

The Pylon Racer's Official Voice

NMPRA

HIGH PERFORMANCE

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A Word from the President

Hello everyone! I hope your fall has gone well. As you are all aware we had a small snafu in the ballots for this years election but with the help of Darrol and Bob this should be corrected and we will be well on the way to voting in our new leadership for next year.

By the time you read this we will probably have a new FAI F3D Team to cheer on for the next World Championships. While I don't know who the team is right now I do wish the team members all the best of luck and hope that all of our membership will support them in their endeavor.

The NMPRA Championship Race is coming up in December! This is our first combined Q500/QM40 Championship race and it is being ably managed by Gary Freeman JR. Shana (of Randy & Shana) has coordinated a wonderful banquet site for Saturday night that should provide for a great evening of awards and camaraderie. Please plan on joining us for this event in Florida. It should be a nice time away from the cold weather for us northerners.

Planning for next years Gold Cup Series is underway. Any suggestions that you may have regarding the

scheduling, points system or format please don't hesitate to contact Randy or myself.

While I have been busier that I ever would have expected this year, there have been two people in our organization that have been working behind the scenes (and sometimes very much in front) that deserve the credit for keeping this organization moving forward this year. My heartfelt thanks go out to both Darrol Cady and Bob Brogdon for their un-flagging support and help over the last 10 months. The plans I started with last year did not include the many instances of simply bad timing that occurred to me this year. I guess we all have those years and I apologize for my lack of racing participation this year.

See you at the Championship Race!

Pete



District 1 VP Bill Vargas

Well another Race season has come and gone. The 2004 point season standings are now perty much concrete and can view here within the NMPRA Newsletter,, thanks Randy Bridge and Gary Freeman for keeping track of the points respectively. I am sure that a lot of you will be surprised to see how you did and how you stacked up against others from around country. But no matter how well you placed, everyone did a Great Job J So now that the 2005 season is upon us and the first Race is just about to happen, the 16th, 17th & 18th of Oct 04 at Whittier Narrows... Now is a good time to set your self a goal for the new season! The most important thing is support the races. You cannot have fun racing if you do not show up. The results will speak for themselves. Don't forget to include Safety in your 2005 goals!

As most of you know by now Travis Flynn will be taking over as District 1 VP. My reason for stepping down was to run for the NMPRA President position. At this time I am not sure yet of the outcome between me and Darrol Cady but hopefully in a few days we'll all know. I'm betting it was a landslide and Darrol owes me a "coldie" Ha!

The August Basin Race was not as well attended as we would have liked to have seen, but those of us that were there had fun!

District 1 VP Bill Vargas (cont'd)

As a matter of fact, NMPRA gained another Q40 Racer... Joanne Coffey. I had the pleasure of calling for her, for one of her heats, on Sunday. She had a hairball of a take off and quickly realized she had high rates on and when she flicked back to low rates,,, she was on. Unfortunately a mid-air with Barry took her out later in the day but I suspect she'll be back with one of them Special "wood" props for Whittier, courtesy of Bruce.

Doug Killebrew was on the poles and took the victory for both days. I myself ended up bride's maid both days. Rusty had 3rd on Sat with Fast Time and Bruce Coffey for 3rd on Sunday with fast Time.

Doug Killebrew again lead the 428 pack on Saturday with a win over Jim Womack and Norm Teague respectively. Short note here. This was Norm's first time, I believe, bringing home some "wood" for his 3rd place

The 424 those guys had a ball and the racing was just as much fun to watch with all of the close racing. Lead changes and near misses were a common sight. Dan Thordarson was the man to beat on Saturday as he took home the 1st Place and Fast Time "wood" followed by a very happy Wayne Cloud and Don Schelling. On Sunday it was almost a repeat of Saturday with the exception of Bob Ponek making a 180 degree comeback from Saturday to take his win over the extremely happy J Wayne Cloud who scored his first Fast Time Trophy. Good Job to all the 424 Racers! Welcome to racing.

Upcoming aces... Whittier Narrows practice day on Friday the 16th with two one day Races on the 17th and 18th of October.

SpeedWorld November Fall Race on the 13th and the 14th The flyer for this Race can be viewed at the NMPRA website,,, I hope most of you guys out there can make this one as it will be a good warm-up for the Winterfest. The WinterFest is the best Quickie race in the USA to attend as it draws people from all over the country. It doesn't get any better. Be sure to get your registration in early because this race will fill quickly. Again the flyer can be seen at the NMPRA website.

I hope to see all of you at these Races
J
BV 41C D-1 VP

District 2-Patt Poinsett

The season has ended for us up here in the Northwest. It was an exciting year with lots going on. The PROPS organization has gotten much stronger, the equipment has improved greatly, the participation level is growing and we are looking forward to a very exciting 2005 racing season.

Thank you to Horizon Hobbies, PowerMaster Fuel, and to all of the participants, helpers and racers who came to Arlington for the JR Cup race in September. We have final results and pictures posted on our website - <http://nwprops.com>. We had 36 pilots flying, what turned out to be a great weather weekend, lots of fun after the racing and just a beautiful venue. We have already been asked (many times) if there will be a 2005 Arlington JR Cup. At this time, the club is still contemplating that question and we will get back to you.

We hope to have the 2005 schedule set and published before the end of the year. As soon as it is done, it also will be posted on the website. Please check back often for updated info.

The Puyallup Model Show is back on. I am sorry to say the PROPS will not be able to have a booth this year. The show sponsors want to concentrate on hobby stores and vendors and not clubs. This event is no longer run by the Mt. Rainier Club, an organization that Dan and were both part of for many, many years. It will be interesting to see a different approach to the show. Hopefully it will have renewed energy and interest. Hope to see you there!

If any of you are interested in being included in our local PROPS mailing list, please email me at patt@wininfo.com. In addition to our newsletters and the website, we do send out regular emails with information on upcoming races, pylon racing issues, new stuff, etc.

Our last race of the season was in October in Spokane. Thank you to all the Spokane guys and gals for hosting this race, especially so late in the year. Saturday night was quite the event. Almost everyone ended up at Matt Russell's home and he and his family

High Performance Information

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hosted quite the barbeque. Apparently we have several musicians in our midst and the piano was used and abused well into the night. Thank you to the Russell's for opening your home to everyone.

Final standings for the 2004 season are now posted on the PROPS site.

Thanks again to everyone for a terrific season! We look forward to an even better one in 2005!!!!

Blue skies to you all!

Patt - 22e

Nalley Racing Team

2004 PROPS Secretary

NMPRA District II VP

District 3-Richard Moldenhauer

We have now finished all of our district racing for another season. What started out as rainy, soggy spring and summer end up as a reasonable fall. Of course, our rain was nothing compared to what our friends in Florida received as a result of hurricanes. Our best wishes from District 3 to all of you down there who were affected by the hurricanes. We hope you and your families came out of it safely.

Eight Canadians traveled to Arlington Washington in the Northwest District to attend the JR Gold Cup. Seven from District 3 and one from British Columbia made for good representation from up north. Many thanks to Dan and Pat and all the PROPS crew in the Northwest for putting on a great contest. Would it be possible to invite some of the slow guys next time? Wow, everyone was FAST! Even though I did not do as well as I would have liked, it was great attending yet another contest packed full of great races.

Arlington was the first JR Gold Cup race for Doug Houston from our home club here in Calgary. I would like to point out that Doug posted his own personal fast time at 1:04 with his Miss Candace. I think this must be a good four seconds off his previous personal fast time. This just goes to show how competition makes you step up and better your own game. Many of us hope to return to Arlington again next year.

The final contest in the Canadian prairie district took place in Saskatoon, Saskatchewan at the end of August. This was the championship weekend for the Canadian Prairie Pylon Racing Association summer season. Again, a pair of Quickie 500 and Q40 contests were hosted by the Hub City Radio Control Club. Many thanks to the club for putting on another great show. After the smoke cleared, the top three overall season point's winners were declared. In Quickie 500, Russ Bouchard finished first, Rod Kelln was second and Steve Landry was third. These three keen competitors are all from Regina. Rod and Steve were separated by only 0.3 points in a total of 343 points. Wow, that's close. In Q40, Cecil Graval of Calgary came out on top once again this year. Delbert Godin of Calgary and Harold Sattler of North Battleford, Sask. followed in second and third place by points. Harold posted a good fast time for our district in Q40 at 1:06.24. Delbert was only slightly slower at 1:06.81 – very tight racing indeed! Many thanks to Charles Swaney of Calgary for serving as our District Vice-president for the last two years and to Richard Moldenhauer of Saskatoon for volunteering to serve for the next two.

District 3 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 Richard Moldenhauer



Eight pilots and two callers from Canada attended the Arlington JR Gold Cup race. Left to right Standing: Jack Ellefson, Cecil Graval, Randy Smith, Murray Hamula, Steve Hamula, Harold Sattler. Kneeling: Andrew McIndoe, Roy Andrassy, James Graval, Doug Houston

District 4 - John Sandusky

Hello racers!

After four years serving as your District 4 VP, it is time that I step down. This is to inform you that John Z. Williams of Boulder Colorado will be taking over for me as of January 1, 2005.

John is very dedicated to R/C Pylon Racing; I know he will do a great job. He is always willing to talk and share information about anything related to racing whether it is radio configuration, engine setup and break in, flying technique, prop carving etc. He has good ideas about how to make our racing events better and what needs to be done on a national level for the betterment of R/C Pylon Racing.

John is driven to improve upon his already considerable racing ability and I know he will bring this same drive to the duties of District Vice President. He works hard. How we both ended up on the ballot I do not know; I did not intend for my name to appear alongside his. I apologize for any confusion this may cause. Rest assured District 4 is in good and capable hands. (John, this is the first notification that you did not want to run that we have seen. DC)

It has been my privilege to support and work for District 4 and the NMPRA these last four years. Please join me in welcoming John Z Williams as the new Vice President of District 4.

Thank you very much,
John Sandusky

District 5 VP-Dave Norman

This is a great write up! Please read between the lines. It has a real lesson for most of us to learn. Never be intimidated. (DC)

We wrapped up our last 428 race of the year this past Saturday (October 9th). I want to share an outstanding article written by Phil Zuidema about his recollection of our Championship Fly-Off October 2, 2004. Dave Norman

JR Gold Cup Series 2005

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**Two dates to be announced at a
later time**



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District News



Recap of the N.C.P.L. Championship Race, October 2, 2004; My Recollection.

The NCPL Championship race followed the last NCPL race of the season. I had started that race reasonably well, but then got a little cut happy, cutting three heats in a row. That pretty much took care of any chance I had and I ended up in a multi-way tie for some obscure position in the middle of the pack. So, I was in a pretty disappointed state of mind.

Then I heard somebody saying we were now having the Championship race. I had forgotten that Chuck, who was the points leader so far, and Max Kern, had proposed a different format to determine the NCPL champ this year. That is, rather than go simply by total points accumulated in a season, which rewards those who both do well, and make it to all the races; why not take the top eight finishers and let them duke it out in a race? Boy, that seems much more exciting!

I was seeded eighth, the bottom rung that was going to make it into the fly offs.

"Why bother", I thought. "There is little-to-no chance for me. I'll be flying several people with far superior airplanes." Of course, these guys were all here because they were the best. I felt out of place. Although I felt I could race with any one, I didn't think my equipment would stay with theirs; and they don't make mistakes, so you pretty much have to have the speed.

At this point, the competitive spirit in me was well subdued. This was just another opportunity to wreck my plane before the year's end. I am not sure why I joined in, I guess partly because Pat Galarneault, told me, "Get your plane ready, we have to get ready for the fly off." I had to call for Pat, who was also in the fly off, and I didn't want to come across as a bad sport, so I trundled my shit out there with my partner.

In the first heat I was racing Bednark,

Eldridge and Steine. Certainly a no-gimme race by any standard. Since I had been cutting all day, I kind of made a pact with Pat, "No cuts." Dave Norman called me a wild card. Dave said, "I never know whether you're cutting or not." I let Dave in on a not too-well kept secret, "Me neither!"

The other thing that I was extremely conscious of was that Chuck had an airplane and propeller combination liked to gain more speed all through the race. He would come on very strong late in the race. I knew I could make no mistakes early as they would cost me dearly later. The other thing I knew is that I would likely be the first one down to Pylon One. I was running a big prop (pulls hard off the line and reaches terminal velocity more quickly). That meant, I had to be the first one around number One on the way back to Two in order to have any chance at being ahead late in the heat.

It's much better to be in front than trying to play catch-up. You have cleaner air and a better view (no traffic) to dodge and throw you off your course. Plus, people will tend to cut trying to catch you. (My usual story.) This theory, though I have known it for years, was pounded in my head by Chuck. I really took a lesson from Chuck's flying. He likes to do this and does it very well. Since I had a better prop for acceleration, and I was going on the first push, I needed to get around number One -- FAST.

I was also very conscious of where Pylon One was and insistent in my head not to cut. I was first around #1 and had the lead through the race. I was following Pat's calls and agreed with all of them. When we hit about lap 7 and no one was pushing us like I expected, I began to relax on #1 just a bit. Pat kept me posted on who was behind me and how close they were so I could gauge how hard I would have to work on the finish. Chuck was behind me, but to my surprise, he wasn't coming up like a runaway

freight train as usual. I just finished the race and happened to be ahead of Chuck, Jerry and Dick. Chuck knew he only needed to finish in the top two to move into the Final race.

Delbert had given me a bit of advice earlier in the day. He said, "I been opening up the needle two or three clicks each heat and it just gets going faster and faster." Since I had a sort of "devil-may-care" attitude going into this, I thought, "What the heck?", and I opened the needle about two clicks past where I normally would. I was hesitant, but I was going to try it. This was richer than I had run all day long. It seemed pretty fast earlier in the day, but in this heat, it seemed at least as fast as it had been earlier, maybe a little faster. *Alles ist gut.*

I helped Pat in the following heat. It was, Galarneault, Etken, Norman and Schwartz. A tough heat. I don't remember exactly how the heat went, but we finished, as I recall, first or second, but ended up with a couple of cuts on One. Pat was a little loose on Three, which cost him dearly as Etken and Norman knew where pylon. In order to keep Pat in the hunt, I called him right on number One. On a couple of laps he anticipated me by just a tenth of a second, but at 130 mph, that's almost twenty feet. Plenty for a cut. That was a bummer, Etken and Norman would advance to the final heat.

Now I was about to race who I consider to be the most consistently competitive flyers in the NCPL. Actually, I think they could compete with anyone in the country. They also all had "skinned-hinge" planes. Highly engineered and fast equipment. That was the bad news; the good news was that I would go on the first push. Eeveryone else had to go on the second push. Randy and Chuck were running smaller props. Dave was running the same prop I was. He was the one I would have to beat around Pylon One.

When we pushed off, Dave beat me to



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the bean line. I thought, "So that's how it's going to be, huh?" Now I was focused.

After I came around One, to my surprise I was in the lead. I know I was over the top of the pole, and thought I might have cut, but "Hey!", "This is for all the marbles."

I flew as well as I am capable of, and about the third or fourth lap, Dave and Chuck were not far behind me when the unmistakable sound of a mid-air ripped through the air.

I told Pat, "That didn't sound good." Secretly, I was slightly relieved. That took a little pressure off. I assumed Chuck and Dave were done for the race.

Pat said, "Dave crashed". I queried, "What about Chuck?" Pat told me, "He's still flying, but don't worry about him."

"Right. Don't worry about Chuck and you're a fool", I thought. I didn't know where Randy was, but knew he could not be far behind. Randy doesn't like to be behind anyone and since there were no cut outs in this race, only those who cut the least, I knew Randy would come knocking on my door before long. But he wasn't close, yet. I relaxed slightly on #1 again. I figured, no sense in cutting now. On the ninth lap coming around One, Chuck was back in it again.

"Where did he come from?", I winced. Chuck was not to be counted out. I duped myself. Here was the Freight Train coming. "Damn me", I might have relaxed a bit too much.

I guessed he might have cut #1 on that turn, as he gained a ton on me. Now was not the time to be guessing about someone else's possible cuts. We were both coming down to #2 like we were on a cable. I could tell he wasn't far behind me and hoped that first off, he wouldn't cut my tail off, and secondly, whoever executed #2 and #3 the best, would win this race. Chuck knew the same thing.

I think we should call Chuck the "Fox".

He strategizes more than anyone else I know, and he is more capable of executing strategy, than anyone else I know.

He came about two feet inside me just before #2. I thought, "This is the race. He's got me."

Then "WHAM" went the flag on #2. Chuck's plane veered away from the course. I slipped inside him and went around three, crossing the finish first. Randy came in much later than I had expected. He wasn't a factor. I think he figured I cut out.

Okay, now for the cuts. I waited with terrible trepidation. Would my pattern of the day rear its ugly head once again? "No! – Yes!" There were cuts, but none on me. I could scarcely believe it! I was stunned. No one on that field was more surprised than I was about the outcome. Today, this clunky old Predator, its pilot and caller had what it took.

Pat and I congratulated each other. "We did it!" I say, "We" because we were the only intact team (those who help each other regularly) to finish the race. Chuck and Randy normally help each other. Here, they were racing each other. If a person sees this as only an individual sport, they are wrong. It is absolutely a team effort. You develop a rhythm that makes a huge difference. Ask any successful team. They will tell you the same thing. I feel badly for teams that change all the time. They're not giving themselves the full capacity to compete. Thanks, Pat.

Walking back to the pits, I had two thoughts:

I better get that *Seeker* done for next year.

It's Czechvar, time!

Phil Zuidema

District 6-Steve Baker

So help me folks, I just got the word from the 'Newsletter Article Deadline Nazi' (a.k.a, Darrol 'Rolling Stone'

Cady) that the deadline has lapsed. Granted, I prefer to wait until getting kicked to gather my thoughts for the next column (read: I need a deadline to get motivated). So here we go.

Locally, our club just finished for the season with a fine one-day Q-500 contest (424 and 428). Attendance was much higher than expected. I will provide more blow-by-blow coverage (and I do mean blow by blow) in a subsequent winter edition of the District 6 report. Right now, something else is on my mind.

This month, I want to discuss the age-old question: What's happening to pylon racing? Several folks in the local and regional racing community have sought an answer and a cure for the dwindling rolls at pylon racing events nationwide. Clearly, in an age of so many other things to do *other* than race expensive R/C models for the admiration of your peers and a token award to mark the event in time, it's easy to explain. Or is it?

Clearly, no one single factor drives folks out of racing, but rather, it's a complex combination of factors that each of us grapples with that signals our subconscious to either hang in there and ship our worn-out engines off for repair, or hang it up and advertise what's left on E-Bay. I am convinced an equal portion of us that participate in this sport neither know or wonder what it means to be fed with a silver spoon, so I don't tie any of this dwindling in participation to the state of the economy, the cost of transportation or the price of tea in China. What then do we do?

Clearly, no one will have an answer that is the panacea in all 10 districts. What works in one part of the country to increase participation has little or no effect in another. Why? Because each region has its own history, its own flying season, its own assets and constraints, its own pool of experts,



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leaders and followers, and on and on. Curing the low turnout problem of R/C pylon racing will require each district to get to know its own attributes and work with what it has to improve racing locally. When enough districts figure themselves out, growth on the national level should follow.

Potential for growth through Regulatory Reform: In a recent conversation I had with a long-time fellow racer from Ohio, I learned that many clubs in his part of the country that once hosted successful races in the past were put out of business by the Catch-22 requirement to own one of the 10 sets of safety cages authorized for use by the AMA. I say Catch-22 because only 10 were made, and only these 10 are certified. Obviously, more than 10 sites in the US hosted contests; hence a lot of local racing was vaporized for lack of cages or a suitable-sized field to set up a legal racing course. I fully understand the need to have the 300 feet safety buffer for 422, 428/SEMPRA, and FAI classes of racing, but 424 racing involves less than half the equivalent kinetic energy of these other events and the AMA should entertain reducing the size of the safety zone for 424 and other similar slower racing events. If each district VP would look into this and solve for how much space these sites really have for such events, perhaps

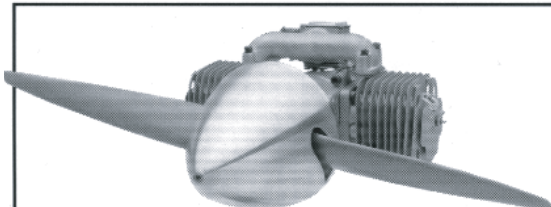
this data could be used in one or more rules proposals to restore 424 and similar racing events at some of these sites. It's been years since this aspect of our rules was examined, and common sense would suggest there's room for re-negotiation in this area. Anyway, that's my 2 cents worth.

It's a New Age: The fact is the average age of all R/C pylon participants is growing because fewer young people are taking up the sport. In spite of the much lower costs associated with R/C in general (as compared to 20 or 30 years ago, ironically when Formula One flourished) fewer flyers are interested in racing. A part of the answer is in the word: **flyers**. Note I didn't say **modelers**. While not all modelers have prerequisite skills and interests in racing, they typically have a much higher level of overall modeling skill, technical understanding through more hands-on experience, appreciation for, and interest in the finer points of our sport than the comparable 'buy and fly' person. Not to slam the entire race of buy and fly participants, but at the time the premier r/c pylon racing classes were popular, a greater majority of such highly talented modelers existed (with egos to match that thrived on showing off their building and flying talents) than there are today. Fortunately, the ARF industry is getting better and better at

accommodating this new-age species of pylon racing aficionado, and has also learned that several of the old salts would rather buy an ARF or highly prefabricated model than make their own from a kit or plans. Today's radios and engines are also better quality and cheaper than ever before. Local hobby shops often sell their big ticket items at prices that match those of mail-order houses. So don't blame the R/C industry.

Too many choices: Today, there are more facets to the hobby than ever, due in large part to technological developments in batteries, CNC production methods, advances in mass-produced electronics and the use of composite materials. These and other evolutions make entry into the hobby easier than ever. What all this has done is give an R/C enthusiast more places to spend his R/C dollar. Unfortunately, this in turn dilutes the number of modelers that choose pylon racing as their favorite R/C pastime. Given that we are in competition with other forms of the hobby, the answer must be that in order to get a greater share of modelers, we need to do a better job of promoting our part of the hobby. This means magazine coverage, incentives for club members to assist and participate in racing events, and more positive public relations.

The type of racing you host has a



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huge effect on how many will show up to a race. The PGRC has chosen to specialize in AMA 424 and 428 Q-500, and annually hosts the JR Gold Cup Race (Over the years, larger and smaller factions of us raced Formula 1, 1/2A and .15 Quarter Midget). Is this ideal? Maybe. Maybe not. Maybe for our club. Maybe not always. Critics of this mix note that there is a huge leap associated with the transition from 424 to 428, to say nothing of that big-big stride to 422. It took 18 years for the nation and the AMA to settle on the 428 rules now in use. I continue to hear of other means to bridge these talent gaps, but without someone coming forward and promoting one, it's all talk. With what we know about our current events, someone out there must have an idea. Personally, I like the idea of Thunder Tiger.40 powered Q-40's built to a 3.5 lb spec. As a transition from 424 to 428, why not a .50 or .60 powered class of Q-500? At least the airframes are available. Whatever it is, it ought to be easy for the industry to support and the typical 'buy and fly' person to get started at a competitive level. Anyone interested in debuting one of these or any other such innovation can bring it to our first 2005 race and demonstrate it. I'll hype it all I can stomach in this column.

In response to our own club's dwindling attendance, next year we plan to reach out and contact folks that used to race with us and see if they can't be drawn back into the sport. Other ideas will be explored. If other district VP's will talk up their own experiences, attendance issues and ideas, perhaps together, we can instill some growth into our aspect of the hobby.

Happy Halloween,
Steve Baker
AMA 68276
NMPRA 15R

District 7- Tom Dobyns

With the end of our season upon us, those in District 7 have been looking for sanctuary from Mother Nature. With four hurricanes hitting the South East and all of them touching Florida, a lot of destruction has occurred and touched the lives of so many. Even today, a few weeks after the last storm, there are many still trying to get their homes and business's repaired and put their lives back to 'normal'. I send a great thanks out to all those who have come from other states to help, especially the power and utility crews. They have all worked long hard and hot hours restoring power and direction back into many, many people's lives. Many of those crews have been in Florida since Charley, the first storm almost a month and a half ago.

In some of the hardest hit areas, it will be several months before repairs can be completed and in some cases, started. If you want to help, I suggest you send your donations to either the Red Cross or The Salvation Army. I know that they have many things that they are in short supply of.

In the middle of all of the hurricanes, we were able to hold a race in Sunrise, Florida on September 18-19th. Held by the Markham Park Pilots Association and attended by a few racers from as far away as Venezuela. It was a really nice break from all of the storms and impending storms and a chance to see all of your friends and make sure they were ok. We raced 422, 424 and 428 both days. The weather was extremely hot and water was being sold by the case at the concession stand! To match the weather we raced even hotter and there were so many close calls it was almost unbelievable that no planes were re-kitted in the air.

With our District Season done for

2004, we look forward to 2005 with great anticipation for hopefully a slew of contests this coming season. Plans have not been finalized yet, but as soon as we have a contest calendar I'll get it out to everyone. I can tell you that our season starts in Sanford on October 23-24, 2004 with 424 and 428 on their new long course! I hope everyone can attend to support the Central Florida Sport Flyers and their newly lengthened field. For more information, contact Chris Mahnken at: 407-925-2956.

Then in November, the Markham Part Pilots Association will host the National FAI Team Trials on the 19-21st. The dead line is almost closed if you are trying out for the team, so hurry up if you want a chance to be a part of Team USA! If you just want to fly FAI and not try out for the team, you can still register with Ray Brown. For more information, contact Ray Brown at: 305-205-9500 or teamfutaba@aol.com.

And of course, the Apopka club, the Remote Control Association of Central Florida will host the annual Tangerine event on December 10-12th. This year they will hold the Q-40 Championship race on Sat. and Sun. and 428 on the Friday. The will also try for 424 all three days, time permitting. For more information and to register, contact Gary Freeman Jr. at: 407-673-0635.

RESULTS:

422 9/18/04

1	Randy Bridge	1:06.81
2	Mario Travieso	1:08.63
3	Gary Freeman Jr.	1:11.22
4	Gary Freeman Sr.	1:12.28
5	Tim Yousey	1:17.59
6	Chris Mahnken	1:19.94
7	Joe Llanos	1:15.09
8	Ray Brown	1:14.84
9	Jonathan Perdue	NT

424 9/18/04

1	Ray Coletto	1:42.91
2	Tony Matosich	1:46.28
3	Jack Fehling	1:55.88
4	Juan Baez	1:43.88
5	Rich Rosenberg	1:53.94
6	Matthew Fehling	1:56.18
7	Charles Kline	1:46.03
8	Marcel Kruszeski	1:53.94
9	Kevin Kruszeski	2:08.56
10	Lindwell Bradley	2:07.22
11	Brian Meyers	2:28.59
	Alesandro	
12	Rotundo	1:50.87
13	Scott Smith	1:56.12

424 9/19/04

1	Ray Coletto	1:42.06
2	Alex Rotundo	1:41.37
3	Charles Kline	1:42.03
4	Tony Matosich	1:48.56
5	Juan Baez	1:48.34
6	Jack Fehling	1:52.97
7	Kevin Kruszeski	1:49.09
8	Matthew Fehling	1:46.44
9	Lindwell Bradley	2:02.00
10	Brian Meyers	2:23.47
11	Rich Rosenberg	1:46.69
12	James Creech	2:06.12
13	Marcel Kruszeski	2:04.97

428 9/18/04

1	J.D. Glass	1:08.69
2	Tim Yousey	1:14.10
3	Gabriel Tahhan	1:10.56
4	GaryFreemanSR	1:13.34
5	Oscar Mijares	1:13.25
6	GaryFreemanJR.	1:16.31
7	Tom Dobyns	1:17.75
8	Mario Travieso	1:18.28
9	Chris Mahnken	1:21.56
10	Ray Brown	1:16.36
11	Jonathan Perdue	1:25.50
12	Joe Llanos	1:25.50
13	Jim Perdue	1:36.34
14	Randy Bridge	1:09.21
15	Don Moody	NT

428 9/19/04

1	Oscar Mijares	1:11.53
2	Tim Yousey	1:19.87
3	Tom Dobyns	1:13.68
4	J.D. Glass	1:11.97
5	Don Moody	1:16.34
6	Chris Mahnken	1:26.41
7	Gabriel Tahhan	1:17.82
8	Joe Llanos	1:24.75
9	Jonathan Perdue	1:20.29
10	Jim Perdue	1:23.32
14	Scott Smith	NT

Till next time, keep safe and fly fast!
Tom Dobyns

District 8 - Dennis Cranfill

No Report Filed

JR Gold Cup 2004-Randy Bridge VP

We are all done with the 4th round of the JR Gold Cup series, from Arlington Washington. From what I heard the weather was nice. It was a bit chilly for me, but at least the hurricanes can't make it up and over there. It was awesome to see a lot of faces that I haven't seen in quite some time. As always, the racing was good. It seems that most the racers had been polishing there skills and everyone flew extremely well.

A big thank you goes to Pat Poinsett and Dan Nalley for their hard work and preparation. We were provided with a great lunch both days, Judy Del Ponte calling all the heats to the trailer, and having a ride to the line and back for every heat. Which helped immensely due to the massive head ache caused by the local watering hole and some close friends from California... Thanks guys, we will want to do that again next year.

There we 36 contestants registered for the matrix. It appeared to a bad week for Q40 manufactures, as I don't recall very many planes playing lawn darts. That is always a good sign.

Congrats to Fred Burgdorf for winning and Mike Helsel for setting FT 1:01.64... the top 20 will be posted at the bottom of the article.

The 2004 NMPRA points' season is over. Congratulations to everyone who participated in the racing season, and thanks for supporting the NMPRA. There were 119 members that posted points, and 26 races reported. The most races were posted from Dist 1 (11). They had more than double the races than any other district, therefore dominating the point's standings. So if you don't live in Dist 1, I would suggest that you start some conversation with you Dist VP and find a way to spark some interest in your area. Otherwise having a National Points system in place is

going to be meaningless. We had 33 pilots compete in races all over the country (and some from out of the country) that were not members of the NMPRA.

Listed below and on page 10 are the 2004 NMPRA Points standings:

National Points 2004

Place	Name	District	Total
1	Fred Burgdorf	1	595.9
2	Travis Flynn	1	594.5
3	Randy Bridge	7	582.4
4	Mike Helsel	8	564.4
5	Gary Freeman, Jr.	7	556.1
6	Matias Salar	1	514.3
7	Bill Vargas	1	480.0
8	Doug Killebrew	1	464.1
9	Cecil Graval	3	462.4
10	Jim Allen	1	450.7
11	Dub Jett	8	429.7
12	Rusty Van Baren	1	419.9
13	Gino DelPonte	2	408.1
14	Dan Kane	5	392.1
15	Tim Lime	5	374.2
16	Robert Holik	1	369.4
17	Danny Coe	1	367.2
18	Lee Ulinger	1	357.9
19	Gary Freeman, Sr.	7	356.0
20	Tom Scott	5	352.7
21	Bob Brogdon	7	346.1
22	Darrol Cady	2	325.2
23	Ray Brown	7	324.4
24	Bruce Coffey	1	307.8
25	Barry Leavengood	1	292.9
26	Roy Andrassy	3	290.5
27	Dave Presta	1	273.3
28	Harold Sattler	3	266.8
29	Tony Lopez	1	266.3
30	Tanner Pacini	1	263.2
31	Mario Travieso	7	258.9
32	Dan Nalley	2	246.0
33	Mike Tallman	8	245.7
34	Bruce DeChastel	2	242.2
35	Craig Grunkemeyer	5	230.4
36	David Doyle	6	228.3
37	Mike Hammett	8	228.0
38	Dennis Cranfill	8	227.7
39	Rich Beers	8	226.3
40	Jeryl Smith	5	216.7
41	Randy Smith	3	215.6
42	Tony Pacini	1	211.9
43	John Williams	4	208.1
44	Lyle Larson	4	205.4
45	Mathew Van Baren	1	201.4
46	Pat Galarneau	5	188.8
47	Tom Strom	2	180.5
48	Jerry Small	8	178.1
49	Chris Hoyer	1	177.2
50	Jason Duda	8	167.6
51	Pete Reed	6	161.6
52	Dennis O'Brien	7	157.4
53	Mark Parker	8	155.2
54	Marcus Blanchard	7	153.9
55	Duane Gall	4	152.9
56	Jim Lime	1	145.5
57	Tim Yousey	7	139.7
58	Scott McAfee	1	136.5
59	Ricky Cranfill	8	130.3
60	Jerry Eiert	5	126.1
61	Jeff Carpenter	1	124.8
62	Ray Blake	5	120.4
63	Jack Ellefson	3	116.4
64	Lloyd Burnham	6	112.7
65	Norm Johnson	8	110.2
66	Doug Houston	3	105.8
67	Ralph Rinaldi	6	104.0
68	Tony Huber	2	102.4
69	Bill Johanson	7	100.5
70	John Creagh	1	100.1
71	John Albritton	6	90.3

JR Gold Cup Points 2004

72	Chris	Mahnken	7	88.6
73	Pete	Bergstrom	5	88.3
74	Andrew	McIndoe	2	87.6
75	Jacob	Raquet	1	86.5
76	Gary	Helton	5	82.8
77	Ed	Smith	5	81.7
78	Ken	McSpadden	1	81.6
79	Michael	Walther	8	75.5
80	Gene	Bass	6	74.3
81	Charles	Swaney	3	71.4
82	Dave	Norman	5	71.1
83	Mike	Deneve	5	68.1
84	Phil	Zuidema	5	63.8
85	Dave	Binger	6	62.9
86	Martin	Hoppe	2	60.5
87	Gary	Schmidt	1	56.5
88	Joe	Llanos	7	56.4
89	Brian	Wilbur	7	56.2
90	Dave	Latsha	6	56.0
91	Murray	Hamula	3	51.6
92	Loren	Moen	4	50.4
93	Chip	Hyde	1	49.5
94	Bruce	Teel	2	48.8
95	Gail	Jacobson	7	47.2
96	Mike	Masi	6	45.7
97	Kevin	Norred	1	44.5
98	John	Perdue	7	43.9
99	Jim	Courtney	7	38.9
100	Drew	Telford	1	38.1
101	Warren	Gillette	6	35.5
102	Kurt	Bozarth	4	34.3
103	Richard	Verano	1	34.0
104	Steve	Baker	6	28.6
105	Mike	Bergan	2	25.0
106	Doug	Clancey	4	24.4
107	Matt	Russell	2	22.0
108	Rav	Hendricksma	5	17.5
109	Scott	Hanbury	5	15.5
110	Ernie	Nikodem	6	14.9
111	Chuck	Anderson	8	13.5
112	JD	Glass	7	12.5
113	James	Hornsby	8	12.5
114	Melvin	Cranfill	8	12.2
115	Frank	Wong		6.6
116	Robert	Heithkamp	1	4.8
117	David	Seay	7	3.0
118	Joanne	Coffey	1	1.2
119	Gary	Long	1	1.2
120	Jonathan	Baker	6	0.0
121	Terry	Frazier	5	0.0
122	Stu	McAfee	1	0.0
123	Dave	Shadel	1	0.0

Not NMPRA Members

1	Dave	Hill	1	275.4
2	Lyle	Baker	3	206.9
3	Delbert	Godon	3	197.5
4	Russ	Bouchard	3	201.7
5	Rod	Kellin	3	189.3
6	Zenon	Dragan	3	189.0
7	Henry	Redekop	3	185.8
8	Paul	Benezra		177.3
9	Jim	Womack	1	172.8
10	Jaime	De La Vega	9	133.5
11	Jeremy	Voth	3	116.5
12	Mike	Condon		113.3
13	Shane	Forsythe	1	104.9
14	Bryan	Blanchard	7	94.0
15	Jim	Henderson	3	91.5
16	Gordon	Gilchrist	3	81.6
17	Jeff	Tarr	4	72.2
18	Cory	Baker	3	56.6
19	Mark	Latimore	1	56.1
20	Rob	Metkemeijer		52.7
21	Jerome	Bednark		41.7
22		Jennings	8	38.4
23	Eric	Rambas	1	32.9
24	Richard	Berner		30.6
25	Albert	Metkemeijer		28.8
26	David	Sawers	3	27.0
27	Santiago	Panzardi		21.6
28	Eduardo	Abed	7	21.4
29	Lewis	Schwab		19.6
30	Jim	Lyons	7	12.7
31	Richard	Moldenhauer	3	6.7
32	Brian	Neff		6.7
33		Campbell	8	1.2

Quickie 500 VP-Gary Freeman JR

No Report Filed

NMPRA Nats VP-Mike Condon

No Report Filed

Place	Name	Total
1	Fred Burgdorf	358.3
2	Mike Helsel	345.3
3	Randy Bridge	343.9
4	Bob Brogdon	298.3
5	Dan Kane	286.7
6	Travis Flynn	282.1
7	Gary Freeman, Jr	271.2
8	Danny Coe	254.6
9	Dub Jett	246.8
10	Tom Scott	208.1
11	Lee Ulinger	194.2
12	Darrol Cady	167.8
13	Matias Salar	164.2
14	Gary Freeman, Sr.	161.2
15	Jim Allen	154.3
16	Gino DelPonte	147.2
17	Mike Tallman	146.0
18	Roy Andrassy	145.9
19	Doug Killebrew	135.3
20	Pat Galarneau	132.5
21	Dan Nalley	132.2
22	Bruce DeChastel	126.8
23	Craig Grunkemeyer	122.6
24	Jaime De La Vega	110.2
25	Lyle Larson	106.7
26	Ralph Rinaldi	104.0
27	Bill Johanson	100.5
28	Tony Lopez	98.9
29	Tim Lime	94.1
30	Tom Strom	93.5
31	John Albritton	90.3
32	Jerry Elert	88.1
33	Harold Sattler	87.6
34	Andrew McIndoe	87.6
35	Tom Strom	87.0
36	Robert Holik	82.8
37	Ken McSpadden	81.6
38	Ray Blake	78.4
39	John Creagh	78.1
40	Dave Presta	77.5
41	Mario Travieso	76.1
42	Gene Bass	73.1
43	Jeryl Smith	72.9
44	David Doyle	72.0
45	Tim Yousey	69.1
46	Phil Zuidema	63.8
47	Dave Binger	62.9
48	Scott McAfee	62.0
49	Mark Parker	60.2
50	Duane Gall	58.4
51	Dave Latsha	56.0
52	John Williams	54.8
53	Lloyd Burnham	52.6
54	Pete Reed	52.0
55	Richard Beers	51.8
56	Chip Hyde	49.5
57	Ed Smith	49.2
58	Cecil Graval	48.8
59	Bruce Teel	48.8
60	Chris Hoyer	47.7
61	Chris Mankin	46.5
62	Mike Masi	45.7
63	Dennis Cranfill	44.1
64	John Purdue	42.7
65	Jacob Raquet	42.3
66	Tony Huber	40.5
67	Randy Smith	39.9
68	Jim Courtney	38.9
69	Warren Gillette	35.5
70	Tony Pacini	35.2

71	Richard	Verano	34.0
72	Jim	Lime	33.4
73	Shane	Forsythe	31.6
74	Joe	Llanos	31.4
75	Murray	Hamula	31.0
76	Norm	Johnson	29.8
77	Jerry	Small	29.2
78	Steve	Baker	28.6
79	Doug	Houston	28.0
80	Dennis	O'Brien	27.6
81	Jeff	Carpenter	26.2
82	Mike	Bergan	25.0
83	Doug	Clancey	24.4
84	Ray	Brown	23.8
85	Matt	Russell	22.0
86	Jason	Duda	20.9
87	Brian	Wilbur	20.1
88	Tanner	Pacini	17.3
89	Kevin	Norred	16.1
90	Scott	Hansbury	15.5
91	Ernie	Nikodem	14.9
92	Marcus	Blanchard	13.7
93	JD	Glass	12.5
94	Gary	Schmidt	10.1
95	Jack	Ellefson	10.1
96	Barry	Leavengood	8.3
97	Rusty	Van Baren	7.2
98	Frank	Wong	6.6
99	Robert	Heithkamp	4.8
100	Chuck	Anderson	3.0
101	Ray	Hendricksma	1.2
102	Martin	Hoppe	1.2
103	Jonathan	Baker	-
104	Pete	Bergstrom	-
105	Bruce	Coffey	-
106	Mike	Deneve	-
107	Terry	Frazier	-
108	Gary	Helton	-
109	Jim	Henderson	-
110	Dave	Hill	-
111	Gail	Jacobson	-
112	Mark	Latimore	-
113	Tim	Lawlor	-
114	Gary	Long	-
115	Stu	McAfee	-
116	Mike	McConville	-
117	Paolo	Mucedola	-
118	Rick	Paine	-
119	Eric	Rembas	-
120	Dave	Shadel	-
121	Drew	Telford	-
122	Mathew	Van Baren	-
123	Bill	Vargas	-

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Please check all appropriate boxes.

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| <input type="checkbox"/> New Member | <input type="checkbox"/> I am a current Contest Director |
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| <input type="checkbox"/> Change Address | |

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