

*The Pylon Racer's Official Voice*

# NMPRA

# HIGH PERFORMANCE

National Miniature Pylon Racing Association

Since 1965

AMA Affiliated

August 96

## Pete's Place

The first joint AMA/NMPRA Nats is now history so it seems appropriate to review the successes and shortcomings. Overall it was a great event. For some unexplained reason the Gods favored us with five days with no blistering heat and no interruptions for frog strangling thunderstorms or roof lifting tornadoes.

We promised more racing than ever before, 50 hours of racing and we got every bit of it. Formula I (24 entrants), six rounds, Q40 (74), seven rounds, FAI (8), five rounds. The 90 contestants in Q500 (44 in the "A" matrix and 46 in the "B" matrix) all flew seven times and the top 14 from each matrix got to fly five more times in the championship dash the fifth day.

The volunteers who stepped forward to run the various aspects of the competition did a great job, but perhaps the operation which showed the most immediate and welcome change was registration which was designed and executed by your QM VP Jerry Salisbury. As those of you know who have had to truck your airplanes and radios through countless lines with inadequate space it is the worst part of a big contest. Where processing is done on multiple days you get to do it several times. Jerry was given the National Guard armory great room to play with. Jerry's staff of expert volunteers was split by event, each given enough tables to allow processing the airplanes easily. There even was a table with chairs to sit at to fill out the inevitable paperwork. That done, you could take your stuff to which ever event table had no wait. Now we know we don't have to stay open so long on registration day!

### Split matrix

The split matrix system was tried here for the first time. It is the way of the future. I think that the fliers liked it. It sure made for

some great racing on Friday! It did bring out some problems which need to be addressed for next time. There were 94 individual contestants for all the pylon events, and 90 of them flew Q500. If we ran from a single matrix, where were the workers to come from? We intended to draft workers to fill slots and notify contestants when and where they would be working. We didn't have enough time to do that before the competition and so had to plead over the loudspeaker for volunteers all during the competition. Not very professional for a National competition. We probably should use the split matrix for Q40 also. I would appreciate some comment on how we should handle the worker assignment problem next year.

### Safety

The Nats was not without some controversy. The AMA picked this time to unveil the preliminary results of the tests of cage strength that have been ongoing for the past year. Unfortunately, the preliminary results show serious shortcomings which may have a profound impact on racing and will require more attention on NMPRA and AMA's part. In view of the seriousness of the problem and because it is not a short term problem I have established a standing safety committee consisting of Lloyd Burnham and Dave Doyle so that we will have continuity through succeeding administrations. You will see something from Lloyd elsewhere in the paper.

### What is an expansion chamber?

We also managed a controversy regarding the legality of some new equipment. One of the engine manufacturers came out with a new muffler and engine combination which was rumored to be a world beater. It wasn't. It was different, longer but still a cylindrical aluminum can with a single outlet hole. Debate raged and again we are caught because our rule does not provide an adequate definition of the terms used. Is an "expansion chamber" muffler supposed to

be an empty can? The most popular motors are not. Who is to say that the insides of one manufacturer's aluminum "expansion chamber" can are legal and the insides of another manufacturer's are illegal. There was no protest at the Nationals, so no official interpretation was made. I have told Jerry Salisbury that the controversial engine combination will be allowed at the Q40 Championships.

I want to remind you all that we have a skilled lawyer in the person of Duane Gall who has offered to help write rules which will not point the gun at our foot. If the membership does not want this new technology then we need to craft a rule which will describe what we do want clearly. Duane will help and his address can be found in the AMA magazine under contest board District 9.

### Officer nomination coming up!

Don't forget you need to draft some candidates for next years officers by September 11 so we can put their statements in the Oct newsletter. Ballots will be sent with the issue of the newsletter which closes Oct 23 (Nov. issue) and the new Officers for 1997 will be announced in the newsletter which goes to bed December 4.

### F-1 Championship correction

A final note; the flyer for the F1 championship indicates that there would be \$1500 in prize money. I am now told that one of the sponsors has withdrawn, so that figure is no longer accurate. For sure the awards will be the handsome custom clocks which were so popular last year and the NMPRA cash awards.

A handwritten signature in the bottom right corner that reads "Pete".



# AMA/NMPRA NATS '96

The site....The weather....The format....All A-1

The competition....INTENSE....BABY

by Dave Doyle

The course judges—about eight or ten were seasoned volunteers that just can not be beat. The rest—well—they were you and they could not be better.

Thank you AMA, Peter Reed and his team, The PGRC club of Bowie Md, Greg Doe, Cliff and Nancy Telford, John and Terry Dunham, Paul Geders, Bridgette Brown, Karen Yeager, Kelly Landers, Bob Brassell, Hal and Ginny Short and all of the volunteers and pilots that worked the cages to make our first NMPRA NATS a successful and enjoyable gathering of the go fast.

In the beginning, many were skeptical about the contestant judging, the City of Muncie, and the AMA site. By Friday, the consensus was, "We will be back next year".

The AMA provided all of the heavy stuff, including new, fully equipped cages, communications, much needed water and ice, as well as shade tents.

Paul Page provided computer programming for all events and Bob Beaudette provided a custom worker matrix so we could keep track of who was to work where and when.

We are happy to report that everyone that was asked to work did in fact work. Only two or three did not work their full shift. (We know who you are.) We consider the event a total success.

Can there be improvements? Yes, there can, and we can all work on it.

Registration and processing was organized by Jerry Salisbury. It took less time to process all events than it used to take for one event. He even arranged for pizza and soda for those that worked registration. Jerry

worked out the entire format right down to the position of the tables and the flow of processing.

All we can say about the racing is WOW! Last year we had 25 hours of racing — this year we ran just under 50 hours with six rounds of Formula I, 7 rounds of Quarter Midget, 5 rounds of FAI, 7 rounds of Q-500 qualifying in two divisions and 5 final rounds of the best 14 from each division.

Rick Moreland and his fellow PGRC racers out of Bowie MD. started off the NATS first thing Monday morning by officiating Formula I. Their club mandates that if you want to race, you work another event so their members are all quite proficient at working the pylons.

The highlight of the event (Formula One) was watching Matthew Van Barren and Henson Bartle beat many more experienced fliers. They turned a 1:15 and a 1:16 respectively. There were no midair or ground collisions. After a late start with Richard Verano setting the pace with a 1:12 and Dave Shadel setting fast time in round two with a 1:08, the last fly off was completed by 1:30 P.M..

There was no official lunch period because fresh course workers were there for each event. The "A" flight of Q-500 was underway by 2:30 p.m. with three rounds completed by 6:30 p.m. And so it went thru the week with Q40 and the "A" and "B" flights of Q-500 thru Thursdays. Another perfect day for Friday saw FAI and the Q-500 finals run like clockwork.

The weather cooperated so well that we didn't have to institute any of our emergency rescheduling plans of the events. OH HAPPY DAY !!! The number of rounds would have been cut and the schedule moved around.

## Editor's Request

ARTICLE SUBMISSION  
FORMAT AND PRIORITY

Best way:  
Internet mail — ppage@connix.com  
Fax (860) 584-1473 (10pt, no justify)  
Modem file transfer (8N1 Y or Z)  
Disk - IBM compatible  
Printed output - monospaced  
Typewriter  
Long hand (worst way)

Call the Editor if you have a problem  
Paul Page (860) 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 negatives to the Editor (Paul Page) for the newsletter. They will be returned.

## Official AMA Records

421-F1-Op	Richard Verano - 1:03.16 - 3/28/92
421-F1-Sr	Ben Johnson - 1:16.06 - 10/16/93
421-F1-Jr	A.J. Seaholm - 1:15.20 - 7/19/91
422-Q40-Op	Richard Verano - 1:04.95-5/19/96
422-Q40-Sr	David Wright - 1:06.84 - 10/28/95
422-Q40-Jr	*Matt Van Baren - 1:10.57 - 7/11/96
422-QM15-Op	Craig Grunkemeyer - 1:10.89 - 9/11/93
422-QM15-Jr	Thomas Doe - 1:26.78 - 9/29/92
423-1/2A	no record
427-FAI-Op	Richard Verano - 1:03.31 - 11/11/94
427-FAI-Jr	*Henson Bartle - 1:20.19 - 07/12/96
428-Q500-Op-2m	Chip Hyde - 0:56.49 - 5/29/94
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	Jim Allen - 1:08.35 - 1/7/96
428-Q500-Sr-2.5m	Tony Cuneo - 1:12.38 - 11/11/95
428-Q500-Jr-2.5m	Henson Bartle - 1:17.14 - 10/1/95

\* applied for AMA Official Record

F3D F3D F3D F3D

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Phoenix, Arizona -- November 23-24

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## Safety First — by Lloyd Burnham

Three years ago this October a course worker was killed at a warbird race in Phoenix, AZ. I was president of the NMPRA then, and it became obvious that safety was the number one issue. Both the NMPRA and the AMA went into action.

The NMPRA immediately reviewed the safety guidelines and updated the pylon procedure guide. 500 copies were printed and delivered to the AMA to include in their contest director's sanction package. I attended an Ad-Hoc safety meeting in Indianapolis in Dec. 93 along with Wayne Yeager and AMA officials. The AMA decided to fund a study on safety and protective cage designs and hired Lee Webster of TESCO INC, Tullahoma, TN. Over the past two years, he and his firm have run many computer and actual crash tests in the field and has submitted his report to the AMA. This report has been reviewed by AMA officials and attorneys. The results of this, in a nutshell, is there is a clear and present danger.

TESCO has all the specs and slow motion video showing the results of a simulated five pound model with simulated engine crashing into various barriers at varying speeds. With this comes his recommendation of a six gauge wire cage welded to a frame structure with a minimum size requirement. Upon advice from legal council, the AMA reacted immediately and decided to mandate that all AMA sanction pylon events be required to have a six gauge cage or no sanction would be issued and existing sanctions for the year 1996 be withdrawn.

This is brief summary of events over the past three years. This all started while I was president of the NMPRA and I feel compelled to follow through and work with the AMA and our NMPRA members to reach a safe and equitable means to continue pylon racing. Thusly, Pres. Pete Reed has appointed me and Dave Doyle to be a permanent safety committee representing the NMPRA.

First of all, let me put to rest any suspicions the AMA is out to eliminate pylon racing, they are not! They are out to insure our safety and to do all in their power to insure the AMA doesn't go down the tubes in a lawsuit. This is not a contradictory statement. Webster, AMA, and their lawyers and I believe this can be accomplished. Trust me, any hint to the contrary, and I'll scream bloody murder!

This all became a hot issue during registration at this year's Nat's. Pete Reed, Dave Doyle and I were called into a meeting with Dave Brown, Don Lowe, Lee Webster and

several AMA Executive council members to review Webster's report. The following day, word got around that several of the AMA council members and leaders were all for shutting down pylon racing at the Nat's. That didn't happen, but it was decided to curtail racing sanctions for the rest of the year. Several meetings were setup to discuss possible alternatives and with the help and encouragement of council members Bob Brown, Ed McCollough and Richard Hanson and others, an agreement was made to allow racing to continue and still issue sanctions till the end of this year. Meanwhile, additional tests will be performed and alternative forms of cages-netting will be evaluated. As of this moment, the only cage construction approved by AMA, TESCO and the lawyers is a six gauge wire welded to a frame. AMA was not going to issue any racing sanctions unless the CD could prove these cages were in use.

Many other alternatives were discussed and the AMA agreed more time was necessary to explore options such as double nine gauge wire and the use of safety nets. What has been mandated is all course personal, workers, callers and pilots must wear safety helmets and eye protection. In addition, we agreed that there would be no extra people on the course and no one under the age of 18 would be allowed to be a course worker. Pilots and callers would still be allowed to compete but not to work, if they are under 18. The attorneys are also working up a paper which would define limits of AMA liability in case of lawsuits that all workers and contestants will be required to sign. More on this later on.

Let it be understood, this is now the law, there is no compromise on the above requirements starting NOW! These were the conditions agreed upon to allow us to continue racing for the rest of the year. Once we have the results of further testing over the next few months, more alternatives will be at hand.

These immediate steps are necessary because in case of a lawsuit, it can be shown, we have directed our attention to the safety issue and started working toward insuring a more safe environment to our course workers. If nothing was done immediately, the lawyers think the AMA could be held in gross negligence and the juries award big-time for that. The future of the Academy would be in jeopardy.

On the positive side of all the discussions, the AMA is in favor of studying several of the on course monitoring systems

being developed. Funding has been suggested to legitimate companies that are trying to develop a means to eliminate all course workers. This is a very recent development and not much is known now, but it will be pursued and reported as soon as possible. It is also possible that some dollars may be available to help retrofit and rebuild safety cages in each district from the AMA as soon as we know the approved specs.

Five days of intensive discussions on this whole issue is impossible to condense into newsletter form. In future issues, I will try to elaborate on all the topics: engineering, legal, AMA, testing, helmets, money, trust, etc...WE welcome input from everyone. I will be glad to talk to anyone that has questions or suggestions. My work telephone number is 860-728-5575 and home phone is 860-644-9072.

Several of us thought the test run by Webster using a simulated racing airplane was not a fair representation and want him to use real Formula Ones and engines for the next round of testing. We also felt this would have a better impact on our modelers and be more realistic in terms of figuring out cage construction, etc...It would also prove to our advantage in a court of law if we actually showed real models crashing into test barriers. If you have a F1 you are willing to sacrifice call me. Greg Doe has agreed to be a collection point since he lives only 50 miles from Lee Webster. Dave Doyle and I will donate old Super Tigre engines we will screw into the mounts.

Formula one airplanes will be used for testing because it is felt this size, weight and speed airplane represents the worst case scenario encountered in the AMA rule book. Again, it would show concern and willingness to come up with the best safety precautions in a court of law. All this legal garbage is not the fault of the AMA. Our courts and society have brought this about and everyone and every organization is at risk of major lawsuits. It's a fact of life in the nineties. If we want to continue with our hobby, we have to comply with the rules.

To summarize: Hard hats, safety glasses, minimum people on course and no worker under the age of 18 on the course - immediately in effect. Further testing with real models, additional alternatives to our cages, future monitoring systems and a continuing report with the AMA, insurance and legal people. This is what your NMPRA is doing for you. Please help!

If you see an unsafe situation, correct it. Our future is on the line.



# Formula One at the Nats, 07-08-1996

Name	Pts	F/T	CI	Eng	Plane						
1. Dave Shadel	24.00**	1:08.09	O	N40	Kaze	13. Rick Landers	14.00	1:15.54	O	N40	Kaze Killer
2. Rusty Van Baren	23.00	1:08.09	O	N40	Toni	14. Dave Doyle	14.00	1:18.28	O	N40	Shark
3. Mike Helsel	22.00	1:09.62	O	N40	Kaze	15. Roy Andrassy	13.00	1:12.35	O	N40	Kaze
4. Travis Flynn	22.00	1:09.74	O	N40	Kaze	16. Henson Bartle	13.00	1:16.69	J	N40	Shark
5. Richard Verano	19.00	1:09.24	O	N40	Kaze	17. Pete Reed	12.00	1:21.97	O	N40	TomCat
6. Henry Bartle	19.00	1:09.34	O	N40	Toni	18. Gary Freeman Jr	9.00	1:18.69	S	N40	DeNight
7. Lloyd Burnham	17.00	1:14.56	O	N40	Toni	19. Gary Gau	9.00	1:24.47	O	N40	Shark
8. Jason Shulman	16.00	1:09.18	O	N40	Kaze	20. David Lloyd	6.00	1:19.20	O	N40	Kaze
9. Bob Brigdon Jr	16.00	1:14.81	O	J40	Kaze Killer	21. Ed Smith	6.00	1:22.49	O	N40	Kaze Killer
10. Harold Sattler	15.00	1:12.26	O	N40	Minnow	22. Drew Jerina	4.00	1:16.06	O	S40	Toni
11. Darrol Cady	15.00	1:15.45	O	N40	Kaze	23. Paul Benezra	4.00	1:19.29	O	N40	Shark
12. Matt Van Baren	14.00	1:15.53	J	N40	Toni	24. Dan Kane Jr	2.00	1:23.11	O	N40	Kaze



One of many workers. Bruce Richmond calls in Pylon #1 cut during the Quickie 500 "A" event.

Kneeling: Rusty Van Baren 2nd, Dave Shadel 1st, Mike Helsel 3rd — Standing: Matt Van Baren Best Junior, caller for Travis Flynn and Travis Flynn 4th, caler Jim Shinohara and Richard Verano

# FAI at the Nats, 07-12-1996

Name	Points	F/T	CI	Eng	Plane
1. Richard Verano	276.27	1:08.34	O	N40	Stiletto
2. Dave Shadel	278.96**	1:08.08	O	N40	Stiletto
3. Rusty Van Baren	304.39	1:11.10	O	N40	Kaze
4. Roy Andrassy	310.02	1:14.87	O	N40	Stiletto
5. Gary Gau	312.33	1:14.70	O	N40	8-Ball
6. Ed Smith	347.46	1:22.88	O	N40	Mustang
7. Harold Sattler	556.76	1:14.63	O	N40	Stiletto
8. Henson Bartle	568.67	1:20.19	J	N40	Stiletto



Kneeling: Rusty Van Baren, Dave Shadel, Richard Verano. Standing: Jim Shinohara, Roy Andrassy, Henson Bartle and Henry Bartle.



# Quarter Midget at the Nats, 7-9/10/11-1996

Name	Pts	Fast Time	CI	Eng	Plane	Radio							
1. Henry Bartle	28.00	1:11.33	O	N40	P51	Futaba	38. Mike Stokes	15.00	1:14.19	O	N40	P51	JR
2. Rusty Van Baren	27.00	1:06.13	O	N40	Vendetta	Futaba	39. Gary Freeman Jr	15.00	1:16.42	S	N40	Napier Heston	JR
3. Dave Shadel	27.00	1:08.36	O	N40	Vendetta	Futaba	40. Edvardo Abed	15.00	1:17.60	O	N40	Nemesis	Futaba
4. Richard Verano	26.00**	1:05.09	O	N40	Vendetta	Futaba	41. Dub Jett	14.00	1:11.96	O	J40	Swee Pea	Airtronics
5. Jim Allen	26.00	1:10.60	O	N40	Napier Heston	Airtronics	42. Norm Johnson	14.00	1:14.13	O	E40	Swee Pea	JR
6. Chip Hyde	26.00	1:11.86	O	E40	Stiletto	JR	43. Rex Knepper	14.00	1:17.62	O	N40	Napier Heston	JR
7. Mike Condon	26.00	1:10.77	O	N40	Napier Heston	RCD	44. Mike DelPonte	13.00	1:13.94	O	N40	Nemesis	JR
8. Dan Kane Jr	25.00	1:15.40	O	N40	P51	JR	45. Ben Johnson	13.00	1:15.63	O	N40	Swee Pea	JR
9. Mike Helsel	25.00	1:10.18	O	J40	Swee Pea	JR	46. Bob Brassell	13.00	1:15.70	O	J40	Stiletto	JR
10. David LLOYD	23.00	1:10.95	O	N40	Vendetta	Futaba	47. Fred Johanson	13.00	1:16.85	O	N40	Napier Heston	Futaba
11. C. Grunkemeyer	23.00	1:11.41	O	N40	Napier Heston	JR	48. Glen Wierschke	13.00	1:17.77	O	N40	Napier Heston	JR
12. Henson Bartle	23.00	1:11.82	J	N40	P51	Futaba	49. Joe Dodd	13.00	1:19.24	O	N40	Napier Heston	JR
13. Ray Brown	23.00	1:13.02	O	N40	Napier Heston	Futaba	50. Dan Tips	12.00	1:15.22	O	N40	P51	JR
14. Jason Shulman	23.00	1:13.42	O	N40	Nemesis	Futaba	51. Rich Moreland	12.00	1:17.14	O	E40	Nemesis	JR
15. Dennis Sumner	23.00	1:16.02	O	N40	Napier Heston	JR	52. Kevin Matney	11.00	1:19.71	O	J40	Napier Heston	JR
16. John Gerhardt	22.00	1:14.22	O	N40	Nemesis	Futaba	53. Pete Reed	11.00	1:20.94	O	N40	P51	Futaba
17. Darrol Cady	21.00	1:11.18	O	N40	Napier Heston	JR	54. Dave Doyle	10.00	1:15.08	O	N40	Napier Heston	Airtronics
18. Bob Brogdon Jr	21.00	1:14.51	O	J40	Nemesis	Futaba	55. Ed Spiker	10.00	1:19.89	O	N40	P51	JR
19. Mike Klutz	21.00	1:15.73	O	N40	Nemesis	Airtronics	56. Dan Myer	10.00	1:25.88	O	E40	Kelly	JR
20. Mark Parker	20.00	1:10.74	O	N40	Nemesis	Futaba	57. Terry Frazer	9.00	1:14.50	O	N40	Napier Heston	JR
21. Jerry Salisbury	20.00	1:12.31	O	N40	Nemesis	JR	58. Ed Smith	9.00	1:18.24	O	N40	Kaze Killer	Futaba
22. Gary Schmidt	20.00	1:12.39	O	N40	Polecat	Futaba	59. Steve Kovach	9.00	1:19.23	O	N40	P51	JR
23. Harold Sattler	20.00	1:12.86	O	N40	Polecat	Futaba	60. Dave Bowman	9.00	1:29.87	O	N40	Tsunami	JR
24. Bruce Richmond	20.00	1:14.35	O	J40	Nemesis	Airtronics	61. Kevin Clark	8.00	1:12.65	O	N40	?	JR
25. Roy Andrassy	19.00	1:11.96	O	N40	Nemesis	Airtronics	62. Rick Landers	7.00	1:18.26	O	N40	Napier Heston	JR
26. Richard Oliver	19.00	1:12.69	O	N40	Nemesis	JR	63. Vern Smith	6.00	1:19.45	O	E40	Nemesis	JR
27. Mike Tallman	19.00	1:13.61	O	N40	Nemesis	JR	64. John Dunham	6.00	1:24.95	O	N40	Tsunami	JR
28. Matt Van Baren	18.00	1:10.57	J	N40	Vendetta	Futaba	65. Gary Freeman Sr	6.00	1:45.19	O	J40	P51	JR
29. Bob Beaudette	18.00	1:14.35	O	N40	Quick Silver	JR	66. Joe Ruh	5.00	1:21.49	O	N40	?	Futaba
30. Jerry Smal	18.00	1:15.21	O	J40	Swee Pea	Futaba	67. Richard Trissell	5.00	1:24.03	O	N40	Napier Heston	JR
31. Drew Jerina	18.00	1:18.55	O	J40	Stiletto	Airtronics	68. Gary Gau	4.00	1:17.96	O	N40	Tsunami	JR
32. Kenneth Howell	17.00	1:11.74	O	J40	Stiletto	Futaba	69. Carl SImms	4.00	1:24.15	O	N40	Kelly	JR
33. Rich Tocci	17.00	1:13.03	O	N40	Stiletto	Futaba	70. Travis Flynn	3.00	1:11.03	O	N40	?	Futaba
34. J. De La Vega	17.00	1:13.03	O	N40	Napier Heston	Futaba	71. Santiago Panzardi	3.00	1:15.00	O	N40	Napier Heston	Futaba
35. Lloyd Burnham	16.00	1:14.69	O	N40	P51	JR	72. Art Edsall	3.00	1:39.60	O	N40	P51	Futaba
36. Gail Jacobson	16.00	1:17.22	O	N40	Nemesis	JR	73. Paul Benezra	0.00	0:00.00	O	N40	Miss RJ	Futaba
37. Tom Scott	15.00	1:11.99	O	N40	Miss RJ	Ace	74. Allen Booth	0.00	0:00.00	O	N40	Napier Heston	JR





# Quickie 500 at the Nats, 7-8/9/10/11/12

Name	Pts	Fast Time	Cl	Eng	Plane	Radio					
1. Jim Allem	20.00	1:11.22	O	N40	Quick V	Airtronics	45. Chip Hyde	16.00	1:20.74	O	E40 Super T JR
2. Gary Schmidt	20.00	1:11.50	O	N40	Quick V	Futaba	46. Mike Helsel	15.00	1:15.53	O	N40 ReVlution JR
3. Mark Parker	19.00	1:16.16	O	N40	ReVlution	Futaba	47. Jason Shulman	15.00	1:15.82	O	N40 Quick Silver Futaba
4. Darrol Cady	16.00	1:16.32	O	N40	?	JR	48. J. De La Vega	15.00	1:17.80	O	N40 ? Futaba
5. Lloyd Burnham	16.00	1:14.20	O	N40	Quick V	JR	49. Mike Stokes	15.00	1:20.78	O	N40 ReVlution JR
6. C. Grunkemeyer	15.00**	1:10.97	O	N40	Doddger	JR	50. Bob Beaudette	15.00	1:22.44	O	N40 Napier Heston JR
7. Dan Kane Jr	15.00	1:16.26	O	N40	HurriKane	JR	51. Art Edsall	15.00	1:29.30	O	N40 V-Vector Futaba
8. Rusty Van Baren	13.00	1:11.25	O	N40	Smokin 500	Futaba	52. John Collins	15.00	1:29.74	O	N40 Doddger Futaba
9. Santiago Panzardi	13.00	1:13.78	O	N40	Super T	Futaba	53. Joe Ruh	14.00	1:20.72	O	N40 Doddger Futaba
10. Bruce Richmond	13.00	1:14.70	O	J40	Mad Dog	Airtronics	54. Steve Kovach	14.00	1:22.18	O	J40 ReVlution JR
11. David Lloyd	12.00	1:11.94	O	N40	ReVlution	Futaba	55. Alan Warfield	14.00	1:26.38	O	N40 Quick V JR
12. Dave Shadel	11.00	1:14.30	O	N40	ReVlution	Futaba	56. Karen Yeager	14.00	1:31.17	O	N40 ReVlution JR
13. Ken Howell	11.00	1:15.29	O	J40	V-Ultimate	Futaba	57. Joe Dodd	13.00	1:17.84	O	N40 Doddger JR
14. Tom Scott	11.00	1:15.72	O	N40	?	Hitec	58. Bob Brassell	13.00	1:19.01	O	E40 Pace Maker JR
15. Dean Stone	9.00	1:16.90	O	J40	?	Futaba	59. Dave Doyle	13.00	1:21.38	O	N40 Pace Maker Airtronics
16. Mike DelPonte	8.00	1:13.53	O	N40	ReVlution	JR	60. Bob Brogdon Jr	13.00	1:22.18	O	J40 ReVlution Futaba
17. Rich Tocci	8.00	1:16.19	O	N40	ReVlution	Futaba	61. Ben Johnson	13.00	1:22.49	O	N40 V-Vector JR
18. Gary Freeman Jr	8.00	1:16.60	S	N40	Quick V III	JR	62. Barry Viviano	13.00	1:25.17	O	N40 Super T JR
19. Ray Hendriksma	8.00	1:16.88	O	N40	T-Tail	Futaba	63. Travis Flynn	12.00	1:14.85	O	N40 ReVlution Futaba
20. Deway Davenport	8.00	1:25.82	O	N40	Super T	?	64. Richard Oliver	12.00	1:16.84	O	? ? JR
21. Gary Gau	7.00	1:12.66	O	N40	Super T	JR	65. Cliff Telford	12.00	1:17.76	O	N40 Quick V Futaba
22. Tony CuneoO	7.00	1:17.15	S	N40	?	JR	66. Steve Hulse	12.00	1:18.27	O	N40 Q500 ?
23. John Gerhardt	7.00	1:19.11	O	N40	ReVlution	Futaba	67. Jerry Small	12.00	1:18.78	O	J40 V-Vector Futaba
24. Richard Verano	5.00	1:12.74	O	N40	ReVlution	Futaba	68. Pete Reed	12.00	1:20.89	O	N40 Vector Futaba
25. Drew Telford	4.00	1:15.40	O	N40	Quick V	Futaba	69. Rick Landers	12.00	1:20.92	O	J40 ? JR
26. Dennis Sumner	3.00	1:14.44	O	N40	Quick V III	JR	70. Dan Myer	12.00	1:24.63	O	N40 Own Futaba
27. Ray Brown	3.00	1:27.22	O	N40	Quick Silver	Futaba	71. Vern Smith	11.00	1:19.85	O	E40 ReVlution JR
28. Dave Bowman	2.00	1:22.35	O	N40	ReVlution	JR	72. Glen Wierschke	11.00	1:20.69	O	N40 Doddger JR
							73. Joe Lemley	11.00	1:22.35	O	N40 Super T JR
							74. Richard Trissell	10.00	1:17.88	O	N40 Quick V JR
							75. Rex Knepper	10.00	1:21.65	O	N40 Super T Futaba
							76. Don Luce	9.00	1:23.59	O	N40 R-140 Futaba
							77. Dan Tips	9.00	1:26.25	O	N40 Regulator JR
							78. Jim Goad	9.00	1:34.91	O	N40 ReVlution JR
							79. Henry Bartle	8.00	1:15.97	O	N40 ReVlution Futaba
							80. Allen Booth	8.00	1:30.82	O	N40 Doddger JR
							81. Carl Simms	8.00	1:34.06	O	N40 ReVlution JR
							82. Paul Geders	8.00	1:36.15	O	N40 Doddger Futaba
							83. Rich Moreland	7.00	1:24.44	O	E40 Super T JR
							84. Kevin Matney	6.00	1:38.11	O	N40 Mad Dog JR
							85. Eduardo Abed	5.00	1:19.95	O	N40 ? Futaba
							86. Tim McGreevy	5.00	1:33.52	O	N40 ReVlution JR
							87. Gail Jacobson	3.00	1:54.52	O	N40 Racer 1 JR
							88. Gary Freeman Sr	2.00	1:44.55	O	N40 Super T JR
							89. Kevin Clark	1.00	0:00.00	O	N40 ReVlution JR
							90. Norm Johnson	0.00	0:00.00	O	J40 V-Vector JR

## A & B FINAL STANDING

29. Dub Jett	19.00	1:18.74	O	J40	Mad Dog	Airtronics
30. Tim Crookham	19.00	1:20.39	O	N40	Thumper	JR
31. Mike Condon	19.00	1:21.42	O	N40	ReVlution	JR
32. Ed Smith	19.00	1:22.24	O	N40	Doddger	Futaba
33. Terry Frazer	18.00	1:15.70	O	N40	Super T	JR
34. Roy Andrassy	18.00	1:16.94	O	N40	ReVlution	Airtronics
35. Randy Etken	18.00	1:19.75	O	N40	?	?
36. Aart Harrison	18.00	1:20.31	O	J40	Super T	JR
37. Ed Spiker	17.00	1:18.07	O	N40	Super T	JR
38. Henson Bartle	17.00	1:21.84	J	N40	ReVlution	Futaba
39. John Fike	17.00	1:25.37	O	N40	Doddger	Futaba
40. Seth Tomblin	16.00	1:13.91	S	N40	Phenomena	Futaba
41. Mike Tallman	16.00	1:17.88	O	N40	ReVlution	JR
42. Paul Benezra	16.00	1:18.37	O	N40	Quick V	Futaba
43. Jerry Salisbury	16.00	1:18.67	O	N40	Viper	JR
44. Matt Van Baren	16.00	1:19.09	J	N40	Smokin 500	Futaba





# 1996 AMA NATIONALS PYLON WORKER MATRIX

	<b>Monday - 8</b> 7am/1pm Form1/Q500a	<b>Tuesday - 9</b> 7am/1pm Q500b/Q40	<b>Wednesday -10</b> 7am/1pm Q500a/Q40	<b>Thursday -11</b> 7am/1pm Q40/Q500b	<b>Friday -12</b> 7am/1pm FAI/Q500c	
<b>Event Director</b>	Cliff Telford John/Teri Dunham	John/Teri Dunham Paul Geders	John/Teri Dunham Paul Geders	Paul Geders John/Teri Dunham	Cliff Telford John/Teri Dunham	
<b>Starter</b>	Rick Morland Bob Brassell	Kevin Matney Greg Doe	Bob Brassell Greg Doe	GregDoe/K.Landers Dan Tips	Karen Yeager Kevin Clark	
<b>Asst Starter</b>	Kevin Clark Greg Doe	Kathy Kane Dean Stone	Alan Warfield Don Luce	Heath Haskins Mark Parker	Kathy Kane Kelly Landers	
<b>Freq Control</b>	Nancy Telford Hal/Ginny Short	Nancy Telford Hal/Ginny Short	Nancy Telford Hal/Ginny Short	Hal/Ginny Short Nancy Telford	Hal/Ginny Short Nancy Telford	
<b>Pit Boss</b>	Brigette Brown Brigette Brown	Brigette Brown Brigette Brown	Brigette Brown Brigette Brown	Brigette Brown Brigette Brown	Brigette Brown Brigette Brown	
<b>Scoring</b>	Paul Page Paul Page	Paul Page Paul Page	Paul Page Paul Page	Paul Page Paul Page	Paul Page Paul Page	
<b>#1 Chief Judge</b>	Joe Dodd Santiago Panzardi	Henry Bartle Matt Gettier	Bruce Richmond Cliff Telford	Tim McGreevy Ray Brown	Vern Smith Henry Bartle	
<b>#1 Judge</b>	Art Edsall Joe Dodd	Henson Bartle Ray Hendriksma	Johnna Brassell Dewey Davenport	Ray Hendriksma John Gerhardt	Rich Tocci Joe Ruh	
<b>#1 Judge</b>	John Fike Johnna Brassell	Lloyd Burnham Bill Lemley	Ray Hendriksma Tim Crookham	Randy Etken Drew Jerina	Gary Freeman Sr Bob Brassell	
<b>#1 Judge</b>	Dan Myer Terry Frazer	Rick Trissel Tony Cuneo	Ken Howell Mark Jenk	Don Luce Fred Johanson	Gary Freeman Jr Dave Doyle	
<b>#1 Judge</b>	Ray Hendriksma Glen Wiersclke	Mike Tallman Teri Dunham	Dub Jett Teri Dunham	Allen Booth Heath Haskins	Jason Shulman Bob Campbell	
<b>#2 Judge</b>	Craig Grunkemeyer Bob Campbell	Darrol Cady Jim Goad	Art Harrison Matt Gettier	Bob Campbell David Lloyd	Dan Kane Jr Mike Klutz	
<b>#3 Judge</b>	Chip Hyde Dewey Davenport	Allen Booth Seth Tomblin	Norm Johnson Barry Viviano	? Travis Flynn	Jerry Salisbury Paul Benezra	
<b>Lap Counter</b>	Tom Scott Gary Gau	Sandy Frank Matt Geders	Sandy Frank Matt Geders	Matt Geders Sandy Frank	Ray Hendriksma Sandy Frank	Ben Johnson
<b>Lap Counter</b>	Steve Kovach Roy North	Ray Brown Roy North	Jarlod Leffel Kelly Landers	Jarold Leffel Jarold Leffel	Dave Doyle Pete Reed	Darrol Cady
<b>Lap Counter</b>	Charlie Gettier Steven Collins	Bob BrogdonJr Drew Telford	Ray North Chick White	Roy North Jack Parker	Pete Reed Henson Bartle	Ed Spiker
<b>Lap Counter</b>	Matt Gettier Barry Viviano	Mike Klutz Darlene Benezra	Roy Andrassy Steve Collins	John Fike Richard Verano	Bob Brogdon Jr Rick Landers	Jerry Small
<b>Fueling</b>	n/a Jim Allen Sr	Jim Allen Sr Jim Allen Sr	Jim Allen Sr Jim Allen Sr	Jim Allen Sr Jim Allen Sr	Jim Allen Sr Jim Allen Sr	
<b>De-Fueling</b>	n/a Bernie Allen	Bernie Allen Bernie Allen	Bernie Allen Bernie Allen	Bernie Allen Bernie Allen	Bernie Allen Bernie Allen	
<b>Sideline Judge</b>	Bob Campbell Lee Main	Lee Main Lee Main	Lee Main Lee Main	Lee Main Lee Main	Lee Main Lee Main	

## Sunday 7 - Registration workers

Jerry Salisbury	Jim Allen	Dennis Sumner	Bob Beaudette	Lloyd Burnham	Nancy Telford
Karen Yeager	Dave Bowman	Greg Doe	Drew Telford	Gail Jacobson	Gary Schmidt
Paul Page	Cliff Telford	Mike Stokes	Mike Condon	Rex Knepper	



# **VENDETTA QM 40**

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534 EAST MAGNOLIA AVE.  
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209-582-7715**







# District News



## District 1 - Lou Rodriguez

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

The Nats are over and it looks as though District One was well represented. Congratulations to all who participated. Closer to home was a race in Reno that drew 56 entries. The Firecracker 500 was the perfect opportunity for pilots to enjoy racing without extensive travel. There are still many pilots who cannot take the time or expense of traveling back to Indiana.

I think there is still racing going on in Phoenix, Las Vegas, and Los Angeles but have not received any reports recently to verify it. C'mon guys, you need to send me race reports. If nothing exciting is going on in your area, make something up! Be creative or just take some responsibility to help promote pylon racing.

Firecracker 500 - Reno, NV - July 6 + 7, 1996

### July 6 - QM40

1. Mick Crawley
2. Lee VonDerHey
3. David Wright

### Q500 - 428 (Novice)

1. Dale Wright
2. Brian Soper
3. Larry Murphy

### July 7 - Q40

1. Mick Crawley
2. Lee VonDerHey
3. Steve Grattan

### Q500 - 428 (Novice)

1. Dave Duncan
2. Jason Johnson
3. Rick Powell

### Q500 - 428(advanced)

1. David Wright
2. Thomas Hart
3. Fred Burgdorf

### Q500 - APRA

1. Larry Drury
2. Lee VonDerHey
3. Barry Leavengood

### Q500 - 428 (advanced)

1. David Wright
2. Thomas Hart
3. Bruce Coffey

### Q500 - APRA

1. Lee VonDerHey
2. Daniel Goldberg
3. Jon Reynolds

I see this race was attended by fliers from Las Vegas, Southern California, Central California, and the San Francisco Bay Area. The dates were established before AMA published the racing dates for the NATS. This conflict will, hopefully, be remedied for the future.

It's time to get ready for the FAI team trials to be held in Phoenix this November. Three pilots will qualify to represent the USA next year in Prague, Czech Republic. They will join Dave Shadel, the reigning World Champion, in the trip to Europe. This is a great experience where competition, comradery, and travel all go together.

Look at the contest calendar for remaining races and try to make it to some (or all). Formula One pilots will be going to Westover Air Force Base in Chicope,

Mass. for the NMPRA Championship near the end of September. It will be a nice time of the year for this exciting race. Families will enjoy visiting the Northeast for some touring if your time allows. Events like this provide a wonderful opportunity to combine racing with a little R and R away from home. Be there!

Lou

## District 2 - Darrol Cady

10711 NE 37th Ct, Vancouver, WA 98686  
(306) 573-0987

### June 18-19, 1996

The "North vs South Grudge Race" in Medford, Oregon was a great time this Fathers Day weekend. The help actually wanted to be there, and did a spectacular job. There was only one refly. Hi-Tech donated a radio for the workers, but it was not for enticement. It was for thanks. The workers didn't know it was there until the race was over. Thank you workers, you did a wonderful job.

Contestants traveled for this well attended event. Contrary to common belief, Quickie fliers will travel. They came from Nevada, California, Oregon, and Washington to race their models. The competition was fierce. There were 35 Quickie 500 entries and 7 Quarter 40's ready to do their best. There were no "gimmies" at this race. When you went to the line, you were there to race.

On Saturday night the club hosted a steak barbecue. It was bring your own steaks. With out a doubt, the folks from Nevada won the "Best Steaks". They came up with the most fantastic 2" thick New York steaks that I have ever seen. They were generous and gave me a taste, and they tasted even better than they looked.

When we left Medford, there was fun discussion going on as who was to receive the bragging rights for the North and South. The topics of the discussions were, this was a "Quickie" grudge race, and the north wanted the Nevada fliers. Do not know how the discussion came out. It doesn't matter, it was a great time. The trophies were awarded as follows:

### 425A Quickie 500

- |                 |         |                   |         |
|-----------------|---------|-------------------|---------|
| 1. Darrol Cady  | 1:14.78 | 1. Steve Grattan  | 1:11.71 |
| 2. Bob Dible    | 1:17.20 | 2. David Wright   | 1:10.30 |
| 3. David Wright | 1:18.51 | 3. Jeff Carpenter | 1:08.33 |

### Quarter 40

- |                   |         |
|-------------------|---------|
| 1. Steve Grattan  | 1:11.71 |
| 2. David Wright   | 1:10.30 |
| 3. Jeff Carpenter | 1:08.33 |

### 428 Quickie 500

- |                  |         |                  |         |
|------------------|---------|------------------|---------|
| 1. Chuck Eads    | 1:22.54 | 1. Ray Allen     | 1:43.11 |
| 2. Fred Sargent  | 1:27.20 | 2. Bruce Sherrod | 1:36.28 |
| 3. Tom DeAcentis | 1:25.89 | 3. Fred Sargent  | 1:44.41 |

### Standard Quickie 500

- |                  |         |
|------------------|---------|
| 1. Ray Allen     | 1:43.11 |
| 2. Bruce Sherrod | 1:36.28 |
| 3. Fred Sargent  | 1:44.41 |

Plan to attend next year, this is what racing is about.

Our Toledo race has been an up and down race, because the safety line was marginal. Some of the people felt we were a little to close. Henry Bartle was the CD, and rotated the course 45 degrees. The course had an unlimited safety area and a perfect spectator vantage point.

Those of you that did not attend because of previous years, missed a great race. The weather on Friday and Saturday was perfect. Sunday was a little "iffy" with a storm front that passed back and forth two or three times. Even with waiting for the sprinkles to pass we completed our racing and everyone was on the way home by 3:30. A good job was done by the Civil Air Patrol (course workers) and starters Donna Bartle and Stan Davis. The weekend results were as follows:

### 421 Formula I

- |                   |           |                  |         |
|-------------------|-----------|------------------|---------|
| 1. Darrol Cady    | 1:10.23   | 1. Nelson Eddy   | 1:17.00 |
| 2. Al Watson      | 1:11.49   | 2. Dave Torre    | 1:25.50 |
| 3. Andrew McIndoe | 1:09.14** | 3. Mike Brownlee | 1:24.74 |

### 428 Quickie 500

- |                  |  |                |  |
|------------------|--|----------------|--|
| 1. Stan Davis    |  | 3. Casey Reins |  |
| 2. Jeremy Grogan |  |                |  |

### 424 Quickie 500

- |                  |  |                |  |
|------------------|--|----------------|--|
| 1. Stan Davis    |  | 3. Casey Reins |  |
| 2. Jeremy Grogan |  |                |  |

### July 22, 1996

Rhonda and I just got home from the Nats. We visited on the way to Washington, and stopped at Whidbey Island for a great race. The write up and the results will be in the next newsletter. What a great trip. We saw parts of the country that I have never seen before. It is different driving across country than flying over it.

The new format for the Nats, in my opinion worked well. There was very little complaining about the course workers' call. At this race, I felt if you got a cut you earned it. Because of the crossed runways, it made it very difficult to find the #1 pylon. As you came out of #3 your eye picked up the other runway and helped many of the flyers (in-

**NEXT ARTICLE**

**DUE DATE**

**SEPTEMBER 11**





# District News



cluding me) to fly 150' to the right of pylon #1. If the course stays where it is, an 8" white stripe on the far side of the runway would make the course feel more natural.

I spent time in the #2 pylon and enjoyed it. You can learn a lot by seeing the different lines that the flyers take around the pylons. No matter how long you have been doing this, there is always something to learn.

The two flights of Quickie then on to a third flight for the top 28 was spectacular. Every heat was a fly-off. It was as much fun to watch as it was to race. Next year we should think about doing the same format for Q40. It worked.

The facility at Muncie is beautiful and as well thought out as could have been done from a plan. We could all arm chair quarterback and see things that could have been done differently, but my hat is off to those that made their dream come true. They are leaving a legacy that will be there for many generations to come.

All the townspeople were glad to have us there. We made two stops at a very special store for a "Big Bone Lick". Those of you that missed that, missed a great time. Even the weatherman ordered up great weather. It was hot, but the humidity was down. It was very similar to a mid-summer day in Montana.

My thanks go out to Pres. Pete and all of the preparation that went into putting on this fine event. Paul Page did his great computer work and had the results of each round posted as soon as it was completed. Thanks to all that worked and to the EC for their willingness to listen to our side of the safety issue.

*Darrol*

## District 3 - Randy Smith

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

Hello everyone. Not much to say this time around. I have been absolutely swamped at work and, in the mean time, I've been trying to get both myself and my planes ready for the Canadian Nationals. As a result I have only a couple of minutes to create this article.

Congratulations goes out to Roy Andrassy, Ed Smith, and Harold Sattler from our fine country for qualifying to represent Canada at the FAI World Championships in 1997. The qualification flights were held at

the AMA Nationals in Muncie a few weeks ago. Roy, Ed, and Harold posted some 1:14s during the trials with room for improvement. The airplanes are lookin' good, our team just needs a little more practice running the engine / pipe combination and fine tuning the CF props. No problem, eh? Ya, right! Good luck to all three of you. FAI is not my cup of tea. The dedication shown by our Canadian Team members is truly world class and I'm sure they will improve on our team's placing from 1995.

The Swift Wings R/C club of Swift Current, Saskatchewan held a two day standard Quickie race at the end of June. It was fairly well attended with some 15 entries each day. Saturday's racing had Doug Houston, Terry Truelove, and Rod Kelln in 1, 2, 3. Sunday's results were Hank Kauffman, Steve Landry, and Rick Moldenhauer. Fast times were pretty quick at around 1:15 on the two mile course. The Swift Wings club did an excellent job hosting the race as usual. Thanks to all the volunteers.

I have another Nifty Racing Tip from District 3. For those of you who may use the Master Tach analog (needle meter) style tachometer, I have managed to locate the guy who originally made them and still services them. This is absolutely the best tachometer I have ever used in R/C modeling and particularly pylon racing. My tach recently required some servicing, but the product is no longer sold in hobby shops and the designer / builder was unknown until now. I discovered that Mr. Allen Booth of Master Line Products can be reached at 1836 Alabama Ave. Fort Wayne, Indiana 46805. (219) 424-7441 (call after 6:00pm CST). Allen recently replaced a defective component in my tach, cleaned it, recalibrated it and installed new batteries all at a reasonable price. If any of you also use this tach and need servicing, call Allen, he can help.

Gotta get back to work now.

See you in the corners.

*Rapid Randy*

## District 4 - Mel Reed

2720 Winslow Ave, Helena, MT 59601  
(406) 227-6075

First off I need some nominees for District 4 VP for 1997. I think it should be someone from another part of the district as it has been in Montana for some time. The First results come from the UVA of Utah.

5/11, 424	5/11, 428	5/18-19, Rossi
1. Mark Price	1. Mike Sparks	1. Bruce Zoon
2. Mike Sparks	2. M. Krumpelmann	2. Dick Smith
3. Mike Gordon	3. Kenny Haskell	3. Jim Fech
5/18-19, 428	Q40	6/15-16, Rossi
1. A.J. Seaholm	1. Mike Sperry	1. Bruce Zoon
2. Dennis Winchell	2. Joel Galles	2. Mel Reed
3. Earl Seaholm	3. Mel Reed	3. Wayne Ventres
6/15-16, 428	6/13-14, Rossi	428 class
1. Mike Sperry	1. Bruce Zoon	1. Mike Sperry
2. Mel Reed	2. Joe Longmire	2. Leon Elbert
3. A.J. Seaholm	3. Hnas Algard	3. J.R. Wilbur

The last race of the season for Montana will be August 17-18 at Billings. Rossi, 428 and Q40 class will be flown. See you there.

*Mel*

## District 5 - Ken Points Sr.

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

Well let me start off by apologizing for missing the last couple of newsletters. My job has kept me out of town recently. However, I will try to get us back up to speed for the last couple of months. And it seems I forgot to pay my dues this year, OOPS. The check's in the mail - I'm sure we've all heard that one before.

The District 5 championship race will be held by the Hamilton Hawks in Fairfield, Ohio again this year. The dates are July 27 & 28, plan on attending. They are having some very unusual NMPRA First place trophies this year.

The Hamilton Hawks held the first race of the year in District 5 on March 30 & 31. The weather was beautiful and the flying was fast. Then on to the N. Ky. Flying Cardinals race in Hebron, Ky. on April 27 & 28, where I heard the weather was somewhat of a bother (rain). There was a race also held by the Rock Valley Fliers in Rockford II on April 28. Then on to Westland, MI. where the Signal Seekers held their race, May 4 & 5. On this same weekend there was another race held by the Rock Valley Fliers on May 5. Then we went on to Dayton OH. where the Wingmasters held their annual race on May 18 & 19, where we also opened the first Q40 race of the district, on this weekend. From there we went to Toledo, OH on June 1 & 2. Then on to Hebron KY. where on June 22 & 23 the N. KY. Flying Cardinals hosted the Second Annual OK shoot-out. On June 23, the Midwest RC club held a CAPS handicap race in Novi, MI. with GS 40 Super Tigre motors only. This same day the Rock Valley Fliers





# District News



also held another race in Rockford. That brings us up to the Nats from July 7-12 in Munice, IN.

I received a letter from Mike Condon asking that I put a plug in for his race, so here it is. CAPS (Can - Am Pylon Society) is hosting a two day race Aug. 10 & 11. The site of the race is at a Naval Base on Grosse Island, MI. Mike, says on, because it is an Island between Canada and the United States just south of Detroit, and it is a perfect site. They will be flying Q-500 (standard & expert) on Saturday. Then on Sunday they will be flying Q-500 (standard only & Q40). The CAPS Classic is heading toward being one of the premier races of the year.

Prizes for the race are approaching unbelievable proportions. We have Nelson, Jeff, and Edmonds engines, as well as six Quickie kits and six Q40 kits and other merchandise totaling well over \$1000.00. He hopes that many of you can make it to the CAPS Classic. For further information, a flyer (I thought that was what we were) and a map contact Mike Condon at (313) 464-7027.

Well until the next time - have fun - good racing. Build'em light - go fast - listen to your caller - and turn left.

ZIPPIN KENNY

## District 6 - Don McStay

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

The NATS are history, and I might say actually "Historic", given the new format tried out this year. Reports filtering back from those who participated indicate they saw some great racing at perhaps the worlds finest site. Pete Reed and his crew of volunteers managed to provide excellent officiating for the entire week of racing for which Pete and those who did all the work deserve the highest praise we can give them. This was truly a work of love for our sport. Even the weatherman cooperated for the second NATS in a row. I'm told that even I would have enjoyed the weather the folks at AMA Headquarters provided. I'm sure all were grateful, considering what might normally have been expected.

The turnout in AMA Q500 and Q40 was outstanding. Predictably Formula-I had about the same turnout as was seen at the NMPRA Championship last October. Perhaps the decline in Formula-I has bottomed out for big races like these. You have to

wonder, however, what will happen next year if local participation slips into the low teens or Formula-I is totally dropped from racing schedules. At NEPRO the last bastion of Formula-I activity in the East, we have been racing Hi-PRO. This class has been combining F-I, FAI, Q40 in the same heats. In the first two races, Our Formula-I pilots (both of them) bettered the closest Q40 by about a 1 second average. In the next two days of racing this event, we added AMA Q500 to the mix hoping to attract a few more entries. Lloyd Burnham, our top competitor showed up with a Q500 fresh from some outstanding times at the NATS. A Formula-I won everything on the first day, but Lloyd embarrassed everyone by winning the second day with his super fast and well flown Q500. These two days of racing saw beautiful weather, but winds that gusted over 40 on Saturday and up to 35 on Sunday. That's OK for you guys in Texas, but for us easterners, that's a big test. Happily, there was really no wind related carnage, and those who joined in the fun became better pilots real fast.

Mixing these four classes like this proved that the difference in the top speeds of these classes is so close that locally, the best pilot with a hot Q500 can beat good Formula-I's in the hands of most Formula-I pilots. Sure there is 10/12 seconds difference on paper, but that goes away when you have only one or two top fliers in your local races. Given this, it looks like NEPRO will drop Formula-I next season in favor of the more popular Q40. As Lyle has been saying for so long now, "It's cheaper, easier and just about as fast, so why keep punishing yourself trying to keep Formula-I going?" For some of us it still is worth it, but if we want to have a field of more than five or six to race against, Q40, sure looks like the future for the near term. If your still not convinced, look at the NATS and NMPRA turnouts for 1995 and 1996.

There is an article by Lloyd Burnham in this newsletter about racing safety that was raised at the NATS. It's important for all of us to line up with the AMA on this one. Racing safety, our safety on the line, and the safety of our friends and loved ones out on the line with us, has to be a primary concern for all of us. None of us wants to injure or be injured by anyone while we're having fun. That just makes sense. Obviously we've been doing a lot of things right for a lot of years. I'm told AMA has not had one claim arising from a rule book racing event in 30 years. That is an outstanding safety record, but it's only as good as the last race

and would be of little solace to one who might be injured or worse at the next race.

NEPRO, and more particularly, Lloyd, has been spearheading our safety program and has been working for some time now with the AMA. Were it not for him and cooler heads that prevailed after deeper discussions on the issues at the NATS, AMA could have conservatively made a case to stop racing for the rest of the year. Reasonably, and to their credit, they did not. They have opted for some immediate improvements to our safety procedures and further studies will determine what if any thing else needs to be done. Let's get behind the AMA, Lloyd and our own best interest and support the results of the outcome of these new studies. Lets keep the statistic at "0".

I owe the folks at PGRC an apology. They sent me some news about their spring racing just a little late for the next newsletter, then I missed the next one. So here we are in August with some April and May results.

April 27 AMA 424		Sportsman Class	
1. Alex Nyere	1:41.92	4. Mike Sells	1:43.02
2. Bob Greenwell	1:37.33	5. Joe Solko	1:36.19*
3. Gene Bass	1:40.88	6. Bob Cain	1:45.27

May 18-19 AMA 424		Sportsman Class	
1. Joe Solko**	1:39.88	4. G. Schmauch	1:42.70
2. Skip Smith	1:42.66	5. Tom Cirqua	1:41.52
3. Gene Bass	1:40.96	6. Mike Sells	1:52.88

Q40			
1. Rick Moreland	1:16.80	4. Neal Rehm	1:20.95
2. Tom Cirqua	1:18.59	5. Dan Myer	1:16.75
3. Steve Baker	1:14.58*	6. Art Edsall	1:24.01

AMA Q500 428			
1. Rick Moreland	1:18.65*	4. Vern Smith	1:20.52
2. Dave Binger	1:19.54	5. Dave Latsha	1:23.66
3. Dan Myer	1:25.00	6. John Fike	1:27.32

These folks at PGRC have been steadily building a strong racing program. A key ingredient is their 424 Sportsman Class. As the racers in this class tell their friends and they tell their friends, you can expect to see some serious numbers develop over the next five or so years in all their events. Making it easy to begin racing, and helping those who do, assures racing will grow in any area. It's not magic, it's just common sense. They also have a club policy of reciprocal participation in both racing and setting up the course, assuring a "race ready" site for practice. Rick Moreland, Vern Smith, Art Edsall and Dave Latsha and some of their other members have the right idea. Keep it up guys. You're seeing the results already.

Don





# District News



## District 7 - Gary Freeman Sr.

1005 Taproot Dr., Winter Springs, FL 32708  
(407) 695-1855

Racing is taking a break in District 7 since the last newsletter. The races will begin in September and continue as shown in the race schedule.

I was fortunate enough to attend the "NATS" and if you have never been to the AMA flying site, you need to get there. My son and I were not able to visit the museum until the last day of racing, but I wish we had more time. It's worth the time and effort to get there.

Another "plus" was the chance to see events taking place other than racing. As we drove to the racing site, we passed control line competition (combat, speed, etc.) and in the same vicinity there was helicopter competition. Anyway, if you never have gone, do it! Although the details have not been finalized, there was some intense conversation focused on racing and the safety surrounding it. I want to thank Bob Brown, Wayne Yeager, Lloyd Burnham and the others who kept communications open with the AMA council regarding this issue. There was a real possibility that racing would come to an immediate halt following the NATS. The driver of this decision came from the safety study Lee Webster's consulting company conducted. The output was specific minimum safety standards for ALL AMA sanctioned races. These standards were used at the NATS and appear to have "weathered the storm". I don't have definite and documented information, so I have decided to wait until I have specifics before proving opinions and assumptions. At this time the only real fact is there will be some changes required to course equipment, workers, pilots, and callers. As I get the details, you will too.

For what it is worth, it is my understanding the tests conducted on safety were completed using objects similar to the planes and engines we fly. However, they were not actually airplanes and engines. Although it wasn't planned, a real time (and expensive) test was conducted at the NATS during a 428 event. My son was flying in the finals on Friday and in a close match, he hit number 3 pylon. This resulted in an approximate 2 inch indentation to the metal screening. The biggest piece of the airplane was two

wing sections (the fuselage exploded), all the electronics took a beating, and the Nelson was broken into 3 pieces (muffler broke off and the engine split in two).

Safety observation: None of the pieces penetrated inside the cage. I provided AMA the engine pieces for their study. The AMA officials looked at the cage and from conversations I heard, were impressed with the lack of cage penetration when considering the impact.

NATS participation from our District 7 included Carl Simms, Bob Beaudette, Ray Brown, Dean Stone, Gary Freeman Jr, Cliff Telford, Jason Shulman, Bruce Richmond, Paul Benezra, Bob Brassell, Jake Jacobson, Bob Brogdon, Steve Kovach and myself. If I left anyone out please forgive me.

This year, 428 racing was divided into two matrixes, specifically matrix "A and B." From these two matrixes the top 14 racers moved to the Friday Finals. Friday provided fast paced intense racing. I have provided the Friday results of District 7 finish standings out of the 28 finalists.

In addition to the above, a member of our District 7 also received "Best Senior" trophies in each event he flew. They included

Formula 1, Quarter Midget 40 and AMA 428. A congratulations goes to my son, Gary Freeman, Jr.!

Even though I spoke mainly about 428, District 7 had members flying in Formula 1 and Q40. Jason Shulman and Gary Freeman Jr. both flew the Formula 1 event. Jason spent Saturday before the race with Richard Verano, test flying a Formula 1 setup Richard was loaning him for the competition. I wonder if there were second thoughts as Jason and Richard had the opportunity to race each other early in the event. Jason gave Richard a good run for the money and was willing, ready and able to take the lead if Richard even blinked. Richard's comment after the race was, "I don't know if I'll loan Jason anymore airplanes after this". Good race. Jason!

### District 7 Standings at the NATS

Q40 (74 entries)		Formula 1 (24 entries)	
Name	Placing	Name	Placing
Bay Brown	13	Jason Shulman	8
Jason Shulman	14	Bob Brogdon	9
Mike Klutz	19	Rick Landers	13
Bruce Richmond	24	Gary Freeman, Jr.	18
Bob Beaudette	29	Paul Benezra	23
Jake Jacobson	36		
Gary Freeman, Jr.	39		
Bob Brassell	46		
Kevin Clark	61		

### AMA 428 - Place in 28

Rick Landers	62
Gary Freeman, Sr.	65
Carl Simms	69
Paul Benezra	73

### Finalists (84 entries)

Bruce Richmond	10
Dean Stone	15
Gary Freeman, Jr.	18
Bay Brown	27

Enough for now. Hope to see you at the upcoming races. Don't forget the Q40 Championship Race coming up shortly. For the details see Jerry Salisbury's article elsewhere in this newsletter.

Gary

## Quarter Midget Jerry Salisbury

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

I have been taking a lot of grief on my stands on Q40; well I am speaking for the many phone calls I get and talk at the races. This JOB doesn't pay much and has no authority (I recently found that out). It is a real pain to come up with an award winning newsletter article each month. I recently have seen my articles in our AMA magazine and it read like I submitted it for publication. I never even was asked by the PAID columnist if he could run my article, much less sent it to him for publication.

The NATS are over and I have mixed feelings about the SIGS running there own events. Even though there was other competition going on, (control line, helicopter) there was no time to see anything else because I was either flying or working. When competitors put heart and soul into coming to the NATS, they should be given a fair shot at winning. The problems I witnessed is having the wolves watching the wolves.

Processing went well, airplanes were legal and were rigged safely, pilots are getting better at installation.

During processing I was asked to attend a safety meeting to discuss the safety of the workers on the race course. Testing had been done shooting a four pound model with a one pound simulated engine at a frame of chain linked fencing. It was down right scary. At 170mph the simulated engine went right through the wire and wound up 200 feet away. It was tested at the Nats when Freeman Jr. hit the cage at three, broke his Nelson in several pieces and *the cage did it's job*. AMA is thinking of slowing us down, and I am pushing to just let us have new rules to stay where we are.

*If you agree with the following urgent rules proposal, let your voting contest board member know how you feel. This will hopefully save our event.*





# District News



## URGENT PYLON RULE PROPOSAL MUFFLER/EXHAUST EXTRACTION

7.4422 Q40 — 428 Q500

The engine must be equipped with a stock silencer as provided by the manufacturer for the engine being used and have a single exhaust outlet with a maximum diameter of .312 (5/16th inch). The maximum distance from the center of the piston to the center line of the muffler, must not exceed 2-3/4 inches. The maximum silencer length not to exceed 7-1/4 inches measured from the front of the header to the back of the exhaust outlet. The maximum outside diameter of the silencer may not exceed 1-3/4 inches. No modifications to the silencer are permitted except that the muffler may be tapped for a pressure fitting to supply pressure to the fuel system.

### To The Contest Board;

This letter is to explain the attached URGENT rules proposal on limiting muffler length.

The original intent of Quarter Forty was to have airplanes that look like airplanes that once raced, bolt on the reliable engine off your Q500 and go race. Well it has evolved a little past that, but Q40 is the fastest growing event in pylon. The planes look good, go fast, and are relatively trouble free. There are three engine manufacturers for this event, and all have won races in the past year. There is currently a rule proposal to keep airplanes looking scale like. A P-51 is not scale like with a pipe as long as the fuselage.

It is time that we the contestant take a stand to reclaim our event. We don't want full wave tuned pipes, even if they are called mufflers. There is an event with that now and it's called FAI. Look at the interest in this event, eight early entries for the 1996 NATS. Tuned pipes and high dollar engines can only hurt Quarter Forty.

If full wave tuned pipes are allowed they will soon wind up on 428 Q500s and we don't need an even faster entry level event.

By popular demand from the many phone calls I have received over the past several weeks, and as NMPBA Quarter Forty VP, I urge you to support this Urgent proposal for both Quarter forty (422) and Quickie (428).

*See Ya  
Jerry*

**After Jerry submitted this article he resigned as QM VP. We are sorry to see him go. Sooo you Quarter Midget fans, we are looking for a replacement until the end of the year. Call Pete Reed if you are interested.**

## Quickie 500 - Cliff Telford

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

The publication of the Top Twenty is omitted this month in order to share my thoughts and observations about the 1996 Nationals held at Muncie, IN in July. The 1996 Pylon Nats was the first joint effort by AMA and NMPRA whereby AMA furnished the site, facilities, and support, and NMPRA furnished manpower and management. Our thanks go out to Wayne Yeager and Steve Kaluf, who organized things on the AMA side, and to Pete Reed who organized the NMPRA side. While there were some problem areas the experiment was a success by any measure. The following comments are offered from my point of view as CD for Formula I/FAI and competitor in Q500.

The most obvious departure from past practice at the Nationals was the ability of the managers to deviate from a rigid event schedule in order to use the available time most efficiently. The contestants who participated in this intense week of racing are to be commended for their cooperation and patience. Because of the low entry in Form. 1(24) the five hours allocated to Form 1 on Wednesday was canceled and reallocated to Quarter 40 which had a much larger entry (74). The FAI event scheduled for five hours on Friday was shortened by two hours because of the low entry (8) and the time was used to expand the number of flyers who could be accommodated in the finals for Q500. The 50 hours of total flying time available was distributed more equitably and clear winners were determined in each event.

**Sunday-** Processing began at 9am and proceeded flawlessly due to good planning by Jerry Salisbury and a large number of

volunteers. Every airplane which flew at the 96 Nats was processed in one day and processing could have been terminated at 3pm. There were only a few stragglers after that time.

Form I models were judged for start position as they were processed and the owners of all models judged as "1" were asked if they wished to be judged for "Best in Show" honors. Only Mike Helsel and Drew Jerina desired to participate. After close scrutiny and a little nit-picking Drew's Shark came out ahead of Mike's Kaze. Congratulations Drew! All four models were exceptionally well done.

**Monday- Form 1-** I was the first event flown at the 96 Nats and it started about a half hour late. The worker positions had to be juggled slightly and the flying site was new to most people so the pilot's briefing took a little longer than usual. Rick Moreland and his experienced staff of volunteers from the Prince George's County R/C Club in Maryland did an excellent job. The pilots cooperated and were ready to fly when called. With no re-flies and only two fly-offs to break ties the event was finished at 1:30pm after completing six rounds. Dave Shadel had the only perfect score and a fast-time of 1:08:09. Rusty Van Baren had an identical fast-time but Dave did it first and received the trophy. Congratulations Dave! Final results appear elsewhere in this issue.

In the afternoon the Q500 "A" matrix was flown and most of the course workers came from the "B" matrix. This arrangement was repeated on Thursday morning. At the end of seven rounds of qualifying Richard Verano had a perfect score and fast-time of 1:11:32. The decision was made to take the top fourteen flyers from each of the "A" and "B" matrices into the Q500 Finals on Friday. Surprisingly, 14th place in the "A" matrix was down eleven points and had a fast-time of 1:19:75.

**Tuesday-** In the morning the Q500 "B" matrix was flown and the course workers came mostly from the "A" matrix. I flew in this matrix and after a double cut at pylon one due to "button hooks" I understood why there had been so many zeroes the day before. The course set-up was not parallel to the runway edge and many flyers (including me) were fooled by the optical illusion. Old habits die hard. The "B" matrix was completed on Thursday afternoon after seven rounds. Jim Allen, Gary Schmidt, and Drew Telford did not fly the seventh round, having accumulated enough points to qualify for the finals. At the end of seven rounds





# District News



Craig Grunkemeyer led the "B" matrix with 27 points and a best-time of 1:12:94. Six flyers were tied with 19 points, so the 13th and 14th places needed times of 1:17:02 and 1:17:03 to break the tie and qualify for the finals.

**Wednesday-** The Formula I event originally scheduled for Wednesday was completed on Monday. This left the whole day, Wednesday available for Quarter 40 (Q40). Some of the workers who had volunteered to work Form I on this day were not available for Q40 because they were flying in the event. A new group of workers had to be found to replace them and this was done with only a slight delay in getting started.

For the first 25 heats I was a judge at pylon one. I never saw so many white airplanes in my life. With a few exceptions the planes were white with a stripe of color, making identification very difficult from 500 feet away. This slowed the pace somewhat but the heats went smoothly with only a few re-flies.

This new event has exploded in popularity and a variety of new airplanes have appeared. The most impressive new airplane was Rusty Van Baren's "Vendetta" flown by several California flyers. The model is very clean and features a high aspect ratio wing which makes it very fast. Rusty has documented the model with a notebook full of photographs and performance records of the full scale airplane. Jerry Small's unique new "woody" Toni also flew well. This model was discussed previously in Jerry Salisbury's column.

The Q40 event was finished on Thursday morning. Results appear elsewhere in this issue.

**Friday-** In the morning, five rounds of FAI were flown and finished by 10am thanks to Karen Yeager (world's most experienced starter) and an experienced crew. Three-plane heats were scheduled since there were only eight contestants and racing is "against the clock" anyway. Delays were unavoidable when contestants had to refuel for back-to-back heats but everyone cooperated and flying proceeded smoothly. Richard Verano became the winner and Dave Shadel set fast-time of 1:08:08 to Verano's 1:08:34. After five rounds of flying only 1.69 seconds total time separated these two flyers. It was a very professional performance by both World Champions.

The Canadian contingent of Roy Andrassy, Ed Smith, and Harold Sattler qualified to represent Canada at the next World Championships by flying in this event. Henson Bartle set a new Junior record for FAI and was Best Junior. Dave Shadel awarded his fast-time trophy to Henson since there was no trophy for Junior fast-time or the record. Thanks, Dave.

After a short break to shuffle the course workers and to change the pylon locations from FAI back to AMA specifications the Q500 Finals got underway. After five rounds were flown, two fly-offs completed, winning models were re-inspected, and trophies were awarded, people were on their way home by 4pm. The fly-off for 1st was between Jim Allen and Gary Schmidt. This had the potential to be an exciting and interesting race because they normally fly on the same frequency and call for each other. So they went to the line with Drew Telford calling for Jim and Richard Verano calling for Gary. Unfortunately for the spectators

Gary cut pylon two early in the race allowing Jim to cruise for the win.

Grunkemeyer's 1:10:97 held for fast-time in the event.

Thanks to Horizon Hobby Distributors for sponsoring the trophies and to K&B for donating the fuel.

**Notes-** My job as CD for Form I and FAI was fairly easy because the entry numbers were low and the contestants who were not entered in the events formed a large group from which willing and experienced workers could be drawn. All of the vital slots were filled before the Nats started and I had to recruit very few people. Most of the people called me to volunteer without being asked. In contrast, the Q500 and Quarter 40 worker slots were not all filled before the Nats started and the CDs had to spend too much time obtaining workers. This happened because there were more flyers in these events and the flyers could not work an event in which they were flying. Before the Q500 finals on Friday many people who did not qualify simply went home and those who remained were busy packing up to leave. Those volunteers who had never worked the race course before learned that the experience can be fun (it's the best seat on the field) and hopefully, they learned to be a little more tolerant of worker errors after they made a few errors themselves. Thanks to all who helped. Special thanks to Bernie and Jim Allen, Sr. who fueled and de-fueled every airplane that flew in FAI, Q500, and Quarter 40, and to Paul Page who scored every heat and set up the matrix for every race.

*Cliff*



left to right: Terry and John Dunham, co-Contest Directors for the Quickie 500 event, congratulate Jim Allen for his first place finish.



CD for FI, Cliff Telford (left), presents Top Junior award to Matt Van Baren (right) as his father/caller, Rusty looks on.



### District 1 - Lou Rodriguez

2683 Lin Gate Ct., Pleasanton, CA 94566  
510.846.6865

2/10-11	Las Vegas, NV	QM
2/23-25	Phoenix, AZ	F1
2/25	Sepulveda Basin, CA	Q5
3/23-24	Las Vegas, NV	F1
4/13-14	Las Vegas, NV	Q5
4/20-21	Whittier Narrows, CA	F1,Q4
5/4-5	Phoenix, AZ	Q5
5/18-19	Castle, CA	F1
	Dave Ferrell 209.722.0655	
5/26	Whittier Narrows, CA	Q5
6/15-16	Medford, OR	Q5
7/27	Livermore, CA - EBRC	Q5,Q4
8/11	Modesto, CA	Q5,Q4
8/17-18	Sepulveda Basin, CA	F1
8/24	Sacramento, CA	Q5,Q4
9/14	Modesto, CA	Q5,Q4
9/25-29	Madera, CA Giant Scale Races	
9/28-29	Phoenix, AZ	Q5
10/6	Merced, CA	Q5,Q4
10/19	Fresno, CA	Q5,Q4
11/3	Phoenix, AZ	Q5
12/1	Phoenix, AZ	Q5

### District 2 - Darrol Cady

110711 NE 37th Ct, Vancouver, WA 98686  
360.573.0987

5/4-5	Bremerton, WA - ARCS	F1
	Richmond	
6/1-2	Ephrata, WA - Boeing Hawks	F1
	Mikko	
6/22-23	Toledo, WA - NMPRA	F1
	Bartle	
7/14	Kent, WA - Boeing Hawks	Q5,AMA
	L. Strom	
7/20-21	Whidbey Is, WA - WIRCS	Q5,AMA,F1
	Watson	
8/10-11	Bayview, WA - NMPRA	Q5AMA,Q4
	?	F1
8/18	Kent, WA - Boeing Hawks	Q5,AMA
8/24-25	Arlington, WA - Boeing Hawks	Q5,AMA,F1
	Watson	
8/31	Spokane, WA - Barons	Q5,AMA
	Wilbur	
9/1-2	Spokane, WA - Barons	F1,QM
	Wilbur	
9/7-8	Kent, WA - Boeing Hawks	Q5,AMA
	NMPRA Dist 2 Championship	
	Huber	
9/14-15	Boundry Bay, BC - RCFCBC	Q5AMA,F1
	McIndoe	
10/6	Kent, WA - Boeing Hawks	Q5,AMA
11/3	Kent, WA - Boeing Hawks	Q5,AMA
	Tom Strom	

### District 3 - Randy Smith

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

5/25-26	Regina, SK	F1
7/27-28	Swift Current, SK	Q5E,QM,F1
8/8-11	Canadian Nationals	Q5AMA
	Saskatoon, Saskatchewan	Q5,F1
	Richard Moldenhauer 306.242.7102	
9/27	TBA - Calgary	Q5,Q5
9/21-22	Regina, SK - CanAm 500	Q5

### District 4 - Mel Reed

2720 Winslow Ave., Helena, MT 59601  
406.227.6075

4/20	UVA Turf Farm	1/2A
4/21	Mead, NE	Q5SE,AMA
	Dave Rieber 402.483.5696	
5/18	UVA Turf Farm	1/2A
5/18-19	Billings, MT	Q4
	Dick Smith 406.652.3720	
5/19	Mead, NE	Q5SE,AMA
6/1	UVA club field	Q5SE,AMA
6/2	Grand Isl., NE	Q5SE,AMA
	John Boord Sr 308.382.7627	
6/9	Mead, NE	Q5SE,AMA
6/22	UVA Turf Farm	1/2A
6/15-16	Great Falls, MT	Q5,AMA
	Darrell Anderson 406.453.9240	
7/13-14	Helena, MT	Q5,QM,Q4
7/13	UVA club field	Q5SE,AMA

7/14	Mead, NE	Q5SE,AMA
7/20	UVA Turf Farm	1/2A
8/3	UVA club field	Q5SE,AMA
8/11	Mead, NE	Q5SE,AMA
8/17	UVA Turf Farm	1/2A
9/7	UVA club field	Q5SE,AMA
9/8	Mead, NE	Q5SE,AMA
9/21	UVA Turf Farm	1/2A
9/29	Mead, NE rain date	
10/5	UVA club field	Q5SE,AMA
10/19	UVA Turf Farm	1/2A
11/2	UVA club field	Q5SE,AMA
11/9	UVA Turf Farm	1/2A

### District 5 - Ken Points Sr.

6472 Todd Dr., Burlington, KY 41005  
606.586.9418

3/30-31	Hamilton, OH - HAWKS	Q5S,AMA
	Herm Tholen 513.523.9765	
4/27-28	Ft. Thomas, KY - Flying Cardinals	Q5S,AMA
	Brenda Holbrook 513.923.4326	
5/4-5	Westland, MI - Signal Seekers	Q5S,AMA
	Mike Condon 313.464.7027	
5/4	Council Bluffs, IA	Q5SE,AMA
	Ed Bates 712.322.1378	
5/18-19	Dayton, OH - Dayton Wingmasters	Q5S,Q4
	Ben Martin 513.298.0114	
6/1	Toledo, OH - Geiser Rd field	Q5S,AMA
6/2	Pat Falgout 419.419.8957	Q40
6/2	Council Bluffs, IA	Q5SE,AMA
	Ed Bates 712.322.1378	
6/20	Toledo, OH - Weak Signals	Q5S
6/21	Kevin Matney 313.848.8195	Q5AMA
6/23	Novi, MI - Midwest RC	Q5S
	Chuck Wooley 313.326.6297	
6/23	Rockford, IL - RVF	Q5S
	Bill Miller 815.397.5432	
7/1-12	AMA Nationals	
	F1,Q4	
7/27-28	Hamilton, OH - HAWKS	Q5S,AMA
	Karl Tholen 513.984.9832	
8/4	Muskegon, MI	Q5SE
	Garth Deal 616.744.4689	
8/10	Grosse Isle, MI - CAPS Classic	Q5S,AMA
8/11	Mike Condon 313.464.7027	Q5S,Q4
8/11	Rockford, IL - RVF	Q5AMA
	Leroy Webb 815.389.3150	
8/24-25	Toledo, OH - Weak Signals	Q4
	Rick Cromer 419.537.6776	
8/25	Council Bluffs, IA	Q5SE,AMA
	Ed Bates 712.322.1378	
9/8	Westland, MI - Signal Seekers	Q5S
	Mike Condon 313.464.7027	
9/8	Rockford, IL - RVF	Q5AMA
	Leroy Webb 815.389.3150	
9/14-15	Toledo, OH - Weak Signals	QM
	NMPRA QM National Championship	
	Wayne Yeager 517.547.4430	
9/21-22	Portsmouth, OH	Q5S,AMA
	Terry Frazer 614.574.6840	
9/22	Council Bluffs, IA	Q5SE,AMA
	Ed Bates 712.322.1378	
9/24	Rockford, IL - RVF	Q5AMA
	Dick Shields 815.398.8366	
10/5	Toledo, OH - Flying Tigers	Q5S,AMA
10/6	Pat Falgout 419.241.3865	Q4
10/12-13	Hebron, KY - Flying Cardinals	Q5S,AMA
	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

5/18	Bowie, MD PGRC reg closes 12:30	
	Art Edsall	Q4
6/1	Lakehurst, NJ - GPRA	Q5AMA
	Frank Flesch 908.929.8204	
6/2	Niagara Falls, Ont	F1/FAI
	Gary Gau 412.452.1325	
6/9	Lakehurst, NJ	Q5AMA
	Frank Flesch 908.929.8204	
6/14	Lockport, NY	Q5(UPRC)
	Gary Gau 412.542.1325	F1/FAI,Q5AMA
6/30	Chicopee, MA - Westover AFB	Q5SE
6/30	Jackson, NJ - MAPS	Q5AMA
	Frank Flesch 908.929.8204	
7/20	Bridgewater, MA - Pylon 105	Q5SE
7/21	Cits Neck, NJ - JCSF	Q5AMA
	George Schmauch 908.238.2551	
7/27-28	Bowie, MD - PGRC	Q4
	John Fike	
8/4	Staten Island, NY - SIMF	Q5AMA
	George Brown 718.727.2194	
8/4	Niagara Falls, ONT	Q5(UPRC)

8/10-11	Gary Gau 412.452.1325	F1/FAI,Q5AMA
	Ellington, CT	Q5SE
8/17	Bowie, MD - PGRC no irvine carb	Q5S
	Steve Baker	
8/17	Bowie, MD - reg closes 12:30pm	Q4
	Neil Rehm	
8/18	Bowie, MD - PGRC	Q5AMA
	Bob Greenwell	
8/18	Niagara Falls, Ont	Q5(UPRC)
	Gary Gau 412.452.1325	F1/FAI,Q5AMA
8/25	Stormville Airport	Q5SE
8/25	Colts Neck, NJ - JCSF	Q5AMA
	George Schmauch 908.238.2551	
9/7	Hamburg, NY	Q5(UPRC)
	rain date Sept 8	F1/FAI
	Gary Gau 412.452.1325	Q5AMA
8/7-8	Bridgewater, MA - Pylon 105	Q5SE
9/8	Staten Island, NY SIMF	Q5AMA
	George Brown 718.727.2194	
9/21-22	Bowie, MD - PGRC	Q5AMA
	NMPRA Dist 6 Championship	Q5AMA
	Roger Binger	
9/22	Hadley, MA	Q5SE
9/22	Colts Neck, NJ - JCSF	Q5AMA
	George Schmauch 908.238.2551	
9/28-29	Chicopee, MA	F1
10/5-6	Bridgewater, MA - Pylon 105	F1,Q5??
10/6	Jackson, NJ - MAPS	Q5AMA
	Frank Flesch 908.929.8204	
10/12	Bowie, MD - PGRC no irvine carb	Q5S
	Dave Beasley	
10/20	Jackson, NJ - GPRA	Q5AMA
	Cup Race	

### District 7- Gary Freeman Sr.

1005 Taproot Dr., Winter Springs, FL 32708  
407.695.1855

5/5	Steve Kovach 770.427.0414	Q4
9/7-8	Jacksonville, FL	Q5(2)
	Pete Rickard 904.641.7468	
9/28	Atlanta, GA	Q5AMA
	Bob Brassell 770.422.8944	
9/29	Atlanta, GA	Q4
	Bob Brassell 770.422.8944	
10-12-13	Ft Lauderdale, FL-Markham Pk	Q5(2)
	Don Moody 305.749.8078	
10/26-27	Melbourne, Valkaria, FL	Q5(2)
	Tom Bogut 407.729.6682	
11/9-10	Tampa, FL TRAC	Q5(2)
	Wayne Smith 813.621.4051	
12/13	Tangerine - RCACF	Q5AMA
12/14	Orlando, FL	Q5
12/15	Don Leighton 407.834.9376	Q4

### District 8 - Fog Tanner

PO Box 548, Manvel, TX 77578  
713.369.3602

4/13-14	Ft Worth, TX - Benbrook Lake	Q5,Q4
	Steve Ehlers 817.731.6092	
4/27-28	North Lake, TX Sportsman	Q5,Q4
5/18-19	Dallas,TX-Dallas RC Sportsman	Q5,QM,F1
8/8-9	Wichita Falls	F1,Q5,Q4
6/22-23	Brazoria, TX	F1,Q5,Q4
7/6-7	Alvin, TX	Q5
7/22-23	Bavou City, TX	F1,Q5,Q4
8/3-4	Austin, TX	F1,Q5,Q4
8/17-18	Space City, TX	F1,Q5,Q4
8/31-9/1	Dallas, TX	F1,Q5,Q4
9/14-15	North Lake, TX	F1,Q5,Q4
9/28-29	Brazoria, TX	F1,Q5,Q4

(1) one race per race date, (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

## Remember

Races that still appear in the schedule have not had reports turned in.



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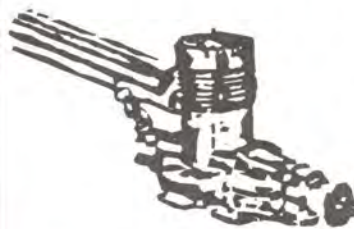
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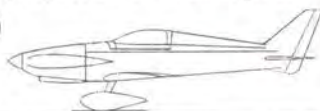
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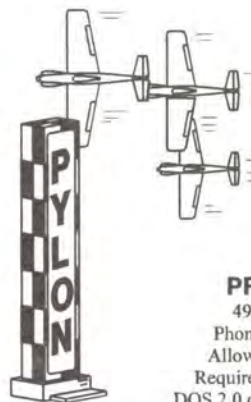
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6.5 X 6.5	3	3.95	8.75 X 7.75	5	3.95	8.75 X 8.5	5	3.95
7.0 X 6W	4	3.95	8.75 X 7.75W	5	3.95	9.5 X 6.5N	5	3.95
7.25 X 7	4	3.95	8.75 X 8.0W	5	3.95	9.5 X 7.0N	5	3.95
7.50 X 7	4	3.95	8.75 X 8.25W	5	3.95	9.5 X 7.5N	5	3.95
8 X 5	4	1.79	8.75 X 8.5W	5	3.95	9.5 X 8.0N	5	3.95
8.5 X 5	4	3.95	8.75 X 8.75	5	3.95	9.5 X 8.5N	5	3.95
8.5 X 5.5	4	3.95	8.75 X 8.75NN5	5	3.95	9 X 6.5	5	3.95
8.5 X 6.5	5	3.95	8.75 X 8.75W	5	3.95	9 X 7.5	5	3.95
8.5 X 7.0	5	3.95	8.75 X 9.0NN	5	3.95	9 X 8.5	5	3.95
8.5 X 7.25	5	3.95	8.75 X 9.0W	5	3.95	13 X 13N	9	7.95
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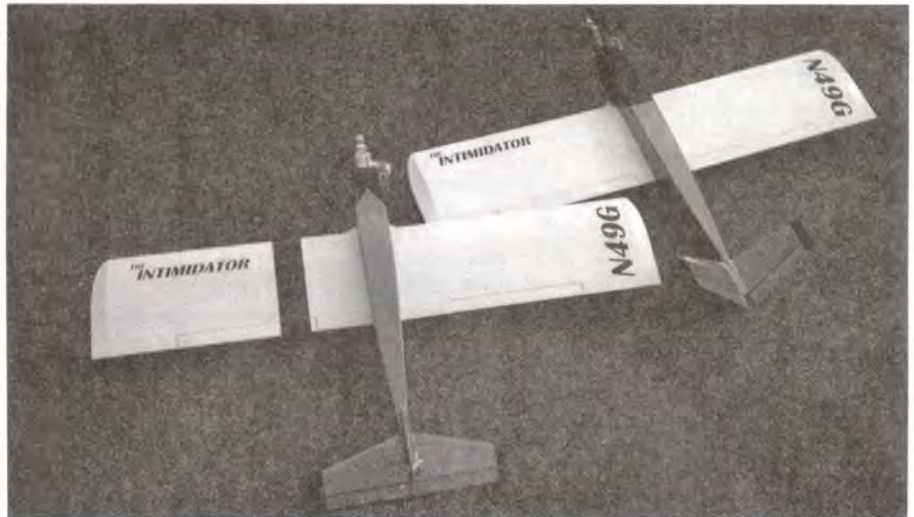
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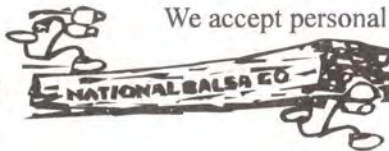
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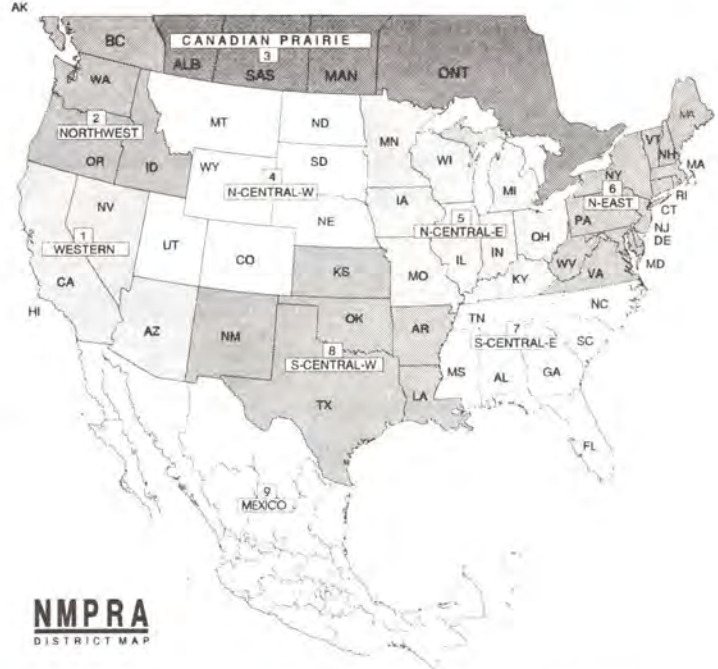


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