



The Pylon Racer's Official Voice

NMPRA

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A Word from the President

Hello to all the Pylon Racers!

This year's NATS was a rousing success despite the weather left by hurricane Dennis. From the feedback I have received from those who were able to attend, I understand it was a great race and everyone enjoyed competing. Regretfully, I was unable to attend due to my new job, but thanks to Kurt Bozarth I was able to enjoy the highlights through the AMA website.

You can read all about the NATS and the race results in Kurt's article in this newsletter. It looks as if pylon racing just went worldwide in real time. Reading about the day's events as they happened at the NATS was awesome. The AMA Pylon NATS has now joined the world of immediacy. We do appreciate the magazine coverage, but getting immediate results is a ton better than having to wait forever for the information to come out in print. The AMA website is accessible to any AMA member who has access to a computer and the internet.

Again, thanks, Kurt, we all appreciate your time, efforts, and the NATS article in this edition of our NMPRA Newsletter.

And to Mike Condon, the man who made our NATS Races possible, THANK YOU!

The next big Race will be at the Arlington airport in Arlington, WA, Sept 9th through the 11th. A flyer and entry form for this race is included elsewhere in this newsletter and is also on the NMPRA website. As of now this will be the last of the regular JR Races for this year. Plans are currently underway to secure race dates and locations for next year's national series with the possibilities of new sponsorships. I will have more information soon and will pass it out to all once this schedule has been confirmed.

We now have a new Newsletter editor, Jacob Raquet. Jacob has kindly stepped up to replace Darrol Cady. Jacob resides in northern California. He is an active and very competitive Q500 and Q40 Racer. Thanks, Jacob, for helping us to keep our newsletter going!

NMPRA Elections are just around the corner! Now would be a good time to get started on your platform letter if you are interested in and willing to run for the NMPRA President and/or VP position. Please get it to Bob Brogdon for placement on the ballot. The ballots will be in the October newsletter, and they will need to be returned in a timely manner in order to be included in the count. So, if your address has changed, please be sure to forward your correct mailing address.

For those of you who do not know, Cliff Telford, one of the founders of pylon racing, passed away Sunday, July 10, in Orlando, Florida. A longtime modeler, Cliff had been active most of his life in control line speed and then pylon racing. In recent years he could be seen with his wife Nancy, doing all the administrative work for the pylon racers at the NATS and at our Champ Races. Cliff was the coordinator of the AMA Contest Board, for many years served as the NMPRA Q500 points coordinator and was a member of the AMA Scholarship Committee. We will all miss him. I know you join us in extending our sympathy to Nancy and his family.

As a little personal update, the name of the helicopter company with which I am now employed is called Mercy Air. Working for this company has been one of my goals since retiring from US Marine Corps 2 years ago. Mercy Air is an air ambulance service that utilizes helicopter transportation for emergency services when regular land services are unable to reach those in need in a timely manner. I am in the process of learning about the Bell 222U helicopter and its associated systems. I am now accruing vacation time, and I look forward to joining all of you at the races. I hope you're practicing! J

BV
41C
NMPRA President, Bill Vargas

District 1, Travis Flynn

No Report Filed

District 2 - Matt Russell

Hello Fellow Racers!

"You let me take it last time." is not an argument that will get your box of planes onto the airline. Boy, was I disappointed. My daughter and I packed up all our racing gear, showed up early for our flight, and then discovered that our box containing our models was too big to go on the airline as checked baggage. Surfboards, windsurfing boards, and bicycle boxes are specifically allowed, but not model airplanes. Southwest Airlines limitations are normally 60" for length + height + width, but for a \$50.00 charge you may ship a box up to 80". My box is 60"x20"x20". So with tears in our eyes, we left the airport and went home. No Nats for us this year. (Yes, Dub Jett warned me about all this) Check with the airline you are planning to use before you go. I will.

June brought us great racing in the Northwest at Whidbey Island. Marty Hoppe ran a great race. The weather was perfect all three days. I think we had two raindrops fall sometime on Saturday, but it never made us take a break. Ten-year-old Alex Richmond flew in his first race and did fantastic. His dad Brian flew great, but picked up a couple of zeros, so didn't win in spite of very consistent flying in APRA. Steve Cook won APRA both days, and it is nearing time for him to start racing in 428. 2nd place for day one was a three-way tie between Brad Batt, Eddie Graves, and Thom Martin. Brad won. Brad is starting to come on strong with a fast time in APRA.

Mike Bergan won for the weekend in 428. He also set fast time. I believe Tom Strom Jr. took

second with CD Marty Hoppe placing third. Congratulations! I had a rough time in 428, starting with a double cut for a zero. I had a midair with Marty when his landing gear left a little mark in the top of my wing, —another zero. (We automatically black flag any planes involved in a midair.) Day two, I couldn't get started with a flooded engine from storing the plane nose down overnight. (Duh!) Next for me was a massive midair with Tom Strom Jr. coming around the 2-3 turn. Marty had to fly through the confetti that was Jr's Taipan wing. Both fuselages landed in soft grass & dirt, so not too much damage to the expensive stuff.

Q-40 had only four entrants for Saturday. Paul Holma flew his first Q-40 race with Marty Hoppe calling for him. Paul did a great job. Dan Nalley lost a Polecat in the dirt and did not race Sunday, as he was not feeling well. After the last race Saturday, I noticed black residue on the belly, (the plane's, not my own) and we discovered that the landing gear was loose. The next day, I barely finished the first heat with what appeared to be a blown plug. It turned out that the muffler had come apart inside. I should have investigated the problem more thoroughly. Times were around the 1:10 mark. I've been standing very close to pylon 2, and have been able to get much closer without a cut. You have to experiment with what works for you.

Tony Huber and his family worked the racecourse and deserve big thanks along with some of Marty's co-workers. How can we thank these people who give up their time to help us race our toy planes?

The question later came up, - "Does a four or three plane race constitute a race for NMPRA

High Performance Information

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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.

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1/4 Page 7.5"x2.5"	\$ 20	\$ 140
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District News



District 2 - Matt Russell - cont'd

points." The points chart as it exists does not show points awards for races with fewer than five entrants. I amended the chart to fill in the points awards using the same formulas used in the existing chart, and after much discussion, it has been accepted by our regional club, but I'm not sure how NMPRA has handled it. If you have an opinion on the subject, write me and/or your district VP.

July's Q-500 race was held in Wenatchee. This location is central to racers from both the east and western parts of Washington, and is held at the very enjoyable Red Apple Flyers site. There is lots of grass to land and sit on. The challenge is racing against the backdrop of a mountain, with the number 1 pylon being located downhill from the starting line. It is difficult not to fly down to the number 1 pylon and then up again to the 2-3 turn. (Next year, the club expects to be using its new field which will feature a dedicated pylon course and a clubhouse complete with full kitchen!) Steve Cook CD'd the event, and did a fine job. Shortage of extra course help limited pilots to entering only one class and working the course for the other. This was unfortunate, as there were several racers who wanted to fly both events. Races started right on time, and after a couple of minor malfunctions, ran smoothly.

Brad Batt was the man to beat in APRA, winning both days. His brother, Rod, with a time of 1:36.31, set fast time. It should be noted that Brad (1:36.45) and Perry Pike (1:36.83) all had similar fast times, illustrating the close competition in APRA. Eddie Graves placed second, and both

he and his dad, Tom, are showing off some smooth flying. Third Place was Perry Pike. All of these fellows have 428 planes and will be challenging racers in that event in the very near future.

428 was held after lunch, and went smoothly for four rounds. Amazingly, we had no airplanes lost all day until Tom Strom Sr. and I had a midair coming out of turn 1. I never saw Tom's plane coming against the mountain backdrop, but then two shotguns did collide and stay together.

Saturday evening, we all went to dinner at the local buffet and "ate all we could." We held a PROPS meeting after dinner and covered a number of subjects. This is a great time to meet and enjoy the company of fellow racers without the pressure of preparing for the next heat.

Sunday's racing also ran uneventfully, with the exception being a midair between Perry Pike and Steve Cook in which the planes became so entangled that they hit the ground as one.

Tom Strom Sr. won 428 for the weekend in spite of the two zeros resulting from our midair. Mike Bergan and Tom Strom Jr. tied for second and elected to use Mike's faster time to decide the placing. Bryan Batch set the fast time with 1:10.20

I had only one plane to race for the weekend, which is something I've told myself I wouldn't do again. Now I am telling myself that again. After taking the time to get to the race, there is little reason not to have a backup. Racing ran so smoothly at Wenatchee that they were able to fly six rounds in each event each day. Thanks again to Steve Cook, the Red Apple Flyers

and everyone else that helped. Complete results are on the web at NWPROPS.com.

The Arlington JR Gold Cup race in September is a go. There were questions as to whether the officials at the airport would allow this race, which is the reason for the delayed confirmation. Contest Director Tom Strom indicates that channels 40, 52, 53, and 16 are filling up. There is conversation on the NMPRA forum indicating that this may be the last Gold Cup event. Personally, I would like to see the event continue. Scheduling of the events seems to be one of the bigger issues, as the races have coincided with local races in several districts. It is obvious that summer time is double-edged sword. While the weather is good for racing models, it is also good for having distracting things like weddings, family reunions, family vacations and all of the other things we do. Making the racing of models the biggest priority in our lives is not easy for everyone. Sometimes once we make it the biggest priority, our family or boss chimes in and makes changes for us. When is the best time to hold contests that would be well attended? Let your VP know what you think. Questions or comments, contact me at warussells@earthlink.net.

Matt Russell
District 2 VP

District 3 - Richard Moldenhauer

Just a short article this time around. I'm busy racing and doing lots of other sport flying – so no time for sitting in front of a keyboard. Regina, Saskatchewan and Calgary, Alberta both held their district races for this season. I won't go into the standard race report as all of you from District 3

JR Gold Cup Series 2005

February 26/27 Phoenix, AZ

May 14/15 Ft. Lauderdale, FL

June 3-5 Bowie, MD

September 9-11 Arlington, WA

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



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District News



know the results. Most of the same winners and losers..... A highlight to report however is that Roy Andrassy set a new Canadian Fast Time record (on Canadian soil) of 1:04.73 in Q40 in Regina. The Regina weather and air is usually right for fast times. Delbert Godon called Roy to the fast time, and there must have been a steak and lobster in the deal somewhere. Congratulations, Roy and Delbert !!!

The Calgary Miniature Pylon Racing Association put on a great Quickie race with 21 entries and marvelous weather. However, Q40 the very next day was rained out after heat 1 valiantly attempted to fly and land in the rain. Not fun. Thanks to those helpers who came out to push buttons in the rain.

A contest tip from Calgary in District 3 regarding trophies. This year we tried something different with a personal touch, and I think it worked out really well. The winners of Quickie 500 and Fast Time had their photos taken with a high quality digital camera, posing with their models immediately after the competition. Using a laptop PC at the field, the images were immediately sized, cropped, and printed out on photo quality glossy paper. The photos were then mounted behind a Lexan plate on a nice trophy plaque with engraved brass plate. If you get the idea here, this made for a personal memento and trophy of the winning experience of the day. Delbert Godon, Jack Ellefson, and Ted Ellefson did a great job putting these together. These were some of the nicest trophies I have seen in a long time.

Roy and I made the 3700 mile round trip from Calgary to the Nats in Muncie again this year. It was fun to see all the guys and gals once again. We had fun despite some mid airs and bad air. Roy qualified for the Quickie final but mid-aired with Jim Allen in round 1. Both of us failed to qualify for the

final in Q40. Terence Palaschuk also made the pilgrimage (driving alone!) and did well to qualify in both events. Great job, Terence. Your flying is getting better and better. We best lock you up in the workshop and feed you epoxy resin to keep you house bound.

My own personal performance in Q40 was set back by a crash due to bad air around pylons 2 and 3. If anyone has any tips for how to avoid/survive bad air (other than the obvious get out front and stay out front), I would really like some help. Perhaps I'm just flying the wrong line – I just don't know what to do any more. I have lost two or three planes this way. I'm not the fastest so I tend to be following the pack in the first half of the race where the pack is bunched up. I usually fly a good tight 2 and 3, and this is where I get in trouble. Anyway, I'll keep trying.

Thanks to Mike Condon, Pete Bergstrom, Pete Reed, and countless others for the tireless work on the course. Great job. That's why we keep comin' back!

Randy Smith for Richard Moldenhauer

Pylon.guy@shaw.ca

District 4 - John Williams

Hello District 4 pylon racers,

Duane Gall, Kurt Bozarth, John Williams and Lyle Larson all just got back from the nationals, and what a competitive racing atmosphere it was this year. I always seem to forget how many skilled racers there are in our country and how many good racers come down from Canada. Wow!!! That is the best way I can sum it up. What an experience. The racing in quickie was unbelievable to say the least. Not one of the 4 district racers I mentioned made it into the top 10 in quickie this year. The racing is

so competitive it's unbelievable; I had a very fast plane and a good motor, yet could not get it together enough to make it into the finals. Kurt also struggled with his 6th place racing Shot-gun in Winterfest and could not stay in the top 14. Lyle did better than the rest of us, and he showed me how easy it is to launch a quickie all by yourself. We were standing there wondering if Lyle wanted some help with a launch. Lyle politely said no and fired up his motor and stood there holding it in his left hand, just like a foamy and let it go!!!! It fell flat for about 1 foot and then flew out level and on to number one pylon!!! I had never seen this or knew it was possible.. I do not recommend this style launch, but it sure impressed the hell out of me. Duane Gall did not have much time to get ready in quickie, he made it about 3/4 of the way around lap one in heat one and caught some bad air and was into the concrete before I could start his first count for his first run to number 1. It was all over before it really began for Duane...

QM-40 had better results for district 4. Duane Gall, Lyle Larson and John Williams all made it into the finals, and poor Kurt got a prop on take-off that gave him that goose-egg that pretty much stops the chances of making it into the finals. Lyle Larson flew very well and was smoking fast, as usual, and ended up placing 3rd over-all in QM-40 with a fast time of 1:04.58. Nice job, Lyle!!! John Williams, plagued by a moving needle, struggled not to get lapped and ended up 14th over-all with a fast time of 1:07.81

Duane Gall struggled to find number 2, and I called him short on number 1 a couple of times. This is kind of funny, not really. Duane was going well, plane was fast, he was in second place and about a 1/4 lap down from the leader. He was flying well, and I looked up to check the cut board



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and after flying in lane 2 for the entire contest, checked lane 2 and saw he was cut out... I tell Duane get off the course, you cut out.... He pulls off wide off number 1 and heads out towards the control line site... I re-think my position and tell him no; he has not cut out; I have checked the wrong lane!!! He is lane 3 now and is clean...OOOPPPPPSSSSS.... Duane dives back down around #2 and #3 and just by chance, I am sure, is right back in second place and cranks out a 1:12 for second place... No thanks to me, of course... Thank goodness he is not a killer, and I am still alive after such a muck up... Way to go Duane... He finishes 22 over-all with a fast time of 1:10.66, no thanks to me...

All in all, great racing in the toughest conditions that I know of and against the best racers in the world. A great time to be had, and if you have never made it to Muncie, you are missing some of the best racing in the nation.

Back in Denver and district 4, we are to have our 3rd race of the year this coming Saturday the 30th at 9:00am registration at 8:00am Standard AMA 428 and 424 and our newest slow fun class of Sky Raiders... Full off-course pylon judging and placing to 3rd. Call me or Duane Gall for more information.

My number is 303-884-1130. The heat has been unbearable the last few weeks with temps in the triple digits. This puts the density altitude at about 9000 feet; it's fun to try and keep your motor running when its 98f and the air is thin, thin.... We calculated our speeds are about 20mph slower on the course here a mile high... Makes

the timing all off for our sea-level friends, but hey racing is racing....

We hope to have a decent turn-out this time and look forward to some exciting racing. I have to go and compress my motor down for this density of 9000ams....

Until next time,

Fly fast and take chances,

John Williams District 4 VP

District 5 - David Norman

Just returned home from the 2005 Nats, and what an event it was. Mike Condon has once again put on a great show. The weather cooperated just enough to complete Q500 and Q40, but from what I've heard, FAI was pretty much rained out. I am not going to talk too much about the Nats as it will probably get widespread coverage in the other articles. However, I do want to give a special thank you to Dennis Cranfill who put on one of the best Texas barbecues I've ever been to. I definitely hope there is a repeat performance next year; it was just plain fantastic.

District #5 racing has been in full swing the past couple of months with the Indy Shootout, Moonshot Race, and several races in Minnesota. Tom Scott has been blazing fast all summer, setting fast times seemingly everywhere he goes. It has been good to see several newcomers (and maybe a retread or two) in District #5 starting to make it to the bigger racers. A.J. and Brian Seaholm have hit a few races and done pretty darn well. Lee LeValley and A.J. Hempken have been progressing well up in our area and look to be a force to be

reckoned with over the next couple of years.

I'm trying to put in at least one nugget or helpful hint in each article, so here goes. Not sure if anyone is looking for a spray gun to paint his planes with, but I found an inexpensive (\$25), small, gravity feed, 4 oz, HVLP detail gun at Menards that really seems to work well. Now my painting is nothing to write home about, but it works as well (if not better than) as the \$100 one I purchased a few years ago. You will need your own air compressor and adjustable pressure gauge, but at \$25 it's tough to beat and the perfect size for modeling needs. I have found that it seems to work best if you remove the filter in the gun; just make sure to filter your paint as you pour it into the gun. They sell them at most paint stores or just swipe some nylons out of the wife's drawer. As to paint, I have been a big fan of the KlassKote 2 part epoxy paints that you can see at www.klasskote.com. There have been a few articles in the magazines about these paints the past few months, but if you are familiar with the old K&B hobby poxy paints, these will seem like old friends. I'm not thrilled with all the colors and would love to see metallics, but these offer a less expensive option to auto paint and do work quite well.

That's it till next month.

Dave

District 6 - Steve Baker

The Prince George Radio Control Club hosted a June installment of the JR Gold Cup Series for 422 (a.k.a. Q-40) pylon race. CD Rick Moreland once



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again coordinated an excellent event. The weather on Friday was miserable, and only 2 guests accomplished test flights. However, the rest of the weekend was rain-free, and the entire field was able to test-fly Saturday morning (aided in part by my having to race home to fetch the starter's clock). Seven rounds were flown Saturday, and the remaining 3 were flown Sunday.

Attendance was slim this year due in part to many of the would-be competitors dividing their resources (including vacation time from work) to represent the United States at the F.A.I. World Champs in France. However, in spite of this, this year's race was a memorable one indeed. Several contestants demonstrated their "1:00 and change" thumbs, namely Tom Scott, last year's winner Ralph Rinaldi and Craig Grunkemeyer. "The Grunkinator" turned 1:00.xx no fewer than 4 times, and appeared to be the guy to beat until late in the contest, when he and Ed Smith collided on take-off. Craig's Polecat suffered a fatal structural failure and went in inverted. Without a back-up, his position plummeted in the final standings. He did, however, set the Fast Time for the contest.

While it appears the semi-cowled designs have an edge, Ralph Rinaldi proved the Miss Ashley still runs with the Polecat. Of course, it's always important to have an optimal powerplant and prop combination before concluding one design is better than the other. As a result, a few of us lesser prepped contestants gauged our own performance by

how far we got in a heat before being lapped by the ever-present "Minute Men."

In the end, Mike Helsel prevailed with top honors. Tom Scott was tied with Mike but late in the contest had a most rare flameout on the line and took a zero. It's never easy.

The final standings were as follows:

Q40

Q40	Name	Low Time	Points
1	Mike Helsel	1:02.97	36
2	Tom Scott	1:00.90	32
3	Dub Jett	1:05.15	32
4	Ralph Rinaldi	1:00.91	22
5	Gary Freeman Jr	1:03.88	28
6	Darrol Cady	1:02.84	28
7	Lloyd Burnham	1:02.06	28
8	Craig Grunkemeyer	1:00.41**	28
9	John Albritton	1:04.05	27
10	Gary Freeman Sr	1:05.97	25
11	Steve Baker	1:06.98	24
12	Mike Masi	1:08.06	24
13	Dave Doyle	1:06.73	23
14	Ray Hendriksma	1:07.62	19
15	Ray Blake	1:17.61	15
16	Gene Bass	1:06.42	13
17	Pete Reed	1:12.42	13
18	Ed Smith	1:13.63	5
19	Bob Brogdon	N/T	0
20	Tom Cerqua	N/T	0

Just as pylon racing was getting started at this year's Nats, word arrived from Bill Vargas of the passing of a modeling icon and

one of our club's most loved members, Cliff Telford. Several PGRC club members had known Cliffy for well over 30 years, racing with him in control line speed events, then later in .15 QM, Formula I, Formula II, FAI and Quickies. Cliff left Maryland for Florida in 1992, but before he left, he and Bob Violett planted a pylon racing "seed" on the East coast that has grown enormously over the years.

I had the pleasure of traveling to many contests with him back in the '70's, building planes for him and most of all, learning from him, not only of racing, but of life. Cliff was always the guy that instilled the importance of consistency in your approach to competition, and having him under my tent gave me an enormous sense of confidence.

Like many of us, I felt a strong bond with him, and his absence will forever be felt at racing events from now on. Many of us share fond memories of him, and it's those memories that now bond us all in a very special way to our modeling heritage and his legacy.

Cliff was not only a competitor but administered the AMA's Scholarship Program for graduating high school students planning to attend college. He and Nancy were also supporters of the National Audubon Society. He left this world long before any of us were ready to allow him to. Our prayers go out to his wife Nancy, his sons Drew and Todd, and their daughter Cathy.

Peace be with you, Cliffy.

Steve Baker, District IV
Coordinator
AMA 68276
NMPRA 15R



District News



District 7- Tom Dobyns

It is with a sad heart that I write this long overdue newsletter article. For those of you who do not know, Cliff Telford passed away on July 10, 2005. He will be sorely missed by all of us who knew him, by us who called him friend and by those that called him father and husband. Cliff was the type of person that seemed to touch a person in a good way when he met him. I will remember him with fond memories, for even in the short 11 years that I knew him; I came to regard him like my father and Nancy like my mother.

I know that he has gone out of his way to help others, never looking for praise or recognition. He was just that sort of person who did so without question. I do not think races will be the same for me or others that feel the same way, but I will go on and strive to do my best and emulate his kind spirit for the rest of my life. So he may be gone, but he will not be forgotten.

There were no services held, and Nancy has asked that flowers and money not be sent to her. She asked that if you wanted to make a donation, please send it to the AMA's Scholarship Fund in Cliff's name. Cliff was a very big supporter of the fund and served on the board.

On other bad news, we have lost two of our race sites to developments. The Sanford Club, the Central Florida Sport Flyers, was sold by their newest owners, and they have had to relocate. The final destination is unknown at this time. They hope to be able to hold races again in the future. Their last race in April was a good race, and many racers are sad to see us stop racing there. We all look forward to a race in Sanford again when they have a new field established.

The Remote Control

Association of Central Florida club lost their ability to race after the over flight and pit area turned into a rose plantation. Last I have heard is that the roses are almost up to the runway! There is no definite word yet as to when or if the roses will go away. We are currently looking for another site to be able to hold this year's annual Tangerine event.

In February the Imperial R/C Club held a race. This club used to hold races but stopped a long while back. They now have some newer blood who are helping to get racing started back in Mulberry. Rick Reude and Scott Smith are current 424 flyers who put together a great race weekend on February 19&20. There was some really great racing, and everyone looks forward to the next race on October 8&9, 2005. We hope to see as many of you there as possible.

Before the Mulberry race in October, the Markham Park Pilots Association is hosting a race on September 10&11, 2005. The Mulberry race is the last scheduled District 7 race for this season. Both races will be 424 and 428. So I hope to see everyone out for both races, but until then, stay safe and live well.

Tom Dobyns

District 8 - Dennis Cranfill

No Report Filed

JR Gold Cup 2005-Randy Bridge VP

No Report Filed

Quickie 500 VP - Barry Leavengood

It's early August and NMPRA / AMA racing is hot and heavy around the US, Canada and Mexico. The AMA Nationals had a

good turn out and just enough good weather to get the race in. Congrats to Mike Helsel for his Q500 win and Tom Scott for winning Q40. I believe Mike was flying a Chuck Bridge Vortex with Jett power while Tom was flying a Bruce DeChastle Polecat with Nelson power with one of his and Grunk's wood props.

The composite vs. woody controversy rages on and on. Most seem to think a woody cannot be competitive with the composites. I have some evidence which indicates a well-built woody is very competitive. During a phone call with Mike DePonte about the Medford Western Pylon Series race the other day, he told me Gino was flying a wood and foam Revo part of the time at the Nats. According to Mike, who does extensive testing, the Revo was very competitive with the composites. A Bill Vargas Racer II flown by Bob Ponek won the Sat Q500 at the Basin. He missed fast time by a second or so but beat a lot of composites flown by good pilots. I am going to put together a woody and see what I can do with it.

Rumor has it this will be the last year for the JR Gold racing series. I'm sorry to see it go but it had a great six-year run. Many thanks to JR and POWERMASTER for providing the major sponsorship for the series. In its place we are going to come up with a national racing series. The number of races, class structure and point accumulation is not finalized yet. However it finally ends up, I'm sure it will be a great series.

Now that the Nats is over I will be compiling the Q500 points and hopefully post them on the NMPRA web site in the near future. I need the results of your races as soon as possible so I can include them.



District News



That's about it for now.

Have a great summer racing.

Barry

NMPRA Nats VP-Mike Condon

The Nats for 2005 is over. I can say with pride that I thought it went quite well. One of the major factors of having a great Nats is the full cooperation of all involved contestants. This one of the main reasons I am giving a great deal of thought to overseeing the upcoming Nats.

This year for the first time we provided transportation to and from the line. It was an idea well received by all. The only complaint was that the seats were not cushioned. And just when I thought I had thought of everything!! Heats were being run between 4:35 and 5:30 minutes!! That compares to last year's six minute heats. This allowed us to complete the day with another complete round being flown.

I will be giving the thought of doing the 2006 Nats much consideration in the next few months. As always, your input is always appreciated towards the betterment of the greatest race week of all time, the U.S Pylon National Championships.

Mike Condon

Nats Write Up- Kurt Bozarth

The 2005 U.S. RC Pylon National Championships were held in Muncie, IN July 10-16. Over 65 racers were in attendance to compete in both AMA 428 (Quickie 500) and AMA 422 (Quarter 40). Because of the large number of contestants, the "matrix" concept was once again implemented.

Each class was divided into two fields, matrix A and matrix B. Racers would compete within their own matrix with the top 14 from each moving into the finals.

Hurricane Dennis remnants were a constant threat throughout the week. Event "dictator" Mike Condon compressed the schedule from the start to allow for the more than likely rain delays. However, Mike was victorious over Dennis and did not lose a single round to weather. Mike now has significantly greater, although completely distorted, self esteem. Unfortunately, F3D contest director Mike Del Ponte was not so lucky and lost his only day of FAI racing on Saturday due to rain.

Sunday, July 10th, consisted of registration and safety inspections for both classes and a pilots meeting. It was during this time that we learned of the passing of Cliff Telford. Bob Brogdon took a few minutes to share some nice memories of Cliff. A moment of silence was observed in Cliff's honor.

Cliff, along with his wife Nancy, had attended the Nats for many years. Most recently Cliff and Nancy managed the radio impound. Cliff served on the AMA RC contest board as the coordinator and had also dedicated many years to the NMPRA. Cliff will be dearly missed by all who knew him, and our thoughts and prayers go out to his family.

During the pilots meeting, event director Mike Condon announced that he will not be available to run the event in 2006. After a short uprising, a vote was taken, and it was unanimously decided that Mike will, in fact, be

available next year.

As a side note, Mike was exceptionally cordial this year. I even think the course workers actually enjoyed him. Missing this year was Mike's "biggest whiner" award and the giant binky (i.e. pacifier, for you non-toddler types) – what's up with that, Mike?

Sunday's formal activities ended with a good old-fashioned NMPRA barbeque. Chicken, beans, bread, potatoes, and sheet cake. Oh, and I can't forget the coleslaw. Um, um, good. I asked for the recipe, but they had already thrown out the box.

The weather on Sunday turned out to be the best all week. This allowed for plenty of practice. During this time, I witnessed one of the sweetest take-offs I have ever seen; perfectly on course with just a hint of climb to clear the grass at the end of the runway. Beautiful. This euphoria was rudely interrupted by the words "the receiver isn't on!" The rest is too painful to recount.

Q500 Matrix A racing started bright and early Monday morning. The plan was to beat the rain and complete five rounds by noon, and then turn the course over to the Q500 B Matrix racers. Winds were light and the sky was partly cloudy, but Hurricane Dennis weather loomed on the horizon.

A. Rotundo, Rich Beers, and Dennis Cranfill were the first to race. By 1:00 p.m., five rounds had been completed, just as planned. Terry Frazier was on top of the A matrix leader board with 19 points. Randy Bridge, Darrol Cady, Stephen Vaclav, and Gary Helton were all two points back. Two more



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rounds of Q500 A Matrix would be flown on Tuesday.

The Q500 B Matrix started racing after lunch on Monday. The threat of Hurricane Dennis weather never materialized, allowing all five rounds of Q500 B matrix racing to be completed. Mike Helsel, Travis Flynn, and Dan Kane were all tied for first with 19 points. Mike Condon was next with 18 points followed by Marcus Blanchard with 16 points. Two more rounds of Q500 B matrix would be flown first thing Tuesday morning, assuming the weather cooperated.

Up to this point, the fast time in Q500 was held by Randy Bridge with a time of 1:07.47. We all knew this would be improved upon in the finals. Carnage up to this point was minimal (unless you were one of the poor unfortunate souls) with very few mid-air compared to last year's devastation. However, A.J. Seaholm and Jason Duda dazzled the crowd with a spectacular mid-air down at pylon #1. This was icing on the cake for Jason's day. (Note to self: make sure caller knows which lane I'm in.)

Monday wrapped up around 6:00 p.m., giving everyone just enough time to pack up before the Hurricane Dennis rain finally arrived.

Tuesday, Day 2 of Q500 racing started out with beautiful weather and calm winds, much to the surprise of the often intoxicated weather forecasters. The first heat of the day launched at approximately 8:30 a.m. with the goal of completing two more rounds of both A and B matrix Q500 racing. These rounds would be the last chance for racers to

qualify for the Q500 finals.

Very few changes to the leader boards occurred during these last two rounds (begging the question of the matrix concept, but I digress). The same 14 racers in each matrix were there in the end.

Jimmy Allen, who had secured a spot in the finals early on, suffered an emotionally scarring midair with Ricky Cranfill. Few remains were ever identified.

Upon the completion of these last two rounds, the top 14 racers in each matrix were announced and then promptly told to hurry up and get ready for the finals. The winds were picking up and the sky had become completely overcast.

The Q500 finals started out with a bang: Mike Condon banged into Dub Jett in the very first heat, and Jimmy Allen (see above) banged into Canadian Roy Andrassy in heat 4. Jimmy Allen, flying his backup because of his earlier midair, suffered only a broken wing bolt and prop, thanks to Roy Andrassy's unselfish act of positioning his plane underneath Jimmy's when they hit the ground. Jimmy and Roy's planes, having stuck together after the mid-air, gently (almost!) helicoptered to the ground.

Winds steadily increased throughout the finals, and a short rain delay was required after round four. The fifth and final round was completed shortly after 4:00 p.m. Only one fly-off was required; Randy Bridge, Fred Burgdorf, and Mark Parker were all tied for second.

Congratulations to Mike Helsel for landing the top spot in Q500!

The top 10 finishers in Q500 follow:

1st:	Mike Helsel	1:08.00
2nd:	Mark Parker	1:10.30
Fast Time		
3rd:	Randy Bridge	1:06.84
4th:	Fred Burgdorf	1:08.77
5th:	Gary Freeman, Jr.	1:08.25
6th:	James O'Brien	1:08.77
7th:	Stephen Vaclav	1:09.34
8th:	Dan Kane	1:09.63
9th:	Matthew Fehling	1:12.88
10th:	Jeffrey Adamisin	1:13.61

This year's top Q500 senior was Matthew Fehling. Brian Blanchard was our top Q-500 Junior. Congratulations to everyone who competed in Q500.

In what should be a post-race tradition, someone put up \$25 each to have the top five engines inspected. Henry Nelson was on hand to help inspect, and all five engines passed without issue. Instead of pocketing the money, the owners donated it to the AMA scholarship fund, in accordance with Cliff Telford's wishes. [Editor's note: Dub Jett and Mike Del Ponte also participated in the inspection.]

With Q500 complete and the likelihood of rain increasing, Mike Condon pushed the start of Q40 back until 11:00 a.m. Wednesday. Once again, Mike was right on the money (but his hard hat barely fits now). We all awoke Wednesday morning to rain and overcast skies. By around 10:00 a.m. many were getting in test flights even though the rain hadn't yet subsided. By noon the race was on.

Q40 Matrix A was off and



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running. Five rounds were completed by 5:00 p.m. leaving two more to be completed first thing Thursday morning. Q40 B matrix would then follow in its entirety. Most racers were conservative in these earlier rounds, giving me little to poke fun at. No spectacular mid-air or any notable acts of heroism were observed. Just as in Q500, the goal while flying in these preliminary rounds was to finish in the top 14 and qualify to fly in the finals.

Q40 A Matrix rounds six and seven were quickly finished Thursday morning. Sitting alone at the top of the A matrix was Tom Scott (an early favorite) with 28 points and fast time of 1:05.10. Ray Brown was one point down, followed by Jimmy Allen, Randy Bridge, Rich Beers, and Travis Flynn.

Q40 B matrix racers, fed up with having to watch the A matrix racers for the past two days, finally started racing shortly before lunchtime on Thursday. After four rounds, Gino Del Ponte (another early favorite) was out in front followed by Dan Kane, Fred Burgdorf, A.J. Seaholm, Rusty Van Baren, and Mike Helsel.

Three more rounds of Q40 B matrix racing would result in very little change to the order with the exception of Dan Kane stealing the top spot with a fast time of 1:03.49. The Q40 finals would start Friday morning.

Friday's weather was no better with overcast skies and intermittent rain showers. But not bad enough to stop the Q40 finals.

Tom Scott, in back-to-back dastardly deeds, successfully took out two of his top competitors in one heat. Both Jimmy Allen and

Gino Del Ponte supposedly encountered Tom's bad air (similar to that of the BBQ, but not exactly the same) during round 3 and watched their planes eat the dirt. I had initially thought Tom was a nice guy until witnessing this disturbing display of passive aggression.

Congratulations to Tom Scott for his first place finish and fast time in AMA 422. The top ten Q40 finishers follow:

Fast Time		
1st.	Tom Scott	1:03.45
2nd.	Randy Bridge	1:04.32
3rd.	Lyle Larson	1:04.58
4th.	Mike Helsel	1:04.49
5th.	Ray Brown	1:04.20
6th.	Fred Burgdorf	1:04.91
7th.	Travis Flynn	1:04.53
8th.	Gary Freeman, Jr.	1:05.05
9th.	Gino Del Ponte	1:04.35
10th.	Dan Kane	1:04.62

Who was this year's overall champion? The results would not be known until IBM's Deep Blue ran the calculations to 1000th decimal point. After a month of calculating, the final results were beamed to Mike Condon and the word was out: For the sixth straight year, the overall pylon championship went to Randy Bridge with 219 points. Mike Helsel was right there with 218 1/2 points. Congratulations to both Randy and Mike!

Saturday, July 16, was to be a day of FAI racing with Mike Del Ponte volunteering to serve as the contest director. However, Mike Del Ponte was not as successful as Mike Condon in negotiating better weather and Saturday was rained out. Hey Del Ponte, it's not WHAT you know but rather WHO you know.

Regardless of the weather, The Nats was and always is a great experience and an event not to

miss. It is exciting to see what the big dogs are doing and to have the chance to meet the many faces in the pylon community. You will not find a more friendly or helpful bunch of misfits. I hope to see all of you next year!

Kurt Bozarth

Note from the Editor- **Jacob Raquet**

Hello! Well, as most of you know I am the new NMPRA newsletter editor. I would like to thank those of you who put your time and effort into submitting your input for us to enjoy. I will be publishing the deadlines for each newsletter on the NMPRA forum for people who wish to contribute. Please try to get your articles in on time... it makes life a whole lot easier! Well, here is a little bit of information about me: I started flying when I was 11 years old and have been actively flying since. I started racing about 4 years ago with club warbirds and then decided to move on to AMA style racing 2 years ago. I just recently graduated from high school and have been busy going to all the contests I can... this racing is too much fun. Please notify me if you have any comments, questions or concerns; I can be reached at flyfastnleft@aol.com.

Until next time,
Jacob Raquet

2005 Arlington, WA
2005 JR Gold Cup Quarter 40 Contest
September 9th -11th

Site: Arlington airport in Arlington, WA

Note: This is a full scale, active airport. There will be NO flying except for Friday, Saturday, and Sunday. There is a 300ft ceiling.

Entry Fee: \$70.00

Entry fee is payable by check or money order only. Please make payable to Jon Packer, and send them to Tom Strom Sr. at the address below. Your entry fee must be received for your entry to be confirmed and your frequency held. There is a three pilot per frequency limit. All entries must be current AMA and NMPRA members.

CD and Info: Tom Strom Sr.
1420 SW 160th St.
Burien, WA 98166
Phone: 206-246-4258
E-mail: TStrom@aol.com

Shipping Info: To arrange shipping of aircraft and etc. please contact Dan Nalley.
Phone: 425-271-5268
E-mail: dan@wininfo.com

Hotel Info: Hawthorn Inn & Suites
16710 Smokey Point Blvd
Arlington, WA 98223
360-657-0500

When contacting hotel, please refer to JR Gold Cup to receive your room discount.

Schedule:

Friday Sept. 9 th	Saturday Sept. 10 th	Sunday Sept. 11 th
9am – 6pm Inspection Open	7:30 am Test Flying	8:30am Pilots Meeting
10am Test Flying Open	8:15am Test Flying Closes	9am First Heat
6pm Test Flying Closed	8:30 am Pilots Meeting	No new rounds will start
	9am First Heat	after 2pm.

Please note that this schedule will be followed to the minute and no deviations will be made. Matrix will be made Friday night so you must be completely registered and have your aircraft inspected no later than 6pm Friday night. If you need to make special arrangements, please contact Tom Strom Sr. to work something out.

Entry Form:

Name: _____ AMA# _____ NMPRA# _____

Address: _____ City: _____ State: _____

Zip: _____ Frequency: _____ Alternate: _____ Phone: _____

E-mail: _____

2005 NATS Photos

Captions courtesy Kurt Bozarth



Rocket Ray Brown, Travis Flynn, and Dennis Cranfill prepare to launch during Q500 qualifying rounds.



After: Jimmy Allen's primary AND backup Neme-Q's. Jimmy encountered a second mid-air with his backup but suffered only a broken prop and a sheered wing bolt. Roy Andrassy was not so lucky



Evil Dictator Mike Condon, attempting to explain why a beautiful Vortex is no more as a result of a mid-air during the first heat of the Q500 finals.



Congratulations to the top Q500 finishers and their callers!



Mike Helsel and his caller Dub Jett – 1st place in Q500 and second by a mere 1/2 point in the overall pylon championship.



Henry Nelson inspecting one of the top six Q500 engines, thanks to a challenge (maybe this will become a Nats tradition!). See text to learn if it passed or not.



Pete Bergstrom follows Q500 race leader under overcast skies. Hurricane Dennis remnants were a threat all week



Championship Race

Oct. 28, 29, &30, 2005

***Hosted by: Bayou City Flyers Scobee
Field Houston Tx.***

For info or map to Scobee, <http://www.bcflyers.com/sys-tmpl/door/>

A.M.A 422 Sat. and Sun Entry fee \$75.00

\$1000 1st place, \$500 2nd place, \$250 3rd place

Field will be open Thursday for testing

***Saturday night banquet to include: Texas
style BBQ and music catered by Ritch's Red
Raiders \$20 per person.***

Raffles at the banquet prizes including:

1 choice of Shotgun or Polecat(must be present)

1 choice of shotgun or Polecat(need not be present)

1 Jett racing engine

Fuel provided by Ritch's Brew

***For more information contact Dennis Cranfill at
denniscranfill@sbcglobal.net or (979) 482-6270***



2005 NMPRA Membership Application

Please check all appropriate boxes.

- | | |
|---|--|
| <input type="checkbox"/> New Member | <input type="checkbox"/> I am a current Contest Director |
| <input type="checkbox"/> Renewal | <input type="checkbox"/> Please donate excess remitted monies to the FAI Team Fund |
| <input type="checkbox"/> 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 | <input type="checkbox"/> Q40 | I am purchasing a: | <input type="checkbox"/> USA membership with mailed newsletter \$30.00 |
| | <input type="checkbox"/> FAI | | <input type="checkbox"/> Outside USA with mailed newsletter - \$36.00 (US Funds) |
| | <input type="checkbox"/> Q500 | | <input type="checkbox"/> All memberships with newsletter delivered by Internet only \$20.00 anywhere in the world. |

Make Check Payable To: NMPRA

Mail To: NMPRA

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