupplyinc.com](mailto:marcusblanchard@professionalsupplyinc.com)

### District 6 VP

Steve Baker  
1402 Paula Drive  
Silver Springs, MD 20903-2234  
301-434-3568  
[sbaker@bis.doc.gov](mailto:sbaker@bis.doc.gov)

### District 7 VP:

Tom Dobyns  
2115 Manor Dr. NE  
Palm Bay, FL 32906  
[tdobyns@cfl.rr.com](mailto: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](mailto: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](mailto: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](mailto:gary.e.freeman@1mco.com)

### NMPRA Nats Coordinator

Mike Condon  
9335 Eastwind Dr.  
Livonia, MI 48150  
734-464-7027  
[mcondon@twmi.rr.com](mailto:mcondon@twmi.rr.com)





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