# NEWS RELEASE NMPRA

**NATIONAL MINIATURE PYLON RACING ASSOCIATION INC.**



PRESIDENT/: Ron Schorr
TREASURER 5224 Teesdale Ave.
N. Hollywood, CA 91607
(818) 985-5527

QM VICE PRESIDENT: Wayne Yeager
38235 Castle Dr.
Romulus, MI 48174
(313) 941-6661

SECRETARY/: Bev Wisniewski
EDITOR 9222 Cedar St. #2
Bellflower, CA 90706
(213) 866-2703



APRIL 1984 AMA AFFILIATED SINCE 1965


## President's Page

Gentlemen:

I would like to offer this suggestion: In order to help the newcomers entering Formula 1, the District V.P.'s should assign an expert flyer to act as a Godfather to help the newcomer in any way he can. I steadfastly feel that the expert class rules must remain the same in Formula 1, and we should not consider changing them to attract new flyers. We should attract these flyers by lending them a helping hand and by going out of our way to thoroughly help them. In California we are going to try eliminating scale judging in Standard Class to see if this will attract new flyers.

You will find a copy of the first draft of the NMPRA Quickie 500 rules elsewhere in the newsletter. This is just the first draft and it should not be considered final. Cliff Telford and his committee have worked long and hard, and they soon will have the final rules. Thanks fellas.

I asked for comment on FAI racing. The response was dismal. I received six letters on the subject, only one of which touched on the subject of team selection. For now I offer the following suggestions: FAI should be flown at the end of all local contests where sufficient interest permits. These races should be run on the FAI course using FAI scoring and all applicable FAI rules. I am hereby asking Bob Brown to send a full set of FAI Racing Rules to me and one to Bev Wisniewski. These rules will be printed in the newsletter.

With sincere regards,

Ron

The following people sent me letters on FAI:

Vince Caluori
Roger Morrell
Bob Wallace
Gail Jacobson
Pete Reed
Art Arro

# PROPOSED N.M.P.R.A. Q-500 RULES (1st Draft)

## PURPOSE:

The purpose of the Q-500 pylon racing event is to provide an entry level event for pilots who are new to racing and to provide a fun event for experienced pilots.

## AIRPLANE:

Contestants are allowed to enter two airplanes. More than one contestant may not enter the same airplane.

The airplane must be of conventional design, with forward wing and aft empennage. The engine and engine mount must be fully exposed. No cowling or streamlining of the engine is permitted. Minimum airplane weight shall be 3.5 pounds without fuel. The contest director (CD) may elect to weigh airplanes at the end of heats with residual fuel in order to expedite processing. The CD is the final authority as to airplane legality and all other matters which may arise during a contest.

## FUSELAGE:

The fuselage shall be of a basic box cross section (rectangular) with a minimum height of 3.5 inches and a minimum width of 3.0 inches measured within the chord of the wing. Minimum width does not have to occur at the same point as the minimum height. Diamond shaped cross sections are not acceptable. Canopies, turtle decks, and fairings are acceptable but will not be used to satisfy minimum measurements. All fuselage corners must have a maximum radius of 0.25 inches.

The front firewall must be a rectangular flat plate with minimum dimensions of 2.25 inches by 2.25 inches.

## WING:

The airplane shall have a constant chord wing with a minimum area of 500 square inches. The overall span shall be a minimum of 50 inches and a maximum of 52 inches, measured from wingtip to wingtip. The minimum wing thickness shall be at least 1 3/16 inches for at least 48 inches of span.

## LANDING GEAR:

The airplane must have a two wheel fixed main landing gear with two wheels each having a minimum diameter of 2.25 inches. Wheels shall be at least 8 inches apart measured parallel to the wing span. Strut fairings and wheel pants are not permitted.

CONTROLS:

The airplane must be equipped with a radio having 4 separate channels to independently operate the engine throttle, rudder, ailerons and elevator. In-flight needle valve adjustment by radio is not permitted. Engine idle or cutoff sufficient to land must be accomplished by radio control without affecting normal flight characteristics.

ENGINE:

Engines used in this event must be unmodified, commercially available, front intake, side exhaust with an operable radio controlled carburetor and muffler as supplied by the manufacturer for the engine being used (see below). If the CD has reason to doubt that an engine is "stock", the burden of proof is on the person using the engine to show that it is legal. No modification is permitted except that screws, bearings, glow plugs, gaskets, prop washers and prop nut may come from any source. A rounded spinner or A.M.A. safety prop nut shall be used.

Maximum total displacement is .400 cubic inches.

The CD or his designee may elect to check the top three engines for legality at the end of the contest. Carburetor bore, muffler outlet diameter and aircraft weight of all heat winners should be checked immediately after the heat and before the airplane is returned to the pit area.

MUFFLER:

The engine must be equipped with a stock expansion chamber muffler as provided by the manufacturer for the engine being used and having a single exhaust outlet only. Flow-through mufflers, tuned pipes and mini-pipes are not permitted. No modifications to the muffler are permitted except that the muffler may be tapped for a pressure fitting to supply pressure to the fuel system.

FUEL SYSTEM:

Muffler pressure supplied to the fuel tank vent is the only type of fuel system pressure permitted. Crankcase pressure and fuel pumps are not permitted. The fuel tank must be transparent and may not contain baffles or sponge material. The airplane must be constructed with a removable hatch or a clear plastic window so that the entire fuel system is visible for inspection during fueling. Fueling will be supervised by contest management in order to determine that the fuel tank is properly emptied and refilled before each flight.

FUEL:

Fuel containing 15 % Nitromethane shall be furnished by the contest organizers.

# FORMULA ONE RACES

**AMA SANCTIONED**

Sponsored by the SLO Flyers, Inc. of San Luis Obispo, California, AMA Chapter Club No. 161

## MAY 19 & 20, 1984

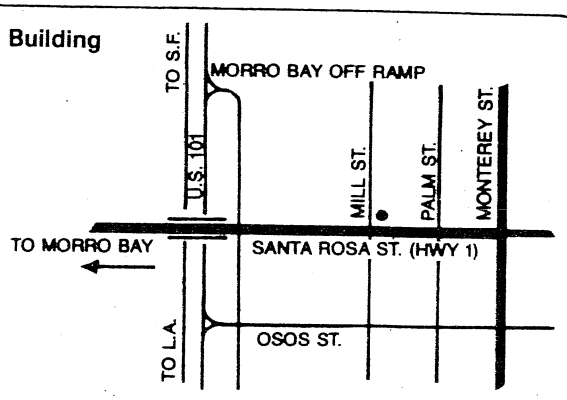
**CALCUTTA RACE SUNDAY AFTERNOON**
Expert Trophies to 10th and Fast Time — Standard to 5th

No more than 20% of entries are allowed on any frequency.
Date of Entry when received, will be used to determine first choice of frequency!

### REGISTRATION

No Alcoholic Beverages Are Permitted in the Building

- Bring your AMA, FCC and NMPRA licenses to pre-regristration.
- **Pre-registration is required by May 6, 1984**
- Registration and static 'scale' judging
  Friday, May 18, 1984 7:00-9:30 p.m.
  864 Santa Rosa (Hwy One) — Corner of Santa Rosa and Mill Streets — San Luis Obispo City Recreation Center.
- All contestants must register!
- All aircraft will be safety inspected and measured.
- Parking will be a problem, so plan to show up early.




### MOTELS

- ☐ Travelodge — 1825 Monterey Street, San Luis Obispo — Toll free (800) 255-3050
- ☐ Somerset Manor — 1895 Monterey Street, San Luis Obispo — (805) 544-0973
- ☐ Sands Motel — 1930 Monterey Street, San Luis Obispo (805) 544-0500

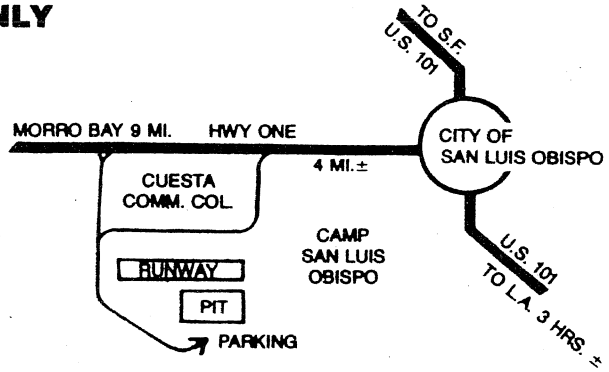
Note that you are participating in the Cal State Championship Race!

### RACE DAY • FOOD AND BEVERAGE WILL BE AVAILABLE AT THE FIELD

### FRIDAY TEST FLYING 2 P.M. TO 6 P.M. ONLY

**$25.00 entry fee** if paid before May 6, 1984
**$40.00 entry fee** if paid after deadline.

- Contest Manager:
  Gary Hover
  1504 16th Street
  Los Osos, California 93402
  (805) 528-3377 after 6 p.m. PST
- *Pilots meeting 8:00 a.m. sharp*
- First heat off at 8:30 a.m.
- No engine running before 2:00 p.m. Friday please!




### BARBECUE

A Saturday afternoon feast is planned at the flying field at 4:00 p.m. Steak, Beans, Salad, Bread, enough for all. $7.00 per plate. Eat 'til it's gone. Please bring your own drinks.

# ENTRY FORM

Make check payable to: The SLO Flyers, Inc.

_____ Barbecue Reservations

Name _____ Freq. _____ Alt. Freq. _____

Address _____

City _____ AMA No. _____ Expert _____

State _____ Zip _____ FCC Lic. _____ Standard _____

Phone No. (_____) _____ NMPRA No. _____

**DEADLINES: 30 APRIL '84 ROOMS • 6 MAY '84 RACE ENTRY DUE**

1916B Gates Ave,
Redondo Beach, CA 90278
15 March 1984.

The Editor,
NMPRA Magazine.

Dear Bev,

I have read the recent letters about FAI pylon racing and heard many comments. As I was involved with this class when I was in Europe I feel that I can clear up some of the confusion.

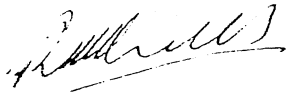
Firstly some comments on the planes. The rules were written so that a current Formula 1 airframe would be eligble. Other kinds of racing planes are permitted and theoretically something with a little less cross-sectional area around the engine should do better. In fact if one reads tha contest results for FAI races its almost always Formula 1 type planes that win. The only consistent finisher with a non F1 plane appears to be the Czeck Malina who flys a Reno unlimited style P51. To make the engines perform on no nitro a tuned pipe is required. A MAGIC MUFFLER can be fitted inside the cheek cowl of a Little Toni. Most of the faster European flyers seem to use a full length pipe. With this setup it would not be practical run the same plane in both events by just changing the motor. As a guideline these motors run a lower pitched prop, typically about 6 inch for a standard motor; strong motor would pull a 7 inch or possibly 8 inch if the prop was made from carbon fibre. As a beginner in FAI I was advised to get an OPS or PICCO pylon 40 with the 'standard' pipe and use an unmodified Zinger 8 x 6. This will guarantee that the engine gets on the pipe and gives a starting point for engine and prop modifications. Many flyers use glass or carbon fibre props. From my personal point of view as somebody getting started in serious .40 sized racing I prefer the FAI rules as the lack of scale judging makes for a simpler airframe and the no nitro fuel is cheaper and a lot easier on the engines. I did not find setting up the pipe difficult and judging by the Quickie 500 races here in Southern California other flyers also have been able to set pipes up without problems.

While most of my competition flying in Europe was in the Club 20 class I did represent pylon racing for the Belgian National Model Federation and talked with many modellers about the new FAI pylon rules. The prime objectives in changing the rules was to establish a world championship class and to encourage the participation of American modellers. For the top modellers to be a world champion one must race against the best from all the countries, and while no 'champion' will acknowledge that anyone else is better than him they certainly do acknowledge that the USA has some very competetive flyers in this field. Any International

competition rules must be compromise not only between the actual participants but also with constraints laid down by different National Associations. I think that most involved with the preparation of these rules feel that they have arrived at a compromise that is not too bad. So lets stop arguing and complaining and go race.

You can see that all those FAI flyers out there regard you as the ones to beat. As it was said in last month's Newsletter how about selecting the best team possible and showing them who is the fastest. If there are any other questions on FAI racing that I can answer I would be only too pleased to do so.

Best regards



Roger Morrell

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To NMPRA

"NMPRA" is not spelled with "F1". But non NMPRA RCer's see the NMPRA as a narrow interst - elitest organization. That of course is not true - many NMPRA members participate in RC cars, boats (power and sail), and sailplanes; and some even pursue non RC assisted interests. But the fact remains that NMPRA has been reluctant to assume the leadership and responsibility for ALL RC aircraft racing.

Why the sudden interst in Q-500?

" If it ain't broke, don't fix it ".

Q-500 is healthy and growing. (How is F1 doing these days?) Q-500 remains relatively inexpensive. (I won't even ask.) The airframe is easy to build and maintain. Competitive engines are available to all. Support equipment is uncomplicated and obtainable. Q-500 is an event that works. So why do we need to have a set of National Rules??????

NMPRA should assume a leadership roll for all forms of RC racing - from 1/2 A to 1/4 scale. It should encourage VPs to foster SEMPRA like organizations in thier area. Regional Q-500 championships should be supportd, not legislated.

Please don't Kill Q-500 with the 'Kiss of death' (national rules).

Regis P. White
Rt 4 Box 4181B
La Plata, Md. 20646

Dear Bev.

We who fly formula one in the Pueblo, Colo. area do not normally run into weather conditions locally in which the humidity ever goes over 30% or so. More normally it is in the 10-15% range. Because of our limited Population in this district we must travel to other areas in order to race. When we do so we usually run into humiditys of 50% or more. Frankly we have no knowledge at all of what to do with Nitro percentages or compression ratios as % of humidity changes. Have you ever run any articles in the newsletter explaining what to do? If so we would appreciate a copy, if not would you please consider having some one write one. Thank You.

Yours Truly

Larry Osborn
106 Baylor
Pueblo, Colo. 81005

O.K. Guys.
How about an answer
for this man?
Bev

## 5.2 Class F3D: Pylon Racing Models

### 5.2.1. Definition of Radio Control Pylon Racing Models.

Aeromodels in which the propulsion energy is provided by a piston type motor and in which the lift is obtained by aerodynamic forces acting on the supporting surfaces which except for the control areas must remain fixed in flight.

The model must be a recognizable replica of a particular aircraft used in full scale closed course air racing. Unusual or unconventional features of the model must be substantiated by documentary proof of the full-sized aircraft. i.e. Photographs or three-view drawings.

### 5.2.2. Motor(s).

Motor(s) must be of the reciprocating piston type, with a maximum total swept volume of 6.6cm3. (.40)

### 5.2.3. Shut-off.

The engine shall be equipped with a positive radio controlled engine shut-off. The pilot must be able to shut off his engine be radio control, on the ground, or in the air, within five seconds of command, irrespective of the aircraft altitude.
A competitor will be disqualified from the heat if unable to land his model promptly on instruction from the starter.

### 5.2.3.1. Silencer.

The motor(s) shall be fitted with a silencer. Within its length there shall be an expansion chamber of not less than 30mm(1 3/16") diameter, 100mm(3 29/32") length, having a single orifice of maximum diameter 10mm)13/32").

### 5.2.4. Propeller.

Only fixed pitch two blade design propellers, of either wood, or, composite resin/continuous fibre construction may be used. Injection moulded propellers are not acceptable.

### 5.2.5. Propeller Spinner.

A scale-like, rounded nose spinner shall be used on all models. If the prototype aircraft used no spinner, a rounded nose spinner of at least 2.5cm(1") diameter shall be used.

### 5.2.6. Fuselage.

5.2.6.1. Cross-section.

The fuselage shall have a minimum height of 175mm(6 29/32") and a minimum width of 85mm(3 23/64"). Both minimum dimensions must occur at the same cross-section location. The fuselage at this point will have a minimum cross-sectional area of 100cm$^2$ (15.5 in$^2$) excluding fillets and contestants will be required to provide templates to prove this. Fillets are not considered part of the fuselage or lifting surfaces.

5.2.6.2. Cowls.

The motor or motors must be enclosed, with the exception of the silencer cylinder head and controls which must be manipulated during operation of the motor. The cylinder head for this purpose is defined as the top (or outer) 1cm(2 5/64") of the motor, excluding ignition plug or compression screw.

5.2.6.3. Landing Gear.

The landing gear shall resemble that of the prototype machine as to location of the airframe and the number of wheels used. The minimum diameter of the main wheels shall be 57mm(2 1/4") and minimum width shall be 12mm(31/64") for at least 1/3 of the diameter.
A tail skid may be used in lieu of tail wheel.
A positive means of steering on the ground shall be provided, rudder control acceptable.
Retractable undercarriage may only be used if incorporated in the prototype.

5.2.6.4. The cockpit, canopy or cabin shall resemble that of the prototype machine and be capable of enclosing a pilots head measuring 5cm (1 31/32") from the chin to the top of the head.
The cockpit need not be transparend. A pilot need not be fitted.

5.2.7. Lifting Surfaces.

5.2.7.1. Area of surfaces.

Total projected area of the lifting surfaces (wing and horizontal tail combined) shall be a minimum of 34 sq. decimeters(527 sq. in.)
With a biplane, the smaller of the two wings shall have at least 2/3 of the area of the larger wing.
No delta or flying wing type aircraft are allowed.

5.2.7.2. Wing Span

Minimum wing span shall be 1150 millimetres(44 7/8") for a monoplane, and 750 millimetres(29 1/4") for the largest wing of a biplane.

.2.7.3. Wing Thickness.

Wing thickness of the root shall be at least 22mm(7/8") for a monoplane, and 18mm(45/64") for a biplane. On a biplane with different size wings, the smaller wing must be at least 13mm(33/64") thick at the root. Wing thickness may decrease in a straight line taper from root to tip as viewed from the leading or trailing edge.

Note: Root shall be defined as the innermost wing section, not counting fillets, that may be measured without removing wing from fuselage. On a completely exposed wing, such as on a parasol monoplane or the top wings of most biplanes, the root is that section of the wing that is intersected by a projuction of the outline of the fuselage as seen in the tip view, i.e. - the root section would be 50mm from the centreline of an exposed wing on a model with a 100mm wide fuselage.

5.2.8. Weight

Weight less fuel, but including all equipment necessary for flight shall be at least 2200 grams(4.85 lbs) and not more than 3000 grams (6.60 lbs) If ballast is used it must be permanently and safely affixed.

5.2.9. Fuel.

Fuel to a standard formula for glow plug and spark ignition motors will be supplied by the organizers. Its composition shall be 80% Methanol, 20% Lubricant.

5.2.10. Racing Course Specification.

The triangular course will be laid out as follows: The course is 10 laps with individual length of 400 meters(1312.4 ft.). Total distance travelled is 4 kilometers(2.49 miles). The race starts at the start-finish line. All take-offs will be R.O.G.. no mechanical device will be used to assist the aircraft, but hand pushing is permitted. The race course specification may be modified in the interest of safety or to suit existing field conditions if safety is not compromised. The pylons should have a minimum height of 4 meters (13.12 ft) and should not exceed 5 meters(16.40 ft) height.

.2.11. Organization for Radio-Controlled Pylon Racing Contests.

All transmitters to be used during the contest must be checked and placed in an impound dept under observation. During the contest, a Steward must be in control of the transmitter impound and will issue the transmitter to the competitor only when his name is called for him to stand by to make his flight. As soon as the attempt has ended the competitor must immediately return his transmitter to the Steward at the transmitter impound.

All officials on the race course and all competitors must wear a crash helmet with a chin strap. The helmet must be able to withstand the impact of a flying pylon model.

All unauthorized transmissions during the contests will result in automatic disqualification of the offender from the entire contest, and render him liable to further penalties. Heats shall be arranged in accordance with the radio frequencies in use to permit simultaneous flights.

5.2.12. Operation of the Race.

5.2.12.1. Flight timers and lap counters: Each competitor shall be assigned one official during each heat. This official will time the competitors aircraft for the required ten laps. In so doing he will count the laps flown and advise the pilot has completed the necessary 10 laps. He will keep the recorded time on his watch until it has been officially recorded by the Starter Official.

At the number one pylon there will be one pylon judge and an official signaller for each contestant in the heat. The pylon judge will stand in close proximity to the pylon. The signallers will stand perpendicular the the direction of the course on the right hand side of the pylon, as seen by the contestants, no more than 5 meters (16.40 ft) away from the pylon. Each signaller will have a distinctive colour allocated, and the contest director will arrange for each model to be identified by one signaller before the start of every heat.
Note: Signals may be by coloured flags or lights.

5.2.12.2. The signallers will have their flags in a ready position, or their lights off as the aircraft reach midcourse between No. 3 and No. 1 pylons, or earlier. At the instant the model draws level with the No. 1 pylon on the correct side the signaller will briskly lower his flag, or switch his light on. There will be no pilot's helpers at any of the pylons.

5.2.12.3. At the No. 2 and No. 3 pylons the official judge will stand in close proximity to the pylon they are judgeing.

5.2.12.4. A sideline judge will be posted in front of the pit area on the spectator side of the racing course. The sideline judge will record as an infringement..Any overflight of the pit or spectator areas. The judges at the No.2 and No. 3 pylons will record a cut pylon. (Infringement) At the end of each race the sideline and pylon judges will inform the race starter of any infringements by any contestant.

5.2.12.5. A maximum of 4 models per heat will be allowed.

5.2.12.6. The race starter is in charge of each heat, the starter will first ensure that all contestants and race officials are ready to commence. Each signaller will have a flag or light of a distinctive colour, the starter will arrange for each model to be identified by one signaller before the start of any heat.
A radio operation check from each contestant will be made prior to starting motor(s).
A maximum of 1 minute will be allowed for starting and adjusting the motor(s), at which point the race will commence. A competitor whose engine is not running at the end of the 1 minute period will be disqualified from the heat. No competitor shall be permitted to take off once the first model has passed the start/finish line heading from No. 1 to No. 2 pylon on the first lap and no time shall be given him for that heat.

5.2.12.7. All laps are to be flown counter-clockwise with turns to the left. No minimum altitude is required for racing.

5.2.12.8. At the completion of the 10 laps the lap counter/timekeeper must immediately instruct the competitor to remove his aircraft from the course.

5.2.12.9. A penalty will be incurred if the contestant cuts a pylon or flies outside the sideline judge. Two infringements constitute disqualification for that flight.

5.2.12.10. Starting positions in all races will be determined by draw with the no. 1 position being closest to the No. 2 pylon.
Models will be flagged off the starting line at 1 second intervals with timing commencing at the drop of the flag for that particular model.

5.2.12.11. The contest director has the right to request any competitor to make a flight to demonstrate the airworthiness of his model and/or his ability to fly the airplane around the course. If during the race, the contest director considers any model to be flying erratically, dangerously, or so low as to endanger course officials, he may disqualify the competitor from that heat or from all heats and require the model to be landed immediately. Persistant flying below the top of the pylons may be considered dangerous to the course officials.

5.2.12.12. Each Competitor may have only one helper in each race and the helper may release the model at the start and give the pilot verbal information regarding the flying course of his model and official signals. The designation 'competitor' may refer to an individual or team entry of no more than two persons. Any award will be made jointly to team members.

5.2.12.13. In the event of a collision or contact between two airborne models, both models must be landed immediately, even though they are able to continue flying. The contest director is required to give such competitors a second opportunity to record a score in that round, provided that in his opinion the aircraft is still airworthy or the competitor has an airworthy reserve model.
In the event of a malfunction of the timeing, lap counting, signalling or other such equipment which is the responsibility of the organizers, the competitor(s) affected by such malfunction shall be given the opportunity to record a score for that round.

5.2.13. Scoring.

5.2.13.1. The flight of each model shall be timed with a stop-watch. Timing shall be commenced when the starting signal is given to each individual competitor. The lap scorers stop their watches after ten laps have been completed. They are not concerned with how many infringements their flyer had made. The pylon and sideline judges, after the heat had finished, notify the race starter which models have made infringements.
If one infringement is made, one tenth of the flyer's time(for ten laps) is added, to give his corrected time. If two infringements are made the pilot's flight is cancelled.

5.2.13.2. Points shall be awarded after each race as follows: The contestant's corrected time in seconds is deducted from 200. No points will be awarded if a model faile to complete the 10 Laps, or if the flight is cancelled.

5.2.13.3. The winner of the event is the contestant who has accumulated the most points after the conclusion of all heats when three or less rounds are flown. If four or more rounds are flown, each competitor's worst score shall be discarded.

5.2.13.4. If time permits, and there is no frequency conflict, ties shall be broken by a fly-off race. Otherwise, the best single race score shall be considered in resolving a tie.

Read the FAI rules carefully and if there is something you don't understand, you need clarification or you have any questions, feel free to call or write our FAI representative: Bob Brown (814) 362-7702
1255 High Street
Bradford, PA 16701

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"A DAY OFF"

SO YOU WANT THE DAY OFF. LET'S TAKE A LOOK AT WHAT YOU ARE ASKING FOR. THERE ARE 365 DAYS PER YEAR AVAILABLE FOR WORK. THERE ARE 52 WEEKS PER YEAR IN WHICH YOU ALREADY HAVE TWO DAYS OFF PER WEEK, LEAVING 261 DAYS AVAILABLE FOR WORK. SINCE YOU SPEND 16 HOURS EACH DAY AWAY FROM WORK, YOU HAVE USED UP 170 DAYS, LEAVING ONLY 91 DAYS AVAILABLE. YOU SPEND 30 MINUTES EACH DAY ON COFFEE BREAK THAT ACCOUNTS FOR 23 DAYS EACH YEAR, LEAVING ONLY 68 DAYS AVAILABLE. WITH A ONE HOUR LUNCH PERIOD EACH DAY, YOU HAVE USED UP ANOTHER 46 DAYS, LEAVING ONLY 22 DAYS AVAILABLE FOR WORK. YOU NORMALLY SPEND 2 DAYS PER YEAR ON SICK LEAVE. THIS LEAVES YOU ONLY 20 DAYS AVAILABLE FOR WORK. WE ARE OFF FOR 5 HOLIDAYS PER YEAR, SO YOUR AVAILABLE WORKING TIME IS DOWN TO 15 DAYS. WE GENEROUSLY GIVE YOU 14 DAYS VACATION PER YEAR WHICH LEAVES ONLY 1 DAY AVAILABLE FOR WORK AND I'LL BE DAMNED IF YOU'RE GOING TO TAKE THAT DAY OFF!!!!

ROOM RESERVATION FORM

ACADEMY OF MODEL AERONAUTICS
August 4-13, 1984

Date_____

Please return this copy
before June 30, 1984 to:

HOUSING BUREAU
P.O. Box 837
Reno, NV 89504

| Official Hotels | Single | Double | |
|---|---|---|---|
| Fitzgerald's | $39 | $42 | |
| Golden Road | $26 | $32 | |
| Holiday Hotel | $36 | $36 | |
| Karl's Silver Club | $25/*35 | $25/*35 | *Sat.night only. |
| MGM Grand Hotel | $54 | $54 | |
| MGM Grand Camperland | $12 per night | --- | |
| Pioneer Inn Hotel | $38 | $38 | |
| Reno Ramada | $40 | $40 | |
| Sundowner | $32 | $36 | |

TAX: All accommodations subject to 7% Washoe County Room Tax.
Please use a separate form for each room needed.
DO NOT SEND A DEPOSIT with this form. The hotel will send you confirmation and may or may not request a deposit.
NO PHONE RESERVATIONS ACCEPTED.

Print
Name _____

Address_____

City_____

State_____ Zip_____

Phone (  )_____

Share with_____

_____

Arrival Date_____ Time_____

Departure Date_____

Type Room_____ at $_____ rate

**Hotel Choices**

1st_____

2nd_____

3rd_____

# 1984 RACING CALENDAR

## WESTERN DISTRICT

| | |
|---|---|
| March 4 | Poor Man's Quickie, Riverside RC Club, Riverside Raceway |
| March 10-11 | Formula 1, NMPRA, Sepulveda Basin |
| March 25 | Quickie 500, MARKS, San Bernardino |
| April 7-8 | Bob Downey Memorial Formula 1, SGVRCL, Whittier Narrows |
| May 19-20 | Western Championships Formula 1, San Luis Obispo |
| June 10 | Quickie 500, Pomona Valley MAC, Cucamonga |
| June 23-24 | Race Weekend - 1/4 Midget, Q500, Formula 1, Chula Vista |

## SEMPRA 1984 RACE SCHDULE

| | | | |
|---|---|---|---|
| APRIL 28-29 | SMYRNA, TENN. | Q-500, QM, F-1 | GREG DOE |
| MAY 19-20 | ORLANDO, FLA. | Q-500, QM, F-1 | BILL WILLIAMSON |
| JUNE 9-10 | ATLANTA, GA. | F-1 | BOB BROGDON |
| JUNE 23-24 | ATLANTA, GA. | Q-500, QM | GAIL JACOBSON |
| JULY 21-22 | ROSWELL, GA. | Q-500, QM | BUDDY ROOS |
| SEPT. 22-23 | SMYRNA, TENN. | Q-500, QM, F-1 | PHILLIP BOYD |

## SOUTH CENTRAL WEST DISTRICT

| | | | |
|---|---|---|---|
| April | 14,15 | Paris, Arkansas | F-1, F-1 |
| May | 5,6 | Shrevesport, LA | QM, Q-500, F-1 |
| May | 26,27 | Dallas, TX | Q-500, F-1 |
| June | 9,10 | Austin, TX | F-1, F-1 |
| June | 23,24 | N. Dallas, TX | Q-500, F-1 |
| July | 7,8 | Dallas, TX | QM, Q-500, F-1 |
| July | 21,22 | Lockhart, TX | Q-500, F-1 |
| Aug. | 5-12 | AMA NATS Reno,NV | QM, F-1 |
| Sept. | 1,2,3 | Dallas, TX | QM, Q-500, F-1 |
| Sept. | 15,16 | Ft. Worth, TX | F-1, F-1 |

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## FROM THE EDITOR

The 500 rules are the FIRST DRAFT. Please direct your thoughts on them to Cliff Telford.

I have a few letters to print but there is no more room this month. Sorry fellas. They will be run as space permits.

Remember to send in your contest flyers. I will run them on a first come basis.

GOOD RACING! SEE YOU AT RENO?

*Third* *Annual*

# BOB DOWNEY MEMORIAL RACE

FOR

# FORMULA ONE

sponsored by

San Gabriel Valley Radio Control League

to be held at

WHITTIER NARROWS MODEL HOBBY AREA

***SATURDAY APRIL 7 ☆ SUNDAY APRIL 8***

Registration 7:30 Start Time 9:30

Pilots Meeting 9:00

Bob Downey Perpetual Trophy 1st Place Expert

Gold Cup Trophies 2nd to 5th Expert

Silver Cup Trophies 1st to 3rd Standard

Fast Time Trophy

***☆ COMMEMORATIVE RACE PATCHES ☆***

Food and Soft Drinks Available

---

John Krohn C.D.
(213) 928-3012 days
(213) 692-4177 eve

John Garabidian Asst. C. D.
(213)721-5645 days
AMA Sanction #786

***ENTRY FEE $18.00***

16

# DISTRICT 10
# AMA MEETING
## Saturday, April 28, 1984
## 3pm
# MACS SHOW
## Long Beach Convention Center

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NATS RACING SCHEDULE

| SUN 5 | MON 6 | TUES 7 | WED 8 | THUR 9 | FRI 10 | SAT 11 |
|---|---|---|---|---|---|---|
| | GM | GM | F1 | F1 | F1 | FA1 |
| PROCESS G.M. 1-5 | | PROCESS FA1 - F1 - | | | | |

PROCESSING TIMES

GM — SUN - 1-5 P.M.

FA1, F1 — TUES - 1-5 P.M.

# QUARTER MIDGET RACE

SPONSORED BY

NOVAK ELECTRONICS

## MAY 6.

C.D. TONY LOPEZ

TROPHYS

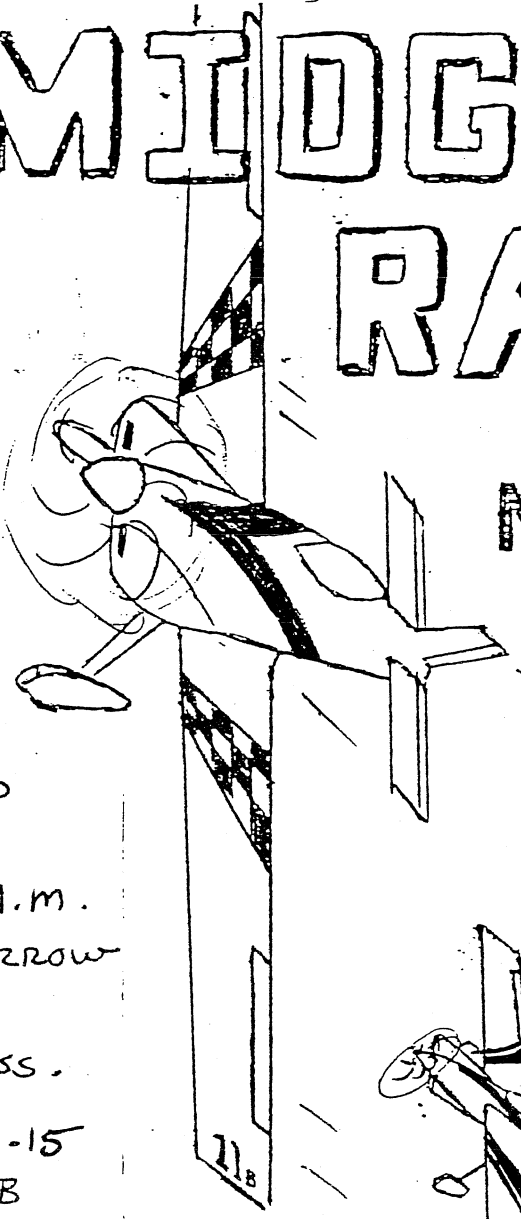
1ST, 2ND, 3RD

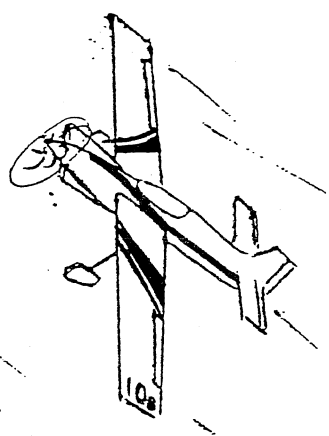
PLUS FAST TIME IN EXPERT AND STANDARD

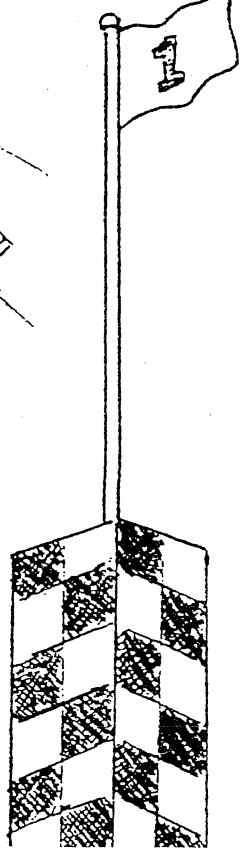
**PLUS**

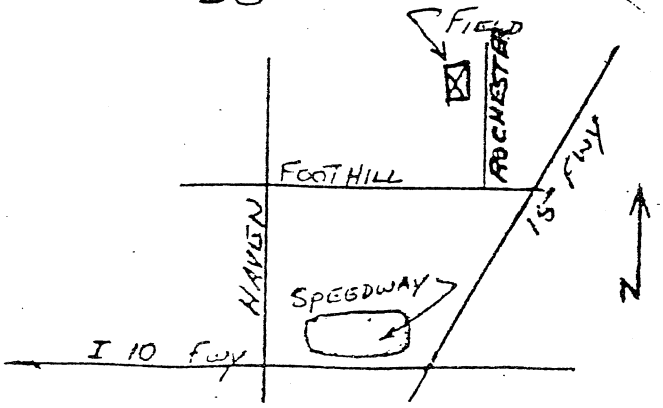
A NOVAK NER-91 A.M. DUAL CONVERSION. NARROW BAND RECEIVER. FOR 1ST PLACE IN EACH CLASS.

AND A COX CONQUEST -15 ENGINE. FROM K & B FOR FAST TIMES










NOTE

LONG QM. COURSE SHORT COURSE RULES. 240 VENT.

Ed Rankin
6072 Wonder Dr.
Ft. North, TX 76133

1 LTR

Bev Wisniewski
9222 Cedar Street #2
Bellflower, CA 90706
(213) 866-2703




# NMPRA

Please fill out the following application completely. It is most important that you let us know your interest. If you fly Formula One, Quarter Midget and Quickie 500, fill in how much interest you have in each event. Non flying members have all rights and privileges except flying and gathering points.

## 1984 Membership Application

Annual dues Non Flying members $13.00 U.S. Flying members $18.00 U.S.

Name_____ Phone number_____ _____

Address_____ City, State_____

Zip Code_____ AMA #_____NMPRA #_____

Interested in Formula One_____% Quarter Midget_____% Quickie 500_____%

Non Flying_____ New_____ Renewal_____

RETURN TO: BEV WISNIEWSKI
9222 CEDAR ST. #2
BELLFLOWER, CA 90706