



The Pylon Racer's Official Voice

NMPRA

HIGH PERFORMANCE

National Miniature Pylon Racing Association

Since 1965

AMA Affiliated

August 95

Pete's Place

Officer nominations due

It seems strange to say it in what seems the middle of the year but it is again time to initiate the process to decide who is going to do the work for your district. To refresh your memory the way the process works is that the nominations must be submitted so that the ballot can be included in the *next* issue of High Performance. The deadline for that issue is September 13 in order for the ballots to get out and be returned by the members in time to be counted and announced as has been done traditionally at the Formula 1 Championship banquet which is October 21. Please send your nominations to Paul Page and please, please be sure the person nominated will serve if elected. It just adds to the administrative costs if we have to plow the ground more than once! It is going to be a pivotal year, I think, and the decisions made in the coming year will shape the future of NMPRA more than any period in recent history.

A little nostalgia

As most of you know the NMPRA and pylon racing as we know it was the brain child of "the little kid Jerry Nelson" (no relation to Henry I think) in 1965 and the event was first shown as a demonstration at the Willow Grove Pa. NATS. Before that, Pylon racing consisted of two poles .05 miles apart and the race consisted of one plane taking off and flying ten laps around the pylons against the clock. Different engines could be used which were matched with wing area but like most racing the winning combination soon surfaced and a delta with a ST 15 was the setup of choice. Good times were in the area of a minute and 19 seconds until Austin Leftwich came out of the hills of Pennsylvania and turned 48

seconds and so far as I remember the event wasn't scheduled again!

For its first five years of life the airplanes raced were modeled after the full scale Goodyear racers but by 1970 a 600 square inch class called Formula 2 was official with



Phoenix--Form 1 Winter Nationals
Las Vegas--Form 1 Spring Nationals
Westover--Form 1 Summer Nationals
Grand Nationals-F1 QM FAI Q500
NMPRA Fall Nationals
AT-6!



Formula 1 still the premier event. The NMPRA continued to focus most of its attention on Formula 1 even to this day. The reason why I said that I think this next year will be a pivotal one is because the partici-

pation in racing dictates that we should not continue that emphasis if we want racing to grow by representing the interests of the membership. The days of 125 Formula 1 airplanes at Bakersfield races are behind us and won't be recaptured but that doesn't mean that Formula 1 is dead or that we can't have a country wide fast racing event with pretty airplanes.

Nats Q500 numbers

For those of you who didn't make the NATS here are some statistics for you to ponder. Q500 was first and had the most entrants, 120. Of those 120, 119 actually got in the air and scored points. Of those 120, 71 entered Q500 as their only racing event including Gary Schmidt who won the event and Norm Johnson, Tim Lime and Dave Martin who rounded out the top ten. This pretty well squares with the preference numbers you indicated on your membership application where 278 said you were interested in Q500 and 95 said it was their only interest.

Nats QM numbers

Quarter Midget or Quarter 40 as it will be known next year had 56 entrants of which 50 managed to score points. Four of the entrants flew Formula 1 as well and the rest flew Q500 as well, except for 2 who entered this as their only event intentionally and one soul who crashed his F1 in practice and had to settle for only QM. Now this strikes me as a pretty impressive entry for an event who's rules are still in the revision stage and now that the rules are stabilized for the next two years those who were on the fence should be able to make a decision. Our interest cards reflected 129 interested in QM with only two showing that as their only interest.

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Profiles

Bob Smallwood (15D)

5701 N 61st Lane, Glendale, AZ 85301-5715

Retired ASE certified master auto and master truck mechanic. I have two sons, Bobby, a former AKA dirt track karting champion and Donny, a former six time Arizona flat track champion. Modeling for 50 years. I flew control line speed in the 60's placing 3rd at the 1964 SW Regionals

against Bill Wisniewski and Dub Jett. I have also won in SAM old time contests. Built and tuned the Q500 that Mike DelPonte flew to a fast time and 1st place at a recent contest at Whittier Narrows in LA. Enjoy building as well as flying. I wish we could get more juniors interested in the hobby. I would also like to see NMPRA organize another point series for AZ, CA, NV and NM as in past years.

Pete's Place continued

Nats Form I numbers

Finally, after baking for most of six days we moved to Formula I with 26 entrants and 22 who scored points. Here four contestants flew only F1 and six flew QM and Q500 as well, with the rest flying Q500 as a second racing event. Now these totals don't reflect the interest totals as well as the other events, 143 said they were interested in F1 and 17 said they were only interested in F1. I suspect that the fact that there is almost no F1 flown in the Midwest, while Q500 is hotly contested in several sites within driving distance, contributed to the lack of attendance. Furthermore, the sights of downtown Lawrenceville have been explored a couple of times before and the lure of that and the chance to watch pattern wasn't enough to draw the Western based F1 racers.

Where do we go from here ?

What these numbers did do was to make me rethink how NMPRA should support racing this year, so what we are going to do this year is this. NMPRA will reimburse any district who schedules a Q500 championship race and can't show six competing NMPRA members up to \$150.00. VP's should send copies of bills to substantiate their expenditures to Dave Doyle. We have chosen to continue this kind of support because past attempts to schedule a National championship in Q500 has indicated that Q500 competitors aren't into travel, and it seems to make more sense to have each interested district tailor their own event.

QM Championship

As I write this, I have been unable to confirm details with Jerry Salisbury but

there will be a 2 day Quarter Midget championship at the Prince George field in Md. on Oct 14 and 15 with some form of cash awards as well as trophies.

Form I Championship

So far as Formula I is concerned, NMPRA will continue to support it as we have done in the past. With Ron Schorr in command and the LA area site it will be a classy event and I am sure that everyone who qualifies will be sure to attend.

National points !

NMPRA will, of course, continue to award the top racers nation wide in F1 and Q500 where National points are kept, and we will add QM to that list if the reported points seem to merit it.

Strength in numbers

Don't forget that if we are to support all these racing interests we must have the membership, so find a racing friend who isn't a member and convince him or her to join and help us make this organization better able to make racing better.

Contest Board meets soon

Don't forget the contest board chairmen will soon be at a meeting to discuss ways to improve the way we make rules, so tell your board member any suggestions you may have so he can pass them on in a timely fashion.



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

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 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	Mick Cawley Jr - 1:09.47 - 6/3/95
422-QM40-Jr	Henson Bartle - 1:26.27 - 9/16/94
422-QM15-OP	Craig Grunkemeyer - 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	

1995 Lawrenceville AMA Nats R/C Pylon Worker Matrix

	Sun-9 Q500 7am - 1pm	Mon-10 Q500 7am - 1pm	Tues-11 Q500 7am - 1pm	Wed-12 QM 7am - 1pm	Thur-13 QM 7am - 1pm	Fri-14 Form 1 7am - 1pm	Sat-15 FAI 7am - 9am	Sat-15 Form 1 9am - 1pm
Event Director	Greg Doe	Greg Doe	Greg Doe	Greg Doe	Greg Doe	Cliff Telford	Cliff Telford	Cliff Telford
Starter	Mike Klutz	Mike Klutz	Mike Klutz	Karen Yeager	Karen Yeager	Karen Yeager	Karen Yeager	Karen Yeager
Asst Starter	Kelly Landers	Kelly Landers	Kelly Landers	Kelly Landers	Kelly Landers	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	Brid. Brown Andrian Clark Bob Brown	Brid. Brown Andrian Clark Bob Brown	Brid. Brown Andrian Clark Bob Brown	Brid. Brown Andrian Clark Bob Brown	Brid. Brown Andrian Clark Bob Brown	Brid. Brown Andrian Clark Bob Brown	Brid. Brown Andrian Clark Bob Brown	Brid. Brown Andrian Clark 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	Gary Gau	Gary Gau
#1 Judge	David Checket	David Checket	David Checket	Garth Deal	Garth Deal	Garth Deal	Garth Deal	Garth Deal
#1 Judge	C. Dansereau	C. Dansereau	C. Dansereau	C. Dansereau	Cliff Telford	Wayne Webb	Wayne Webb	Wayner Webb
#1 Judge	Elliot Pood	Elliot Pood	Elliot Pood	Pete Reed	Pete Reed	Leroy Webb	Leroy Webb	Leroy Webb
#1 Judge	Terry Bull	Terry Bull	Terry Bull	Terry Bull	Terry Bull	G. Wierschke	G. Wierschke	G. Wierschke
#2 Judge	C. Robinson	C. Robinson	C. Robinson	C. Robinson	C. Robinson	C. Robinson	C. Robinson	C. Robinson
#3 Judge	Bob Campbell	Bob Campbell	Bob Campbell	Bob Campbell	Bob Campbell	Bob Campbell	Bob Campbell	Bob Campbell
Lap Counter	Kay Larson	Kay Larson	Kay Larson	Kay Larson	Kay Larson	Kay Larson	Kay Larson	Kay Larson
Lap Counter	Dick Larson	Dick Larson	Dick Larson	Dick Larson	Dick Larson	Dick Larson	Dick Larson	Dick Larson
Lap Counter	James Tidd	James Tidd	James Tidd	James Tidd	James Tidd	Kelly Landers	Kelly Landers	Kelly Landers
Lap Counter	Jerry Leffel	Jerry Leffel	Jerry Leffel	Bob Stout	Bob Stout	G. Freeman Jr	G. Freeman Jr	G. Greeman Jr
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	n/a	n/a	n/a
Alternates	Dansereau Jr	Bob Stout	Bob Stout	L. Burnham	Bob Brogdon			

**They came
They endured
For our enjoyment**



HOW TO MOVE UP IN THE STANDINGS

Part III Finding that needle setting

This is the last in the present series of "help" articles. If you have comments or questions or want information, please write and we will get an answer and publish the question and the answer.

We just returned from the NATS and find that the rough draft of this part III (which was to be printed before the NATS) needed some serious help. We interviewed some of the fastest pilots in the various events and found that variety is in fact the spice of life when it comes to finding the best needle setting. It is impossible to cover all of the varieties of needling techniques. We can say that the engines appear to be quite versatile and there is definitely more than one way to get them to run hard.

Setting the needle correctly will provide you with the optimum power available from your engine. Note that we say correctly and not "LEAN". I can recall hearing Richard Verano exclaim that he had a rich run after turning a 1:05 in Formula One. I have heard the same thing from many fliers suggesting that perhaps they could have gone faster if the setting were a little leaner. Well just maybe. More than likely the run would not have been as good and would have put hard time on the engine. I have never heard a pilot exclaim that he had a lean run and turned a 1:05. One click rich from the ideal setting will produce a good hard run while a setting one click lean will overheat the engine, slow it down and shorten it's competitive life.

The method required to obtain the optimum needle setting varies greatly from engine class to engine class and with the particular engine set up within the class. Formula one seems to be the hardest due to the number of variables involved. One of the greatest detriments to a good needle setting is running too big of a prop or trying to run an engine that is not broken in. The needle will be easier to set if you run the engine lightly loaded and well broken in. A new engine may act erratic or unsteady until it has a few runs on it.

A K&B 4011 used in NEPRO must have about a half gallon of fuel run through it on the rich side before it will take a racing setting. Once the K&B is broken in, you still must take care in setting the needle. The engine should never be leaned to the peak with the needle, as this will make the engine too hot and it will slow down and not come back unless it is cooled by running very rich for 15 seconds or more. You should use a good tach with a panel meter for best results. A digital tach will not give you the same information fast enough because it updates it's reading less often than a meter tach.

Start the engine on the rich side and lean in slowly until it is at a rich two cycle. From this point, if the engine is installed at a 45 degree angle down, lean the needle slowly a click at a time and then pinch the fuel line or the pressure line (pinching the pressure line leans the engine slower) to see how many rpm the engine has to full lean. Once you have reached a point where the engine rpm will not raise 100 rpm by pinching, stop and test fly. If the engine is loose, you may be able to go off just below peak. If you mount the engine straight up, you must set the needle the same way but leave 200 rpm or more for the pinch. Once the engine is set correctly, you should be able to leave the needle in the set position for the rest of the day provided you do not change propellers and the weather doesn't change much. If you have it right, the engine should gradually rise to the final running rpm all by itself. Remember, each engine is slightly different and only careful practice will get the optimum setting. Once you go too lean, the engine will probably not run as strong again.

AMA quickie engines can be needled about the same way leaving between 200 and 600 rpm between the setting and full lean. The quickie engines also seem to hold the setting without further adjustment for the day provided you do not change the prop and the weather doesn't change too much. The brass liner seems to be a little easier to needle and a little more forgiving than the aluminum. One pilot advised that he set the needle very close to peak and closed the throttle about 1/2 way until just a few seconds before the flag. He did this to run harder while not overheating on the line. Engine position seems to affect the needle. With the engine head at horizontal, you need

to back down more than if the head is down at a 45 degree angle.

Quarter Midget 40 can be needled the same way leaving between 1,200 and 2,000 rpm depending on your prop rpm. The very first flight on the plane, we tried to set it up very rich for a slow run so that we could trim the plane. We found that in QM-40 the richer the faster. If it sounds good on the line it is way too lean. With the QM-40, you must back out the needle about a half turn each time you start the engine to prevent it from being subjected to a lean start. One pilot advised that he kept his finger over the exhaust until the engine heated and did not open the needle. This has the same effect as opening the needle as it sends more fuel to the engine at start up.

FAI engines are reported to be easy to set. That is—once your setup is correct. The word of advice is: prop the engine rpm up—over 26,000. Start the engine at a rich setting and keep the clips on the glow plug while you lean the engine *until it is on the pipe*. When there is about ten seconds to go, lean to the peak and immediately back off until the engine crackles, then pull one lead and see if the setting holds. If the engine falls off the pipe, reattach the glow driver and lean slightly. Take the leads off again and if the setting holds, let it go.

Formula One holds my interest the most because it is the most challenging. First of all, most formula engines seem to have their own personality. Liner material, pipe length, prop rpm, nitro content, head clearance and the weather all play a part. Now I know that there are those who will disagree with this article. Some will say always set them up at .009 head clearance and others will say no that is wrong -set them up at .014 head clearance. You can do this, however, you will have to change needling techniques from engine to engine in order to get performance. Here is some information to try to get you started by needling the same all the time and adjusting the engine setup so that it works. Then you decide for yourself and perhaps we will print *your* "how to" article.

First, the needling technique to strive for. Start the engine on a rich setting in the pits with the cheek cowl on and find the engine peak with the engine fully warmed up then

continued on next page

Moving Up continued

back the needle out one half turn and shut it down. When you go to fly, leave the needle out that one half turn and start the engine. Let it warm for 30 seconds with the needle 1/2 turn open and turn the needle in about one quarter turn watching the tach. If the rpm continues to rise toward peak, back the needle out 1/8 turn. If it continues to climb, back out another 1/8 and so on until the engine rpm stabilizes. You are looking for a steady rpm that does not rise or fall. The amount down from peak is secondary with this system.

QM40 Nemesis reviewed

Overview—Back in January while preparing to go to Phoenix, Arizona for the 1995 Q-500 Winterfest, Dan Tipps told me that Rich Tocci had kitted a new QM40 and he had done extremely well at the Tangerine with the new plane. Since Mr. Delponte's planes I had hanging in the garage were performing as good as new, I called Rich and ordered a QM40 Nemesis kit sight unseen (I needed something to build this winter). Rich said he had not yet completed the kitting process and it would be a couple of weeks before the kit was ready. Well, just as promised, soon after returning from Phoenix (I didn't do well) he called and said the kit was ready. The following Saturday, I hauled Bailey over to Rich's house to pick up my new kit. Rich spent a couple of hours showing us his completed plane and explaining to me (remember, I'm a Q500 guy) what he thought I would need to know to successfully build his kit. When we left, my only thoughts were that I'd never had a plane that looked as neat as Rich's. By the way, I had not convinced Bob to buy a kit.

It wasn't long and I was on the phone calling Rich to ask questions. He patiently answered my questions and soon understood that even though I had successfully built quite a few Q-500 planes, I needed additional information to complete my first QM40 plane. A couple of days later, I received a stuffed envelope from Mr. Tocci. It contained a step by step instruction booklet for the Nemesis (excluding painting). With the help of the booklet, it wasn't long before my kit began to look like an airplane. Bob saw my plane taking shape and over to Rich's we went to get Bob a kit. Bob quickly

So now you ask—what if the system doesn't work? What do I do? If the engine rpm does not rise at all at the first turn in of the needle, your head spacing is probably too high. Drop down .002 and try again. If the engine is jumpy on the needle, it wants more head clearance or a faster prop. Raise the head .002 at a time until the condition goes away. I have seen head spacings from .008 to .017 work well. I suggest starting with about .014 spacing and working from there. An over compressed engine or a too big a prop will cause detonation which is noticeable by a sand blast appearance on the

head. Some say that when this happens, it is time to change the head.

I must make it clear here that this is only one way to set a formula engine. Humidity, temperature, prop rpm as well as shape, nitro content of fuel, barometric pressure, ground elevation and condition of the engine will all bear on the needle setting.

Practice and experimentation is where you will get the most from your setup. So until we meet at the next contest, practice, break them in, set the needle for power and move up in the standings.

Dave Doyle

caught up to me (yes, he called me a couple of times with questions) and when we completed the airframes we took them back over to Rich's for inspection.

I'm sure the planes were not up to Rich's standards, but he gave us the go ahead to start painting. Bob then contacted the expert, Drew Jerina, and with his help and Rich's we spent the next couple of weeks learning about paint and painting our airplanes. Bob did most of the work and I had a lot of fun. We used the paint system that Drew had written about before, the Deltron acrylic urethanes by PPG. We learned a great deal but more importantly, we are both very proud of our airplanes.

We then installed the radios and waited for a calm day to fly. Rich volunteered to meet us at the field (thank goodness) to help us set up our motors and set our control throws. Bob nor myself had ever flown a Formula I or Quarter Midget (of any size) and we were somewhat (O.K. a lot) concerned about our maiden flights. The props we had carved meet with Rich's approval and out to the runway we went. I went first and without a hitch. The plane was a little sensitive on elevator but it flew as good as any plane I'd ever flown before. Landing was *way cool* and was I ever glad to get that over with. Now it was Bob's turn. Bob took off and everything seemed normal, however, when turning left to come back from take off, Bob hollered "I ain't got it". We shut off the engine and gained back control and landed successfully. Upon inspecting the airplane, Bob noticed that the leading edge of the wing was sticking up approximately 1/2 inch. Bob had not properly tight-

ened the front wing hold down bolts. We corrected the problem and went back to the flight line. Bob's second test flight was great with only some minor trimming.

Construction—As stated previously, Rich has written a step by step instruction booklet that together with the complete set of plans makes constructing the Nemesis almost as easy as building a Scat Cat (I didn't include the aircraft finish in that statement). If you follow the instruction booklet and notes on the plans carefully, you will be very pleased with the aircraft that results from your efforts. Rich offers the kit in 3 different configurations; the basic kit which has everything you need, fiberglass fuselage, precisely cut foam wing cores, fiberglass wheel pants, 1/2 inch plywood firewall, landing gear, elevator horn, wing hold bolts and nuts, full size plans and construction booklet; kit configuration #2 includes all of the basic kit with a completed foam core wing and preshaped and sanded tail surfaces; kit configuration #3 includes all of the basic kit items plus a completed composite wing (no foam cores).

Wing construction is typical balsa sheeting on foam cores with the addition of a 1/8 inch spar installed at the high point. The best way I found to make the spar is to cut the core in two at the high point with an exacto knife and then place the trailing half of the core on edge on top of the 1/8 inch plywood. You then can accurately mark the exact shape of the spar. The rest of the wing construction is straight forward. Don't worry about the spar making the wing core too big, Rich has already taking that into account.

continued on next page

Valued Nats worker becomes a participant

Over the past 11 years I have had the opportunity to be starter at 10 of our Nationals. The one year I misses was because I had a 4 month old baby. The friends I have made over the years include many competitors as well as some of the workers. I have had the pleasure of having the best seat in the house for some very competitive racing over these years. The memories are far too many to mention, but each will stay with me over time.

The time has come for me to hang up my flag and become a competitor. I had the opportunity to see the Nats from the other side of the fence this year during Q500. My god, the time in between heats takes forever. I must have wiped my plane off 100 times! It amazes me that we have had to wait on people to get to the line in the past. I was chomping at the bit to fly again! Up at 4:30am and only getting to fly once that day was almost unbearable.

I would like to thank all the people I have had the pleasure to work with over the years, you made my job much easier. And to the competitors, what can I say. You have made me fear for my life and made me laugh in the same heat. It seems that each year I made more and more friends. Thank you all for the memories and the good times, see you on the course.

Karen Yeager

Nemesis continued

Follow Rich's fibreglassing instructions carefully. By utilizing his credit card method, all excess epoxy is easily removed and the fiberglass edge lines disappear. He gives you approximate weights at each step and both Bob and I had similar results when compared to his values.

Fuselage/firewall—The mounting of the firewall is the most different part of building this type of plane versus a Q500. However, if you follow the instructions provided with the kit and use the firewall template you shouldn't have any problems. In addition, if you happen to utilize the same motor that Rich uses, he has a template with premarked mounting hole locations. This makes engine mounting a snap.

The wing mounting design is excellent. If you build this kit I guarantee one of the first questions you will be asked about the airplane is how the wing is held on. After you explain the design, the comment will be,

"cool". I wanted to be able to remove the front wing hold down block (I didn't want to epoxy it in place) in order to remove the fuel tank and therefore added a bolt connecting the landing gear block to wing hold down block. This makes for an extra sturdy wing mount and I believe Rich may include this bolt in future kits.

Tail surfaces—The installation of the tail surfaces is pretty much self explanatory, but one word of advice is to make a template for sizing the cut in the fuselage to prevent marring the horizontal stab.

Finishing—If you have never painted a radio control model before my recommendation is to find someone who has. Experience is extremely helpful when it comes to trying to make a pretty airplane. But I'm warning you, be careful, you may enjoy it and want to start painting quickies.

Both Bob and I really like the Nemesis. We have only positive comments as stated in this review. Bob and I raced our airplanes

for the first time in Dallas in May. Bob finished second on Saturday and tied for first on Sunday. As for me, I had an excellent time. The plane broke 1:10 (1:09.38) in its fourth race. I'm now constructing Nemesis #2 and have recommended the airplane to several of my friends. It is an excellent product.

I hope QM40 is allowed to grow and not ruled into oblivion. This event allows someone like myself an opportunity to fly a pretty and realistic airplane, to go fast, to not spend too much money and a chance to be competitive on a national basis. I don't plan on quitting Q-500 as it is my primary focus at this time, but, my dad and I sure had a good time racing the Nemesis.

If you want to talk to me or Bob about the kit just give us a call. My number is 817.488.1518 and Bailey's is 817.481.6416.

Mark Parker



Sponsored by Les Haddad's Hobby Stop West
in conjunction with Weak Signals & Flying Tigers

August 26 & 27, Weak Signals Field
.40 Quarter Midget, AMA Rules & Frequencies
Registration 8:30 AM, Saturday. Fee \$35.00

CD Rick Cromer (419) 537-6776
Hobby Stop West (419) 471-1108

1995 AMA Nats — Formula One (421)

	Pts	Fast Time		Pts	Fast Time		Pts	Fast Time
1 Dave Shadel	31	1:09.09	10 Chip Hyde	21	1:12.45	19 Drew Jerina	6	1:25.82
2 Bill Hager	28	1:10.49	11 Dub Jett	21	1:14.23	20 Red Cranfill	4	1:29.11C
3 Rusty Van Baren	26	1:14.09	12 Dave Doyle	18	1:17.17	21 Lyle Larson	3	1:34.77
4 Mike Helsel	26	1:10.23	13 Robert Brogdon Jr	17	1:15.80	22 Ralph Rinaldi	2	1:31.15C
5 Darrol Cady	26	1:13.55	14 Pete Reed	16	1:23.61	23 Richard Tocci	0	0:00.00
6 Richard Verano	25	1:08.21**	15 Paul Benezra	15	1:15.29	24 Lloyd Burnham	0	0:00.00
7 Travis Flynn	23	1:10.01	16 Lou Rodriguez	12	1:15.49	25 Mike Sperry	0	0:00.00
8 Mike Stokes	22	1:24.08	17 Clark Wade	10	1:20.32	26 Carl Simms	0	0:00.00
9 Henry Bartle	21	1:10.85	18 Bryan Shadel	6	1:16.91			

Quarter Midget (422)



Kneeling l-r: David Wright—Top Senior, Rusty Van Baren, caller for his son Matthew—Top Junior, Dave Shadel—2nd, Henry Bartle—1st and Henry's caller, Ronda Cady Standing l-r: Lou Rodriguez, caller for Chip Hyde—3rd, Santiago Panzardi—5th and caller, Lyle Larson—Fast Time, Dan Kane Jr.—4th and caller Cathy Kane.

Top Junior in Quarter Midget and Quickie 500, Matthew Van Baren, receives his trophy from Greg Doe, CD for both events.

	Pts	Fast Time		Pts	Fast Time		Pts	Fast Time
1 Henry Bartle	27	1:12.21	20 Tom Scott	18	1:17.16	39 Daniel Myer	9	1:27.63
2 Dave Shadel	27	1:11.03	21 Joe Dodd	18	1:19.66	40 Bryan Shadel	8	1:18.46
3 Chip Hyde	26	1:14.14	22 Lyle Larson	17	1:08.11**	41 Edward Spiker	7	1:20.96
4 Dan Kane Jr	26	1:12.26	23 Rick Landers	17	1:14.78	42 Joe Ruh	7	1:28.99C
5 Santiago Panzardi	24	1:13.42	24 Dub Jett	16	1:15.03	43 John Albritton	5	1:17.39
6 Richard Tocci	24	1:14.50	25 Bob Bailey	16	1:17.71	44 Carl Simms	4	1:29.62
7 Mark Parker	24	1:13.67	26 Gary Freeman Jr	15	1:16.78 Sr	45 Ben Johnson	3	1:18.49
8 Rusty Van Baren	23	1:11.39	27 Ruben Pastian	15	1:25.04	46 Robert Beaudette	3	1:19.24
9 Dennis Sumner	23	1:14.32	28 David Latsha	14	1:17.76	47 Dave Doyle	3	1:32.70
10 David Wright	23	1:14.42 Sr	29 Mike Stokes	14	1:19.82	48 Jerry Small	2	1:27.20C
11 Darrol Cady	22	1:13.02	30 Tom Doe	13	1:26.59 Sr	49 Richard Trissell	2	1:28.44
12 Jerry Salisbury	21	1:15.29	31 Marcus Blanchard	13	1:27.10	50 Allen Booth	1	1:44.99
13 Lou Rodriguez	20	1:12.39	32 Mike DelPonte	12	1:18.35	51 Paul Benezra	0	0:00.00
14 Bruce Richmond	20	1:15.42	33 Mike Tallman	12	1:19.24	52 Bill Hinnant	0	0:00.00
15 Michael Condon	20	1:17.40	34 Richard Moreland	12	1:22.20	53 Rex Knepper	0	0:00.00
16 Matthew Van Baren	20	1:19.20 Jr	35 Mickey Crawley	10	1:13.23	54 Gail Jacobson	0	0:00.00
17 Vern Smith	19	1:17.23	36 Richard Verano	10	1:20.20C	55 Travis Flynn	0	0:00.00
18 Craig Grunkemeyer	18	1:11.33	37 Sam Shimizu	10	1:21.53	56 Clark Wade	0	0:00.00
19 Ray Brown	18	1:11.96	38 Stephen Kovach	9	1:21.40			

Quickie 500 (428)



Quickie 500 awards were presented to the following: kneeling l-r: Chip Hyde—5th, Matthew Van Baren—Top Junior, Rusty Van Baren—2nd, Gary Schmidt—1st, Ralph Rinaldi—3rd. Standing l-r: Ben Johnson, caller for Norm Johnson—4th, Tony Cuneo—Top Senior and Jim Allen—Fast Time.



Quickie 500 winner, Gary Schmidt (r) receives his first place award from Contest Director, Greg Doe.

	Pts	Fast Time		Pts	Fast Time		Pts	Fast Time
1 Gary Schmidt	20	1:14.61	42 Richard Moreland	12	1:21.29	83 Steven Clayton	9	1:33.12
2 Rusty Van Baren	20	1:17.21	43 Bob Bailey	12	1:23.61	84 Victor Diaz	8	1:24.46
3 Ralph Rinaldi	20	1:15.66	44 Paul Buhse	12	1:24.21	85 Alan Warfield	8	1:25.99
4 Norm Johnson	19	1:13.18	45 Carl Simms	12	1:24.26	86 Paul Geders	8	1:26.02
5 Chip Hyde	19	1:14.49	46 Daniel Myer	12	1:25.54	87 Phillip Zuidema	8	1:28.33
6 Gail Jacobson	19	1:23.65	47 Joe Ruh	12	1:25.56	88 Allen Booth	8	1:32.57
7 Mike Tallman	19	1:19.34	48 Dave Doyle	12	1:27.26	89 Victor Cortes	8	1:34.74
8 Tim Lime	19	1:16.46	49 Orv Steinmetz	12	1:32.99	90 Matthew Van Baren	8	1:38.49 Jr
9 Dave Martin	19	1:17.08	50 Gary Freeman Sr	12	1:35.72	91 Mickey Crawley	7	1:18.30
10 Richard Tocci	19	1:17.58	51 Joe Dodd	11	1:17.45	92 James Barr	7	1:19.70
11 Dennis Sumner	19	1:20.49	52 Ben Johnson	11	1:18.24	93 Seth Tomblin	7	1:27.80C Sr
12 Santiago Panzardi	18	1:17.30	53 Eric Meyers	11	1:19.14	94 Charles West	7	1:28.89
13 Ben Martin	18	1:22.40	54 Bruce Richmond	11	1:19.42	95 Terrence Till	7	1:31.54
14 Mike Stokes	17	1:19.86	55 Edward Spiker	11	1:19.65	96 Jim Hitt	7	1:38.18
15 Randy Etken	17	1:22.74	56 Cliff Telford	11	1:20.73	97 John Collins	7	1:48.32
16 Glen Wierschke	17	1:23.46	57 Bob Beaudette	11	1:21.06	98 Thomas Scott	6	1:22.38
17 Jim Allen	16	1:12.78**	58 Sam Shimizu	11	1:22.82C	99 Jeff Jones	6	1:23.59
18 Darrol Cady	16	1:17.93	59 John Fike	11	1:22.88	100 Leroy Webb	6	1:24.04
19 Dan Kane Jr	16	1:18.15	60 John Landers	11	1:24.34	101 Michael Lewis	6	1:27.64
20 Bob Lamb	16	1:18.92	61 Michael Klien	11	1:24.57	102 Raymond Hendriksma	6	1:30.82C
21 Tim Crookham	16	1:22.76	62 Dewey Davenport	11	1:25.10	103 Brad Clayton	6	1:31.37
22 Michael Condon	16	1:24.54	63 John Gerhardt	11	1:26.00	104 Tom Doe	6	1:38.86C Sr
23 Kevin Mateny	16	1:26.59	64 Marcus Blanchard	11	1:26.41	105 Dan Tips	6	1:38.88
24 Pat Galarneault	16	1:26.87	65 Alberto Perez	11	1:30.61	106 Gary Freeman Jr	5	1:21.02 Sr
25 Jerry Small	15	1:18.87	66 Arthur Harrison	10	1:20.78	107 Mike Delponte	5	1:24.24C
26 Ray Brown	15	1:19.94	67 Paul Benezra	10	1:22.78	108 Doug Clancey	5	1:25.80
27 David Bowman	15	1:21.45	68 Dave Latsha	10	1:23.54	109 Ed Barbosa	5	1:32.08
28 Rex Knepper	15	1:23.54	69 Richard Trissell	10	1:23.63	110 Herman Tholen	5	1:34.81
29 Richard Bork	15	1:24.84	70 David Wright	10	1:24.70C Sr	111 Carl Kummer	5	1:39.14C
30 Lloyd Burnham	14	1:14.51	71 Red Cranfill	10	1:24.93	112 Joseph Schweitzer	5	1:43.04
31 Mark Parker	14	1:17.11	72 Donny Hamblin	10	1:25.76	113 Bill Hinnant	5	1:44.66
32 Donald Luce	14	1:19.05	73 Ronald Gage	10	1:26.68	114 John Boord Sr	5	1:58.59
33 Bob Brogdon Jr	14	1:19.22	74 Richard Shields	10	1:45.35	115 Juan Lopez	4	1:15.86 Sr
34 Henry Bartle	14	1:19.67	75 Irvin Lenz	10	1:54.22	116 John Boord Jr	4	2:13.13C
35 Terry Frazer	14	1:21.41	76 Jerry Salisbury	9	1:18.86	117 Todd Bailey	3	1:41.11C
36 Jason Shulman	14	1:21.99	77 Vern Smith	9	1:22.50	118 Dale Wright	1	1:45.18C
37 Stephen Kovach	14	1:28.33	78 Joe Lemley	9	1:22.94	119 Fredric Kilian	1	1:53.17
38 Chuck Andraka	13	1:16.58	79 John Albritton	9	1:27.09C	120 Mike Sperry	0	0:00.00
39 Dub Jett	13	1:20.72	80 Karen Yeager	9	1:27.31			
40 Tony Cuneo	13	1:21.27 Sr	81 Randy Hitt	9	1:27.40			
41 Craig Grunkemeyer	12	1:15.72	82 Eric Granger	9	1:31.50C			

How to with Dr. Skyloft

by Fog Tanner, Jr.

After several discussions on wing construction, at the Nats and back in our district, I decided to put it into writing. That and Paul Page asked me to write another article, you guys can blame him. Given ten racers, you will normally find five to ten different ways of doing the same thing. Most of them work some of the time and some of them work all of the time. And some of them only work for the guy that's doing it (Phred's Law of Mechanics). Its one of those learning things that makes racing fun and challenging. The way we at CRS Racing sheet wings works for us and several other people all of the time. Its not the only way but it works.

Everyone is always looking for ways to save wing weight and have a strong wing (mutually exclusive terms). The speeds we are running today and the long wings have necessitated changes to the way we built wings ten years ago. We started using carbon fiber in various stress areas years ago, but this is not a cure all. The strength of the wing is still only as good as the wood used. If you use light wood you get a wimpy wing that emulates a bird in flight. Great if you are trying to impress a bird watcher of the opposite sex, but not conducive to high speeds and fast times. If you use heavy wood you get a wing that doesn't bend and can be used as a shovel, but it doesn't want to stop rolling. So that's why some planes roll up nice and others over roll you say (Newtonian Mechanics - inertia).

To offset the light wood (my current plane has five pound wood) and get a stiff wing we have started using Skyloft. Skyloft is an unwoven nylon fabric similar in texture to silkspan, available from Dave Brown. It is sold as a covering to be applied with dope over the outside of the wing. The only person I know of that has actually covered a wing with it is David Layman. He said it was two times, the first and last. It fuzzes up when you sand it, which is OK if you like fur covered dash boards. David is also the one who suggested using Skyloft in building a wing, but not where you sand it. So where do you use this stuff if you can't sand it. On the inside between the foam and sheeting.

I start off by taking the foam cores, in the blocks they are cut from, and place them on my building board. Then I take a square or right triangle and draw a pen line on each end and in the middle (front and back). These are alignment lines I use later. Next I take the foam cores and measure where the landing gear plate is located. I then transfer the back of the plate to the top of the wing. You can't measure over the top of the wing as it is curved and you will come up short. Assemble the cores back into the blocks, set them on a flat surface and use a square to transfer the line to the top of the core. On the top of the core I use a straight edge and draw a line, parallel to the leading edge, out eighteen inches. If I am going to sweep the wing back (DeNight, Polecat), I measure the difference from the leading edge at eighteen inches and draw a line to that point. The two cores placed together should have a straight line perpendicular to the center line. You are going to glue the back of the landing gear

plate to this, so it has to be right. Next step is the radial arm saw. I place the core, top side up, in a set of old blocks (I've got a stack of them). Next I lay a straight edge down the line I've drawn and slide this up to the blade. The straight edge needs to contact the front and back of the blade. Make sure you are going to cut the back side of the line (side towards the trailing edge). After everything looks good, cut an eighteen inch slot through the core. Repeat for the other core.

Next make up two spars out of bass wood or spruce. Forget 1/8" plywood as it creates too much of a stress riser. The bass wood and spruce will bend a little. We are building a wood composite and all we can do is minimize the bending. The spars also tie the top and bottom skins together, which is where the real strength lies. I know several people who have used hard 1/8" balsa to do this. The plywood doesn't bend and causes the skin to push out on the bottom during turns. I use Gluit from Pica to glue the spars in, but any alaphatic glue will work. You only need a light film, not a glob, and wipe off all excess. Place two tooth picks about one and a half inches on both sides of the spar. Use a rubber band around the tooth picks to hold tension. This keeps the cores from separating. Place a 2"x20" strip of wax paper on the cores over the spars, top and bottom, assemble back into the blocks, and place on your flat surface. Stack some weight (I use sixty pounds because I have it) on the composite and let the glue set. This ensures the spar will be glued in straight with the cores and the cores will not separate when sheeted. While this is drying I glue the wing sheeting together.

I weigh all the sheeting and assemble four stacks, right and left hand stacks weighing the same. The heaviest wood I can bend goes on the top leading edge, the heaviest wood I can't bend goes on the bottom leading edge. I then glue these into four boards. Again we use Gluit as it is sandable and CA glues leave a hard line that will eventually show. Put the sheets together and run 3/4" masking tape on the seam. Flip the sheets over and open the sheets up, two at a time, to form an inverted "V". Run a thin bead of glue on the joint, lay flat and wipe off the excess and let dry. Repeat for all sheets. When dry, remove the tape and lightly block sand seams with 180-220 grit sand paper. Next, layout the cores over the wing sheeting. The easiest way is to assemble a block, board, and core then mark the leading and trailing edges. I then add an 1/8" to a 1/4" (depends on time of night and amount of coffee), make some trim marks, repeat for all the boards, and then cut. Mark each one as to location (i.e. top left, bot left, etc). This is the strongest way to lay out wing sheeting according to the EAA. It cost a little more, but we're in the speed business not the nickel and dime.

Next is what this article is about, cheap sex and drugs. Not yet, that comes later. Take the Skyloft and lay it out over the boards. Mark the Skyloft on the border of the foam cores and cut with scissors. Mark which board it goes with and repeat for the other three boards. Now you're ready to put the wing sheeting on. For what we are doing epoxy is the only thing to use. Contact cement is great for laying tile, but leaves something to be desired in wing construction (unless of course you want a tile mosaic wing). We use

E-Z Lam, from Aerospace Composites, with the sixty minute hardener. This gives you plenty of working time. David Layman found the best thing to apply the epoxy with, a cheap three inch touch up roller made by Shur-line (\$1.75-\$2.00 in our area). You get one use out of the sleeve, but replacement sleeves are two for a \$1.50.

Layout a piece of plastic, on your work table that's six inches or more larger (on all sides) than your wing. Depending on the epoxy you use, mix up two ounces or one and a quarter. Some of the sixty minute epoxies will gel in about fifteen minutes when mixed in a large volume. It's best to be on the short side and not have the composite set up before you're through. You can mix more epoxy, but you can't peel the sheeting off and start over (I know - I've tried). I mix up one and a quarter for the first half and then one ounce for the second half. Only an 1.25 to 1.5 ounces total goes on the wing. After the epoxy is mixed pour some on the roller and a little on the plastic (not where you are going to lay the sheeting). Saturate the roller like you would latex paint.

Now roll out a thin glue film all over the board, keeping it even. You may get a thick layer when you start, but just roll it out. You can roll the excess on another board. Repeat the operation on the second board. Make sure you keep an adequate amount of epoxy on the roller and board. After you spread the epoxy over the boards, lay out the Skyloft on the respective panel. The Skyloft may wrinkle a little, so you may have to smooth it out a little with your hands. Take the roller and roll off the excess epoxy on the plastic, you just want it damp. Roll the wrinkles out of the Skyloft, but don't add more epoxy just get it "damp". If you try to saturate the Skyloft you will add four ounces to the finished wing (I KNOW), it won't bend and you will hurt yourself trying to break it. After you have done this to the top and bottom board, take the core and roll a tack coat on the side you are putting down first. Assemble the bottom board and core into the bottom block. Next roll a tack coat on the top of the core and assemble the top sheet and top block. Set this to the side and add some weight to keep things from moving around. With Skyloft in the composite, things really want to slip and slide. Repeat this process for the other wing panel. Now you can either place the composite on a flat surface and stack weights on it or place it in your squeeze board (press). Before you start putting pressure on the composite, line up all the pen lines you made (remember the first thing we did). This ensures full contact of the core and sheeting. If you are setting the composite on a flat surface and stacking on a hundred pounds of weight, you need to add another seventy-five to one hundred pounds. We use a squeeze board which puts two to three hundred pounds of pressure on the composite. This is also why you don't need to wet the Skyloft. That much pressure forces the epoxy into the Skyloft from both sides (remember the tack coat on the core). We have never had a wing skin delaminate doing this. If you do use a squeeze board or press, measure the core assembly before you start (do this when you draw the alignment lines). Measure at each end and the middle and write the numbers down. Add three sixteenths (top and bottom sheeting) to this, then subtract one thirty second (1/32) from each number. This is the thickness you compress the composite to and you will need a wrench to do it. I measure the leading and trailing edge at each end and the

middle then compress the composite to the numbers. The wings always come out straight so it must be working right.

Let this set for thirty-six to forty-eight hours. At eight hours the epoxy may be gelled or "set" but it can still move. At twenty-four hours some epoxies are not totally stable. It takes about seven days (in the Northeast it can take months, years or even into next century) for the epoxy to totally set up, but you can safely work with it after thirty-six to forty-eight hours. This gives you time to move on to the tail section, firewall, or the ever popular cheap drugs and sex (depends on the time of night and amount of coffee). After the epoxy sets remove the composite (yes Virginia, composites are really not just carbon fiber or fiber glass) from the squeeze board or take the weights off and remove the wing panels. Don't get excited and start flexing the panels, they probably will, wait until you get the wing finished. This gives the epoxy time to cure without disturbing it. Go on and complete the wing at this point.

As I said at the beginning of the article, this is one way of sheeting a wing and it works for us. If you are doing mass production (Drew) you have said this takes too much time. Others are saying too much weight or not necessary. Our wings are coming out straight, on weight and we have not had a wing failure yet. And if you don't think this stuff adds strength, try breaking a panel. David Layman did and broke part of his garage door frame. Adios (Texican for aufwiedersehen) until the next time Paul needs an article.

NMPRA

QUARTER 40 (422) CHAMPIONSHIP RACE

OCTOBER 14-15 1995
 LOCATION: PGRC FIELD BOWIE, MD.
 SPONSORED BY NMPRA AND PGRC

REGISTRATION : FRIDAY NIGHT OCT. 13

LOCATION: COURTYARD BY MARRIOTT MOTEL, 6301 GOLDEN TRIANGLE DR., GREENBELT, MD., INTERSECTION OF I-495 BELTWAY AND MD ROUTE 201 (KENILWORTH AVE)

TIME: 7:30 PM. FRIDAY NIGHT

AIRCRAFT INSPECTION AND PILOTS MEETING. MATRIX WILL BE MADE FRIDAY NIGHT SO IF YOU ARE UNABLE TO MAKE PILOTS MEETING YOU MUST CALL RICK MORELAND TO PRE-REGISTER (301-261-7366).

GRASS FIELD: WILL BE OPEN FOR TEST FLYING AFTER NOON ON FRIDAY

FUEL: 15%

ENTRY FEE: \$40.00

PRIZES: 1ST-5TH & FAST TIME (TROPHIES AND CASH)

**** PGRC RECOMMENDS HARDHATS BE WORN BY ALL PILOTS AND CALLERS
 HARDHATS WILL BE AVAILABLE AT THE FIELD.**

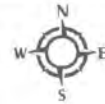
**** YOU MUST BE AN NMPRA MEMBER TO ENTER**

MOTEL

I HAVE RESERVED 25 DOUBLE RMS AT THE COURTYARD BY MARRIOTT ROOMS WILL ONLY BE HELD FOR RESERVATIONS UNTIL THE 29TH OF SEPT. CALL 1-800-321-2211- TELL THEM YOU ARE WITH PGRC. TO RECEIVE THE GROUP RATE OF \$64 FOR A DOUBLE RM.



District News



District 1 - Lou Rodriguez

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

It's time to get caught up with some race reports that have not yet made it into this newsletter. First, a reminder that all Quickie 500 race results should be submitted to Cliff Telford for tracking of national points. I would suggest that all 1995 results be resubmitted to Cliff to assure proper credit.

Phoenix Pro Flyers May 6-7, 1995

Sportsman 5/6 Expert

1. Joe Pruzina
2. John Hawbaker
3. Mike Delpon
4. Richard Huffman
5. Clyde Young

Sportsman 5/7 Expert

1. Chuck Andraka
2. Spencer Wallace
3. John Hawbaker
4. Tom Weatherill
5. Ron Saum

AMA 428 5/6/95

1. Ray Davis
2. Tom Reiner
3. Dave Patrick
4. Jim Allen
5. Jason Somes

Beginner

1. Fred Foster
2. Jason Somes
3. Scott Swigert
4. Clay Sherrow
5. Bob Mellor

Beginner

1. Scott Swigert
2. Jamie Clark
3. John Rogers
4. Bob Mellor
5. Clay Sherrow

AMA 428 5/7/95

1. Spencer Wallace
2. Lee VonDerHey
3. Chuck Andraka
4. Ray Davis
5. Chip Hyde

Sepulveda Basin "Howard Reed Memorial Race" June 11, 1995 (2.0 mile course)

Sportsman

1. Thane Neely
 2. Joe Zimmerman
 3. Donald Masters
 4. R. Mirzakhanian
- F/T - Ray Davis 1:21.63

AMA 428

1. Jerry Skoczylas
 2. Dave Gavin
 3. Russell Tokuoka
 4. Vince Weigle
- F/T - David Lloyd 1:01.19

Bob Smith reports that David Lloyd tried to shave a little more off his fast time but shaved pylon three instead. The pylon won. The Firecracker 500 was held July 1-2 near Reno, Nevada. Jerry Kunze was instrumental in finding sponsors to the tune of \$1,500 in prize money. The results for the two-day event are:

AMA 428 Advanced

1. Tony Lopez
2. David Wright
3. Seth Tomblin
4. Steve Grattan
5. Mick Crawley

AMA 428 Novice

1. Dick Schweitzer
2. Steve Hulse
3. Dale Wright
4. Eric Rambas
5. Charlie Wajdak

500 Standard

1. Joe Zimmerman
2. Troy Stone
3. Tim Valouch
4. Joe Langille
5. Larry Murphy

Quickie 25

1. Jim Tomblin
2. Mike Streatly
3. Dave Hulse
4. Joe Langille
5. Seth Martin

QM40

1. Steve Grattan

4. Ken Vermeys

2. Tony Lopez
3. Jeff Carpenter

5. Jerry Kunze

And finally, the Nats in Lawrenceville, Illinois was a wonderful place to be if you like your heat mixed with lots of humidity. I salute the volunteers who worked on or near the race course during a week of record breaking weather conditions. The VanBaren family did themselves proud with Rusty taking Grand Champion honors for his performance in Quickie, Quarter Midget, and Formula One. Matthew VanBaren was top placing Junior in Quickie and Quarter Midget. The kid is good but still has a few things to learn; like how to get nervous before a tough race. Since Matthew is only eight years old, he has lots of time to perfect his race skills. Congratulations to all District One participants. It's approaching time for the Championship Races. Be ready!

Lou

District 2 - Kay Larson

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Ah, the NATS! That was indeed an experience! There will be articles elsewhere in this Newsletter, and also in Model Aviation covering Pylon racing, so I am just going to make a few remarks.

Amusing incidents—Darrol Cady almost received a *no time* from his lapcounter when Darrol cut and yet got a time of 1:24 (QE). That particular timer had not yet seen a time *that fast*, even without a cut! I was doing a backup time on Darrol, and told the Lapcounter that his clock was right! Another day, the Starter's flag got tangled up - but the planes were released when the clock hit zero! Of course, we lapcounters only had eyes on the Starter - so we had a good laugh when the planes started flying and we had to hurriedly punch our clocks! Then a *top* pilot came out to the line without his transmitter! Yet another day, a *top* pilot came out to the line without his plane! Yes, it even happens at the NATS! (Grin). One day Dick and I got there at 6:45 a.m. to find the course all set up. Our Event Director had hoped to get a little jump on things, even though we weren't supposed to set up until after 7am (and be completely off the course by 1 p.m.) Well, five minutes later, help came out in

droves to clear the course due to a full scale plane wanting to use that runway at 6:55am! We had a few chuckles over that one!

Quickie 500—120 pilots! The most exciting races were in Quickie - one was between Chip Hyde and Ralph Renaldi! They flew wingtip to wingtip throughout the race. Chip got a 1:17:79, and Ralph beat him by a *nose*; 1:17:66! On Tuesday, the race of the day was between Chip Hyde, 1:14.49, and Lloyd Burnham, 1:14.52. Lloyd chased Chip all the way, and if the course had been two feet longer, Lloyd would have won! It was an eyeball finish, but the clocks beared it out! And I must remark about two young men from Arizona, Jim Allen, who kept breaking his own fast time records in the 1:12's, and his partner, Gary Schmidt, who *won* the Quickie contest. They were fun to watch and fun to be around!

QUARTER MIDGET—56 pilots. There were many beautiful planes, but too many painted almost the same color. It took longer for No. 1 pylon to decide how they wanted to identify them then it did to run the race! But there were some good races, although we lost 12 planes the very first day.

FORMULA ONE—26 pilots. After the Quickies, excitement was hard to find, as planes DNF'd or DNS. As I recall, there were only two close competitions all day in this event.

FAI—there were only five pilots, and there was no rivalry as far as a race between pilots was concerned.

People we met—Well, the list is too numerous to mention all the names. It was just great to meet folks that run the NMPRA, especially Paul Page, whom, of course, I am in monthly contact with via the Newsletter articles; and Cliff Telford, one of the folks I submit scores to, and all the many pilots that I have only read about! I was sad that I didn't have time to meet more folks and chat with them, but with the record heat wave back there (115 to 124 degrees with the humidity factor), when Dick and I came off the field at 1 pm, all we did was head for our

NEXT ARTICLE

DUE DATE

SEPTEMBER 13

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



District News



RV to shower and cool down! How hot was it? Well, my sun-block was running off before 9am! But our marvelous Greg Doe insured we did not lack for water or pop; he *constantly* checked on all the workers! We had a great time with our fellow lapcounters, Jim Tidd, Jerry Laffel, Bob Stout; and the terrific guys in Cages 2 (Charlie Robinson), and 3 (Bob Campbell), whom we will probably never see again, but who we will *always* remember with fondness. At a very nice AMA-catered Worker's picnic on Wednesday night, we got to enjoy their company more leisurely, *and* also met the folks from No. 1 cage! Our starters, and their outstanding assistants, Kelly Landers and Ray Hendriksma, will also remain among our memories. Yes, we are glad we went! We also had a great trip, going and coming!

Now—things that happened in this district while I was gone! Well, I missed two races, Toledo (which got rained out on Sunday) and Whidbey Island. I was sorry to see that there weren't more Quarter Midgets attending the Toledo race. Anyway, following are the placing results, thanks to Pat Poinsett and Don Rice.

Toledo, WA 7/8, F1 (8 ent)		Q500 (10 ent)	
1 John Headley	1:17.06*	1 Dan Malley	1:21.97*
2 A. McIndoe	1:25.95	2 J. Castleman	1:30.61.
3 Nelson Eddy	1:17.88	3 Bob Dible	1:24.28

Quarter Midget 40 (4 ent)			
1 Jeff Carpenter	1:17.84*	3 Ted Puzio	1:41.41
2 Mike Bergan	1:29.35	4 J.R. Wilbur	1:53.32

Then there was Whidbey, and it sounds like it was a lot of fun, with a decent turnout. I was sad to hear that Matt Mikko crashed his beautiful Formula One, he was doing great at this race, too, judging from the score sheets Don Rice sent me!

Whidbey Island-7/22 F1(13 ent)		Q500(12ent)	
1 Darrol Cady	1:09.04*	1 Bill Warner	1:22.56
2 Matt Mikko	1:10.32	2 J. Cangie	1:21.13
3 E. Easingwood	1:17.03	3 J.R. Wilbur	1:24.50

Whidbey Island-7/23 F1(12 ent)		Q500(10ent)	
1 Darrol Cady	1:12.78	1 J. Cangie	1:20.33*
2 E. Easingwood	1:18.51	2 Bill Warner	1:23.11
3 John Headley	1:11.27*	3 Nelson Eddy	1:18.35

Weekend Awards:Formula One		Q500	
1 Darrol Cady		1 Bill Warner	
2 Ed Easingwood		2 Jeritt Cangie	
3 Walt Chikmoroff		3 Matt Mikko	
4 John Headley		4 J.R. Wilbur	
5 Al Watson		5 Nelson Eddy	
F/T- Darrol Cady: 1:09.04		Q-E - Nelson Eddy: 1:17.16	

Bob Vergeer sent me the Medford, Oregon race results, which I forwarded to Cliff Telford. They had a very good Quickie turnout!

By the way, I sent the top six District 2 pilots a printout of standings to date. Don't

be alarmed at the times shown! I forgot to include the Best Time column in the sort field! (If you know computers, you will know what I'm talking about!) I am correcting this, and will have copies of complete District standings for *all* at the Arlington race. In the meantime, here's the top six:

Formula One		Quickie Expert	
Darrol Cady	497.8	Nelson Eddy	503.0
Ed Easingwood	421.6	Dan Nalley	368.1
Henry Bartle	381.2	J.R. Wilbur	328.2
John Headley	363.9	Jim Weissert	266.5
Matt Mikko	351.6	Bill Warner	255.3
Andrew McIndoe	328.4	Ed Easingwood	217.8

Am sure looking forward to Arlington!

See ya' there

Kay

District 3 - Randy Smith

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

Hi-dee-ho from up north in the Canadian Prairie district. Racing is well under way and the competition is as good as ever. New district fast times are being set and many members are setting new personal fast times. Quickie 500 is becoming more and more popular with many of the old members coming back to the event as well as a good amount of "new blood" being injected into the event. Unfortunately, Formula One interest seems to be flat or slightly declining.

I believe the popularity of Quickie 500 is due to the three year moratorium that the district placed on engine/carb/muffler changes. For three years, everyone knows what equipment is allowed to be run. There is stability and pilots are willing to spend their money on an engine they know will not be made obsolete by rule changes each year. We run a modified AMA 424 event. Allowable engines are Rossi and Webra Q style engines. Nelson N40Q and Jett sport 40 engines are not allowed in this event, however we do have an expert 500 event (AMA 428) which can run these. The Webra Q is the dominate engine in the district with average times of 1:19 on the two mile course. Most guys are using the APC 8.75 x 7.0 or 7.5N prop turning 17,000 or so.

Harold Sattler holds the district fast time record for Q500 at 1:12.12 on the two mile course flying an old aircraft design which originated in Saskatchewan and known as the Vini 500. Wing design is borrowed from John Davidson of Calgary. Harold took a

little time off from FAI world championship preparation to enjoy the beauty of the Canadian Rockies and British Columbia lakes. While floating around on a house boat for four days, Harold built his record setting 500 model and test flew it in the first race of the contest.

Other members are pressing Harold in the fast time and first place categories. Doug Houston of Calgary is relatively new to racing but has a Webra Q powered ReVlution which is kicking serious butt around the district. Brad Gomery, last year's "brides maid" in the championship standings is threatening again this year, and the trophy will likely be a close battle between Harold, Doug, Brad, and Doctor Doolittle(Roy Andrassy).

Formula One in our district is suffering from a lack of contest dates. So far we have only completed two F1 race days. The F1 contest in Saskatoon was totally rained out and this contest was badly needed for points. The annual two day F1 event on the September labor day weekend has been forced to be relocated from Calgary to Saskatoon. The Airdrie airport just outside of Calgary has been lost to almost all model contests due to new management. I have always believed that R/C modeler and full scale interests are not generally compatible. We enjoyed the use of a beautiful grass field for a number of years. The Calgary modelers are really feeling the pain of losing this field. If Saskatoon agrees to host the two day event in September, this will give us a grand total of four F1 race days.

Interest in Formula One seems to be suffering a little from the expense involved in being competitive, at least two Nelson engines running Globee plugs and 65% fuel, associated parts, props, etc. Conditions are ripe for interest in the QM40 to take off. A few guys in Calgary have the Napier-Heston QM40 kits with Nelson 40's fit with FAI sleeves. This appears to be a more affordable way to provide fast, competitive racing if we can get a "critical mass" of flyers committed to racing the event. Currently the district allows the QM's to compete with the expert Quickies, however we have so few 428 races that QM has not been able to demonstrate its potential.

Personally I am on the "budget" F1 plan, still running Tigers and K&B plugs. I am resolved to the fact that I won't be in the placings in my district with this equipment but it allows me to stay active in the event.



District News



Quickie 500 - Cliff Telford

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

The 1995 Nats (the fragmented Nats Nats) for pylon and pattern were held at Lawrenceville, IL. Other events were held at Muncie and in Washington state so it wasn't really a "national" as we knew them in the past. Hopefully this was a transition year and all AMA events will be held at the same time in Muncie next year.

The best word to describe the 1995 Nats is *hot!!* High temperatures on most days were 97 to 100 degrees F. What a contrast to Chicopee, Mass. in 1992 when many of us went to the local K Mart to buy warmer clothing.

All of us who flew at Lawrenceville owe a debt of gratitude to the volunteer workers who made it possible for the flyers to have fun. Special thanks go to:

Wayne Yeager, who put the whole show together with minimal support from AMA and almost none from NMPRA. Wayne recruited the workers, secured the hanger for processing, hauled course equipment back and forth, and all the other necessary things that few of us ever think about.

The race starters, Mike Klutz for Q500, and Karen Yeager for the other three events. Karen has been the starter at every Nats I've attended since 1987, but this was her last time to drop the flag for us. She flew in the Q500 event this year and wants to devote more time to flying.

Greg Doe, CD for Q500 and QM40 and all around assistant for all events.

The pylon judges, Gary Gau (chief judge at #1), Charlie Robinson (#2) and Bob Campbell (#3), sat in the boiling sun for seven days. Many others rotated in and out of the other positions but several people such as Garth Deal, David Checket and Terry Bull put in three days or more without complaint.

The lap counters, Kay and Dick Larson, Kelly Landers, James Tidd, Jerry Leffel, Chris Dansereau, and others to whom I apologize for not remembering their names.

Backup workers such as Ray Hendrickson, Bob Brown, Bridget Brown, Steve Kovach and Bob Brogdon who filled in as needed. Even Pete Reed and Lloyd Burn-

ham got a chance at officiating. Ask them how they liked sitting at #3 pylon.

Paul Page, the score keeper for the entire seven days. Paul managed to stay calm even when the generator ran out of gas twice right at the end of Form 1 flying. Thanks to Vern Smith for providing power from his mobile shop so Paul could print the race results.

Last but not least, Horizon Hobby Distributors (Mike Stokes and Eric Meyers). Horizon donated \$500 to AMA to sponsor the Q500 event. When Mike discovered that AMA had provided only five trophies for an event with 120 entries Horizon dug down and donated enough additional money to provide trophies through 15 places. Those of you who earned these trophies will receive them from Mike after he has them made. Thanks, Mike and Eric.

Q500—120 entries; 73 were NMPRA members. With 120 entries in this event only five rounds of flying were possible. Jim and Bernie Allen kept the fueling station moving right along and Bob Brown kept the contestants moving to the line, but no one was rushing very fast because of the heat. Still, it generally required only six minutes to complete a heat. With only five rounds flown, each flyer only flew against 15 other flyers out of a possible 119. Not a very good way to decide a contest. Something must be done to get more flying time for the Q500 flyers. People who went to the Nats and flew Q500 as their only event (and there were approximately 75 of them) received little more than a bumper sticker and a 7.5 minutes of flying time for their \$65 entry fee. At the end of five rounds there were three people tied for first place with perfect scores and eight others tied for fourth place with only one point down. The time has come to qualify the pilots in some way (either at the Nats or before) and to have two separate Q500 events based on skill level. When the pre-entry exceeds 100, the Q500 event deserves at least four days of flying.

Congratulations to Gary Schmidt for the win and to Jim Allen for the fast time. Both flyers were using Jim's Quick V IV, Nelson Q40 engine and APC props. Norm Johnson was going very fast with an airplane of his own design and turned a 1:12+ time in the flyoff for fourth.

QM40—56 entries, seven rounds flown. Pretty airplanes and great competition, but the event was tarnished by the revelation on the second day that some people were using oversized carburetors. They didn't win, and

by now everyone knows who they were, so they will always be suspected of cheating wherever they go in the future.

Congratulations to Henry Bartle for the win and to Lyle Larson for fast time.

FAI—5 entries, five rounds flown in one hour and 40 minutes. Richard Verano and Dave Shadel proved that they are ready for the World Championships by turning times of 1:08.49 and 1:09.85 respectively. Very impressive times without nitro and in 95 degree weather. Verano's fast time of 1:08.21 in Formula I was only slightly faster. If the August weather in Muncie is as hot as July in Lawrenceville it should be a very interesting World Champs. The European flyers rarely compete in the conditions that have been prevalent in the U.S. midwest this summer. Congratulations to Richard and Dave.

Formula One—26 entries, eight rounds flown in two days. Great racing in spite of the heat. Some flyers were ready to quit after round seven. A mid-air between Travis Flynn and Dub Jett in round seven ruined Flynn's chances of a tie with Dave Shadel for first place. Dave lost only to Verano and was otherwise perfect. Verano took fast time with a 1:08.21. Congratulations to both flyers.

National Point Standing as of 8/1/95.

1	Cliff Telford	7	19	694.3
2	Gary Freeman Jr.	7	18	679.5
3	R. Brown	7	16	676.3
4	D. Moody	7	10	674.3
5	Steve Kovach	7	24	667.7
6	D. O'Brien	7	7	654.0
7	Jake Jacobson	7	10	631.2
8	Charlie Poulton	7	10	626.6
9	Carl Simms	7	19	612.3
10	D Zisman	7	15	609.8
11	K. Clark	7	13	604.2
12	J. Shulman	7	8	583.2
13	T. Frazer	5	11	581.5
14	Darrol Cady	2	7	571.4
15	Mike Stokes	5	10	570.1
16	Joe Dodd	5	8	563.9
17	N. Eddy	2	10	563.7
18	R. Brassell	7	11	550.0
19	W. Warner	2	7	545.4
20	A. Watson	2	6	516.3

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 Dave Ferrell	Q5
3/25-26	Las Vegas, NV	F1
4/8	Tracy, CA Larry Bickers	Q5
4/15-16	Las Vegas, NV	Q5
4/22-23	Merced, CA Dave Ferrell	Q5, QM
5/6-7	Phoenix, AZ	Q5
5/13	Tracy, CA Joe Zimmerman	Q5
5/28	Whittier Narrows, CA	Q5
6/3-4	Modesto, CA Bruce Coffey	Q5, QM
6/10-11	Tracy, CA Lou Rodriguez	F1
6/11	Sepulveda Basin, CA	Q5
7/1-2	Reno, NV Steve Cameron	Q5
7/22	Livermore, CA Larry Bickers	Q5
8/6	Lodi, CA Darren Graviet	Q5
8/13	Whittier Narrows, CA	Q5
8/27	Sacramento, CA Jeff Weiss	Q5
9/9-10	Phoenix, AZ	Q5
9/16	Merced, CA Dave Ferrell	Q5
9/16-17	Sepulveda Basin, CA	F1
9/30	Modesto, CA Bruce Coffey	Q5
10/14	Tracy, CA Larry Bickers	Q5
10/20-22	Sepulveda Basin, CA NMPRA Formula 1 National Championship Ron Schorr 510.846.6865	F1
10/28	Merced, CA Dave Ferrell	Q5
10/28-29	Las Vegas, NV	Q5
11/5	Phoenix, AZ	Q5
11/11-12	Merced, CA District 1 Championship Dave Ferrell	Q5AMA
12/3	Phoenix, AZ	Q5

District 2 - Kay Larson

9950 Echo Valley Rd, NW Bremerton, WA 98312
206.692.1088

2/12	Kent Watson	Q5SE
6/24-25	Medford, OR Tom DeAscentis	Q5
7/8-9	Toledo Nelson Eddy	F1, Q5E, QM
7/22-23	Whidbey Island Sparks	F1, Q5E(?)
8/26-27	Arlington (F1 Championship) Watson	F1, Q5E
9/10	Kent Ling	Q5SE
9/16-17	Boundry Bay, BC McIndoe	F1, Q(?)
9/30-10/1	Kent (Q500 Championship) Elliot	Q5SE(?)
11/5	Kent Mikko	Q5SE

District 3 - Randy Smith

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

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
7/8	Utah Valley Aeromodelers	Q5
7/16	Mead, NE	Q5, AMA
7/22-23	Helena	Q5, AMA
7/22-23	Great Falls, MT	Q5AMA
7/29	UVA, Turf Farm	1/2A
8/5	UVA, club field	Q5
8/20	Mead, NE	Q5, AMA
8/19-20	Billings, MT	Q5AMA
8/26	UVA, Turf Farm	1/2A
9/9	UVA, club field	Q5
9/10	Mead, NE	Q5SAMA
9/30	UVA, Turf Farm	1/2A
10/7	UVA, club field	Q5
10/28	UVA, Turf Farm	1/2A
11/4	UVA, club field	Q5
11/11	UVA, Turf Farm	1/2A

District 5 - Ken Points Sr.

6472 Todd Dr., Burlington, KY 41005 606.586.9418

5/14	Westland, MI - Signal Seekers Barney Polzin (313) 728-3029	Q5SE CAP Hndicap
5/20-21	Dayton, OH - Wingmasters Ben Martin (513) 439-5141	Q5SE, AMA
6/3-4	Flying Tigers John Borton (419) 241-3865	Q5
6/11	Rockford, IL - Rock Valley Flyers Leroy Webb (815) 389-3150	Q5AMA
6/18	Westland, MI - Signal Seekers Barney Polzin (313) 728-3029	Q5S, MagCat Cap Hndicap
6/25	Novi, MI - Midwest RC Glen Wierschke (815) 234-3285	Q5(424)
8/6	Westland, MI - Signal Seekers Barney Polzin (313) 728-3029	Q5S hndicap QM40
8/19-20	Hamilton, OH - Hawks Herm Tholen (513) 523-9765	Q5SE(2)
8/26-27	Toledo, OH - Weak Signals - 22nd Silver Cup Rick Cromer (419) 537-6776	QM40
9/10	Westland, MI - Signal Seekers Barney Polzin (313) 728-3029	Tony P. Mem. MagCat
9/16	Toledo, OH - Weak Signals Karen Yeager (517) 547-4430	Animal 500 Quickies OK
9/17	Toledo, OH - Weak Signals Karen Yeager (517) 547-4430	QM40 Ing crse
9/23-24	Wheelersburg, OH Terry Frazer (614) 574-6840	Q5SE sht crse
9/23	Rockford, IL - Rock Valley Flyers Orv Steinmetz (815) 885-1161	Q5AMA
9/24	Rockford, IL - Rock Valley Flyers Dick Shields (815) 398-8366	Q5AMA
10/1	Flying Tigers John Borton (419) 241-3865	Q5SE
10/7-8	Ft Thomas, KY - Flying Cardinals Brenda Holbrook (513) 923-4326	Q5SE

District 6 - Don McStay

885 Washington St, Franklin, MA 02038 508.528.1381

Q5 events use NEPRO rules unless stated otherwise

7/24	Bridgewater, MA Pylon 105 Don Mcstay (508) 528-4043	F1SE Q5SE
7/29	Prince George RC Steve Baker (301) 434-3568 Bob Greenwell (410) 867-3251	Q5 QM(422)
7/30	Prince George RC John Albritton (703) 938-1084	Q5AMA
8/12-13	Ellington, CT Irv Thurrott (203) 644-9040	Q5SE(2)
8/27	Chicopee, MA Westover AFB Dave Doyle 401) 739-2653	F1SE Q5SE
9/10	Bridgewater, MA Pylon 105 Don Mcstay (508) 528-4043	F1SE Q5SE
9/16-17	Prince George RC NMPRA Dist. 6 Championship Dave Beazley (703) 354-1784	Q5AMA(1)
9/24	Hadley, MA NEPRO Championship	Q5SE

Giff Fogg (413) 593-3581
10/14-15 QM National Championship(422) QM(1)
Prince George RC
Neil Rehm (703) 430-7625

District 7 - Charlie Poulton

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

Q5 use SEMPRA rules unless stated otherwise

8/26-27	Greenville, SC Chris Malik (803) 967-4387	Q5(2), AMA(2)
9/9-10	Jackson, FL Pete Ricard (904) 641-7468	Q5 (2)
9/23-24	Tampa, FL Brandon/TRAC Wayne Smith (813) 621-4051	Q5 (2)
NMPRA SEASON ENDS		
10/14-15	Ft. Lauderdale, FL Markham Park Don Moody (305) 749-8079	Q5(2)AMA(7)
10/21-22	Atlanta, GA Club Field Rick Landers (404) 389-8720	Q5, AMA (2) QM (2)
10/28-29	Valkaria Airport, FL Championship Tom Bogut (407) 729-6682	Q5(2)
11/11-12	Tanpa, FL TRAC Field Wayne Smith (813) 621-4051	Q5 (2)
SEMPRA SEASON ENDS		
12/3	Brandon, FL Club Field Lucien Miller (813) 991-4710	Q5 (1)

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 Q500 District Championship	Q5(2)

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

Past dated events still listed in this schedule indicates the event has not been reported to the Points Coordinators

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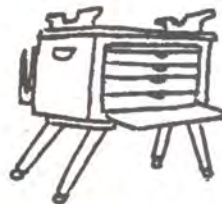
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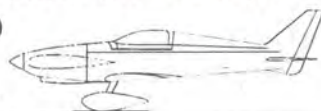
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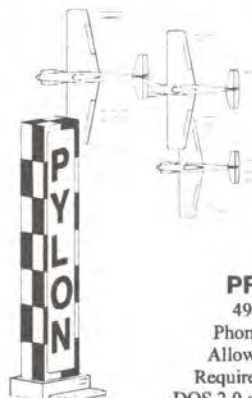
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6.5 X 6.0	3	3.95	8.75 X 7.5	5	3.95
6.5 X 6.5	3	3.95	8.75 X 8.0	5	3.95
8 X 5	4	1.79	8.75 X 8.25	5	3.95
8.5 X 5	4	3.95	8.75 X 8.5	5	3.95
8.5 X 5.5	4	3.95	9.5 X 6.5N	5	3.95
8.5 X 6.5	5	3.95	9.5 X 7.0N	5	3.95
8.5 X 7.0	5	3.95	9.5 X 7.5N	5	3.95
8.5 X 7.25	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 7.75NN	5	3.95	9 X 8.5	5	3.95
8.75 X 8.0NN	5	3.95	13 X 13N	9	7.95
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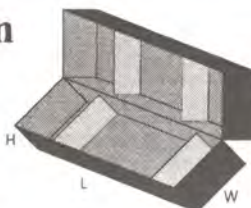
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Wing Bolts: 1/4-20 aluminum
Phillips head 4 - 1.5" / 4 - 0.75"
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Choice of colors: red, black, blue,
yellow, neutral, wht, red.

Nylon center/rubber thread
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AXLES -- \$1.50/pr.

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1" x 45 feet -- **\$2.00**

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ReVlution Q500 kit -- **\$125.00**
Carl Goldberg JET CA -- **40% off**

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SET HEAD SPACING the EASY WAY
Self zeroing depth gauge (0-.400) -- \$39.95

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BALSA WOOD STICKS

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	104

BALSA 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

BALSA TRIANGLES 36"

1/4x1/4	.25
3/8x3/8	.30
1/2x1/2	.35
3/4x3/4	.48
1x1	.60

BALSA 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

BALSA 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

BIRCH PLYWOOD

12"	24"	48"
1/64x12	2.35	4.39 8.50
1/32x12	1.80	3.12 6.25
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

EPOXY 4.5oz 9oz 13oz

5min	4.75	7.00	*
15min	4.75	7.00	*
30min	4.75	7.00	*
2hour	4.75	7.00	*
20min finish	4.75	9.30	*

FOAM SAFE CA GLUE

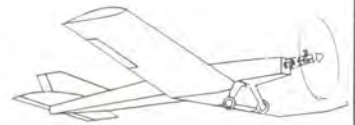
1/2 oz.	4.00
1 oz.	7.00
2 oz.	12.00

CA GLUE

1/2 oz.	2.00
1 oz.	3.50
2 oz.	6.00
8 oz.	17.50



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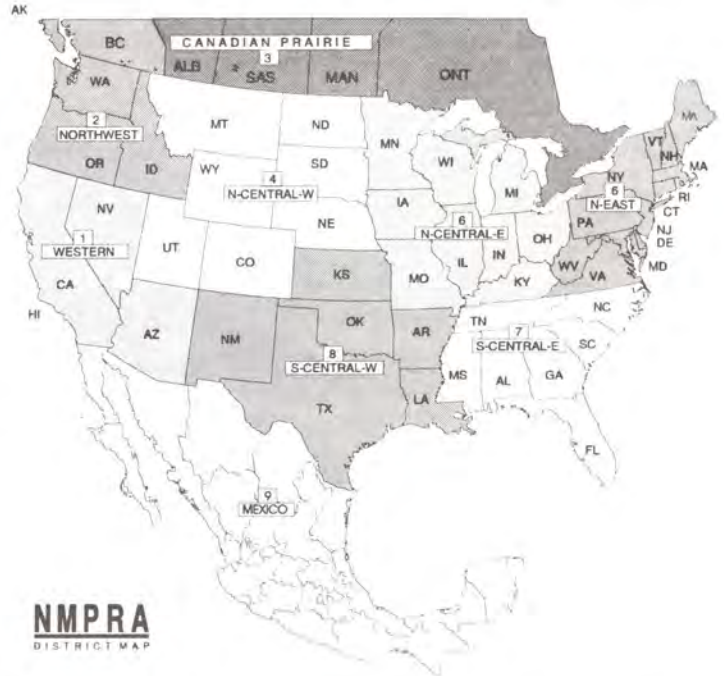
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