



NEWS RELEASE

NMPRA

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JANUARY 1981 AMA AFFILIATED SINCE 1965

PRESIDENT'S PAGE

Here I am moving again. Please note my new address and phone number:

Bill Hager
706 Glen Hover Dr.
Conroe, Texas 77302
Phone (713) 273-2086

Its time to elect our new QM Executive V.P. and our area V.P.'s Here are the nominations I have received:

QM Exec. V.P.

1. Wayne Yeager
2. Doug Brueshaber
3. Eric Ristrum

V.P. for S.W. District

1. Eric Ristrum
2. Gary Hoover

V.P. for N.E. District

1. Tom Dooley

V.P. for N.C.E. District

1. Art Arro
2. Mike Helsel
3. Wayne Yeager

V.P. for N.C.W. District

1. Leon Elbert

Some of the Districts have already had their elections at area meetings they are:

S.C.W. V.P. Ed Rankin
S.C.E. V.P. Greg Doe

Don't forget they are the guys that will represent you this year. Send all of your votes to me by Feb. 30, 1981

The Championship race may possibly be held in Las Vegas this year and Texas in 1982. If you have any comments on this let my know as soon as possible.

See you next month

Bill

There is not much going on this time of the year. In most parts of the country the weather has forced most flyers indoors to build and hash over plans for the upcoming season.

Be sure and get your vote in for the QM Exec. V.P. and your area V.P.'s so they can get your race schedule set up as soon as possible.

If you have any tech articles to be printed I would be glad to print them. I am printing a couple of races that were reported last summer that somehow got misplaced. I promise I didn't lose them on purpose.

Ron Gilman's Denight Special is now on the market for Form 1 for \$85.00.

Dick Ritch has a new framed up Quickie 500 called the Outlaw that won the Q-500 NATS in Austin, TX this fall, it goes for \$60.00.

If you have or see any new products that you think racers should know about drop me a line.

Matt

A TRIBUTE TO BILL PACHAK

William R. (Bill) Pachak flew his first model airplane as a young gradeschool student in Pueblo, Colorado, back in the middle 1930's. On Sunday, October 6, 1980 Bill won the first heat at a quater-midget R/C Pylon meet at Sky Corral Field in Pueblo. It was to be his last competition flight.

That evening, Bill Pachak flew his own personal last flight, victim of a heart attack.

During the years between those first and final flights, Bill was many things: a student, a member of the U. S. Air Force, a husband and a father but always a dedicated modeler. Bill was always building a model airplane, flying a model or teaching someone else to fly a model. Whatever there was to build and fly, Bill built it and flew it ... hand launched gliders, free flight planes and R/C crafts of all kinds.

We feel a great sense of loss at Bill's passing. He touched many lives over the years from his "headquarters" at Pachak Hardware and Hobbies. There were the young people who came in to buy that first model plane or rocket, who received valuable help and encouragement. There were the teachers who came for aid in turning their students on to the values and pleasures of model aviation. There were the men and women to whom Bill was friend, mentor, and competitor.

Bill was a master competitor. He loved the graceful soaring of a freeflight circling higher and longer; he loved the shrill whine of a well tuned engine pulling his racer tightly around the pylons; he loved the exactness and beauty of his R/ C scale Oscar. Yet in the heat of tightly contested matches, his sense of fair play and true sportsmanship was always evident. Bill Pachak was a winner.

Inside that competitor was the man who always had time for others, who felt deeply that it was important to make time to teach the beginner and assist the expert, who helped as few can ... with whole heart and enthusiasm. He had time to pitch in...whether as a contest director, a judge, a club officer or as area representative of the National Miniature Pylon Racing Association.

Every decent Sunday... and often during the week...Bill was at the Sky Corral field...to fly...and lead others to develop their own skills and confidence. (Bill Pachak was one of two Puebloons to be awarded the District IX All-Season Flyer patch, which will be presented to his widow.) He had time to be both a modeler and a friend. He was a winner and a giver.

Those of you throughout Colorado and neighboring states who knew and flew with Bill Pachak have lost a true companion of the skies. What he gave of himself is ours to keep...that love of flying and belief in ourselves that this master of our craft imparted.

Thank you, Bill, for being our winner. Duane Pisciotta
Sky Corral R/C Club



NMPRA

NATIONAL MINIATURE PYLON RACING ASSOCIATION INC.

Q.M. Executive Wayne Yeager
Vice President 38235 Castle Dr.
Romulus, Mi. 48174
313/941-6661

Happy New Year! Got some good and bad news. First the good. Just received some information on a new .15 that will be available this summer and thought I'd pass on the vital statistics.

The engine will be completely hand machined by Henry Nelson who is well known in Ukie circles. (no pun intended) Henry has been producing a diesel which I understand is excellent in quality of workmanship. His new Nelson .15 G (for glow) will be available in Standard and R/C versions and will only be distributed by Joe Klause through Kustom Kraftmanship- P.O. Box 2699- Laguna Hills, Ca. 92653. Joe will be the sole distributor and I understand he prefers you deal through your local hobby shop. If you want futher info. send him a large, self addressed, stamped, envelope.

He indicates there are various head configurations available, however, I'm not sure what this means. If he's talking button head with various glow ranges, then he's ok. If he's talking different chamber configurations then he might have a problem with the rules. He also advertises "various R/C carburetors available". Don't know what that means either but I suppose we'll see.

Now for the bad news! List price for the R/C version is \$169.95 ! What do you think of that sports fans?

I suppose if this engine is good and out-performs everything now in use, then some people will buy them regardless of the price, however, I'll tell ya, too steep for me!

The availability rules are going to come into play in this one because they state, "There shall be a period of 60 days between availability of engines to said retail channels and the use of the engine in a contest". This of course means available in the hobby shops an June 1, but can't legally compete until Aug 1, which is a little late in the season for some.

Haven't heard anything yet on the NMPRA election outcome so don't know who's in charge. Don't know who is National champ yet either because still looking for some contest results. I really think a change in the system is needed.

Opinion!!! Wouldn't it be nice if the guys who glued up the motel locks at the Form I Championship in Florida, would repay NMPRA the amount it cost us for the damage? Remember, it cost everyone of us. I wouldn't even complain if they did it anonymously, as long as they stepped forward and re-payed the association. How about it guys?

Turn Left

Yeager

WINTER DOLDRUMS -- There have been no Quickie races in the area since the Nationals, and it will be April or May before they start. Time for building and sport flying (week end weather permitting). The Formula I Nationals were held at Titusville, Florida in October. Attending from the Houston Area were David Layman, Dubb Jett, and Rick Oliver. All had their problems and none placed in the top ten. For a complete run-down on the race, see Bill Hager's coverage in the February issue of Model Aviation.

HAFRA FUTURE -- It was decided by those who attended the October meeting that Hapra would continue to meet through the winter every two months. The next meeting is scheduled for January 15, 1981 at 7:30 PM -- Seven Oaks Club House -- 1201 Bering Dr -- come and join us -- we plan to have a movie for program.

HAFRA NEWSLETTER -- During the past several months, the newsletter has been mailed to about 100 people, both in town and out, who were thought to have an interest in model airplane pylon racing. The postal bill was carried by the fifteen, or so, paying members of the club. It is time to reduce the mailing list to those who are truly interested in the future of pylon racing in Houston and surrounding areas. Therefore, some of you will receive a notice with this newsletter that you will have to return to me if you wish to continue to receive this missile. If you do not receive the notice with this mailing, it means that you will continue to receive the newsletter with no effort on your part. The next one will probably come out in March.

THE PERISHING FLYING FIELD -- There are several clubs in the Houston area which have lost, or are in danger of losing their fields. The Southwest R/C Club is losing their field to a 2000 foot TV antenna. But they will come out all right because they have taken over the HAFRA field. Have a lease signed and sealed. -- Gulf Coast R/C have been shut down for a couple of months and may lose the field permanently. A trespasser crashed an airplane in the backyard of a neighboring house. I understand that there were people in the yard at the time. No one was injured, but they were some shook-up. -- The stadium at Hwy 6 and US 59 has been closed to flyers. -- And, I understand that a club in the northwest part of Houston and maybe the Jetero Club are having problems. Mostly rumor, no details on those.

GOOD NEWS -- AMA Nationals - Seguin, Texas - Aug. 2-9, 1981

SOAP BOX -- By now you have received the ballot for the run-off between Earl Witt and John Grigg for the office of president of AMA. It would seem to me that anyone who has read Model Aviation the past several months would see that Earl Witt cannot get along with anyone in the AMA organization and that another term as pres could see the demise of the club as we know it. NOTE FOR JOHN GRIGG!!!!!!

CLASSIFIED -- Dick Ritch has a new shipment of ready-built Q-500 "OUTLAW" for sale. These are ready-to-cover airplanes. I believe these are of the design of the "Texas Rat" but with a new name.

P.S. Claude - please bring the checkbook and records around so we can pay our bills.

Keep 'em flying,

Gene

BONUS -- May 3 ---- Okla. City - Formula I
16,17 - Austin - Q-500 and Formula I
30,31 - Dallas - Q-500 and Formula I
June 13,14 - Ft. Worth - Q-500 and Formula I
27,28 - Dallas - Q-500 and Formula I
Sept 5,6,7 - Dallas - Q-500 and Formula I
19,20 - Okla. City - Two Formula I contests

N C E DISTRICT NEWS

Skymasters 4th Annual Pylon Race - September 27th and 28th, 1980
Rochester, Michigan - Dave Keats C.D.

The 1980 contest season climaxed with an excellent race hosted by the Skymasters club. This was their 4th pylon race and each year the tend to out do themselves.

The three usual events: Quickie 500, Quarter Midget and Formula 1, were flown during a two day weekend. For a change, the weather was nice with sunny skies and temperatures in the mid-sixties. The mornings were a bit chilly and several layers of clothing were required to keep warm.

Quickie 500 began on Saturday morning with 21 entries competing under the CAPS Handicap Rules including the use of select schnuerle and modified-bypass ported engines permitted. Most of the planes were standard Spickler Q-500's with a Sig Kavalier and a Bird. Quickest 500 to round things out. Several new faces were present and these Novices were hard to beat since they only had to fly 8 laps against the Intermediates who flew 9 laps and the experts flying a full 10 lap course. A 7 x 3 matrix was used due to frequency conflicts and subsequent crashes produced a number of one and two plane heats. There were several mid-air, hard landings, etc. and one pilot demolished his Quickie by backing up over it with his van.

After five rounds of racing it was Dave Keats in 1st Place with a perfect 20 point score. Three fliers were tied for second with 19 points each and a fantastic flyoff was flown. Dennis Sumner won closely followed by Dave Timcoe and Art Arro had a cut for fourth place overall. All three planes were in close formation until Art had the cut and dropped back. It is interesting to note the K & B 8011 engine was used by the top four place winners and it is holding its own against the others allowed in the event. However the novice has several engines to chose from with none of them flagrantly faster than the other and hopefully our beginner participation will increase as a result.

After the awards ceremony in Quickie the course was reversed into the prevailing wind and shortened to the standard 2.0 mile length for Quarter Midget. Two rounds of QM were flown on Saturday with the remaining three completed on Sunday morning. A total of sixteen fliers participated

and Ken Hulik took his first victory in this event. There were several fast times in the mid-twenties and low thirties due to the fine weather conditions.

Formula 1 was the final event and it drew 10 entries from Michigan and Ontario. The Canadians were given a warm welcome and everyone else was eager to see them race. Half the entries were on 72.24 MHz (Red and White) which dictated two plane heats and very little initial interest. However, the pilots had their stuff together and were successful at taking off to produce some exciting races, keen competition, good weather conditions and a whole season's experience produced some record fast times for this final event. Over half the entries were in the mid-twenties and Dave Keats and Billy Johnson turned 1:16.4 and 1:17.8 respectively. In the end it is the accumulated points which determine the winner and it was a three way tie for first at 19 points each. Again, frequency conflicts precluded what would have been a fantastic flyoff and the final placings were determined by times. The results are below:

Skymasters Fourth Annual Pylon Race

Formula 1 28 September 1980 10 Entries

Place	Name	Time	Fast Time	Plane / Engine
1	Dave Timcoe	19*	1:21.8	Polecat / Tommy Tigre
2	Dave Kelly	19*	1:23.1	Polecat / K & B 6.5
3	Dennis Sumner	19*	1:28.8	Polecat / X-40
4	Art Arro	17	1:25.2	Toni / K & B 6.5
5	Dave Keats	16	1:16.4	Toni / X-40

*Place determined by time

Dave Kelly was the only foreigner (Canadian) to place at this race although the others gave a good race. Many pilots discussed flying in each others circuit for next season. Until then, I remain Yours in in racing (Form 1)

Art Arro

NCE-VP

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- Joined Epoxy Wheel Pants (Q.M.)..... 10.95
- Axle Retainers - Formula 1 (Med.)..... 2.49
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- Heavy Duty Dural Gear - Q.M. Small..... 4.95

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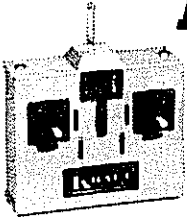
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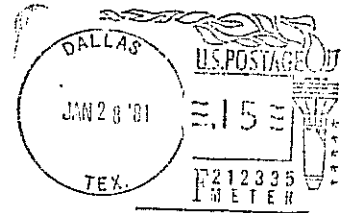
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