

*The Pylon Racer's Official Voice*

# NMPRA

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## HIGH PERFORMANCE

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### A Word from the President

Seasons Greetings! I wish everyone a happy and joyous holiday and a safe New Year.

I wish to start by expressing my appreciation to all of you and the National Miniature Pylon Racing Association for allowing me the opportunity to be your 2005 NMPRA President! With your support and ideas for the NMPRA I am sure we will have a successful 2005 season. It is my belief that the continuation of sharing ideas and knowledge will enable us to shine on race day as positive representatives of the NMPRA.

Second, many thanks to Bob Brogdon, the NMPRA Secretary. His devotion to Pylon Racing goes above and beyond the call to duty. So please, the next time you see this man at your Races, tell him thanks for the job he has been doing! And a big thanks goes out to the new District VP's for stepping up to represent your District ... Travis Flynn District 1, Richard Moldenhauer District 3, John Williams District 4 and Dave Norman District 5. Patt Poinsett District 2, Steve Baker District 6, Tom Dobyns District 7, Dennis Cranfill District 8. Thanks for your continuation as District VP's.

Mike Condon, thank you so much for being the NMPRA Nats VP. The job that you do at the Nats for us is absolutely outstanding.

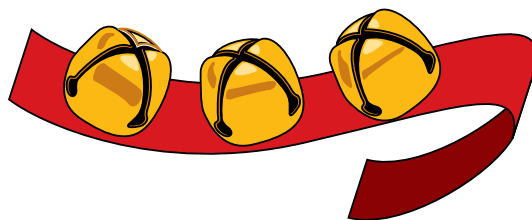
Thanks Randy Bridge, Q40 and JR Cup VP. I hope you and your FAI Teammates do well!

Barry Leavengood is once again an officer. This time as your new Q500 Points VP. Since I have come to know Barry, these past few years of Racing Pylon, he has always been there whether it is for CD'ing a Race or to help out the new guy. Glad to have you back onboard Barry!

Now onto what's happening so far. Since coming into the role as your NMPRA President, I have been getting a few little things in order such as the District VP contact roster, finding a new Q500 VP, and getting the word out that we are looking for a place to hold our annual Championship Race for 2005. When the location for the 2005 Championship Race has been secured I will let everyone know via the NMPRA website and, of course, here within the newsletter. As I have stated before, as your NMPRA President my main goal will be to ensure that every member has a voice in how their sport is run and together we will work toward our goal of continuing to have fun while Pylon Racing. To achieve this communication is key and vital to our Pylon Racing endeavors. The NMPRA website is a perfect tool to communicate our ideas, to discuss current and future issues in an effective constructive way to reach a common goal for the good of the NMPRA organization and its members. No NMPRA member shall go without the knowledge required for Pylon Racing. First and foremost, please don't forget to include SAFETY while hovering around your high performance Race planes. This includes activity in the pits, walking out to the start line when planes are landing and exercising concentrated safety while on the start line. Situational awareness will keep you safe and out of harms way so long as you exercise it.

Happy Holidays from my house to yours! May the 2005 season bring home the "wood" for you!

NMPRA President-Bill Vargas



## District 1, Travis Flynn

District 1 VP-Travis Flynn

Well, looks like my new role for the NMPRA will be to serve as your new District 1 VP. As far as elections go, it always helps not to have opposition in the form of a second choice on the ballot (similar to a buy-run, it was sort of a slam-dunk.), but that was not my doing. With all kidding aside, I wanted to thank everyone that made the effort to vote and thought I could do the job. I will do my best to fill "Big V's" shoes; he did a great job but obviously had bigger plans in NMPRA politics. So Mr. Vargas, best of luck as our new NMPRA President, we know you're up to the task!

In readying to compete in Florida at the USA F3D team trials, unfortunately I missed the last two local races. Time would not allow a few of us to race in all three events. We were sorry to have missed our two local races but the decision was made early on to make the F3D tryouts our priority. As for the competition at the trials this was a great race and I take my hat off to the guys, Richard Verano, Randy Bridge and Craig Grunkemeyer will make a great team.

The year closed for District 1 with back-to-back events, both in Phoenix and the following race at the Basin. My understanding was both had fair turnouts with approximately 30 entries for all three events. I have listed the results for the sake of history and posterity.

Phoenix results for Saturday  
November 13, 2004

Q40

1<sup>st</sup> Jim Allen – FT 1:04:30  
2<sup>nd</sup> Matias Salar  
3<sup>rd</sup> Bill Vargas

428 Q500

1<sup>st</sup> Scott McAfee  
2<sup>nd</sup> Darrol Cady  
3<sup>rd</sup> Barry Leavengood  
FT- Tony Pacini 1:10:62

APRA Q500

1<sup>st</sup> James Russo  
2<sup>nd</sup> Thomas Skavinsky- FT 1:37:94  
3<sup>rd</sup> Ken Busse

Phoenix results for Sunday  
November 14, 2004

Q40

1<sup>st</sup> Jim Allen- FT 1:04:89  
2<sup>nd</sup> Lee Ulinger  
3<sup>rd</sup> Tanner Pacini

428 Q500

1<sup>st</sup> Mike Tallman  
2<sup>nd</sup> Darrol Cady  
3<sup>rd</sup> Dan Coe  
FT- Tony Pacini 1:09:93

APRA Q500

1<sup>st</sup> Mitch West  
2<sup>nd</sup> James Russo  
3<sup>rd</sup> John Busse  
FT- Ken Busse 1:44:83

Before I list the Basin results I have to give a big "GOOD JOB" to Dan Coe and BIG "V" Vargas for their first, 1<sup>st</sup> place wins. Both of you guys have worked very hard at this and deserve it. Good Job!

Below are the results from Saturdays race at the Sepulveda Basin. Strong winds and poor weather unfortunately caused the CD George Finch to cancel Sundays race.

Q40

1<sup>st</sup> Bill Vargas-FT 1:04:47  
2<sup>nd</sup> Scott McAfee  
3<sup>rd</sup> Jim Womack

428 Q500

1<sup>st</sup> Dan Coe  
2<sup>nd</sup> Norm Teague  
3<sup>rd</sup> Scott McAfee  
FT- Joanne Coffey 1:09:01

APRA Q500

1<sup>st</sup> Gale Enstad-FT 1:35:06  
2<sup>nd</sup> Dennis Lyon  
3<sup>rd</sup> Wayne Cloud

In closing, it's getting to be the end of the year and you know what that means? We get to start all over again! WINTERFEST, WINTERFEST, WINTERFEST! For all you that have

### High Performance Information

High Performance is published 8 times per year.  
Information for publication can be forwarded to:  
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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

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Interesting photos of planes and events.  
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# District News



not been, this is the best and most competitive Q500 race west of the Nats. Come out and enjoy the Phoenix weather and the great racing. The race will be January 15<sup>th</sup> and 16<sup>th</sup>. This will be a 1 or 2-day event depending on the amount of entries.

Also, don't forget our local hobby show is in Ontario. The dates are January 7<sup>th</sup>, 8<sup>th</sup> and 9<sup>th</sup>. Come see your friends, stock up and support our hobby! No doubt you will see something you really need.

Have a great holiday and I hope Santa brings you some new pylon toys! May your New Year be filled with clean laps and fast times.

See ya at the races!  
Travis

## **District 2 - Patt Poinsett**

Happy Holidays to All! From and to, all of the pylon racers of District 2!!! We hope that Santa brings you everything on your wish list and that 2005 is an even greater (and faster!) year for you and your families!!!!

Much is going on behind the scenes in the great northwest right now. We are working on a jam-packed 2005 race schedule. Also, thanks to the efforts of Dan Nalley, we are going to be offering APRA races at a brand new venue – Pacific Raceways (formerly SIR). They are still working out the details, but it looks like the 1<sup>st</sup> race of the season will be in January at Pacific Raceways for the APRA boys. We are very excited to help more racers have the opportunity to go around the pylons and get the bug like the rest of us. More details to follow soon.

We are looking forward to Phoenix in January for Winterfest. If you have not attended this one, get your plane tickets now! What a beautiful race site! Lots of experienced help! An exceptionally well-organized event!

We should have a relatively large contingent from the NW making the pilgrimage. Can't wait for the sun!

The NW Model Expo is happening at the Puyallup Fairgrounds February 4, 5, 6 – yes, it is now a 3 day show. It ought to be interesting to see what changes are in store, as this is the first year it has not been managed (put on) by a local RC club. The Mt Rainier club ran it for 20+ years and before that the Rams club had it – boy, that is going back a ways! More information – ticket prices, schedules, exhibitors etc. – can be found at [www.nwhobbyexpo.com](http://www.nwhobbyexpo.com).

On a more personal note – it was really a treat to meet so many of you this year. Dan and I, Nalley Racing Team, had the opportunity to travel a lot more this year to out of district races. In addition, by us managing the Arlington JR Cup race we had the opportunity to talk and visit with many of you that we had only known previously via email or through the NMPRA newsletter. It was a good racing year for us and we have a packed 2005 schedule already planned. Dan has been addicted to pylon racing for more than 25 years. You guys welcomed me into the group almost 13 years ago. But, I tell you, it feels like we are just starting to really get rolling...watch for us, we are low and inside!

So – see you on the course! Blue skies to ya! And keep it outside the pylons (or hope they have their eyes closed when you don't :o)!)

And again, Happy Holidays!

Patt – 22e  
Nalley Racing Team  
NMPRA District II VP



## **District 3 - Richard Moldenhauer**

This will be a short report due to the onset of the winter season here in Canada. Our district racing is over but the Calgary crew keeps their thumbs limber by racing Club 20 every second Sunday from October to April. Club 20 racers are .20 models based on a design from across the pond in the UK. Three pilots race in typical heats as per usual. The models are hand launched. After ten laps on a small three pole course they are belly-landed on the snow covered flying field. The race course is 380 feet long and 100 feet at the base pylons. This dimension approximates the same "count" out to #1 pylon as 428 or Q40. We get regular attendance from six or eight club members throughout the winter. Points for each heat are scored and after the long winter, a winner is declared based on total points. Entry fees are collected and prizes are awarded.

The F5D electric pylon guys do not shut down for the winter. Roy, Delbert, Dave and Peter are doing testing of the new F5D airframe and battery setups. The airframe rules for the world electric pylon event have changed for 2005 to a larger, more user friendly formula. Roy and Delbert are currently experimenting with the Cyclone composite T-tail design from Acme Flying Machines. See below for a picture of Delbert Godon holding his Cyclone F5D model. Wing area is 238 square inches and flying weight is 2 lb – 5 oz. Delbert uses a six turn Hacker B40 F5D motor with carbon fiber case. Speed controller is a Phoenix 80 amp, APC 5x5E prop. Battery pack consists of seven GP3300 mah NiMH cells. Radar gun speeds on this set up are approximately 150 mph.

That's all for this issue. We're waxing our skis and snowboards and doing a little indoor flying.

# ***JR Gold Cup Series 2005***

**February 26/27      Phoenix, AZ**

**May 14/15      Ft. Lauderdale, FL**

**June 4/5      Bowie, MD**

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



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# District News



## District 3 -cont'd.

See you in Phoenix for the JR Gold Cup race. Roy, Harold, myself, and maybe a couple more are planning to attend.

*Randy Smith for Richard Moldenhauer*



**Delbert with Cyclone F5D 1.JPG**



**Roy Andrassy launches Cecil Graval's Club 20 winter racer**

## District 4 - John Williams

Hello fellow racers, my name is John Williams and I am your new District 4 VP. Most of you know who I am, but some of you may not so I will tell you a little about myself. I have been racing pylon for about 7 years now and have been modeling since I was 9 years old. I started in gliders and was given a Bird O Time by Dave Thornburg, who is the Grandfather of hand launch gliders. He was kind enough to take me under his wing and show me the ropes in modeling. I learned to fly smoothly with gliders. They require you to be as smooth as possible if you wish to stay up for any

length of time. I also learned the art of thermal chasing. This was quite interesting to me as a young lad and I quickly learned a lot from my mentor.

After many years of flying and building my own gliders, I noticed girls, about age 14, and then it was all over, I discovered girls were not exactly attracted to guys that fly model airplanes. I left modeling behind and went on for years trying to meet and conquer as many females as I possibly could. Then as I reached 25 or so I became interested in flying again. I went out and bought a Lanier Caprice Classic and a K&B 40 engine and started training myself to fly. This went on for a while and then in 1998 some guy named Mike Del Ponte showed up at our local field where we had just started racing 2-pole 424. Mike took me under his wing and helped me build, trim and fly his Revolutions. It was not long after that, we were racing 3-pole locally and thinking of going to Phoenix for some real time national 3-pole racing. That was quite the experience and I learned more at that one race than I had in the previous year of practicing. I was hooked! I had the bug bad!!!! I then proceeded to buy more and more race planes and eventually ended up racing Q-40. I purchased one of Lyle Larson's Dago Reds that was built by a local superb builder by the name of Jim Eide, who came with us to that first race in Phoenix and placed 2nd on his first national contest in many years.

I now travel around as much as my wallet will allow and try to make it to Winterfest and the JR Gold Cup race in Phoenix every year. I also enjoy the competition level at the AMA Nats in Muncie, IN. I have made that trip 3 times so far.

I am looking forward to helping out the pylon community and want to give back something to the sport that I love

so much. I like to help people as much as I can with issues concerning aircraft set-up, motor set-up and what ever else new pylon racers need. I am not a very good builder, but I do know what needs to be done to make a plane fast, secure and safe, I am just not the best person to actually build it for you, I lack the patience to build up to the level you need to be at to compete on the national circuit. I have been buying planes that are either already built, or composite planes almost ready to fly. This enables me to have an aircraft that is of top quality and the only draw back is money. I have just started painting my own Q-40 planes and have realized it's a learning process and I need more practice. Like everything else, I seem to get a better result each and every time.

This time of year most people talk of the winter break, but I am always getting ready for the next season that really starts in January with the Winterfest. I have two ShotGuns ready to go now and I am happy with how they fly. I am already getting excited thinking about traveling down to Phoenix and spending a couple of days practicing before the race actually gets going. The best I have ever been able to do at Winterfest is 7th and I am dying to place in the top 5 one day. I will keep pushing myself until I can achieve this goal. The competition is so fierce it seems impossible sometimes, but I feel with a little luck and some nerves of steel, I may just get my wish someday.

Until then, I will keep on going, every time I do not make it, I get fired up to try harder and harder and keep myself positive. If everyone gave up after a few disappointments, where would we be??? Anyway that's enough about me, let me know if there is anything I can do for you and if you get a chance come up to Denver this year and experience some good racing. We



# District News



plan on going down to Nebraska this year to fly with some of those guys and hopefully get some of them to come up and race with us. I can be reached at 303-884-1130 or [jwilliams@arraybiopharma.com](mailto:jwilliams@arraybiopharma.com)

Until next time,  
Have a Merry Christmas,  
John Z Williams

## **District 5 - David Norman**

First off, I'd like to thank everyone for giving me the opportunity to represent District 5 of the NMPRA for 2005. Second, for those that don't know me I'd like to give you a little background of how I got involved in radio control and more importantly racing. In July of 1998 my father-in-law wanted to get some of the grandkids involved in RC and invited them out to the field to try the buddy box on a trainer. I took my son and a couple of his cousins were there also. After a few flights, I was surprised at the indifference by the kids, because I was having a blast just watching. After a few flights I asked Jerry if he would let me give it a try. After about 10 seconds, I was hooked. I couldn't fly very well and got confused easily, but Jerry was a patient trainer.

Within a week I ordered up just about everything I needed to get started while Jerry continued to train me with his plane. Within a month I was starting to get the hang of it and Jerry thought it was time for something a little quicker. He had an Art Smith "Hawk" Q500 plane with an O.S. .25 on the nose. He would throttle back a little and hand it off to me. Wow, this was really cool, and it wasn't long before I was flying that little baby at close to 100 mph. Jerry worked with me for the rest of the summer.

He then talked me into flying in an O.S. .25 race at one of the other clubs

in the area. Well, my racing career got off to a slow start as I struggled through the first heat. In the second heat, I actually had the lead for about 3 laps, and then "BAM" another plane T-Boned the Hawk I was flying. This poor plane must have dropped confetti from the sky for several minutes. Even though I only flew in a heat and a half, I knew this was something I wanted to do.

I built 3 racing planes that winter, and was determined to fly in the St Paul .25 class and also give the Grassfield .46 class a try. I'll be the first to tell you, my mechanical skills are lacking at best, but Jerry spent many evenings and weekends that winter helping me build these fun little planes. I flew in every .25 and .46 race in 1999 and was having a blast. About mid summer Jerry lent me an older Jett .40 he had and I strapped in on my V-Vector. That was an absolute thrill, and I quickly ordered up a new Nelson and a Revolution from Mike Del Ponte. I competed in the last two 428 races in 1999 and started making plans for the 2000 Nats where I wanted to see the pros.

I had my trusty Racer II and a Dominator at the 2000 Nats and was amazed at how well, and how fast these guys were. I didn't even come close to making the finals, but had so much fun watching everyone, especially RB dominating with that Vortex with the long skinny triangle on top of the wing. Shortly after the Nats I got a hold of Chuck and ordered a Vortex with a similar White and Green color scheme as Randy's 2000 winner.

Since my first Nats, it was pretty much over. I've continued to build and race, and have traveled to a few races around the country. I've spent a lot of time working on my own Q500 design "The Seeker" and have recently been trying my hand at composite wings. As

many of you are aware, I like to spend a bit of time at [www.rcuniverse.com](http://www.rcuniverse.com) helping out in the Pylon Universe, Extreme Speed, and Composites forums. I think these forums are a great place to find interested racers, and help them along the right path as Jerry did to me 6 years ago. I would really like to encourage people to give constructive advice in the forums here, RCU, Torqueroll, etc... It has landed us at least one local racer here, and I am sure it can help in your areas also.

Happy Holidays to all!  
Dave Norman

## **District 6 - Steve Baker**

The racers within the PGRC held their Fall race meeting to layout the schedule for 2005. After an in-depth discussion about dwindling attendance and what we should do to address it, we developed our schedule for next year. By the time this reaches print, the schedule will be official. At the conclusion of the meeting, Gene Bass announced that Rick Moreland was top points guy in 424 racing held at the PGRC; Dave Binger was Top Dog for 428. Rick also took the overall award for combined 424 and 428 points. Gene had engraved silver plates made up for the winners. Congratulations guys!

The PGRC will again host a JR Gold Cup Q-40 race in the late Spring of 2005. Processing for the Gold Cup event will be on Friday, June 3<sup>rd</sup>, and racing on June 4-5. For registration, contact Rick Moreland @ (301) 261-7366. A one day Q-500 contest featuring 424 and 428 will be held on Saturday, April 30, and again on Saturday, October 8. We have opted to drop 428 at our June 18 race, as the Nats tends to cause folks to hold back their best planes or not compete in



# District News



428. To make up for this, we will host a 2 day East Coast Championship Race for 428 on September 10-11. The majority of the club's racers felt this event – if properly touted- would be a big draw for the out-of-town racers that don't otherwise travel to Bowie. This will be a wood-plaquet affair co-sponsored by the NMPRA.

When I hear from NEPRO, I'll post their schedule.

Just when it felt like racing was on the decline here, the PGRC encountered a proverbial hoard of competitors for its last one-day race of the 2004 season. Several faces that have been absent from the roster suddenly appeared, most notably, Tom Cirqua, who had not flown a racer in 7 years. Bob Brassell made the trip from Ohio, and Adam Lilley from New Jersey (?). My son Jon was able to come up from Virginia Tech for the weekend to compete. Warren Gillette did an excellent job of course worker recruiting and organizing the event.

The 424 racing was quite intense, with half the field flying in the 1:20's and under. Most of the racing was clean until the #2 pylon jumped in front of my Viper, tearing off the left panel and giving the other pilots probable cause to change their BVD's. Shame, it was such a good flying plane too.....

In the end, Rick Moreland took top honors and fast time. Tom Cirqua embarrassed the rest of us and took 2<sup>nd</sup>. Art Edsall took 3<sup>rd</sup>, after missing much of the season this year, and our Poster child for the future of pylon racing, Greg Brewer earned a well-deserved 4<sup>th</sup> place. CD Warren Gillette rounded out the top 5. The complete listing of race results follow:

## Race results 424:

1	Rick Moreland	1:19.78 *
2	Tom Cerqua	1:24.50
3	Art Edsall	1:27.43
4	Greg Brewer	1:33.56
5	Warren Gillette	1:26.38
6	John Albritton	1:23.62
7	Jon Baker	1:21.24
8	Steve Baker	1:21.31
9	James Culp	1:35.46
10	Dan Myer	1:22.00
11	Dave Beazley	1:25.92
12	Jim Waybright	1:29.00
13	Robin Mutchler	1:37.36
14	Frank Donnelly	1:23.76
15	Neal Rehm	1:28.96
16	Shye Sarig	1:48.81
17	Adam Lilley	1:48.96
18	Reggie Sterling	1:30.56
19	Tracy Smiley	1:39.79
20	Regis White	1:44.99
21	John Lord	1:46.77
22	Jim Baye	2:26.34
23	Bob Brassell	1:27.66
24	Bob Woznock	1:55.70
25	Larry Nowland	1:43.70

\* denotes fast time

After a quick lunch and a switch to the long course, another 15 pilots took to the air for what was supposed to be a pylon race and ended up being somewhat of a demolition derby. In all, I counted 4 mid-air (3 of them fatal for both aircraft). In Round 1, heat 1, Dave Binger and I touched on the climb-out to #1, (ahem, I was ahead at the time... ; ) ) but Dave was able to keep flying. I had to retrieve a handful of chips near #1 and CA the aft end of my fuselage back together, but otherwise survived the day. Several others weren't so lucky. Rick Moreland and Bob Brassell met early in the meet as they turned at #1. A little later in the day, John Albritton and Dave Latsha hit as they approached #2 (this is a new place for John to crash. He typically hits the turf closer to #3. Thanks for the variety. :) John's all-wood '8U2 was no match for Latsha's composite Bird of Prey. Of course, nobody wins in a mid-air. Dan Myer's 'Fast Woody' and Warren

Gillette's Baker-built '8U2 also met hard coming out of the #3 turn. Neal Rehm also suffered a crash headed to #1 with his '8U2.

In the end, Dave Binger again prevailed as Top Dawg, and also posted the fast time of the day. Son Jon did a respectable 2<sup>nd</sup>; Frank Donnelly took 3<sup>rd</sup>. Interesting that the top 3 finishers also posted the top 3 fastest times, in the same order. Art Edsall kept his act clean and earned a well-deserved 4<sup>th</sup> place, and Tom Cirqua snagged another trophy on his return to racing. The complete listing of race results follow:

## Race Results 428

1	David Binger	1:10.55*
2	Jon Baker	1:11.71
3	Frank Donnelly	1:12.16
4	Art Edsall	1:20.05
5	Tom Cerqua	1:30.78
6	Warren Gillette	1:12.58
7	Dan Myer	1:13.60
8	Larry Nowland	1:22.27
9	Gene Bass	1:14.73
10	Steve Baker	1:16.39
11	Neal Rehm	1:18.16
12	David Latsha	1:13.71
13	Bob Brassell	No time
14	John Albritton	No time
15	Rick Moreland	No time

\* denotes fast time

That's it for this month. In case anyone would like to reach me, I have a new address and phone number, as follows:

12215 Malin Lane  
Bowie, MD 20715  
(301) 352-4580

Seasons Greetings, everyone!

Steve Baker  
AMA 68276  
NMPRA 15R







# District News



## District 7- Tom Dobyns

District 7 VP Tom Dobyns

With winter weather starting to grip most of the northern states, we in the south are still basking in the sun and racing. Our season started with the Central Florida Sport Flyers who hosted their first 428 races on their newly lengthened field. The weather was nice with a breeze to keep us cool in the afternoon and clear skies both days. The racing was good with some really tight races in both 424 and 428 classes. I really think the 424 guys are having a lot of fun as they try and learn to race. The results follow the text.

Then on November 19-21<sup>st</sup>, Markham Park Pilot's Association held the USA Team Trials. It was a really nice weekend and we were also able to fly the 424 class in between the FAI rounds. This worked out very well and we did not have very much 'dead' time and the 424 pilot's learned how to fly using a race for time instead of the usual racing against each other. I would like to congratulate Lin Bradley who won his first 424 race on Sunday. He has also just become the newest president of the Markham Park club.

I think a good job was done at this years team trials and I was not witness to any 'bad' complaints against the judging or the club. I hope that our District will again be able to hold a Team Trial in the future and that all who came and participated this time will return... and bring a new pilot too! The results for the team selection follow the text.

Our next race is another big event with this year's annual Tangerine event also being the host to this year's Q-40 Championship. The race will be held on December 10-12<sup>th</sup> by the Remote Control Association of Central Florida. Friday the 10<sup>th</sup> is 428 and 424 events and Saturday and Sunday will be the

422 Championship as well as 424 events (time Permitting). We hope to have a good turnout and a lot of good racing as usual. Saturday night will also be the Awards Banquet for the year end points winner's.

Our next scheduled race will be held by the Imperial R/C Club in Mulberry, on February 26 & 27<sup>th</sup>. They will host their first race in many years. I have gone to the field and tested it out and it promises to be a really nice place to race. The club members are eager to start hosting big events again, and racing is among some of the top events they want to host. They will hold both 424 and 428 events in February and with some hopeful field improvements, be able to host 422 in the future. I hope that a lot of racers will come out and show their support and help us keep another race site interested.

### 424 10/23/04

	NAME	TIME
1	Ray Coletto	1:37.47FT
2	Tony Matosich	1:50.24
3	Antonio Fernandez	1:53.31
4	Joseph Snyder	1:50.47
5	Scott Smith	1:50.03
6	Charlie Kline	1:49.83
7	Richard Ruede	2:04.13
8	Mike Powers	1:55.31
9	Jack Fehling	1:51.99

### 424 10/24/04

	NAME	TIME
1	Tony Matosich	1:44.16
2	Ray Coletto	1:42.09FT
3	Mike Powers	1:51.12
4	Jack Fehling	1:49.43
5	Scott Smith	1:44.81
6	Joseph Snyder	1:49.84
7	Rick Ruede	1:56.47
8	Charlie Kline	1:45.16
9	Antonio Fernandez	1:59.12

### 428 10/23/04

	NAME	TIME
1	Randy Bridge	1:07.65FT
2	Vern Smith	1:12.28
3	Chris Mahnken	1:17.52
4	Tom Dobyns	1:11.15
5	JD Glass	1:09.04
6	Joe Llanos	1:25.06
7	Matt Fehling	1:16.19
8	Jim Courtney	1:28.51
9	Joe Linsangan	1:26.86
10	Jon Perdue	1:21.29
11	Jim Perdue	1:34.36
12	Stephen Vaclav	NT

### 428 10/24/04

	NAME	TIME
1	Randy Bridge	1:07.55FT
2	Tom Dobyns	1:09.95
3	JD Glass	1:09.95
4	Vern Smith	1:11.52
5	Tim Yousey	1:13.59
6	Dennis O'Brien	1:09.45
7	Matt Fehling	1:15.91
8	Jim Courtney	1:19.22
9	Joe Llanos	1:21.38
10	Jim Perdue	1:21.72
11	Joe Linsangan	1:20.81
12	Gary Coursey	1:58.56
13	Chris Mahnken	1:20.08
14	Jon Perdue	1:21.91

### TEAM TRIAL

Name/Country	Score
Richard Verano/USA	613.8
Randy Bridge/USA	615.7
Mucedola/Italy*	617.4*
Craig Grunkmeyer/	619.2
Bruce DeChastel/USA	626.5 Alt.
Lyle Larson/USA	632.0
Bill Johanson/USA	644.9
Travis Flynn/USA	645.7
Gary Freeman Jr./	773.8
Mario Travieso/USA	801.5
Fred Burgdorf/USA	906.7
Tom Scott/USA	1052.0
Ray Brown/USA	1458.4

\*Not Eligible





# District News



## **District 7- cont'd.**

Many of the other clubs in Florida that host races have not submitted their 2005 schedules yet. As soon as I know when and where, I will get the news out to everyone. I hope that everyone has a wonderfully happy holiday season and please be safe.

Tom Dobyns

## **District 8 - Dennis Cranfill**

District 8 VP-Dennis Cranfill

Forgive me for my absence over the past several months, but as many of you know, I have been busy starting a new job. I will try to do better over the next year.

The race season has come to a close and the points have been tallied. With a total of five races at five different locations, the season was a success. Thanks to all for supporting your local races.

We held a meeting on Nov. 13 in Hearne, TX to congratulate the season winners, and discuss the upcoming season. We started the meeting by announcing the point's champions for the season. Awards were given to the winners in each class. The point's champs of each class were presented with the "Traveling Trophy" for each class. This was the first time I had seen these trophies, and I must say, they are very nice. Thanks to Dub Jett for putting the idea in motion and for donating the trophies. They are an excellent reflection of the season for the winners, listing each race, and the winners of the races. Golf shirts were also given to 1st - 3rd and fast time in each class. A list of the champions will be included at the end of the article.

After presenting awards, we began discussing the upcoming season. We

discussed what we felt worked over the season and what we felt did not work. In looking over the results of the last season, I was pleasantly surprised to see that we had a total of 22 sportsman pilots through out the whole season. This is a substantial increase over past seasons. We decided to keep the sportsman format the same for the upcoming season, running the two pole event.

We did, however, decide to change the events we run each day. Over the past season, we tried running all three events on Saturday and Sportsman and Quickie on Sunday. We decided for the upcoming year to run Sportsman and Quickie on Sat. and Quickie and Q-40 on Sun. Running two events per day is much smoother and easier to handle. After that, we discussed the schedule for the upcoming season. I have an idea of the locations, but am waiting on the JR schedule to determine the dates for the district schedule.

The last bit of discussion was food for thought. I threw out, and plan to investigate further as the season goes on. Recently I have discussed with various past and present racers the costs incurred by racing, and whether or not it could be a leading factor in the dwindling numbers of local race goers. I have also noticed that in order to be competitive on the local race circuit, you must have top notch equipment in both events. Also, racing is much tighter with everyone using basically the same equipment, and carnage seems to be a more common occurrence. In order to counter this issue, and hopefully stimulate better local participation, my suggestion to the group was to incorporate new rules (On the LOCAL LEVEL) to allow only wood frame quickies. AMA 428 now costs as much to compete as AMA 422. I know of several very

competitive 428 pilots who have left the game specifically due to not wanting to spend 4-6 hundred dollars on a quickie kit for local racing. I would like to see us racing wood frame commercially available 428 kits on the local circuit. I feel like it would help encourage new guys to take the step up from Sportsman, and may even encourage past pilots to come back. The way I see it, the cost of engines and radio equipment is set. There is no changing that, but changing to wood frame kits would greatly lower the cost potential for pilots racing 428 on the local level. I received some good response from this, some positive, and some negative. The negative response I received was the issue of time to build. I would counter by saying that there are wood kits out there in the same ARF fashion as the composite kits. Other response in the negative was that, no matter the cost, if a person wanted to race, he would pay the cost. I would have to disagree knowing that there are several out there not involved due to the cost and potential to loose the composite kits. I have said before and will say again, we are trying to attract new guys to the sport as well as the ones we have lost. We are not trying to attract the guys who we have now. They are already here.

Anyway, I am interested in hearing your thoughts.

Again, thanks to all for supporting your local races and making this past season a great one. Thanks again to Dub Jett/Jett Engineering for his support with the awards. Thanks to Mike Helsel for taking care of getting each of the races going by setting up the matrix. Thanks also to Randy Ritch/Ritch's Brew for his continuing support with the fuel for the events. See you all next season...



# District News



The following is a list of the 2004 point's winners from this season:

## **SPORTSMAN:**

1st Place Steve Bagget  
2nd Place Jason Duda  
3rd Place Dennis Cranfill  
Fast Time Mike Walther 1:36

## **AMA 428**

1st Place Dub Jett  
2nd Place Jason Duda  
3rd Place Mike Helsel  
Fast Time Mike Helsel 1:05.1

## **AMA 422**

1st Place Mike Helsel  
2nd Place Mike Hammett  
3rd Place Dub Jett  
Fast Time Mike Helsel 1:01.7

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

Happy holidays to all. Congrats to Bill Vargas on his presidential election. This is pretty much the quite season, which gives us time to reflect on our performance throughout the year, maybe rebuild some engines or possible build some new planes...

As we move forward into the 2005 season I am continuing to work on the JR Gold Cup season schedule, and I'm working with Horizon Hobby in hopes they re-sign for another season of sponsorship. Darrol has already locked up a deal with PowerMaster fuels, as they will continue to be our fuel supplier for the series. So far we have three races booked:

Phoenix, AZ. – Feb 26-27, 2005  
Ft. Lauderdale, FL – May 14-15, 2005  
Bowie, MD. - June 4-5, 2005

I will put forth the effort to talk with the Arlington Washington group to see about heading up there next year as well. It appeared that everyone really

had a good time up there so it would make sense to revisit that spot. I will keep everyone posted through my monthly articles.

To all the VP's (new and old), please be sure to report all the Q40 race results to me ASAP for the National points. Don't let them pile up....

Keep turning left...  
Randy Bridge  
Q40 VP / JR Gold Cup

## **Quickie 500 VP - Barry Leavengood**

No article filed

## **NMPRA Nats VP-Mike Condon**

No article filed





## 2005 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

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Occupation \_\_\_\_\_ NMPRA Number \_\_\_\_\_

- I currently fly ☐ Q40 ☐ FAI ☐ Q500
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☐ Outside USA with mailed newsletter - \$36.00 (US Funds)  
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**Secretary/Treasurer**

Bob Brogdon  
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