

The Pylon Racer's Official Voice

NMPRA

HIGH PERFORMANCE

National Miniature Pylon Racing Association

Since 1965

AMA Affiliated

February 97

Presidential Pönfification

I had extensive plans concerning subject matter for this column, including a list of the things I would like to accomplish this year. Unfortunately, the AMA pylon waiver has become the number one topic, and the issues surrounding the waiver are complex enough to need all the space this column can provide plus some. Before we dig into the important stuff I would like to thank those of you who were confident enough in my abilities to vote for me. Hopefully, I can change the minds of those who didn't.

Now, to the waiver issue and a little background information. A couple of years ago a fellow was killed at a "warbird fun fly" in Arizona while leaning against the impact side of the number three pylon cage. Why a pylon race would be held at a fun fly is a good question, but the result was a fatality and the fatality was the result of a model airplane pylon race. After the incident, the AMA felt it prudent to find out how well contemporary pylon cages protected the people inside them, and hired an engineering firm to conduct "tests". The intent was wonderful, the planning and execution was a disaster. The result of the "tests" was a slow motion video of a metal projectile passing through the test panel in a very dramatic fashion. Subsequently, several knowledgeable engineers have repudiated these tests, but the harm was done. The AMA's legal council advised the AMA that these tests clearly showed that the current AMA safety cage specifications were inadequate and that any future claimants with injuries related to these cages could not only sue for compensatory damages, but could now sue for punitive damages as well. The availability of punitive damages exposed all the assets of the AMA to these claimants. The AMA's legal council advised that the answer to the situation the AMA had gotten itself into was the waiver.

For those of you not familiar with the AMA chain of command, a short description. The AMA is run by an eleven member Executive Council elected from each of the AMA's eleven geographical districts. Each EC member appoints people in his district to serve on the various event contest boards (racing, aerobatics, helicopter, etc.). All rule proposals are first sent to the appropriate contest board for approval before the EC votes on the proposals. The EC can reverse the vote of the contest boards but this very rarely happens. In November the AMA sent an urgent rules proposal containing the waiver provision to the Pylon Racing Contest Board asking for a vote by January 1st, 1997. The Pylon Racing Contest Board voted against the waiver proposal ten to two. The agenda of the EC meeting scheduled for January 25, 1997 included the pylon waiver proposal.

AMA president Dave Brown called me on January 2, 1997, asking if the NMPRA would publish the waiver in its newsletter along with an explanation written in "non-legalese". The AMA's legal council advised the AMA that it should not comment or elaborate on the waiver because it would jeopardize the effectiveness of the waiver. This sounded as crazy to me, as it must to you, but I don't feel qualified to give legal advice to the AMA or the NMPRA. I told Mr. Brown that I would be glad to retain counsel for the NMPRA and instruct this council to negotiate the wording in the AMA waiver with AMA council, and then have NMPRA council write an explanation of the waiver. I requested that the AMA reimburse the NMPRA for expenses of NMPRA council and Mr. Brown agreed. You will find both of these documents elsewhere in the newsletter.

After many phone conversations it became very apparent that more than a few of the pylon racers had strong negative feelings about signing a waiver (remember, the Racing Contest Board voted ten to two against it). Many racers feel the AMA is using the waiver issue to drive them from the AMA, and/or discourage participation in pylon

events. I felt the only way I could get a handle on the AMA's real intent was to attend the January 25 Executive Council meeting. I was not invited, any AMA member can attend these meetings.

After attending the EC meeting, I can report the AMA is not out to gut the pylon racers. The EC is made up of sincere and concerned individuals who have the AMA's best interests at heart. Unfortunately, a siege mentality prevails at the EC. A member of the AMA's legal firm attends each council meeting and sits next to the President during deliberations. The AMA's legal council reviews and censors all articles submitted by EC members for publication in the AMA's section of Model Aviation. This should tell you a lot about the EC approach to the waiver issue.

After four plus hours of deliberation the EC voted ten to two to impose the waiver on pylon racers. For those of you disposed to thank you notes or hate mail, Bob Brown and Richard Hanson voted against the waiver. In my opinion there were two primary conditions that led to the imposition of the waiver proposal. One, the poorly planned and executed barrier tests last summer forced AMA's legal council to warn the AMA that it was in an untenable legal position, and that all of AMA's assets were exposed to unfriendly legal action. Secondly, the AMA did not take the rudimentary legal and organizational steps years ago that are routinely employed by contemporary organizations to shield themselves from the barrage of law suites the legal profession has become so adroit at launching with greed and avarice being the sole motivation.

Viewing the lopsided vote there is no reason for anyone to waste time or money in a futile attempt to get the AMA to change it's mind. Those of you who feel strongly enough about signing the waiver or its effect on recruiting workers and want to pursue alternative insurance coverage and other "go it alone" strategies should contact me. I

continued on next page

President continued

will organize a committee or work group to investigate the practicality of such ideas.

Now that the waiver is a done deal lets look at our options for 1997 and beyond. I personally have no problem signing the waiver the NMPRA council negotiated with the AMA. Please look elsewhere in the newsletter for the waiver and NMPRA council's explanation. I have been signing similar waivers for twenty years to gain admission to the pit areas at motor sports events. You sign similar waivers when you purchase lift tickets at ski areas, and every time I attend the Reno Air Races I sign a waiver to get into the pits. I feel we can educate our course workers to what the waiver means, and hopefully convince them that they have the same insurance coverage they had in 1996 despite signing the waiver.

Our first option is to have all contestants and course workers sign the waiver and go racing like we have done for years. If you sanction your pylon race with the AMA, the CD will be expected to have all contestants and course workers sign the waiver, and the CD will be expected to return the waivers to the AMA. The second option is to have a pylon race at your club field in 1997 and not get an AMA sanction. It can be argued that you and your club developed a contractual relationship with the AMA when you re-

newed your memberships for 1997. There was no waiver requirement when this contractual relationship was established, and to put it simply, the AMA is stuck with the situation for the rest of 1997. A contestant who races at this non-sanctioned event brings his AMA insurance coverage with him, and the AMA club that holds the event on it's club field has the club and the site owner covered via their AMA club insurance. I'm sure legal opinions on this will differ, so if you are considering this option get your own advice. The only way to have site owners covered at non AMA club fields for 1997 without accepting the waiver is to affiliate with the Sport Flyers Association. If you are considering this option I suggest you contact them. At this point I must point out to you that the AMA will most certainly close the 1997 "don't get a sanction" loophole for 1998. The contractual relationship established by your 1998 renewal will preclude extending AMA insurance coverage to non sanctioned pylon races.

I apologize for the dry subject matter and the length of this column. I will try to be lighter and briefer in the future.



NMPRA 1996 Financial Statement

| | | |
|--------------------------|----------|-----------------|
| Beginning balance 1/1/96 | | 14,836.53 |
| INCOME | | |
| Advertising | 3,825.00 | |
| Decal, Hat, Pin sales | 86.00 | |
| Events, Nats/F1 | 7,665.00 | |
| Interest on accounts | 164.42 | |
| Membership, foreign | 1,425.00 | |
| Membership, flying | 8,224.40 | |
| Membership, non-flying | 705.00 | |
| Total Income | | 22,094.82 |
| EXPENSES | | |
| Event, F1 | 3,707.81 | |
| Event, NATS | 4,024.41 | |
| Event, Q40 | 1,454.70 | |
| Event, Q500 | 1293.50 | |
| Office, general | 444.71 | |
| Office, bank charges | 14.26 | |
| Office, L&P fees | 10.00 | |
| Office, postage | 284.53 | |
| Office, printing | 769.27 | |
| Office, returned checks | 55.00 | |
| Newsletter, postage | 1,950.34 | |
| Newsletter, printing | 5,347.00 | |
| Project, safety cage | 937.14 | |
| Total Expenses | | 20,292.67 |
| Profit (Loss) | | 1,802.15 |
| Ending balance 12/31/96 | | 16,638.68 |

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 - 1:14.54 - 10/1/95 |

* applied for AMA Official Record

THE WAIVER

WAIVER OF ALL CLAIMS AND RELEASE OF LIABILITIES FOR RADIO CONTROL PYLON RACING EVENT

THIS WAIVER DOES NOT AFFECT MY RIGHT TO ASSERT A CLAIM AGAINST AN INDIVIDUAL WHETHER A NON-MEMBER OR AN AMA MEMBER, EVEN THOUGH IT DOES PROHIBIT ASSERTING ANY CLAIMS AGAINST THE CLUB, ANY AND ALL CLUBS AND THEIR AGENTS INVOLVED IN THIS EVENT, THE SITE OWNER, AND/OR ANY OTHER SITE OWNER INVOLVED IN THIS EVENT, THE NATIONAL MINIATURE PYLON RACING ASSOCIATION, THE SCALE WARBIRD ASSOCIATION, [additional exemptions may be inserted here] AND THE ACADEMY OF MODEL AERONAUTICS. NEITHER DOES THIS WAIVER HINDER OR LIMIT MY INSURANCE COVERAGE UNDER THE COMMERCIAL GENERAL LIABILITY COVERAGE AMA POLICY, OR PROHIBIT AN AMA MEMBER CLAIM UNDER THE AMA ACCIDENT/MEDICAL COVERAGE, OR FIRE, VANDALISM AND THE THEFT COVERAGE POLICIES.

For and in consideration of permitting the undersigned individual to spectate, participate in any way, or officiate in model activities at this Radio Control Pylon Racing event Sanctioned by the Academy of Model Aeronautics, Sanction No. _____, beginning on the _____ day of _____, 19____, at _____. The Undersigned hereby voluntarily waives, releases, discharges and relinquishes any and all claims, actions or causes of action for personal injury, property damage, or wrongful death occurring to him/her arising as a result of pylon modeling activities and any activities incidental thereto wherever or however the same may occur and for whatever period said pylon event may continue; and the Undersigned does, for him/herself, his/her heirs, executors, administrators and assigns, release, discharge and relinquish any and all claims, actions or causes of action as just mentioned, which may hereafter arise for him/herself and for his/her estate, and agree that under no circumstances will he/she or his/her heirs, executors, administrators and assigns present any claim for personal injury, property damage or wrongful death against the Sponsor, Contest Director, any and all officials at the sanctioned event, the Club, any and all clubs involved in this event, the site owners, and/or any other site owners involved or sites used in this event, the National Miniature Pylon Racing Association, the Scale Warbird Association, [additional exemptions may be inserted here], the Academy of Model Aeronautics, and/or their officers, agents, servants, employees, for any and all said claims, actions or causes of action, whether the same shall arise by negligence of any said persons, or otherwise.

I recognize that safety equipment and/or cages used at pylon events are not totally effective in preventing injury or death, even when used and positioned according to instructions and common sense. While some level of protection is provided by cages and/or safety equipment used at pylon events, there still remains the risk of injury or death even when provided with net and/or cage protection.

I am also aware that modeling may present hazards to participants and/or spectators as a result of any number of factors, including, but not limited to, unpredictable deviations from flight plans, the use of flammable liquids for fuels, equipment with numerous moving parts, and the uneven terrain over which modeling may occur.

IT IS THE INTENTION OF THE UNDERSIGNED SPECTATORS OR PARTICIPANTS, BY THIS DOCUMENT, TO EXEMPT AND RELIEVE THE CONTEST DIRECTOR, ANY AND ALL OFFICIALS AT THE SANCTIONED EVENT, THE CLUB, ANY AND ALL CLUBS INVOLVED IN THIS EVENT, THE SITE OWNERS, AND/OR ANY OTHER SITE OWNERS OR SITES INVOLVED IN THE EVENT, THE NATIONAL MINIATURE PYLON RACING ASSOCIATION, THE SCALE WARBIRD ASSOCIATION, [additional exemptions may be inserted here], AND THE ACADEMY OF MODEL AERONAUTICS, THEIR OFFICERS, AGENTS, SERVANTS, AND EMPLOYEES FROM ALL LIABILITY FOR PERSONAL INJURY, PROPERTY DAMAGE AND/OR WRONGFUL DEATH CAUSED BY NEGLIGENCE.

This document is governed by Indiana law. In the event one or more clauses are found to be ineffective, the remaining clauses shall remain enforceable.

| | |
|---------------|------------------------|
| Witness _____ | Signature _____ |
| Date _____ | Print Name _____ |
| Address _____ | City, State, Zip _____ |

THE OPINION

From: Anstine & Sparler, Attorneys at Law
To: Vernon Smith
President National Miniature Pylon Racing Association
180 Leader Heights Rd
York, PA 17402
RE: Waiver and Release

Dear Mr. Smith:

I have been asked to review the Waiver and Release that has been prepared by the Academy of Model Aeronautics and render an opinion as to its legal effect. In reviewing the document I find that the controlling language is contained in bold print in a box at the top of the page. The purpose of this language is to state in a condensed fashion just what rights are being waived and which ones are being retained. It appeared very clearly that the highlighted language says that the Waiver does not effect the right of the person signing the Waiver to pursue a claim against a negligent individual who has caused property damage or personal injury. The main purpose of the Waiver is to prohibit claims against the club, site owners, sponsors, the AMA, and member organizations such as the National Miniature Pylon Racing Association and the Scale Warbird Racing Association. There is a blank space where the names of specific involved additional sponsors or organizations could be added. The statement in the bold print goes on to assure that all other insurance coverages would be preserved and this includes commercial general liability, fire vandalism and theft, and most importantly accident/medical coverage. I believe that most modelers are aware of the problems associated with litigation in the event of an injury and that it is becoming increasingly difficult to secure flying sites without being able to assure the owner that he won't be sued for activities over which he has no control.

It is important to note that there is no change in the procedure for handling medical expenses in the event of an injury. The injured modeler would look to his own accident and health insurance plan for payment of bills and if that coverage was exceeded, the separate AMA accident medical insurance coverage would come in up to the limit of \$25,000.00 dollars. I am sure that AMA members will know that this Waiver will be signed by not just contestants but also the judges, contest directors, and workers. The Waiver does point out in the second paragraph that there is some degree of risk involved in all racing events and there is no guarantee that the safety equipment and or cages used at Pylon events would totally protect someone from serious injury or death.

In reviewing this Waiver and Release in a general context I find that it is not very much different from Releases that are signed by people who enter the Pit area at automobile racing events or other activities such as skiing which also involve some inherent risks. Please give me a call if you would like any further clarification -

Very truly yours,
William P. Anstine, Jr,

INSURANCE NOTE

Several NMPRA members have expressed concern about an endorsement in the AMA's insurance policy with Royal Insurance. This endorsement (#14) excludes coverage for non-modeling activities of individual members. NMPRA Council has reviewed the exclusion and does not find the language alarming. NMPRA is requesting that the AMA request a letter of clarification from Royal Insurance to spell out the exclusion more clearly. In a nut shell, the concern is that AMA members who derive some or all of their income from hobby related activities could be excluded from their AMA coverage.

Quickie design

by Bob Dible

This is not the last word on Quickie design, construction, trimming, or racing. I am offering that which has worked for me. Although I would like to say that *Thumper* is the result of weeks of computational fluid dynamic simulation on NASA's supercomputers, it is the product of ideas derived from many articles. One principal source for aeronautical information is a column in *Kitplane's* written by Barney Wainfan called *Wind Tunnel*.

The main design criterion for any racing aircraft is drag reduction. This is especially true in formula events where restrictions on engine size as well as certain specified design aspects of the airplane exist.

The most noticed feature of *Thumper* is the "Area Rule" fuselage. This design gives the effect of wing fillets (fillets — not allowed by Quickie rules). This change in fuselage shape prevents the normally low pressure area at the wing's trailing edge and fuselage junction from causing drag.

A high wing placement gives an effective span twice that of low wing placement. The lower span loading results in lower drag while in high lift conditions (the turns). My Formula One Stingers in 1988 erased any doubts on the value of low span loading. The Stingers with 58" wings came out of turns faster than then current 50" designs. Since 1990, almost all new designs for Formula One and now Q40 have adopted high aspect ratio wings. The effectiveness of the wing-span is squared, so that a 58" wing has about 30% less drag than the 50" wing in high lift. Since about 30% of a pylon course requires

high lift, this becomes an advantage. High lift is required in the turns because the airplane is loaded to 30 to 40 G's. For level flight, the loading is only 1 G, so the span loading doesn't matter.

Over many years of racing Formula One, I determined that the difference between a good airplane and a great one was the wing airfoil. Since a quickie wing is constant chord, use a template to confirm the leading edge contour. The trailing edge line of the airfoil is also important.

The wing tip design is an "advancing" shape. From the leading to trailing edge of the chord, the wing span continues to increase. The airfoil of the wing continues in a parabolic taper when viewed from the leading edge. This helps decrease the vortex drag from the wing tips.

The wing has a slight amount of anhedral (negative dihedral) built in to the design. When the airplane is pulling g's in the turns loading the wing, it flattens out, providing the smallest frontal area at high angles of attack. The wing's anhedral also cancels out the dihedral effect of the "V" tail.

The "V" tail is popular in Quickie racing, though a pain to mount to the fuselage. It does have several things in its favor: one less junction at the fuselage (drag), redundant elevator action of two servos, never totally blanked out by the wing wash, and it's easy to launch. The biggest unknown of a "V" tail design is the angle of the V. If we take the relationship $\sin^2 + \cos^2 = 1$, design for a vertical equivalent of 1/3 of the horizontal area, and solve the equation, we find the angle to be 120 degrees. A 30-60-90 triangle makes assembly easy.

The dural gear is parallel to the airflow and at greater than 90 degree angle to the fuselage for low interference drag. File the dural legs to airfoil section. A wire strut has equivalent drag of an airfoil 6 times thicker than the wire diameter.

The receiver antenna is completely internal to the fuselage. I build a Du-bro antenna tube into the structure and route it forward from the radio compartment through the tank area, back through the radio compartment and into the tailcone to the back. Make sure that it's path makes use of the width of the fuselage. Try to route it away from servo motors and battery leads as much as possible. A heat gun will cause permanent set of the tube.

None of the design features mean anything unless the airplane is rugged enough to survive competition and light enough to be competitive. In AMA 428, inflight structural failures are not uncommon. This is primarily due to a lack of proper engineering rather than building errors. It is possible to build light and strong, but it requires atten-

tion to details and proper use of materials available. If you are serious about building competition airplanes, I recommend you buy a quality gram scale or triple beam balance.

The fuselage is constructed as a plywood, balsa, fiberglass composite. Its function is to hold alignment of the engine, wing, tail, and control system without variation due to flight loads. To achieve the highest power possible from the engine, the fuselage requires the greatest stiffness possible. Any deflection in the mounting of the engine removes power from turning the prop. This point can not be over emphasized for racing aircraft! Because of this requirement, build the fuel tank into the aircraft with no hatch.

The fuselage sides, top and bottom sheeting are all 8# 1/8" balsa with 1/64" plywood doublers on the sides where shown. The top and bottom of the fuselage from the firewall to the wing and landing gear mounting plate are also doubled with 1/64" ply. The firewall is two layers of 1/8" 5 layer plywood epoxied together. The two bulkheads and landing gear pad are also 1/8" ply. The two "U" shaped wing holddown blocks are also two layers of 1/8" plywood. All the corners of the structure are tied together with 1/4" angle stock.

If you are familiar with other quickie designs, you may wonder why so much time and effort are spent on the fuselage. Firewalls, wing holddowns, and landing gear will easily separate from balsa when glued directly. The 1/64" plywood distributes the load to the balsa parts. The front end of the fuselage that the engine depends on to make 3 HP is a solid plywood box supported by a balsa - glass composite. The landing gear pad and the front wing holddown also tie into this box and contribute to its strength. The two "U" shaped holddown blocks prevent torsional twisting of the fuselage and greatly add to the strength without much weight. Finally the top and bottom sheeting is crossed grained for greater rigidity. On my own personal airplanes, I glass the entire fuselage and tail with 3/4 oz. cloth and polyester resin. The resin is squeegeed on with an old credit card through the glass for the first coat. After a second coat is also squeegeed on, wet sand with 320 grit. I leave the fuselage and tail natural wood and apply a coat of wax. If you decide to cover with a plastic film, glass the front of the fuselage to a distance of two inches under the wing. As an added bonus to clear fiberglass, damage is easy to see and field repair requires cleaning and glassing.

Install the "V" tail servos into a 1/8" plywood mount and connect to the tail with 1/4" hardwood dowel. DO NOT put any bends in the pushrods! Use "Z" bends at the servo ends and make sure the linkage is

without slop.

To prevent flutter of the control surfaces it is best to tape the bottom side of all the control hinge lines. The best product to use comes from a medical supply house and is call "BLENDERM" by 3M. 3M also makes a clear plastic tape that works well, although it is somewhat stiffer. Sealing the hinge lines also cuts drag because it prevents leakage of air from changing the effective airfoil, and it decreases the throw required to control the plane.

The wing is constructed with a 2 lb. density foam core. Balsa sheeting is 3/32" on the top surface and 1/16" on the lower. The sheeting must be 7 to 9 lb density with the firmer, denser wood at the leading edge. The leading edge is slightly harder at 9 to 10 lb., while the trailing edge is 8 to 9 lb.

Glue 1/2" by .007" carbon fiber to the inside of the 1/16" sheeting at the thickest part of the airfoil. Groove the balsa sheeting for the thickness of the carbon fiber and epoxy in place. Carbon is only placed on the bottom skin for two reasons. First, the plane is designed for positive high G loads only, and carbon fiber does not contribute in compression. Compression loads are withstood by the 3/32" top sheeting.

The wings are sheeted using 3M 465 acrylic tape that is .002" thick. This will add about 24 grams to the wing. It's strength continues to improve with age to about 10 lb. per square in. Place the tape directly on the wing skins. Before sheeting the wings, the cores and skins are lightly sanded, vacuumed, and wiped down.

The wing holddowns are made from 3/4" dowel for the front pair and 1/8" plywood for the rear hold downs. Both sets of bolts are countersunk for flathead nylon screws. The front pair are 1/4 - 20, while the rear pair are 10-24.

The center section is fiberglassed with multiple layers of 3 oz. cloth, staggered for a gentle transition for bending moments of the wing. Notice that the glass is widest at the leading edge and narrower at the trailing edge. The glass is also put on with the widest cloth on first to the narrowest. If you reverse the order, you sand through the outer layer at each edge of the inter-layers. One of the biggest mistakes that builders make is to use a single layer of 6 oz. cloth for center sections. This concentrates all of the bending loads at the edge of the glass. The staggered layers of glass allows a controlled flexing of the wing without the failure more common to single layer of glass. The dimensions for the glass are as follows: Bottom 8-4, 6-3, 3-1; Top 8-6, 6-3, 3-3. On each set of measurements the first number is the width in inches of the glass at the leading edge and then the trailing edge.

The tail feathers are made from 8 lb 1/4" balsa. The edges have 1/64" plywood inserts and are glassed with 3/4 cloth and polyester resin. To cut a groove for the plywood, Dremel makes a small router table and it requires a saw blade .016" thick.

The control throws are set as follows: Tail 3/16" for elevator, 5/16" for rudder. The ailerons are set at 3/16. The plane should balance 2-3/8" from the leading edge to start with. The purpose of these throws and balance is to get into the air. However it is best if the throws are reduced to the minimum as the CG is moved aft. I like to adjust the elevator to about 3/32" up elevator throw and add tail weight until the radius of the turn is about 50 feet with full up. If it turns any tighter than this, you have too much throw or the plane is tail heavy. A good source of trim weight is the lead tape from a golf pro shop used for weighting club heads. It is very thin (0.05) with a stick-on adhesive. Slow the roll rate down until it takes about 2 to 3 seconds to do one roll with full stick. With the controls set up in this fashion, it becomes very easy to fly a smooth course when the adrenaline starts to pump (it will). If aileron trim is required, always adjust one aileron up while the other remains trimmed to neutral.

Now that the airplane is flying, how does it track through the turn? Bank the plane to 90 degrees and pull up elevator. If the plane climbs coming around the turn, you need to add weight to the left wing tip. If it tucks (a racing term that means you need a new plane if performed at low altitude), add the weight to the right wing tip. Observe if it flies tail up or down when in a level turn and correct with rudder trim.

Now the airplane is trimmed and you ready race. Of course your engine is the stump puller that we all hope for and you broke in without destroying it. This means that when you run it on the ground, it is not in the dirt. When you first fire it up, put on a low pitch propeller (9-7 or 9-6 1/2 Rev-UP pylon prop). Adjust the needle valve so it is in a rich two-cycle and not peaked. What ever you do, do not run the engine four-cycle rich with an ABC or AAC piston and liner (sleeve). After a tank or two has run through in short 30 second to one minute sets with time to cool down in between runs, it is time to fly the engine. Again leave the needle in a rich two cycle and fly for a couple of minutes. If it starts to lean out, shut down the engine and land. Use a tach and note the RPM that you launched on, and increase it 200-300 on each flight. After 6 to 8 flights you should be close to having a very good engine. From this point on you should change to a racing prop. Learn what prop works best in the cool morning air, warm

mid-days, and hot afternoons. Always work your way up on the needle and tach for each run the same way you plan on racing. Do not peak the rpm. The best runs are with the engine slightly rich so it can unload in the air. Find this sweet spot and the engine will last. Fly leaner than this, hurt the motor and I will pass you.

Race strategy: The first thing to remember is to prepare for each heat the same. Check the glow plug (make sure that it glows), check the wheels, inspect the engine and prop, clean up and check the airplane for damage or loose hardware, and always fuel up! When you go to the line, organize the placement of equipment the same each time. When you turn on the radio, check the movement of each servo and flight control. Do not fly if something appears wrong. I recommend you use five cell battery airborne battery packs. Five cells give the servos 40% more torque, and 20% more speed. Also, if one cell drops out, you can still fly the airplane back to a safe landing.

If you are not used to the caller, make sure they understand how the pilot wants the race to be run. The caller's function is more than releasing the plane and telling the pilot when to turn. They must do that of course, but they need to observe the pilot's level of excitement and keep him settled. The caller must also understand what is happening in the race against the other pilots. If you are behind another airplane, do they have a cut? In the early laps of a heat they should call conservatively, because it is a ten lap race. They should also know how to adjust the engine, should things start to change on the line.

As the pilot, you need to learn how to take off straight in any wind condition. This means that when you practice, allow different combinations of cross wind from the left and right. This also includes moderate down wind take-off's with cross winds (use more up elevator). The take-off should be smooth without a quick climb. When you arrive at the first turn you should be at 20 to 25 feet up and about 30 feet to the right of the first pylon. Fly gently around the first turn (most important with a heavier F1).

The course flown should be a smooth oval with little variation in altitude. Fly smoothly around the number one pylon, do not jerk it, too tight of a turn slows the airplane. Practice. Build light. Build strong. Know the motor. Learn to prop. Practice.

Keep in mind that the event workers are doing the best for you. Be polite.

This was written two years ago and several new design ideas have surface since then. The Thumper was evolved into the

Dragon Fly by Eric Lenz, which had the same wing, and moments, but reduced the fuselage behind the wing to a narrow shaft to minimize surface drag. Eric is a Mechanical Engineer, and calculated that the fuselage contributes about 50% of the drag of a Quickie. At that time, our group held a .25 powered beginner event, and the Dragon Fly (Drag Gone Fly) was radared about 10 mph faster than any other plane in class.

That was OK until one day at work we decide that having the tank on CG would be a big improvement. When we put the tank on CG, it was natural to move the engine back, and this allows the servos behind the wing to move forward. The result was the Runt, which had the tail only 6" behind the wing. With the engine only 2" in front of the wing, this eliminated most of the fuselage. Time only allowed for one flight before the first race, but the speed was unreal. Of course, a slight problem arose, we never knew where it was going to go at launch, but this was soon taken care of when the wing folded one day as we marveled how tight it would turn without slowing down.

The next plane (Eric was building these things about one a week) had the same fuselage, but the wings swept forward about 1" at the tip. I remembered reading about a small structural problem call "divergence", which means that the wing starts to flex, and the incidence starts to increase, and the wing flexes more, and the incidence increases, and well, there are limits. The wing held together, but the plane was only stable in the turns. Straight flight was more of just chasing altitude, but Damn, this plane was fast. Very Fast! Since we had not yet figured out how to guess where the launch would send the aircraft, we always started half a lap behind, before finding the course. Then we would chase down, past and work on lapping. This worked fine for a couple of heats, until I decided to fly lower than the bottom of one of the oscillations on the straight away. We did learn that day that the take off problem was caused by the high angle of attack on the wing due to the short fuselage. The solution was a 1-1/2" tail skid.

The next plane was a little more conventional (a straight wing). This set the record at 1:11 B.A. (Before APC). Now after a half dozen variations, the design flies well, and goes like stink. This is required because I'm a lousy pilot and my caller is blind (his caller is no prize either). The best speed to date is with the Havoc at 174 MPH with a 9-8 Rev-up. Now we are working on next years design, with a goal of 180 MPH. To achieve this speed we need to reduce the drag by about 30% less than a Doddger. Stay tuned!

The 1997 F3D Team Selection Trial

by Ron Saum

Who will be on the FAI F3D team? That question comes to the forefront for a small number of ultra-serious pylon racers every two years. Sending a three man team to the world championships is a significant management responsibility of the AMA. Being on the team is a significant goal for those dedicated racers willing to make the commitment. But the majority of pylon racers don't know what's involved in becoming a team member and how an F3D event is organized and conducted.

As one might expect, team selection for any FAI venue is serious business closely managed by the AMA. In the case of F3D, the AMA obtains expert assistance from a Selection Committee consisting of many of the most experienced pylon racers in the USA. The process is documented in specially prepared procedures and is coordinated and monitored by the Chairman of the Selection Committee, Michigan's Wayne Yeager. Bids to host the selection trial are requested by the AMA. Clubs submit proposals describing facilities, event experience, available manpower and other pertinent criteria. The AMA then selects an event site. Our group here in Arizona hosted the selection event for the 1995 team. However, there didn't seem to be many proposals for the 1997 team selection coming into the AMA, so I decided to bite the bullet and take on the "CD" job for an FAI event.

On November 22-24, the F3D Pylon Team Selection Trial was hosted by the Phoenix Racing Oriented Flyers. The event was held at the Phoenix Raceway Park facility near Sun City, Arizona. The PRO Flyers field was designed from the outset as a model airplane racing facility with permanent pylons, cages and start areas. The race courses for AMA short, AMA long and FAI have been measured with a laser transit and are permanently marked with metal benchmarks. The entire facility meets or exceeds all AMA requirements for pylon racing. It's a great place to hold an event and it's been the site of many legendary races over the years.

Ten teams of pilots and callers declared their intentions to qualify for the USA team. A quick glance at the team rosters showed several pilots from prior USA teams plus



Kneeling l-r, U.S. F3D Team: Chip Hyde, Richard Verano and Jim Allen. Standing l-r: alternate Bob Smith, Gary Hover, Jeff Bertken, World Champion Dave Shadel, Gary Schmidt and Jim Shinohara.

several rookies who were trying F3D for the first time. One additional pilot was Canada's Roy Andrassy who came down to practice on the FAI course. Roy had already qualified for the Canadian team and felt the practice would do him good. Dave Shadel, the current world champion, is automatically qualified for the upcoming world championships. He decided not to fly; instead he spent his time helping Roy and many other pilots throughout the weekend. Sign-in and tech inspection on Friday afternoon and evening were completed with no major problems. An experienced crew was ready to man the course. The stage was set for an interesting weekend of racing.

It's important to understand that an FAI pylon event is not a "race" as we know it. It's actually a "time trial", very similar to the early days of pylon racing in the USA. Even though there may be numerous pilots flying in the same heat, they are really flying against the clock. The starts are staggered and an independent clock is running on each pilot. Interestingly, should there be a midair collision, each pilot will get a chance to fly again making sure that he gets a time for that heat. Elapsed time is scored as one point per second, one cut adds ten percent to the score for that heat, two cuts score a flat 200 points. Low score at the end of the contest is the winner.

Obviously, the key to success is to fly as fast as possible while maintaining absolute

consistency. Consistency pays huge dividends in F3D. It was obvious from the start that the more experienced pilots had planned in advance for consistent performance; you could tell just by watching the way they approached every step of preparation. I talked to Dave Shadel about this very methodical approach. Dave told me "You can't take anything for granted in F3D. You have to plan for the unexpected."

To ensure absolute fairness for every pilot, single plane heats would be flown for the entire weekend. This meant there would be no traffic, no question as to who cut what pylon, no question of who was clocking who, etc.. There were three completely independent timing systems operating during each flight; this eliminated the possibility of a "no time" situation. There were two completely independent scoring systems in operation; one computer-based, one entirely manual. No scores would be posted until both systems agreed.

The plan was to complete twelve rounds (dropping two rounds) during the two days. The pilots did a great job getting ready and the first heat was in the air shortly after 9:00 AM Saturday morning. Round 1 must have created a few butterflies because a couple of the rookies posted some pretty high scores. But the more experienced pilots got in the groove right out of the blocks and posted solid (low) scores. Richard Verano, with Dave Shadel calling, set the pace with 67.8

points (that's a 1:07.8).

Probably the most disgusted pilot following the first round was Jim Allen. His success in Q500 has prompted a move to other pylon events. Working with his perennial racing partner, Gary Schmidt, he is always a threat. His first round score was not up to his expectation and he was not happy. Jim and Gary had their heads together preparing the plane for the second round. They looked dead serious as they got on the cart and headed for the flightline. About two laps into Jim's second flight, all eyes had turned to watch. The plane was really moving, Jim was flying on a rail and Gary was calling him right on the poles. When it was over, Wayne Yeager looked at me and said "That was good." As the cart came back, the big smiles confirmed Yeager's comment. A clean 1:05.3 (65.3 points); a whopping 7.5 seconds faster than the first round!

F3D rules require that the single highest heat score be dropped after the fourth round is flown. It was really interesting to see the impact this had on the scoring at this early point in the contest. At the end of the fourth round it was two "rookies" in first and second, Jim Allen and Bob Smith (yes, the CA and epoxy Bob Smith) with Richard Verano in third. I asked Richard what he thought so far. He laughed and said "This is great!". It was obvious he liked the sudden increase in competition.

Heats continued with a constant juggling of the total scores as pilots bettered a past round score and the "throw out" numbers changed. Chip Hyde was moving up in the hunt by posting some low scores to offset a couple of goofs. Travis Flynn was flying hard to keep his borrowed aircraft competitive. He was right on the poles (sometimes too much on the poles) and was suffering "cut-itis". Rusty Van Baren was dead serious about making the team this time. He was fast, but suffering the same fate as Travis too many cuts. Gary Hover had a new aircraft design that seemed to be working very well. He was fast, but had encountered a couple of problems that had cost him. Roy Andrassy was having a variety of difficulties; cuts and no-starts mixed in with some really great laps. But regardless of his problems, Roy was heard to say "I could be up in the snow instead of here in the sun having fun!".

At the end of the day, Jim Allen's 1:05.3 was still fast time. Bob Smith was in third place with 414.0 with Chip Hyde nipping at his heels. Richard Verano had moved to

second with 403.1 and Jim Allen was leading with 402.9. After seven rounds, first and second places were separated by only 0.2 points! While F3D may not be "racing" as we know it, it certainly is as competitive as anything I've ever been around.

With five rounds remaining, the mood in the pits on Sunday morning seemed even more serious. Lou Rodriguez had been fast on Saturday, but he too was suffering from the inconsistency bug. He and Dave Shadel were deep in discussion as Lou prepared for Round 8. Travis Flynn, after disasters in Rounds 6 & 7, decided to call it a contest before he damaged the borrowed equipment. Lee Von Der Hey had posted consistent times on Saturday and had commented that a 1:10 average (70 points) for all the heats was his goal. He was well on his way to that achievement. Stu McAfee had cuts in five of the seven rounds on Saturday, but he was ready to go. "I'm here to learn." he commented, "This is a different course than Formula One and I'm going to keep at it." I liked his attitude.

The amazing thing about Round 8 was that nobody cut except Stu McAfee. As Stu came back from the flight, Jim Shinohara commented "Hey, you only made it down to #1 three times!". "Yeah, but I turned a 1:05!" was Stu's comeback. He then said he was going to fire his caller.

At the end of Round 9, the FAI rules allow dropping the two highest scores. Interestingly, this didn't change things too much. Jim Allen had stretched his lead to 0.5 point (that's a comfortable margin, right?) and Bob Smith still held on to third.

Round 10 was the big spoiler for the whole event. Richard Verano came back from his flight with 63.8 points (1:03.8) which was the fastest time so far. His engine was really running strong on that flight. Understand that these FAI engines require that the caller sets the final needle on the line just before launch. Richard had been running a little rich all weekend, so I asked Dave Shadel (Richard's caller) about it. Dave said "You only need to go as fast as necessary; save the equipment for another day." It was obvious that Dave had leaned things out a little more for Round 10.

A moderate cross-wind was blowing when Jim Allen went to the flight line for Round 10. Obviously Jim and Gary had established a rhythm on the start line and in the air that was achieving good consistency. The flight looked good, but when the final pylon reports came in, Jim had sliced #1 for

a quick 200 points. "That cross wind was blowing me off of #1. I didn't compensate enough." was Jim's only comment. Round 10 was a throw-out for Jim and Richard moved into the lead.

Bob Smith was the last pilot to fly each round. When he came to the line for Round 10 he was still in third place, but he knew that Chip Hyde was breathing down his neck. Bob had been fairly consistent all weekend, but this flight saw a few little bobbles that added about five points to his usual score. None the less, he still remained about five points ahead of Chip. The tension was mounting as to who would win the battle for the third position on the team.

A lot of calculations were being made after Round 10. Looking at his score, Richard Verano felt that he really couldn't better his "ten round" score by flying any more, so he decided to drop Rounds 11 and 12. Jim Allen only needed to complete a *clean* flight in Round 11 or 12 to finish second and qualify for the team. Of course the real drama was for the third spot. With two rounds yet to go, Bob Smith, Chip Hyde and a determined Rusty Van Baren had only a five point spread between each pilot.

In Round 11, Rusty opened with a solid flight. Chip did the same, coming back with 67.7 points, nearly equaling his best flight of the weekend. Next was Jim Allen who only had to fly clean. He flew smart, scoring a clean 71.8 to qualify for the team. The pressure was on as Bob Smith came to the line. It was obvious that he was ready as he and caller Gary Hover went through their start routine. Right at launch, Gary set the needle to get everything he could from the Nelson. About two laps into the flight, the engine began to go lean and slow down. Bob kept going even though he had a melt down situation; he needed the points. As the plane went slower, Bob tried to compensate by flying tighter the net result was three cuts and 200 points. That was a throw-out round for Bob and dropped him to 0.4 point behind Chip.

By the time Round 12 was ready to be flown, there were only five pilots remaining in the flight order. Roy Andrassy was still diligently practicing and Dave Shadel was right there helping him. Rusty Van Baren knew this was his final chance. He flew his fastest time of the weekend, but had one cut. Chip stayed calm, came back with 68.2 points and sat down to await the outcome. Lee Von Der Hey was chipping away at his goal of 70 points per heat average score. He

flew a 70.9 in Round 12 and ended the event with a 70.5 point average for his ten heats.

As Bob Smith headed out to the flight line, Wayne Yeager and I hopped on the cart. Bob was going to fly his back-up plane since there had been no time to change the engine in his primary. Everyone knew this was it for Bob and all eyes were on this flight. The engine sounded perfect as Gary launched. Bob was right on the poles at #2 and #3. I was watching #1 to see if he got a shutter each time. He was cooking in fact, he was going much better with his back-up than he had gone before. As he took the checkered flag, Wayne Yeager commented to me "He's on the team if it holds up." The clock said 1:03.7, the fastest time of the weekend. But the call from Pylon 1 was one cut. Since I'd seen a shutter for every lap, I got on the radio and talked to the Pylon 1 workers. "He was long enough, so we gave him a shutter, but he didn't go around the pole. It was a slice". With the 10% penalty it was 70.1 points; he had needed a 67.5 to

make the team.

Tear downs and inspections followed, all being OK. Trophies were given and pictures were taken. By the way, Jim Shinohara and Dave Shadel sponsored the beautiful hand-made kachina doll trophies. Both of these fellows go completely out of their way to support pylon racing in the USA. Give them a well earned "thumbs up" the next time you see them.

The F3D Pylon Team representing the United States at the 1997 World Championships in Czechoslovakia will be Richard Verano, Jim Allen and Chip Hyde. Bob Smith is the alternate. This is a very strong team and should do very well. When you consider that Dave Shadel is also going as an individual entry, we could certainly anticipate another American World Champion as well as the team championship.

Looking back on this event, there was much more drama and much more fun than I thought possible from an event that wasn't

"racing". Everyone, including the event workers, seemed to have a great time. Special thanks to Bill, Dennis, Kathy and all the other workers who made this event so much fun. Also a heart felt thanks to Wayne Yeager for his guidance and council regarding all matters FAI. Finally, a word of deep appreciation to our sponsors: Performance Specialties and Jim Shinohara for the trophies and Excaliber Racing Fuels for the FAI fuel. Maybe we'll all do it again in another two years!

| | | | |
|-----|-----------------|---------|---------|
| 1. | Richard Verano | 672.10 | 1:03.80 |
| 2. | Jim Allen | 677.90 | 1:04.40 |
| 3. | Chip Hyde | 691.90 | 1:07.50 |
| 4. | Bob Smith | 694.40 | 1:07.30 |
| 5. | Rusty Van Baren | 703.10 | 1:07.10 |
| 6. | Lee Von Der Hey | 705.10 | 1:07.30 |
| 7. | Lou Rodriguez | 723.60 | 1:08.80 |
| 8. | Gary Hover | 1236.90 | 1:07.90 |
| 9. | Stu McAfee | 1257.90 | 1:10.20 |
| 10. | Roy Andrassy | 1368.10 | 1:11.40 |
| 11. | Travis Flynn | 1505.00 | 1:09.20 |

NMPRA Racing Numbers to Expire

We will be purging the system of all unused racing numbers in order to make them available for active members. If you know of anyone that has been inactive for more than a year, please let them know that if they do not at least keep a non flying status, they will loose their number.

ADVERTISERS

This will be the last issue your ad will appear in High Performance unless your advertising fee is paid by the next due date, MARCH 19.

Members

This will be your last issue of High Performance unless your dues are paid by MARCH 19.

IN MEMORIAM - DON RICE

District 2 is saddened by the passing of Don Rice. He died on December 1, 1996 after having suffered a stroke earlier in the year.

Don had a passion for all kinds of aviation from his early years and was involved in both full scale and modeling. His later years were consumed by his love of pylon racing in which he competed until the time of his stroke.

Don was a man of many talents and produced a number of kits which he sold around the country. He was particularly proud of his "Stinger" Formula I. Much of the racing equipment that we use today was built by Don in his shop...a place where you could find at least one of every tool known to man.

Don gave unselfishly of himself and was always there when his fellow competitors needed help. He will be sorely missed.

We extend our sympathy to his wife, Bea, daughters, Carol and Karen and son, Kent.



District News



District 1 - Dave Ferrell

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Well here goes! As the heading says, my name is Dave Ferrell, I am a retired Fire-fighter from Merced County with 26 years service. Alice and I have three grown kids between us and three grand kids. I have been involved in R/C for about 28 years, pylon racing for the last five years. I have had the honor of helping to organize racing in the central California area. We created the CCRA (Central California Racing Association) in 1993. At that time we had about 12 pilots involved in racing (Webra and Rossi were the fast movers in Quickie). 1996 saw 91 contestants flying in four classes, 428 Advanced, 428 Novice, APRA Sport 40 and Quarter Midget 40. We went from two clubs putting on races in "93" to six clubs in "96". The CCRA is not a *traditional* organization, in the sense that there are no dues. A contestant becomes affiliated when he races his first race at a CCRA sanctioned race. At that time we will keep track of the points that he has earned at our races through out the year. The CCRA awards trophies to the top four in each class at the end of the year. Host Clubs donate \$30 per race that they sponsor, that money goes into the year end trophy fund. We put out a race report after every race to keep contestants informed on their progress. We do ask a \$10 donation from contestants and other interested individuals to help pay for the race report, although this is not mandatory.

Enough about me and the CCRA, now on to the NMPRA. I do know that there are 27 people in District 1 that don't like me, those are the 27 people that voted me into this job (I'll get even with you guys later, I do have a sense of humor). I really haven't figured out what my job is yet, only that I'm a glorified reporter. I've been asking around trying to find a Constitution or By-Laws and Ron Schorr informed me that there was a copy with some attorney in the LA area and he is trying to get me a copy, thanks Ron.

What I need now from District 1 members is a list of all the Contest Directors in your area. So I can contact them and get their race schedules, race results and keep them informed of any happenings that I may find out about (the CD's do not have to be NMPRA members, although that would be nice). 1997 promises to be a banner year, here in Dist 1 with 12 races already sched-

uled in the Northern area along with the "AMA Expo 97" that Richard Hansen and Brian Nelson are putting together in the San Francisco area. I want to do the best job that I can and that is represent you, the racers in Dist. 1, but I do need your help. In the future I may have to wear three hats, one as a racer, one as a contest director and one as a NMPRA officer. Ain't gonna be easy.

Bank-n-yank
Dave

District 2 - Darrol Cady

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It looks like our last year's hardware is still in vogue for 1997. It is nice when we have the opportunity to wear out equipment instead of putting it on the shelf to collect dust, because it is no longer competitive. Remember Supertigers in Form I and Rossi's in Quickie 428. As far as racing goes, they are paper weights. I am so pleased with the equipment we have today. For example, just a few years ago just the chosen few had the big horsepower in Form I. Just a few were going in the "0's". Now when you go to a major race, one third of the field is going that fast. You don't have to have a special motor. Properly set up, they all go fast. It makes the competition really tight, and you have a lot of new winners. When everyone gets the props figured out in Q40, a lot more racers are going to be doing the really fast times.

Speaking of Q40, I know of three being built in this district. Two of them by racers that have never flown Q40. Evolution! I hope that the Q40's in this district don't have a negative effect on our Form I participation.

1996 saw the untimely deaths of two of our active 1995 flyers. Ed Easingwood and Don Rice passed away in 1996. We miss them both. Others have written kind words for both of them in this publication. I can't say any more. God bless them both.

I finally succumbed to the "Net". The battle was long and hard. I fought it gallantly, but it won. My computer is now on the Net and my e-mail address is "dcady@pacifier.com". It's cheap and easy to get in touch with me. We are working with Ed McCullough to get our District 11 web page on the net, via the AMA page. If you are on the net, go to the AMA page/District 10 page. I spent an hour reading it the other

night, and know more about what is going on in their district than I do about ours. It is important to contact your AMA VP and encourage them to move forward on this project. A better informed membership will make a better AMA. If we truly understand the problems that they face, maybe we would be more understanding of their performance. Just maybe some of them are modelers first and businessmen / politicians second.

Rhonda and I are going to make our first racing trip in January. It will last until the end of February. We're going to bounce back and forth between Phoenix and Las Vegas. We will race three classes on this trip, F1, Q40 and Q500. It will be a great way to start the 1997 season, three "heads up" contests in the beginning of the season.

Our next race in the district will be completed by the time you read this, but we will be in the south in February. At this time there are no race results to report on, but we did complete our District Points for 1996.

| | | |
|------------------|----------------|-------------------|
| 424 Q500 | 428 Q500 | 421 Formula 1 |
| 1. Tom Strom | 1. Darrol Cady | 1. Darrol Cady |
| 2. Stan Davis | 2. Nelson Eddy | 2. Al Watson |
| 3. Jeremy Grogan | 3. Jon Packer | 3. Andrew McIndoe |

Formula One Rookie of the Year — Tom Strom Jr.
Quickie Rookie of the Year — Bobby Arledge

District 2 was polled and then voted to adopt the Arizona Pylon Racing Association (APRA) rules for our 1997 season. Know if some of you come north to race our 424 class, it is APRA rules. I think this was a great change. I would like to see this class grow, not necessarily as a beginners class, but as a racing class in itself. It is an answer to slowing down Q500 and having a racing class similar to the successful NEPRO group. I'm disappointed that they have elected to let Form I go by the wayside. Maybe it isn't just the similarity in speed that is the problem!

I have heard to many negative comments about the new pylon safety rules. First of all I believe that the AMA is saving our pylon events, not trying to get rid of them. There are two main issues that are concerning many of the racers. The first is helmets and safety glasses. What is the big deal? We

NEXT ARTICLE

DUE DATE

MARCH 19



District News



wear hats and sunglasses anyway. This way if the starter drops the flag on your head it won't hurt. whether it does any more good than that, I don't care. I am more interested in racing than I am about a few changes that will allow us to race as we have been. The testing that is being done on the cages, hopefully, will give us minimum standards that will protect the workers from our racers, and not try to stop a speeding bullet.

The next subject that I would like to talk about is the Waiver. I have heard people yelling about the Waiver. More time should be taken by the yellors to read and understand the document. Now, I am not a lawyer, but I read it to say that no contestant will litigate against the Land Owner, The sponsoring Club, The AMA, The Contest Director, etc. No where does it say that you don't have insurance, or that you can not recover from someone that causes you damage. Remember that person that damages you is covered by the AMA insurance policy and you will be taken care of. It does not violate your real protection. What it does do is keep "Gold-Diggers" from seeking out the deep pockets to see what they can collect.

Personally I don't want the GD's digging into my AMA pocket or forcing non-participant to defend themselves over something that they had no control of. The ones that I am talking about are the people that help us race with nothing to be gained, but helping us. They do not deserve the exposure.

I also feel that we as Pylon Racers are being discriminated against. I think the waiver is a good idea! Every AMA member should sign it to be a member of the AMA. I will sign the waivers, but I do it in protest until everyone has the same right and obligation.

Darrol

District 3 - Randy Smith

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Happy 1997 to all you go-fast guys! With temperatures dipping to -35 degrees, no doubt modeling activity has slowed down in the district. Club 20 racing in Calgary has suffered from the unusually cold weather and absolutely tons of snow. The flying fields around town are impassable. The good news is that this kind of weather is just right for burying yourself in your workshop and getting next summer's lean mean racing machine built.

There has been quite a bit of talk this winter over the new Loki Q40 kit being produced in our district. 1997 will be a year where we will find out just how the district events are going to shake out. We'll see if Q40 and F-1 can coexist. There will likely be a significant number of Q40s making a presence at race weekends. I encourage the owners and pilots to show them off. Demonstrate them at lunch time and in the evenings, and let other pilots try their hand at the sticks. The good news for the F-1 guys is that F-1s will be allowed to participate in the Q40 races too. I urge everyone who has a Q40 to make it to that event to show your support for the new event. For what it's worth, it seems everyone in our district likes the rules just as they are. We see no need to change from the current slim Vendetta style of fuselage and there is certainly no call from our district to slow the event down with smaller carbs etc. Let's leave things alone and keep going fast.

In the last issue of the NMPRA newsletter, the final Formula One points totals for members of our district were incorrect. It appears that Ron Schorr did not receive any of my contest reports from our district. Only contests which our members attended in the USA were recognized. We had only four F-1 points days in our district last year, but results for all four were sent to Ron. In looking back in past issues of the NMPRA newsletter, I noticed that Ron moved residence sometime in mid summer. Too bad, the district vice presidents were not specifically advised. I can only conclude that Ron's mail was not forwarded to his new location. Anyway, our members did quite well on a national basis. Had the points been totaled correctly in Formula One, Roy Andrassy would have placed 9th out of a total of 84. Hank Kauffman came in 14th. Harold Sattler placed 23rd. Doug Houston 32nd. Randy Smith 38th and Greg Genge 46th.

In addition to racing, one of my other hobbies is typing away on this silly computer. Besides being a tool for work, and a means to keep track of district points and to write newsletters, the Internet adds an additional dimension to computing. I don't really surf around on the Net that much unless I am looking for specific information. I have

discovered quite a large R/C presence on the Net. There are literally hundreds of web sites by individual modelers, model manufacturers, and model mail order houses.

Until recently, I haven't found much on the Net related to pylon racing. However, just around Christmas a couple of pylon forums, or electronic bulletin boards, popped up. This is where you can post a message on the "bulletin board" and others can read it and reply. Many topics are posted. Everything from what's the best Quickie design that a beginner should use, to questions on engines, event rules discussions, and more. Racers from all over the world drop in and post messages. There have been many beginners inquiring about how to get into Quickie racing and how to join the NMPRA. I have been trying to start a discussion regarding the new Q40 event. I'm trying to get a feel for what's going on in other parts of N. America and how they manage F-1 at the same time.

For those with a computer and Internet access, give these sites a try; <http://www.rcairplanes.com/> or <http://rconline.com>

I have had a number of inquiries on the Internet pylon forums regarding beginners that want to know more about racing in their area and how to join the NMPRA. I have been referring these inquiries to the NMPRA district VP in their geographical area. What this says to me is that I think there is a real need for the NMPRA to make its presence known via the Internet. Think about it - if you are not already an NMPRA member, and you don't know who to talk to, how do you find out information about racing? The NMPRA web site could hold the names and contact information for all the district vice presidents, contest calendars, technical tips, pictures of the latest winners and aircraft designs. A "How to Get Started in Pylon" section, you name it. I doubt anyone in our organization has the time and dedication to create a web page. Besides, we should all be building and flying not plinkin' away on computer keys, right. Perhaps the NMPRA should allocate some funds to have a web page designed and maintained. I believe the money would be well spent and would likely attract new members. Perhaps I will make a few phone calls and inquire as to how much it would cost to have a web page created and maintained. This will be for information only. No action will be taken at this time. I would like to know what other members think. Email me at randysmith@nt.com

Rapid Randy

Don't know your NMPRA Officials address? Use this address.

Academy of Model Aeronautics
Attn: NMPRA
PO Box 3028
Muncie, IN 47302-1028



District News



District 4 - Mike Sperry

1614 11th St, Cody, WY 82414
(307) 587-5870

Pam and I want to take this opportunity to write and thank all the people involved with the 1996 Canadian National racing event. My wife and I attended this contest directed and run by the Saskatoon Hub City R.C. Club. Having raced all over the U.S. it is easy to say the Hub City club did a wonderful job hosting the Canadian Nats racing events. This race was professionally run with very qualified, trained course workers, good equipment and a wonderful site. We enjoyed perfect race weather, friendly people, very competitive racing and an outstanding awards picnic. This group really knows how to make you feel welcome. A very special thank you should go to Jim Smith and Al Woods. Their efforts combined with a great Hub City club allow people like us to enjoy our hobby.

Be sure to send your race schedules for the season as soon as possible. I understand we have a conflict with Spokane and Billings for a May date. I will contact those clubs and see if we can reschedule so some Montana people can attend both events.

Mike

District 5 - Brenda Holbrook

3418 March Terr, Cincinnati, OH 45239
(513) 923-4326

I need to start this column out by thanking all of you who showed your support by voting for me. I know we can work together to have a great year of racing. Please send me your race schedules so we can get started, and please remember to send in your race reports and results. And if you have any other thoughts, concerns or any constructive ideas send them to me. If you have something you feel you just must crab about, then call me. The Caps/District 5 meeting was held in Columbus on Jan 5. We had dinner at Michael Dominics Rest. (Thanks to Ed Spiker for making the arrangements) and had around 30 people from our district. We had an open discussion on the CAPS guidelines for standard class. We also talked about what we can do to keep standard class alive and new blood coming in. Several of the clubs are having sport and expert class

instead of standard and expert to encourage new racers.

At this meeting we also passed out the District trophies. The following people "went home with the hardware"; Craig Grunkemeyer - 2nd place Q-500; Ray Hendriksma - 14th place Q-500; Terry Frazer - 16th place Q-500; Craig Grunkemeyer - 3rd place Q40; Mike Condon - 5th place Q40; Rex Knepper - 7th place Q40; Dennis Sumner - 10th place Q40.

Race dates were set for a large portion of the district and can be found in this issue. Lots of local racing this year starting with the HAWKS in Hamilton Ohio and ending with the Bluegrass Championship in Hebron Ky. Columbus has decided to join the action this year as well as the Propbusters in Cincinnati, Ohio. We should try to support as many as possible. The Silver Cup is back this year as well as the CAPS Classic which will be held at Wright Patterson AFB in Dayton Ohio. These are both premiere events. The Lucasville club has put in for the NMPRA Q500 Championship race. We raced there last year and it promises to be one fine race sight. Terry Frazer is their race CD and always does a fine job. If anyone else is interested in hosting the Championship race please call before the end of February.

Congratulations to all and good luck to everyone in the coming season. See ya next month. May your landings equal the number of your take-offs.

Brenda

District 6 Richard Moreland

726 Hillmeade Rd, Edgewater, MD 21037
(301) 261-7366

Thanks Don for the last two years as our District VP. I hope I can continue your fine job into 1997. I made a promise to Vern Smith that if he would run for NMPRA President, I would do the same for District 6 VP. You guys fixed us both by electing us.

With the cold winter months ahead it's building time for most, but also planning time for others. Actually, the planning for the 1997 season started this past summer between Lloyd Burnham and myself. Lloyd and I have come up with an idea to create some friendly rivalry between the NEPRO and PGRC folks. They have ended F1 racing altogether in the northeast and wanted to

promote 428 Quickie and QM to replace the holes in their schedule. We at PGRC have been doing this all along, but have had trouble getting more than 20 entries per event. We have agreed to have two weekends each of 428 and QM racing, both at Westover Mass., and Bowie, Md. this year, with a points system awarding a perpetual trophy to the top points winner for QM. We have decided to promote QM only this year hoping to spark some new competitors. Both areas have donated \$100 for a very nice trophy. The format will be 428 and QM running on both Saturday and Sunday, so at year's end there will be points awarded for 8 races for each class. Hopefully, we won't keep all the fun for ourselves and get some of those Ohio and Michigan guys to play too!

I had the pleasure of attending the Tangerine Race again this year in Orlando, Fla. What a great time had by all. They changed the dates last year, having the contest about two weeks before the start of the holidays. This has been wonderful for myself and the wife because we can get away without the problems of being away between Christmas and New Year's. The weather for the second year in a row could not have been better; in the upper 70's, blue skies and great people. Many folks from the northeast showed up. Bob Wallace and Pete Reed just barely got flights out between snow storms, along with David Doyle. It was great to see everyone running around in shorts and sandals in December; but, we all watched the weather forecast for home knowing we would all have to go back to those wintry places. Did we show them our stuff? Let's see, I lost a radio and crashed in Q500, both Dave Doyle and myself hit a tree limb on landing in QM, Pete blew a wing off his QM on a test flight, Bob Wallace broke his best motor and Vern Smith is still looking for the race course. In spite of it all we wouldn't have wanted to be anywhere else. Thanks Cliff and Nancy Telford, Carl Simms and Gary Freeman Sr. for being such great hosts. Everyone had a great time. It was also great to see friends like Bob Beaudette and wife Darlene, and an old PGRC racer, Don Moody and his wife Carolyn. Both Bob and Don have told me just how tough it's been adjusting to those South Florida winters. May both your air conditioners fail this August.

Two new rules are on the books for 1997 concerning QM. Rule 1: Wing span has a max. of 56". Rule 2: All airplane designs have to be submitted to the Contest Board for approval. Remember one very important point about this rule, it was not



District News



written to change anything, it was written to keep things the same! We have a small group of people, who in the contest boards view, have taken advantage of the language of the rule and have been building airplanes that don't look like the airplanes they are supposed to be. The Contest Board had to act or the rules mean nothing. We were getting complaints from everyone. Writing a rule to close the loop holes in an existing rule is tough. There was no intent to remove anyones competitive advantage or slow the arrival of new designs to the market place. We would not and could not stand by and let this event get out of hand. Those who wish to have more information regarding this new rule, feel free to write or call me.

Keep that snow blower tuned up this winter.

Rick

Formula I - Mike Helsel

7 Still Meadow, Round Rock, TX 78664
(532) 244-2133

The Form 1 View

The first thing that I would like to do is thank Ron Schorr for all the time, effort and money he has put into Form 1 as the VP and for the past several years. You may not always agree with Ron, but you always know where he stands. Thanks, Ron.

I have been racing Formula 1 since about 1969. During that time I have seen ups and downs, changes to the rules (mostly minor), met a lot of people around the world and had a great time. In fact our new pres, Vern and I started pylon racing together. That was before quickie or any other class of head to head RC racing. Over the years I have heard all of the "bitches" about the sport from expense to noise, but I think that most of these fall into the "excuse" area. Lately, we have had several negative pressures on the event and some talk about it being "dead". Much of this talk, I feel, is directed at some of the people in the event and not the event itself. I would like to ask that those who don't like the event (or some of the people in it) to try to take the higher ground and concentrate POSITIVE efforts on supporting what ever event you like and not try to destroy someone else's event!

In RC pylon racing,

What is it about Formula 1:

Are there airplanes just as fast - yes.

Are there airplanes that look as good - yes.

Are there airplanes that sound as fast maybe.

Are there events that are cheaper - yes.

Are there events that are more expensive - yes.

Are there events that provide the satisfaction when you finish a great run - maybe.

Is it easy - No.

Is it for everyone - No.

CAN ANY OTHER EVENT ADD ALL OF THESE TOGETHER - NO.

It's kind of like nitro burning fuel cars in Drag Racing, NASCAR or the Reno Air Races, everyone who tries it is not successful!

In fact, now is a good time to get into (or back into) Formula 1. Why, there are a lot of pre owned airplanes sitting around that can be had for good prices, the motor technology is quite mature and consistent and there are some really good races to go to.

The really good races:

Phoenix, February

Bob Downey (Whittier), April

Powermaster Nats, May 31-June 1

Nationals, July

Championship Race, October

A nything in the Northwest

Other (Let me know)

Go Fast, Turn Left!

Mike

Quarter Midget Bob Beaudette

8442 NW 47th Dr, Coral Springs, FL 33067
(954) 340-5437

Well the Tangerine held in Apopka Florida has come and gone and what a great event it was. The Quarter Midget event was CD'd by none other than Cliff Telford and it went very smoothly. The course workers for all three days were excellent and the racing was as competitive as I have ever seen it. A couple of noteworthy events, Mr Jerry (Woody) Small found the tree line along side the runway, promptly found a proper nest for his bird and then spent the next day finding a chain saw to extricate his airplane. Our own Dean Stone found the other tree line on his landing approach, which grabbed his airplane, and promptly connected his quarter forty with terra firma.

Lends new meaning to Reach out and touch someone. But the real prize belongs to Pete Reed who showed us what a Nelson Powered lawn dart looks, sounds and lands like. After a beautifully executed negative "G" maneuver, the wing decided it had enough, departed from the fuselage, and fluttered back to earth. It kind of resembled a bent boomerang. The fuselage though was another story. It decidedly looked like a miniature version of the space shuttle minus the booster rockets. What it did have was one of Henry's finest turning about 25G's executing a beautiful trajectory coming to rest about 1/2 mile away. After the recovery, Pete pronounced the remains of the fuselage almost air worthy (minimal damage really) and proceeded to find a backup. The wing found the trash can. After this bizarre flight, I can say Pete had a fairly uneventful day. All in all, the racing was great along with the weather. Low 80's every day.

- | | | |
|------------------|---------|-------------|
| 1. Rich Tocci | 1:12:11 | Stiletto |
| 2. Ray Brown | 1:12:51 | Vendetta |
| 3. Dub Jett | 1:08:80 | Sweet Pea * |
| 4. Bob Beaudette | 1:12:09 | Stiletto |
| 5. Terry Frazer | 1:15:78 | Tsunami |

To anyone who has the desire for December racing, this is a highly recommended three day event. Well run by a trio of veteran CD's, Carl Simms, Gary Freeman Sr and Cliff Telford, they are to be commended for a job well done.

I spoke with Lyle Larson recently, seems the weather is a little colder in South Dakota than in California. I think the weather channel pegged South Dakota at about -40 degrees last week. We did discuss his new additions to his QM Forty line. He has re-designed his Napier Heston to comply with the new Q40 rules as well as his P-5 1. The motor on the P-51 has been canted over to place the pipe down the center of the bottom of the fuselage. The belly scoops have been redesigned to more closely resemble the real aircraft. He is also releasing a new design "The Strega" which is based on the P-51 Mustang. Lyle has always built quality airplanes. I'm sure these will be no different.

There has been a lot of controversy over the new Q40 rules. I have had many discussions with contest board members as well as with other long time racers throughout the country. The general consensus of opinion seems to be that the basic rules are not that bad. The area that has had most of the controversy has been with the committee approved designs. But lets think about it. Is it such a bad idea providing that the committee does reject inappropriate designs and does not allow them to compete before complying. That to me will be the real test. We



District News



at least have a mechanism for control. There has not been a long line of people recommending well written alternative rules, at least that I know of.

My suggestion is to let the system have time to work. Let us then fine tune the rules to plug the inevitable loop holes that will be exposed. Racers by nature are going to try to develop the grand daddy of them all, the fastest and the best. The airplane that is going to clean house at the Nats. If the envelope is being pushed to far, you deserve to have your hand slapped. We all know what the intent of the event is. Have a level playing field and to have fun. As far as the current rules are now written, I feel that we need to give them a shot. If any of you have any suggestions as to how to simplify, clarify or restate a rule please send it along. I'll

make sure it gets into the proper stream of things. Do it in writing please.

I hope all of your winter building projects are well underway. There is lots of new equipment to choose from.

Bob

Quickie 500 - Cliff Telford

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

The Q500 racing season began on October 1, 1996 and will end on September 30, 1997. NMPRA dues must be paid by March 31, 1997 for points earned at the end 1996 to be counted. After March 31st, points can not be earned until dues are paid. Join early

to retain any points you may have earned at district championship races etc.

Bill Cranston Sr. has informed me that the points credited to him in 1996 were actually earned by Bill Jr. My apologies to Bill Jr. There are several family groups in NMPRA where two members have similar names. CD's should be aware of this and specify exactly who earned the points. Abbreviations such as "B. Cranston" or "W. Cranston" with no Jr.-Sr. or NMPRA number are confusing in a race report.

Please be aware that an AMA sanction is not required in order to hold a race where NMPRA points are awarded.

Clif

NMPRA RULES SURVEY

There are currently a batch of rule proposals that have been submitted to the AMA Pylon Contest Board for a preliminary vote by the end of February. The new rules procedure allows amending these proposals after the Contest Board members get a chance to discuss them with people who participate in pylon racing. Unfortunately, as many pylon contest board members have told me, they never hear from anybody so they vote by the seat of their pants. The NMPRA should have significant input into pylon rules and to do so we must bring our influence to bear on the pylon racing contest board members. The best way for the NMPRA to gain credibility with the board members is to present them with information gathered from currently participating racers. The only accurate way to gather this information is with surveys. Please take the time to return the following survey. Refer to pages 171-173 of the March Issue of Model Aviation for an explanation of each of the rule proposals.

Yes No

- Should we reduce the minimum Q40 wheel diameter from 2.25" to 2.00"?
- Should we raise the minimum weight for Q500 type airplanes from 3.5 lbs to 3.75 lbs?
- Should we shorten the start time from 90 seconds to 60 seconds?
- Should we allow composite props in Quarter 40?
- Should we go to a 1-3, 2-4 take off sequence, and select take off position by lot before we go to the line?
- Would it make determining when an aircraft crosses the invisible line at pylon #1 if we positioned a second "sighting" pole at least 100 feet from number 1 pylon perpendicular to the course center line?
- Should we slow down Q500?
- Should we slow down Quarter 40?
- Should we slow down Formula 1?

Answer the following, assuming that we must slow down the aircraft. Please rank the following methods of slowing down the aircraft using "1" as your favorite method and ending with "5" as you least favorite.

- _____ Mandate a minimum prop diameter .
- _____ Reduce the nitro content in the fuel.
- _____ Mandate mufflers that offer no performance gain.
- _____ Reduce the size of the venturi/carb.
- _____ Increase the drag of the airframe.

MAIL/FAX THIS SURVEY TO PRESIDENT VERN SMITH (see inside back cover)

District 1 - Dave Ferrell

1565 Echo Dr., Merced, CA 95340
209.722.0655

| | | |
|------------------------|---------------------------|--------|
| Q5 & Q4 use APRA rules | | |
| 11/3 | Phoenix, AZ | Q5 |
| 12/1 | Phoenix, AZ | Q5 |
| 3/16/97 | Merced, CA - CCRA | Q5,AMA |
| | Dave Ferrell 209.722.0655 | Q4,AMA |
| 3/29 | Sacramento, CA - CCRA | Q5,AMA |
| | Jim Tomblin 916.723.8574 | Q4,AMA |
| 4/12 | Modesto, CA - CCRA | Q5,AMA |
| | Bruce Coffey 209.577.3707 | Q4,AMA |
| 5/3-4 | Merced/Castle, CA | Q5,AMA |
| | Dave Ferrell 209.722.0655 | |
| 5/17 | East Bay R/C, CA - CCRA | Q5,AMA |
| | Dale Wright 510.828.3551 | Q4,AMA |
| 6/7 | Modesto, CA - CCRA | Q5,AMA |
| | Bruce Coffey 209.577.3707 | Q4,AMA |
| 6/21-22 | Medford, OR - CCRA | Q5,AMA |
| | David Duncan 916.233.3953 | Q4,AMA |
| 7/5-6 | Reno, NV - CCRA | Q5,AMA |
| | Jerry Kunze 702.852.0321 | Q4,AMA |
| 8/17 | Sacramento, CA - CCRA | Q5,AMA |
| | Jim Tomblin 916.723.8574 | Q4,AMA |
| 9/13 | Modesto, CA - CCRA | Q5,AMA |
| | Bruce Coffey 209.722.0655 | Q4,AMA |
| 10/11 | Merced, CA - CCRA | Q5,AMA |
| | Dave Ferrell 209.722.0655 | Q4,AMA |

District 2 - Darrol Cady

110711 NE 37th Ct, Vancouver, WA 98686
360.573.0987

| | | |
|----------|------------------------|--------------|
| 2/9/97 | Kent, WA Hawks | Q5,AMA |
| 3/2 | Kent, WA Hawks | Q5,AMA |
| 4/6 | Kent, WA Hawks | Q5,AMA |
| 5/17-18 | Spokane, WA Barons | F1,Q4 |
| | JR Wilber | Q5,AMA |
| 6/7-8 | Toledo, WA NMPRA | F1,Q4 |
| | Henry Bartle | Q5,AMA |
| 6/21-22 | Medford, OR Rouge | Q5,AMA,Q4AMA |
| 6/28-29 | Ephrada, WA - Hawks | F1,Q5,AMA |
| 8/2-3 | Whidbey Island - WIRCS | F1,Q5,AMA |
| | Al Watson | |
| 8/23-24 | Arlington, WA - Hawks | F1,Q5,AMA |
| | Al Watson | |
| 9/6-7 | Kent, WA Hawks | Q5,AMA |
| 10/5 | Kent, WA Hawks | Q5,AMA |
| 10/11-12 | Bremerton, WA - ARCS | F1,Q5,AMA |
| 11/2 | Kent, WA Hawks | Q5,AMA |

District 3 - Randy Smith

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

District 4 - Mike Sperry

1614 11th St, Cody, WY 82414
307.587.5870

District 5 - Brenda Holbrook

3418 MArch Terr., Cincinatti, OH 45239
513.923.4326

| | | |
|---------|----------------------------|---------|
| 10/5 | Toledo, OH - Flying Tigers | Q5S,AMA |
| 10/6 | Pat Falgout 419.241.3865 | Q4 |
| 7/13-19 | AMA/NMPRA Nationals | |

Distict 6 - Richard Moreland

726 Hillmeade Rd., Edgewater, MD 21037
301.261.7366

| | | |
|----------|------------------------------|----------|
| 10/20 | Jackson, NJ - GPRA | Q5AMA |
| | Cup Race | |
| 4/26/97 | Bowie, MD PGRC | Q5S,AMA |
| | Rick Moreland 301.261.7366 | |
| 5/4 | Hadley, MA - NEPRO | Q5ES |
| | Dave Fogg 413.593.3581 | |
| 5/10 | Ellington, CT - NEPRO | Q5ES |
| | Wayne Galbraith 860.745.3291 | |
| 5/17-18 | Bowie, MD - PGRC | Q5AMA,Q4 |
| | Rick Moreland 301.261.7366 | |
| 5/31-6/1 | Westover AFB - NEPRO | Q5AMA,Q4 |
| | Lloyd Burnham 860.644.9072 | |
| 6/8 | Farmington, CT - NEPRO | Q5ES |
| | Pete Reed 860.673.7883 | |
| 6/8 | Niagara Falls, Ont | |
| | Gary Gau 412.452.1325 | |
| 6/21-22 | Bridgewater, MA - Pylon 105 | Q5ES,AMA |
| | Don McStay 508.528.1381 | Q4 |
| 6/28 | Bowie, MD - PGRC | Q5S |
| | Rick Moreland 301.261.7366 | |
| 6/29 | Niagara Falls, Ont | |
| | Gary Gau 412.452.1325 | |
| 7/27 | Lockport, NY | |
| | Gary Gau 412.452.1325 | |
| 8/2-3 | Bowie, MD - PGRC | Q5AMA,Q4 |
| | Rick Moreland 301.261.7366 | |
| 8/9-10 | Ellington, CT - NEPRO | Q5ES |
| | Kevin Cyr 860.871.8316 | |
| 8/16 | Bowie, MD - PGRC | Q5S |
| | Rick Moreland 301.261.7366 | |
| 8/24 | Niagara Falls, Ont | |
| | Gary Gau 412.452.1325 | |
| 8/23-24 | Bridgewater, MA - Pylon 105 | Q5ES,AMA |
| | Don McStay 508.528.1381 | Q4 |
| 9/6-7 | Westover AFB - NEPRO | Q5AMA,Q4 |
| | Pete Reed 860.673.7883 | |
| 9/14 | Hadley, MA - NEPRO | Q5ES |
| | Irl Brown 413.527.3077 | |
| 9/20-21 | NMPRA District Championship | Q5AMA |
| | location to be announced | |
| 10/11 | Bowie, MD - PGRC | Q5S,AMA |
| | Rick Moreland 301.261.7366 | |

District 7- Gary Freeman Sr.

1005 Taproot Dr., Winter Springs, FL 32708
407.695.1855

| | | |
|--------------------------|----------------------------|----------|
| Q5 is SEMPRA Sport Pylon | | |
| 12/13 | Tangerine, FL | Q4 |
| 12/14 | Orlando, FL | |
| 12/15 | Don Leighton 407.834.9376 | |
| 3/1-2/97 | Ft Lauderdale, FL | Q5 |
| | Ray Brown 305.899.8468 | |
| 3/15-16 | Brandon, FL | Q5 |
| | Lucien Miller 813.991.4710 | |
| 5/3-4 | Atlanta, GA | Q5AMA,Q4 |
| | Rick Landers 770.389.8720 | |
| 9/6-7 | Chattanooga, TN | Q5 |
| | Steve Clayton 423.624.3767 | |
| 10/11-12 | Atlanta, GA | Q5AMA,Q4 |
| | Rick Landers 770.389.8720 | |
| 11/8-9 | Tampa, FL TRAC | Q5 |
| | Wayne Smith 813.621.4051 | |

District 8 - Dan Tips

1706 Pilot Way, Garland, TX 75040
000.000.0000

(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

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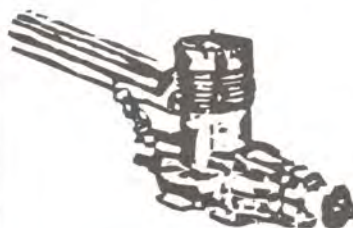
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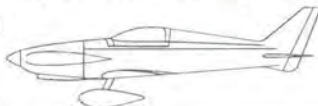
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 Sunland, CA 91040
 (818) 352-3766



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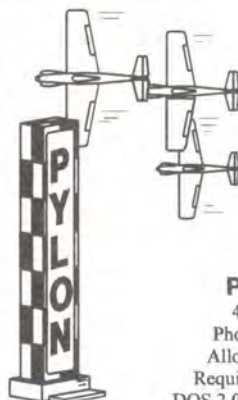
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Contest Board aircraft approval update

The racing contest board has had some concerns whereas recent designs of Quarter 40's are starting to stray away from the intended, "scale resemblance".

Since Quarter 40 is still in it's infancy, the general consensus with various board members is that as long as the rule is in the book, we should do something to keep the scale integrity in the event and therefore, a rule proposal was presented to the general public with a full page notice in the August issue of Model Aviation (page 143).

This rule was voted in and since that day, the committee has been working to establish criteria to police the rule. This criteria has been finalized and effects all persons who currently have a Quarter 40 that they have designed and built for their own use or have designed and are manufacturing scalable kits or have future plans to get involved with designing a plane for their personal use or the making of kits.

If you are one of these people and have not received a letter from the contest board with information on this subject, contact the writer immediately. Per the rule book, all persons fitting this description have six months to get their models approved therefore, please act now.

One important point, this does not effect the models you are currently flying. If you have a purchased kit or had one given to you, you are not penalized nor is your plane illegal for competition. If the particular plane you are flying has some discrepancies that the board would note, we expect the manufacturer to correct those discrepancies for future sales however, all craft currently being flown can continue to be flown until attrition.

The boards intent is that in a certain period of time, all current models not meeting the minimum criteria, would slowly disappear and would be replaced with new versions that have upgraded by manufacturer.

The process of checking all Quarter 40 kits for conformance to the rule language, "reasonable replica" is progressing nicely with several approved and serveal more in the process of being approved.

As of Feb 1, the following kits have met the requirements and have contest board approval; Pete Reed's Folkert, Duane Gall's Swee Pea, Pole Cat and Stinger, Fred Johanson's Napier, Rich Tocci's Nemesis and Stiletto.

Thank you,
Wayne Yeager, Chairman
R/C Racing Contest Board
15387 Forrister Rd, Clayton, MI 49235

THE INTIMIDATOR Q500

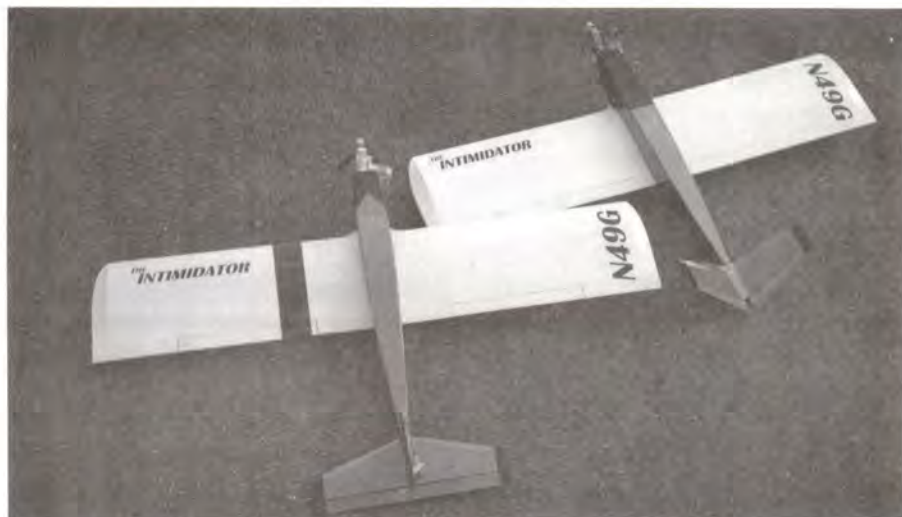
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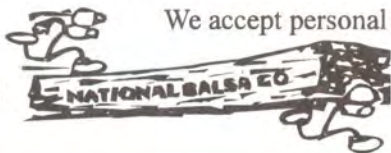
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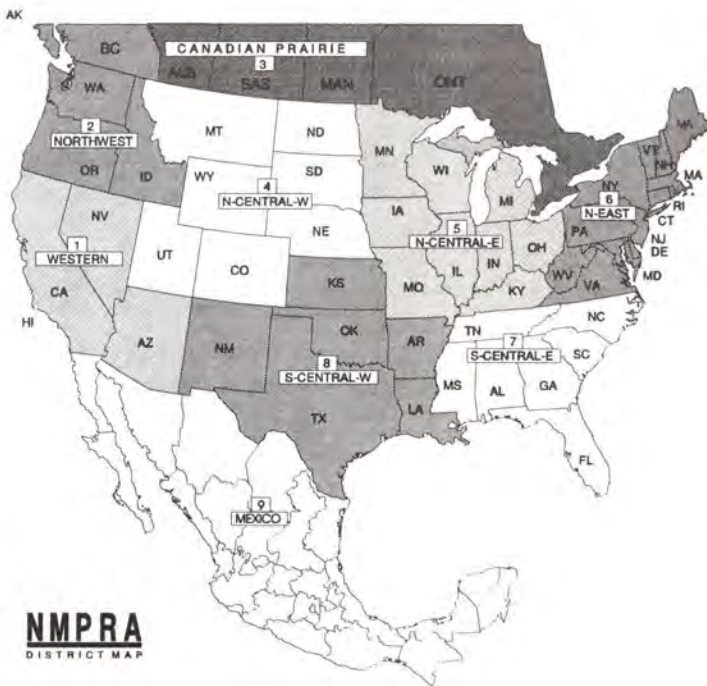
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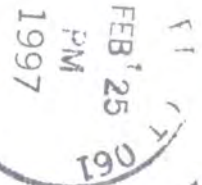
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