



# NEWS RELEASE

# NMPRA

## NATIONAL MINIATURE PYLON RACING ASSOCIATION INC.

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MAY 1981

AMA AFFILIATED

SINCE 1965

**\*\* PRESIDENT'S PAGE \*\***

Hi Gang,

Writing for Model Aviation and being so involved with the NMPRA, I get a lot of input on various subjects from across the country.

This year there have been several contests cancelled due to the loss of club fields. With fewer contest sites available each year, we as flyers should work at helping to keep the sites we now have. We should also be considerate and appreciative of the people that work these contests. These people volunteer their time so that we the flyers can compete. Many of these workers don't fly, but just enjoy helping out.

It was quite disturbing to me the other night when a friend of mine called me to say that his club probably will not host another contest next year. Why? I asked. Well it seems as though at the last contest put on by his club the workers were subjected to a lot of verbal abuse from just a few flyers. Remember these workers are volunteers with a difficult job at best.

This reminds me of the 1980 Championship race in Florida. Where some one glued the locks on some of the motel rooms with HOT STUFF. This cost the NMPRA about \$380.00, not to mention the bad publicity.

We thought the person responsible would reimburse the NMPRA, but we have heard no response yet. Is it right that the NMPRA should foot this bill for one of its "CHAMPIONS ANTICS".

I personally don't think vandalism and abusive attitudes belong at a race. While the host club has an obligation to the flyers to run a good contest, don't you think we as flyers owe it to the club to act like adults.

Think about it.

See you next month,

Bill





# NMPRA

## NATIONAL MINIATURE PYLON RACING ASSOCIATION INC.

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

Thus far the QM VP's for 81 are: Dave Latsha NE, Greg Doe SCE, and Kevin Craft NW. Not necessary to hold an election as these people are all running unopposed. Still have no one for NCW, SCW, and SW, but I guess the lack of contests in these areas won't require anyone. I will cover NCE again although I would prefer someone else. (Any volunteers?)

Unless I receive logical reasons to the contrary, I am going to change the current system of awarding NMPRA shirts to each district champ, because the number of contests has fallen to such small numbers in some areas that it's not fair to award shirts to someone who attends only a couple of contests. I think we will use the Form I format which is shirts for the people who accumulate the most points nationally. Form I gives out shirts to the top ten and I think we will go the top five plus I'll probably hold back some Rough River money and award to the best of that meet. Anyone object?

Ran into Rick Gerling at Toledo who is going to CD the Nats again. Rick did a good job in Wilmington and I'm sure he will again providing those "Texans" provide adequate personel. Tough job CD'ing the Nats especially when the flyers want one thing and AMA another.

Had a look at the new Nelson .15 at Toledo and the supposedly "shortly available" new Rossi. Regardless of what the distributors think, they are both expensive! The Rossi is in the \$180. range. Mega-bucks!

### Known contests nationally are;

May 2-3	Atlanta, Ga.	QM-Q500	Aug. 1-2	Toledo, Oh.	QM-Q500-FI
May 30-31	Hampton, Ia.	QM-Q500	Aug.	Sequin, Tx.	QM- (nats)
June 13	Harrisburg, Pa.	QM-Q500	Aug. 15	Benton Hbr, Mi.	QM-Q500
June 13-14	Detroit, Mi.	QM-Q500-FI	Aug. 22	Harrisburg, Pa.	QM-Q500
June 13-14	Ashville, N.C.	QM-Q500	Aug. 23	Toledo, Oh.	QM
June 13-14	Cherokee, Ia.	QM-Q500	Aug. 23	Apple Valley, Mn.	QM
July 5	Pontiac, Ill.	QM-Q500	Sept. 5	Minneapolis, Mn.	QM
July 11-12	Harrisburg, Pa.	QM-Q500	Sept. 19-20	Rough River, Ky.	QM
July 25-26	Des Moines, Ia.	QM-Q500	Sept. 26-27	Nashville, Tn.	QM-Q500-1/2a
			Oct. 3-4	Minneapolis, Mn.	QM-Q500
			Nov. 1	Orlando, Fl.	QM-Q500



+++++ NCE DISTRICT NEWS & RACE CALENDAR +++++

<u>DATE</u>	<u>LOCATION</u>	<u>EVENT</u>	<u>REMARKS/CONTACT/PHONE</u>
May 30/31	Hampton IA	Q-500/QM	NGPL Rules
May 31	Milan MI	Q-500	CAPS Rules/W. Yeager 313/941-6661
June 7	Benton Harbor MI	F-500	Any 40-pipes allowed - 15% fuel
June 13/14	Cherokee IA	Q-500/QM	NGPL Rules
June 13/14	Rochester MI	Q-500/QM/F-1	AMRGC Champs/D. Keats 313/689-3813
June 21	Delaware OH	F-1	Fred Johanson 614/882-9536
June 21	Libertyville IL	F-500	R. Browning CD
June 27/28	St. Paul MN	Q-500	NGPL Rules Q-500 both days
June 28	Milan MI	Q-500	CAPS Handicap/K. Shaw 313/665-4287
June 28	Chicago IL	Warbirds	New AMA Event/H. Cain 312/537-8533
July 5	Fairbury IL	Q-500/QM	H. Todd CD 815/692-2888
July 13-18	Centralia, Ont.	Sport/F-1	Canadian Nationals
July 25-26	Des Moines IA	Q-500/QM	NGPL Rules
July 26	Saline MI	1/2A	CAPS Rules/J. Cohen 313/662-9248
August 1/2	Sylvania OH	Q-500/QM/F-1	R. Knepper CD 419/478-7280
August 15/16	Benton Harbor MI	QM/F-1/F-500	Steve Metzger CD
August 23	Apple Valley MN	QM	NGPL Rules
August 23	Samaria MI	QM	Silver Cup/R. Knepper 419/478-7280
September 5	Grass Field MN	QM	NGPL Rules
September 6	Westland MI	1/2A	CAPS Rules/A. Adamisin 313/287-9320
September 19/20	Rough R KY	QM	NMPRA Championships
October 3/4	Grassfield MN	QM	NGPL Rules

As you can see, there is a lot of pylon racing in the NCE District. For those who wish to attend additional races, there are three more in neighboring Ontario including the Canadian Nationals. The Canadian Nats is held in Centralia, Ontario, which is just a couple driving hours northeast of Detroit. Two pylon racing events will be held this year--Sport Pylon and Formula I. Formula I rules are the same as AMA/NMPRA. Sport Pylon allows Quickie-type (12% wing thickness) aircraft and front intake/side exhaust engines with R/C type carbs. The exact rules and entry blank are available from: MAAC, P.O. Box 9, Oakville, Ont., Canada L6J 4Z5. By the way, the event dates are for Sport Pylon - July 13/14 and Form I - July 17/18. I raced in the Canadian Nats back in 1977 and had a good time. This year should see a large turnout with entries from Ontario, New York, New England and hopefully from the NCE District.

NMPRA CORRECTION

In the April NMPRA News Release, I stated that the new Nelson N150 engine would be released on June 1, and be legal for the AMA Nats. However, this statement is only half true since only 500 engines will be offered on the release date. Actually, shipments will commence on June 1, and continue until the supply is exhausted on or about mid-June. As soon as this occurs, a second production run of 500 engines will be manufactured and shipments will be made during the August-September time frame. When, and only when, the second production run is available, Joe Klause, the exclusive distributor, will send a "Certificate of 1000 Availability" to AMA. The engines should be legal for QM competition 60 days after that date. This information was gleaned directly from Koe Klause via telecon.

My error in the "Toledo Topics" article was the assumption of 1000 engine availability on June 1, complete with a "Certificate of Availability". This hypothesis would conclude engine "legality" for QM 60 days thereafter, or on July 30.

I offer my humble apologies to anyone inconvenienced by the NMPRA News Release article regarding N150 "legality" for the NATS.

Yours in racing (Form I - always  
QM - never again!)

*Art ARRO*  
Art ARRO



May 3, 1981 Oklahoma City F-1 Race

Reported by Ed Rankin

As in most areas of the country, when a F-1 race is scheduled the bad weather comes with it. This weekend was no exception with 25 MPH wind, and cloudy, misty, 70 weather. The weather may have had some influence on the reduced entry of 16. This is unusual for Oklahoma City, because we always average 25.

After a couple of rounds Matt Smith commented to me that this year will be very competitive, because everyone is clocking in the low 1:20's. This is true, and what Bill Hager has said many times in coming true also. That is that top speeds have not increased in the last 7 years its just that more people are capable of these speeds now. This is possible by the availability of good engines, airplanes, and the fact that pilots are getting more competitive experience. Matt made another comment that there is no "cake walks" in any heats now. As an example, I took-off in fourth position in one heat and won at a 1:19.7 and the guy who won fourth place clocked 1:23.5.

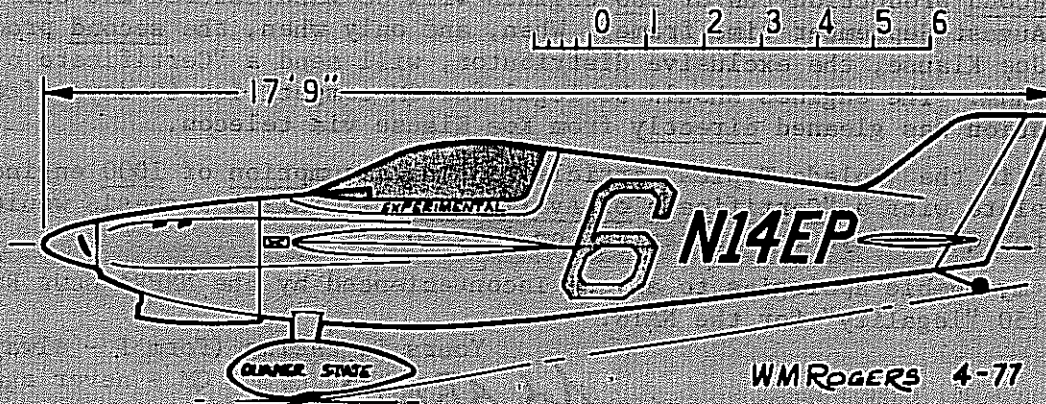
The contest ran very smoothly, and we thank Dave Harter and his Willow Lake Pylon Club for doing a good job. We ran 6 rounds of 4 plane heats with the 16 entries, and were finished at 3:00 PM.

The fly off for third place with Doc Barrett and Norm Johnson was interesting. In the first attempt they both "flamed-out" with out finishing ten laps. In the second attempt they both agreed to flip a coin for the winner if they both didn't finish 10 laps. Both airplanes were very evenly matched and it looked like it was going to be a photo-finish, but guess what? Norm "flamed-out" again and Doc went on to win third.

Bob Onario and Bill Priess won first and second place, respectively. We always enjoy having these guys visit our district because they are both top pilots. The only problem is that they go too FAST.

Place	Name	Airplane/Eng	Points	Best Time
1	Bob Onarlo	Toni/St	23	1:21
2	Bill Priess	Toni/St	20	1:13.5
3	Doc Barrett	Toni/St	16	1:25.3
4	Norm Johnson	Pole Cat/St	16	1:22.7
5	Ed Rankin	Stinger/St	15	1:19.7
6	Gary Hiethold	Toni/St	15	1:22.1
7	David Layman	Toni/ St	15	1:28.5

Black "arm - bands" (Crashed) go to: Matt Smith, Jerry Small, Ed Rankin (dumb - bunny and over the hill) and Dubby Jett.





SMYRNA AIR RACES  
APRIL 25 & 26

For the first time in almost ten years Formula 1 Pylon was flown in Tennessee. The interest has always been there, but a suitable site was hard to come by. For 1981, arrangements were made to use a taxi-way at an active airport. The Smyrna Airport is actually a de-commissioned Air Force base which today serves as a full time National Guard helicopter maintenance and flight instruction facility. The airport is also the corporate headquarters for Capitol International Airways (one of the race sponsors) and serves as a terminal for Emery Air Freight.

Thirty-three contestants from all over the south enjoyed beautiful spring weather for two days of tough competition. Saturday saw a field of 28 fly seven rounds of Q-500 with Dave Pearce (Greensboro, N.C.) finishing at the top with a perfect score. Sunday morning 18 Formula 1 airplanes were appearance judged and Steve Barrett's (Ft. Worth, Tx.) Toni was selected as the outstanding aircraft. After a blistering five rounds, in which half of the contestants posted "teen" times, Dave Pearce emerged the winner, again posting a perfect score. Gale Jacobson (Atlanta, Ga.) flew a 1:15 flat to win the fast time award.

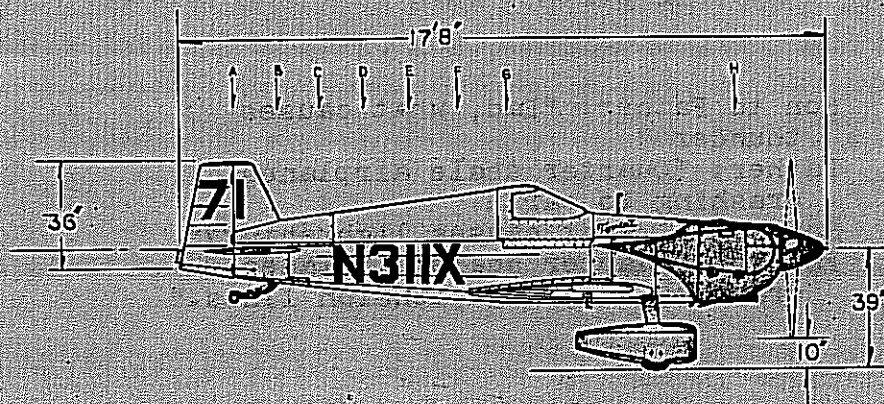
The host club for this race was the Middle Tennessee Radio Control Society (Nashville, Tn.) who, along with the race sponsors, deserve special praise and thanks for a job well done.

Q-500

- |                        |                        |                        |
|------------------------|------------------------|------------------------|
| 1) D.Pearce 1:30.4     | 11) J.DUPREL 1:41.5    | 20) G.Phillips 1:43.8  |
| 2) T.Gardenhire 1:37.3 | 12) C.Ritz 1:42.0      | 21) B.Johnson 1:44.7   |
| 3) R.Ritz 1:36.9       | 13) B.Clayton 1:54.8   | 22) J.McPherson 2:04.1 |
| 4) J.McDermott 1:29.9  | 14) D.Whiteaker 2:04.5 | 23) R.White 2:53.6     |
| 5) F.French 1:38.2     | 15) J.Broadwell 1:48.4 | 24) M.Klutz ---        |
| 6) G.Jacobson 1:40.4   | 16) J.Casanova 1:58.0  | 25) A.Stockert ---     |
| 7) J.Bartels 1:30.2    | 17) R.Griffin 1:39.1   | 26) N.Johnson ---      |
| 8) B.Blackwell 1:45.2  | 18) B.Reuther 1:39.0   | 27) B.Adams ---        |
| 9) T.Nay 1:39.2        | 19) C.Smith 1:39.9     | 28) A.Reuther ---      |
| 10) J.Davis 1:41.1     |                        |                        |

FORMULA 1

- |                      |                        |                       |
|----------------------|------------------------|-----------------------|
| 1) D.Pearce 1:16.2   | 7) B.Reuther 1:19.3    | 12) R.Griffin 1:27.8  |
| 2) N.Johnson 1:19.5  | 8) T.Nay 1:25.9        | 13) A.Stockert 1:48.2 |
| 3) S.Barrett 1:17.4  | 9) B.Onori 1:30.6      | 14) G.Phillips 1:38.5 |
| 4) J.Bartels 1:17.0  | 10) R.Barrett 1:26.3   | 15) G.Doe 1:35.3      |
| 5) B.Preis 1:15.8    | 11) J.McDermott 1:18.7 | 16) A.Reuther ---     |
| 6) G.Jacobson 1:15.0 |                        |                       |





Sky Corral - Quarter Midget Race in  
Pueblo, Colorado on May 17, 1981

May 17, 1981, dawned overcast and drizzly for the start of our 1981 racing season. Twenty three entries showed up and registered with fifteen in the expert class and eight in our Novice class. Racing began and was completed in various conditions from rain and wind to drizzle. People got soggy but spirits remained high. The predominate plane flown this year was the Brueshaber Shark which outnumbered the other planes three to one. Fast time of the contest was turned by Lyle Larson with a 1:39.05 flown at an altitude of 5,000 feet. First Place was taken by Doug Brushaber from Minnesota. His best time was 1:40.72. Twenty two entries used Cox 15s and one used a Rossi 15.

Results were as follows: Expert Class

- 1: Doug Brushaber
- 2: Jim Workman
- 3: Lyle Larson
- 4: James Eide
- 5: Jack Aycock

Novice Class

- 1: Ken Howell
- 2: Mathew Knowles
- 3: Brian Houghton

A fine time was had by all and I am pleased to report that Pylon Racing is ALIVE and WELL in Pueblo, Colorado.

Reported by Duane Pisciotta

NMPRA Quarter Midget District Points

Eastern District

Doug Brueshaber 16 pts  
Al Pooley 9 pts

NCW District

Duane Pisciotta 9 pts

District Unknown

Lyle Larson 12 pts

Son to Father: "Dad, what causes thunder?"

Father: "Quarter scale airplanes crashing to earth."

Son: "Dad, what causes lightening?"

Father: "Quarter scale airplanes crashing into high tension lines."



**MODEL AERONAUTICS ASSOCIATION OF CANADA**

INCORPORATED 1949.



19th April 1981.

To All Pylon Flyers.

From : Ed. Smith, Pylon Event Director  
Canadian Nationals.

With the 1981 A.M.A. Nats being held in Texas there are no doubt a large number of racers who will not be able to make the trip but would still like to compete in a National Championship. The 1981 Canadian Nats will be held in the north east, Centralia, Ontario to be exact. Huron Park, Centralia, is approximately 125 miles west of Buffalo and 125 miles east of Detroit.

We are running two events, Sport/Q-500 and Form 1. The sport event is basically an expanded Q-500 event. All club 500 type aircraft with sport engines and equipment etc will be legal. Out and out Pylon specials will not.

The Canadian Form 1 rules are identical to the N.M.P.R.A./A.M.A rules. The Canadian Nationals run from July 11th thro July 19th.

Sport Pylon will be flown July 13th and 14th, ten rounds . Form 1 will be flown July 17th and 18th. Ten rounds

Full information, Rules, and entry forms are now available upon request from Model Aeronautics Association Canada.

P.O. Box 9  
Oakville  
Ontario L6J 4Z5  
Canada.

I look forward to seeing you all there

Ed. J. Smith  
Pylon Event Director  
1981 Canadian Nationals.



## 1981 CANADIAN NATS - PYLON INFORMATION SHEET

1. Registration check and processing will take place at the recreation hall located behind the row of hangers.
2. Sport/Q 500 processing will be 12 noon to 2:00 p.m. Monday July 13th, Form. 1 processing and judging will be 6 to 8 p.m. Thursday July 16th.
3. Starting positions for sport will be decided by a draw at the line. Starting position for Form. 1 will be decided by handicap system, ties will be broken by a draw at the line.
4. Transmitter impound will be at the ready area.
5. For safety reasons we ask that you do not fly over the crowd or below the tops of the pylons. In the event of a midair, no matter how slight, pilots must land their aircraft immediately. 1 point will be awarded to each flyer. Continuation of the flight will bring heat disqualification.
6. We plan to fly ten rounds in each event, so as not to lose any time there will be no reflys! The Contest Directors decision is final in all disputes.
7. PLEASE be in the pit area 1 hour before scheduled starting time.
8. Further information will be given at the pilots meeting when weather conditions will be known.
9. Canadian Formula 1 rules are identical to A.M.A./N.M.P.R.A. rules.
10. The sport rules are to the Canadian rule book with some minor alterations. They are as follows:

Engine ----- Any front intake, side exhaust, commercially available motor provided it is fitted with a commercially available muffler and R/C type carburetor. Muffler pressure is permitted.

Maximum engine size to be .40 C.I.D.

Propeller ----- Only wooden fixed pitch, two bladed propellers are allowed. They must be sport type. One blade only may be reworked for balancing purposes.

Fuel ----- 15% fuel will be supplied.

Airframe ----- Minimum wing area 500 sq. inches. Minimum thickness 12% of chord. Drop off landing gear will not be permitted.

Delta aircraft will not be subject to the wing thickness rule but will require 50% more wing area than a conventional aircraft.

Course ----- The Formula 1 course will be used.

Reserve Models -- 1 Backup model will be allowed and contestants may switch back and forth.

Fly safely and GOOD LUCK in your racing

Ed Smith  
1981 Nats R/C Pylon Event Director



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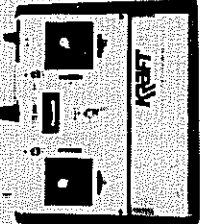
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FIRST CLASS



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