NEWS RELEASE NMPRA

NATIONAL MINIATURE PYLON RACING ASSOCIATION INC.

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May 1979 AMA AFFILIATED Since 1965

* PRESIDENT'S PAGE *

Hi Gang! It looks like the season is rolling along at full steam in most parts of the country. While most of you are reading this, I will be moving to Garland, Texas. My new address will be:

4622 Bridgeport Drive Garland, Texas 75043

Please hold any mail until after June 8, 1979.

I just got finished talking to Gary McPike about the Bakersfield race which was held on May 19-20. There were 59 entries in this one. Here are the top ten. We will have a full report as soon as we get one.

1.	Dave Shadel	1:17.0
2.	Tom Christopher	1:18.9
3.	Jerry Boyce	1:15.3
4.	Clay Barrett Team (Steve Barrett flying)	1:17.8
5.	John Mcdermott	1:15.6
6.	Harley Condra	1:18.4
7.	Ron Gilman	1:19.9
8.	Rusty Van Baren	1:17.0
9.	Andrew McIndoe	1:24.8
10.	Leonard Walker	1:27.9

See you next month.

Bill

QM MESSAGE

I received a letter from Mr. Worth at AMA HQ and he states that we will be able to use unslotted pipes at the Nationals this year. I talked to Dwayne Brown, the Pylon Event Director for the NATS, at Toledo (April 7) and he states that the NATS rules have not yet been firmed up but will probably will be the same as last year. This would mean that hard hats will be required (they are not for Formula I), no idle on landing, and you will draw for takeoff position.

I have recommended to Shorty Holsclaw, the NMPRA QM Championship C.D., the following: unslotted pipe, optional hard hats, no idle on landing and draw for start. Also, I think it would be a good idea to tear down the top three engines. As for the new carb rule and pressure for the Nationals or Championships, I would be firmly against it. NOTE: a Contest Director can deviate from the rules legally, as long as he advertises it so it is up to Shorty to state any changes from the rule book.

As most of you know the AMA is trying to get FAI Pylon Racing started again. I do not know why QM was never seriously considered. I really never thought much about it until a transplanted Canadian by the name of Frank Anderson mentioned it to me. FAI has usually meant no nitro and our QM engines would work fine on that kind of diet. For those of you who haven't priced nitro lately--in our area it was $10.00 a gallon last March and it is now $25.00 a gallon and going up when you can find it. Our source, I've been told, is not taking any new customers; however, California has plenty (*"but no gasoline", Ed.*). The .15 size engines may be our next problem as Cox is no longer advertising theirs although there are still plenty available direct from Cox or in the "pipeline". If none are available in your area, write Mr. Don Hatcher, c/o Cox Customer Service Dept. since they state that they have a 12 month supply. The status of the new Rossi is still unknown but expected at any time according to the importer, Bill McGraw. QM's next rule change may very well be no nitro, assuming, of course, there is enough gas to get to a contest at any price. Or, we may have to go to a .21 size engine if Cox doesn't make another run and Rossi doesn't come through. So, how many of you would support going to .21s or QM for FAI???? (Ed Note: See FAI Questionnaire printed in this issue for comments.)

I have been to one QM contest as of this writing and find that, overall, the fast times are down about 3 seconds from 1:35 last year to 1:32 now. There is a new QM in the works by Dave Latsha, a "Rivets" which looks good and turned the Fast Time of 1:32.25 at the Atlanta race. It was the first race for the aircraft and, in fact, it had only been flown three times before the race. What with a reported time of 1:24 on the coast, a 1:30 at the NATS and a 1:29 at the Championship Race, a 1:32 is pretty good for the start of the season. The weather conditions at Atlanta were terrible with winds from 10-20 mph and a high temperature of 47. I don't believe it was this warm, as at 4 PM we had a brief snow flurry.

Submitted by:

Gail E. Jacobson
QM Executive Vice President

ORLANDO, FLORIDA MARCH 31-APRIL 1, 1979

A double header Formula 1 race was hosted by the Remote Control Association of Central Florida. We had 22 competitors on Saturday and 16 on Sunday with the sun smiling both days, plus the heavy scent of orange blossoms which I'm sure affected some of our most patient racers by making them more vocal than the last race --- shape up guys or every race will have more and more new help on the pylons!

The tryout of lottery starts on Saturday was replaced by standard judging on Sunday. We had some early "name" dropouts on Saturday, but the wind was reasonable unless you cut-out early in a race and had to waltz your ship through the rough weeds between the pits and the race site --- the wind got worse later Saturday but Bill Williamson still managed the weekends fastest time of 1:13.6 and Brian Richmond made a 1:15.5 on the Sunday as well as pulling the hat trick by winning first place both days!!

The Saturday race obviously took its toll and Sunday, with fewer competitors, was a little easier day on the Pylon help with three plane races instead of four and all wrapped up by 2:30 PM.

Some excellent races both days with the most interesting race being the last heat of the last round on Sunday with Bill and Brian matched to battle it out for first place! --- Bill came second but also pushed Brian hard enough for him to also put in the days fast time - just beating out Bill's fast time by 2/10th of a second!!!

Some other interesting highlights in that the new K&B's appear to be holding up; but, so far, not demonstrably faster --- the R.C.A.C.F.'s own Dave Donat showing that he has the potential to be really good but needing practice (your editor should talk, after cartwheeling his Toni four times after a flame out - right before the T.V. camera which everyone saw at 6 PM and repeated at 11 PM!).

ORLANDO FORMULA 1 - March 31, 1979

1.	Brian Richmond	- 20 pts	6.	Dennis O'Brien	- 14 pts
2.	Bill Williamson	- 18 pts	7.	Gail Jacobson	- 14 pts
3.	Bill Preis	- 18 pts	8.	Dave Donat	- 14 pts
4.	Bob Brogdon	- 17 pts	9.	Dave Pearce	- 13 pts
5.	Clyde Yarbrough	- 15 pts	10.	Dallas Buck	- 12 pts

FAST TIME: Bill Williamson - 1:13.6

ORLANDO FORMULA 1 - April 1, 1979

1.	Brian Richmond	- 15 pts	6.	Rick Cranmer	- 11 pts
2.	Bill Williamson	- 14 pts	7.	Bob Brogdon	- 9 pts
3.	Dave Pearce	- 13 pts	8.	Gail Jacobson	- 9 pts
4.	Dennis O'Brien	- 12 pts	9.	Leroy Griffin	- 8 pts
5.	Bill Preis	- 11 pts	10.	John McDermott	- 7 pts

FAST TIME: Brian Richmond - 1:15.5

Submitted by:

F. L. Anderson

OKLAHOMA CITY RACES - APRIL 21/22, 1979

The SCW District held their first race on April 21 & 22 at Willow Lake Park in Oklahoma City. Quarter Midget results on Saturday were:

1.	McClure	- 1:56	(17 pts)	6.	Campo	- 1:54	(12 pts)
2.	Monnett	- 1:51	(17 pts)	7.	Lewis	- 2:09	(12 pts)
3.	Barnes	- 1:49	(17 pts)	8.	Northcutt	- 2:39	(11 pts)
4.	Jennings	- 1:45	(16 pts)	9.	Brunken	- 2:10	(9 pts)
5.	Jones	- 1:43.6	(14 pts)	10.	Young	- 2:14	(9 pts)

The 3-way tie for first was flown off with McClure - 1st; Monnett - 2nd; and Barnes - 3rd. Dave Harter was the C.D. and sponsor was the Willow Lake Pylon Club. The next SCW Race will be May 5&6 at Dallas, Texas - Quickie 500 & Formula I.

All QM fliers at this race voted to ask the AMA - RC Contest Board Rep, W. E. Thomas, to vote to: 1) not require carbs and idle; 2) allow exhaust extension without slot; and 3) start from draw.

Next Race in Oklahoma City will be Quickie 500 - June 3 - District 8 Rules - 2 classes - next QM and Formula I will be June 9-10.

Submitted by:

Keith McClure
SCW-AM-AVP

OKLAHOMA CITY F-I RACE - 4/22/79

The SCW District Formula I racing season started off with a lot of enthusiasm. We had 25 entries and six rounds were flown. F-I interest is growing rapidly in this area regardless of the cost of transportation and nitro. We had 12 entries from the Ft. Worth/Dallas area, and I counted 6 people who didn't come that are usually at the contests.

Once again the "name-of-game" is consistency in winning the race. Mark Harter proved this by taking first place, and was only one point short of a perfect score. Mark started every time, had no pylon cuts, had good engine runs, and flew a good course. Congratulations, Mark, for doing a good job and showing us "old pilots" what it takes to win. Congratulations to Steve Barrett for turning the fastest time of 1:18.2. Watch out for these two young men, because they will be our top F-I pilots soon.

Ric Oliver had a perfect score and a fast time of 1:27.9 up until the fifth round when he had a mid-air. This put him out of the contest with two zeros, but still he placed sixth. This is Ric's second year of racing and flying R/C. Ric is a converted control-line modeler, along with Phil Bussell who flew his first F-I race. Dubby Jett was at the contest helping, and is training to be a F-I pilot. Phil and Dubby are the tops in the country in control-line speed and hold most of the speed records. We think that they will help promote F-I in this area with their knowledge of engines.

The main point of this contest was that we had 100% NMPRA membership from all contestants. We don't require this for entry, but we strongly encourage it. This demonstrates how this District is backing the NMPRA.

Race results are as follows:

1. Mark Harter - 1:34.3 (23 pts)
2. Tim Edwards - 1:31 (22 pts)
3. John Jennings - 1:27.5 (21 pts)
4. George Parks - 1:26.2 (18 pts)
5. Larry Barnes - 1:36.3 (17 pts)

FAST TIME: Clay/Barrett Team - 1:18.2

Submitted by:

Ed E. Rankin
SCW-VP

VALLEY FLYERS FORMULA I RACE
SEPULVEDA BASIN - APRIL 22-22, 1979

Thirty racers converged on the Sepulveda Basin on Saturday morning to compete for 6 trophies in Expert and 3 in Standard.

There were 22 Expert and 8 Standard flyers. We ran the classes separately as an experiment and in the interest of better matched races. Although the Standard racers had to race each other more than once, the competition was more evenly matched. The Experts had good tight racing throughout the two days of competition.

In Standard class we had two new racers, both making the step up from Quickie flying. Bill Grove (who is no longer in Standard) turning times like 1:21.1 and Harry Gould getting it together with a 1:26.3.

In Expert we had some great races accompanied by some respectable times. There were nine times under 1:17.

All in all, we had two days of great racing with perfect weather -- Temperatures in the 70's and just the right amount of wind.

The results were:

EXPERTS

1. Dave Shadel - 1:17.6
2. Rusty Van Baren - 1:15.3*
3. Ed Hotelling - 1:15.2
4. Scott Johnson - 1:22.7
5. Ed Allen - 1:16.4
6. Jerry Boyce - 1:21.0
7. Larry Laulom - 1:18.0
8. Harley Condra - 1:22.2
9. Joe Zdankiewicz - 1:22.7
10. Tom Christopher - 1:20.0

*Fast Time

1. Harry Gould - 1:26.3
2. Mack Moffat - 1:33.8
3. Tad Sato - 1:38.1
4. Tony Amezcua - 1:30.8
5. Joe Stream - 1:31.8
6. Richard Farrier - 1:40.2
7. Bill Grove - 1:21.1
8. Jay Ross - 1:45.2

Submitted by:

Gary McPike
Western District V.P.

NEW OR REVISED RACE SCHEDULE FOR JUNE 1979

DATE	LOCATION	EVENT	REMARKS
June 2/3	Windsor CA	1/2A; Q-500	New date
June 3	Houston TX	Q-500	District 8 Rules apply
June 17	Milan MI	Q-500	Revised date from 6/10/79
June 17	Framingham MA	Sport/H-Ray	Charles Riv. R/C is host
June 23/24	Bowie MD	F-I; Expert/Novice	Pre-registration req'd
June 23/24	Washington MI	Q-500; QM, F-I	Revised date from 6/30/79
June 24	Morris IL	QM; F-I	Chicago Pylon Club race
June 24	Clarksburg WV	Q-500; Unlimited	Clarksburg MAC is host

PYLON RACING SCHEDULE: 1979 NATIONALS
LINCOLN, NB

	JULY 30	JULY 31	AUG 1	AUG 2	AUG 3	AUG 4
7 AM - 1 PM	QM	QM	QM	F-I	F-I	F-I

Registration for QM and Formula I are July 29 and August 1, respectively.

Predicted Weather: Hot (88°F); Humid (60%) with calm winds in morning to increase by noon. Thunder-showers and increasing breezes occur in the afternoon. Mean daily wind speed and direction is 9.8 MPH from the south. There is a 77% chance of sunshine for July and August. If these predictions hold up, it looks like it will be near ideal conditions for racing. Plan now to attend.

THE LAST LAP

This must be the year of revised race schedules. From many parts of the nation, I have been receiving word on revised race dates, event changes, and even cancellations. This causes much consternation for the Contest Coordinators, to say nothing of the poor soul who drove 300+ miles to discover that his event was held the previous day. While I try to keep abreast of all the changes, some are bound to fall through the crack. The solution is to contact the Contest Director, your District VP or AVP before driving off to a race. We would all benefit if the C.D.'s phone number would be printed along with his contest posting in the AMA "List of Events" calendar.

Printed elsewhere in this News Release is a questionnaire regarding the revival of FAI Pylon Racing. As mentioned previously, Hal de Bolt is the Chairman of the 1979 C.I.A.M. Sub-Committee for R/C Pylon Racing and Robert Brown is the U.S. representative to that committee. Both Hal and Bob wrote to me and corrected my statements regarding FAI Pylon rules. They stated that provisional rules ARE available and FAI pylon CAN be raced TODAY using the same type of models flown in 1974 at the Aerolympics. The current poll is being conducted to obtain U.S. feelings on revising those rules to improve the event and attract the largest number of enthusiasts flying the finest pylon event in the world. Hal and Bob need your response now to formulate rules which will be presented to the Annual FAI meeting in November. Incidentally, there are two FAI International Pylon Races scheduled for 1980--one in Italy and the other in Winnepeg, Canada. Hal states that the Canadian race is being made most interesting for anyone planning to attend. Write him for details.

Personally, I'm in favor of reviving the event and I enjoyed flying it on a local level when it was popular in the early 70's.

For a bit of history, FAI Pylon requires an aircraft about 700 square inches (combined wing and stab), a muffled .40 size engine (sometimes piped), and no nitro fuel (sometimes referred to as "cough syrup" due to an original oil content of 25%). A metric course, slightly larger than Formula I, is flown and the times ranged in the 1:40's with some turning in the high 20's. These specifications permitted and demanded quite a bit of ingenuity with regards to aircraft design and engine setup. Generally, racing 40 engines do not favor a nitro free diet and needle settings were quite a challenge in this event. To be competitive in FAI required a lot of work invested in a different aircraft and much engine tinkering. A team effort of Cliff Telford and Bob Violett pooled their skills and a dedication to win. They quickly swept the event on a regional, national, and international level. The T-V team won the coveted Sopwith Trophy three times in world competition. FAI pylon continued in the U.S. through 1974 when it was last flown at the Nationals and at the NMPRA Championships. I feel it has been hurt on an international basis when the U.S. dropped out although it is still being flown. We now have an opportunity to revive the event and it is important to submit your inputs to Bob Brown ASAP.

Yours in safe racing.

Art Arro

NEW PRODUCTS REVIEW

Everyone connected with racing knows "that it's what's up front that counts." This year K&B has introduced a new 6.5 CC (.40) racing engine Model #9120 "for R/C Pylon Racing, U/Control (Formula.40, Class C Speed and Rat Racing". Being a long time fan of K&B engines, and I've run them even though they are on the endangered species list with regards to popularity in Formula I. The earlier models (#9001, SR II, etc.) had a peculiar habit of digesting backplates, warping rotors, shattering rods and generally dismantling themselves in the heat of competition. This soon lead to an intolerable number of zeros, cussing and consternation for those who used, and sometimes abused, this engine. In spite of these deficiencies, the SR II and its variants managed to win the NMPRA Formula I Championships and turn-in a few of those sub-teen times all of us dream about.

When I heard about a new 6.5 engine, I asked John W. Brodbeck about it in Toledo and he quite modestly referred me to their new literature release. Naturally my curosity was at a heightened level when I finally received a K&B 6.5, Serial #I-548 from my favorite hobby emporium. A cursory exterior inspection revealed a new venturi/needle valve assembly and little else different from the earlier models. Even the operating and maintenance instructions were similar. I next quickly tore into the engine using the handy hex head wrench supplied. (Note that engine disassembly voids the warranty on the engine.) I discovered that the head is a two piece "button" affair which is the style for most serious racing engines. Evidently, the head-to-sleeve fit is very critical and a machined combustion chamber is preferred over the one piece cast head. The brass sleeve utilizes the K&B Quintuple Bypass Porting arrangement and the exhaust pport is webbed to prevent distortion. The two bypass ports were staggered in timing by several degrees. Next, the front and backplate assemblies were removed which provided access to the piston/write pin/conrod unit. A truly massive rod machined from 7075-T6 stock is bushed at both ends. Oil holes are also provided for lubrication.

The material, dimensions and fabrication of the conrod should insure its integrity under the most severe operating conditions. Looks like K&B really did their homework on this.

The piston is made from high silicon content aluminum and the interior is machined for lightness. These steps were probably taken to reduce the reciprocating mass and consequent vibration level of the engine. A teflon padded wrist pin slips into a blind hole of the piston. Also, two spacers are provided on either side of the rod to maintain centering on the wrist pin and crank pin. The backplate assembly utilizes a hardened steel rotor running on an aluminum surface. The previous models utilized an aluminum rotor running on a chromed aluminum surface. If you set the clearance too tight, then the chrome would flake off and run through the engine doing it no good at all. A beautiful black exhaust plume outlining the airflow pattern on the fuselage was a sure indication of a dechromed backplate.

The front housing appears similar except for a lubrication hole to feed the rear bearing. The overall workmanship and fits were quite good on my sample. It appears that the new 6.5 corrected the structural shortcomings of the earlier engines. It is to be noted that operating conditions, i.e. with high nitro content, etc., of Formula I racing engines is quite severe and demands the most of design and metallurgy. There has been considerable expense in redesign, tooling, and production of these changes and the price remains the same as before. It is a tribute to K&B in these highly inflationary times and sometimes cosmetic facelifting improvements which are commonplace nowadays. Also, I did not wish to criticize previous 6.5 models, but only related my own personal experiences in running these engines. Most of these problems were eradicated after a skull session with Cliff Telford and I haven't experienced any difficulties since then. Both Cliff Telford, 7417 Arrowood Road, Bethesda MD 20034 and Clarence Lee (see ad page) do reputable customizing on the K&B 6.5 engine. THere are probably many others who do good work, but I can only attest my own experience and satisfaction with these individuals. Their only stipulation is that the engines must be new and assembled. Write them for a price schedule.

Time and space do not permit a static run and flight test of the new 6.5 but I hope to report on this in the near future. Initial race reports from sunny Florida indicate improved durability of the engine but "not demonstrably faster". I'm sure speed will come with experience and wish to close this product review with a quotable jingle by Jim Maki. It goes like ... "In the jungle, the quiet jungle, no tiger sleeps tonight". I think the meaning of this tune will become apparent this season.

CLASSIFIED SECTION

NMPRA

NATIONAL CHAMPIONSHIP
POINT SYSTEM

Number of Entries

Place	21	22	23	24	25	26	27	28	29	30	31	32
1	100.4	100.9	101.2	101.6	102.0	102.4	102.7	103.0	103.4	103.7	104.0	104.3
2	95.5	96.1	96.7	97.3	97.8	98.3	98.8	99.3	99.7	100.1	100.6	101.0
3	90.5	91.4	92.2	92.9	93.6	94.3	94.9	95.5	96.1	96.6	97.1	97.6
4	85.6	86.6	87.6	88.5	89.4	90.2	91.0	91.7	92.4	93.1	93.7	94.3
5	80.6	81.9	83.0	84.2	85.2	86.2	87.1	87.9	88.8	89.5	90.3	91.0
6	75.6	77.1	78.5	79.8	81.0	82.1	83.2	84.2	85.2	86.0	86.8	87.7
7	70.7	72.4	74.0	75.4	76.8	78.1	79.3	80.4	81.5	82.5	83.4	84.3
8	65.7	67.6	69.4	71.1	72.6	74.0	75.4	76.6	77.9	78.9	80.0	81.0
9	60.7	62.9	64.9	66.7	68.4	70.0	71.5	72.8	74.2	75.4	76.6	77.7
10	55.8	58.2	60.3	62.3	64.2	65.9	67.6	69.1	70.6	71.9	73.1	74.3
11	50.8	53.4	55.8	58.0	60.0	61.9	63.7	65.3	66.9	68.3	69.7	71.0
12	45.9	48.7	51.2	53.6	55.8	57.8	59.8	61.5	63.3	64.8	66.3	67.7
13	40.9	43.9	46.7	49.2	51.6	53.8	55.9	57.8	59.6	61.3	62.8	64.3
14	35.9	39.2	42.1	44.9	47.4	49.7	52.0	54.0	56.0	57.7	59.4	61.0
15	31.0	34.4	37.6	40.5	43.2	45.7	48.0	50.2	52.3	54.2	56.0	57.7
16	26.0	29.7	33.0	36.1	39.0	41.6	44.1	46.4	48.7	50.7	52.5	54.4
17	21.0	24.9	28.5	31.8	34.8	37.6	40.2	42.7	45.0	47.1	49.1	51.1
18	16.1	20.2	23.9	27.4	30.6	33.5	36.3	38.9	41.4	43.6	45.6	47.8
19	11.1	15.4	19.4	23.0	26.4	29.5	32.4	35.1	37.7	40.1	42.3	44.5
20	6.1	10.7	14.8	18.7	22.2	25.4	28.5	31.4	34.1	36.5	38.9	41.2
21	1.2	6.0	10.3	14.3	18.0	21.4	24.6	27.6	30.4	33.0	35.5	37.8
22		1.2	5.8	9.9	13.8	17.3	20.7	23.8	26.8	29.5	32.1	34.5
23			1.2	5.6	9.6	13.3	16.8	20.1	23.1	25.9	28.6	31.2
24				1.2	5.4	9.2	12.9	16.3	19.5	22.4	25.2	27.9
25					1.2	5.2	9.0	12.5	15.8	18.9	21.8	24.5
26						1.2	5.1	8.7	12.2	15.3	18.4	21.2
27							1.2	5.0	8.5	11.8	14.9	17.9
28								1.2	4.9	8.3	11.5	14.5
29									1.2	4.7	8.1	11.2
30										1.2	4.6	7.9
31											1.2	4.5
32												1.2

Place	33	34	35	36	37	38	39	40	41	42	43	44
1	104.6	104.9	105.1	105.4	105.7	106.0	106.2	106.5	106.8	107.0	107.3	107.5
2	101.3	101.7	102.1	102.5	102.8	103.2	103.5	103.8	104.1	104.4	104.8	105.1
3	98.1	98.6	99.0	99.5	99.9	100.3	100.7	101.1	101.5	101.9	102.2	102.6
4	94.9	95.4	96.0	96.5	97.0	97.5	97.9	98.4	98.8	99.3	99.7	100.1
5	91.6	92.3	92.9	93.5	94.1	94.7	95.2	95.7	96.2	96.7	97.2	97.6
6	88.4	89.1	89.9	90.5	91.2	91.8	92.4	93.0	93.6	94.1	94.7	95.2
7	85.2	86.0	86.8	87.6	88.3	89.0	89.6	90.3	90.9	91.5	92.1	92.7
8	82.0	82.9	83.7	84.6	85.4	86.2	86.9	87.6	88.3	89.0	89.6	90.2
9	78.7	79.7	80.7	81.6	82.5	83.3	84.1	84.9	85.6	86.4	87.1	87.8
10	75.5	76.6	77.6	78.6	79.6	80.5	81.4	82.2	83.0	83.8	84.6	85.3
11	72.3	73.4	74.6	75.7	76.7	77.7	78.6	79.5	80.4	81.2	82.0	82.8
12	69.0	70.3	71.5	72.7	73.8	74.8	75.8	76.8	77.7	78.6	79.5	80.3
13	65.8	67.2	68.5	69.7	70.9	72.0	73.1	74.1	75.1	76.0	77.0	77.9
14	62.6	64.0	65.4	66.7	68.0	69.2	70.3	71.4	72.5	73.5	74.5	75.4
15	59.3	60.9	62.3	63.7	65.1	66.3	67.5	68.7	69.8	70.9	71.9	72.9
16	56.1	57.7	59.3	60.8	62.2	63.5	64.8	66.0	67.2	68.3	69.4	70.4
17	52.9	54.6	56.2	57.8	59.3	60.7	62.0	63.3	64.5	65.7	66.9	68.0
18	49.7	51.5	53.2	54.8	56.4	57.8	59.2	60.6	61.9	63.1	64.4	65.5
19	46.4	48.3	50.1	51.8	53.5	55.0	56.5	57.9	59.3	60.6	61.8	63.0
20	43.2	45.2	47.1	48.8	50.6	52.2	53.7	55.2	56.6	58.0	59.3	60.6
21	40.0	42.0	44.0	45.9	47.6	49.3	51.0	52.5	54.0	55.4	56.8	58.1
22	36.7	38.9	40.9	42.9	44.7	46.5	48.2	49.8	51.3	52.8	54.2	55.6
23	33.5	35.8	37.9	39.9	41.8	43.7	45.4	47.1	48.7	50.2	51.7	53.1
24	30.3	32.6	34.8	36.9	38.9	40.8	42.7	44.4	46.1	47.7	49.2	50.7
25	27.0	29.5	31.8	34.0	36.0	38.0	39.9	41.7	43.4	45.1	46.7	48.2
26	23.8	26.3	28.7	31.0	33.1	35.2	37.1	39.0	40.8	42.5	44.1	45.7
27	20.6	23.2	25.7	28.0	30.2	32.4	34.4	36.3	38.1	39.9	41.6	43.2
28	17.4	20.0	22.6	25.0	27.3	29.5	31.6	33.6	35.5	37.3	39.1	40.8
29	14.1	16.9	19.5	22.0	24.4	26.7	28.8	30.9	32.9	34.8	36.6	38.3
30	10.9	13.8	16.5	19.1	21.5	23.9	26.1	28.2	30.2	32.2	34.0	35.8
31	7.7	10.6	13.4	16.1	18.6	21.0	23.3	25.5	27.6	29.6	31.5	33.3
32	4.4	7.5	10.4	13.1	15.7	18.2	20.5	22.8	25.0	27.0	29.0	30.9
33	1.2	4.3	7.3	10.1	12.8	15.4	17.8	20.1	22.3	24.4	26.5	28.4
34		1.2	4.3	7.2	9.9	12.5	15.0	17.4	19.7	21.8	23.9	25.9
35			1.2	4.2	7.0	9.7	12.3	14.7	17.0	19.3	21.4	23.5
36				1.2	4.1	6.9	9.5	12.0	14.4	16.7	18.9	21.0
37					1.2	4.0	6.7	9.3	11.8	14.1	16.4	18.5
38						1.2	4.0	6.6	9.1	11.5	13.8	16.0
39							1.2	3.9	6.5	8.9	11.3	13.6
40								1.2	3.8	6.4	8.8	11.1
41									1.2	3.8	6.3	8.6
42										1.2	3.7	6.1
43											1.2	3.7
44												1.2

Number of Entries

Place	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
1	82.0	85.2	88.1	90.1	91.7	93.0	94.1	95.1	95.9	96.7	97.3	98.0	98.5	99.0	99.5	100.0
2	61.8	68.4	73.6	77.4	80.3	82.8	84.8	86.5	88.0	89.3	90.5	91.5	92.4	93.3	94.1	94.8
3	41.6	51.6	59.1	64.7	69.0	72.6	75.5	78.0	80.1	82.0	83.6	85.1	86.4	87.5	88.6	89.6
4	21.4	34.8	44.6	52.0	57.7	62.4	66.2	69.5	72.2	74.6	76.7	78.6	80.3	81.8	83.2	84.4
5	1.2	18.0	30.2	39.3	46.4	52.2	56.9	61.9	64.3	67.3	69.9	72.2	74.2	76.0	77.7	79.2
6		1.2	15.7	26.6	35.1	42.0	47.7	52.4	56.4	59.9	63.0	65.7	68.1	70.3	72.2	74.0
7			1.2	13.9	23.8	31.8	38.4	43.9	48.6	52.6	56.1	59.3	62.0	64.5	66.8	68.8
8				1.2	12.5	21.6	29.1	35.3	40.7	45.3	49.3	52.8	55.9	58.8	61.3	63.6
9					1.2	11.4	19.8	26.8	32.8	37.9	42.4	46.4	49.9	53.0	55.8	58.4
10						1.2	10.5	18.3	24.9	30.5	35.5	39.9	43.8	47.3	50.4	53.2
11							1.2	9.7	17.0	23.2	28.7	33.5	37.7	41.5	44.9	48.0
12								1.2	9.1	15.9	21.8	27.0	31.6	35.7	39.4	42.8
13									1.2	8.5	14.9	20.6	25.5	30.0	34.0	37.6
14										1.2	8.1	14.1	19.5	24.2	28.5	32.4
15											1.2	7.7	13.4	18.5	23.1	27.2
16												1.2	7.3	12.7	17.6	22.0
17													1.2	7.0	12.1	16.8
18														1.2	6.7	11.6
19															1.2	6.4
20																1.2

Academy of Model Aeronautics

AMA

NATIONAL HEADQUARTERS • 815 FIFTEENTH STREET, N.W., WASHINGTON, D.C. 20005 • TELEPHONE: AREA CODE 202/347-2751

FAI PYLON QUESTIONAIRE

A committee in the UNITED STATES is attempting to establish rules for FAI pylon racing. Your answers to the following questions will help determine the guidelines for these rules.

1. How many fliers in your area actively participate in Formula I racing?

   ____

2. Of these active racers, approximately how many would participate in FAI racing if the rules were similar to Formula I?

   ____

3. Would you agree that FAI Pylon Racing should present the FINEST TYPE of R/C racing that it is possible to create?

   Yes______ No______

4. What MIXTURE of FUEL would you recommend for FAI pylon?

   __________80/20 FAI Fuel

   __________15% Nitro

   __________Unlimited Nitro

5. Should Tuned PIPES be allowed? Yes________No________
   If so, what limits should be put on them?

6. Should retractable landing gear be allowed?

   Yes_____ No______

7. Please discuss any other pertinent rules or limitations which would help create and maintain interest in FAI racing.....

PLEASE RETURN TO: BOB BROWN, 1255 HIGH STREET, BRADFORD, PA 16701

Art Arro
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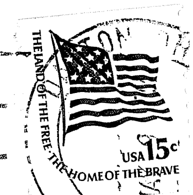

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