



NEWS RELEASE

NMPRA

NATIONAL MINIATURE PYLON RACING ASSOCIATION INC.

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FEBRUARY 1979

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* PRESIDENT'S PAGE *

As was said in the last newsletter, we need a lot of promotion in pylon racing in 1979. We need support from everyone. If you have any ideas, send them in and we will pass them on to the membership.

For those of you that are interested in attending the N.M.P.R.A. Formula I Championships in '79: You must finish in the top twenty percent of your district. Only A.M.A. sanctioned contests will be counted, so see to it that your V.P. includes the sanction number with his contest report.

People who are officers in the N.M.P.R.A. such as President, Secretary, Treasurer, Newsletter Editor, and Vice President, qualify automatically for the Championship race.

To date, nothing is firm on the Championship race. When we know the plans for sure, we will let everyone know.

At this writing, a vote is being taken by the RC Contest Board members as to whether or not to have slotted pipes in QM at the '79 Nats. The N.M.P.R.A.'s position is to eliminate this rule. So if it does not go through, talk to your RCCB member.

The response to nominations for area V.P.'s is super, it shows a lot of enthusiasm. Don't forget this is an important job - be careful who you vote for. Deadline for the vote is March 5. Please send me your ballots right away.

If you want to keep your same racing number, your dues must be in by March 31, 1979.

I have no correct address for the following people, as their newsletters were returned, "Unable to Forward". If any of you know the whereabouts of these people, please let me know. - William B. Racer 68-C - Doug Boynton 1-DB - Kenneth Taylor 40-W - Garrie Taylor 77-R - Richard Jones 77-B - Barry C. Reade 31-B

Remember to vote and vote carefully.

See You Next Month,

Bill Hager, President

P.S. The first newsletter was meant to show the members what to expect from the elected officers. I hope we did this. We had a lot of controversy in previous years. Our intent is to not let this happen in '79.

*CORRECTION: There will be a minimum of 10 trophies in each event at the '79 Nats and a maximum of 12. The N.M.P.R.A. will sponsor 2 fast time and one Best of Scale trophy.

**** QM NEWS FLASH ****

The following QM rules passed the initial RCCB board vote. All other QM rules were defeated.

- RC-80-21- Exhaust Extractors - $\frac{1}{4}$ inch slot is not required.
- RC-80-3- Order of Takeoff - Determined by draw.
- RC-80-14- Carburetor and Idle - Use Form I wording for Carb and eliminate the idle requirement.
- RC-80-16- Fuel Pressure - Fuel system pressure allowed.
- RC-80-17- Head Gear - Hard Hats are optional.
- RC-80-23- Same as 80-14 part 1, Eliminate the Carb.
- RC-80-22- Same as 80-16.

Reference page 79 of the December 1978 issue of Model Aviation. Cross proposals may be submitted through 1 March 1978. A Cross Proposals may not be filed on a failed proposal.

Note: The full Contest Board Procedures are given in the April 1978 issue of Model Aviation beginning on page 74.

The following other racing proposals passed, all others failed. RC-80-13, RC-80-18, RC-80-53A, 54.

$\frac{1}{2}$ A Changes: RC-80-26, RC-80-83, RC-80-84, RC-80-77, RC-80-79, 80, 82.

**** 1979 QM POINT SYSTEM ****

1. Only NMPRA Members are eligible.
2. It is the responsibility of each; member to register with us and ensure the CD sends us the contest results. Club and circuit newsletters are acceptable.
3. The point court awards points on the basis of finishing position and the number of entrants in the race. The formula is:

$$\text{Points} = \left(\frac{100}{E} + .2 \right) (E-P) + 1.2$$

Where E = Number of Entries

P = Finishing position of Contestant

4. Season Point Total will be the 5 highest contest scores for each individual in his district. Points obtained outside his district will count toward National points.
5. Where 2 classes of QM are available, the number of contestants in both classes shall be the number of entries. Finishing position is established by scoring all the experts ahead of all the standards.
6. All contestants regardless of NMPRA affiliation, will be counted in the number of entries.
7. Points will be accepted when 4 or more rounds are flown.

8. Cut off date for results from AVPs at the end of the season are: 30 days after the last district contest.
9. Awards will be presented to the highest scoring NMPRA members in each district. When reporting the contest results to NMPRA, AVPs please include the following information: A) Name of the Contest B) Host club or Organization C) Date of the Contest D) City, State E) AMA Sanction Number F) Contest Directors name and address G) Number of contestants H) Number of rounds flown I) Contest Information -
1. Contest Name, 2. *Contestant NMPRA No., 3. Finishing position, 4. *Aircraft, 5. *Engine, 6. *Best Time - *Optional, but we would like to publish this information

Submitted by Gail E. Jacobson
QM Executive Vice President

1978 QUARTER MIDGET SEASONS POINTS

These point scores represent the best 5 QM race scores of each pilot. The points given here are not limited to those awarded in the pilots home area but are taken from race results we received from all across the USA.

These results are based on contest results from 50 of the original 59 scheduled QM meets held in 1978. This data is complete up to January 10th 1979.

There are no special awards for season high points in QM, but we do wish to recognize those NMPRA members of record who have scored more than 400 points.

Bob Reuther	485.6	Wayne Yeager	452.6
Ron Bressler	463.4	Jack Clark	445.8
Gail Jacobson	461.8	Dick Steine	444.8
Roger Schlenker	461.5	Denny Sumner	432.8
Paul Zink	459.0	Denis Bielick	411.6
Dave Latsha	459.0	Lew Hipkins	403.3

Three other racers accumulated over 400 points. Our records do not show them as NMPRA members, however, we do not have the final roster and they may have already joined. If not, we hope they see the error of their ways and take a more active role in the support of the organization which supports their racing.

Dave Keats	459.7	Duane Gall	439.0	Doug Bebensee	415.9
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Just a reminder that these points are an indication of several factors. The skill and the luck of the pilot, how many races he or she competed in, the number of races which were available to the pilot, and the reporting of the contest results to the scorekeeper. Whenever these factors are improved, all of racing benefits. Please do your part.

Submitted by George Zink
QM Scorekeeper

Ed Note: These scores were compiled by George Zink and space does not permit a total list of QM flyers. However, it is available from me upon request with a stamped self-addressed envelope. The list contains individual scores of 252 contestants of which 50.3% belong to the NMPRA.

CANADIAN/N.E. DISTRICT RACE SCHEDULE

Submitted by Hal de Bolt

<u>DATES</u>	<u>LOCATION</u>	<u>EVENT</u>	<u>REMARKS</u>
May 20	Niagara Falls, Ont.	F-1, Sport	George Baynes - 416/356-2979
June 9-10	Waterford, Ont.	QM, F-1	519/753-5693
June 30-July 1	Waterford, Ont.	QM, F-1	519/753-5693
July 14-22	Centralia, Ont.	QM, F-1	Canadian NATS - 416/844-8764
July 28-29	Rochester, NY	QM, F-1	716/458-1444
August 4-5	Buffalo, NY	QM, F-1	716/822-9850
August 25-26	Lockport, NY	QM, F-1	H. de Bolt - 716/633-6623
Sept. 22-23	Buffalo, NY	QM, F-1	UPRC Champs - 716/822-9850

QM starts at 1:00 PM on Saturday. Sport pylon is also flown under UPRC rules.
Contact George Baynes 416/356-2979 or Hal de Bolt 716/633-6623 for information.

SCE DISTRICT RACE SCHEDULE

Submitted by Frank Anderson
714 E. Magnolia Dr.
Altamonte Springs, FL 32701

Feb. 24-25	Miami, FL	Q-500	Cash Prizes
March 3-4	Titusville, FL	F-1	
Mar. 31-Apr. 1	Orlando, FL	Form 1	
April 7-8	Atlanta, GA	QM, F-1	
April 21-22	Nashville, TN	½A, QM, F-1	
May 5-6	Valkaria, FL	Q-500, F-1	
May 5-6	Birmingham, AL	Q-500, QM	
May 26-27	Atlanta, GA	Q-500, F-1	
June 9-10	Monroe, NC	Q-500, F-1	
July 7-8	Monroe, NC	Q-500, F-1	
Sept. 1-2	Monroe, NC	Form 1	Form 1 Both Days
Sept. 15-16	Valkaria, FL	Form 1	Form 1 Both Days
Sept. 29-30	Nashville, TN	½A, QM, Q-500	

SW RACE SCHEDULE

Submitted by Gary McPike
SW District VP

March 17-18	Sepulveda Basin, CA	Western Dist. NMPRA Race
April 21-22	Sepulveda Basin, CA	Valley Flyers
May 19-20	Bakersfield, CA	B.A.R.K.S.
June 2-3	Whittier Narrows, CA	Pop White Mem. BIRDS-SGVRCL
June 30-July 1	Chula Vista, CA	Aeronuts (Tentative)
Aug. 25-26	Sepulveda Basin, CA	Western Dist. NMPRA Race
Sept. 22-23	San Luis Obispo, CA	Slo Flyers
Oct. 20-21	Las Vegas, NV	NMPRA Form I Championship

Ed Note: I believe all events are Formula I, but check with Gary McPike, 22247 Ybarra Road, Woodland Hills, CA 91364 to be sure.

SCE CONTEST REPORT

Submitted by F. H. Anderson
Altamonte Springs, FL

Tangerine Form I Race December 29-30, 1978

Thirty four entries from all over U.S. and Canada. Ten rounds with 9 heats each and no refls.

Placings: Top Six

1. Bob Reuther	36 Pts.	4. Dennis O'Brian	33 Pts.
2. J. Little	35 Pts.	5. Clyde Yarbrough	32 Pts.
3. Jim Moorehead	34 Pts.	6. Gail Jacobson	32 Pts.

Fast Time by Dennis O'Brian 1:15

The C.D. was not other than Jim "FL. Flash" Maki.

SCW DISTRICT ACTIVITIES

SCW District Activities - Ed Rankin, V.P. SCW District. Our final F-1 race was held in Oklahoma City on September 23-24 with our district banquet on Saturday night. As usual our next years schedule was settled (see January News Release) along with our district rules and are as follows:

SCW District Rules - (Supplement to NMPRA Rules)

1. No scale judging required, starting position will be determined by a draw. This has worked well for the past three years and has saved a lot of time. Quality of airplanes has not changed, and usually only wheel parts are the only quality missing.

2. No zeros given for taking off after your flag has been dropped to avoid ground collisions.

3. In the event of a mid-air collision all airplanes in that heat must land and be inspected by the C.D. The heat will be reflown with all airplanes that are flight worthy. A zero will be given to airplanes that are determined by the C.D. to be unsafe. No repairs are allowed and only prop, fuel, and plug can be added.

4. A minimum number of seven (7) rounds is recommended for all contests.

5. AMA rule 4.3 Section 39 pertaining to "Engine Shut-off" will be strictly enforced. Commands from "down elevator" or "left rudder" will not be allowed. Dual function of "engine shut-off" and mixture control" will be allowed. A separate engine servo will be required.

6. AMA rule 4.7, Section 39 pertaining to "landing gear" will be strictly enforced. A moveable rudder will be required for "positive ground steering".

* THE LAST LAP *

Bill, Jake, Ed and I have all been busy coordinating our efforts for the 1979 season. This is somewhat complicated by our separation although the arrangement provides a wide range of inputs from various regions of the country.

This News Release has a new face and a condensed format to bring you more information on less paper for reduced printing and postage costs. The timeliness of the monthly News Release will serve to keep you well informed on pylon activity within the country. To do this effectively I need inputs from the membership. To date, I have had correspondence from only a handful of members. Race schedules are a priority item for NCE and NW Districts. No races here, folks?

Hal de Bolt in New York sent in the United Pylon Racing Circuit (UPRC) schedule and it is printed elsewhere in this issue. Hal also reports that he was appointed Pylon Chairman for the FAI. More detail on this is reported in the March '79 issue of "Model Aviation". Hal is looking for a U.S. representative on a FAI Pylon Committee. Any interested members may contact Hal de Bolt at 49 Colden Court, Buffalo, New York 14225. Hal's phone number is 716/633-6623.

George Zink and Gail Jacobson sent in the QM Point Standings and the Point System for this event. There are 15 members of the "400 Club" as per George's tabulations from 50 QM contests last year. All but three are NMPRA members and it indicates that the organization represents the competitive majority of QM fliers.

Gail Jacobson also submitted the outcome of the initial RCCB vote which would revise the QM event as we now know it. As an ex-QM-AVP, I feel that these changes represent the wishes of the fliers and that we should have some stability in the event.

Also, just before deadline, I received a Race Schedule and further news from the SCE and SCW Districts. There's quite a bit of racing activity in these areas which is all very good. Please take the time to read Ed Rankin's inputs on the race procedures to be followed in the SCW District. There are some very good points contained in these procedures, especially with respect to safety. Bill Williamson on the SCE District is also very concerned about safety and says that, "Good safety equipment and special precautions mean safe racing". He urges that everyone "get their race equipment in top shape for this season and keep accidents off our record". Amen, Bill!

Since I haven't received much input from you all regarding new ideas, I'll rewrite some of my old ones. Meanwhile, we will have a mini-review in the New Products column which may be useful to fellow racers.

In closing this editorial, I'd like to mention that the deadline for receiving inputs is the first of the preceding month. For example, material received before March 1st will appear in the April News Release and so on. Bill and I are striving to get this Release in your hands by mid-month and have to allow for printing, collating, addressing, and the good old U.S. mails to achieve this goal.

Yours in safe racing,

Art Arro

The second hint is the use of microballons as a fillet material and a grain filler for finishing a model. Most of us know that microballons mixed with epoxy makes an ideal fillet. What you don't know is that by applying heat from a heat lamp or heat gun you can almost double the amount of microballons which can be added. A fillet made with this supersaturated mixture will be lighter and easier to sand. Ordinary rubbing alcohol is a fine solvent for forming and feathering this fillet mixture. The pot life is somewhat shortened with the heated mixture so you have to work quickly.

As a grain filler, microballons can be mixed with primer or clear as an excellent base coat. Mix enough microballons to fill the wood grain but don't go overboard otherwise it will be too dry. You should be able to brush out the mixture with the balloons just filling up the grain. When dry the model will look like it was rolled in sand but it sands very easy, especially cross-grain. Sort of a pun on words here. A good painted finish can be achieved in three coats, one of microballons and primer or clear; one of primer alone (which can be sprayed); and the last coat of your favorite color. The difference in selecting primer or clear for the base coat is that the primer is easier to sand. However, the clear results in a stronger base less prone to dings and hangar rash. The best microballons I've found for this purpose are the new "Miracle Microballons" by Prather Products. The K&B and phenolic Prather microballons are less satisfactory but still work okay for this purpose. Just be sure to mash out any lumps in these products.

The third building tip is the use of foam brushes (available in paint and hardware stores) to apply contact cement to foam cores and skins. They work very well and are cheap enough (19¢) to dispose of after use. The best contact cement I've found is "Sorghum" by Southern R/C Products. Ask for it because it works.

That's all for this month.

Art

Note:

The NMPRA Race Book is still available in limited supply. This book has many good tips on aerodynamics, building, etc., and contains numerous 3-views of full scale Formula I aircraft.

Books can be ordered from:

Bill Hager
5200 Rye Drive
Dayton, OH 45424

Price is \$3.95 (payable NMPRA) plus \$1.00 domestic postage or \$2.00 foreign. This book is an excellent gift for a beginner in pylon racing.

**** NEW PRODUCTS INFORMATION ****

This month, I'll mention a new product which caught my eye and wanted to pass on to the membership. The item is the new "HEAD-LOCK" glow plug connector manufactured by Model Products Corporation, Pompton Plains, New Jersey.

The price is \$2.95 for the connector and a 30" lead to your booster battery. You may ask, "Just what's so novel about this connector over the Brand D version I'm currently using"? Well folks, the "Head-Lock" is, as the name implies, a locking connector to secure itself to your glow plug. To lock-on you slip the connector over the plug and rotate. Presto it's on! To unlock, push in, twist, and it slides off. It is so unique that a U.S. Patent is pending on the device.

When connected and locked the "Head-Lock" assures positive electrical contact with the plug to help you get going into those precious 90 seconds. The main feature for Formula I use is the small diameter of the connector to fit through the check cowl opening. It also allows your caller to hold the plane securely with both hands during start-up. After the engine is running, one of your can push-in and twist off the connector and continue from there. This simple device is certainly worth the price in preventing those goose eggs on the line. Look for it in your hobby shop or order it from one of the advertisers listed in this News Release. Just be sure to mention where you read about the "Head-Lock" connector.

**** RACING HINTS AND TIPS ****

Here's a simple tip which can be related to your new "Head-Lock" connector. Use a heavy rubber band over the plug leads and around the booster battery to serve as a strain relief for the terminal connections. Continual yanking and pulling on the plug leads will result in mechanical and electrical failure of the connections. A simple rubber band wrapped around the leads and battery will prevent this from happening. It is always those little gremlins that contribute to zeroes and failing to win that big race.

With everyone immersed in shavings, balsa dust and chewing glue off their fingertips we wonder if there is a better way. The best way is to buy your racers already built but few of us can afford this luxury. In this News Release I am including a few suggestions which will make the building chore a bit easier.

First, how many of you use felt for installing firewalls in fibreglas fuselages and general reinforcement? Felt is inexpensive, about 25¢ a square foot, and available in most fabric and dry goods shops. This material absorbs epoxy or resin like a sponge and easily contours to most any shape. When the resin cures it is hard enough to machine and best of all it doesn't unravel or "string" like most fibreglas cloth. I cut the felt into ½" wide strips and soak it in long-curing epoxy such as Hobbypoxy Formula II or Southern R/C brand. For firewall installation brush some epoxy into the joint using a solder acid brush slipped over a dowel or pencil for extended reach. Then lay the saturated felt into place while carefully kneading out any air pockets. When you're satisfied with the felt fillet set the fuselage aside nose down to cure. I repeat the process on the front side of the firewall and find that it works fine. Servo rails can be beefed up with small patches of felt along with reinforcing cheek cowls, especially around the Dzus fastener opening.

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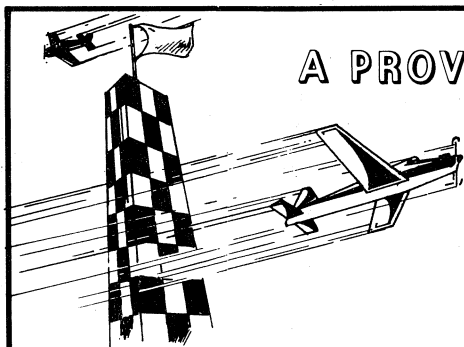
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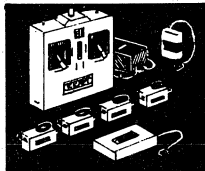


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