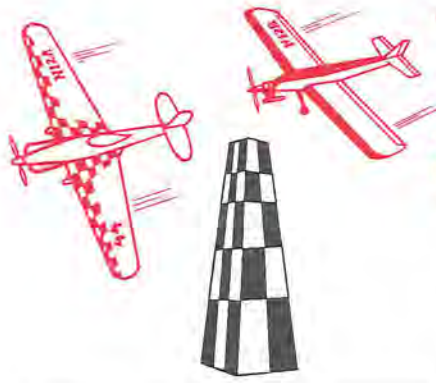


The Pylon Racer's Official Voice



# NMPRA

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## HIGH PERFORMANCE

National Miniature Pylon Racing Association

Since 1965

AMA Affiliated

August 94

## Hot Laps by President Lloyd

### Nominations

The time has come once again to nominate officers to your NMPRA. Examine the job your District VP has done over the past seven months. Reward those who have been conscientious and represented your interests by re-nominating them. To those who have sat idly by, not contributing, dump them! Nominate someone who cares and participates, maybe even yourself. Deadline for nominations is Sept. 7. Candidates for all offices should also send in a brief statement to introduce themselves and their platforms.

### Future

There are many things going on right now that will have an effect on our future and racing. The AMA is dealing with safety, legal and insurance issues that have come about due to resent mishaps. We of the NMPRA have been involved with the policies and decision making going on and watching to protect our interests for the future. It is more important than ever that NMPRA officers be capable, caring and involved individuals. Get involved if you love racing!

### AMA Nationals — Q500

The 94 AMA Nats is history. Regretfully, attendance was way down overall. Quickie was off about 50% with only 63 entries. However, nine rounds were flown in the three days with Chip Hyde beating Gary Schmidt in a fly off. Chip also had fast time of 1:15:38. Chip flew pin perfect laps time after time. Congratulations to him and his caller Tony Lopez, who finished in fifth place. A very impressive team.

Ralph Rinaldi and Rich Tocci cut out of their flyoff for third. Ralph was awarded the position edging out Rich by two hundredths of a second for best time.

Worth noting is not one Quickie made a kamikaze run through the pylons. I'm sure this was due to the long course. The general consensus was the more proficient pilots like the short course but have to admit, the long one is safer. Simple netting was strung at the four cages for added safety. One Quickie was heading for the wire cage on pylon three and was intercepted by the net. The netting altered its course crashing the plane into the ground instead of shrapneling the cage. Several areas of the country are experimenting with the nets and I'm sure before too long, the AMA will strongly suggest all sanctioned racing have the added security.

### AMA Nationals — QM40

Tuesday was the debut of the new 40 size Quarter Midgets. Twenty-four entries with Rich Tocci far outclassing the field and setting fast time of 1:12:74. Lyle Larson was the only other pilot even close to Tocci turning a 1:13:78. Everyone else was in the high teens or low twenties. The overall consensus of the event was it was harder than Quickie but easier than Formula I. Time will tell whether the event will catch hold or not.

### AMA Nationals — FAI

FAI was poorly attended as usual with only six entries. World champion Rich Verano had little trouble beating the field while former champ Dave Shadel set fast time of 1:10:31, only .27 seconds slower than Formula I.

### AMA Nationals — F1

Dave Shadel was flawless for the two days in F1, scoring a perfect 40 points, four better than his partner Verano who set fast time. Dub Jett rounded out the top three. Forth place was settled by a flyoff between Rinaldi and Tocci again with Ralph coming out on top again. After dropping two flyoffs Rich was glad to see Ralph go back to Massachusetts.

### Rumors

Actually, the camaraderie shared by all at this Nats seemed to be closer than usual. Maybe it was due to the fewer numbers or maybe we were all just having a good time.

The Nats is a happening that everyone should share. Rumors have it the AMA is looking to make major changes in the event because of the magnitude of it. Hundreds of man hours and thousands of dollars are spent each year for a very small percentage of its members. I, for one, am very appreciative of their efforts and hope it continues as is.

### What a team!

Finally, after eight days of registration and contest directing, the tireless Yeagers earned a well deserved rest. Karen did her usual perfect job as starter and Wayne ran each day like clockwork. Some tough decisions had to be made on the spot and he did what he had to do acting fairly and concisely. One can only appreciate the job done by Wayne and Karen if you have run a local contest. Multiply it by a factor of 10 just because it's the NATS.

### AMA Rules proposal time

Besides the NMPRA elections, it is also "Rules Proposal" time at the AMA. This is always fun and if you have some changes you want to make, the deadline is Aug. 31.

### District Championships

Be sure to check the contest schedules for your District Q500 Championship races and make plans to attend. The NMPRA is issuing cash to the VP's to use as he or she sees fit. Got an opinion? Let them know.

### NMPRA Championship

Drew Jerina reports everything is well on its way for the Formula One Championship race Oct. 15-16 at the Caddo Mills Airport (southwest of Greenville). Airfares are at their lowest right now. Plan ahead! Rooms are available at the Greenville, TX Holiday Inn for \$40. Call 903-454-7000 and mention the NMPRA Championships.

See ya at the races.

A handwritten signature in cursive script that reads "Lloyd".

# Profiles



**John McDermott (2R)**

2 Lizmore Ct, Inman, SC 2949

Corp. pilot for Milliten Aviation Dept, airline transport rating (Citation III C650 and Citation S-II C550). Married to Tracy.

Modeling for 40 years. Love giant scale. First place 1987 National Championship race Dallas, Texas.

**Richard Verano (22E)**

21311 Troyton Lane, Carson, CA 90745

Marketing for Futaba Corp. of America. Married to Vane. Have one son, Veremy.

Modeling for 15 years. I am the 1993 FAI World Champion, five time U.S. Nationals Champion and current Formula 1 record holder (1:03.16).

**Jim Allen (17D)**

957 E Huber, Mesa, AZ 85203

Engineer for Allied Signal Engines (eight years) in Phoenix on TFE731 turbofan engines used on business jets such as the Learjet 31 & 35, Falcon 50 & 900 and the Citation III and VII. Have a degree in Aircraft maintenance engineering as well as a private pilots license and A&P license.. Single

Modeling for 20 years. Designed the Blue Max II funfly plane while in college that is now kitted by Ace R/C. Developed the Quik-V Q500 plane and produce a kit of it. Won the NMPRA Q500 championship in 88, 90 and 91. NMPRA VP in 89 and 90. CD of many sanctioned races and other contests, including the '89' NMPRA F1 Championship.

**Gale Helms (1H)**

2284 Oak Knoll Drive, Baton Rouge, LA 70815

Retired after being employed by Westinghouse Electric Corp for forty-three years. Married to Shirley and have a son Steve.

Modeling for 37 years. Won the 1974 Lake Charles, LA Nats Form I championship. Received the AMA Achievement Award for inventing the "Cyno Hinge", now Radio South Hinge.

The only racing that I do now is a local race called Q300, using a Fox .15 CL engine. Still winning nine out of ten. This is better than no racing at all.

## Editor's Request

### ARTICLE SUBMISSION

#### FORMAT AND PRIORITY

Best way:  
 Modem file transfer (8N1 Y or Z)  
 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" high (border dimension). 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.

## Official AMA Records

as of 5-31-94	
421-F1-Op	Richard Verano - 1:03.16 - 3/28/92
421-F1-Sr	Ben Johnson - 1:16.06 - 10/17/93
421-F1-Jr	A.J. Seaholm - 1:15.20 - 7/19/91
422-QM40-Op	Brian Richmond - 1:13.34 - 4/30/94
422-QM40-Sr	no record
422-QM40-Jr	no record
422-QM15-Op	Craig Grunckemeyer - 1:10.89 - 9/11/93
422-QM15-Sr	no record
422-QM15-Jr	Thomas Doe - 1:26.78 - 9/29/92
423-1/2A	no record
427-FAI-Op	Dave Shadel - 1:06.30 - 7/21/93
428-Q500-Op-2m	Gail Jacobson - 1:00.13 - 5/15/93
428-Q500-Sr-2m	David Wright - 1:03.50 - 4/4/94
428-Q500-Jr-2m	Bucky Miller - 1:10.43 - 6/13/92
428-Q500-Op-2.5m	Dub Jett - 1:13.81 - 5/1/94
428-Q500-Sr-2.5m	no record
428-Q500-Jr-2.5m	no record

## District 5 NMPRA Q-500 Championship Sep 10-11

Rough River State Park, KY

"Standard" & AMA "428"

*Enter only one class - 2 1/2 Mile Course*

We will have the traditional "Doolittle" flyoff with the 12 fastest airplanes from either class.

*"Calcutta" auction of pilots for final heat of Doolittle.*

1/3 money to host club, 1/3 to bidder, 1/3 to flyer

\$35.00 entry fee

**For info call: Evans Hunt - 502 459-4059**

# 1994 AMA Nationals



Top 7 Formula 1 winners: kneeling l-r, Dave Shadel 1st, Richard Verano 2nd, Bub Jett 3rd, Ralph Rinaldi 4th, Rich Tocci 5th standing l-r, Bran Shadel Top Senoir, Jim Shinahara caller for Dave Chadel, Karen Yeager F1 starter, John Shannon caller for Dub Jett, Lloyd Burnham caller for Ralph Rinaldi, Lyle Larson 6th and Bill Hager 7th.

July 21-22 Formual 1

AMA 421 — 10 rounds

1	Dave Shadel	40	1:11.31
2	Richard Verano	36	1:10.03**
3	Dub Jett	35	1:13.89
4	Ralph Rinaldi	33	1:16.20
5	Richard Tocci	33	1:13.39
6	Lyle Larson	31	1:10.99
7	Bill Hager	27	1:11.82
8	Russell Tokuoka	27	1:19.98
9	Dave Layman	26	1:16.34
10	Fog Tanner	26	1:21.02
11	David Lloyd	21	1:14.99
12	Lloyd Burnham	20	1:11.72
13	Bryan Shadel	20	1:18.19Sr
14	Michael Stokes	20	1:27.16
15	Dave Doyle	19	1:16.93
16	Dave Hill	16	1:20.33
17	Drew Jerina(BOS)15	15	1:19.63
18	Travis Flynn	14	1:16.51
19	Sam Womack	13	1:19.22
20	Tom Doe	12	1:39.03Sr
21	Jerry Salisbury	9	1:31.52
22	Mike DelPonte	8	1:32.78
23	Chip Hyde	7	1:14.58
24	Bob Brogdon Jr.	4	1:31.38C
25	Tony Lopez	2	1:22.71

23	Rick Trissell	22	1:36.84C
24	Chuck Andra	21	1:19.30
25	Kenneth Howell	21	1:21.75
26	Kevin Hammett	21	1:27.81Sr
27	Hank Stafford	21	1:30.18Sr
28	Donny Hamblin	21	1:32.68
29	Arthur Harrison	21	1:32.78
30	Dave Doyle	20	1:24.38
31	Derral Idleman	20	1:30.26
32	Mike Hammett	19	1:27.65
33	Allen Booth	19	1:37.09
34	Dave Hill	18	1:21.81
35	Michael Stokes	18	1:23.67
36	Randy Ritch	18	1:24.82
37	Greg Doe	18	1:28.19
38	Robert Hughes	17	1:25.34C
39	Carl Simms	17	1:26.96
40	Randy Etken	17	1:28.97
41	Wes Lewis	16	1:42.35
42	Richard Oliver	15	1:22.66
43	Bill Jensen	15	1:30.76
44	Dan Tips	15	1:31.72
45	Bert Hahn	15	1:33.58
46	Michael Huber	15	1:36.74
47	Alan Warfield	15	1:53.77
48	Doug Clancy	14	1:33.34
49	Lloyd Burnham	13	1:22.06C
50	Blane Janssen	13	1:29.08
51	Tim Edwards	12	1:30.62
52	Tom Doe	12	1:31.40Sr
53	Jerry Salisbury	11	1:31.52
54	Randy Hitt	11	1:33.45
55	Bill Clarkson	11	1:51.63
56	Bruce Edge	10	1:34.89
57	Bob Brogdon Jr.	8	1:32.17
58	Robert Bailey	8	1:35.50
59	Irvin Lenz	8	1:42.16
60	Mike DelPonte	7	1:25.09C
61	Albert Glenn	2	2:01.79
62	Victor Worley	0	0:00.00
63	Phillip Bussell	0	0:00.00

July 19-20 — Quarter Midget

AMA 422 — long course 9 rounds

1	Richard Tocci	33	1:12.74**
2	Tony Lopez	31	1:19.22
3	Randy Ritch	29	1:19.76
4	Dub Jett	26	1:20.38
5	Travis Flynn	25	1:19.50
6	Jim Allen	24	1:19.98
7	Gary Schmidt	23	1:20.63
8	Bob Brogdon Jr.	23	1:25.98
9	Lyle Larson	22	1:13.78

10	Richard Verano	21	1:16.07
11	Jerry Small	20	1:20.27
12	Richard Huffman	19	1:23.15
13	Bryan Shadel	17	1:22.61CSr
14	Duane Gall	17	1:25.24
15	Ronald Gray	16	1:24.94
16	Phillip Bussell	14	1:17.96
17	Bruce Richmond	14	1:20.35
18	Dave Hill	14	1:24.30
19	Allen Booth	14	1:36.76
20	Tom Doe	7	1:44.32Sr
21	Richard Oliver	6	1:25.47
22	Rich Trissell	6	1:44.71

July 20 — FAI F3D

AMA 427 — 5 rounds

1	Richard Verano	314.09
2	Dave Layman	342.58
3	Duane Gall	347.45
4	Dave Shadel	414.67
5	Dave Doyle	465.11
6	Dub Jett	679.63

July 16,17,18 — Quickie 500

AMA 428 — long course 9 rounds

1	Chip Hyde	35	1:15.38**
2	Gary Schmidt	35	1:20.60
3	Ralph Rinaldi	33	1:19.19
4	Richard Tocci	33	1:19.21
5	Tony Lopez	30	1:16.01
6	Mike Tallman	29	1:23.74
7	Jim Allen	28	1:15.78
8	Richard Huffman	28	1:20.81
9	Jerry Small	28	1:17.50
10	Sam Shimizu	27	1:20.94
11	David Wright	27	1:20.38 Sr
12	Mark Parker	26	1:22.07
13	Gary Roberts	26	1:23.50
14	Dvaid Lloyd	25	1:20.80
15	Michael Lewis	25	1:20.94
16	Kurt Stromberg	25	1:25.19
17	Donald Luce	25	1:27.49
18	Dub Jett	24	1:17.61
19	Greg Rullman	24	1:34.35
20	Ronald Gray	22	1:22.67
21	Bruce Richmond	22	1:23.55
22	Richard Beers	22	1:25.73



Formula 1 Best of Show Winner, Drew Jerina with NMPRA Trophy.



# District News



## District 1 - Lyle Larson

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

### Scale Racing

by Mike Helsel

I spent this past weekend in Reno, home of the National Championship Air Races (full size). A couple of years ago I was in Reno for the full size races and it was inspiring to fly in the same area. Giant Scale Air racing started about 3 years ago in Madera, CA and has continued with races added in Reno and Galvanometric, TX.

The airplanes fall into two categories, Unlimited and AT6. All these airplanes are based roughly upon a scale requirement of 100" wingspan. The AT6's use a G62 gas engine, the Unlimited can utilize any engine that has a weight of 14 pounds or less. The AT6's range in top speed from 80 to 120 miles per hour, the Unlimited's up to 200mph!

We started the latest Reno race with tech inspection followed by a full power range check. Then we were allowed to make a qualifying attempt. The course is a two pylon course approximately 1/2 mile. Qualifying times for the AT6's were as low as 43 seconds for two laps, the Unlimited fast qualifier had a time of 31.77 seconds.

Qualifications allowed the field to be divided into Gold (top 10), Silver (next 10) and Bronze (next 10) qualifiers in both categories. Heat races were then held to

determine the airplanes that would qualify for the final races in each group. By grouping the airplanes according to speed we had some very exciting heat racing. Many of the heats were hotly contested and the winner only determined by feet at the end of 6 laps.

Flying these giant scale aircraft is quite different from our traditional racers. A Formula 1 or Quickie can take off straight and true at full power where these aircraft must be flown off the ground by adding power gradually. The other big difference in this form of racing is that the lap times of 15 to 30 seconds allow time for the pilot to fly the plane.

While this type of air racing is still evolving, we have found that aircraft construction techniques must be modified to allow for the size of the aircraft and the power of the engine. I have seen many structure failures with these big aircraft over the past 3 years. The level of construction robustness is improving as in the Reno race there were few instances of airframe failure.

If you are thinking about giant Scale Air Racing, you better find several friends that want to help. Building a 40 to 50 pound Unlimited, preparing it to race and flying it requires more than a single individual. In some cases it takes 2 people to even hold the airplane for an engine run up with those 25hp gas engines. Also, such things as transport and assembly at the field require more than one person. Then there is the cost. You can get into an AT6 for about \$2000 to \$3000 or an Unlimited for \$5000 to \$7000!

If you can, give it a try. There is something about 5 giant scale aircraft rounding those pylons at over 150mph that gets your attention.

## District 2 - Kay Larson

9950 Echo Valley Road NW Bremerton WA  
98312 (206) 692-1088

The Whidbey Island weekend weather of 11-12 June consisted of drizzle, mist, intermittent periods of clearing, and raining cats and dogs! So the best laid plans of men for TWO one-day races, turned out akin to plans of mice: ONE race requiring TWO (partial) days! We made a valiant attempt Sunday (AFTER finishing Saturday's races) to get through another complete race for Formula One - we Course Workers even ate lunch in the cages; but Mother Nature was against us for some unknown reason, so Sunday's race was finally canceled. Naturally, as soon as everyone packed up and left, the weather stabilized. But, despite the dampening effects, MOST of us had a good time and enjoyed some splendid racing!

**NEXT ARTICLE**

**DUE DATE**

**September 7**

**CASH PRIZES**

## Formula 1 Pylon Racing

**\$250/DAY  
First Place**

Sept 17th & 18th - Sepulveda Basin, CA

Two 1-day races

Contact: Ron Schorr

Scale Judging

(818) 985-5527

Send Formula 1 race results to Ron Schorr. NO RESULTS—NO POINTS



# District News



## June 11th Results:

### FORMULA ONE:

1	Darrol Cady	1:09.88
2	Henry Bartle	1:08.56 **
3	Lou Rodriguez	1:10.49
4	Al Watson	1:16.49
5	Dave English	1:17.24
6	Andrew McIndoe	1:11.74
7	Tom Strom	1:11.88
8	Scott Puzio	1:17.63
9	Walt Chikmoroff	1:24.85
10	Jon Packer	1:36.11
11	Matt Mikko	1:38.35
12	Ed Easingwood	DNF/DNS

### QUICKIE EXPERT:

1	Norm Whittle	1:18.37
2	John Castleman	1:22.49
3	Pete Bergstrom	1:16.68 **
4	Dan Nalley	1:21.40
5	Bill Pettersen, III	1:24.91
6	Lou Rodriguez	1:17.16
7	Mike Bergan	1:31.71
8	Jim Weissert	1:21.37
9	Ted Puzio	1:28.06
10	John Hanks	1:20.20
11	Bob Mikko	1:27.60
12	Henson Bartle	1:38.76 (flew S & E)
13	Dick Bergan	2:00.16
14	Brian Richmond	1:21.48

### QUICKIE STANDARD:

1	Henson Bartle	1:35.10
2	Bob Vergeer	1:28.22 **
3	Bryan Case	1:28.87
4	Mike Brownlee	1:32.14
5	Walter Parker	1:40.29
6	John Calhoun	1:44.05
7	Ron Wolfe	1:50.92
8	David Torre	1:40.96
9	Shane Elliott	1:55.35

**FORMULA ONE** — Round 1, Heat 1, started out FAST. Darrol Cady (1:11.94) was hotly pursued by Al Watson and Walt Chikmoroff. Walt ended up cutting, but was flying a 1:15.xx at 10 laps! R1/H3 had Andrew McIndoe (1:11.74) and Jon Packer at each others wingtips, until Jon's plane conked out! And Heat 4 had Henry Bartle (1:09.90) and California visitor, Lou Rodriguez (1:10.49) battling it out! R2/H1 sported a super race between David English and Jon Packer, until Jon's plane conked out AGAIN! In R2/H2, Lou Rodriguez (1:12.60) barely stayed ahead of Tom Strom (1:13.28); and Heat 3 was almost a repeat, except it was Henry Bartle (1:11.62) being hotly pursued by Andrew McIndoe (1:12.03)!

The highlight of the race was when we saw Jon Packer (whose plane kept cutting out during the 7th and 8th laps) FINALLY complete a Heat in the 5th Round! This time his engine croaked in the 9TH lap, but he managed to COAST in for FIRST Place Points! Jon is another pilot with a marvelous attitude! (Cute, too! grin) Seriously, like I have said before, when Jon's in the air, he is

a zealous challenger! (Jon got my "Constant Threat" Award for 1993.)

But races are not without their disappointments and tragic events: Ed Easingwood certainly had a discouraging, dismal day between DNS's and DNF's - as did Matt Mikko. Matt did, however, complete one Heat. Andrew McIndoe's No. 1 plane suffered serious damage after it had safely landed, but then was hit by another landing plane. And Brian Richmond could not get the Test Plane (15%/muffler) to run for 10 laps, so did not enter Formula One.

**QUICKIE EXPERT** — Due to some disagreements at No. 1 Pylon, our first exciting race in this class was a re-fly of R1/H5 between Brian Richmond and defending 1993 Quickie Champion, Norm Whittle. It was a HOT race, with the lead constantly changing back and forth! Richmond came across the finish line with a 1:18.34, but cut Pylon 3 in the 10th, receiving a NT. Whittle won with a time of 1:18.37! "Stormin' Norman" had to defend his title once again, when in R2/H4 - Lo & Behold!- John Hanks gave him a merry chase! Norm got a 1:24.85, and John a 1:25.42!

R2/H5 had everyone watching a fervent fight for the lead between Brian Richmond and Lou Rodriguez, but Brian DC, so Lou won. R3/H2 provided more excitement as John Castleman and Bill Pettersen, III, tightly tussled for lead and got times of 1:22.49 and 1:24.91! In R3/H3 Dan Nalley took a 1st place when Pete Bergstrom went after Norm Whittle and both Pete and Norm received cuts in their daring duel! Then, back came John Hanks in R3/H4 to chase after Lou Rodriguez, ending up with a Best Personal Time of 1:20.20 to Lou's 1:18.55! Bill Pettersen, III, (1:26.98) was the next to try to topple Whittle (1:25.77) in R4/H2! In Heat 3 of this round, Lou Rodriguez finally managed to get ahead of Pete Bergstrom in the last few laps. They were flying times of 1:17.16 and 1:17.52! Pete ended up cutting Pylon 2 in the 10th lap, but what an exciting race!

And ANOTHER "Lo & Behold!" Jim Weissert (1:21.37) battled and BEAT Brian Richmond (1:21.48)! This was Jim's BPT on the long course! I enjoy seeing pilots like John Hanks and Jim Weissert make such

tremendous improvements that they are now going after the top pilots with skill and enthusiasm! In R5/H1 Norm Whittle got to relax a little, AFTER getting around Henson Bartle, who led for the first couple of laps!

And it was GREAT to see Dick and Mike Bergan make it over from Spokane! Dick, wife, and poodle, tented it behind our 5th Wheel, and Mike and his three beautiful children made good use of our 5th Wheel "overhang" and canopy, when the weather was bad! All the Bergan's are really super folks!

**QUICKIE STANDARD:** I am delighted to say that this Class has grown to NINE and competition is coming into play! Bob Vergeer was being pushed hard by first-season-racer, Bryan Case! (Bob is a "rusty", returning vet to Quickie.). And less-experienced Ron Wolfe (2:12.42) chased after Shane Elliott (2:03.21) in a race for 2nd & 3rd place in their particular Heat, with Henson Bartle 'way out front. We also had a brand new pilot, David Torre, who was flying around the 2 minute mark, until one heat when he seemingly latched onto Bryan Case's tail (1:30.50) and got a 1:40.96 and 2nd place points! Ron Wolfe got two times in the 1:50's, as did second-time racer John Calhoun, and though Ron's hands were shaking afterwards, he had a million-dollar grin on his face! We really had some Happy Campers in the Standard class, and a LOT of APPRECIATION for our Quickie Expert and Formula One folks that are encouraging/assisting them!

Our Starter's for the weekend were Pete Bergstrom and Tom Strom, who alternated when they weren't flying. Whidbey Island club members that helped this rainy weekend consisted of: Bill Pettersen, Sr., who worked the No. 1 cage on Saturday, and drove the shuttle truck on Sunday; Jody Dewey and Chris Smith, friends of Pettersen, (No. 1-Sat); WIRC members Chuck Bower (No. 1 both days); Don Simenson (No. 2- Sat); and Jim Crane ( No. 3 both days). All other Course Workers were mainly our Quickie Standard pilots: Bryan Case, Walt Parker, Shane Elliot, John Calhoun, and Ron Wolfe; who were relieved by Q-E and F-1 pilots as necessary. Callers Pat Poinsett and Ed Smith also filled in some



# District News



very necessary gaps! And Gary Beardsley, an enthusiastic newcomer, who joined NMPRA just to keep abreast of all the goings on in our exciting District, came up Sunday to see the beautiful Formula Ones, and gave us some much needed support in the Lapcounter cage!

Don Rice had bargained with Jim Kelly (who got a special price on the Hi-Tech Radio) and Jon Packer (Hobby Town-Tacoma), for the worker's prizes, and a lovely assortment it was!

I was ESTACTIC when the name of David Foster was drawn first - he got the RADIO! David and his wife came to the Bremerton races with Pete and Marie Bergstrom, and I put them to work in Pylon 2. Dave came to this race with Pete, to learn Starter responsibilities, and I was always yanking him into the Lapcounting cage! David is a wonderful person, a lot of fun to be around, yet takes his responsibilities very seriously. You can bet that Pete Bergstrom is going to train him to become an excellent Starter!

REMEMBER, folks! We have the All-Weekend Quickie races at Camano Island coming up on 13-14 August. This is our only GRASS field. CD Don Rice plans to have a Saturday night "catered" Barbecue, with fireworks following our meal. So plan to attend! Unfortunately, (or fortunately?) there will be no curious steers to herd this time! Don Rice WILL need a "head count" for the BBQ, which will cost about \$6.50 a person, so please give him a call at 1-206-228-4170, or fill in the form at the bottom of the Camano Island flyer and drop it in the mail to him. NOTE: there will be a District 2 meeting on Saturday following the BBQ.

Our District's Formula One Championships are coming up FAST - August 27 & 28, at the beautiful ARLINGTON AIRPORT. Test flying is permitted after 2:00 p.m. on Friday, August 26. There will also be classes for QE and QS. Darrol Cady wrote a very nice letter to our friends down south (who lost their Modesto date) and invited them to Arlington. I hope some of them make it!

Jim Kelly got a BEEAAUUUTTIIF-FULLLL 10 x 12 inch Hall of Fame plaque, with a silver medal hanging on a red, white and blue ribbon inside a silver wreath, all

this on a raised blue velvet setting! It is really a WOW! He also received some fan mail and phone calls from others that helped get NMPRA started 'way back when! The DAY AFTER he got his plaque, he was "training" his VP! (Husband built the Scatcat kit Jim had given me (as this NMPRA stuff certainly keeps my evenings busy), and Jim test flew it and was delighted!

Our September races at Boundry Bay, BC, are ON, 17-18 September, THANKS to Andrew McIndoe, who is following up on the airport connections!

I am REALLY proud of my District's people! ALL of you! See you at Spokane! Then, CAMANO! Then, ARLINGTON!!

Kay

## District 3 - Roy Andrassy

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

Hi race fans. It's contest reporting time once again. On June 11-12 Swift Current Sask. held their annual Q500/F1 race weekend. The weather man cooperated fully blessing us with little wind and lots of sunshine. We were actually battling mosquitos instead of rain and hurricanes. Great!!

Saturday Q500; 18 contestants; 8 rounds flown. During round 1 Harold Sattler lost his receiver and subsequently his airplane. He was going really fast for 2 laps however. Chuck Swaney and Lyle Baker had a "minimal damage" mid-air early in round 1. Both planes survived to fly in future rounds. New comer Dwayne Iverson made his competition debut to pylon racing. Dwayne has been

calling for Harold Sattler for several years so Dwayne knows his way around the pylon poles. Congratulations Dwayne on a respectable first showing.

### June 11 - Swift Current Q500

1	Roy Andrassy	30	1:23.98
2	Steve Landry	29	1:26.21
3	Doug Houston	29	1:26.30
4	Orlan Dowdeswell	26	1:25.90
5	Richard Moldonhauer	25	1:29.52
6	Tim Sass	22	1:27.01
7	Brad Comery	22	1:29.93
8	Lyle Baker	21	1:23.67**
9	Jack Ellefson	20	1:25.71
10	Chuck Swaney	20	1:29.93
11	Randy Otsig	20	1:34.29
12	Rob Kossatz	18	1:28.67
13	Terry Truelove	15	1:25.32
14	Russel Douchard	15	1:35.89
15	Greg Genge	14	1:54.04
16	Dwayne Iverson	13	1:53.35
17	Allan Bouchard	12	1:32.12
18	Harold Sattler	0	crash

Formula 1 was flown on Sunday. Delbert Godon came out of the wood work to demonstrate to all of us that consistency mixed in with a smattering of speed wins races. Roy Andrassy mid-aired with Brad Gomery and Doug Houston mid-aired with Lyle Baker. All planes are repairable except Brad's plane. Experience teaches pilots to kill their engines before a wounded bird piles itself into the dirt. Better luck next time Brad.

### June 12 Swift Current F1- 8 rounds

1	Delbert Godon	28	1:19.43
2	Orlan Dowdeswell	23	1:21.75
3	Doug Houston	21	1:23.87
4	Randy Otsig	20	1:32.20
5	Chuck Swaney	17	1:24.09
6	Hank Kauffmann	15	1:18.58
7	Roy Andrassy	15	1:22.73
8	Harold Sattler	12	1:15.50**
9	Jack Ellefson	12	1:34.42
10	Brad Gomery	12	1:36.12
11	Lyle Baker	7	1:30.62
12	Richard Moldonhauer	5	1:32.84

The Swift Current club always puts on a great race. Thanks very much Glen Chase and your crew of helpers.



The Formula 1 pilots at the Canadian Nationals, Manitoba, Canada



# District News



The Canadian FAI Team — l-r: 1st alternate caller Brad Gomery and Roy Andrassy, 1st place Harold Sattler and caller Dwayne Iverson, 2nd place caller Gary Gau and Brent Holmes, 3rd place Ed Smith and caller Marion Smith.

The next race was the long anticipated Canadian Nationals in Brandon, Manitoba. The Brandon Airport was the actual contest site and it was as excellent venue indeed. Elevation around 1500 ft. The weather man cooperated with us on Saturday, Sunday and most of Friday. Two quick sun showers on Friday managed to slow the race down slightly but no ones spirits were dampened. Just our equipment.

Two classes of Q500 were flown on Friday. The Canadian 500 class which is a Webra, Rossi class and the Expert class which is similar to AMA 428 (Nelson, Jett, etc.). Pete Reed (District 6 VP) and his lovely wife Tinka flew in all the way from Connecticut to fly in the Canadian 500 and F1. Pete pitted with our Calgary group and we provided him with a rent-a-caller all weekend. Truly a great guy. Gary Gau traveled all the way from "Nelson Land" USA and Marion Smith (members of the 1993 Canadian FAI Team) and Brent Holmes with family traveled from Ontario. It was great to see these long distance travelers attend our Nats.

**Canadian 500, short course, 6 rounds**

1	Roy Andrassy	24	1:20.81**
2	Rod Kellin	22	1:26.87
3	Harold Sattler	20	1:21.16
4	Brad Gomery	20	1:24.94
5	Steve Landry	19	1:26.87
6	Chet Holdmann	10	1:29.22
7	Sam Ferris	16	1:25.79
8	Rob Kossatz	16	1:37.38
9	Lyle Baker	15	1:24.56
10	Jack Ellefson	14	1:32.46
11	Lorne Moan	14	1:32.46
12	Richard Moldenhauer	13	1:31.04
13	Prian Dowdeswell	12	1:25.10
14	Pete Reed	12	1:32.75
15	Greg Genge	12	1:35.15
16	Brent Holmes	11	1:30.47

17	Rob Bouchard	10	1:39.12
18	Dennis Koroluk	10	1:54.31
19	Allan Bouchard	9	1:35.41
20	J. Edwards	8	1:55.07
21	Randy Otsig	8	1:32.40
22	Doug Ford	8	1:37.94
23	Bill Wakeman	8	1:39.60
24	Doug Sewell	0	NT

Good solid racing prevailed for the whole day. A mid-air only damaged the elevator of one airplane. as usual cuts and double cuts took their toll.

Expert Q500 only had 5 entries. The racing, however was competitive. Unfortunately I did not take a picture of the results so my report is not as complete as it should be.

**Expert 500, short course, 6 rounds**

1	Gary Gau	24	1:09.75**
2	Hank Kauffmann		
3	Mark Martin		
4	Ed Smith		
5	Clayton Wright		

Formula 1 was flown on Saturday. Harold Sattler's PPG Kaze won best of show. Way to go Harold. We gathered all the F1 pilots along with their planes for a picture taking session. One never knows what the following "jam car" session will bring.

**Formula 1, 6 rounds**

1	Roy Andrassy	22	1:20.97
2	Sam Ferris	22	1:25.15
3	Lyle Baker	21	1:21.28
4	Hank Kauffmann	21	1:15.19**
5	Brad Gomery	19	1:25.91
6	Orlan Dowdeswell	16	1:19.50
7	Brent Holmes	16	1:24.59
8	Lorne Moen	15	1:27.72
9	Jack Ellefson	13	1:26.22
10	Richard Moldenhauer	13	1:29.19
11	Harold Sattler	12	1:17.22
12	Pete Reed	12	1:23.87
13	Randy Otsig	8	1:23.41
14	Greg Genge	7	1:31.03
15	Bill Wakeman	5	1:50.97
16	Paul Gibeault	3	NT

17	Clayton Wright	0	NT
18	Gary Gau	0	NT

After all the dust settled, the F1 bodies were counted. Paul Gibeault and Gary Gau both folded their wings and were out of the race. Clayton Wright lost a propellor blade and subsequently damaged his engine and plane. None of the remaining pilots mid-aired, thank goodness, and close racing prevailed. Roy and Sam had to fly off for 1st place while Lyle and Hank had to fly off for 3rd place. Hank did not get started during his fly off and Lyle cruised to victory. An easy win for Lyle. Bad Boy Hank!! Roy and Sam had a close race until Sam cut, Roy then cruised to victory.

The Canadian FAI F3D Team Trials were flown on Sunday. FAI is a different animal as compared to our regular racing events. Your time in seconds is converted into points and your total aggregate points makes up your score at the end of the day. We flew 8 rounds so your worst single round score is dropped from your total.

**FAI F3D Trials**

1	Harold Sattler	562.5
2	Brent Holmes	578.6
3	Ed Smith	587.7
4	Roy Andrassy	864.8
5	Hank Kauffmann	1103.1

Harold's double cut score from round 8 was dropped and 5 of the remaining 7 rounds scores were in the teens. Congratulations Harold! A well deserved victory. Ed Smith and Brent Holmes also scored very good results. Both of these gentlemen had one score on the teens each and the remainder were in the low twenties. Consistency and good clean flying pays big dividends. Roy choked with 3 DNF scores of 200 pts each; 3 engine flame outs during the races. It appears an old and well used rubber "O" ring was the culprit. Once this was replaced, we were back in the groove but there is no way I could make up for the 3 bad scores I obtained earlier. I will have to be happy with the first alternate position. Rats! Hank started off to a slow but consistent start only to run into a loose firewall problem during round four. This put him out for the remainder of the races. Double Rats!! More 200 pt scores.

Flying FAI is like flying in a time trial. You are always up against the clock and never really in cruise mood. Congratulations to all the visitors in the various events. These were all hard earned wins.

# CLUB R.C. PEGASO

## Septimo premio Pegaso y final del Campeonato Nacional Mexicano en las categorias de Fórmula Uno, Quickie 500 - Distrito Nueve y Fórmula Libre.

Fecha: Viernes 18, sábado 19 y domingo 20 de noviembre de 1994.

Ayúdanos a establecer los mejores records a la altura de la Ciudad de México.

### CATEGORIAS:

Fórmula Uno: reglas AMA 421-F1 OP.-

Quickie 500 Distrito 9: reglas AMA, excepto en motor ya que solo se permite un Rossi standard con mofle Rossi, (Se corre el circuito largo).

Fórmula libre: se permite cualquier aeromodelo con un peso máximo de 4.0 kilogramos con el único requisito de que no sea de vuelo lento (menos de 100 millas por hora aproximadamente) - (se corre el circuito largo).

\* Se hace notar que los aeromodelos de "Escala en Miniatura" (Quarter midget-QM 40-OP-) pueden participar muy eficientemente en esta categoria así como también los de Fórmula Uno.

### PREMIOS:

#### Fórmula Uno:

- 1.- Trofeo para los tres primeros lugares
- 2.- Trofeo al mejor avión
- 3.- Trofeo al avión más rápido
- 4.- Para los concursantes que asistan desde el extranjero y califiquen en cualquiera de los tres primeros lugares se les otorgará un premio adicional.

#### Fórmula Quickie 500 Distrito Nueve (Rossi,40):

- 1.- Trofeo para los tres primeros lugares
- 2.- Trofeo al avión más rápido
- 3.- Para los concursantes que asistan desde el extranjero y califiquen en cualquiera de los tres primeros lugares se les otorgará un premio adicional.

#### Fórmula Libre:

- 1.- Trofeo para los tres primeros lugares
- 2.- Trofeo al avión más rápido
- 3.- Trofeo para el accidente más espectacular
- 4.- Los concursantes que asistan desde el extranjero y califiquen en cualquiera de los tres primeros lugares se les otorgará un premio adicional.

### HOTELES SUGERIDOS

HOLIDAY INN           Tel. (011-527) 216-4666  
QUINTA DEL REY       Tel. (011-527) 211-8871/218-8777  
                                  Fax. (011-527) 216-7633

### FACILIDADES PARA CONCURSANTES EXTRANJEROS:

- Traslado del aeropuerto de la Ciudad de México al Hotel en Toluca (Informar número de acompañantes, número de vuelo, fecha y hora de llegada).
- Envío por fax del mapa para llegar al club desde la ciudad de México.



### CUOTAS DE RECUPERACION:

Inscripción:	N\$ 150.00	50.00 Dlls
Refresco:	N\$ 3.00	1.00 Dlls
Torta:	N\$ 10.00	3.00 Dlls

### INSCRIPCIONES:

Con la Srita. Araceli Rojas Juarez  
Por telefono al: (011-525) 596-8033  
Por fax: (011-525) 540 1314/570 6641



# CLUB R.C. PEGASO

Pegaso seventh grand prix and Mexican National Championship final in the categories of Formula One, Quickie 500 Ninth District and Free Category.

Date: Friday the 18th, Saturday the 19th and Sunday the 20th of November 1994.

Help us to achieve the best records at the Mexico City altitude.

## CATEGORIES:

Formula One: AMA rules 421-F1 OP-

Quickie 500 Ninth District: AMA rules, except on engine specifications, it will be allowed a .40 standard Rossi with the respectable muffler (**we fly the long circuit**).

**Free Category:** any type of model with a maximum weight of 8.8 lbs. is allowed, the only requirement is that the model participating should not be slow flying aircraft (approximately less than 100 miles per hour)- (**we fly the long circuit**). R.C. models for the new category of "Miniature Scale" (Quarter midget- QM 40-OP-) can participate very efficiently in this category, as well as the Formula One.

## AWARDS:

### Formula One:

- 1-Trophy for the first three places
- 2-Trophy for the best plane
- 3-Trophy for the fastest plane
- 4-Foreign pilots that qualify in the first three places will receive an additional award.

### Formula Quickie 500 Ninth District (Rossi.40)

- 1-Trophy for the first three places
- 2-Trophy for the fastest plane
- 3-Foreign pilots that qualify in the first three places will receive an additional award.

### Free Category:

- 1-Trophy for the first three places
- 2-Trophy for the fastest plane
- 3-Foreign pilots that qualify in the first three places will receive an additional award.

## SUGGESTED ACCOMMODATIONS:

HOLIDAY INN      Tel. (011-527) 216-4666  
 QUINTA DEL REY      Tel. (011-527) 211-8871/218-8777  
                                  Fax. (011-527)-216-7633

## FACILITIES FOR FOREIGN CONTESTANTS:

- Free transportation from Mexico City airport to the hotel in Toluca. (previous confirmation of the number of people traveling with you, flight number, date and hour of arrival).
- Information and map of the club's location sent via fax if required.

## RECUPERATION FEES:

**Registration: \$ 50.00 Dlls.**  
 Soft Drinks:      \$1.00 Dlls.  
 Sandwich:        \$ 3.00 Dlls.

## REGISTRATION & INFORMATION

With Miss Araceli Rojas Juarez  
 Telephone: (011-525) 596-8033  
 Fax. (011-525)540-1314/570-6641





# District News



I would like to issue a special thank you to Rod Kelln, CD, for organizing and running pylon at the Nats; Jackie and Art Pluntz for starting and recording for all three days; Doug Moisiuk and all the course workers for all their efforts at making the Nats a success. Thanks every one for a job well done.

*Happy flying everyone  
Roy Andrassy 31X*

## District 7 - Charlie Poulton

25626 Oaks Blvd, Land O'Lakes, FL 34639  
(813) 973-7030

Greetings from the Sunny South and I do mean Sunny!. It sure has been hot this summer. No racing action other than some local .25 size contests (which are fun). It's really hard on the help around here from June-August, so we pull our horns in and relax some. Gives us a chance to "Re-arm and re-fuel", but also causes a little withdrawal.

No races to report since the last newsletter. I would like to comment on AMA's decision to put AMA 428 and QM40 on the long course. IN my opinion, it's a good move and long overdue. I hope it becomes the norm. These planes are already turning sub one minute times, but not everybody is capable of handling the speed. On the long course, you have a chance to level out a little between 1 and 2/3 and 1, get the plane under control and catch your breath before turning again. Should eliminate a lot of dumb thumb crashes, where we get out of shape and behind the plane because of the almost constant turning. Again, it's only my opinion. The Nats will be over by the time you read this. Hope the SEMBRA attendees all to well.

SEMPRA style racing is just around the corner. It'll start in September, stay hot and heavy through May. I can hardly wait!

*Remember, if you're too busy to go racing, you're just too busy  
Charlie Poulton*

Should this publication continue to report district non-AMA rule book events? Send your letters to the Editor.

## District 8 - Drew Jerina

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

The racers that missed the Brazoria race missed a great weekend of racing. This was the first time that Form 1 and Quickie 500 were run on the same day on the same course in our district. There were some questions as how the Quickie racers would do on the long course. These were answered with the long course record (1:13.7) being broken 8 times. Dub Jett finally set the record at a 1:11.98. Fast times were not limited to the usual fast guys, first year AMA class racer Rusty Higginbotham went a 1:15.07. The district class racers got their times into the 1:30's. A couple of the District racers commented that this was what was turned on the short course. The Form 1 guys ran several 1:0's with Bill Hager taking low time of the meet with a 1:08.

The heats alternated between District Quickie, AMA Quickie and Form 1. This worked out great for both the pilots and the course workers. The pilots had plenty of time to work on their planes between heats, and the course workers got a break from the fast paced Form 1's.

I painted a new plane and several of the Quickie racers framed up new planes for Sunday. Seriously, the pace was a lot nicer than our usual fly, fuel-it, and fly again routine. Several pilots flew both Quickie and Form 1. Norm and Ben Johnson were two of these, and both were fast. The down side was Norm and Ben both lost a Form 1 and Quickie each on Saturday. Norm lost his Form 1 in a mid-air with your district VP. A real crowd pleaser, got a big cheer from the spectators. Ben lost his Form 1 and Quickie due to radio problems. The Form 1, in a fly off for first place with Bill Hager, the Quickie, on takeoff (just went on out there, about 3/4 mile). There was a lot of close racing in all the races. I noticed the Form 1 racers watching and cheering the Quickie racers and the Quickie racers doing the same during the Form 1 races. Everybody learned what the other is doing and everybody got to watch some good racing.

The only negative thing on Saturday was the race went on forever. It seems that

everyone had forgotten how to pace a big contest (33 entries). This was corrected on Sunday and the contest was over by four o'clock, the same time as when we have 15 entries. This was with 28 entries on Sunday. There were a total of 300 races run in two days with one re-fly. And the re-fly was called by the course workers due to a mix up on planes. The Brazoria County Modelers Association did a great job putting on a big contest. Fog and Red have said that this is the format they will use from now on. They said they have already started planning for next year. Who ever said racing is dying needs to be in Brazoria at the next contest.

Formula 1 June 11		June 12	
1 Bill Hager	1:09.24	1 Bill Hager	1:08.58
2 Ben Johnson	1:10.51	2 Dave Layman	1:10.52
3 Rich Tocci	1:09.86	3 Sam Womack	1:13.34
4 Red Cranfill	1:12.50	4 Red Cranfill	1:11.09
5 Dave Layman	1:13.95	5 Drew Jerina	1:13.78

AMA Q500 June 11		June 12	
1 Ken Howell	1:12.88	1 Ken Howell	1:12.85
2 R. Higginbotham	1:18.95	2 John Dunham	1:22.45
3 Dub Jett	1:11.98	3 Mike Tallman	1:15.09
4 Mike Lewis	1:25.83	4 Dan Tips	1:28.29
5 Ben Johnson	1:13.61	5 R. Higginbotham	1:15.00

District 500 June 11		June 12	
1 Paul Porter	1:38.42	1 Paul Porter	1:41.30
2 Bert Hahn	1:39.96	2 Ed Coker	1:38.79
3 Ed Coker	1:35.20	3 Mike Hahn	1:48.87

Two weeks later Gary Roberts and Mike Hammett CD'd their traditional Q500 race at Alvin, TX (For the uninformed, the birthplace of Nolan Ryan, he played baseball but never was good enough to race model air-planes).

AMA Q500 June 25		June 26	
1 Mark Parker	1:05.39	1 R. Higginbotham	1:11.42
2 Gary Roberts	1:06.84	2 Gary Roberts	1:09.68
3 Bob Bailey	1:08.84	3 Bob Bailey	1:09.85
4 R. Higginbotham	1:09.47	4 Mark Parker	1:06.72
5 Bruce Edge	1:11.54	5 Mike Hammett	1:14.52

District Q500 June 25		June 26	
1 Bert Hahn	1:21.11	1 Bert Hahn	1:23.01
2 Mike Johncock	1:27.80	2 Paul Porter	1:29.19
3 Paul Porter	1:26.90	3 Mark Milstead	1:22.82

Now for more local news — the District 8 Q500 Championship Race will be held at Lake Benbrook on October 1-2 and the Fort Worth Thunderbirds will host the race again by popular demand.

Please note the following schedule adjustments: Brazoria, Aug. 20-21 will also include Form 1, all on the long course; September 17-18 will drop Lake Afton and add Q500 to the Form 1 race (two things



# District News



can't occupy the same place at the same time — equipment).

*Sky Wop  
Drew*

## District 9 Francisco Taboada

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

Our scheduled program for the 2nd and 3rd of July was well attended by our fellow fliers from Guadalajara and Mexico City. Three categories were flown: Formula I, District 9 Q500 and Free Formula. Formula I was the least attended.

The weather held fair for our kind of summer in Monterrey, around 100 degrees F. People from Guadalajara and the Capital of Mexico (DF) blessed with a perennial spring year around 70 degree C, endured personally — but not the engines.

Another geographical factor involved faster times on the long course, 1400' elevation as compared with Mexico City-Toluca at 7000' plus.

Formula I

1	Jorge Salas	20	1:48.05
2	Luis Garcia	0	0:00.00
3	Jaime De La Vega	0	0:00.00
4	Felipe Green	0	0:00.00

It was gratifying to see outstanding and well built and finished models, but disheartening and sorrowful when mother gravity claimed another victim of this super sport. As it was noticed, constructive criticism dictates a larger open area and longer runways for this field.

District 9 Q500

1	Luis Garcia Blake	15	1:46.91
2	Ubaldo Molina	14	1:57.98
3	Jose Mendoza	14	1:56.13
4	Alfonso Sanchez	12	2:00.42
5	Jorge Salas	10	2:02.87
6	Angel Taboada	10	2:03.38
7	Alejandro Galvan	9	2:03.38
8	Luis Gutierrez	9	2:01.33
9	Felipe Green	8	2:03.21
10	Alberto Amezcua	8	2:23.99
11	Ernesto Mendez Jr.	7	2:33.58
12	Jose Calderon	6	2:33.58
13	Ernesto Mendez Jr.	4	2:30.84
14	Jaime De La Vega	3	1:58.30
15	Juan Salgado	0	0:00.00

**Free Formula** — As mentioned before, this class allows for lots of design creativity and at high speeds (6 rounds flown with 4 plane heats) being the most spectacular event. A noticeable effect was the different needle valve adjustment on the Formula I engines when fed with 65% nitro fuel.

Free Formula

1	Jose Calderon	23	1:31.18
2	Juan M. Salgado	20	1:30.67
3	Xavier Salgado	20	1:31.04
4	Jaime De La Vega	19	1:25.50
5	Alfonso Sanchez	16	1:56.86
6	Guillermo Salgado	12	2:00.52
7	Ernesto Mendez Sr.	10	1:52.19
8	Felipe Green	8	1:28.16
9	Jesus P. Marin Lugo	7	2:00.67
10	Luis Garcia Blake	4	1:31.00
11	Antonio Rios Russi	0	0:00.00

Our next meet will be at Guadalajara on the 17th and 18th of September (Mexico's Independence holidays), same categories.

For some reason we feel there is a lack of participation, which we hope to overcome with increased promotions for all our future events.

Please mark your calendars: September 17-18 at Guadalajara, November 19-20 our great final in Mexico State, Toluca City, Club Pegaso.

*Hasta la Vista!  
Francisco Taboada*

## Quickie 500 - Cliff Telford

1512 S Greenleaf Ct, Winter Springs, FL 32708 (407) 359-9958

We now have received reports from all 9 NMPRA districts. Thanks to Dave Ferrell for sending the reports for Northern California. They are the only reports we have from District 1. Congratulations to David Wright who has moved into the top twenty. The 17 year old broke his own Senior AMA record by posting a time of 1:03.5 on the 2 mile course. Eighty-three events have been reported and 179 different NMPRA members have earned points.

Several district VPs have made arrangements for their Q500 Championship races. Those who have not done so should do it very soon. The top 20 as of July 21 are:

1	John Dunham	7	696.2	17
2	Charlie Poulton	7	689.9	14
3	Sam Shimizu	7	673.3	9
4	Carl Simms	7	662.7	16
5	Steve Kovach	7	659.9	20
6	Cliff Telford	7	658.0	18
7	Gail Jacobson	7	646.8	14
8	David Wright	1	560.4	7
9	Gary Freeman Jr.	7	552.9	13
10	Mark Parker	8	542.6	8
11	Dub Jett	8	514.9	6
12	Don Moody	7	513.9	7
13	Jerry Small	8	474.9	8
14	Guy Seidelman	7	471.9	7
15	Dan Nalley	2	466.7	8
16	Nelson Eddy	2	459.7	6
17	Tom DeAscentis	1	456.5	9
18	Tom Powall	7	452.7	7
19	Terry Frazer	5	444.4	6
20	Jeff Horn	8	442.9	7

*Cliff*

Should this publication continue to report district non-AMA rule book events? Send your letters to the Editor.

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# 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)
3/6	Phoenix, AZ - Mustang Field	Q5
4/10	Sepulveda Basin, CA	Q5
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
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
11/12-13	FAI Team Trials Phoenix, AZ Pro-Flyers	FAI
	Jlm Allen (602) 464-1443	
12/4	Phoenix, AZ Pro-Flyers	

## District 2 - Kay Larson

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

7/30-31	Spokane	F1,Q5
8/13-14	Camano Island	Q5(1)
8/26-28	Arlington, NW Championship	F1 Q5
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

7/15-17	Canadian Nationals	
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 4 - Pam Sperry

1614 11th St, Cody, WY 82412  
(307) 261-7366

4/24	Mead, NE	Q5BSE,AMA
5/15	Mead, NE	Q5BSE,AMA
6/5	Mead, NE	Q5BSE,AMA
6/26	Mead, NE	A5BSE,AMA
7/24	Mead, NE	Q5BSE,AMA
8/21	Mead, NE	Q5BSE,AMA

## District 5 - Karen Yeager

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

4/16-17	Hamilton, OH	Q5SE
6/4-5	Toledo, OH	Q5SE

6/19	Westland, MI	Q5, MagCat
6/26	Rock Valley, IL	Q5AMA
6/26	Northville, MI	Q5, MagCat
7/16-17	Hamilton, OH	Q5SE
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	LaSelle, 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

6/12	delayed until 9/11	
6/26	Bridgewater, MA	Q5ES
7/10	Ellington, CT - NCRCC	Q5ES
7/30	Prince Georges (no Ervine carb)	Q5Nepro
7/31	Prince Georges	Q5AMA
8/7	Lakehurst, NJ	Q5AMA Mod
8/13-14	Ellington, CT - NCRCC	Q5AMA,ES
8/21	Westover, MA	F1,Q5S
8/26	Stratford, CT	Q5ES
9/11	Farmington, CT - CCRC	Q5SE
	Pete Reed (203) 673-7883	
9/17	Prince Georges (no Ervine carb)	Q5Nepro
	John Fike (301) 262-1486	QM40
9/18	Prince Georges	Q5AMA
	Art Edsall (301) 855-8707	
9/18	Hadley, MA	Q5ES
10/2	Bridgewater, NJ	Q5AMA Mod
	Tom Schaefer (908) 232-4190	
10/9	Colts Neck, NJ	Q5AMA Mod
10/15	Prince Georges	Q5Nepro
	John Albritton (703) 938-1084	
10/16	Lakehurst, NJ	Q5AMA Mod

## District 7 - Charlie Poulton

25626 Oaks Blvd, Land O'Lakes, FL 34639  
(813) 973-7030

9/3-4	Bonita Springs, FL	Q5,AMA(2)
	Jack Milburn (813) 947-6938	
9/17-18	Sunrise, FL - Markem Park	Q5(2)
	Don Moody (305) 749-8087	
9/24-25	Smyrna, TN - club field	Q5,AMA(2)
	Greg Doe (615) 459-6845	

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)
	District Championship	
	Tom Bogut (407) 729-6662	
11/19-20	Tampa, FL Club Field	Q5(2)
	Wayne Smith (813) 621-4051	
END SEMBRA SEASON		
12/5	Brandon, FL Club Field	Q5
	Lucien Miller (813) 980-2685	

## District 8 - Drew Jerina

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

6/25-26	Alvin, TX	Q5,AMA(2)
7/16-22	Lubbock, TX AMA Nationals	
8/6-7	Georgetown,	Q5(2)
8/20-21	Brazoria, TX	Q5,AMA(2)
		F1
9/3-4	Alvin	Q5,AMA(2)
9/17-18	Brozoria, TX	F1(2) and
	Lake Afton	Q5,AMA(2)
10/1-2	District Championship	Q5(2)
	Lake Benbrook	
	Fort Worth Thunderbirds	
10/15-16	NMPRA Championship	F1(1)
	Caddo Mills Airport	
	Drew Jerina (214) 240-7725	

## District 9

### Francisco Taboada

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

7/2-3	Monterrey	F1,Q5,AMA
9/18	Guadalajara	F1,Q5,AMA
11/20	Mexico City Club Pegaso	F1,Q5,AMA

(1) one race per date period  
(2) separate race(s) each date  
(7) tentative  
(B) Beginner, (S) Standard  
(E) Expert, (AMA) AMA 428  
(Q5) District rules unless otherwise noted  
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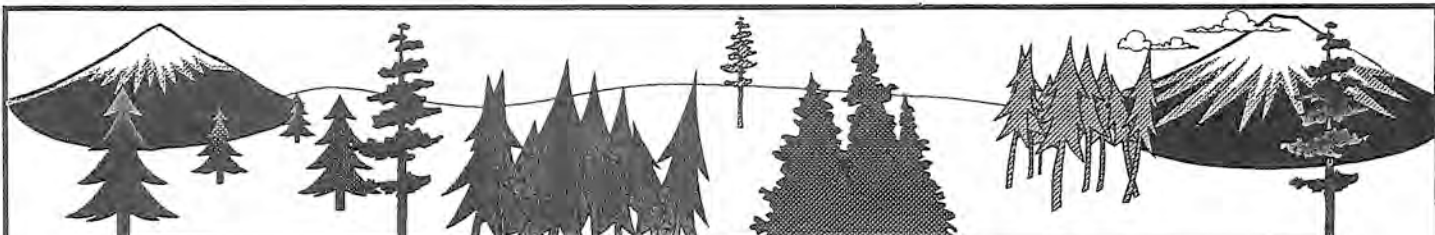
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Bryan Shadel — flew his California Speed Pro Napier Heston to a new Senior National Record of 1:22.61.

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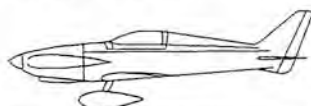
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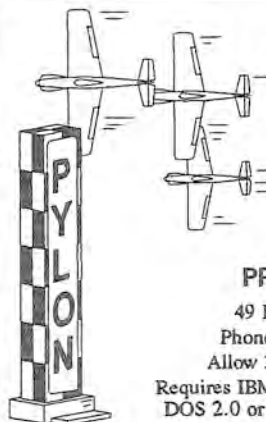
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**DISTRICT 2 VP** - Kay Larson - 9950 Echo Valley Rd NW Bremerton, WA 98312 Tel (206) 692-1088

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

**DISTRICT 4 VP** - Pam Sperry - 1614 11th St Cody, Wy 82412 Tel (307) 261-7366

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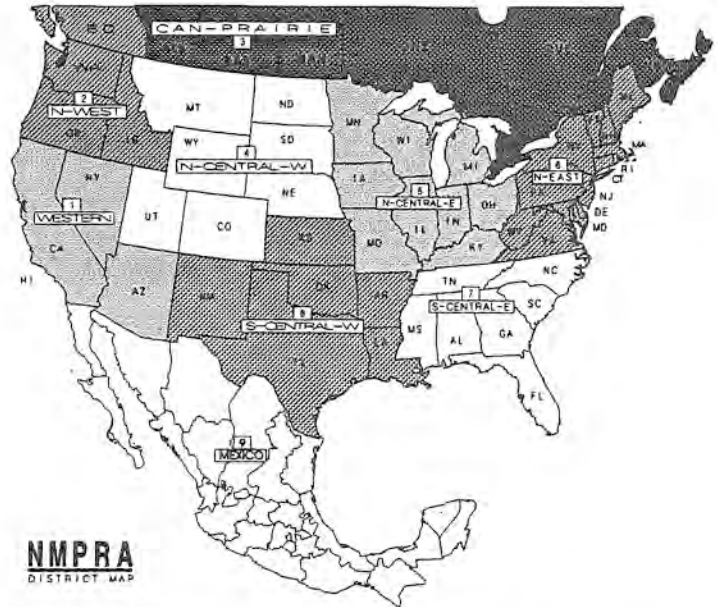
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**DISTRICT 7 VP** - Charles Poulton - 25626 Oaks Blvd Land O'Lakes, FL 34639 (813) 973-7030

**DISTRICT 8 VP** - Drew Jerina - 3109 Bluffview Garland, TX 75043 Tel (214) 240-7725

**QUICKIE 500 VP** - Cliff Telford - 1512 S. Greenleaf Ct, Winter Springs, FL 32708 Tel (407) 359-9958

**QUARTER MIDGET VP** - Dan Kane Jr. - 6302 W Giddings Chicago, IL 60630 Tel (312) 481-2561



**DISTRICT 9 VP** - Francisco Taboada - Guayana, Holandesa 210, Monterrey NL, 64620 Mexico Tel (528) 346-0837 Fax (528) 373-9888

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