



NEWS RELEASE

NMPRA

NATIONAL MINIATURE PYLON RACING ASSOCIATION INC.

President/ Bill Hager
Secretary: 5200 Rye Drive
Dayton, OH 45424
513/233-9018

Treasurer: Ed Rankin
6072 Wonder Drive
Ft. Worth, TX 76133
817/292-0465

QM Executive Gail E. Jacobson
Vice President: Lt. Col. USAF Ret.
2205 Britley Terrace
College Park, GA 30349
404/763-0361

Editor: Art Arro
117 Grandview
Ann Arbor, MI 48103
313/663-6570

MARCH 1979

AMA AFFILIATED

SINCE 1965

* PRESIDENT'S PAGE *

Hi Gang! The NMPRA patches and decal sets have arrived and look great. The decals are the water transfer-type and are on the thin side. Don't oversoak them and be careful during application. Every member of record will receive a decal and patch set. Anyone wishing additional items can order them from me direct. Prices are \$1.00/patch and 50¢/decal set payable to NMPRA and postage is included. We may issue a limited quantity to your District Officers so that you may be able to purchase them at contests or wherever. Also, by the time you read this we will have product-sponsor (STP, etc.) decal sheets available. More information on this in the next News Release.

We have the results of the VP elections posted in this News Release. These are the guys you will have to work with this year. Be sure to keep them informed on district events.

I have received several inquiries regarding the 1979 dues increase. Some people want to know about 1978 expenditures. All I can say is that we don't have, as of this writing, any past financial records and, therefore, cannot print this information. We have been forwarded all funds from previous administration, but without records. As far as we can determine, there have been no patches or decal sets purchased since 1975. We bought these in sufficient quantity to last several years. This is but one expenditure which has increased the cost of running the organization.

The NMPRA will have an open meeting at the Toledo Weak Signals Exposition at 2 PM on Saturday, April 7. The exact meeting location will be announced at the show. Although it will be an open agenda, we do want to discuss safety recommendations for the coming season. Make it a point to attend this meeting. For all mid-west racers, there will be an Ohio Pylon Racing Association (OPRA) meeting at 1:30 PM to precede the NMPRA meeting.

It looks like a great year for pylon racing. Keep us, including all officers, informed as to what is going on. Send Art your race results or any other material you wish to see published in the News Release.

See you at Toledo on the 7th or at the races.

Bill

QM MESSAGE

Probably the most topical subject in racing circles is that of Safety. I have just finished reading an article written by Duane Gall to the NMPRA Safety Committee. In summary, it is a rebutal to those who say that "safe" is slower for racing aircraft and no one else. He uses the formula $E = \frac{1}{2}mv^2$, where m is the mass and v is the speed. He uses pounds and mph, e.g. A Quickie with 3.5 pounds at a speed of 90.7 gives 14,400 units, a Phoenix at 80 mph and 8 pounds = 25,600 units and at 100 mph 40,00 units; a Form I at 136 avg speed and 5 pounds = 46,240. The lowly QM comes in at 10,200, a ¼ scale is close to a Phoenix (my figures). So, these figures suggest the upper limits; however, I know of two people that were seriously hurt, and it could have been permanent if hit in a little different place; and this was from a gliding aircraft with no power. This would indicate that a Form I at 20 mph and 5 pounds has enough kinetic energy to do the job, so the danger zone is around 2000 units. (We know that any time an R/C of whatever breed is off the ground, there are enough "units" to do the job). The whole point for safety zones is to provide a safe area, but usually this equates to a distance such that if you are watching each aircraft you will have a little more reaction time when an accident occurs. The upshot of this piece is that the NMPRA Safety Committee has proposed safety rules to AMA, which are reasonable, workable and rightly do not suggest a speed slow down and I believe deserves everyone's support. Beyond that, it becomes difficult for a C.D. when he looks around at all of the experienced racers at a contest to give a 5 minute lecture on safety. It is also difficult for a starter to tell the racing pilot what to do. It might help to give some people different names. How about the starter being called the Safety Officer; and the guy (person) at No. 1, Safety One; No. 2, Safety Two; No. 3, Safety Three? With the Safety Officer, Safety Two and Safety Three and the Safety Callers watching planes land, with the Safety Officer as boss, perhaps being hit on landing could be eliminated. What do ya think, guys? How about calling a cut when you fly below the pylon? (Now I've done it!

Duane also says, "The events which require idle on landing (most notable Quarter Midget) have higher attrition rates than those which don't, because fliers tend to set the planes down faster and harder so they'll land before the engine quits." To which I say, wrong Duane; however, just for you, there is a rule change to correct this in 1980. Actually, the Form I boys couldn't (still can't; look at my wingtips) land either so they did away with the carbs on the old 8011's (Quicklie engine types in the 60's), so they would have only one shot at landing. Hmmmmmmmmmm Submitted by Gail Jacobson, QM Exec. VP

1979 NMPRA MEMBERSHIP APPLICATION FORM

NAME: _____ PHONE: () _____
 ADDRESS: _____
 CITY: _____ STATE: _____ ZIP: _____

NEW MEMBER ____ RENEWAL ____ 1978 NMPRA NO. _____
 RACING INTEREST - FORMULA I ____ QM ____ BOTH ____
 COMPETE IN 1978? - FORMULA I ____ QM ____ BOTH ____

Send to: Bill Hager Amount: \$13.00 U.S. - Payable to NMPRA
 5200 Rye Dr.
 Dayton OH 45424

If you are already a member, pass this application to a friend. Thank you.

1979 NMPRA OFFICERS: DISTRICT VP AND AVP (QM)

NORTH WEST: Alberta, British Columbia, Idaho, Oregon, Washington

FORM 1

Len Yuen
13431- 81 B Ave.
Surrey, B.C.

QM

Vince Caluori
14203 121 Ave. N.E.
Kirkland WA 98033 .

SOUTH WEST: Arizona, California, Hawaii, Nevada

FORM 1

Gary McPike
22247 Ybarra Road
Woodland Hills CA 91365

QM

Bob Gillespie
12271 Episilon
Garden Grove CA 92640

NORTH CENTRAL WEST: Colorado, Montana, Nebraska, North Dakota, South Dakota, Utah, Wyoming

FORM 1

Mel Reed
5649 Alabama Dr.
Helena MT 59601

QM

Bill Pachak
801 West Acres
Pueblo CO 81005

SOUTH CENTRAL WEST: Arkansas, Kansas, Louisiana, New Mexico, Oklahoma, Texas

FORM 1

Ed Rankin
6072 Wonder Drive
Fort Worth TX 76133

QM

Keith McClure
421 Oak Park Road
Bartlesville OK 74003

NORTH CENTRAL EAST: Illinois, Indiana, Iowa, Kentucky, Michigan, Missouri, Minnesota, Ohio,
Wisconsin

FORM 1

Wayne Yeager
38235 Castle
Romulus MI 48174

QM

John Kilsdonk
16159 Old Bedford
Northville MI 48167

SOUTH CENTRAL EAST: Alabama, Florida, Georgia, Mississippi, North Carolina, South Carolina,
Tennessee

FORM 1

Bill Williamson
1361 Acres Drive
Apopka FL 32703

QM

Greg Doe
110 Belleview Rd.; Apt. 15
Nashville TN 37221

NORTH EAST: Connecticut, Delaware, Maine, Maryland, Massachusetts, New Jersey, New Hampshire,
New York, Rhode Island, Vermont, Virginia, West Virginia, Pennsylvania

FORM 1

George Zink
80-28 222nd St.
Jamaica NY 11427

QM

Len Wiederhoeft
817 Fairfield St.
Mechanicsburg PA 17055

There were no nominations nor write-in candidates for Mexico and Canada
(except Alberta and British Columbia, which are in NW District).

1979 NORTH WEST DISTRICT CONTEST SCHEDULE

<u>DATE</u>	<u>EVENT</u>	<u>REMARKS</u>
April 21-22	Quickie Form 1	Whidby Is, WA
May 26-27	" Form 1	Boise, ID
June 16-17	QM Quickie Form 1	RCFC BC, Boundary Bay
Juen 30-July 2	FAI, Quickie, QM, Form I	Calgary, Alberta
July 14-15	QM, Form 1	Boeing Hawks, Seattle
August 11-12	Form 500, Form 1	Spokane WA
September 1-2-3	FAI, QM, Quickie, Form I	Calgary, Alberta
September 22-23	QM, Quickie, Form 1	RCFC BC, Boundary Bay

NOTE: Formula I races will have an entire day designated for them and will fly at least six rounds. For further info, contact club involved.

1979 SOUTH WEST DISTRICT QM SCHEDULE

submitted by Bob Gillespie, QM-AVP

<u>DATE</u>	<u>LOCATION</u>	<u>HOST CLUB</u>
May ?	Rabbitt Dry Lake CA	RRCC/QMRC
August 12	Whittier Narrows CA	SGVRCC
September 17	Miles Sq., Fountain Valley CA	QMRC
October 28-29	Sepulveda Basin CA	Valley Flyers
December 2	Miles Sq., Fountain Valley CA	QMRC

1979 NORTH CENTRAL EAST DISTRICT CONTEST SCHEDULE

submitted by John Kilsdonk, QM-AVP & Wayne Yeager, NCE-VP

<u>DATE</u>	<u>LOCATION</u>	<u>HOST</u>	<u>EVENTS</u>	<u>REMARKS</u>
May 6	Milan MI	CAPS	Q-500	Headstart Rules
June 2-3	Dayton OH	OPRA	Q-500, QM, F-1	(tentative)
June 10	Milan MI	Falcons	Q-500	Headstart Rules
June 30-July 1	Washington MI	RCCD	Q-500, QM, F-1	Headstart in Q-500
July 8-9	Ft Wayne IN	Flying Circuits	QM, F-1	Cash \$ Prizes
August 11-12	Rochester MI	Skymasters	Q-500, QM, F-1	Headstart in Q-500
August 18-19	Goodells MI	CAPS	Q-500, QM, 1/2A	Headstart in Q-500
August 26	Toledo OH	Hobbystop	QM	Silver Cup Race
September 2	Westland MI	Signal Seekers	1/2A	CAPS Rules
September 8-9	Rough River KY	?	QM	QM Championships
September 9	Toledo OH	Flying Tigers	F-1	New Race
September 29-30	Dayton OH	OPRA	Q-500, QM, F-1	OPRA Championships

Please refer to "Model Aviation" for specifics on these races.

1979 NORTH EAST DISTRICT CONTEST SCHEDULE

submitted by:

Bernice Williams 347 Southwick Rd. Westfield MA 01085	Ron Bressler 802 N. Mountain Rd. Linglestown PA 17112	George Zink 80-28 222nd St. Jamaica NY 11427
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<u>DATE</u>	<u>LOCATION</u>	<u>HOST</u>	<u>REMARKS</u>
April 29	Staten Island NY	RMFC	Form-500
May 6	Lehighon PA	CPPRA	QM
May 6	Hadley MA	?	F-1, F-500
May 20	Cedar Creek NY	?	F-500
May 27	Central Conn.	?	F-500
June 3	Hadley MA		F-1, F-500

NORTH EAST DISTRICT (continued)

<u>DATE</u>	<u>LOCATION</u>	<u>HOST</u>	<u>EVENTS</u>	<u>REMARKS</u>
June 3	Lehighton PA	CPPRA	QM	No slot, no idle
July 1	Lehighton PA	CPPRA	QM	No slot, no idle
July 14-15	W. Suffield CT	NCRCC	F-1, F-500	
July 14-15	Warminster PA	VFSS	QM	
July 22	Pleasant Valley NY	MARA	F-500	
August 5	Lehighton PA	CPPRA	QM	No slot, no idle
August 5	W. Suffield CT	NCRCC	F-500	
August 26	Somers NY	SRCC	F-500	
September 15-16	Hadley MA	?	F-1, F-500	NE Championships
September 22-23	Ballston Spa NY	?	F-1, F-500	

NOTE: This schedule does not yet include a complete schedule for MARA in southern New York. Also, contact Ron, Bernice or George for more details.

CANADIAN NATIONALS

July 14, 22 Centralia, Ontario Events unknown as of this writing

AMA NATIONALS

July 29-August 5 Lincoln NB QM: July 30, 31, August 1
F-1: August 2-4

NATS entry forms are available from: AMA Hq., 815 Fifteenth St., N.W., Washington DC 20005. Send a stamped self-addressed envelope along with your request. Mark "NATS Entry" on lower left of envelope.

RACE REPORT

submitted by Bob Gillespie, QM-AVP

The January 28 race was held at Miles Sq. Park in Fountain Valley CA and hosted by QMRC. Vince Stagnaro was C.D. and Starter. There were 17 fliers who braved cold winds, rain, hail and snow (yes, snow in So. Calif!) to fly 4 rounds. Mufflers were required. The fuel used was donated by Orange Coast Hobby's. Novak Electronics donated two of their micro servos to the winner. Tom Christopher had fast time with a 1:39.5. The results are listed below:

<u>NAME/NMPRA #</u>	<u>AIRCRAFT</u>	<u>ENGINE</u>	<u>POINTS</u>	<u>BEST TIME</u>
1.* Tom Christopher/2-C	Toni	Cox	16	1:39.5
2.* Bob Novak	Rickey Rat	Cox	16	1:45
3. Mel Santmyers/92-B	P-39	Rossi	15	1:47.5
4.* Bob Nickle	Air Bonita	Rossi	12	1:43
5.* Eloy Marez /22-B	P-63	Rossi	12	1:46
6.* Ken Tinker/34-C	P-63	---	12	1:59
7. Bill Becher	Toni	Rossi	9	2:45
8.* Bob Root/1-E	P-63	Cox	8	1:44
9.* Kent Thomas	P-39	Cox	8	1:44.5
10. Chuck Onstott	P-39	Cox	7	---
11.* Bill Racer/68-C	P-63	Cox	6	1:47
12.* Bobby Gillespie	Toni	Cox	6	2:00
13.* Bob Gillespie	Toni	Rossi & Cox	6	2:00.5
14. Ron Russell	P-63	Rossi	4	1:46
15. Lonnie Roberts	Toni	Cox	0 (crashed)	
16. Bill Johnson	Minnow	Rossi	0 (crashed)	
17. John Reid	Toni	Cox	0 (crashed)	

*Places determined by fast time - no flyoff due to weather.

LAST LAP

The news is dues!! This is the last chance to retain your NMPRA membership by paying the 1979 dues. Current racing numbers will expire for those '78 members who have not renewed by March 31, 1979. Also, this will be your last News Release.

I have again included a membership application for those guys who procrastinate until the last moment. These guys are probably the same ones who delay building until the last opportunity and also wait for the final seconds to startup before the flag drops.

In this case, the penalty for failing to renew is ZERO support for pylon racing not to mention missing this literary master-piece in your mailbox each month. Along with not receiving a NMPRA patch and decal set, you will also lose the privilege of competing in some of the biggest races in the country including the Form I Championships in Las Vegas and QM Championships at Rough River KY. So if the above applies to you, please complete the application included elsewhere in this News Release and send it along with a check in the amount of \$13.00 (payable to NMPRA) to Bill Hager. Do it now! Tomorrow is too late!!

The election results have been tallied and a complete NMPRA officer staff is available to serve your district both in QM and F-1. The names, addresses and states served are listed elsewhere in this News Release. Please save it for reference as I will reprint it only when space permits. These individuals have offered their time and services to help you. They are unpaid volunteers (who isn't these days) who were elected by a majority of fellow racers in your district. Please make your opinions known to these officers so that they can best serve you and the best interests of the organization.

I have drafted a new NMPRA Race Reporting Form and copies will be disseminated to each District officer soon. These forms are to facilitate the reporting of district races so that your point scores can be properly tabulated. However, I don't wish to stifle anyone's creative writing ability by a form. If you wish to include a written narrative also, just use the back of the form or a separate attached sheet. Be sure that the report is completed, signed and sent to your District VP either QM or Form 1. If you are in contention for the Championship Race or Top Ten, please send a copy to Bill Hager (Form 1) or George Zink (QM Scorekeeper), 80-28 222nd St., Jamaica NY 11427. A copy sent to me will insure quick publication in the News Release.

In closing this editorial I wish to thank everyone who has written in or included me on their Newsletter mailing list. The local newsletters and comments provide a means to feel the pulse of pylon activity throughout the country. And I definitely sense a quickening of this pulse as the racing season draws near.

That's all for now and I hope to see all of you who plan to attend the 25th Annual Weak Signals Conference in Toledo, Ohio on April 6-8.

Yours in safe racing,

Art ARRO

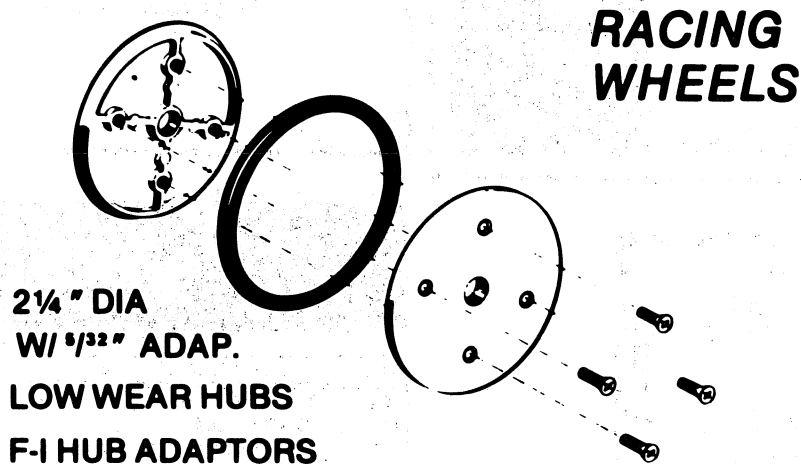
NEW PRODUCTS REVIEW

This review will cover an aspect of racing usually given little concern in our sport. Generally, everyone is eager to learn the latest scoop on trick props, engine tuning, new finishes, etc. However, few of us pay attention to wheels and landing gear and these subjects are best left back in the closet. Well, in this age of liberation, I wish to enlighten everyone on the merits of these two related items.

Most of us use the stock landing gear provided in the kit without any second thoughts on the subject. This is fine in most cases where a hard surface runway is available and the wind is blowing directly down the course. But, when confronted with grass fields (available in many parts of the country) and downwind takeoffs (also known as C.D.'s Revenge), the stock landing

gear leaves something to be desired. Denis Bielick of High Point Products has introduced a "new concept" in dural landing gears. His gear is swept forward to move the rolling axis further ahead of the balance point to prevent noseovers on takeoff. The gear is shaped to a streamlined cross section and is currently available in QM and F-1 sizes to fit the popular "Little Toni" design. Included with the "new concept" landing gear is an improved method of securing the wheel pants and axles to the gear. Everyone who uses wheels and wheel pants attached to dural knows what a headache this can be---especially trying to tighten the retainer nut through the narrow wheel slot openings. Well, the High Point concept utilizes a "C" clip and groove arrangement to hold the wheel on the axle. Also, the axle nut is reversed so that the flats rest in a milled slot on the gear to prevent rotation and subsequent loosening. Really neat and I've used them all last season without any problems. A set of High Point "New Concept" swept forward dural gear sells for \$4.95 and \$5.95 for QM and F-1 versions, respectively. The axle retainers sell for \$1.49 and \$1.79 in QM and F-1 sizes. They are available from your dealer or direct from: High Point Products Company, 3013 Mary Kay Lane, Glenview IL 60024.

Also in the landing gear department, we will review Bob Violett's Racing Wheels. His wheels come in a 2 1/4" diameter for Quickie and Formula I. The wheels are made of nylon and have an O-ring tire. They're quite light, weighing 1 oz a pair. The construction is as depicted below and they are very strong.



However, they do break as Bob personally crash-tested them at last year's Nationals by diving straight in from several hundred feet. I heard the crash was so spectacular that it left Johnny Clemens speechless!

Another feature of Violett's Racing Wheel is their nylon hub for low friction and wear in this area. Most metal wheels wear from the hubs out and soon begin to wobble. This can skew your takeoff and even cause a noseover in extreme cases. The effect is insidious in that the wobble takes time to develop and usually goes unnoticed until it results in a zero as a minimum. I have also seen many shaft runs and burnt engines due to noseovers on takeoff.

So, I recommend checking your wheels and landing gear; and, if you are thinking about replacement, please consider the High Point gear, axle sets and Bob Violett's Racing Wheels (refer to the Ad Section for price and availability of Bob Violett's Racing Wheels). You'll be further ahead on takeoff and may even knock a few seconds off your best time in the process.

P.S. Both High Point and Bob Violett Models will be exhibiting at Toledo this year. Please mention where you heard about their racing products.

Art

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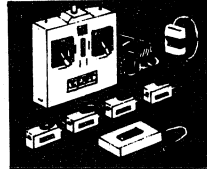
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114	SUPER QUICK (Q-500)	74.95	44.95	149.95

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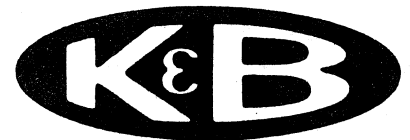
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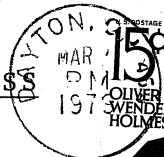
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