

The Pylon Racer's Official Voice

NMPRA

HIGH PERFORMANCE



National Miniature Pylon Racing Association

Since 1965

AMA Affiliated

February 94

We have had a good response of letters and articles this time around from our membership. Both Dave Shadel and Jerry Small have sent in some very informative letters and some very good ideas on the future of Formula One. I hope others will take the time and write their thoughts for everyone to see.

Hot Laps by President Lloyd

At the end of this year, we will compile all the suggestions and see where we go. Let your opinion be known, write us! This month's newsletter is chock full of news from our districts and Drew Jerina has sent in a detailed article on how he paints his number one FI's. We also start our first of many, member profile series. We will publish as many as we have room for each issue.

District Funds

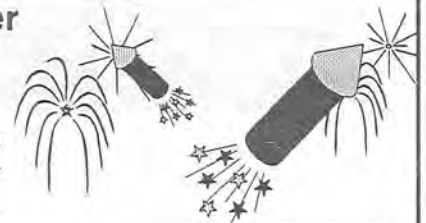
In our continuing effort to bring the Q500 racers into the NMPRA, we have decided to allocate funds to each district to be used for trophies, prizes, etc... I think it's better for individual districts to tailor the awards for their own Q500 Championship Race. I received some very good feedback on this subject and feel our district VP's are more suited to handle their own areas then we are back here in Connecticut. I don't really care how it's done, as long as we continue to get more quickie racers into our organization.

Form I attendance

It is no secret that attendance has dropped off in Formula One, especially in

Don Martinson Wins Quarter Midget Championship

The last issue of High Performance was in error, reporting that Craig Grunkemeyer, winner of the Silver Cup, won this event. Many pardons.



District One. VP Lyle Larson is initiating a low nitro class and now Ron Schorr is offering to pay the entry fees of any new pilots. See the District 1 column for details. For all you want-to-be Formula one pilots in district one, now is the time to take advantage of this generous offer. Ron has been so involved for so long in FI, he refuses to sit back and watch his favorite sport die. He is also putting out a challenge to any other district.

\$5000

Ron will put up a \$5000 purse for a California race if someone else will do the same elsewhere. He wants to promote FI, have top quality races and make it worthwhile for you to attend. So how about it! Is there any one or group of guys that want to take Ron up on his challenge? Let me know,

Dues are now due. If the year 1994 doesn't appear on your mailing label, this will probably be your last issue of High Performance

Mail your dues to Dave Doyle by 3/31/94 to maintain your membership.

you promote it.

FAI Team Selection

FAI Pylon Team selection — can't anyone host a race this year other than the Toledo Weak Signals. I've talked to a few CD's who want to run the race, but don't have a suitable site to hold it. Time is running out. Bids must be received by March 1. Please, if you can hold this event, get in touch with me, Chip Smith at AMA Headquarters or Wayne Yeagar immediately.

Dues due

Lastly, dues deadline is March 31. When you send in your dues, you receive back your membership card, three sets of our new NMPRA decals and a membership profile questionnaire to be returned to Paul Page. We want to know more about you. That's it for this month.

I'm keeping it short because we have so many other articles this time and I'm getting my act together for the big Phoenix Pro-Flyers Formula One race. As I write this column it is 4 degrees and snowing! My wife and I are REALLY-REALLY looking forward to Phoenix

Lloyd

Profiles



Francisco J. Taboada (2Y)

Guayana Holandesa, 210 Col Vistahermosa, Monterrey, Nueva Leon, 64620, Mexico.

Electronics & Communications Engineer. General Manager of family owned two-way radio business. Married to Sylvia for ten years with four lovely children: Francisco (Paco) 7, now flying his 2 channel R/C plane, Rebeca (Becky) 5, in photo, Alexandra (Ale) 3, and Juan Pablo (John Paul) 1.

Approximately thirty year in modeling. My father, modeler for over sixty years, introduced me and my brothers to this hobby and I've done almost all: rubber and gas

powered free flight; gliders; U-control stunt, combat, rat-racing and 1/2A's; R/C sport flying, fun fly, FAI pattern, helo's and Q500 racing. Have not tried cars or boats yet.

Twice president of our local R/C club and many times Secretary and Treasurer. President of the State Association of two-way Radio Dealers affiliated to the Chamber of Commerce. VP of newly created NMPRA District 9. In my spare time, I do counter work at our newly created hobby shop, the first to be established in our town in over forty years.

One goal reached by my father and I was to have flown in March 1976, a specially designed R/C model airplane cross country from Monterey (our home town) to the city of Puebla (800 mile drive south) where he was born and introduced to this lovely hobby.

Other hobbies include fishing for trout and big bass and yearly attend a tournament at the Baja California Peninsula in which we seek the mighty Blue Marlin.

Gil Horstman (1GH)

4109 S Driftwood, Spokane, WA 99206.

Account Executive for Motorola Worldwide Systems and After Markets Products Division covering Washington, Montana, Oregon and Idaho.

Married to Clara with 2 daughters, Barbara and Susan and three grand-children, Justin 11, Amy 9 and Juli 15.

Forty-three years in modeling. First Executive Director and founder of the NMPRA organization (Jerry Nelson created the event, I put the organization together). As AVP for AMA District XI, I get to meet lots of folks which I enjoy.

Dennis Sumner (21W)

46849 Larchmont, Canton, MI 48187.

Field Service Engineer for Philips Medical Systems, installing and servicing C.A.T. scanners and X-ray equipment. Married to Jane.

I've been in modeling for twenty-three years, pylon racing for the last nineteen

Editor's Request

ARTICLE SUBMISSION

FORMAT AND PRIORITY

Best way:
 Modem file transfer (8N1 Xor Y)
 Disk - IBM compatible
 Printed output - monospaced
 Fax (203) 584-1473
 Compuserve # 73627,1466
 Typewriter
 Long hand (worst way)

Call the Editor if you have a problem
 Paul Page (203) 584-9437

Race Announcement Policy

High Performance will publish announcements of upcoming races free of charge, on a first come, space available basis. Also, camera ready copy no larger than 7.5" wide by 2.5" deep. Copy must be received by the Editor or President no later than the announced due date.

Advertising Rates

Rates are for camera ready artwork. Artwork, composition and typesetting will be charged at cost.

	Size(WxL)	Single	Annual
Full Page	7.5 x 10	\$100	\$700
Half Page	7.5 x 5	\$ 70	\$490
Quarter Page	7.5 x 2.5	\$ 40	\$280
Econo Ad	3-5/8x2-3/8	\$ 20	\$140

Wanted

Interesting photos of races, planes, events. Send slides, B/W or color negs or photographs to Lloyd Burnham for the newsletter.

Call for Site Bid

F3D Pylon Team Selection Finals

The Pylon Team Selection Committee requests site bids for the 1995 team selection finals. It is preferred to have the finals during August or September of 1994. Clubs wishing to host the finals should submit a bid to Chip Smith, Competition Department at AMA Headquarters.

Bids must be received no later than March 1, 1994.

years. My caller/partner all these years, Ken Heatlie, photo left (the 'H' in S&H Race Team) won the NMPRA Quarter Midget championship in 1985 (Rough River, Ky), and the Nats QM in 1987. I also won the Weak Signals QM Championship in 1988, 89, 90, 91 and 2nd at the 1992 Nats QM, all with the same airplane and prop. I also enjoy photography and computers.





District News



District 1 - Lyle Larson

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92692 (714) 365-1155

Thank you for electing me your district VP. It seems that I'm the only one that would take the job and the problem with this is that is the attitude the whole district has. Everyone wants to race but no one wants to promote it.

I want to thank all of the past district VP's and presidents — especially Lloyd Burnham, David Doyle and Paul Page, who have taken the weight of this organization upon their shoulders. I personally have been one to go to a race and not participate in helping the organization. Those days are gone!!!

We need help this year to promote racing. We need attendance and we need you to get involved. We need a way to haul the NMPRA trailer. We need a way to finance a place to keep the trailer, the maintenance and it's insurance. We need someone willing to pull it to different contests. We need people to volunteer !! We need help!!

I want you to call me with your problems and suggestions. What changes do you think need to be made? What don't you like? What do you like? If we don't get your support and input, we're going to lose racing. I want to listen and make improvements.

A small group of people have held this group together for a very long time. For example; Henry Bartle built and maintained the trailer, Dave English made sure it was at all the contests and that all of the equipment was set up and taken down. How many volunteered to help him? I didn't... How many said thank you? I didn't... Hopefully, the next time you see Dave, you can give him a thank you. Anyway, it's time to pass the load onto new shoulders.

If someone has a place that we can park the trailer for a year, I need to know about it right away. If someone has a way of getting it to the contests, please let me know immediately. You will be compensated for your trouble.

Now, I'd like to address the Formula I problem of no attendance. This year, I'm going to promote a 15% Sportsmens class event. This has been working great in

Quickie 500. The rules are as follows:

1. You can run any forty size motor as long as it doesn't have a tuned pipe.
2. Scale judging will be the same.
3. Take off order will depend on if we are doing 1,2,3,4 or 1-2,3-4.
4. All rules are the same as Formula I except for fuel.
5. There will be a handicap rule as in Sportsman Quickie. Professional will do ten laps and the beginners will have to do nine. You know if you're an expert or not and if you don't know, I'm going to play Hitler. After the first race, which will be in Las Vegas, we will establish a time which distinguishes between expert and standard.

Hopefully, after enough people become involved in this, they will want to move up to expert. If not, we're not going to worry about it.

With respect to national points for this event — no National points will be awarded. If twenty people enter the contest and ten are Sportsman class, points for twenty entrants will be given to first place in the Professional class. I will keep track of points for sportsman class.

Futaba of America has graciously given me two radios — one to give to high points in Sportsman class, and the other to be given to the person who attends the most races out of the Vegas, Whittier, Modesto and Sepulveda Basin. If there is more than one person who attends all four races, there will be drawing for the radio.

I know that a lot of people are not in agreement with me concerning the Sportsman class; however, I am trying to promote Formula I and if you don't like it, you're more than welcome to this job.

I have heard a lot of talk from up and coming racers that no one will help them. Please note!! I will personally take the time to show you exactly what I do. Ron Schorr has told me that he will pay the entry fees for a year for anyone that either has not raced for three years or is new to racing. However, they must fly Professional class. Ron has also volunteered to help you set up your equipment or put you in touch with someone who will. Just ask!

Another idea — I had a phone conversation with Gary Hover and he suggested that

if each Formula I flyer would take one beginner under his wing, we could double the entrants in one year. This year we don't have as many Formula I racers because of the low turn out of last year. Hopefully, you can act on some of these suggestions and we can do better this year.

If you have a suggestion or a bitch, call me. It does no good to talk to your buddy about the problem. You have to let me know so we can do something about it.

I would now like to say a few words about the muffler and 15% fuel combination for Formula I competition that Dub Jett is promoting. I think it is admirable and the right idea, but it is a little late.

I just finished kitting a new Quarter Midget which will be flown with Quickie 500 motors on 15% fuel. When I first started designing an airplane for this class, I hated the idea. But, since having built the kit and putting the Quickie motor in it, I can see that these are 1:00 capable airplanes. I personally like building a beautiful airplane, but after seeing this Quarter Midget, I think it will become a very popular class... How popular? I attended the Pro-flyers Quickie 500 race with my proto type Napier Heston and sold seventeen kits.

I'd like to leave you with a couple of thoughts. — Remember, we do this for fun!! Have fun!! Remember the people sitting under the pylons. They are volunteers. Racing is a privilege — not a right, and it is not possible without our volunteers. Please say "Thank You" and let them know they are appreciated.

Phoenix Winterfest Q500

I just attended the Pro-Flyers January Winterfest race in Phoenix, Az. If you think you're a good Q500 flyer, this was the race to attend. How good? I turned a 1:01, and got beat. How good? Mark Parker turned a 1:01, and got beat. How good? Norm Johnson turned a 1:03, and got beat. Who was fast? Just about everyone who entered AMA class and it was stiff competition.

There was a time in my life when I could go the line and feel fairly confident that I was going to win the race. There was a time when I went to the flight line and only had to worry about beating one other flyer. Those days are over. There was many a time



District News



when everyone in my heat had done at least a 1:04. I saw some kids there starting to fly 1:05's. Aha! Possible Formula I flyers.

Now, with this level of ability, the attrition rate goes very high. There were so many crashes this weekend that I can think of a couple of kit manufacturers that may be able to retire. I'd like to pay my respects to Mike Helsel on the loss of his two Quickie 500's. He wouldn't fly his third one. I'm not saying Mike's equipment was bad, but I borrowed a muffler off of Mike's crashed airplane, and two heats later, my airplane was keeping his company in the trash can.

As far as the equipment goes, I saw a lot of different type equipped airplanes. The engines were virtually all the same speed. The propellers that seemed to be going fast were the 8-3/4 x 8-1/4 or a 9-8 Rev-up series 400.

I wish that I knew all of the names of people who helped put on this contest. They did an outstanding job. Not one re-fly. I never saw one flyer complain. This is the way racing is supposed to be — fun! My hat is off to Jim Allen who CD'ed the contest and his crew.

Besides the racing, noon time seemed to promote the unethical practice of tossing quarters. If you are in the contest with Fred Foster, keep your money in your pocket. This old timer said he used to do it fifty years ago. Fred's biggest problem was trying to find a place to put all his quarters.

It's been awhile since I attended a Quickie race. But, what a great turn out from the Las Vegas group. Congratulations to Clyde Young, Aka! Co-lide for not destroying an airplane. I was expecting a higher turn out from the mid-west and maybe a few from the east coast. The only one I saw was my friend Mike Tallman. Those of you who didn't attend missed one of the premier Quickie Races of the year and might consider it for next year. We had calm winds both days which is normal this time of year for the Phoenix area. Wind chill factor was about 70. How cold was it in the mid-west? Did you fly this weekend?

In our district, they have a sportsman class Quickie 500 which requires an engine under \$100 retail. These guys were having a blast. I wish I knew all their names. But I'm sure they'll be the next group that will be beating me. This is the list of winners in Sportsman class:

1 Andy Anderson

2 David Booth
3 Robert Moore
Fast Time — Ron Piercey, 1:32

The winners in AMA class were:

1 Ken Howell 1:01.85
2 Norm Johnson 1:02
3 Chip Hyde 1:00.22 **

Again, thank you to Jim Allen and crew for a wonderful, fun-filled and relaxing weekend

Lyle

District 2 - Kay Larson

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I was a little surprised when I read the December NMPRA Newsletter and didn't see anything under the District 2 column. I thought our exiting VP would be putting in a year's end wrap-up article and didn't want to infringe on his space.

Well, I am very excited about being VP of our district! We have some truly excellent people in the Pacific Northwest, and I am looking forward to working with them all. In fact, I must tell a story about wonderful "Gentleman Jim" Kelly! In order to do this, I will have to give you a little background.

Dick and I got involved in Pylon racing back in 1989, when Pete Bergstrom (CD) snagged us into "working" at our Kitsap Aircraft R/C Society club sponsored contest. I ended up winning a Futaba radio! There are always prizes for all the workers, and the top prize is a radio, the next most coveted prizes are usually a plane kit and/or an engine - and the kit used to *always* be a Quickie-500. Through the years, husband and I have won several radios and several engines, some of which we have given to newcomers into the world of R/C, but last year we *finally* won a plane kit! Only thing was, it *wasn't* a Quickie-500! (I always felt I could probably fly a Quickie, 'cuz I can go *fast* and *turn left*. I don't do very good at turning right, or landing).

Now, to get back to my story and Jim Kelly. Jim is also a member of Kitsap ARCS, of which I am the Newsletter Editor. At the last meeting, our President, Jim Hyson (who I will also get to join NMPRA), couldn't wait to tell me that he was going into Quickie's *big time*, that Jim Kelly had shoved two fibreglassed Quickies at him, and two Rossi engines, told him a price, and

said to pay when he could. I can't tell you the price, folks, but when I heard it, I exclaimed that I didn't know Jim had those planes for sale or I would have snapped them up myself! But Hyson said that Kelly just walked up to him and shoved them at him! Jim Hyson *has* already made an entrance into the Q-500 world, and if he dings up his plane during practice or the race itself, he still comes out, or stays, to assist where ever needed.

What a guy Jim Kelly is! What a super thing to do! And he certainly picked a wonderful person, Jim Hyson, on which to bestow his generosity. Hats off to you, Jim Kelly!

By the way, in the November issue, I erroneously misquoted one of Jim Kelly's statements: he suggested that ALASKA (not Canada!) be made a separate District for Q-500 points, so they can have their own Championship race. Apparently there are about thirty Q-500 pilots in Alaska! If any of you folks have some names and addresses of any of these pilots that you could send me, I would be happy to contact them on behalf of NMPRA.

Our proposed 1994 racing schedule has been submitted, and I will call your attention to any additions/corrections via this column. Please note that the Camano Island races in August are a two day Quickie 500 event. This is the infamous cow pasture! Did you know that many out-of-state folks think that here in the Pacific Northwest we do most of our flying in cow pastures? The only "cow pasture" (active) that I have seen is the one on Camano Island, and we successfully flew a Formula One/Quickie 500 race there. Admittedly, we did have to stop from time to time and herd the cows. It was a lot of fun! For information purposes, please note that all of our other races in this District are on paved, active X'd out runways!

Unfortunately, the Kitsap ARCS club is having a great deal of problems reserving the back runway of the Bremerton National Airport this year. We used to schedule two Pylon races there, but this year we will be

NEXT ARTICLE

DUE DATE

MARCH 9



District News



fortunate to get even one weekend. A gyrocopter is using the field and we have been told they get first choice of dates, and any date they want! As I send this off to Paul, no Pylon date has been confirmed.

Other ramblings, we are all looking forward to the Puyallup Expo on 5-6 February. This is the largest conglomeration of radio control hobbies in the Northwest, and a great chance to see old friends in the middle of winter. Saturday night, we hold our NMPRA awards banquet in Puyallup - always great fun and good food.

And 15-16 July, the Boeing Hawks are sponsoring the Rally of the Giants, which will be held at the beautiful Arlington Airport. After thirteen years this is the first time the IMAA is holding its Giant Scale Rally in the Pacific Northwest. Hope many of you will be making it out here.

I was very pleased to get a letter from Walter Parker in Portland, OR, who wrote to introduce himself as being a new NMPRA member in our District, and also new to Pylon racing. I sent him information and also requested that Al Watson and/or Matt Mikko ensure he is included on the Boeing Hawks Pylon mailing lists.

Wow! So many things have happened that I am adding on to what I already had submitted to Paul. Pres. Lloyd called me, and we talked for almost an hour! (I think I'm in love! grin). Besides all his great advice, he sent me hats, application forms, etc., *immediately!* I received everything the week of our conversation, and did it ever come in timely, as I had it all prior to attending a business meeting with a huge club in our area (Boeing Hawks). I was impressed with the way I was received, listened to, and questioned by these people.

I am equally amazed with other District 2 people! I sent out over thirty letters and received wonderful responses; Darrol Cady called to say he would get in touch with Walter Parker of the "Fly-a-Ways" R/C club in Oregon, who nobody even knew existed!

Al Watson and Matt Mikko have also sent Walter information on the Boeing Hawks Q-500 meets. Then Henry Bartle called to say he and Darrol made contact with this club and put on a Q-500 demonstration, answering questions, etc. Henry further stated he had about one-hundred 100 trophies and possibly some plaques that he would give me for "re-cycling" purposes;

and additionally, he being sponsored by Futaba, would get our District a Super 7 Futaba Radio and a Quickie-JETT 40 engine, so that we could sell raffle tickets all year and bring in some operating funds! (Jim Kelly had offered to get me a radio and engine, also!)

I am on a *big* recruiting drive, and have personally succeeded with recruiting four of six people in *my* town. I hope *you* all make a dent in increasing NMPRA membership, too. It is the best way I can communicate with you, and the *very best* way for you *all* to keep in touch with what is going on in the Pylon world!

Til next month....
Kay

District 3 - Roy Andrassy

240 Sandpiper Circle NW, Calgary, Alberta,
T3K 3T9 Canada (403) 274-5103

Hi race fans. Well its time again to put pen to paper and come up with a few pearls of wisdom. Hank Kauffmann and I have just completed a nineteen page monster newsletter for our district so my creative writing juices may be little low.

How to deal with the loss of a favorite airplane — All too often a great day of flying might end with a pile of broken airplanes. We have all had one of those days haven't we. Your favorite airplane can quickly turn into a depressing pile of garbage!! Over the years I have developed a "feel" for crashes. My "crystal glass special" crashes rarely result in any potential for a rebuild. I find its best to calmly pick up the pieces and place them into a large green garbage bag for reassessment at a future date. Make sure ail your parts are accounted for ie: receiver, servo's, battery, engine etc. If you are uncertain as to the cause of the crash, look for clues at the crash site before collecting your carnage.

My "rubber-ducky dumb-thumb" crashes sometimes have potential for repair. When I am annoyed after a crash like this, I find its best to place the wreckage into a bag and put it into a corner of the basement for a few days. Re-examine the wreck with a clear mind and fresh attitude. Things don't look so bad then. Your plane may fly once more.

Over the last seven years that I have been learning how to fly and race R/C aircraft, I have lost a total of thirty-seven airplanes (several more crashes). Many of these airplanes were lost in our Club 20 racing series either during the contest itself or during practice sessions. These crashes, however were very important learning experiences. Its much cheaper to learn about "bad air" or "bad equipment" or "bad flying or "bad-ass-luck" with Club 20 aircraft than with more complex and costly Q500 or Formula 1 airplanes. Lessons from the learning curve must be learned one step at a time. Enough said about crashes.

Brandon Canadian Nationals Update — Rod Kelin, the CD. for pylon, has informed us that we will be flying two classes of Q500; a Standard class and an Open class (AMA 428).

July 15 — Q500 Standard, AMA

July 16 — FI

July 17 — FAI team trials

Rooms are available at the Comfort Inn; phone (204) 727-6232 or fax (204) 727-2246. Let them know you are with the "pylon group" or the "NMPRA". Rod Kelin: phone (306) 585-0361

Weather and Performance — I have come across an article by Mark Elder on how weather changes can alter engine performance. According to Mark, the best weather for optimal engine performance involves low temperature, low humidity and high pressure. When you compare a day of 25C (77F), 90% humidity, and 970 mbar pressure with a day of 5C (41F), 10% humidity and 1030 mbar pressure, there is a 16% horsepower difference (more power for the latter day). Barometric pressure differences apparently have the greatest effect on power. Unfortunately many of our races in District III are at high altitudes: Calgary 3600 ft, Edmonton 2000 ft, Regina 1850 ft.

Some local flyers say that humidity is a requirement to go fast. I read the data a little differently, however. Fast time weather may occur during the cooler temperatures of the early morning hours which just happens to be a time of high humidity as well. Water is a product of the combustion of our fuels, its not a reactant. Zero percent humidity would be best for our engines but mother nature rarely if ever provides us with this environment.

1994 Race Schedule — I have completed the District III race schedule for 94.



District News



Please check the "Schedule page" for details. Our District III Q500 rules allow Rossi and Webra Q engines but not Nelson or Jett engines. The Brandon Nats in July will have a Q500 AMA 428 event. This is also true for the Calgary Q500 contests depending on time and entry level. As always, contact the CD of the contest for specific details.

*That's it for now
See you in Phoenix
Roy Andrassy*

District 5 - Karen Yeager

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(517) 547-4430

Not much racing stuff going on in this part of the world at this time of year. We're mostly trying to keep warm!! Speaking of warm, got out to Arizona for Christmas and paid a call on Jim Allen. Got a good look at his Q-500 kit, the "Quick V". Very nice kit, think I'll build one. For those of you looking for something different in a Q-500, you might want to get one. The wing is flat and is cut from one long piece of foam. He sells two versions of kits. One a standard kit and one with the wing sheeted with carbon spars installed. If interested give Jim a call. His number is 602 464-1443.

Now is the time we need to figure out where we will be having our district Q500 championship race. If your club would like to host it put something in writing and send it to me. If I get more than one club that wants it, I will print the locations here so you can let me know which one you are for. We are busy trying to put together a racing schedule (see Racing Schedule).

Karen

District 6 - Pete Reed

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New England may not shake and rattle like one of the warmer climates has done recently but we have winter. I don't know if all of you know what that is but it is one of the advantages of living here. You warm weather guys never get cabin bound so you

never get forced to build. It's hard to figure how you keep yourselves in airplanes if you can go out and crash 'em all year long. We have had several weeks now with nights below zero and days not above freezing but Saturday we had a little weather break and twenty-eight or so beat our way to Mansfield Ct. Public Library which, if it isn't the end of the world, it is certainly visible from there. The morning session was devoted to a clinic by Dave Doyle on what to do if the computer developed a wisp of blue smoke out the back on race day before the matrix was completed. He provided some forms to make the task easier and walked us through a sample setup. The matrix charts in the guide are quite a way from the yellow pad entries you made when people called up to say they were coming.

It seems to me a lot like the ARRL handbook which starts out, radio waves are like ripples in a pond and the next chapter is the fundamentals of the vacuum tube. I wonder just how many of you CD's out there could set up a matrix without warning?

In addition to Daves seminar some projects were on display. Mike Fiorito showed a very well done line of fiberglass fuse Q500 he is selling. Fran Mitchell had a couple of examples of his flying stab racers which went so well last year. There was a Great Plains Vector to look at and Pete Reed had the fiberglass mold and molded grass F1 gear he has for sale.

After a sumptuous repast of pizza and soda we welcomed our new NEPRO president, Ralph Rinaldi, who led the rest of the discussion. We reviewed last years balance sheet, established the race dates for 1994 and decided on outlawing the Irvine carb and allowing the big block, the stock and a particular Perry carb for our K&B motors. The meeting broke up mid afternoon and disgorged us out into the snow. The next event is the WRAMS show and then SPRING!

Pete

District 7 - John Dunham

110 Halton Circle, Seffner, FL 33548
(813) 684-6885

We are off to a good start for the 1994 season in the southeast. We have had four

races to date, and more coming up very soon. I have race reports and results for two of them and still waiting for the last two.

The first race was at a new field and the first time this club has held a race in over six years. The race was a great success with out a single refly. Due to the success TRAC is hosting two more two day races in 1994. The Brandon club hosted their annual December race and had a good turn out and a great race. The Tangerine this year had fifty contestants register for the one day district race and twenty-four signed up for the second day of AMA 428. In all it was two days of really great racing.

The annual district rule change ballots are in and counted. As with most districts, the main issue was motors. We will now allow the Sport Jett engine with stock muffler for district racing. Before anyone can start using it, Dub will need to hit the five-hundred unit production, then wait sixty days past that time. This is due to another part of the district engine qualification rules. I expect it will be some time next year before this will come about.

TRAC - November 21, 1993

1	Don Moody	19	1:16.32
2	Steve Kovach	18	1:16.79
3	Gary Freeman, Jr.	18	1:20.94
4	Charlie Poulton	16	1:15.01**
5	Cliff Telford	16	1:21.63
6	Gail Jacobson	15	1:20.97
7	Gene Steinbrook	15	1:21.25

Brandon - December 6, 1993

1	Carl Simms	19	1:16.27
2	Don Moody	19	1:14.59
3	Gary Freeman, Jr.	19	1:17.13
4	Bill Roe	19	1:13.28
5	John Dunham	17	1:13.92
6	Jack Milburn	16	1:16.68
7	Tom Pownell	16	1:17.61

Fast Time — Charlie Poulton 1:12.80

The SEMPRA and AMA 428 results from Tangerine will be in the next issue.

Atlanta has a QM .40 event scheduled for the end of March. This is the first official QM .40 race that I am aware of. Should be something to experience. I finished my QM .40 plane last week but the weather was not agreeable for test flying. I hope to test fly it this weekend. It looks fast just sitting on the floor. They are also having a QM .15 at the same time. Ringgold, Ga. is having a QM .15 race this spring as well. There is still plenty of support for the QM .15, and despite all the anger and debate, the AMA rule change only means that you will not be able to fly QM .15 at the NATS. Any CD



District News



that wants to run one can do so. I enjoy racing in all it's forms and will fly and support just about any event that may come up. The only restriction is time and financial resources. Support the clubs and their QM .40 and QM .15 races. This will assure that clubs will support us, both now and in the future, in all classes of racing.

*See you at the races
John*

District 8 - Drew Jerina

3109 Bluffview, Garland, TX 75043
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I thought I'd pass on my methods for painting a formula I and what works for me. A lot of this was advice from others - Bruce, J P , et al. Others will have other methods possibly, so you be the judge. You pay your money and take your chances like anything else.

I've switched to the auto paints from K&B Epoxy for at least three reasons: K&B paints, although more forgiving, are just too heavy, the color selection is limited, and sometimes it was just impossible to buy anything off the shelf when K&B was in short supply. I've found that the Hobby epoxy paints are similar and are better in that there are more colors available, but they don't take the nitro as well.

The auto paints are lighter, and of course, name your colors. The big disadvantage is that it's more expensive due to the fact that a lot of items come in gallons, quarts or pints. It could cost you up to \$200 just to paint the first airplane.

I've been using the toners or base colors which give you options of mixing any color you want rather than being stuck with a quart of blue for a '87 Chevy which would paint a lot of airplanes. I've been able to buy two half pints of different colors for the price of one in order to have more variety. Remember the paint stores don't have to mix the base toners. There are also many grades of metallizers which vary from very fine to coarse. I've settled on one grade of aluminum to make metallics which gives me the effect that I prefer.

You must also know that some toners are better for solids and some better for metallics and/or pastels. Ask to see their color charts for the DMD Toners, it will show the

effect you get when adding white or metallizers. Also ask to see their fleet colors which are mixed and generic in nature.

Some toners can not be used straight because they are too thin or transparent, you'll have to add some white sometimes to get it to cover. This is all a matter of personal taste. I've been using the PPG DAU which is an acrylic urethane system because it's readily available in our neck of the woods. Stay away from the DBU basecoat/clearcoat system, it's not fuel proof.

Before I start, how about a few cardinal rules.

1. The quality of the paint job is only as good as the surface preparation. Strive for perfection.
2. Follow the manufacturers instructions, you are not a chemist. Do not experiment with mismatching catalysts etc.
3. Do not use anything with petroleum distillates on any surfaces before you paint (More on this later).
4. Do not use cheap masking tape. You don't want a residue left behind for any reason.
5. Use a mask with carbon filters when painting. This stuff is probably bad for you.
6. Always strain the paint with a disposable strainers, fine for paint, sealer and clear, medium for primer.
7. Try to paint on warm, calm, and sunlit days.
8. The manufacturer recommends painting within one week or scuff up the surface with 1000 grit and then recoat. So once you apply the sealer you are committed.
9. Make sure you filter your air supply for dirt and water, and have access to a compressor to give you 30-40 lbs of constant pressure without dropping.

This is what I use and the corresponding step in the process:

Primer/resurfacer - K36 gray primer/K201 catalyst/DT-895 reducer. Mix 5:1:2. You can use DX-84 accelerator 1 oz/quart to speed drying time. Sands easy wet or dry. Takes about 6-8 ounces of mix per plane.

Sealer - DP-48 white epoxy primer-sealer/DP402 catalyst/DT-895 reducer. Mix 2:2:1. Do not mix anything else with this. Takes about 3-4 ounces of mix per plane.

Paint - DAU color/DAU-2 catalyst/DT-895 reducer. Mix 1:1:1. You can use DX-84 1 oz/quart to speed up drying time. Takes about 5-6 ounces of mix per plane.

Clear - DAU-82 Del Glo/DAU-2 catalyst/DT-895 reducer. Mix 1:1:1. You can use DX-84 1/2 oz per quart to speed up drying time. Takes about 4-6 ounces of mix. You can also use DEL Clear DAU-75 with the DXR-80 catalyst mixed 8-10:1. No thinner is required.

To give you an idea of cost, here's an approximate table.

DT-895 (gallon) Reducer \$25.00
K-36 (quart) with K-201 Catalyst \$40.00
DP-48 (quart) with DP-402 Catalyst \$40.00
DAU-2 (quart) Catalyst \$22.00
DAU (pint) Colors \$18.00
DAU-82 (quart) Clear \$18.00
DAU-75 (quart) with DXR-80 Catalyst \$35.00
DX-84 (pint) Accelerator \$24.00
Cheap thinner (gallon) for clean-up \$8.00

Let's assume the model has been built, glassed, filled and fine sanded with 180 grit. I like the Scotch Gold paper, it has a tendency to load up less. I mask critical areas and spray that little jewel with two coats of the K-36 Primer. It will also fill the weave of any cloth showing. I use a cheap detail gun for primer only.

After drying, I mix the K-36/K201, no thinner is needed, with raw talc to make a paste in order to fill pinholes, low spots etc. It's best to carefully look over the surfaces in the sunlight or a bright quartz lamp for imperfections, voids, low spots etc. After 6-8 hours I then block sand the wing, tail surfaces, and control surfaces with the 180 grit to level everything out. Careful not to sand into the wood. When in doubt stop sanding. Everything else is done by doubling the paper over and getting after it by hand. Most of the primer should be removed except for low spots.

I use an air gun to blow off the dust and wipe clean with isopropyl alcohol to get rid of fine dust. Do not use methyl. You must seal all surfaces before you paint the color coat in order to get good inter coat adhesion. **THIS IS A CRITICAL STEP!** The DAU paint will not stick properly without sealing. I use the primer gun to spray a thin coat of the DP-48 sealer, enough to block out high



District News



contrast areas and provide an even base coat. Spray a little more around the cowl areas to assure paint won't come off when taped between heats.

After about two hours, inspect for over spray or holes, etc. Any holes can be filled with K-36 paste. DP-48 will not dry sand. Wet sand any over spray, particles, etc with 600 wet paper. If you sand through, air brush the dark spots with DP-48. Clean with clear water only.

Now you're ready for the color coat (DAU). Tack the airplane carefully. I use a DeVilbiss EGA detail gun for color and clear coats. Your gun should be adjusted to a nice fan pattern and not too much from the paint feed. I also have two cups, one for color and one for clear. You want a gun and tip that atomizes the paint well. If not you'll get an orange peel effect. Spray even coats, a tack coat with final coats is also a good idea to help prevent runs. Let dry thoroughly overnight before taping off for trim colors.

I use the 3M green fine line and the blue vinyl. Both have their advantages and disadvantages. The green makes straight lines easier while the blue takes curves better. Press the tape down with your thumbnail, but not too hard - you'll put dents in the wood surfaces, to avoid any bleeding under the tape especially where the tap overlaps.

For lettering I use a computer cut paint mask or Gerber Mask from the local sign shops. Lettering styles are too numerous to mention. I always slant the letters 15 degrees to look more appealing. Do not use plain vinyl lettering. It will peel the paint.

I also use the 6" or 9" green masking paper rolls and a good quality masking tape to mask off areas not to be painted. You don't want to clean tape residue between trim colors because anything you use to remove the residue will probably contain naphtha and it will seep under the fine line tape and make a mess when you do the next color. You should also be able to paint one color after another without cleaning the surface. This is also where a tack coat and repeated light coats are important. The paint will be less likely to bleed under the fine line masking tape in the corners.

After removing all tape, I use wet 1000 grit to cut tape lines down. *EXCEPT - DO NOT SAND METALLICS.* I use Comet cleanser and water to clean and abrade the surface before clear coating. Careful not to

rub too hard on metallic. Final clean with light dish washing soap and water solution. Water should not bead up.

Inspect carefully for any over spray or residue before clearing. If it gets under the clear too bad. I usually put one coat of DEL GLO on the top of the wing and the fuselage and then carefully wet sand with 600 to get rid of tape lines and flatten any high spots. You don't have to be too careful about particles at this point. DEL GLO dries fast and sands within 24 hours.

Then the fun of the final clear coat begins. If you can find a good friend in the auto body business and has access to a paint booth, do it. I've been using a booth after hours, hanging the plane in the booth at night, and picking it up the next morning. DEL GLO dries faster and is easier to repair and buff, but it takes a couple of weeks before you can put raw fuel on it without surface discoloration. DEL CLEAR takes about 5-7 days to cure, it's tougher against raw fuel, it's more difficult to repair, buff, and is more susceptible to attracting airborne particles while your clearing.

You want to tack the airplane twice before clearing with a new tack cloth. I usually wear old clothes with long sleeve shirts and rubber gloves. I then mist the booth and my clothing with the clear to try to trap any airborne particles, and let the positive airflow in the booth carry them away. Always do a tack coat, let set for 5-10 minutes then the final coat. You are trying to get the final coat to flow out into a wet glossy effect without runs. I prefer clearing from bottom to top. I usually do the pants and gear first to test the clear. I do the wing next in hopes that any particles get on the wing and not on the fuselage. The wing is easier to buff than the compound surfaces of the fuselage, especially if you use an electric buffer.

If you really want a good finish your going to have to learn to wet sand and buff the clear. I usually buff to get rid of particles or imperfections in the clear since its glossy enough by itself. This is a real test of character. You'll need the following shopping list.

1. An electric circular buffer. Black & Decker makes a 7" dia. for about \$50.00.
2. Mequires compounds #2, #3, #9. About \$8.00 each.
3. Two or three 7" terry cloth polishing bonnets. \$3.00 each.

4. 1000 and 2000 grit wet sandpaper with rubber sanding block.

5. Soft rags, towels, etc.

First let the clear cure for 72 hours. Soak the sandpaper in water with a few drops of dish washing liquid overnight to keep it from putting scratches in the clear. What your trying to do is sand away the imperfections without creating a bigger mess than when you started. I wet sand the areas that need it with the 1000 first using the rubber block and a back and forth motion, not circular, it makes circular scratches. Keep the area wet and clean frequently with fresh soapy water to remove lose particles. They will only make deep scratches if you leave them.

Then go over the same area with the 2000 grit with the soapy water until the sanding looks like it won't improve anymore. Wipe the area clean and dry.

Now the buffer - I use a clean bonnet over the lambs wool pad and start with the #2 compound. You don't want too much compound because it will gum up and quit cutting. I place the wing on some towels on a flat surface and hold it with one hand and the buffer with the other, it's better to have someone else hold the wing while you're doing the machine work. A tablespoon or two of compound is plenty to start with. Now get after it with the buffer with a back and forth motion, and hold the buffer at a slight angle to let the outer section of the wheel do the work, not the center. Don't stay on one area too long, it will melt the clear. *KEEP THE WHEEL AWAY FROM THE TORQUE RODS AND KEEP THE AILERONS FLAT.* Also avoid the edges or let the wheel turn away from the edges, not toward them. it will wear away the paint in those areas. Keep buffing until a gloss comes back and you think it's time for the next finer compound. Change the bonnet or turn it inside out. These bonnets are washable and can be reused a few times.

I just keep buffing until the #3 leaves only fine sleeks and then use the #9 and a clean bonnet again to finish the job. You can also use a good grade of auto polish or wax as a final step. The fuselage can be done by hand or with much care the buffer can be used. You can experiment with other compounds and cleaners. I'm sure there's a better way. But this works for me.

Drew



District News



Quarter Midget Dan Kane Jr.

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(312) 481-2561

Another racing season has begun, are you ready? I've talked to Wayne Yeager and a contest board member concerning QM40. Both have said that there are "urgent proposals" on the table which will change the rules again. Urgent proposals are voted on by your district contest board member. The major rule change will be the changing of the engine specifications from rear exhaust to side exhaust. This is good since you can use existing quickie motors. I have heard that there will be several different kits available. Another note is that Wayne says QM40 will be flown on the long course at the Nats. I've also heard rumors that so will Quickie.

It has been rumored that this event has been the demise of not only quarter midget 15 but also could cause the fall of Form One. Some of you guys that have been around for awhile got your chance to fly the premier event. But, what about the guy who is working his way through the progression of events to ultimately fly Form One. Will QM40 be the next affordable, ugly Form One? QM40 was proposed to spark interest back into quarter midget, did it? Do we need three events using 15% nitro? "A fine mess we've gotten ourselves into Olly." The only thing that can be said is that these are the rules like it or not. So you have a choice, fly or not fly.

Moving on, all who attended last years QM championship race at Rough River will receive a new NMPRA hat. These hats were donated by Lloyd at the end of last year. As soon as I receive a contestant mailing list form the CD I'll be sending them out so you should be receiving them before the Toledo show. This years quarter midget races have already been scheduled and there will be 3, .15 size races in the Midwest. The Silver Cup will once again be 15 size.

Dan

NMPRA 1993 Financial Statement

Beginning Balance 1/1/1993	11,685.07
INCOME	
Advertisements - Newsletter	2,200.00
F1 Championship Race	1,820.00
Hat sales	144.00
Interest (money market)	206.61
Membership - Foreign	1,383.00
Membership - USA	8,209.00
Membership - USA non-flying	510.00
Total Income	14,472.61
EXPENSES	
Administration	567.03
Bank Charges	194.05
Decals	500.00
Donations	500.00
F1 Banquet	980.00
Hats	912.00
Legal & Prof. Fees	5.00
Misc	33.00
Newsletter printing	4,098.41
Postage	1,721.33
Printing - misc	286.35
Prizes	4,936.87
Total Expenses	(14,734.04)
Profit/(Loss) 1993	(261.43)
Ending Balance 12/31/1993	11,423.64

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Letters to the Editor

Will low nitro fuels and mufflers be the savior of Formula I

The latest cure-all, hail and cry, "we're gonna fix it this time..." is upon us once again. Way back in 1977 a couple of long-since retired F1 guys from California (!) wanted to try racing with 15% fuel. It was demo'd at one race and we went back to the usual. Next it was, "we're gonna drop scale judging 'cause that's why nobody races Form 1..." didn't work either. We progressed through the rest of the '80's with similar "cure-alls" which didn't work then and won't work now. Read on for the reasons:

When I started racing F1 in 1976, it was THE premier pylon racing event and nothing else held a candle to it in terms of speed, beauty and recognition. There was "Quickie 500" back then, and .15 QM too, but these events were always regarded as stepping stones to the "King of Pylon Racing" — Formula I. Well, those days are gone folks, because Formula I quit being the premier racing event along about the mid '80's when potential racers discovered that you just couldn't beat the elite few at the top. No matter what equipment you owned, these guys just weren't beatable. They were and still are the best, and unless you possess some serious time and talent, you won't come close. It doesn't matter if we race cockroaches, the cream will still rise to the top!. Sport fuel and mufflers *will not* help this problem as the best will *still* win.

Let's add to this a little of the following:

We now have super fast Q500's — the advent of a national Quickie event by the AMA assured that. The racing is much more evenly matched than F1 has been since the late '70's. It's no wonder that AMA 428 is so popular. Fun, fast, easy to build and immensely more competitive than any other pylon event. There's no reason to step up (?) to F1 when you have better, simpler competition at the Q500 level.

Now we have two low nitro/muffler events with the advent of the new QM 40 class. Changing F1 to something similar may have the effect of decreasing its popularity rather than increasing it.

What's really needed is skill categories in pylon racing. Nearly all types of competition sports have classes — why not Formula I? In California, F1 in the early to mid seventies had a "standard" and "expert" class. Both classes enjoyed good turnouts at the contests, but the requirements to move

up did not keep pace with equipment development, and soon the standard class evaporated as flyers got fast enough to move to expert but not fast enough to compete against the best. With no chance of success against the top flyers, a lot of promising talent just went away. The same problem still exists.

What really needs to happen is to make some adjustments in all of pylon racing to encourage participation in all events and possibly get Formula I back to its past prestige. Here's how I see it — not necessarily in this order:

1. Change the course size for all events to the FAI course layout. This slows the lap times for Q500 and QM40 and perceptibly increases the reaction times with the wider #2 and #3 pylons. In other words, it's easier for some pilots to deal with. It may also encourage some FAI participation.

2. Create a class system for F1. Several years ago, we tried a race in California which utilized a system similar to what is used in car racing. Basically, what was done was to run five (or pick a number) rounds of "qualifying" to establish an average time for each competitor. The competitors were then grouped into heats of four with like times competing in a fly-off for a trophy in each group. This gives everyone a chance to take home something to show for their efforts while pitting them against others of similar skill levels. This seemed to go over well but was never done again. Maybe it's time to try again.

3. Create an "experts" class which only race the other "experts". No more than two per frequency. This will guarantee some very serious racing. These competitors will be required to pay higher entry fees (for example, \$100) and the "pot" will be split amongst the top three finishers. The remaining contestants race each other as usual, until they decide to move into the "expert" class.

I'm sure there are others who have an opinion or can add to this. While I'm on the soapbox, there's another area which needs rework and that is National Points in F1. In years past when we had a lot more activity, the points system worked pretty well. Now, if a real good flyer lives in an active district with fewer talented flyers, he is almost guaranteed to win points — especially if he is head and shoulders above the rest of his local competitors. Add to that the "marathon" of 17 race points gatherers and you

begin to see a problem emerge.

What I'd like to see is "declared points events". This is how it works. In order to accrue points at any given race, the pilot must declare in writing or by phone to the keeper of National Points within one week prior to the event he chooses. Only six races may be chosen each season and all six will count in the points total. These races can be in the district or out. Using a system such as this will put some real pressure to be consistent in those who want to prove who's best.

Last but not least, let's just leave Formula I as is. If it is going to die, then so be it, although I have serious doubts that it will die, if you let it alone. There is no sense in creating another class which duplicates what we already have in Quarter Midget and Quickie.

That's about it!
Dave Shadel

Too Slow, Too Quiet, Too Boring

As Rich Tocci and I drove across Dallas to the Seagoville flying field, we discussed the problems and continued decline of Formula One. Something has to be done, but what? We both voiced our concerns about changing anything. We like the beautiful airplanes and the roar and smell of nitro. Rich and I both remembered our district's dismal day at 15%. We tried to run one heat at the end of each contest on 15%. The airplanes were slow, 1:18 was best time, as I remember, and the bark of the engines was more like a yawn than a roar. It just didn't feel like racing and we dropped the idea after two contests, and no one complained. We just kept on burning down motors, plugs and using up \$35 a gallon fuel, not to mention losing pilot after pilot because it was just too much hassle.

We've even had very good quickie flyers show up at our races and appear to be interested. Only when we asked them to join us in F1, they laughed, "You guys work your butts off all day changing motors, getting lean runs, and are doing good to get 4 airplanes in the air at the same time, much less get 4 airplanes to finish. We get a flight every time, don't blow plugs and have a ball. We get to race and concentrate on flying. None of you guys look like you're having a good time except maybe for the guy who is winning. No thanks! You guys can keep it.

Letters to the Editor

Quickie is more fun!"

This is when I jump in the conversation and tell Rich why we are going to the field to watch Dub Jett put in a test flight on a clear but cold December Tuesday afternoon. Dub and I and others have been trying to foster an idea that, if it can be successfully tested and adopted, could make our FI event a little easier, cheaper, and, hopefully, a hell of a lot more fun.

The idea is to try 15% fuel combined with a quickie rear exhaust muffler, not a tuned pipe with all its inherent hassles like in FAI. Basically, we would take our current racers and add a rear exhaust quickie muffler and merely alter the sleeve timing - that's all.

I bent Rich's ear on the advantages of 15% with its obvious ease on equipment and our pocket books. Each 65% burn down equates to about \$100. Then I started in on the reliability factor which so many of us can't seem to capture, except every once in awhile. Then I talked about how it would be an easier transition to get more people involved like quickie flyers and maybe we could get some of the old timers back. I am sure Rich thought I wouldn't shut up! Then I talked about flying fields and clubs that won't allow unmuffled airplanes, and on and on.

For Rich's sake, we finally arrived at the field and Dub was waiting. He already had the plane fueled with a potent 5 oz. of 15%, and was ready to fly.

We walked out and I held the plane while Dub started it and set the needle. The prop was nothing more than a rev-up 8-3/4 x 6-1/2, cut to about 8" and barely cleaned up. The needle looked like it had a ton of range and peaked at 24,000, and set off at 23,000. By the way, this was a trim flight too. The airplane seemed to trim quickly, but the motor died after about 4 circuits and Dub had to land. What a lousy beginning! Must have been too lean is the guess as to why it died. So, we fueled it again and checked the plug - still good.

We fired it up again and it went another few laps and died again...Damn! This time there was a nasty streak of metalized oil down the fuselage. Guess what? The header was loose. With red face, Dub tightened it with Loctite and we tried the third time. Ta da!! It went about 15 laps and looked very good, and Dub had a chance to trim the plane.

Now we were ready to see how fast it was going and set up the course. On this fourth flight on the course, it turned a very impressive 1:11. This was a 1:11 on a clipped unreworked prop, and very little research done on the raised timing or the muffler.

The plane was refueled and found to have used only about 4 as of fuel and guess what? The plug was still perfect.

We've already seen the consistency of quickie engines and if that same consistency could be had in FI, I fully believe that we would have a much more fun event, and get more people involved.

I guess I can now say that 1:11 first crack out is not *slow*. And even though it is not as loud as current 65% fire breathers, it's *loud enough*. And, if I can consistently get run after run without burning down my equipment, it won't be *boring*.

As I mentioned earlier, we need to test this idea, and I propose we test it in actual competition and let those who have enough guts to try it - gain national points. More than likely, anyone learning to compete on 15% and a quickie muffler is going to be beaten, so why would anyone complain about points. If we are all in agreement that if Formula 1 remains in its current form, it is dead, then I think we all better stars coming up with some good ideas as to how to fix it. It is very easy to say something won't work. I don't know if this idea will work or not, but what is it going to hurt to let a handful of people try it in actual competition so we can watch and make suggestions, then make rule proposals based on test results. I don't think any of us want another quarter midget fiasco.

There will be those who will jump up and say that the rules state such and such, and therefore you can't run a quickie muffler in AMA/NMPRA competition. I am afraid that it will be the same group that jumped up and intimidated more than one contest management to ignore a new AMA rule that stated 1-3,2,4 take off order. Guys, we can let a handful keep the status quo and we can all find a new hobby. Or we can work together and find a way to revive it.

We (and I emphasize we) are the NMPRA and if we want to continue having contests and having clubs put them on for us, then I suggest we make some positive steps to insure *our* future.

Remember, this idea is just a *test!*

Jerry Small

Support the Rules

Well the holiday are over and it's time to start getting ready for summer!

First of all, I'd like to say that we must put are personal feelings aside about the Quarter Midget issue. There has been pro and con about the rules and about the way they were brought about. Well, it just doesn't matter any more. There comes a time when you either support the new rules and the organization you belong to (AMA) or keep quiet. The time to have fought for the way you want things was last summer. It is my understanding, talking to Dan Kane Jr., that the response was almost zero when he asked for a phone call or written opinion of the proposed rule changes.

Personally, I would have enjoyed still flying QM the way it was, but I will now fly and support the event the way it is currently written. I will also suggest to the Rules Committee, to go to the side exhaust and no modified wood props for the new rules in 1996-7. I believe all clubs should consider having a new QM race with these rules. We must give the event a chance.

If all we ever did was sit around and complain and wait to see what the other guy was doing, we would get nowhere. I know that a lot of you guys are unhappy about it, but lets get together for the next two years and give it a "fair" chance.

Maybe it's time to give Formula I a chance on the east side of the country! Three of us have purchased Form I kits from Lyle Larson and could use all the information we can get to help us get started. We are planning to make a few trips to the west side this summer. It will take a little help from a few guys with experience to get us out there. Send information please!

It has been brought to my attention, as I am writing this, that the Detroit area clubs that hold pylon races are tentatively planning on QM races, 15 size.

It is absolutely mandatory that all of you that this affects, please write or call, in favor of 15 or 40 size. Remember, it's because of lack of letters and/or calls last year that caused all the problems that we are facing now.

I also would like to hear from those who are interested in possible Form I racing in this area. If you want this, you can't delay in letting us know, as time is of the essence. No calls, no races!

Mike Condon, Livonia, MI
(313) 464-7027

1994 Racing Schedule

District 1 - Lyle Larson

26612 Las Tunas Dr, Mission Viejo, Ca
92692 (714) 365-1155

1/22-23	Phoenix AZ - Winterfest Q500	Q5AMA(1)
	Pro-Flyers Raceway Park	Calzona Q5(2)
	Jim Allen (602) 464-1443	Arizona Q5(2)
2/26-27	Phoenix AZ - Pro-Flyers	F1(2)
	Mike DelPonte (602) 843-3451	
3/6	Phoenix, AZ - Mustang Field	Q5
3/19-20	Las Vegas, NV	F1(2)
4/10	Sepulveda Basin, CA	Q5
4/17	Whittier Narrows, CA	F1
	Bob Downey Classic	F1
4/30,5/1	Phoenix, AZ Pro-Flyers	Q5(2)
5/29	Whittier Narrows, CA	Q5
6/11-12	Sepulveda Basin, AZ	Q5(2)
8/7	Whittier Narrows, CA	Q5
8/20-21	Modesto, CA	F1(1)
9/10-11	Phoenix, AZ Pro-Flyers	F1(2)
9/18-19	Sepulveda Basin, CA	F1(2)
9/24-25	Las Vegas, NV	Q5
10/6	Phoenix, AZ Pro-Flyers	Q5
12/4	Phoenix, AZ Pro-Flyers	

District 2 - Kay Larson

9950 Echo Valley rd, NW Bremerton, Wa
98312 (206) 692-1088

2/13	Kent	Q5
3/6	Kent	Q5
4/10	Kent	Q5
5/1	Kent	Q5
5/21-22	Bremerton	F1,Q5
6/11-12	Whidbey Island	F1,Q5
7/9-10	Toledo	F1,Q5
7/30-31	Spokane	F1,Q5
8/13-14	Camano Island	Q5(1)
8/26-28	Arlington, NW Championship	F1
9/11	Kent	Q5
9/17-18	Boundary Bay, BC	F1,Q5
10/1-2	Kent, Dist NMPRA Championship	Q5
11/11	Kent	Q5

District 3 - Roy Andrassy

240 Sandpiper Cir NW, Calgary, Alberta
T3K 3T9, Canada
(403) 274-5103

4/30,5/1	Calgary	Q5(2)
5/14-15	Moose Jaw	Q5(2)
5/28-29	Regina	F1(2)
6/11-12	Swift Current	Q5,F1
6/7-18	Canadian Nationals	
	Brandon Manitoba	
	6/15 - Q500	
	(no Nelson, Jett, ST500 eng.)	Q5S,AMA
	6/16 - Formula One	F1
	6/17 - FAI Team Trials	FAI
7/30-31	Saskatoon	Q5,F1
8/6-7	Edmonton	Q5,F1
8/20-21	Prince Albert	Q5,F1
9/3-5	Calgary Championships	Q5,F1,F1

District 5 - Karen Yeager

15387 Forrises Rd, Clayton, MI 49235
(517) 547-4430

4/16-17	Hamilton, OH	Q5SE
	Harm Tholen (513) 523-9765	
4/30,5/1	Ft Thomas, KY	Q5SE
	Barry Anderson (606) 781-0929	
5/1	Rock Valley, IL	Q5AMA
	Orv Steinmetz (815) 885-1161	
5/15	Westland, MI	Q5SE

5/28	Ken Heatlie (313) 453-8518	
	LaSalle, MI	Animal 500
	Jim Warner (419) 865-8783	
5/29	LaSalle, MI	Q5S
	Karen Yeager (517) 547-4430	
6/4-5	Toledo, OH	Q5SE
	Rick Cromer (419) 537-6776	
6/19	Westland, MI	Q5, MagCat
	Ken Heatlie (313) 453-8518	
6/26	Rock Valley, IL	Q5AMA
6/26	Northville, MI	Q5, MagCat
	Chuck Wooley (313) 326-6297	
7/16-17	Hamilton, OH	Q5SE
	Harm Tholen (513) 523-9765	
8/6	Westland, MI	QM15
8/7	Westland, MI	Q5SE
	Ken Heatlie (313) 453-8518	
8/14	Rock Valley, IL	Q5-427
	Leroy Webb (815) 389-3150	
8/14	Rochester, MI	MagCat
	Jim Schwarz (810) 651-5368	
8/21	Muskegon, MI	Q5, MagCat
	Ray Hendriksma (616) 685-6408	
8/27-28	LaSalle, MI - Silver Cup™	QM15
	Rick Cromer (419) 537-6776	
9/5	Rock Valley, IL (Willie Rules)	1/2A
	Bob Lyttle (815) 397-5557	
9/11	Rock Valley, IL	Q5AMA
	Benny Dickison (815) 394-1010	
9/18	Toledo, OH	Q5SE
	Rick Cromer (419) 537-6776	
10/1-2	Columbus, OH	Q5SE
	Craig Grunkemeyer (614) 898-0460	
10/15-16	Ft Thomas, KY	Q5SE
	Brenda Holbrook (513) 928-4326	

District 6 - Pete Reed

49 Anvil Dr, Avon, CT 06001
(203) 673-7883

4/17	Mansfield, CT	Q5ES
4/24	Bear Mountain, NY	F1,Q5S
5/1	Hadley, MA	Q5ES
5/15	Westover, MA	F1,Q5S
5/17		
5/21	Prince Georges (no Ervine carb)	Q5Nepro
	Rick Moreland	
5/21	Prince George, Bowie, MD	QM(FISE)
5/22	Prince Georges	Q5AMA
5/22	Ellington, CT - NCRCC	Q5AMA,SB
6/12	Farmington, CT - CCRCC	Q5ES
6/19?	Westover, MA	F1,Q5S
6/26	Bridgewater, MA	Q5ES
7/10	Ellington, CT - NCRCC	Q5ES
7/30	Prince Georges (no Ervine carb)	Q5Nepro
7/30	Prince Georges	QM(FISE)
7/31	Prince Georges	Q5AMA
8/13-14	Ellington, CT - NCRCC	Q5AMA,ES
8/21	Westover, MA	F1,Q5S
8/28	Stratford, CT	Q5ES
9/11	Fire Island, NY	F1,Q5S
9/17	Prince Georges (no Ervine carb)	Q5Nepro
9/17	Prince Georges	QM(FISE)
9/18	Hadley, MA	Q5ES
9/18	Prince Georges	Q5AMA

District 7 - John Dunham

110 Halton Cir, Seffner, FL 33584
(813) 684-6885

12/5	Brandon, FL - Club Field	Q5(1)
	Lucian Miller (813) 980-2685	
12/30-31	Apopka, FL RCACF Field	Q5(1),AMA(1)
	Bob Greer (407) 880-7361	
3/5-6	Ft Lauderdale, FL Markham Park	Q5(2)
	Don Moody (305) 749-8079	
3/20	Brandon, FL Club Field	Q5(1)
	Lucian Miller (813) 980-2685	
4/27	Ringgold, GA Club Field	Q5AMA,QM15
4/37		Q5
	Brad Clayton (205) 350-21663	
4/16-17	Tampa, FL Club Field	Q5(2)

4/30	Atlanta, GA Club Field	QM15,QM
5/1	Rick Landers (404) 389-8720	
NMPRA SEASON END		
10/2	Brandon, FL Club Field	Q5
	Lucien Miller (813) 980-2685	
10/15/16	Atlanta, GA Club Field	Q5,AMA(2)
	Rick Landers (404) 389-8720	
10/29-30	Valkaria, FL Valkaria Airport	Q5(2)
	Tom Bogut (407) 729-6682	
11/19-20	Tampa, FL Club Field	Q5(2)
	Tom Bogut (407) 729-6682	
12/5	Brandon, FL Club Field	Q5
	Lucien Miller (813) 980-2685	

District 8 - Drew Jerina

3109 Bluffview, Garland, TX 75043
(214) 240-7725

4/16-17	Ft Worth, TX	Q5,AMA(2)
4/30-1	Wichita Falls,	Q5,AMA(2)
5/14-15	Georgetown,	Q5,AMA(2)
5/29-30	Dallas, TX Dallas RC	F1(2)
	Test flying on 28th	
6/4-5	Lake Afton, KS	Q5,AMA(2)
6/11-12	Brazoria,	F1(2)
6/25-26	Alvin, TX	Q5,AMA(2)
7/16-18	Lubbock, TX AMA Nationals	Q5AMA(1)
7/19	Lubbock, TX AMA Nationals	QM
7/20	Lubbock, TX AMA Nationals	FAI
7/21-22	Lubbock, TX AMA Nationals	F1(1)
8/6-7	Georgetown,	Q5(2)
8/20-21	Brazoria, TX	Q5,AMA(2)
9/3-5	Undecided	F1,Q5,AMA(2)
9/17-18	Brozoria, TX	F1(2) and
	Lake Afton	Q5,AMA(2)
10/1-2	District Championship	Q5(2)
10/15-16	NMPRA Championship	F1(1)

District 9 Francisco Taboada

Guayana Holandesa
No 210 Col. Vistahermosa
Monterrey, N.L. Mexico

4/9-10	Mexico City Club Pegaso	F1,Q5,AMA
7/2-3	Monterrey	F1,Q5,AMA
9/18	Guadalajara	F1,Q5,AMA
11/20	site to be announced	F1,Q5,AMA

(1) one race per date period
(2) separate race(s) each date
(?) tentative
(B) Beginner, (S) Standard
(E) Expert, (AMA) AMA 428
(Q5) District rules unless otherwise noted
EXAMPLE:
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Fred French 512-244-1557

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Bob Greer 214-462-9550

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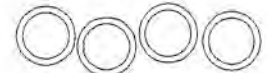
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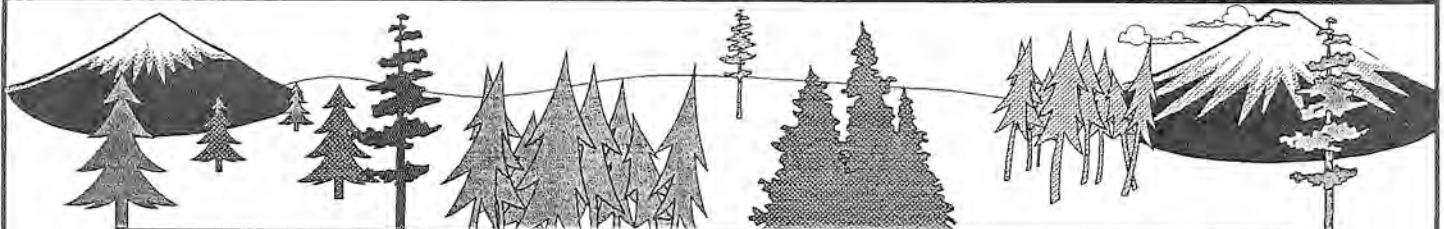
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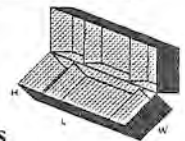
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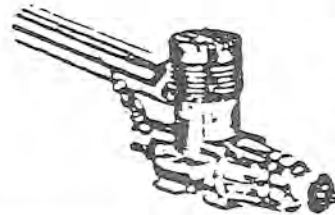
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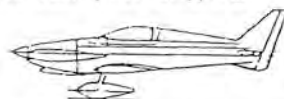
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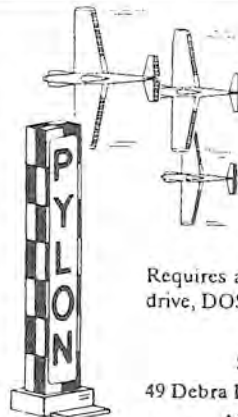
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DISTRICT 2 VP - Kay Larson - 9950 Echo Valley Rd NW Bremerton, WA 98312 Tel (206) 692-1088

DISTRICT 3 VP - Roy Andrassy - 240 Sandpiper Cir NW Calgary, Alberta, T3K 3T9, Canada Tel (403) 274-5103

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DISTRICT 5 VP - Karen Yeager - 15387 Forrister Rd, Clayton, MI 49235 Tel (517) 547-4430

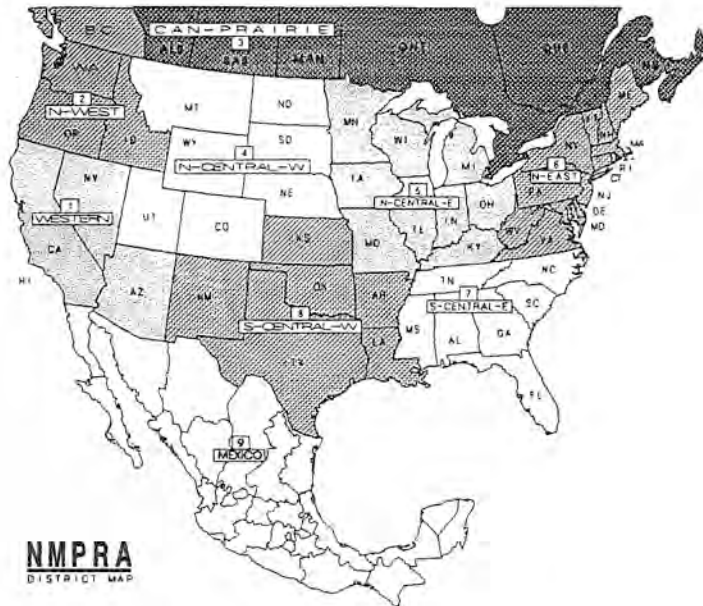
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