



NEWS RELEASE

NMPRA

NATIONAL MINIATURE PYLON RACING ASSOCIATION INC.

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PRESIDENT'S PAGE

Hi Gang! The products decal sheets that we ordered finally arrived. In a hurry to get some out, we let some go without testing them. When we finally got to testing them, we found them not what we considered acceptable. So we have returned them for a refund. If any of you have some of these and they don't work right let us know and we will replace them as soon as possible.

As explained in Art's part of this newsletter, we have quite an increase in the cost of nitro. K&B Mfg., Space Age Fuels and WK Hobbies Boss Fuel will sell you nitro direct at the prices Art mentioned. There may be others but this is all we know about at this time.

A suggestion at Toledo was to automatically qualify past N.M.P.R.A. Championship race winners for future Championship Races. When I got home, I polled several V.P.'s by phone. Everyone agreed, so when I reached a majority, I quit calling.

At the Toledo show, it was also suggested that we print the projected budget that prompted us to raise the dues this year.

Expenditures: Printing 12 x \$300/issue \$3600, Postage \$.30 x 450 x 12 \$1650
Subtotal \$5220 Membership Cards \$.25 x 450 \$113 Decals \$200, Patches \$185 x 450
\$833, Postage \$.15 x 450 \$68, Subtotal-\$1214. Championship Race: FI \$1000
QM \$500, subtotal-\$1500 National Point Championship \$300, Administration:
Phone \$500, Postage \$50, Stationary \$100, Subtotal-\$650, Total Expenditures \$8884
Income: Dues \$13 x 450 \$5850 Newsletter Advertising 8 x 18 x 12 \$1726
Subtotal-\$7576

Balance from 1978, received Feb. 1979, \$4,028.02

Since then we estimated 800 to 900 for product decals. More money for the QM Championship Race. This is just a projected budget, at the years end we will print a complete statement.

We may have sent a few bucks extra on things like phone calls but I think we are saving much more than we are spending extra. Example: Newsletter printing about \$60 to \$80 plus postage. N.M.P.R.A. patches .36 each as compared to \$1.20 when bought in 1975. Nancy and the kids correlate, address, and stamp all the newsletters; this saves about \$60 to \$80 per month. These are just a few of the things that we are doing to save some money. Product decals and N.M.P.R.A. patches will not need to be ordered for four or five years.

We are trying,

Bill

P.S. The statement in The Last Lap that a vote was taken to allow past N.M.P.R.A. winners to be invited to the Championship Race was not an official vote. The official vote was to poll the area V.P.'s.

QM MESSAGE

By the time you read this, I expect a lot of you will be in a slump. Why? you ask. Tax time and the start of the contest season. It is time to look back at what you haven't done, the half finished plane, and you think not enough time to finish it. Well don't look back; pay the taxes, finish the plane, bolt the engine in, carefully check everything out, don't forget to check the nicads, and the pot wipers, and look in the NMPRA Newsletter for the first contest and GO! At the very worst, you are only one year older. If you contest schedule looks like mine, it's time to start making up lots of good excuses (this job is good for something), do your honey-dos. For those of you who are over 40, it's time to get the body in shape--bicycle it, play ping pong for the reflexes--stop reading this and get with it. Time has run out.

I had a talk with one of the contest board members; and during the course of our conversation, he brought up the problem of trying to pass on all of the various rules changes that they has to pass on. In particular was the gliders. There are about 4 thousand different contests, by his calculations, that they could hold under existing rules. These rules and rule changes are so unique that it was obvious that he could not do justice to their changes; and so he was for some type of contest board realignment so that they could make their own rule changes. That's not as difficult as it may sound as the control line boys do it now. When something is obvious, then the solution appears just as obvious and changes are not usually difficult. Now that's obvious. What I think is obvious is that each major division of R/C should have their own Radio Control Contest Board (RCCB). A change proposal that failed to pass the RCCB was to give an event CD at the Nationals the same power as any other contest CD. With a two year rule cycle, there is no provision to make a rule change by a Nats CD, but any other contest CD can make a change providing it is advertised in advance. That is to change a rule that has outlived its usefulness--like the slot versus no slot in the QM pipe. This year at the Nats it appears that something of a precedent will be set in that the Executive Board and/or the RCCB will approve the no slotted pipe at the Nats (at this writing about a 98% chance).

From the Central Pennsylvania Pylon Racing Assoc. Newsletter a quotable quote. Dave Latsha wrote this in Jan.: "Gentlemen, don't start your engines just yet. As you can see, it's time to start your glue, use your razor blade, swing that spray gun, for it cannot be said 'we have no place to race a QM'. Get ready and support your race hosts with your attendance. And, please, this year, walk up and shake that pylon workers hand and thank him for a job well done, instead of the kick in the --- (blue jeans, Dave) he usually gets. Your handshake and thank you could just be what he needs to bring him out to the next race. It could also mean, now that he knows you are a nice guy and you 'Turn Left' just over the inside of the pole a silly mil-a-meter, he'll swear you were just outside. How lucky can you get! Go fast, Turn Left, right? Safety first!" To which I have to add: let's all do a little PR work at the contests this year. Make the workers feel like their work just might have contributed to your pleasure!

I know of one ole pro who wins a lot in F-1 and QM who never forgets to thank the workers. (He used to win in pattern; but now he is a born again racer.) For the CD's, the contestants cannot talk to the workers during the race; only the Starter and the CD.

How many of you out there would like to have the QM championship race run like the Form I's? That is, an invitation only event? The flyers with the most points would get an invitation to the QM championship. It would be the most points by district and each district could send the top 20%. Tell your VPs or write direct. If yes, do you want it this year or next? The vote by your area Vice President will be the determining factor. It is probably too late this year, because many contestants have reserved rooms at Rough River, the site of the QM Championships last September. If you haven't you can write: Rough River Dam State Resort Park, Falls of Rough, Kentucky 40119. A double room is now \$24.94. Their phone is 502/257-2311.

Submitted by

Gail E. Jacobson, QM Executive V.P.

WESTERN DISTRICT NMPRA SEASON LEAD-OFF RACE MARCH 17-18, 1979
AMA SANCTION #382

Racing started at 10:30 Saturday morning under very cloudy skies. It had rained Friday night and early Saturday morning. We had 28 die-hard competitors--19 in Expert and 9 in Standard--flying some very good looking airplanes.

There were some new faces and some we hadn't seen in some time. Keith Davidson was back after a two year absence, as well as Harley Condra and Joe Zdankiewicz. Maybe at the next race, we'll see more old timers and more new flyers up from Quickies and Quarter Midgets.

The first couple of rounds were flown a little loosely as the racers tried to remember where the pylons were; but as the day progressed, everyone got down to serious racing. At the end of four rounds, Gary Hover was in the lead with a perfect score.

Sunday we flew four more rounds for a total of eight, with Gary still in the lead. The two classes were mixed with Standard and Expert racing together. Most of the time you couldn't tell the Experts from the Standard flyers.

The rain hit hard Sunday just as we had our lunch break, then quit just as we resumed racing. As the racing ended, the rain hit again with a vengeance. The trophies were awarded amidst a deluge. The Expert fly-off between Tom Christopher and Dave Shadel for 4th and 5th place must have been a signal to the "Great Rain God." As soon as their planes set down, the rain hit.

I would like to congratulate Leonard Walker and Keither Davidson for voluntarily moving up to Expert.

So there you have it. The only thing to hamper two days of "laid back" racing was the cost. I am attempting to resolve this problem before the next race. We are using a graduating scale for entry fees and if there had been two more racers, the entry fee for this race would have gone down.

I would like to say to the contestants of this race that every cent that was raised from the proceeds of this race is going towards improving the condition of the NMPRA Western District Racing equipment. The equipment is in fair condition now, but needs much more work to bring it up to par. The materials purchased will bring to the course the safety features to insure racers of a well engineered and safe race.

Thanks to John Brodbeck of K&B and Dave Shadel of Kraft for providing the prizes for the workers raffle; and thanks to those hardy workers for standing in the mud and cold for two days.

The results of the race were:

<u>EXPERTS</u>		<u>STANDARDS</u>	
1.	Gary Hover - 1:18.7	1.	Leonard Walker* - 1:29.1
2.	Mike Atzei - 1:18.9	2.	Mack Moffat - 1:38.7
3.	Dave Shadel* - 1:16.3	3.	Tad Sato - 1:39.4
4.	Tom Christopher - 1:18.3	4.	Gordon Davis - 1:38.8
5.	Joe Zdankiewicz - 1:24.0	5.	Joe Stream - 1:34.7
6.	Jerry Boyce - 1:21.3		
7.	Russ Kime - 1:30.2		
8.	Harley Condra - 1:21.3		
9.	Rusty Van Baren - 1:23.0		
10.	Ed Allen - 1:24.0		

*Denotes Fast Time

Submitted by:

Gary McPike, Contest Director
WESTERN DISTRICT VICE PRESIDENT

NMPRA QUARTER MIDGET SOUTHERN REGIONAL CHAMPIONSHIPS
MARCH 24-25, 1979

- | | |
|----------------------------|-----------------------------|
| 1. Jimmy Bartels - 1:32.4 | 8. Stu Richmond - 1:47.8 |
| 2. Bob Reuther - 1:37.0 | 9. Jim Moorhead - 1:35.3 |
| 3. Lew Hipkins - 1:37.5 | 10. Cliff Smith - 1:47.5 |
| 4. Gail Jacobson - 1:33.5 | 11. Paul Shattauer - 1:55.1 |
| 5. Dave Latsha - 1:32.3 | 12. Al Grove - 1:51.1 |
| 6. Len Wiederhoft - 1:43.0 | 13. Mark Freiberg - 1:52.0 |
| 7. Greg Doe - 1:43.0 | 14. Forrest Whitson - N.T. |

World Engines Flyoff Race for (2) X-40s. Two fastest times received the engines.

- | | |
|-------------------------|----------------------------|
| 1. Dave Latsha - 1:33.7 | 2. Gail Jacobson - 1:33.75 |
|-------------------------|----------------------------|

Fuel supplied by Hobby World (Bob Reuther)

Terry Prather Grand Champion Awarded to Bob Reuther who gave it to Jimmy Bartels. Jimmy's plane crashed after the 5th heat because of a bad battery pack.

NEW RACES FOR MAY 1979

<u>DATE</u>	<u>LOCATION</u>	<u>HOST</u>	<u>EVENTS</u>	<u>REMARKS</u>
May 12-13	Bloomington, IL	CPC	Sport, Q-500, AM	
May 19-20	Dayton, OH	DPC	Q-500, QM, F-I	B. Hager, C.D.
May 20	Concordia, KS	NCKRC	Q-500	A. Campbell, C.D.
May 20	Shoreview, MN	STRCC	RC-500	D. Hoffman, C.D.
May 20	Pueblo, CO	SCRCC	QM	L. Osborn, C.D.
May 20	Little Chute, WI	VAM	1/2A	D. Sheridan, C.D.
May 20	Austin, TX	ARCC	Q-500	District 8 Rules
May 27	Chatsworth, IL	CHIEFS	QM, F-I	L. Webb, C.D.
May 26-28	Miamisburg, OH	WORKS	Sport	B. Keller, C.D.

THE LAST LAP

Apologetically, this issue is late due to travel, taxes, and general tardiness. However, the next News Release is well ahead of schedule and should be out in mid-May.

On April 7th, the NMPRA held an open meeting at the Toledo Weak Signals Exposition. Well over 50 NMPRA members attended and several subjects were discussed. I will highlight those topics which are of general interest to the membership.

Bill Hager stated that the NMPRA Formula I Championship Race at Las Vegas on October 20-21 is progressing according to plan. Bob Smith visited Circus/Circus and everything looks good. The entry fee has been established at \$25.00 which is offset by an \$18.00 room rate at the Circus/Circus hotel. There is much enthusiasm about this race and further details will be reported as they become available.

The championship race qualification procedures were reviewed next and invitations would be sent to the top ten Formula I places at the Nationals (provided they are NMPRA members), the NMPRA officers to include Formula I District Vice Presidents, the top 20% season's point finishers in each district or a minimum of 10 per district. A motion was made to qualify former NMPRA Formula I Champions. This was seconded and the vote was unanimous to qualify these individuals also. There was some discussion to bump back to fill slots for those who would not be able to attend for various reasons.

The next item of discussion was the nitro situation or rather the lack of it. As of the meeting, nitromethane was available but at an increased price of \$25/gallon. There are some local shortages as fuel manufacturers strive to meet the demand for the more popular 5-15% brews. The higher percentages should be available later in the season. Personally, I would advise everyone to buy the pure stuff in sufficient quantity to last the season. A fuel mix table is printed in this issue to facilitate making your own fuel from components.

This brought up the topic of low or no-nitro racing to include FAI Pylon. Bill Brown is the U.S. Representative for FAI Pylon and he would appreciate any inputs on that event. A survey questionnaire will be printed in subsequent News Releases to help formulate thinking on FAI Pylon. In any case, there won't be any FAI sanctioned competition until 1983.

Bill Hager next talked about the NMPRA safety recommendations made to the AMA. None of our recommendations suggest a "slow down", but the procedures would make all pylon racing events much safer. The safety recommendations will be printed in the News Release and possibly in "Model Aviation" magazine.

John Kilsdonk, QM-AVP/NCE, asked for a financial report or a projected budget of expenses incurred by the organization. After some lengthy discussion, a motion was made to publish a projected budget and a financial statement in the News Release. This was seconded and passed by a majority vote. John Kilsdonk also suggested that some funds be made available for District Championship Races in QM and Formula I. Bill answered that this was possible in the future, but not within the current budget. The meeting was adjourned after this subject.

I personally felt that the meeting was fruitful in discussing various subjects on a face-to-face basis between members and officers. In my past eight years in the organization, I only recall two such meetings and these were held at the Nationals or at Championship Races.

The Toledo Weak Signals Exposition was superb as always, but with an added flair for their 25th Silver Anniversary of this event. There were many fellow modelers to socialize with, virtually all the hobby manufacturers present, and a wide array of goodies in the Swap Shop. My only disappointment was the relative lack of planes entered in the pylon competition. Those entered were fantastic, but I would have liked to have seen many more of them. I talked with several manufacturers and their racing products will be reviewed in this and future issues of the News Release.

That's all for now and hope to see you all next month, on schedule, I hope.

Yours in safe racing,

Art Arro

NEW PRODUCTS REVIEW

New plane designs represented the majority of racing products unveiled at Toledo. The most impressive, in my eyes, was Dave Latsha's new "QM Rivets." Dave has designed a version with none of the bad points of this design and has a number of features which make it very competitive on the QM scene. A high aspect ratio wing and Hoerner tips contribute to tight turning and stability. The T-tail is out of the wing wash and the fuselage has minimum frontal area for reduced drag. The "QM Rivets" has been race tested and has turned in a Fast Time of 1:32.25 at the NMPRA Southern QM Championships in Atlanta. The semi-kit (no wood) but including epoxy glass fuselage (by "Colonel J. Rocket" Bertken), foam wings, elevator horn, landing gear, axle C-Clips, and detailed plans is available from: D. L.'s Models, 1141 Columbus Avenue, Lemoyne, PA 17043. Call Dave at 717/737-7577 for the price and availability of his "QM Rivets."

The next design reviewed is "The Tomcat" Formula I by Jerry Small. This feline features a semi-completed kit with precovered foam wings, shaped and sanded tail feathers, predrilled firewall, CB Mount and a primed epoxy glass fuselage. A single weekend is claimed for final framing and preparation for finish. Just the thing for those guys who procrastinate until the last moment before beginning to build for the season. "The Tomcat" may be the answer to an unexpected mid-air or loss of your current ship. The sample seen at Toledo exhibited very good workmanship and all the fuselage panel lines were molded-in for maximum scale detail. If you're looking for something different and quick to build, contact: The Small Model Co., 1506 Bodart, Houston, TX 77090. Phone 713/440-7921 for additional information. See 3-views on cover sheet.

Also for you ailurophiles, Bob Violett has made available a perspective sketch and instructions for building his "Polecat" Formula I in a two piece version. Bruce Richmond wrote the written instructions and he has probably built more "Polecats" than anyone. Bruce's instructions complement those made by Jim "Florida Flash" Maki in the March 1978 issue of "Model Airplane News." So if your "Polecat" remains unfinished due to lack of proper technique for a building it in two piece version, drop Bob a line. The "Polecat" in semi-kit form (fuselage, foam wings, plans) is available for \$90.00 direct from: Bob Violett Models, 26515 Aiken Drive, Clarksburg, MD 20734.

Bob mentioned to me at Toledo that his racing wheels reviewed here last issue would not fit the High Point Axle sets as may be construed from my column. Bob's wheels are a tad wider than most and consequently he offers his own axles for them. The Violett Racing Wheels and their associated axles will fit the High Point Swept Forward Dual Gear and Prather Wheel Pants. My humble apologies to anyone who experienced problems with the previous combination.

HANDY HINTS

Listed below is a fuel mix table to save money by blending your own from components. It is based on a 130 oz gallon and presented here courtesy of John Kilsdonk, QM-AVP/NCE.

FUEL MIX TABLE
Based on 20% (Vol) Oil

BLEND	OUNCES PER GALLON (130 oz.)		
	OIL	METHANOL	NITRO
5%	26	97.5	6.5
10%	26	91.0	13.0
15%	26	84.5	19.5
20%	26	78.0	26.0
25%	26	71.5	32.5
30%	26	65.0	39.0
35%	26	58.5	45.5
40%	26	52.0	52.0
45%	26	45.5	58.5
50%	26	39.0	65.0
55%	26	32.5	71.5
60%	26	26.0	78.0
65%	26	19.5	84.5
70%	26	13.0	91.0
75%	26	6.5	97.5
80%	26	0	104.0

If you add Propylene Oxide, reduce Methanol volume by amount of P.O.

Using these formulae, it is a simple matter to combine premixed fuel to change nitro contents, i.e.: 100 oz. of 10% + 30 oz. of 60% = 1 gal. of 21.5%

$$(100 \times .10 + 30 \times .6/130 = 28/130 = 21.5\%).$$

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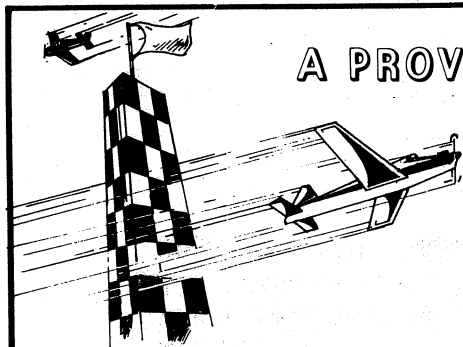
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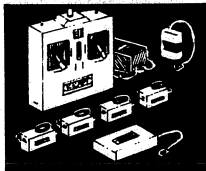


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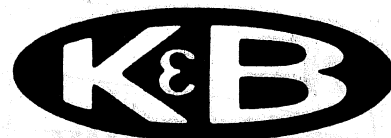
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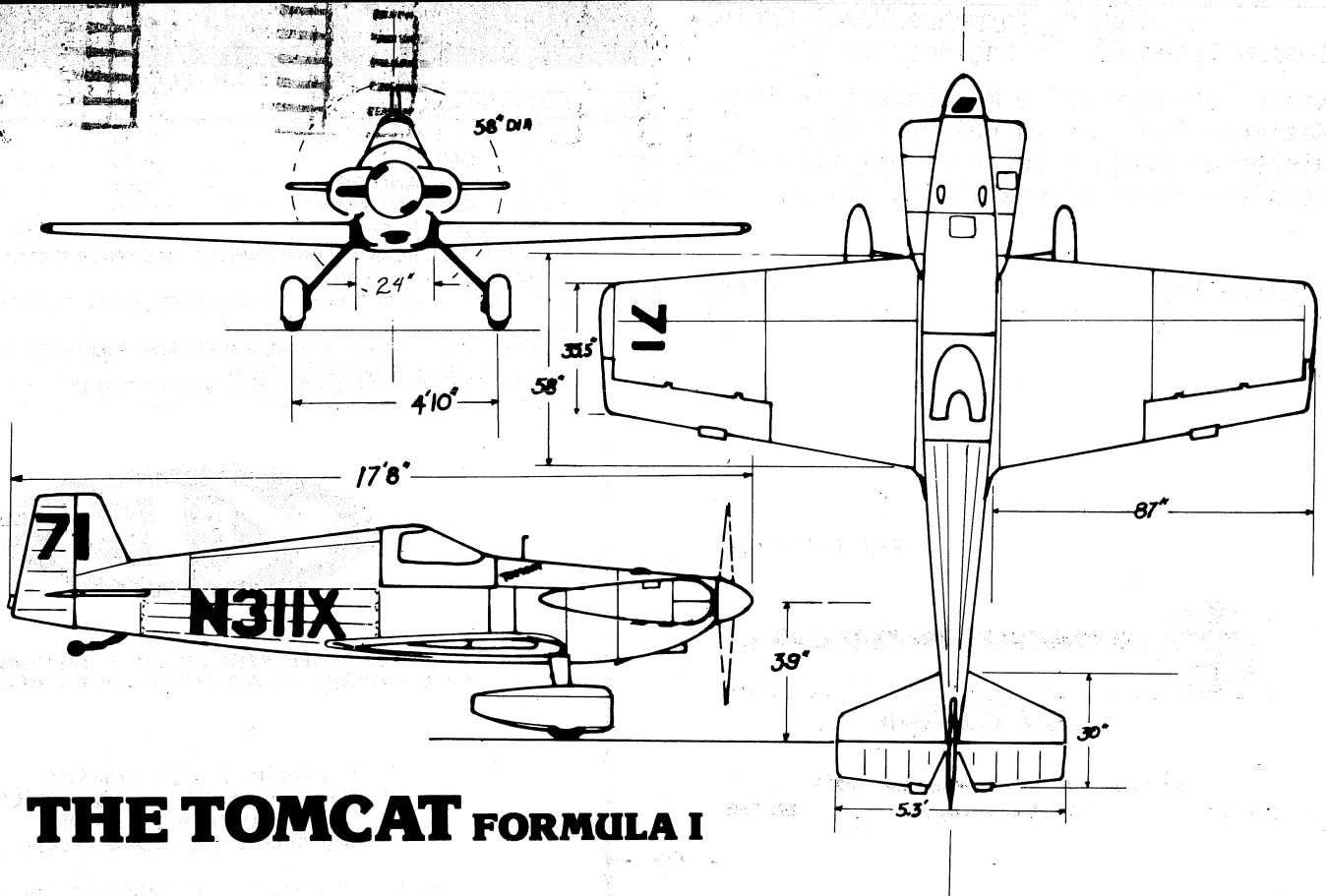
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THE TOMCAT FORMULA I