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May-June, 1991

National Miniature Pylon Racing Association

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Top View



From The President

This TOP VIEW comes from 30,000 feet. This past month has required a substantial amount of travel. I did take a weekend to go to the first annual Formula 1 Shootout put on by the Hemet Model Masters in Hemet, CA. Their field is new with about \$30,000 of pavement. Jim Loomis is to be congratulated for spearheading the acquisition and construction of this new field and promotion of the Formula 1 race. The group put on a great race even though it was their first ever race. Great job! For those of you who would like to go fast this field appears to have the magical "go fast" air we all like.

Jim Allen is finalizing the location and plans for the Quickie Championship Race. Remember, if you want to qualify for either the Formula 1 or Quickie Championship Races you must first be a member of good standing for 1991 in NMPRA or your points don't count toward qualification!

It may have slipped past most of us, but the AMA now has official record categories for RC pylon racing. So be sure to ask the CD of your races to submit fast times for official record consideration.

The plane is landing now, got to go.

Ready Turn

Mike

From The Editor's Desk

I tore myself away from less important things the weekend of May 18 - 19 to spend a little time at Hemet for the local club's first Formula I race on their magnificent new field.

This club really got serious and did a first class job of building a field. The small town of Hemet, in the desert at the foot of the mountains on the other side of the mountain from Palm Springs has a very active group of about 140 members. Ramrodded by Jim Loomis, they raised a ton of money and put in a really beautiful field. Chuck Brown printed a layout in his March column. The main runway is a well-paved asphalt strip 75' x 100', and features plenty of paved pit and apron areas.

At the foot of some hills in the middle of the desert, there ain't nothing to hit for a long way in any direction. However, wouldn't ya' know it - a lone guy, whose house is so far away it takes a good pair of binoculars to see it, has already begun lodging noise complaints. May a runaway F-1 fly up his nose.

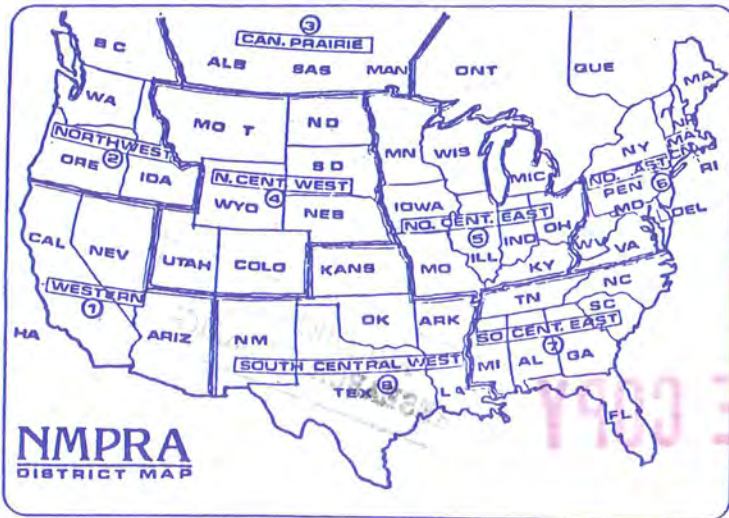
The weather was spectacular - clear, mid-70s, and, at least on the Saturday I was there, no more than moderate wind, right down the runway. At the time I asked on Saturday, they had 27 entries, including several from Mexico. Sadly, Scott Manning lost his "Best of Show" plane due to "bad air." Musta been like some bad ice I got one time - in some Chivas.

If I can get the race results before press time, you'll see them elsewhere in this issue. Otherwise, next month.

Authors Needed

I mentioned last issue that someone whose name I had forgotten had sent me a batch of suggestions for future articles. Well, right after we mailed the issue, I finally found his letter, and the gentleman was - Ta-Daaaa! Gene Smith of Stillwater, OK. Okay, you budding authors, Gene suggested

(Continued next page)



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From The Editor's Desk

(continued)

the following articles. I never met a pylon racer who didn't have firm opinions, so here's your chance to express them. Remember, don't worry about your style or writing ability. That's my job to clean 'em up.

Articles needed on:

Painting and finishing; modifying props; changing head clearance, plugs, needle settings to compensate for hot, humid days - or cold dry ones; techniques for judging No. 1 turn; do you fly the long legs level or banked? (Editor's note: That's one that has always puzzled me no end. The most elementary study of aerodynamics tell us clearly that an airplane weighs twice as much in a 60 degree bank - hence needs twice the lift - as in level flight. Yet, I see all the winners flying most of the race in a bank. Can anyone explain to me why that doesn't extract a huge speed penalty?)

Are #2 and #3 flown in one sweep or two turns; trimming techniques; is the plane balanced laterally, or is the out-board wingtip weighted? How important is having a 5 lb. airplane?; is extra weight a big speed penalty?; does varying center of gravity have any effect on speed? (another Ed. note: On full scale aircraft, a maximum allowable aft CG causes the airplane to fly at a minimum angle of attack, hence less drag and more speed. Does this work on models?).

There are more suggestions, but we'll save them for later. In the meantime, be heard-express your opinions - share your knowledge (most of it, anyway). Be a famous author.

Don

Reports From Your District Vice Presidents

District 8 - Drew Jerina

On April 20th the flag dropped for our first Q-500, QM race hosted by the Irving RC Flyers Association and CD'd by Bob Greer at North Lake Park (location of the 1991 NMPRA F-1 Championship) in Irving, TX.

The course was set-up for test flying on Friday and the spring weather gods forced a course change on race day to face the north wind.

The turnout was excellent with 19 Expert entries, 18 Standard and 6 Quarter Midget. Different matrices were run for the three classes. The Irving RC Flyers, lead by Dave Cesak as starter, ran a great race with only one refly all day.

Killer Billy Shultz survived two mid-air, killed two other airplanes and broke 1:30 twice to be eligible to move to Expert. (He was last seen at the hobby shop buying kill markers.)

The standings after the smoke cleared were:

EXPERT CLASS

Place	Pilot	Fast Time	Points
1st	Bob Greer	1:18.63 **	20
2nd	Rich Tocci	1:23.38	19
3rd	Jerry Denton	1:22.46	17
4th	Bob Miller	1:23.40	17
5th	Randy Ritch	1:21.13	14

STANDARD CLASS

Place	Pilot	Fast Time	Points
1st	Rick Reichelt	1:27.16 **	20
2nd	Paul Sandoval	1:31.50	18
3rd	Billy Shults	1:28.65	16

QM 1st Place - Bob Greer and FT of 1:17.36

On April 21 the Dallas Radio Control Club hosted a one day F-1 in Seagoville, TX. The weather forecast was supposed to be the winds at 10 and the temperature at 70, but we think the NWS got the two mixed up and gave us some rain to boot as the last heats were flown. We had twenty entries and three plane heats were run due to frequency limitations.

Jerry Small and Bill Hager had one of the more spectacular mid-air as they headed to the 1st pylon. The explosion filled the air with foam beads, and the windy conditions carried foam hundreds of feet away into the pits to almost resemble snow.

This was Sam Womack's first F-1 race to CD and with Scott Kalmus on the starting line, the race was completed without a hitch with results as follows:

Place	Pilot	Fast Time	Points
1st	Gary Clay	1:17.42	14
2nd	Dave Layman	1:18.43	14
3rd	Bob Greer	1:11.21**	13
4th	Rich Tocci	1:15.92	13
5th	Monty Moncrief	1:12.23	12

On May 4-5 Fast Freddy and the Georgetown Aero Modelers Association hosted the fourth annual Central Texas Q-500 Shootout in Georgetown, TX.

Everyone in Texas knows that the weather is unpredictable when the Byron Nelson Golf Classic is held in Dallas in May. This year was no exception and Mother Nature was a little less than co-operative, but Fast Freddy, Paul Polanek and his crew managed to run a very smooth race both days.

There were 29 entries on Saturday and 26 entries on Sunday and most heats were very, very competitive. The best mid-air went something like this ----- Jim Young, being a staunch patriot, targeted an incoming Scat Cat flown by Jeff Horn as poor Jeff tried to turn the first pylon and center-punched him good. Subsequently, they both received a bottle of CA at the trophy presentation to help them on the road to recovery.

EXPERT CLASS - MAY 4

Place	Pilot	Fast Time	Points
1st	Bob Greer	1:24.25	19
2nd	Randy Ritch	1:24.35	19
3rd	Bob Miller	1:23.95	16
4th	Golden Hoffpaur	1:25.15	16
5th	Gary Roberts	1:23.63	16

STANDARD CLASS - MAY 4

Place	Pilot	Fast Time	Points
1st	Phil Henry	1:29.47	17
2nd	Bucky Miller	1:26.40	16
3rd	Paul Sandoval	1:33.34	12

EXPERT CLASS - MAY 5

Place	Pilot	Fast Time	Points
1st	Bob Greer	1:22.01**	20
2nd	Randy Ritch	1:25.37	19
3rd	Sam Womack	1:23.12	18
4th	Gustavo Elizondo	1:29.13	18
5th	Mark Parker	1:26.60	16

STANDARD CLASS - MAY 5

Place	Pilot	Fast Time	Points
1st	Doyle Irwin	1:27.89	17
2nd	Phil Henry	1:30.46	15
3rd	Mike Hammett	1:36.59	14

** - Fast Time

Drew

What Kind of Fuel Am I? (The Sequel)

By Don Nix

The top fuel story this month concerns the ingredient we were discussing last month -nitromethane -and the news is -

PLANT EXPLOSION DESTROYS ONE OF THE ONLY TWO NITROMETHANE PLANTS IN U.S.!

It's true. For many years, there was only one producer of nitro-methane in North America. About four years ago, another multi-national, multi-everything (especially multi-bucks) company entered the nitro market. Both products are identical.

Unfortunately, on May 1, the major manufacturer lost their plant. Apparently, a small fire broke out, got into the wrong stuff and an explosion occurred. The real tragedy was a loss of 8 lives. The company estimates the plant will be down for a minimum of one year.

As you may be aware, the hobby industry consumes only about 5% of all the nitro produced; the balance goes into industry. The remaining manufacturer says they do not believe they can supply the total demand for the material, so there will most likely be a nitro shortage on the horizon. The only good news out of all this is that we bought from both companies, so we still have a supplier. Three of the major fuel blenders bought solely from the company that lost its plant, so it remains to be seen what the outcome will be.

At the moment, the remaining company declines to speculate on a possible price increase. However, if you suddenly found yourself the sole source for - anything, what would you do? F-1 users will be hit the hardest, in the event of a price increase, of course, because of the high nitro fuel they use.

I have heard some gossip that the Chinese nitro adds extra power. Unfortunately, there is no evidence to support that, and although it was a bit cheaper, the one person I know who was importing discontinued it because of severe corrosion problems. I wouldn't recommend it.

OIL

I touched on this last month, and don't have a lot to add. I gave you my theories about synthetics vs. castor. The most popular oil today is Klotz KL-200, and I certainly agree. I wouldn't know where to tell you to find a better one.

The amount to use? Opinions vary, with the consensus seeming to be around 18% - some use a little less, some a little more. By the way, with oils as with fuels, most of the colors you see are just that - color. For example, the well-known Klotz KL--200 is red, but it's only an inert dye. I know, because we buy a lot of it without the dye, so we can make other color fuels. Without the dye, it's kind of, well, oil-colored.

Occasionally we will see a bit of propylene oxide used (about 2%) as an igniter. My personal feeling is that it does little good and is rough on plugs. Also, since the stuff boils at about 93 degrees, most of it evaporates out long before the gallon of fuel is used.

To sum it up: Be sure you use the best ingredients, measure them carefully, mix them thoroughly and keep it sealed tightly. And don't blow up your garage.

LAS VEGAS FORMULA 1 RACE APRIL 20, 1991

Place	Name	Points	Time
1	Gary Hover	19	111.28
2	Chip Hyde	18	111.49
3	Francisco Gonzales	16	117.09
4	Richard Verano	15	*109.16
5	Henry Bartle	15	112.10
6	Russ Kime	15	120.59
7	Paul Stenberg	14	117.31
8	Darrol Cady	13	112.65
9	Dave Shadel	12	109.78
10	Scott Manning	12	119.41
11	A.J. Seaholm	12	122.90
12	Mike Helsel	11	111.97
13	Mike Sperry	11	115.36
14	Dave English	10	126.07
15	Lyle Larson	7	116.20
16	Rusty Van Baren	7	116.49
17	Jorge Comas	7	128.10
18	Rudolf Tisza	7	136.13
19	Len Curiel	6	123.51
20	Bruce Brown	5	123.51

* Fast Time

LAS VEGAS FORMULA 1 RACE APRIL 21, 1991

Place	Name	Points	Time
1	Dave Shadel	15	110.65
2	Darrol Cady	13	112.14
3	Richard Verano	13	*107.44
4	Chip Hyde	13	112.63
5	Henry Bartle	12	114.80
6	Scott Manning	12	116.26
7	Paul Stenberg	12	117.75
8	Francisco Gonzales	11	114.64
9	Mike Helsel	10	111.44
10	A.J. Seaholm	10	117.96
11	Russ Kime	10	118.61
12	Gary Hover	8	113.13
13	Lyle Larson	8	114.46
14	Rusty VanBaren	6	109.56
15	Jorge Comas	6	127.69
16	Dave English	2	126.45
17	Mike Sperry	2	142.79



David C. and Georgia Mae Abbe
1780 E. Chase Avenue, El Cajon, Ca 92020-8304



Jim Allen Q500 V.P., N.M.P.R.A.
956 E. Huber
Mesa, AZ 85203
(602) 464-1443
Re: "Proposal for Quickee 500 Sportsman"

(619) 447-6146

May 5, 1991

Dear Jim,

This letter is in response to your request for comment on subject proposal. Your article in the April 1991 NMPRA Newsletter discusses the "problem" that exists with the Nelson engine's introduction into the Q500 scene. First, your proposal already exists in practice in New England, where there is only one engine (4011 K&B) allowed, using a 9/6 prop. The reports I have read in their "NEPRO" newsletter have shown this to be cause for MANY new participants in Q500. For Q500 in general, I think the answer is simple. Limit the prop used to an APC, Rev-UP, or J-Z 9/6, period! It is very doubtful that a Nelson would prove any more competitive than a larger (and less expensive) field of engines when limited to using a 9/6.

Living in California, I can appreciate both sides of the issue. While the NEPRO action has attracted numerous entry-level racers, so we in California actually reduced the chances for many Q500 aspirants to get started by our distinctly intimidating "California Quickee" class. For us to be competitive at all, we had to wait for; #1 A certain engine company to build our engines, and #2 A certain engine expert to find the time to "soup up" these rare "built" engines. Your fear that the Nelson Q500 engine will follow this course of disaffection for the "entry-level" racer is more than true, it has happened! (for no good reason either!)

Many "splinter" racing groups have started up. From "anything goes" races (with a certain size engine), or all-electric "rockets" which have speeds equalling most Q500 planes, to very fun type .25-size T-6 races, each club or area has produced an un-noticed, but locally popular substitute. What is the result of that? Erosion of past, present and certainly future active NMPRA members.

To "market" entry-level participation in Pylon racing, the "Market" MUST be identified.

WHO is it that we can expect to draw from?

WHERE are they now?

HOW can we attract them to this sport?

The "who" include many younger people, many of WHO were chased away from this sport by their impatient, and often outright angry elder R/Cer's indisposed by any desire to encourage a young newcomer's constructive interest in this hobby.

These kids went WHERE they were welcomed with open arms, the R/C CAR-RACING market. In that market every race-worthy car is worth the price of at least one or two "Nelson" engines! That market produced over 2 Billion Dollars worth of revenues in the mid-eighties! Now, most of these prospects are right WHERE we all have been at that age, getting their financial feet under themselves for the "long haul".

Starting right now (3 or 4 years, after College, Military service, etc., etc.), these same "Kids" are re-entering the hobby market wondering HOW to get back into more racing action! Considering that this population of "fledgling" R/Cer's number in the millions, our "HOW" problem is quite simple, ADVERTISE! We as members must go to hobby shops operated by people who are well aware of the value of our trade. We put up signs advertising our races at these hobby shops. These signs should have some NMPRA application forms* attached, with the name and phone number of a racer to contact for more information. When contacted, we must endeavor to respect the fact the we are talking to experienced R/Cer's who are already sold on racing, it's expense, and experienced with it's rewards and disappointments.

In the meantime, let's hope that the AMA rules prevail for Q500 racing, and that the Nelson's of the future provide us with a more affordable alternative. (Although certainly within the understandable reach of most ex-R/C car racers who are normally accustomed to spending at least \$4-500 PER CAR!)

Sincerely,

Dave Abbe
AMA5962, NMPRA 53C

*NMPRA membership application forms are in our newsletter. Non-members don't get newsletters, Catch 22!
cc: Don Nix, Editor; Pete Reed, District 6 V.P.



ACADEMY OF MODEL AERONAUTICS

FAI PYLON RACING TEAM 1991

To: Ron Schorr
5224 Teesdale Ave
North Hollywood, CA 91607

Dear Ron,

Consider this an open letter to all **NMPRA** members.

Thank you very much for the \$500 dollar donation to the 1991 FAI Pylon Team. This money will go a long way towards helping pay those expenses not covered by AMA during at next World Championship this coming October where we will defend the Individual and Team Championship.

Our biggest expense not covered by AMA appears to be car rentals and gas for them that by my estimate, will cost several thousand dollars therefore, money is needed very badly to keep the cost to the individual team members at a minimum and not be a financial burden.

Thankfully the racing community has come forward with help and **NMPRA's** donation is very nice boost.

Be sure to tell your members that we appreciate it and I promise we will do all in our power to bring the World Championship home to the USA.

For the entire team,

Thank You,

Wayne Yeager
Team Manager

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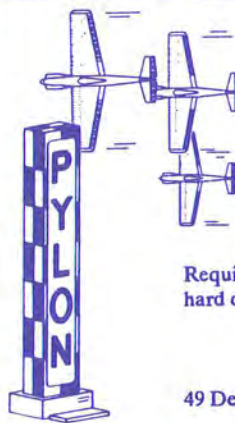
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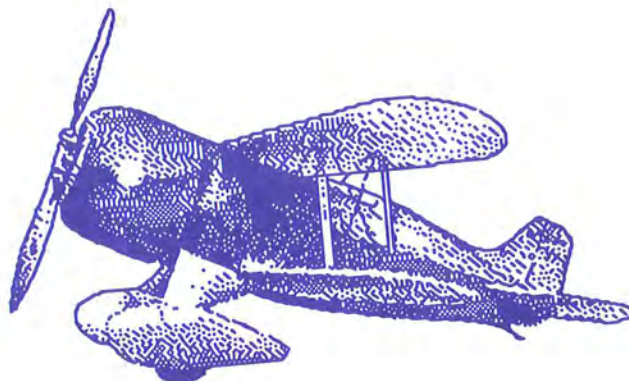
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Q. What do these 4 people have in common?

1. Dave Shadel
2. Henry Bartle
3. Dubb Jett
4. Lyle Larson



- A.** (1) They are the United States Team in the 1991 World Championships in Australia, and
- (2) They all Race with POWERMASTER Fuel.

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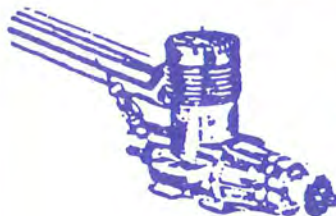
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