

NMPRA RACING NEWS

National Miniature Pylon Racing Association

AMA Affiliated

since 1965

JUNE 1989 EDITION

President: Gary Hover
16016 Avenue 288
Visalia, CA 93277
(209) 747-3377 HM
(209) 625-0325 WK

Sec./Treas.: Ron Schorr
5224 Teesdale Ave.
North Hollywood,
CA 91607
(818) 985-5527



Members:

June is here and it is already time to think about next year. Those of you who are interested in participating as an NMPRA officer for the 1990 season need to start planning now. Since I will not be seeking a third term as your President, those so inclined should be assembling a "Candidates Statement" outlining specific issues and your overall philosophy relative to guiding the NMPRA into the 90's. I sincerely believe if you are interested in the "glamor" you should think through your responsibilities to the membership of our organization.

Next stop is our compounding frequency and radio problem. We are in the throws of potentially one of the most frustrating periods of R/C modeling. We have asked for more frequencies and we are getting them but not without a catch. Your old radios won't be allowed because of close frequency spacing. New news...nope. Good news...yep...if you have an updated or new radio. Good news...nope...if you are a contest manager who must know which frequencies interfere with which frequencies, the 3IM or 20P effect which may or may not occur...on and on and on. This nonsense must stop. Russ Kime, our self-appointed frequency man, has spent a good deal of time working with the everpresent frequency problem and has formulated some, what I believe to be good, ideas for the future relative to assigned frequencies. You may want to re-read Russ' article in the last newsletter to refresh your memory as to the details of the problem. Essentially, as I understand it, in 1991 we (the R/C community) will receive a total of 50 frequencies from channel 11 through 60. These channels will be at 20khz spacing from each other but paging systems can use frequencies which could be as close as 10khz from our channels. Confused? So am I. It seems only prudent to act as quickly as we can to expedite our transition to 1991 specs for our radios and adopt a specific group of non-interfering frequencies as outlined by Russ in his April 20, 1989 article. The new frequencies proposed are Channels 13, 15, 18, 20, 24, 26, 46, 48, 51, 53, 57 and 59. For starters I am open for comments from interested members on this matter. I intend to develop a policy statement that will clarify NMPRA's position regarding the use of 1991 radios and assigned frequencies. Again, this matter is very important and I encourage you to become interested in this problem.

Congradulations are in order for Brian Richmond who turned a 105.91 in a Fort Worth F-1 race last May 8, 1989. That time eclipses the best time by Mike Atzei on May 17, 1982 of 107.06. (It's about time.) John Shannon did his own timing of Brian's flying, the results of which follow my letter. Again, congradulation Brian.

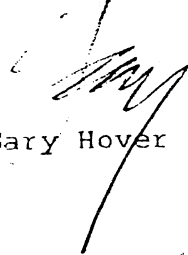
The NMPRA F-1 Championship race will be held October 28th and 29th, 1989 hosted by the PRO Flyers of Phoenix. Race HQ will be at the Windmill Inn (that's where we scale judged at February's Phoenix race). The PRO Flyers have made additional improvements to the facilities such as moving the race course start/finish line back away from the landing runway; making provisions to flip the course if the wind changes and improving the ready area. All in all, it sounds like the PRO Flyers are getting the show together according to CD Jim Allen. There will be more to come later.

On safety, I understand that some contests still allow landing between pylons #2 and #3. This practice is clearly in violation of the AMA rule book and common sense. If you are at a contest and landing between the pylons, don't wait until someone is hurt before you speak up. Stop the practice of landing between #2 and #3 now. It is unsafe!

In case you haven't heard, both Lee VonDerhey and Gary Parrise were injured at the San Luis Obispo F-1 race about a month ago. Both are OK now, but Gary apparently had a reaction to the medication he received and spent some additional time in the Hospital. We extend our "Get Well" and "Lets Get Back to Racing" to both of these compeditors.

In closing to you VP's, I am still not receiving you race reports in a timely manner. If the shoe fits wear it. Only 1 VP has submitted his report on the proper form. These forms are contained in your VP packet I distributed earlier this year. Lets try to comply - Thanks. Till next month...

Good Racing,


Gary Hover



John Shannon
6502 Briarknoll Circle
Garland, TX 75043

09 June 1989

Gary Hover
16015 Avenue 288
Visalia, CA 93277

Dear Gary,

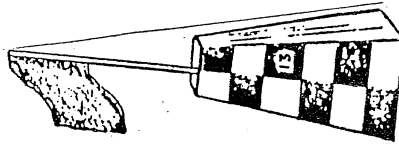
Enclosed are my detail lap times for Brian Richmond at the Fort Worth contest of 07 and 08 May 1989. As we discussed, all my times are from Brian's flag (as opposed to #1 plane flag) for ten (10) laps. This will make my times faster than the official times except in the last rounds on Sunday when Brian did take off first. Also, you will have to review Ed's report to determine if a cut lap is included, as my times are all for ten (10) laps. Just as a back-up, I had my timer checked against our National Bureau of Standards lab the Monday after the contest. Accuracy was 3.4 ppm.

Some of my observations: The weather was as good as it gets in Texas during the contest season. It was cool enough to need a Jacket in the mornings. The engine Brian was using was one of the best. Burce's calling was great. But, above all, Brian's flying was outstanding! If you want to get an indication of how "hot" he was look at his very first flight of the meet. You will see consistently very fast laps until his opponent cut and he put it in cruise-control on lap seven. Also check-out his first lap times. A 10.64 for your worst of the weekend is very good. In summary, every thing (weather, airplane/engine, caller and pilot) were all together at the same time!

If I can be of any further assistance, please let me know.

Very truly yours,

John Shannon



These times are not official, but due show an apparent consistency with Brian's flying for the weekend.

JOHN SHANNON'S LAP TIMES FOR BRIAN RICHMOND

SATURDAY MAY 7, 1989

	Round 1	Round 2	Round 3	Round 4	Round 5
Lap 1	10.16	9.81	*	10.31	10.27
Lap 2	6.31	6.82	*	6.87	6.70
Lap 3	6.37	7.26	*	6.32	6.47
Lap 4	6.35	6.19	*	6.54	5.98
Lap 5	6.30	6.46	*	6.29	6.12
Lap 6	6.32	6.36	*	6.56	6.07
Lap 7	7.05	6.53	*	6.35	6.51
Lap 8	7.12	6.21	*	6.15	6.27
Lap 9	7.62	6.07	*	6.50	6.32
Lap 10	6.82	6.29	*	6.31	6.16
Total	1:10.42	1:08.00	*	1:08.20	1:06.87

SUNDAY MAY 8, 1989

	Round 1	Round 2	Round 3	Round 4	Round 5
Lap 1	10.10	*	10.64	9.67	9.56
Lap 2	6.55	*	6.72	6.54	6.42
Lap 3	7.00	*	6.70	6.05	6.35
Lap 4	6.75	*	6.51	6.11	6.21
Lap 5	6.29	*	6.89	6.21	6.42
Lap 6	6.29	*	6.77	6.05	6.07
Lap 7	6.92	*	6.98	6.13	6.18
Lap 8	6.47	*	6.45	5.95	6.10
Lap 9	6.92	*	7.14	6.27	6.26
Lap 10	6.95	*	6.66	6.39	6.23
Total	1:10.24	*	1:18.45	1:05.37	1:05.80

* Not Timed



The results of the final vote of the R/C Pylon Contest Board is in. The following proposals which passed will be included in the 1990 AMA Rule Book.

The final vote was as follows:

Proposal #			
FAILED	1	F-1/FAI	Provides for a national record category
PASSED	5	Q500	Allows radial type backplate mount
PASSED	6	Q500	Adds alcoholic beverages not allowed
PASSED	7	F-1	Allows manufacturing of counterfit parts and two piece head
FAILED	8	F-1	Restricts fuel to 15% nitro
PASSED	12	F-1	Requires refly of dead heats by planes in dispute only
FAILED	14	F-1	Clerifys computation of wing area
FAILED	15	F-1	Allows composite resin propellers
FAILED	16	F-1	Clerifys what constitutes a refly
FAILED	17	F-1/QM/FAI	Establishes national record category
FAILED	19	F-1	Allows use of two piece engine heads
FAILED	20	F-1	Allows for manufacture of look-a-like parts
FAILED	22	QM	Defines aircraft eligible for competition
PASSED	23	QM	Clerifys aircraft eligible for competition
FAILED	24	QM	Clerifys aircraft eligible for competition
PASSED	25	Q500	Adds a starting procedure for Q500
PASSED	26	Q500	Clerifys engine availability
PASSED	27	Q500	Adds registration number requirement
PASSED	28	Q500	Revises the constant cord dimension
PASSED	29	F-1	Clerifys scoring when three planes are raced
PASSED	30	QM	Clerifys starting procedure
PASSED	31	QM	Changes registration number language
PASSED	32	QM	Clerifys fuselage cross-section language
FAILED	33	QM	Requires muffler system
PASSED	34	QM	Clerifys engine availability

PROPOSALS THAT FAILED IN INITIAL VOTE

2	QM	Allows use of a 101 dB muffled tuned pipe
3	Q500	Allows use of a 101 dB muffled tuned pipe
4	F-1	Allows use of a 101 dB muffled tuned pipe
10	F-1	Provides for 2x2 take-off order
11	F-1	Allows removal of wheel pants without penalty
13	F-1	Provides for 2x2 take-off
18	F-1	Defines glow plug size
21	Q500	Defines propeller diameter



HOW TO PAINT YOUR GO FAST - PART II

Now that you have all the primer sanded off, it's time to stop and think about colors. Choose your colors carefully. I recommend using a light base color with a medium color trim. I do not recommend dark colors. They hold heat and can fry a radio and melt wing foam if left out in the direct sun for too long.

Maybe this is a good place to stop and talk about the paint. You may be painting with one of the model epoxy paints, Super Pox, Hobby Pox or Formula "U". However, there are several builders around the country who are using automotive acrylic-enamels and acrylic-urethane paints.

Automotive paints have both advantages and disadvantages, but I feel that the advantages outweigh the disadvantages by a long shot. There are more colors to choose from; if you see a great color on a car, just go to your automotive paint dealer and buy a quart. The most you will pay is about nine dollars for a quart as opposed to twenty dollars for the same amount of hobby paint. Automotive paints are less critical as far as preparation, atmospheric temperature and humidity are concerned. An automotive paint shop does not shut down if it's too cold or it's raining. The paint manufacturer has developed additives for cold and wet weather. You can find everything from paint retardors to accelerators for hot and cold weather. Every manufacturer markets fish-eye preventor or some additive for wet weather. (I've painted planes when the real fog was thicker than the spray gun fog with great results.) You can even get special blenders that will melt the fresh overspray when you repair. It works so well that you can not find the patch job when it's dry.

The one major negative about automotive acrylic-enamels is that they are not fuel proof against the high nitro fuels that we are using. But with a final clear coat of acrylic-urethane to cover the paint and give the plane a high gloss, you get the best of both worlds.

There is not much written about these paints so if you decide to try them you should do some experimenting with reducers and additives.

The paint that I use is Ditzler Delstar Acrylic Enamel which is a two part paint. The additive is not necessary unless you are going to paint several colors or coats in a short period of time. (Unlike cars which get one coat and are forced dried at 180° for four hours and driven out the door.) I have found that double the additive works well - it increases the gloss and is totally fuel proof with the urethane.

Ditzler is not the only good automotive paint on the market. Every paint manufacturing company has an acrylic-enamel and acrylic-urethane available. As a suggestion to someone who might like to try this type of paint, I would recommend going to several paint stores and asking questions. When you find someone who doesn't throw you out the door, pump him dry. Find out what the most common paint is in your area and use that brand.

I leave what you paint with to you. Use whatever you feel comfortable with. However, there is no substitute for careful preparation. The paint will show everything that is under it. If you try to fill "nooks and crannies" or building mistakes with paint thinking that you can sand it smooth with the primer or base color coat - think again. The paint will shrink as it cures and there are all those dings and rough spots back to haunt you for the life of the airplane.

Before you mix up the paint for your base color, sit down and think out your paint scheme. A good paint scheme should provide a balance of trim color. I've found that a paint scheme with the lightest colors on top (of the fuselage) or at the tips of the wings working toward darker as you come down the wings or fuselage is very effective. A very good bit of advice was given to me years ago by that ol' professor Jeff Bertken. "Always lay out your trim lines so you can patch the paint job after you ding it up." Don't try to make your paint scheme too elaborate, you would be suprised what you can do with straight lines and some creative matching of color.

Checkerboards are one of the nicest trim ideas you can use and one of the fastest to lay out. A piece of good quality plastic contact paper, a straight edge and a razor blade and you can checkerboard to your heart's desire. Lay the contact paper on your wing or tail, mark out the vertical and horizontal lines and cut out the squares. Remove the ones that get painted, being careful not to cut through the paint.

But I'm getting ahead of myself. After you have a paint scheme worked out that you like, draw it on a 3 view and pin it on the wall. Look at it for a few days while you are putting the base color on and color sanding. If it still looks good then use it. But you will probably want to change it after staring at it for a few days.

Your spray equipment is as important as the preparation. A good spray gun in proper working order won't save a poorly prepared surface, but it will really lay down a smooth coat of paint on a properly prepared wing or fuselage. I use a professional painters "touch up gun" with an 8 oz. cup. My compressor is a Sears' 3/4 horsepower model with a good quality water trap and regulator. All the trim painting I do is with a "Binks air brush" with a "B" tip.

Get out your alcohol and clean the plane. Then clean it again. Take an old tooth brush and get the hinge lines. Then blow off the whole plane inside and out at the highest pressure your compressor will pump. Then go over the plane again with a good epoxy compatible tack rag.

The base color should be shot in two stages. A light first or tack coat, then 15 minutes later a good wet coat to cover the

entire plane with a good even color. No "transparent" spots should be showing at this point. The trick to painting a good and lightweight base color coat is to know when to stop. It's so easy to keep loading on the paint, but every pass of the spray gun is weight you're putting on the airplane. So paint in a good light and stop when you can not see through the color to the exposed fiberglass and primer under it. Clean your gun and walk away from the plane for a day or two. Let it dry, out of the sun.

If you are painting with a gloss hobby paint and are not going to use a clear coat over it, you are ready for your trim layout now. I use a flattening additive in my base color and it seems to cover better with less paint. It also dries a bit faster than high gloss.

Now that the paint has cured for a day or two, it's time to color sand it. Using 500 grit wet paper and soapy water sand the whole airplane. Use a sanding block on dust and runs only. Watch the edges and high points on the cheek cowl and wheel pants. You can sand through in a few strokes.

Now that you have the whole plane sanded down smooth again, get that 3 view down off the wall. If it still looks good, start laying it out on the airplane. I recommend Scotch Finesline Masking Tape. It's a light green color, flexible and leaves a clean line. You can get it at any good auto paint store in widths of 3/32 to 3/4 inch. I lay out the whole trim scheme in soft pencil before I put any tape on the plane. Some people can eyeball a trim job, but I can't. You should be able to lay out the entire trim scheme thinking out the spacing between colors so that you do not have to remask for each color. A 1/8 inch line between colors looks good and adds contrast as well as making the trim job go faster.

After you have all the trim masking down take a good quality art eraser and get all the pencil lines off the area to be painted with trim colors. Then with cheap paper masking tape and good quality paper, butchers paper works well, mask off all the base color.

Pick the color you are going to shoot first and mask again all the other areas with tape and paper. Clean the exposed surfaces well with methanol alcohol and go over the surfaces to be painted with a tack rag.

Mix up your trim color and shoot it on. If you are using a "touch up" gun shoot a very light tack coat, then a light color coat. You don't need a lot of paint to get color and you don't want to build up too much paint around the edge of the masking tape. It just has to be sanded off again. If you are using an air brush, just a light wet coat will do. You only need to put on enough paint to get a uniform color.

After the first color has dried, pull the masking tape and paper off the area of the second color and mask the first color. Clean and go over this area with a tack rag and paint it. If there is

a third or fourth color just repeat the procedure.

As soon as the last color has tacked up (about 1 hour) start stripping off all the masking and sit back and admire your handiwork. Let the plane sit for another day or so. Then with 600 grit wet paper and soapy water, very carefully sand the trim. Do not use a sanding block, just knock the chinks and dust off. A good technique is to sand across the trim lines at about a 45° angle to the edges. This will take the paint buildup off around the edges where it had built up next to the masking tape.

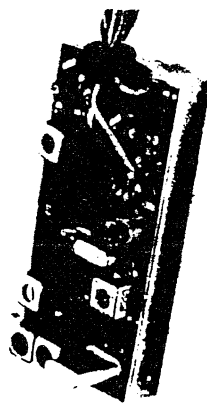
If you go through don't worry. Just mask off the area around the "Boo-boo" and spot it. Let it dry and sand again.

In the next article, I'll cover the clear coat, fading techniques and the final airplane set up.

Gary

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JULY 1989

Saturday

Sunday

1st		2nd	F-1/FAI Jamestown NY (X,S) Canadian Nats - Centralia, Ontario, Canada (thru 9th)
8th	Q500/F-1 RCFCBC Boundry Bay, BC Canada C500 Saskatoon Canada Canadian Nats	9th	F-1 RCFCBC Boundry Bay, BC Canada F-1/FAI Ellington CT (X,S) F-1 Saskatoon, Canada Canadian Nats
15th		16th	
18th	AMA Nats - Tri Cities, WA	19th	AMA Nats - Tri Cities, WA
20th	AMA Nats - Tri Cities, WA	21st	AMA Nats - Tri Cities, WA
22nd	AMA Nats - Tri Cities, WA	23rd	AMA Nats - Tri Cities, WA F-1/FAI Waterford, QNT (X,S)
29th		30th	

AUGUST 1989

Saturday

Sunday

5th	Q500/F-1 KITSAP ARCS, Bremerton, WA	6th	F-1 KITSAP ARCS, Bremerton, WA Q500 Bridgewater, MA (X,S,Beg)
12th	C500, North Battleford, Canada	13th	Q500 Chula Vista, CA F-1/FAI Lockport, NY (X,S) F-1, North Battleford, Canada
19th	F-1 Sepulveda Basin, CA Q500 NEPRO CHAMPS, Ellington, CT C500, Swift Current Canada	20th	F-1 Sepulveda Basin, CA Q500 NEPRO CHAMPS, Ellington, CT F-1, Swift Current Canada
26th	F3D WORLD CHAMPIONSHIPS Tidewater, Virginia Q500/F-1 PROPS, Chehalis, WA	27th	F3D WORLD CHAMPIONSHIPS Tidewater, Virginia F-1 PROPS, Chehalis, WA

SAN LUIS OBISPO'S
CALIFORNIA STATE CHAMPIONSHIP
FORMULA ONE RACE
May 20 and 21, 1989

The forecast was for cool and breezy conditions, the field was staged and ready for the most prestigious Formula 1 race...San Luis Obispo. Once again the SLO Flyers poised their crews for their annual gathering. This year's event drew an even 50 contestants as far away as Washington, Texas, Oregon and 5 from Japan. As expected the competition was fierce, with several pilots setting new personal best times. Many 1:10's were posted while up and down the pits you could hear the chatter of the pilots reminiscing about the heat race they just had.

As was said, the competition was keen. Dave Shadel cracked of one fast time after another...but, oops, a double cut the first day knocked him out of the multi-way tie for first. By the seventh round, 5 pilots were tied for first, one point down. In heat 6 three of those tied for first raced each other. Gary Hover, Lyle Larson and Bob Smith all tuned their engines in anticipation of what was to come. Hover was off first, Lyle second and Smith third. By the second lap it was apparent that Smith had been a little aggressive with the needle and soon shut it off. Lyle closed in tight to Hover (too tight) and soon received the ultimate kiss, a Kaze fart, and smacked his new racer between pylons two and three. Hover then cruised home for the victory. That left Hover, Richard Verano and Dub Jett at the top. Dub, who had put Hover down one point earlier, did it again in round 8. This set up a flyoff between Verano and Jett. Both pilots were closely matched with Richard having a slight edge on speed. Ultimately Rich prevailed with his very fast Blue Tailed Toni.

The calcutta this year once again pitted the 13 fastest contestants against each other. Shadel was the obvious favorite with his fast time of 1:07.23 but there were several others who weren't that far behind. Remembering the old axiom "he who is fastest ain't always firstest", Shadel headed to the final round. Shadel quickly took the lead and was cruising along when out of nowhere came Brad Young. Closer and closer Brad forged, but alas the finish came too soon and Shadel won the calcutta...again.

Just prior to trophy presentation Gary Hover, NMPRA president, made a special presentation to Gerry Nelson, Budd Crane and Joe Martin of a small plaque as a special thanks to them as "Founding Fathers" of the NMPRA in this its 25th year.

This year's contest went very well with only a slight glitch on Sunday. A special thanks to the SLO Flyers, CD Jim Sneed and Bill Benica, color commentator on the mike. See you next year.

RESULTS:

- | | | |
|--------------------|-------------------|------------------|
| 1. Richard Verano | 6. Mike Helsel | Fast Time and |
| 2. Dub Jett | 7. Pete Bergstrom | Calcutta Winner: |
| 3. Gary Hover | 8. Bruce Brown | |
| 4. Rusty Van Baren | 9. Mark Lattimore | Dave Shadel |
| 5. Dave Shadel | 10. Kent McKenna | 1:07.23 |

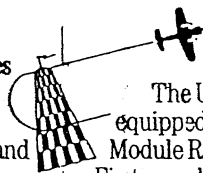
FOR THE RECORD

The following is our list of those who have broken the 1:10 mark in Formula One.

10/26/80	Dave Shadel	Titusville, FL	1:09.00
5/19/81	Ron Gilman	San Luis Obispo, CA	1:09.68
4/19/82	Dave Shadel	Bakersfield, CA	1:07.76
5/15/82	Mike Atzei	San Luis Obispo, CA	1:07.06
5/15/82	Dave Shadel	San Luis Obispo, CA	1:07.05
10/31/82	Bill Freis	Sequine, TX	1:09.80
10/31/82	Dave Shadel	Sequine, TX	1:09.90
5/15/83	Dave Shadel	San Luis Obispo, CA	1:09.40
5/20/84	Dave Shadel	San Luis Obispo, CA	1:09.43
5/18/86	Dave Shadel	San Luis Obispo, CA	1:08.12
5/17/87	Dave Shadel	San Luis Obispo, CA	1:09.32
6/27/87	Gary Hover	Chula Vista, CA	1:09.90
10/25/87	Dub Jett	Deland, FL	1:09.61
10/25/87	Dave Shadel	Deland, FL	1:09.74
5/14/88	Gary Hover	San Luis Obispo, CA	1:09.24
5/15/88	Bob Smith	San Luis Obispo, CA	1:09.08
7/02/88	Dave Shadel	Chula Vista, CA	1:09.40
7/03/88	Dave Shadel	Chula Vista, CA	1:09.50
7/29/88	Brian Richmond	Virginia Beach, VA	1:09.16
2/26/89	Dave Shadel	Phoenix, AZ	1:08.09
3/11/89	Dave Shadel	Whittier, CA	1:09.54
3/12/89	Dave Shadel	Whittier, CA	1:09.83
5/07/89	Brian Richmond	Forth Worth, TX	1:05.91
5/21/89	Dave Shadel	San Luis Obispo, CA	1:07.23

U.S. FINISHES ON TOP-- DOWN UNDER.

Airtronics congratulates pilots Dave Shadel, Brian Richmond and Dub Jett, mechanics Jim Shinohara and Bruce Richmond and Team Manager Bob Wallace for their impressive First, Second and Third Place victories at the 1987 FAI Pylon Racing World Championships in Melbourne, Australia.



The United States Team, equipped with Airtronics Module R/C Systems, finished First overall in competition with nine international flying teams.

Airtronics salutes all the dedicated participants and organizers of the 1987 FAI Championships.



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FT. WORTH THUNDERBIRDS PYLON RACE

MAY 6, 7, 1989

ED RANKIN - C. D. AND REPORTER

- NEWS FLASH: 1. Brian Richmond, National Record 1:05.91 May 7, 1:07.22 May 6.
2. Randy Ritch, Age 19, 4th place - 1:18.03 May 7
3. Jerry Small won his first F-I Race - 1:10.19, May 7

The severe storm on Thursday night with 86 MPH winds must have caused an ideal combination of temperature/relative humidity/barometric pressure. I could tell that the engines were going to run good when Bruce Hobbs turned a 1:11.55 in the first heat of the day. Other fast times in the first round were Dub Jett - 1:13.56, Norm Johnson - 1:13.88, J. P. Hanway - 1:14.01, Ed Rankin - 1:14.93. In the second round Brian Richmond turned a 1:09.17, Bruce Hobbs - 1:10.76, J. P. Hanway - 1:11.76. No outstanding times were posted in the third round. In the fourth round Brian posted a 1:09.49, Dubby - 1:11.62, and Norm - 1:14.58. In the fifth round Dubby posted a 1:12.79 and a perfect score for first place. Brian went for fast time since he had (2) zeros and turned a 1:07.22 almost matching the 1:07.05 record. Other fast times were posted by Bruce Hobbs - 1:13.5 and Rankin - 1:13.6 in the last heat of the day. Imagine getting second place with a 1:13.6? Johnson and Hanway flew off for second and third place with Johnson winning in a very close race. Hobbs won the flyoff with Bob Green for 4th and 5th place. What a race; the stage was set for Sunday!

In the first round on Sunday, Brian posted a 1:10.86 in very moist weather. Jerry Small had an outstanding Phil Bussell engine and won his first heat against Norm Johnson with a 1:17.44. You could tell that his plane had great potential, and later on proved it by winning the race. In the second round fast times were posted by Brian Richmond - 1:13.87 and Ed Rankin - 1:14.33. In the third round Jerry Small scorched Brian Richmond with a 1:10.19 versus a 1:19.32 for Brian. Other fast times in this round were Dubb Jett - 1:13.34 and Ed Rankin - 1:15.78. The fourth round proved to be the most exciting for both days. Brian came to the line in the sixth heat with determination to break the ~~second~~ RECORD, and he did with a 1:05.91.

Every stop watch available was on Brian during this heat. He turned a 9 second flat in the first lap, and lap times were clocked at 6 seconds flat. All of the watches in the pits checked within ± 0.10 seconds of the official 1:05.91 time. The course was measured after the contest and checked O.K. Jerry Small beat Dubb Jett in the fourth heat with another 1:10.91 versus a 1:14.15 for Dubb giving him a perfect score and a tie for first place. After 22 years of FI racing your reporter committed a common pilot error by flying too low and crashed around number 3 pylon. This really makes one humble! In the fifth round small beat Hanway with a 1:13.34 versus a 1:13.77.

Brian attempted to back-up his record and clocked a 1:12.31 for eleven laps and winning his heat. Bruce Richmond had been consistent throughout the race and won his heat with a 1:14.37 placing him in a tie for first place with Jerry Small. Small won first place based on fast time after he and Bruce posted a zero in the flyoff.

The Ft. Worth Thunderbirds conducted another excellent race, and have volunteered to hold another one this year. Our many thanks to Ted White (noted Pattern and Scale Flyer) for being the Starter for the last three years. Great news for race pilots is that the club will build a concrete runway adjacent to the 300 ft. asphalt runway. This runway will cost \$12,000 and will be a tremendous improvement to this excellent flying site.

A special congratulations to Jerry Small for his first F-I win posting a 1:17.44, 1:17.64, 1:10.19, 1:10.91, 1:13.34.

MAY 6 CONTEST RESULTS
(19 ENTRIES, 3 X 7 MATRIX)

NAME	POINTS	TIME
1. Dubb Jett	15	1:11.62
2. Norm Johnson	13	1:13.88
3. J. P. Hanway	13	1:11.74
4. Bruce Hobbs	12	1:10.76
5. Bob Greer	12	1:16.82

Fast time: Brian Richmond 1:07.22

May 7 contest Results
(21 entries, 3 x 7 matrix)

NAME	POINTS	TIME
1. Jerry Small	15	1:10.19
2. Bruce Richmond	15	1:14.33
3. Brian Richmond	14	1:05.91
4. Randy Pitch	13	1:18.03
5. Ric Tocci	12	1:16.83

FAST TIME: BRIAN RICHMOND, 1:05.91



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May 12, 1989

Dear Gary;

Here are the results of the Formula 1 races that were held on May 7th in Moose Jaw, Sask. This was the first scheduled race for the Canadian Prairie District for this year. The breeze was a little on the stiff side again this year, blowing at about 25-35 m.p.h., which resulted in the occasional minor scuffage to wing tips and landing gear.

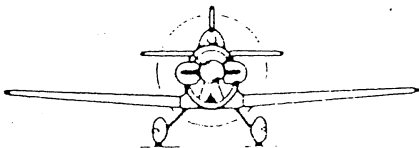
<u>NAME</u>	<u>PLACE</u>	<u>POINTS</u>	<u>BEST TIME</u>
Sam Ferris	1	93.0	1:36
Henry Redekop	2	82.8	1:30
Harold Sattler	3	72.6	1:25
Lyle Baker	4	62.4	1:30
Orlan Dowdeswell	5	52.2	1:34
Darin Buell	6	42.0	1:33
Duane Carruthers	7	31.8	1:42
Dave Bilanski	8	21.6	1:50
Linden Holderbein	9	11.4	1:55
Warren Collins	10	1.2	1:41

I am also including a copy of the remainder of our race schedule for 1989. I sent a copy to Ron Schorr back about February for inclusion in the NMPRA newsletter, but I don't know if he got it or not.

Good luck and good racing!

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05/01/89

BEAR MOUNTAIN

GENTLEMEN, START YOUR ENGINES!! The season opener at Anthony Wayne State Park in New York was a rousing success.

After cautious optimism on Saturday, with rain, mist and gray overcast skies, Sunday made all rejoice the sun gods with warm sun and light wind straight down the course.

Bear Mountain is a race site using a public parking lot at a state park. It has a rough asphalt surface with aggregate the size of golf balls, as well as having its perimeter defined by trees. I had been cautioned about holding tight on 1 to 2, as well as smooth landings being a must.

There was a huge turn out of 28 Quickey 500 fliers, as well as 11 Formula 1/FAI entries.

Even with the somewhat tight surroundings, a lot of entries, and first race jitters, only minor damage was sustained by the aircraft. Only Don McStay tested the trees along 1-2 on Saturday practice. Frank Gorham crossed into the woods during practice, and ended up 50 feet in a tree. During racing Dave Doyle abraded the lower surface of his Formula 1 coming out of 3. I couldn't land without 5 bounces and really scrapped the belly and tips. But enough - the remainder of the field mastered the long course, had some really tight racing, and got loosened up for a big season ahead.

I'd like to thank all the workers who donated their time to let us race, and to all the fliers that showed up to make it really interesting.

We did learn that getting off to an early start is MANDATORY if we hope to fly 5 rounds, two classes, with almost 40 entrants. PLEASE use the preregistration forms, and be at the race sites by 8:00 am to speed things up. A recent report in the AMA magazine showed a contest that ran in only 5.7 minutes per heat. NEPRO needs to get down to 6 minutes to avoid 7:30 end times.

Overall, good weather, good fliers, and good luck made this a season opener to remember. A list of all finishes, and times is somewhere else in this volume.

ELLINGTON

Only one week later NEPRO and the NCRCC hosted another race. This was a race for all participants to be proud of.

A beginner (first time racer) event was combined with rounds of Formula 1/FAI. About 13 new racers participated, and really showed a lot of promise. With many Scat Kats in evidence there is no doubt we will see these guys again.

It was great seeing the support provided by experienced fliers to

help new people enjoy this sport. Some of the regulars brought 2 or 3 beginners along.

Only a stiff, sometimes gusty wind made this a less than ideal day for a novice. Funny thing though, most of the planes that missed the runway were the hot F1/FAI class.

After a briefing of flight line procedures, the contest got underway. Models varied from a SuperSportster 20 to a HOTS to the legal Q500 racer.

I was a little busy at this race so cannot detail the flying, but will go on record stating that there were some excellent fliers present that can enhance regular competitions if they do come out.

Some how, like accidents at a car race, or fights at a hockey game, crashes are easy to recount. I stalled on a landing, damaging my left wing in a tree, Chris O'Neil had a 3 second flight into terra firma, the CD Joe Bednarz has a little glueing to do to his pretty bird. A beautiful Q500 by an unknown builder lost its wing in flight and corkscrewed down with surprisingly little damage.

Again I need to thank the workers who spent their time so we could race. There was merchandise for them at the end of the day which I think is a nice move.

Also, at this contest, no prizes were awarded before the pylons and cages were struck down. It was amazing how fast this was accomplished compared to other races. When everybody started moving the cages just come down and get loaded on the trailer in about 20 minutes, MAX. Class act this time guys!

You will find the results of this race elsewhere in this issue.

A pylon racing discussion was held at the Middlesex Modelers' May meeting. This Billerica, Mass. based club wanted to learn more about pylon racing and invited NEPRO to help them. When I was sent out of town on business, my caller Chris O'Neil stepped in to save the day.

About 15 people attended, where Chris displayed an FAI model, and our Scat Kats. For over an hour the course was described, what to expect at the race, line procedures, as well as questions were discussed. 4 people from this club made the trip to Ellington to see what racing is all about.

I'd like to thank Chris, and the Club for their help and desire to continue the sport of pylon racing.

BEAR MOUNTAIN Q-500 RACE
WELCOME TO THE FIRST RACE OF THE SEASON

Total number of racers: 28

Number of rounds flown: 4

AMA Sanction: 1049

		<u>Fast Time</u>			<u>Fast Time</u>		
1.	Art Arro	16 points	1:52	15.	Bob Brassell	11	2:14
2.	David Doyle	16	1:53	16.	Arnold Wile	10	1:56
3.	Tom Rebenklau	15	2:04	17.	George Schmauch	10	2:05
4.	James Vansant	14	2:00	18.	Rick Esterbrook	9	2:12
5.	Steve Pastula	14	2:11	19.	Don McStay	8	1:54
6.	Glen Vansant	14	2:15	20.	Mike Luzzi	8	2:27
7.	Dwight Aube	13	2:02	21.	Sal Derosa	7	2:19
8.	Dan Margolien	13	2:12	22.	Frank Sweeney	7	2:44
9.	Lewis Schawbe	12	2:15	23.	Don Kilgus	6	2:15
10.	David Sawickie	12	2:16	24.	Larry Boccio	6	3:14
11.	Bernice Wiolliams	12	2:20	25.	William Glode	5	2:15
12.	Ray Derosa	12	2:21	26.	Francis McDermot	5	2:18
13.	John Bruns	12	2:22	27.	George Gage	2	2:38
14.	Pete Reed	11	1:55	28.	Frank Gorham	0	

Fast Time: Art Arro 1:52
(F-1 Course)

BEAR MOUNTAIN FORMULA ONE RACE
WELCOME TO THE FIRST RACE OF THE SEASON

Total number of racers: 10

Number of rounds flown: 4

AMA Sanction: 1049

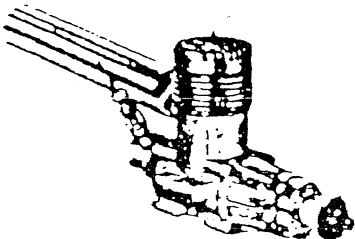
1.	Don McStay	15	1:23	6.	David Doyle	9	1:34
2.	James Vansant	13	1:44	7.	Bob Wallace	8	1:36
3.	Pete Reed	12	1:28	8.	David Sawickie	6	1:43
4.	Warren Schmauch	10	1:33	9.	Frank Gorham	4	1:31
5.	Dan Margolien	10	2:04	10.	Arnold Wile	0	

Fast Time: Don McStay 1:23

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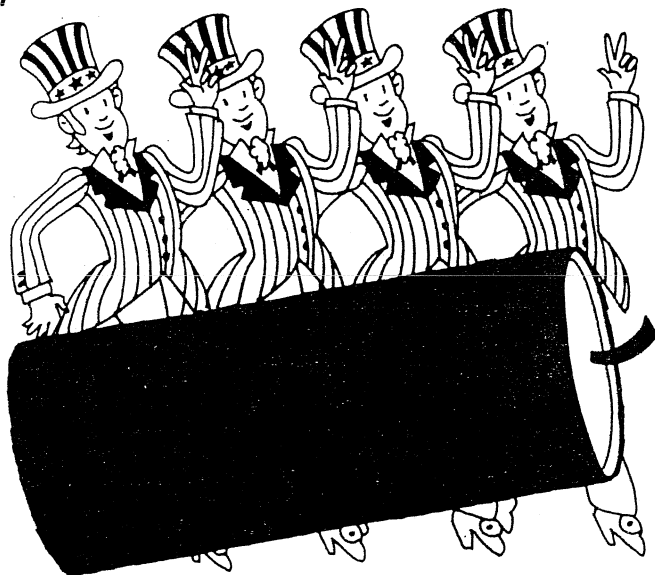
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