

The Pylon Racer's Official Voice

NMPRA

HIGH PERFORMANCE

National Miniature Pylon Racing Association

Since 1965

AMA Affiliated

May 95

Pete's Place

It's getting close now in the NorthEast. Not much snowpack this winter, the river didn't flood and the weather hasn't been too bad. Why don't I feel prepared? Our first contest is this coming Sunday. Maybe I'm spending more time on this job than I intended and less time on the models.

HELLO -Anybody there?

I guess I need to apologize. Last month I told you that there was a way to work within the AMA system to achieve change. Now I'm not so sure. I wrote my Executive Council member on March 22 to ask for the minutes where Duane Gall's proposal to revamp the rules making procedures was discussed and rejected so I could pay the \$5.00 and get a copy. I also sent a copy of the letter to the AMA President. I have yet to get any kind of response as of this date May 3.

On the other hand the RC Racing Contest Board got a letter from the Technical Director explaining his "active pursuit" of a joint meeting of the Executive Council and the Contest Board chair persons (is that like people hole covers?) to overhaul the rules system. Maybe if the rest of you wrote your Executive Council member (AMA District VP) we could actually get them to do something.

Nats help

On a more upbeat note I'll tell you that there are some people out there who care about modeling and are prepared to go out of their way to help. We still badly need help for the Nationals but I've seen some correspondence from NMPRA members who, husband and wife, are going to spend a week plus in Lawrenceville working so those of us who race can race. A really nice thing to do. If we don't get enough help though we

"Speed Secret of racing—It's not one big thing you need to know, for there are none of those, but it's the many little things you need to learn and do well"

Don McStay

are going to have to rethink the way we race at the Nats.

One possible solution is the way the pattern people have approached the problem. They run two events each day. As you register you are directed to work a 1/2 day. It can be the second half of the day you are competing or some other day but everyone works, even the hot shots. This would stretch out our racing schedule but as you know the Nats will be in Muncie in '96 and there will be some schedule changes which will have to attend that. More on that next month.

In the case of events like Q500 where there are enough entrants we could generate two matrices and fly two rounds of matrix 1 while matrix 2 worked. You don't get to fly everyone anyway. Think about it and let's have some correspondence on your solutions.

Rule Proposals—a different way!

On the subject of rules again. I want to thank Tony Stillman and Paul Salverda of the National Society of Radio Controlled Aerobatics, Tony for taking the time on the phone to explain to me how they worked their rules changes and Paul for a more detailed letter with copies of their questionnaire and responses. Their system is this in simplified form. Well before the rules cycle is upon them a small rules committee is formed from volunteers of their district VPs. All of the district VPs are asked for 10 or 20

questions which could be put to the membership for opinions on all facets of pattern. The chairman of the rules committee compiles the questions into one document because there are many duplications, and that is sent back to the committee for review. The survey is then sent out in their newsletter and about 1100 copies distributed. This last time they got 335 back. From those responses the committee writes the rules language which will produce the result the survey says people want. This avoids rules text written by us amateurs which are sometimes ambiguous or don't fully consider the consequences of the language. These correctly written formal proposals are reexamined by the committee and put onto the AMA forms. Along the way, excerpts of the survey are printed in their newsletter for more comment by the general membership if any particular rubbing points are discovered. By the time the rules proposals appear in Model Aviation the board is fully aware of their content.

I'd be interested in your reaction to this kind of setup for racing since the AMA has refused to relinquish their present role. If we don't fix it, we can expect the same amount of ponderous progress on the next rules cycle.

Profiles

Bob Beaudette (20J)

8442 NW 47 Dr., Coral Springs, FL 33067

Vice President of Sales for Associated Grocers of Miami, Fl. I currently have four department managers and twenty-three people under me as well as an entire Export department. We service retail supermarkets, superettes and cruise ship in South Florida. Married to Darlene and have a daughter, Karen, two sons, Robert and Eric and two grandsons Nicholas and Alex.

Modeling for forty years, the last twenty-five flying R/C. Helped develop the Northern Connecticut Radio Control Club into the club it is today. I have held virtually all of the offices in that club some more than once. We started what has turned into major programs at NCRCC, the annual Auction, two day race meet, pilot training etc. Along with many others we developed the Q500 concept into what it is today in the northeast. The last four years I was heavily involved with NEPRO serving as Sec/Trea with Lloyd Burnham as President. We nearly doubled the Q500 participation in two years time encouraging team playing and partnering of the experienced racers with the new Rookies. We successfully developed a progressive racing program taking a new flyer from the K&B 40 stage through AMA 428 to Formula One with the ability for a racer to stay at his comfort/skill level. I and many others involved are proud of the level of involvement that the Northeast corner of the country enjoys from its pilots. Meets regularly top out at over fifty to sixty entries. Along the way I developed and kitted Roberts Racing COBRA Q500 selling over two-hundred in two seasons to local flyers.

Currently, due to career needs flying has been a second priority. Hopefully in 1994/95 I will be able to get more involved in SEMPRA. Locally, our club, The Markham Pilots Association, has hosted it's first Q500 meet (Oct 93), followed by the Shamrock Classic in 1994 with a third scheduled for September of this year (all two day meets). We are now completing cages mounted on a trailer for safety.

One of the most gratifying projects I ever did was raising money for the Newington's

Children Hospital. In the years I was employed at Allied Grocers in Windsor, Ct., I was able to generate over \$250,000 in funding for them through corporate sponsored golf tournaments.

There is nothing like — raising three great kids, watching them mature into adults and being a grandfather.

Lewis A. Johnson (36A)

300 Coral Reef Road, Alameda, CA 94501

Retired Mechanical Engineer. Worked in the area of aircraft design, motor trucks and combat vehicles for forty years. Married to Bette and have two daughters, Missy and Mary.

Modeling for ten years and have been flying Q500/250 in the Livermore, Richmond area of California. Have been flying sailplanes (full size) for ten years (400 hrs).

Doug Coursey (12T)

5027-6 Sunbeam Rd, Jacksonville, FL 32217

Owner of an auto repair facility. Married with two children.

Modeling for thirty-eight years and also enjoy slot cars and R/C boats. I was the Junior high point champ at the 1961-62 King Orange meet.

Horrace Cain (26I)

9838 Canterbury, Humble, TX 77338

United Airlines pilot, due to retire Feb-96. Married to Carol Ann. Have a daughter, Joy Lynn and two sons, Gary Lee and Gerald Kent.

Modeling since age 12, R/C since 72.

Kenneth Howell (55H)

1819 Taylor St, Cedar Hill, TX, 75104

American Airlines 727 First Officer. Married to Diane.

Modeling for sixteen years. I'm a Q500 record holder and like to get others involved in this hobby.

Editor's Request

ARTICLE SUBMISSION FORMAT AND PRIORITY

Best way:
Fax (203) 584-1473 (10pt, no justify)
Modem file transfer (8N1 Y or Z)
Disk - IBM compatible
Printed output - monospaced
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

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	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 the Editor (Paul Page) for newsletter.

Official AMA Records

421-F1-Op	Richard Verano - 1.03.16 - 3/28/92
421-F1-Sr	Ben Johnson - 1:16.60 - 10/16/93
421-Jr	A J Seaholm - 1:15.20 - 7/19/91
422-QM40-Op	Lyle Larson - 1:07.38 - 4/22/95
422-QM40-Sr	Bryan Shadel - 1:22.61 - 7/20/94
422-QM40-Jr	Henson Bartle - 1:26.27 - 9/16/94
422-QM15-OP	Craig Grunkermeier - 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	Richard Verano - 1:03.31 - 11-20/94
428-Q500-Op-2m	Chip Hyde - 0:56.49 - //94
428-Q500-Sr-2m	David Wright - 1:01.36 - 7/10/94
428-Q500-Jr-2m	Bucky Miller - 1:10.43 - 6/13/92
428-Q500-OP-2.5m	*Bob Dible - 1:11.63 - 4/22/95
428-Q500-Sr-2.5m	*Mickey Crawley - 1:13.03 - 4/22/95
428-Q500-Jr-2.5m	Henson Bartle - 1:21.23 - 10/9/94

* applied for AMA Official Record

HOW TO MOVE UP IN THE STANDINGS

STARTING ON THE LINE

First you must get to the line. All too often I see a racer in the pits joking with someone while the cart takes off to bring the rest of the competitors to the line. Usually the announcer gets blamed for the Zero. Just remember, it is your sole responsibility to be on the line on time. The announcer is a courtesy provided by the contest and cannot be held responsible.

Next, your plane must be ready. Did you go through your refueling procedure? Next, the starting and glow batteries must be fully charged. Remember, this is not the sport field where you can go back and get another glow driver. Starter batteries last longer when they are charged right after use, yet I see so many bragging that they didn't have to charge their starter battery all year and then wonder why it didn't work at the championship race.

You must know exactly what your engine and equipment is going to do before you go to the line. To this end, practice a routine that ensures a start - on time - every time. The start of the sequence is the night before the race. Be sure to charge the starter battery and the glow battery. Check all wiring and change any wires that are frayed, loose or look old. Have fresh batteries in your tachometer.

Yes — I know much of this stuff seems simple and mundane, but I assure you that every seasoned champion does all of these simple mundane things— and when they don't, they get zeros just like you do.

A "must do" at the line is to check the engine for a flooded condition by turning the prop backwards or forwards at the beginning. This will help prevent the panic of clearing a flooded engine with 15 seconds to go. When you get to the line, clear the engine and turn on the receiver and then the transmitter. If the servos move with authority before turning on the transmitter, it may mean that someone forgot to turn off and is on your frequency. When your caller puts the plane down after identifying, carefully go through your practiced starting line routine.

Sample— [1] Check transmitter trims and dual rate positions. [2] Check all control throws: up, down, left, right, rudder. Check that right is right and up is up etc. (Just because the surfaces move does not mean the servo directions are correct.) [3] Attach glow battery. [4] Open needle valve 1/2" turn. [5] Turn on the tach and set it down where you are going to use it. [6] Place the starter in front of the engine. Close the throttle and **remove the hemostat**. [7] Activate the glow battery three seconds before using the starter. [8] Open the throttle and use the starter. [9] If you need more fuel, block the exhaust opening while turning over the engine with the starter. (This substantially increases pressure to the tank and forces more fuel to flow) [10] Let the engine warm for a few seconds, remove the glow battery and then set the needle from behind the plane. [11] Extend the antenna and head back to your spot.

The routine will vary depending on the class of racing and the engine set up you are using. In some cases, the glow driver is left on throughout the needling process, in other cases, the needle valve is not moved from your first flight setting. The important thing is to develop a sure fire method of getting the engine started and set in time to get back to your favorite spot—every time!! Well—On to the takeoff.

Part of being a good competitor is to be a good sportsman. Do not have your caller push early. In NASCAR, if you go early in a drag race, you get a ZERO, every time—never a warning. Again it is important to know what the plane is going to do. If there is a cross wind, the plane will have a tendency to weather vane into the wind at takeoff. This means that if the wind is from the right, less right rudder is required. If there is a slight tail wind, you will need more elevator and a harder push to takeoff safely. In ideal conditions, hold the correct amount of right rudder for a straight takeoff, use low rates (on pavement with light wind from pylon one) for elevator and guide the plane directly at a spot just above the pylon and about 50 feet to the right of it. A flat steady climb is the fastest way to pylon one. If you get the nose up too high, your forward velocity will be cut way down. Most of all, remember the vertical separation between planes.

FLYING THE COURSE

After your perfect takeoff, bring the plane up on edge and wait for the caller for the first turn—but not too long. Develop a safe count so that you can turn the first turn yourself then go with what comes first, your count or the caller's shout, whistle or hand signal.

Round the turn at one holding full elevator until the plane is pointed at your face. Practice this until you are comfortable with this as it is the fastest way to pylon 2. A large sweeping course uses more acreage. Go into 2 a little wide and sweep just past the pole gradually feeding more elevator until you are at full elevator, about one quarter way through the turn and then hold it until you are fully around pylon three pointing at the spot about 50 feet to the right of pylon one.

Set up the controls so that you have just enough elevator to do the job and not more. Set up ailerons the same way. Yes, you will feel that you need more control in the beginning to get you out of trouble, but remember, every time you use a control surface, it is like applying the brakes. It creates drag and drag slows you down. Extra control will also have a tendency to get you into worse trouble by over controlling.

Finding just the right radius turn at pylon one and the 2-3 turn is part of the art of racing. There is a balance between making a tight turn and slowing the plane down as a result of making that tight turn. A quickie engine seems to recover quickly and a tight turn does not seem to hurt too much. In formula one, however a too tight turn will actually slow you down too much. I have watched Lyle Larson fly smooth and continue to build speed over three or more laps. One bobble or a snap at one will destroy all that built up speed and you will have to have another three good laps to get it back. A sharp shock such as a sudden severe down elevator to the plane may also cause the glow plug to blow.

While flying remember to maintain the vertical separation to avoid mid-air's and stay higher than the plane in front of you to avoid turbulence (*bad air*) that may drive you to the ground. **THE WORST PLACE TO BE IS JUST BELOW AND OUTSIDE OF THE PLANE IN FRONT.**

Most of all—Get some practice and move up in the standings!!!!

Next time—Finding that needle setting.

Dave Doyle

FOR SALE from Jim Young

— .15 size Kaze Killer Quarter Midget BRO (been raced once - at the 1993 Nats) on weight, complete with almost new N15, tank, four 44407 Airtronics servos, only needs receiver and battery pack. Best offer over \$400. Call Drew @ 214.240.7725



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Quickie, Quarter Midget, Formula One, FAI

Lou Rodriguez
2683 Lin Gate Ct.
Pleasanton, CA 94566

(510) 846-6865

The 1995 F3D FAI Pylon Team *Needs you help*

Talent wise, we are rich! Financially, not so hot! AMA has no choice but to limit funds because of their many budget items , therefore, World Championship teams are obligated to help themselves with expenses by whatever means possible to keep costs to a minimum for the participants.

**PINS--\$5.00 ea.
PATCHES--\$5.00 ea.**

Include SASE with donation

**1/1\$1
25/1\$20**

RAFFLE
JR Radio -- Futaba Radio
Long wing composite KAZI
Nelson Engine of your choice

Drawing will be held at the Nats Formula One Pylon Event

No amount is too small and if you can see your way fit to help your fellow pylon racers, please send a check or money order to : 1995 FAI Pylon Team
Ron Schorr, 5224 Teesdale Ave., North Hollywood, CA 91607
In advance and for the team, Thank You very much !
Ron Schorr -- Team Manager

1995 AMA NATS R/C PYLON WORK MATRIX

	Sun-9 Q500	Mon-10 Q500	Tue-11 Q500	Wed-12 QM	Thur-13 QM	Thur-13 FAI	Fri-14 Form 1	Sat-15 Form 1
Event Director	Greg Doe	Greg Doe	Greg Doe	Greg Doe	Greg Doe	Cliff Telford	Cliff Telford	Cliff Telford
Starter	Karen Yeager	Karen Yeager	Karen Yeager	Karen Yeager	Karen Yeager	Karen Yeager	Karen Yeager	Karen Yeager
Asst Starter						R. Hendriksma	R. Hendriksma	R. Hendriksma
Freq Control	Nancy Telford	Nancy Telford	Nancy Telford	Nancy Telford	Nancy Telford	Nancy Telford	Nancy Telford	Nancy Telford
Pit Boss	Bob Brown	Bob Brown	Bob Brown	Bob Brown	Bob Brown	Bob Brown	Bob Brown	Bob Brown
Scoring	Paul Page	Paul Page	Paul Page	Paul Page	Paul Page	Paul Page	Paul Page	Paul Page
#1 Chief Judge			Gary Gau	Gary Gau	Gary Gau	Gary Gau	Gary Gau	Gary Gau
#1 Judge	David Checket	David Checket	David Checket	Garth Deal	Garth Deal	Garth Deal	Garth Deal	Garth Deal
#1 Judge						Greg Doe	Greg Doe	Greg Doe
#1 Judge	James Tidd	JamesTidd	James Tidd	James Tidd	James Tidd	Leroy Webb	Leroy Webb	Leroy Webb
#1 Judge	Terry Bull	Terry Bull	Terry Bull	Terry Bull	Terry Bull	Orv Steinmetz	Orv Steinmetz	Orv Steinmetz
#2 Judge	C. Robinson	C. Robinson	C. Robinson	C. Robinson	C. Robinson	C. Robinson	C. Robinson	C. Robinson
#3 Judge						Wayne Webb	Wayne Webb	Wayne Webb
Lap Counter	Dick Larson	Dick Larson	Dick Larson	Dick Larson	Dick Larson	Dick Larson	Dick Larson	Dick Larson
Lap Counter	Kay Larson	Kay Larson	Kay Larson	Kay Larson	Kay Larson	Kay Larson	Kay Larson	Kay Larson
Lap Counter	Bob Campbell	Bob Campbell	Bob Campbell	Bob Campbell	Bob Campbell	Bob Campbell	Bob Campbell	Bob Campbell
Lap Counter				Steve Kovach	Steve Kovach	Steve Kovach	Steve Kovach	Steve Kovach
Fueling	Jim Allen Sr	Jim Allen Sr	Jim Allen Sr	Jim Allen Sr	Jim Allen Sr	Jim Allen Sr	n/a	n/a
Fueling	Bernie Allen	Bernie Allen	Bernie Allen	Bernie Allen	Bernie Allen	Bernie Allen	n/a	n/a
Sideline Judge	P. Robinson	P. Robinson	P. Robinson	P. Robinson	P. Robinson	P. Robinson	P. Robinson	P. Robinson
Standby's						Bob Brogdon		

Is there a blank on this matrix that could be filled with your name??

We need help, especially for Q500 and QM.

Are there any of you Form One guys who can come in early and help??

The Quickie guys are staying over to work your event!!

How about you returning the favor!! Call 517-547-4430



District News



District 1 - Lou Rodriguez

2683 Lin Gate Ct, Pleasanton, CA 94566
(510) 846-6865

There is good news and bad news to report concerning District One activities. The bad news is the Formula One race planned for Tracy in June is canceled. The good news is that Castle Air Force Base near Merced, California is closing and it looks like that site will become available after September. Dave Ferrell has been working to gain access there for future races. I have also been talking to Ray Allen about possible flying sites near Santa Maria. My goal is to secure race sites and make a 1996 race schedule before the end of this year. Ideally, we will coordinate Formula One, Quickie, and Quarter Midget race schedules throughout the district. Contest Directors and promoters should start planning now for 1996 and let me know what your planned race schedule is.

The second Formula One Race of the season was held in Las Vegas on March 25-26. The LVRC did a great job of hosting this event. A freshly sodded football field was used for the pit area. It was like a big picnic on the grass. The racing was tremendous with some new pilots doing a fantastic job. Larry Drury, Tom Hart, and Delbert Godon made good showings with low times and smooth flying. The greatest excitement was saved for last with the Gold, Silver, and Bronze Calcutta races. Darrol Cady squeaked out a narrow victory in the Bronze race. The Silver race had several lead changes throughout. Travis Flynn and Rich Tocci battled the whole race. Rich appeared to be ahead at the finish but a cut was his demise and Travis claimed the victory.

The Gold race will be remembered for a long time and gave everyone watching quite a thrill. Richard Verano, Chip Hyde, Bill Hager, and Henry Bartle put on a display of formation flying as never seen before. All four airplanes were stacked wingtip to wingtip for the entire race. The four shutters at pylon one closed as one on every lap. A small fishnet would have covered all the airplanes at any point on the race course. Remarkably there was no mid-air. Richard was rewarded with the checkered flag and

some extra spending money. Race fans were rewarded with a spectacle. This race will be billed next year as "The Gambler National Formula One Race". You will definitely want to be there if you are interested in Formula One racing.

F1 Expert

1 Chip Hyde	1:07.90	6 Larry Drury	1:18.07
2 Henry Bartle	1:09.02	7 Richard Tocci	1:10.46
3 Travis Flynn	1:11.37	8 Tom Hart	1:11.17
4 Richard Verano	1:07.87	9 Lou Rodriguez	1:08.86
5 Darrol Cady	1:11.92	10 Mike Sperry	1:12.71

F1 Standard

1 Ed Easingwood	1:25.33	2 Greg Genge	1:31.40
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Sally Carpenter submitted a report for Quickie and Quarter Midget at Merced on April 22-23. Lyle Larson came up to fly QM40 and help others with tips about Quarter Midget. The recorded times on the 2.5 mile course were impressive with Mick Crawley and Jeff Carpenter flying low 1:09s. Lyle set a new national record at 1:07.38 with his Napier Heston, using the same glow plug all day. The Quickie flyers were stirring after seeing the performance of QM40, so we may see an increase in participation for the QM race in Modesto in June. Quickie 500 saw some hot action as well. The air on Saturday was perfect for record setting times and Bob Dible took advantage to set a new record for the 2.5 mile course at 1:11.63. Mickey Crawley set a Senior record at 1:13.03. Congratulations! There was a group of talented young pilots flying at this contest. New, young pilots are vital to future of this sport. The future looks good in Central California.

428 Expert - 4/22/95

1 Fred Burgdorf	1:12.44
2 Steve Grattan	1:20.93
3 S. Tomblin (16)	1:19.67
4 Bob Dible	1:11.63
5 Mick Crawley	1:13.03**

428 Expert-4/23/95

1 M. Crawley (18)	1:15.45
2 D. Wright (18)	1:15.61
3 S. Tomblin (16)	1:17.37
4 Steve Grattan	1:22.97
5 Fred Burgdorf	1:19.12

428 Novice - 4/22/95

1 Jim Ferrell	1:32.55
2 S. Hulse (16)	1:32.45
3 Charlie Wajdak	1:37.66

428 Novice - 4/23/95

1 Jim Ferrell	1:27.56
2 S. Hulse (16)	1:28.44
3 Charlie Wajdak	1:35.47

Q500 Standard - 4/22/95

1 T. Cuneo (16)	1:32.25
2 Tim Valouch	1:43.03
3 J. Zimmerman	1:36.72

Q500 Standard - 4/23/95

1 J. Zimmerman	1:32.41
2 T. Cuneo (16)	1:31.60
3 Larry Murphy	1:28.81

Q.25 - 4/22/95

1 Chuck Winter	1:59.84
2 Jim Tomblin	2:01.07
3 Mike Streatly	2:09.39

Q.25 - 4/23/95

1 Seth Martin	2:27.73
2 Bill Martins	2:45.32
3 Mike Streatly	2:15.22

QM40 - 4/22/95

1 Mick Crawley	1:09.07
2 Lyle Larson	1:07.38**
3 Jeff Carpenter	1:09.15

QM40 - 4/23/95

1 Jeff Carpenter	1:13.57
2 Mick Crawley	1:13.48
3 Lyle Larson	1:09.16

The San Gabriel Valley Radio Control League hosted a Formula One and Quickie 500 event on April 29-30. It was good to see some new, younger faces in Formula One. I find it encouraging to watch the jubilation when a pilot sets a new personal best time as was the case with Stu McAfee with a 1:08 on Sunday. David Lloyd was also going fast with a 1:10. The race of the day on Sunday was Richard Verano, Dave Shadel, and Best-of-Show Mike Helsel. Mike held back and cruised with a 1:07 while Richard and Dave challenged each other to a pair of 1:05s. Richard won.

Quickie 500 (AMA 428) was a combined 2-day event with 8 rounds. The air was humid which held the speeds down a little. The racing was close throughout the field with the final outcome not determined until the final round. The 2.5 mile course was a great chance for Quickie pilots to get used to the shutters and course layout for QM40 and F1. There were NO complaints about the long course. Official results of these races at Whittier Narrows will be published in the next newsletter.

The NMPRA Formula One Championship Race will be at Sepulveda Basin on October 20-22. Ron Schorr will be the Contest Director. Further details will be forthcoming towards the end of summer. Remember, you must qualify as an NMPRA member with Formula One season points to be invited to this race.

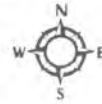
The District One Quickie 500 Championship Race is still in need of a site and Contest Director. The planned dates are November 10-12. Dave Ferrell is working to put this race together in Merced. Stay tuned. This race is for NMPRA District 1 members only. If you know anyone who would like to participate at this race, have them join NMPRA. This race will be AMA 428 flown on the 2.5 mile course.

TFN
Lou

**NEXT ARTICLE
DUE DATE
JUNE 14**



District News



District 2 - Kay Larson

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

Super news! John Headley called about the possibility of having a Formula One (Yes!)/Quickie race at Boundary Bay during the month of May! As I am on the night shift, I put the responsibility on Jim Kelly (again, grin), to get in touch with everyone - which he does so very well. Headley's call came timely, just before a Boeing Hawks meeting, so after Jim talked with Andrew McIndoe, who will be the C D, he presented the date of 20-21 May to those attending the meeting, and all were very enthusiastic! By the time you read this, I will have circulated maps.

Speaking of the Hawk's meeting, I understand Jim Kelly put on a 20 minute demonstration of making a Formula One propeller! The 8-9 July race looks like it will be held at Toledo, but we need someone to CD it. I'm sure Al Watson will be contacting you CD's when he gets back from Ireland.

Kent March 19 Winter Season races to date:

Mar 19 Q500 Expert	Q500 - modified
1 Darrol Cady 1:16:65	1 Mike Brownlee 1:24.21
2 Jon Packer 1:17:06	2 Dave Torre 1:23.02
3 Nelson Eddy 1:20:13	3 Shane Elliot 1:19.02
2 April 95Quickie Expert	Quickie - modified
1 Darrol Cady 1:15:64	1 Mike Brownlee 1:21.77
2 Jon Packer 1:17:06	2 Bob Vergeer 1:15.64
3 Nelson Eddy 1:17:78	3 Shane Elliot 1:19.02

That's all for now, folks, except to let you know that Dick and I plan to travel east and work the cages at the NATS, in response to Wayne Yeager's plea for help. I am really excited about that, except that we will miss the Toledo and Whidbey races...

Kay

District 3 - Randy Smith

13 Hawkford Cr NW, Calgary, Alberta,
T3G 3G2 Canada (403) 547-1156

Hello again from the Canadian District. As I write this letter it's Easter weekend and there are ten inches of snow in the foothills of Alberta. I can't decide whether to go skiing in the great Canadian Rockies or bury myself in the basement and continue to work

on my new Formula One. Some of our district members have their racing priorities much better defined than I do.

The Canada Goose and Doctor Doolittle recently ventured down south again to race in Las Vegas. Lyle Baker, Delbert Godin and Greg Genge blew out last year's after run oil and entered the fray as well. This is great representation guys! Sooner or later some of those Yankees will figure out where Canada is...

I know there were no trophies to be declared at the border this time around, however, I heard of some good times from some of you (course times that is, not extra curricular). Rumor has it that Roy's brand new composite Kazi and Mike Helsel's model were tangled in the same airspace. As a result, Roy's office is calling in all local R/C patients for their next check up earlier than required. Between broken equipment and the Calcutta bets, the Royal Bank of Canada has declared a run on American dollars since the meet in Vegas!

I would like to clarify something for the readers of High Performance. In a previous issue of this newsletter, you read a pilot profile of Harold Sattler from our Canadian Prairie District. Harold wrote that when he's not racing he enjoys *Curling*. Now I'm sure that many of you in California, Texas and other southern states are wondering just what the heck has gotten into Harold! No, the Goose is not obsessed with his hair-do. Harold is referring to a popular winter sport played by many Canadians as a relief from fiberglass and paint fumes. The game is played on a long narrow sheet of ice in which each of four players from two opposing teams throw two 20 pound granite rocks towards their opponent's end of the ice. The team whose rocks are closest to a *bull's eye* painted on the ice after all rocks are thrown is the winner of the end. Ten ends make up a complete game. This may not sound like a sport that a Formula One pilot would find compatible with competitive racing, however, curling requires a keen strategic mind, intense concentration, patience and precision. For this reason, I suspect Harold is just as successful a curler as he is becoming a competitive model racing pilot.

This month I have some information for all you district VP's. As VP you are obliged to keep track of the district's points. You may even print a district newsletter or at least have a mailing list. Most of you probably have your district membership list on

some sort of computer spreadsheet or database. District points are likely entered manually by pulling off the earned points from the NMPRA table and entering the points into a spreadsheet or at worst just keeping track of each member's points manually on paper. All of this equates to a lot of work after each contest and particularly at the end of the season to tally up the best six races for each pilot.

I have designed an easy database to capture all of this. The district membership list makes up the core of the database. Each pilot's name, address and other details are recorded. I have fields for their frequencies and event class as well. Each member receives a membership list with name, address phone #, Fax and frequency. When the district newsletter is ready to be mailed, I can easily print out the members addresses on standard Avery mailing labels. We have only 35 some members but hand writing these mailing addresses can be tedious.

As for keeping track of district points, I have taken the NMPRA points table and re-created it in the form of a points database. This points database is linked to my Q500 and F1 cumulative results table. For each event on a race weekend, I set the total number of entries and then enter the pilot's placing and his fast time for the day. The system automatically goes into the points database, pulls the correct number of points based on total entries and placing, and enters them into a results table for the contest. A complete pilot profile is maintained for each competitor which shows all his individual contest placings, points and personal fast time for each meet. This can be printed out for each pilot at the end of the season if you wish. The contest results table totals each pilot's cumulative best six races and updates his fastest personal time to date as the season progresses. All of this is printed out after every race and published in the local newsletter and mailed to the NMPRA for their points tracking.

This might sound a little complicated from the outside, but once you familiarize yourself with one or two of the key databases, the rest is easy. It's just a matter of arranging the information in the output format you require. I'm not a computer dilbert by any means, just a casual user of computers.

The database application that I use is called Filemaker Pro. It is part of the Claris line of software and runs on a Mac com-



District News



puter. I don't know if this application is available for IBM type pcs. If any of you district VPs out there are interested in my method of keeping track of the membership and their points, just let me know and I will print out some samples of what I described above. If you like what you see, and have access to a Mac with Filemaker Pro, I'll be happy to copy the database files and formats for you on a 3-1/2" disk and mail them to you. This system minimizes paperwork and allows you to get on with more important things.

Rapid Randy

District 4 - Pam Sperry

1614 11th St. Cody, WY 82412
Tel (307) 587-5870

The racing season has started and there seems to be a lot of controversy going on. Many want changes and they think they know what's best! Change can be good, but too many changes may be bad and hurt racing in the long run.

We can't keep changing from year to year. There has to be some stability such as in F-1. Formula I has stayed fairly constant and you know what to expect from year to year. As wives, we appreciate our husbands being able to use last year's *stuff* and not having to buy new because the rules have changed. More importantly, the beginner racer will not be discouraged.

We have a fairly good racing schedule for our district. There has been a lot of talk about building QM, so we will have to wait and see how it went. Hopefully, we will have enough for a race.

Pam

District 5 - Ken Points Sr.

6472 Todd Dr., Burlington, KY 41005
(606) 586-9418

I would like to thank everyone who called or wrote to tell me, that last month's article had some misinformation contained in it (most of it was). I sincerely hope that it made you stop and think about what it said.

After the changes for the current rules, most everyone I know whined about the changes after everything was approved and

it was to late to make any changes. So therefore, I thought I would speed things up for you. While you could still do something about the proposed rules before they were finalized this time. This way you would still have time to contact your Racing Contest Board Member, if you felt the need to, before the final vote. Which by the way should have been around the end of April. However, judging from the calls and letters, you weren't very happy and I hope you took my final advice.

A special thank you, and I'm sorry, to Rick. I was just trying to get you the feedback you needed. Enough on the rules already!!

Well the first race of the season has come and gone, and I hope the rest of the season goes better for me that this one did. It started on Friday when my boss told me I would have to work Saturday. So on Sunday I was going through what everyone else went through on Saturday. To top it off, on Sunday I was in the first race of the first heat. I was up against the first Nelson engine to run in standard class. I cut out in the second lap, just trying to stay with this thing. If I would have stayed clean I would have won the heat. As I was pulling off the course the Nelson flown by Tim Crookham went in the ground. Now that the Nelson has made it to Standard Class, I'm sure we will be seeing immediate up grades on some of the other competitive engines, so get ready. However, in the Cincinnati, Dayton area there has already been a break out time of 1:17.00 imposed. Which would mean that if you finish the heat below that time you would receive a *zero* for the heat. Are there any of us that can pace our self enough to finish above this time and still win ?? Time will tell.

This in from the first race of the district by Reporter Bob Zeisler of the Hamilton HAWKS:

The first race of the 1995 District 5 Racing Season was opened and hosted by the "HAWKS" of Hamilton Ohio at their spacious flying field in Joyce Park on the south side of Hamilton, Ohio. The weekend was cool as one might expect of an early event in the midwest, but the winds were moderate. All in all, a great weekend for Flying!!

The entry list was diverse, 32 pilots participated over the two days of racing. Texas, Canada, Penn, West Va., Ill., Ky. and of course Ohio were represented.

On Saturday, Herm Tholen,(the Hawks contest director) managed to survive a mid-air during take-off with Jeff Jones (Burlington, Ky) during the first heat and still finished in second, however, Jeff was not as fortunate! Herm went on to win his next four heats, set fast time of 1:17.82 in standard class and then held off Dewey Davenport (Jamestown, Ohio) in a fly off for first place to win his first Q-500 race.

Expert Class was also closely contested, with Joe Lemley (Proctorville, Ohio) holding off Ed Smith (Branflord, Ont.) in a fly off for first place and with Gary Gau (Zenienopie, Penn.) subduing Terry Frazer (Wheelersberg, Ohio) in a fly off for third place—Gary also set the fast time in the Expert Class for the day at 1:04.13.

On Sunday, Jeff Jones recovered from his Saturday mid-air and took first place in Standard—Peter Cook (Charlestown, West Va.) took second place with a fly off victory over Dewey Davenport. Tim Crookham claimed fast time in Standard with a 1:17.65.

In Expert Class, Craig Grunkemeyer (Columbus, Ohio) blew away the competition, winning all five of his heats. In fact, Craig had claimed first place after his fourth heat, allowing him to go all out for fast time in his final heat. Craig blitzed the course with a 1:02.86 and took home fast time as well. Gary Gau defeated Dave Martin (San Antonio, Texas) in a fly off for second place.

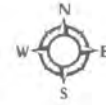
Many thanks to the course workers, led by "THE BOSS". Brenda Holbrook, the course was ably crewed by the HAWKS and the FLYING CARDINALS club members, complete with the new hard hats!! Concessions were great and all workers received complimentary food on both days. The raffle plane and engine was won by Joe Matthews, many thanks to "Carl's Hobbies" of Northern Cincinnati for their support!!

Any clubs that wish to hold the NMPRA District 5 Championship need to let me know no later than mid May so I can include them in the next newsletter, so that the members can let me know where they would like to have the race this year.

Also, the last I knew Jerry Salisbury was still looking for someone to host the QM40 Championship Race, so you may want to look into that with Jerry if you are interested in that.



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Finally, I'm looking for a small 6 to 10ft. long enclosed trailer, that I can convert into a plane and equipment caddy for going to the races with, at a reasonable price. If you know of one, please call me. Well that's it for this month race fans. So, BUILD THEM LIGHT, GO FAST AND Turn Left!!

Zippin Kenny

District 6 - Don Mcstay

885 Washington St., Franklin, MA
(508) 528-1381

Hey - It's RACE TIME! At least here in the N.E. it's time. The snow has gone - actually not much came; the frost is out of the ground; and in most places the fields and access roads are passable. Apparently everyone has been too busy getting ready because I haven't heard even a complaint from anyone outside of our NEPRO group. Come on you guys in GPRC, UPRC and others in District 6, make my job easy and the District 6 news interesting by sending me the NEWS and BLUES, your ideas, special events and special people news, etc. so we can read about something other than what's happening in NEPRO.

Speaking of NEPRO, we probably will have had two NEPRO style Q500 races by the time you read this. The major difference between AMA 424 and NEPRO Q500 is our one engine rule. For you folks that are having troubles trying to figure out how to bring horsepower parity to your 424 event - stop trying, pick one engine, and watch your troubles go away, and the costs and complexities go down. For years, we have used K&B 40's, Blue Printed for us by Clarence Lee for a very reasonable price. By doing this, Clarence has provided all of us with engines that are as close to the same performance wise as any engines can get. When properly broken in and tenderly cared for, there is less than 300 R's difference in our engines.

That folks makes for great, low cost, highly competitive racing. This event just gets more exciting for all of us, even the hot shots. We race Standards against Standards

GOT A STRIPPED GLOW PLUG THREAD — GRR Enterprises will repair with a 1/4-32 helicoil — \$7.00 ea. 49 Anvil Dr. Avon, CT 06001 (203) 673-7883

and Experts against Experts and thanks to Clarence Lee, every heat is a fly off! What more could you want from an engine under \$100 that costs next to nothing to keep running and is as dependable as any engine going.

Our QM course record is 1:26 with 10%, an APC 9x 6 prop, and the stock K&B muffler. Try it guys, you'll love it.

Don

District 7 - Charles Poulton

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

Hello out there in racing land. Racing is hot and heavy in the South. We just finished two days of exciting Q500, SEMBRA style, at Valkaria, Fl. Tom Bogut and Mark Brown (Co-CD's) did their usual superior job of running the race. The helpers also did a jam-up professional job on the course. There were 41 entries on Saturday and 39 on Sunday. All the heavy hitters were out and many tremendous races took place. There were no easy heats for anybody. One mistake and you lost. Everybody is going fast and flying tight. Anybody who took home "wood" this weekend worked really hard for it.

A few more races are being scheduled in the northern part of our district, and I'm sure glad to see them. Try to make these races if you can. You'll have a great time and help support the clubs, so they'll want to hold other races. This weekend brings another weekend of racing at the TRAC site here in Tampa. Wayne Smith is the CD and will run a great race. If the same talent shows up that just raced at Valkeria, it will be outstanding!

Atlanta will be the next weekend and two weeks later in Decatur, AL. Lots of good racing up through the summer doldrums. So dust off that Q500 plane and join us for some fast fun. We would love to expose you to SEMBRA style racing. It's a kick! Hope to see you at the races.

Charlie

FOR SALE from Jim Young
—Nelson F-1 motor, NIB, new in box-\$250
—Jett Q500 motor, NBC, never been crashed - \$125
—,15 size Folkerts, NBF, never been flown. - \$125.00 Call Drew 214.240.7725

District 8 - Drew Jerina

3109 Bluffview, Garland, TX 75 043
(214) 240-7725

I just received a cover letter from Wayne Yeager and the letter sent to AMA by Paul Geders. In brief he addresses head on the issue of what is an expansion chamber muffler in AMA 428? Specifically with regards to "Sport engines" with the "accordion type" mini-pipes that have been introduced this year that are within a few hundred RPM'S of the Quickie motors. In short he suggests that we have two classes in 428, Expert - which allows any engine with an internal pipe and Standard which excludes all internal pipes, Rossi as well.

This concept has a lot of merit to it since it clearly separates the two and provides a true place for the entry level event as it was intended. I'm sure we'll see more in the near future on this. Regardless, I want to stress three important issues with 428 which must be addressed effectively even if each District sets its own guidelines to manage the event within the rules.

Safety—we can't afford to jeopardize all of pylon racing by acting irresponsibly.

Equipment—the biggest complaint is the discouraging effect of chasing the latest gadget with cubic dollars.

Entry level—a clear path for those new to pylon racing.

We'll all be racing ourselves and only ourselves in a few years unless we constantly take actions to encourage racing and sell what counts.

The District VIII QM40 and Q-500 season opener was on April 8 & 9 at Benbrook Lake in Ft. Worth. Paul Sandoval and his Ft. Worth Thunderbirds did an excellent job as usual. I was volunteered into Starting the race both days and it was a lot of fun watching every heat from inside the course. Each of you should try starting a race just for the experience. It'll give you a new outlook.

We ran both events back to back on the long course which really helped with the course corrections, especially in the high winds. This was also our first try at the APC D-1 8-3/4" props. The majority loved them both in District class and AMA class. There were no cut fingers. The only thing that happened is the fast guys went fast and the



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slow guys went slow, not much changed. We've collectively adopted the use of the 8-3/4" D-1's only as an alternative to the wood props in the District. So if you fly in our district those are the rules.

The QM-40 turnout was light, but it's early in the season, so let's give things a chance. Rich Tocci turned a 1:08.56 with his very own Nemesis, a pretty respectable time.

April 8 District Class	April 9 District Class
1 Richard Beers 1:35.54	1 Mike Hahn 1:44.53

QM-40	
1 Rich Tocci 1:13.49	1 Ben Johnson 1:17.43

AMA Q500	AMA Q500
1 Norm Johnson 1:12.56	1 Mark Parker 1:16.00
2 Rich Tocci 1:16.01	2 Kevin Hammett 1:20.35
3 Ed Coker 1:23.16	3 Mike Hammett 1:22.65
4 Mark Milslead 1:25.00	4 Dan Tips 1:25.80
5 Higginbotham 1:18.30	5 Ed Coker 1:18.34

Who would have thought that record low temperatures would have been set along with the high winds and rain on the same weekend that we scheduled our Wichita Falls F-1 and Q-500 race. Needless to say, canceled and postponed due to inclement weather. We ended up at the pool hall - word of advice, Norm Johnson is a hustler.

Drew

Quarter Midget Jerry Salisbury

331 5th Ave. NE, Hickory, NC 28601
(704) 328-8524

The Quarter Midget season will start in the south east on May 6th in Atlanta. The guys I've talked to are getting dialed in for the race, and can't wait. I will have the results next time. CDs remember to send me results for points. I received letters from Sally Carpenter and Rick Moreland (contest board member District IV) and Prince George R/C in Maryland. PGRC always puts on great races, and is a good place to visit (Washington DC area). Thanks Rick and Sally for your contributions.

Jerry

Dear Jerry,

Looks like a great year for QM at PGRC. We have three races scheduled for 1995 (see racing schedule). These dates will corre-

spond with our 424 and 428 Quickie Races the same week ends.

We have been out to the field test flying and have seen all of the available kits on the market in attendance. Its great to see the kit builders respond so quickly with good designed aircraft and quality kits.

There has been more interest in QM then any event in years at PGRC. The big talk we have, is we can go as fast as F1 on 15%, no beauty contest and reasonable noise levels. What could be better? Some of the guys with limited resources of time are talking about racing only QM because they are so impressed.

This year we are going to incorporate a new netting around our pylons something like the guys in New England (NEPRO) did last year. The netting just arrived this week. After checking this stuff out I think we could snare an F14 from a carrier deck. I can't believe any racer of any class could penetrate this netting. We are surely going to get it tested early and I hope not by me. All you folks looking for good QM racing please come to PGRC this year we run a great race and have for years, if you don't mind me saying. Remember the dates. [Rick Moreland, 301-261-7366]

Dear Jerry,

New Record Set in first California QM40 race of 1995

The Central California Racing Association (CCRA) and the Merced County Flyers held the first ever QM40/Quickie race in California April 22- 23 on the 2.5 mile long course.

Saturday started out cool but by noon reached upper 70's. There was low humidity. It was a day just made for fast times and we weren't disappointed. There were 5 events held: QM40 w/9mm venturi, 428 expert, 428 novice, 428 standard and 25 (.25 size motor with Q500 airframe). The turnout was low for QM40. I think with lots of people taking a wait and see attitude about what QM40 could really do. By the end of day one, they were believers.

It was during this contest that Lyle Larson turned a 1:07.50 and then a 1:07.38 for a new QM record (long course, 9mm venturi). It should be noted that Lyle flew the same glow plug all day with record setting results. Lyle was also very helpful giving the other flyers tips. He wanted to help everyone go fast. [Sally Carpenter]

Quickie 500 - Cliff Telford

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

Point System—This month's column will be abbreviated in order to make room for the National Point System Chart. This chart is used to calculate points for Q-500, QM.

The chart has not been published for a while so I have asked Paul Page to print it again. The original chart contained a couple of errors, so if you have an older copy please replace it with this one.

AMA Nats Workers—Workers are still needed for the early events (Q-500 and QM) at the Lawrenceville Nats. Several competitors are willing to stay over after the Q-500 and QM events in order to help out with FAI and Form 1, but we still need a few more people to work the first two events. If you would like to help, call Wayne Yeager at 317-347-4430. From past experience as a lap counter and pylon judge I can promise that you will have a greater appreciation for the course workers after being one of them.

Race Reports—1995 dues should have been paid by May 1st. Next month we will publish the Q-500 Top Twenty based on race reports received up to press time. It is the responsibility of the VP of each district to send the race reports to the National Points coordinators. No reports, NO POINTS. Best seven races will be counted for Q-500 points, same as 1993 and 1994. Last year there were 199 Q-500 events reported and a few more were held which went unreported. There is ample opportunity to fly in seven races. Good Luck to all.

Cliff

All information presented in this publication is solely the opinion of the authors. The NMPRA is not responsible for any information presented or for any results of actions taken due to information presented.

1995 Racing Schedule

District 1 - Lou Rodriguez

2683 Lin Gate Ct, Pleasanton, CA 94566 510.846.6865

2/19	Sepulveda Basin, CA	Q5
2/24-25	Phoenix, AZ	F1
3/5	Merced, CA	Q5
	Dave Ferrell	
3/25-26	Las Vegas, NV	F1
4/8	Tracy, CA	Q5
	Larry Bickers	
4/15-16	Las Vegas, NV	Q5
4/22-23	Merced, CA	Q5, QM
	Dave Ferrell	
4/29-30	Whittier Narrows, CA	Q5, F1
5/6-7	Phoenix, AZ	Q5
5/13	Tracy, CA	Q5
	Joe Zimmerman	
5/28	Whittier Narrows, CA	Q5
6/3-4	Modesto, CA	Q5, QM
	Bruce Coffey	
6/10-11	Tracy, CA	F1
	Lou Rodriguez	
6/11	Sepulveda Basin, CA	Q5
7/1-2	Reno, NV	Q5
	Steve Cameron	
7/22	Livermore, CA	Q5
	Larry Bickers	
8/6	Lodi, CA	Q5
	Darren Graviel	
8/13	Whittier Narrows, CA	Q5
8/27	Sacramento, CA	Q5
	Jeff Weiss	
9/9-10	Phoenix, AZ	Q5
9/16	Merced, CA	Q5
	Dave Ferrell	
9/16-17	Sepulveda Basin, CA	F1
9/30	Modesto, CA	Q5
	Bruce Coffey	
10/14	Tracy, CA	Q5
	Larry Bickers	
10/20-22	???	F1
	NMPRA Formula 1 National Championship	
10/28	Merced, CA	Q5
	Dave Ferrell	
10/28-29	Las Vegas, NV	Q5
11/5	Phoenix, AZ	Q5
11/11-12	??	Q5AMA
	District 1 Championship	
12/3	Phoenix, AZ	Q5

District 2 - Kay Larson

9950 Echo Valley Rd, NW Bremerton, WA 98312
206.692.1088

2/12	Kent	Q5SE
	Watson	
3/5	Kent	Q5SE
	Ling	
4/2	Kent	Q5SE
	Mikko	
4/30	Kent - Winter Championship	Q5SE
	Elliott	
5/6-7	Bremerton	Q5SE(2)
	Castleman	
6/20-21	Boundary Bay, BC	F1, Q5
	Andrew McIndoe	
6/3-4	Ephra	F1, Q5E(?)
	Puzio	
6/24-25	Medford, OR	Q5
	Tom DeAscentis	
7/8-9	Toledo	F1, Q5E, QM(?)
7/22-23	Whidbey Island	F1, Q5E(?)
	Sparks	
8/5-6	TBD	Q5SE(?)
	Richmond	
8/26-27	Arlington (F1 Championship)	F1, Q5E
	Watson	
9/10	Kent	Q5SE
	Ling	
9/16-17	Boundry Bay, BC	F1, Q(?)
	McIndoe	
10/30-1	Kent (Q500 Championship)	Q5SE(?)
	Elliott	
11/5	Kent	Q5SE
	Mikko	

District 3 - Randy Smith

13 Hawkford Cr NW Calgary, Alberta, T3G 3G2 Canada
403.547.1156

5/6-7	Moose Jaw, SK	Q5S, Q5
5/27-28	Regina, SK	Q5, F1
6/24-25	Edmonton, AB	Q5B, Q5
7/15-16	Swift Current, SK	Q5, F1
7/29-30	Saskatoon, SK	Q5, F1

8/19-20 Prince Albert, SK Q5, F1
9/2-4 Calgary, AB Q5, F1

District 4 - Pam Sperry

1614 11th St, Cody, WY 82412 307.587.5870		
4/23	Mead, NE	Q5, AMA
5/6-7	Billings, MT	Q5AMA
5/21	Mead, NE	Q5SAMA
6/11	Mead, NE	Q5SAMA
6/17-18	Sidney, MT	Q5AMA
7/16	Mead, NE	Q5, AMA
7/22-23	Great Falls, MT	Q5AMA
8/20	Mead, NE	Q5, AMA
8/19-20	Billings, MT	Q5AMA
9/10	Mead, NE	Q5SAMA

District 5 - Ken Points Sr.

6472 Todd Dr., Burlington, KY 41005 606.586.9418

4/1-2	Hamilton OH - Hawks	Q5SE
	Herm Tholen (513) 523-9765	
4/29-30	Fl Thomas, KY - Flying Cardinals	Q5SE
	Brenda Holbrook (513) 923-4326	
4/30	Rockford, IL - Rock Valley Flyers	Q5AMA
	Orv Steinmetz (815) 885-1161	
5/14	Westland, MI - Signal Seekers	Q5SE
	Barney Polzin (313) 728-3029	CAP Hndicap
5/20-21	Dayton, OH - Wingmasters	Q5SE, AMA
	Ben Martin (513) 439-5141	
5/21	Rockford, IL - Rock Valley Flyers	Q5AMA
	Bill Miller (815) 633-2633	
6/3-4	Flying Tigers	Q5
	John Borton (419) 241-3865	
6/11	Rockford, IL - Rock Valley Flyers	Q5AMA
	Leroy Webb (815) 389-3150	
6/18	Westland, MI - Signal Seekers	Q5S, MagCat
	Barney Polzin (313) 728-3029	Cap Hndicap
6/25	Novi, MI - Midwest RC	Q5(424)
	Glen Wierschke (815) 234-3285	
	Lawrenceville, IL AMA Nationals	
7/9-11	Q5, 7/12-13 QM	
7/13	FAI, 7/14-15 F1	
8/6	Westland, MI - Signal Seekers	Q5S hndicap
	Barney Polzin (313) 728-3029	Q540
8/19-20	Hamilton, OH - Hawks	Q5E(2)
	Herm Tholen (513) 523-9765	
8/26-27	Toledo, OH - Weak Signals - 22nd Silver Cup	Q540
	Rick Cromer (419) 537-6776	
9/10	Westland, MI - Signal Seekers	Tony P. Mem.
	Barney Polzin (313) 728-3029	MagCat
9/16	Toledo, OH - Weak Signals	Animal 500
	Jim Warner (419) 865-8783	Quickies OK
9/17	Toledo, OH - Weak Signals	Q540 lng crse
	Karen Yeager (517) 547-4430	
9/23-24	Wheelerburg, OH	Q5SE sht crse
	Terry Frazer (614) 574-6840	
9/23	Rockford, IL - Rock Valley Flyers	Q5AMA
	Orv Steinmetz (815) 885-1161	
9/24	Rockford, IL - Rock Valley Flyers	Q5AMA
	Dick Shields (815) 398-8366	
10/1	Flying Tigers	Q5SE
	John Borton (419) 241-3865	
10/7-8	Fl Thomas, KY - Flying Cardinals	Q5SE
	Brenda Holbrook (513) 923-4326	

District 6 - Don McStay

885 Washington St, Franklin, MA 02038 508.528.1381

Q5 events use NEPRO rules unless stated otherwise		
4/29	Prince George RC	Q5
	John Fike (301) 262-1486	
5/7	Hadley, MA	Q5SE
	Irl Brown (413) 584-3484	
5/20	Prince George RC	Q5
	Art Edsall (301) 855-8707	
	Roger Binger (410) 798-4317	QM(422)
5/21	Prince George RC	Q5AMA
	Neil Rehm (703) 430-7625	
5/21	Ellington, CT	Q5BSE
	Kirk Hlavaty (203) 469-3598	
6/4	Farmington, CT CCRC	Q5SE
	Pete Reed (203) 673-7883	
6/10-11	Chicopee, MA Westover AFB	F1SE(2)
	Lloyd Burnham (203)644-9072	Q5AMA(1)
6/25	Ellington, CT	Q5SE
	Lloyd Burnham (203) 644-9072	
7/24	Bridgewater, MA Pylon 105	F1SE
	Don Mcstay (508) 528-4043	Q5SE
7/29	Prince George RC	
	Steve Baker (301) 434-3568	Q5
	Bob Greenwell (410) 867-3251	QM(422)
7/30	Prince George RC	Q5AMA
	John Albritton (703) 938-1084	
8/12-13	Ellington, CT	Q5SE(2)
	Irv Thurrott (203) 644-9040	
8/27	Chicopee, MA Westover AFB	F1SE
	Dave Doyle 401) 739-2653	Q5SE

9/10 Bridgewater, MA Pylon 105 F1SE
Don Mcstay (508) 528-4043 Q5SE

9/16-17 Prince George RC Q5AMA(1)
NMPRA Dist. 6 Championship
Dave Beazley (703) 354-1784

9/24 Hadley, MA NEPRO Championship Q5SE
Giff Fogg (413) 593-3581

10/14 Prince George RC
John Albritton (703) 938-1084 Q5
Neil Rehm (703) 430-7625 QM(422)

10/15 Prince George RC Q5AMA
Dave Beazley (703) 354-1784

District 7 - Charlie Poulton

25626 Oaks Blvd, Land O'Lakes, FL 34639 813.973.7030

Q5 use SEMPRA rules unless stated otherwise

4/29-30	Brandon, FL	Q5 (2)
	Lucien Miller (813) 991-4710	
5/6-7	Atlanta, GA	Q5, AMA (2)
	Rick Landers (404) 389-8720	QM (2)
5/20-21	Decatur, AL	Q5, AMA(2)
	Brad Clayton (205) 350-2163	
6/24-25	Fl. Lauderdale, FL Markham Pk	Q5 (2) AMA?
	Don Moody (305) 749-8079	
8/26-27	Greenville, SC	Q5(2), AMA(2)
	Chris Malik (803) 967-4387	
9/23-24	Tampa, FL Brandon/TRAC	Q5 (2)
	Wayne Smith (813) 621-4051	
NMPRA SEASON ENDS		
10/14-15	Fl. Lauderdale, FL Markham Park	Q5(2)AMA?
	Don Moody (305) 749-8079	
10/21-22	Atlanta, GA Club Field	Q5, AMA (2)
	Rick Landers (404) 389-8720	QM (2)
10/28-29	Valkaria Airport, FL Championship	Q5(2)
	Tom Bogut (407) 729-6682	
11/11-12	Tampa, FL TRAC Field	Q5 (2)
	Wayne Smith (813) 621-4051	
SEMPRA SEASON ENDS		
12/3	Brandon, FL Club Field	Q5 (1)
	Lucien Miller (813) 991-4710	

District 8 - Drew Jerina

3109 Bluffview, Garland, TX 75043 214.240.7725

4/22-23	Wichita Falls	F1, Q5(2)
5/6-7	Houston, Space City, Scobee Field	F1, Q5(2)
5/20-21	Dallas, Metro East, Samuels Park	QM40, Q5(2)
6/3-4	Lake Afton, KS	QM40, Q5(2)
6/24-25	Brazoria, Houston	F1, Q5(2)
8/19-20	Alvin, TX	Q5(2)
9/2-3	Dallas RC Club	F1, Q5(2)
9/16-17	Northlake, Irving RC	QM40
9/30-10/1	Brazoria, Houston	F1, Q5(2)
10/14-15	Houston, Scobee Field	Q5(2)
	Q500 District Championship	

District 9

Francisco Taboada

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

(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:
Q5SE, AMA - Q500 Standard and Expert District rules plus Q500 AMA 428

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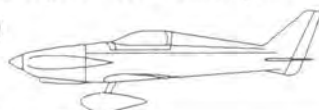
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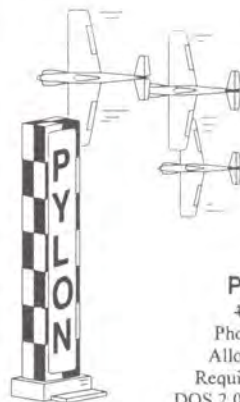
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6.5 X 6.0	3	3.95	8.75 X 7.5	5	3.95
6.5 X 6.5	3	3.95	8.75 X 8.0	5	3.95
8 X 5	4	1.79	8.75 X 8.25	5	3.95
8.5 X 5	4	3.95	8.75 X 8.5	5	3.95
8.5 X 5.5	4	3.95	9.5 X 6.5N	5	3.95
8.5 X 6.5	5	3.95	9.5 X 7.0N	5	3.95
8.5 X 7.0	5	3.95	9.5 X 7.5N	5	3.95
8.5 X 7.25	5	3.95	9.5 X 8.0N	5	3.95
8.5 X 7.5	5	3.95	9.5 X 8.5N	5	3.95
8.75 X 7.0NN	5	3.95	9 X 6.5	5	3.95
8.75 X 7.5NN	5	3.95	9 X 7.5	5	3.95
8.75 X 7.75NN5	5	3.95	9 X 8.5	5	3.95
8.75 X 8.0NN	5	3.95	13 X 13N	9	7.95
8.75 X 8.25NN5	5	3.95	13 X 13.5N	9	7.95

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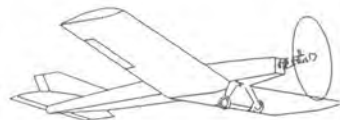
3/32	36"	48"
3/32x3/32	.09	.11
3/32x 1/8	.10	.14
3/32x3/16	.11	.16
3/32x1/4	.12	.17
3/32x3/8	.13	.20
3/32x1/2	.17	.22
3/32x3/4	.25	.33
1/8	38"	48"
1/8x1/8	.09	.12
1/8x3/16	.11	.15
1/8x1/4	.12	.17
1/8x3/8	.13	.19
1/8x1/2	.17	.24
1/8x3/4	.27	.36
3/16	36"	48"
3/16x3/16	.12	.18
3/16x1/4	.16	.26
3/16x3/8	.18	.26
3/16x1/2	.22	.31
3/16x3/4	.30	.42
1/4	36"	48"
1/4x1/4	.19	.26
1/4x3/8	.23	.29
1/4x1/2	.25	.35
1/4x3/4	.36	.50
3/8	36"	48"
3/8x3/8	.30	.39
3/8x1/2	.35	.49
3/8x3/4	.46	.58
1/2	36"	48"
1/2x1/2	.42	.55
1/2x3/4	.52	.70
3/4	36"	48"
3/4x3/4	.72	.96
3/4x1	.83	1.04
BALSAs WOOD SHEETS		
1 INCH	36"	48"
1/16x1	.29	.39
3/32x1	.32	.43
1x1	.35	.47
3/16x1	.37	.52
1/4x1	.42	.57
3/8x1	.54	.73
1/2x1	.65	.89

3/4x1	.80	1.03
2 INCH	36"	48"
1/16x2	.33	.44
3/32x2	.40	.53
1/8x2	.43	.57
3/16x2	.50	.65
1/4x2	.60	.69
3/8x2	.78	1.05
1/2x2	.95	1.25
3/4x2	1.24	1.62
3 INCH	36"	48"
1/16x3	.39	.53
3/32x3	.47	.60
1/8x3	.57	.75
3/16x3	.68	.90
1/4x3	.85	1.15
3/8x3	1.02	1.50
1/2x3	1.35	2.00
3/4x3	1.95	2.45
4 INCH	36"	48"
1/16x4	.59	.79
3/32x4	.73	.98
1/8x4	.83	1.15
3/16x4	.97	1.35
1/4x4	1.35	1.55
3/8x4	1.85	2.47
1/2x4	2.49	2.90
3/4x4	2.65	3.85
BALSAs TRIANGLES 36"		
1/4x1/4	.25	
3/8x3/8	.30	
1/2x1/2	.35	
3/4x3/4	.48	
1x1	.60	
BALSAs TRAILING EDGE		
	36"	48"
1/8x1/2	.25	.32
3/16x3/4	.30	.43
1/4x1	.35	.58
5/16x1-1/4	.45	.65
3/8x1-1/2	.49	.77
1/2x2	.79	.92
AILERON STOCK		
	36"	48"
1/4x1	.48	.65
1/4x1-1/4	.55	.75
1/4x1-1/2	.62	.87

1/4x2	.68	.95	
5/16x1-1/2	.64	.89	
5/16x2	.72	.99	
3/8x1-1/2	.70	.97	
3/8x2	.79	1.10	
3/8x2-1/2	.89	1.29	
1/2x1-1/2	.90	1.15	
1/2x2	.90	1.25	
BALSAs BLOCKS			
	6"	12"	18"
1x2	.35	.55	.75
2x2	.46	.75	1.00
2x3	.59	1.10	1.60
3x3	.93	1.85	2.75
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1/16x12	1/80	3.12	6.12
3/32x12	1.94	3.87	7.74
1/8x12	2.13	4.25	8.50
3/16x12	1.57	3.13	6.25
1/4x12	1.57	3.13	6.35
3/8x12	1.90	3.90	8.50
1/2x12	2.25	4.50	9.50
LITE PLYWOOD			
	24"	48"	
1/8x6	.90	1.75	
1/8x12	1.75	3.50	
1/4x6	1.38	2.75	
1/4x12	2.75	5.50	
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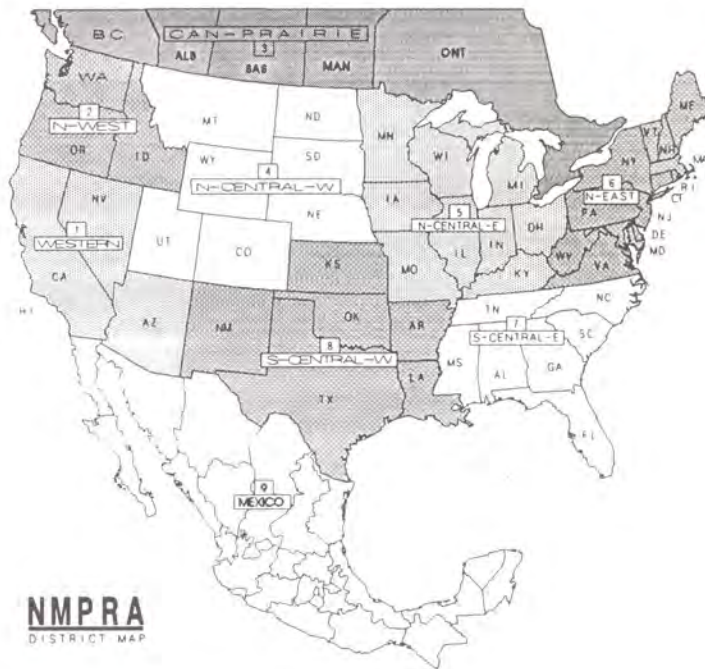
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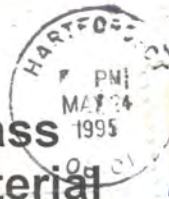
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