

The Pylon Racer's Official Voice

NMPRA

HIGH PERFORMANCE

National Miniature Pylon Racing Association

Since 1965

AMA Affiliated

April 97

Presidential Pönfification

I would like to start this issue's column with an endorsement of our newsletter editor, Paul Page. For those of you who don't recognize the name, Paul is the guy who sits in front of the computer at the Nats day after day, all day long. Everybody should be aware of how much Paul does for the NMPRA. To the best of my knowledge we are the only SIG that gives meaningful awards to members who finish well at our Championship Races (thousands of dollars). The reason for this is that our expense structure is so much lower than the other SIGs. How are we able to operate so frugally? Because Paul does our newsletter for half the price the other SIGs pay! If this wasn't enough, Paul has taken over the responsibilities of Secretary/Treasurer for 1997 as well.

Electronic pylon course

Jerry Small, CEO of Small Creations, (817) 379-6468, has graciously agreed to head up a committee to investigate the feasibility and affordability of developing an electronic pylon course. This is attractive because the majority of the course workers would be replaced by electronic sensor, timers, recorders, etc., etc. The current consensus is that it's doable, the tough part is making it affordable. These guys need input from people with the type of background in electronics that directly impacts this effort. If you are qualified or know someone who is, please get in touch with Jerry. The best way to make pylon racing safe is to remove soft tissue from the course, and this has the best potential of leaving the fewest people in harms way. Other members of this committee are Bob Dible (510-490-6610 or bob.dible@lamrc.com) and Rich Osman (817-379-0568 or oz@paranoia.com).

Non electronic pylon course

Greg Edmunds, CEO of Edmunds Engineering, in an equally magnanimous gesture, is looking into achieving the same result (getting people off the course) using off the shelf, low tech, affordable components. As opposed to the electronic course approach, where people would be eliminated entirely, the approach Greg is investigating simply moves most of the course workers from the course.

NMPRA Web page

The NMPRA is in the process of setting up a Web Page. Chris Russell (Russellc@awod.com) from Charleston South Carolina has graciously volunteered his time and money to set up our page. The address will be nmpra.org and the page should be up and running in a month or so. Any of you folks out there with skills in computer graphics could be of great service to the NMPRA. We could use this type of expertise in our newsletter, ads placed in the newsletter, and now a Web Page. Please call me if you can help us in this area.

Aircraft approval

We have good news: the Q40 "how scale is scale", or "how reasonable is reasonable" debate has been shut down for the remainder of 1997. The brokered agreement goes roughly this way: NMPRA QM40 VP Bob Beaudett's urgent rules proposal to require a minimum fuselage cross sectional area of 12.5 square inches, effective January 1, 1998 is a shoe in to pass the Racing Contest Board and become AMA law around mid Summer. All combatants, with a jaundiced eye on the ramifications of Bob's proposal, have agreed to allow anything that was flown or being manufactured before January 1 1997 to compete for the remainder of 1997. Now we can do what we do best, go race!

Unfortunately, there is a very dark cloud on the horizon. The exhausted participants

from the mercifully ended tempest in a tea pot will recognize this cloud as the same one that has rained on them for the past year. Several earnest, hard working rule crafters and enforcers, particularly Wayne Yeager and Rick Morland, have labored mightily to fairly and equitably implement a "warm & fuzzy" or "feel good" rule that is unenforceable and an invitation to endless arguments and bar room litigation. The 96/97 AMA rule book says Q40's "shall be semi-scale or recognizable replicas of the full-scale aircraft" The terms semi-scale and recognizable replica are as subjective as you can get, and make this rule an enforcement nightmare. I target the enforcement part as the nightmare because anyone can write salable subjective rules, but no one has ever figured out how to fairly enforce them. The QM40 situation is a wonderful case in point. Those members of the Pylon Contest Board with a traditionalist viewpoint (they like racers to bear a strong resemblance to a full scale something) could see that the "reasonable replica" rule was unenforceable when left in the hands of the stereotype club CD who was much more interested in participation and fun than scale fidelity.

Now we get to the difficult part. The traditionalists decided that a committee to pre judge a design as to it's fidelity to the subjective "reasonable replica" definition was the answer. The problem here is that only five committee men with divine insight will ever agree to what a reasonable replica is. The committee ran afoul of so many politically unpalatable situations that the AMA had to impose a cooling off period for the entire 1997 season. We are four months into the current racing season before knowing what airplanes the AMA will recognize as eligible for competition in the Q40 event. This is ridiculous, and if we don't do something about this ill begotten rule we will rerun this ugly scenario next spring.

continued on next page

President continued

I realize I will run into formidable opposition with this recommendation but we must stop writing subjective rules. There are no subjective rules in NASCAR, NHRH, SCCA, IMSA, etc., etc. These guys run races for millions of bucks and I'm more then willing to bet on their experience with rule enforceability. This is getting long winded so I would like to make a recommendation that we adopt the FAI approach to rule writing.

Everything is quantifiable and measurable. No arguments, no hard feelings, and everybody knows what the rules are the first day of the season.

In closing I would like to thank those who mailed/faxed the survey printed in the last newsletter to me. I urge those who did not to please do so. We need to get involved in the AMA rule making process and this is the best way to do so with credibility.



Correction

The voting tally on the pylon waiver proposal voted on at the January AMA Executive Council meeting was reported incorrectly in the February Newsletter. We reported that two Executive Council members voted against the proposal when actually three members voted against the waiver proposal. Mr. Don Bentfield, District VII VP also voted against the proposal.

Electronic Pylon Course Committee formed

This committee has been formed to look into the feasibility and potential expense of an electronic pylon course. The idea being to remove all the workers from the course, leaving only the contestants and their callers in harms way. Jerry Small has recruited two electronics gurus to work on the problem and is asking anyone with any expertise, ideas, suggestions and whatever to contact the committee at: Jerry Small (see ad), Bob Dible - E-mail bob.dible@lamrc.com and Rich Osman (7 Village Circle Suite 100 Westlake TX 76262-8531 Tel home 817.379.0568 or Tel work 817.490.5973 or E-mail oz@paranoia.com)

Article & advertising deadlines

April 30, June 11, July 30, September 10
October 22, December 3

Atlanta May race

Contrary to rumors, the Vendetta and all other airplanes that meet the current Q40 rules, as they are printed in the AMA rule book are legal to be raced at The 22nd Annual Atlanta Air Race on May 3rd & 4th 1997, per Racer Rick Landers-Contest Director.

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.

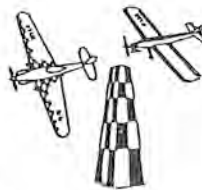
Official AMA Records

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
"COW TOWN 500"
Sponsored by
Fort Worth Thunderbirds
April 26th & 27th
District 8 Season Opener AMA Sanctioned



Classes: AMA Q500, Quickie Sport, Quarter Midget 40, and Formula 1

Site: Fort Worth Thunderbird's Flying Field(Lake Benbrook)

Entry fee: \$22.00 for each event, each day

Fuel Supplied by: PowerMaster!!! Thanks Don!

First heat will be at 9:00 AM

*Pilot Raffles and Give-aways: Both days!

Contest Director: Steve Ehlers ph#(817)731-6092 days (817)346-9672 evenings

Letters to the Editor

Yo fellow racers, I just got back from the Las Vegas Q40 race, and what a race it was. I won't go into race details, just some observations. Six east coast couples packed up and went to the Vegas race. This was a big decision for me to miss the start of the NAS-CAR season at Daytona Beach for the first time in sixteen years. What a great time we all had. Some made money in the casinos, I personally made a contribution.

During the long plane ride home, with the adrenaline still flowing, I reflected on the experience.

The fact that I took home a trophy, went two seconds faster than I have ever gone before, and didn't crash anything, may have had some influence on my view of the race, but not totally. The contest directors, Lee Ven Der Hey and Shawn Story only allowed three entries per frequency, and did this on a first come basis. This made for the best matrix mix I have seen in a long time. Everybody flew everybody and the side benefit was most people sent in their pre-entry. I would like to encourage more CDs to do this. With the ease of changing frequencies and the low cost of crystals everybody should have two or three different channels available. Something else they did, on the line each pilot called out his channel before they started the clock. Just another safety measure.

If you haven't packed up and flown to a major contest, treat yourself sometime, it's a rush. I packed just enough tools to get by and as luck would have it I had to change engines between heats. I had just flipped over the top of the matrix and only had three heats before I was up again. Enter Richard Verano and Rusty Van Baren. My back up engine was on my back up plane so they each grabbed a ball wrench and went to work. They had everything ready by the next heat while I just watched. They said that I was to nervous and they do this all the time. Great sportsmanship, remember we do this for fun.

I will be heading up processing at the Nats again this year. I didn't hear any complaints last year, so the general format and most of last years workers will stay intact. It looks like all processing will be done on Sunday. I had a plan to keep from having to fly morning and afternoon and give everyone time to enjoy other things at the NATS, and fly your event(s) and go home. Everyone I told about it liked the system but it got shot down. I hope this doesn't keep entries low making this eight days long. I may only fly Q40, this will free up some leisure time so I can enjoy other events. We'll be passing

Subject: Letter to the editor

Date: Thu, 27 Mar 1997 10:44:57 -0700

From: duane.gall@smtpgate.coga.state.co.us (Duane_Gall)

To: ppage@connix.com

Dear Paul:

The initial vote of the AMA Contest Board has been taken. Now it's time to focus on the proposals that remain. The ones that pass the final vote are the ones we'll have to live with for three years, starting 1/1/99. I hope we'll be able to discuss them rationally and decide them on the merits.

Based on some of the comments that came in before the initial vote, it seems some of your readers think I'm Darth Vader because I put in 20 proposals directed to Q40 and Q500, and none directed to F1. Let me explain something.

Last year Pete Reed designated me as NMPRA's official rule fixer/coordinator and proposal-drafting consultant. The deadline for proposals this cycle came up quicker than most of us expected, and I knew most of the ideas I'd heard being discussed at races and bull sessions hadn't been sent in. I didn't support them all, but I thought it best to get them on the table for discussion so we wouldn't have to play catch-up with a bunch of "urgent" and "emergency" proposals like we did last time.

You're welcome.

I am not on some sort of crusade to slow down Q40 and Q500 just to make F1 look good by comparison. The fact is, I didn't hear a single suggestion related to F1, so I didn't send any in. Nor was I about to invite more hate mail from the ruling elite by making up something on my own.

The Contest Board exists to serve you. We can't read minds, and we can't operate in a vacuum. If anyone out there wants a rule change for F1, by all means send it in. Heck, I'll even help you write it. But don't accuse me or anyone else on the Board of evil motives just because you were too lazy to speak up.

Thank you.

Duane Gall

R/C Racing Contest Board - District 9

From the AMA National Newsletter

Mainz, Germany (AP)

Making its maiden flight Tuesday, an inch-long German helicopter hovered to an altitude of 5.2 inches before landing safely among a crowd of pleased scientists.

Researchers at the Institute of Microtechnology in Mainz hope thier micro-motor will have practical applications in medicine, computers and toys.

Propelled by two blades that rotate at more than 100,000 times a minute, the chopped-off chopper is about the size of a toothbrush head, weighs one hundredth of an ounce and is one-third of an inch tall. It cost \$68,000.

The motor was connected to an electricity supply by copper threads. When more power was applied, the machine went up; when power was reduced, it landed.

The institute will try to secure an entry in the Guinness Book of Records, but the real challenge is to find parctical applications for the mini-helicopter, backers said.

The German machine manufacturer Faulhaber already has plans to produce the motor, researchers said.

SAFETY ALERT —Don't fill gas cans in pickup trucks with bed liners. In a warning published in Chevron's Marketing Bulletin, Cheveron said that the insulating effect of the plastic liners found in the back of many pickup trucks prevents the static charge generated by gasoline flowing into a metal can from grounding. Chevron USA has reported several instances of metal cans exploding while being filled in the backs of pickup trucks at service stations. At least 23 injuries or deaths have resulted.

1997 AMA NATIONALS PYLON WORKER MATRIX

	Monday - 14 7am/1pm Form1/Q500a	Tuesday - 15 7am/1pm Q500a/Q40a	Wednesday -16 7am/1pm Q40a/Q500b	Thursday -17 7am/1pm Q500b/Q40b	Friday -18 7am/1pm Q40b/Q500c	Saturday - 19 7am/1pm FAI?/Q40c
Event Director						
Starter						
Asst Starter						
Freq Control						
Pit Boss						
Scoring	Paul Page Paul Page	Paul Page Paul Page	Paul Page Paul Page	Paul Page Paul Page	Paul Page Paul Page	Paul Page Paul Page
#1 Chief Judge						
#1 Judge						
#1 Judge						
#1 Judge						
#1 Judge						
#2 Judge						
#3 Judge						
Lap Counter						
Lap Counter						
Lap Counter						
Lap Counter						
Fueling	n/a					
Fueling	n/a					
Sideline Judge						

Sunday 13 - Registration workers

Jerry Salisbury
Paul Page

Don't Miss the 2nd Annual

POWERMASTER

NATIONALS

Radio Controlled Miniature Pylon Racing

\$500+ Cash - Pilot Raffle

May 31 - June 1, 1997

**One 2-Day Race
Hot Laps in Texas!**

**Taylor Airport
Taylor, Texas**

(Austin Area)

Formula 1

QM40

AMA Q500

Sportsman

ENTRY:

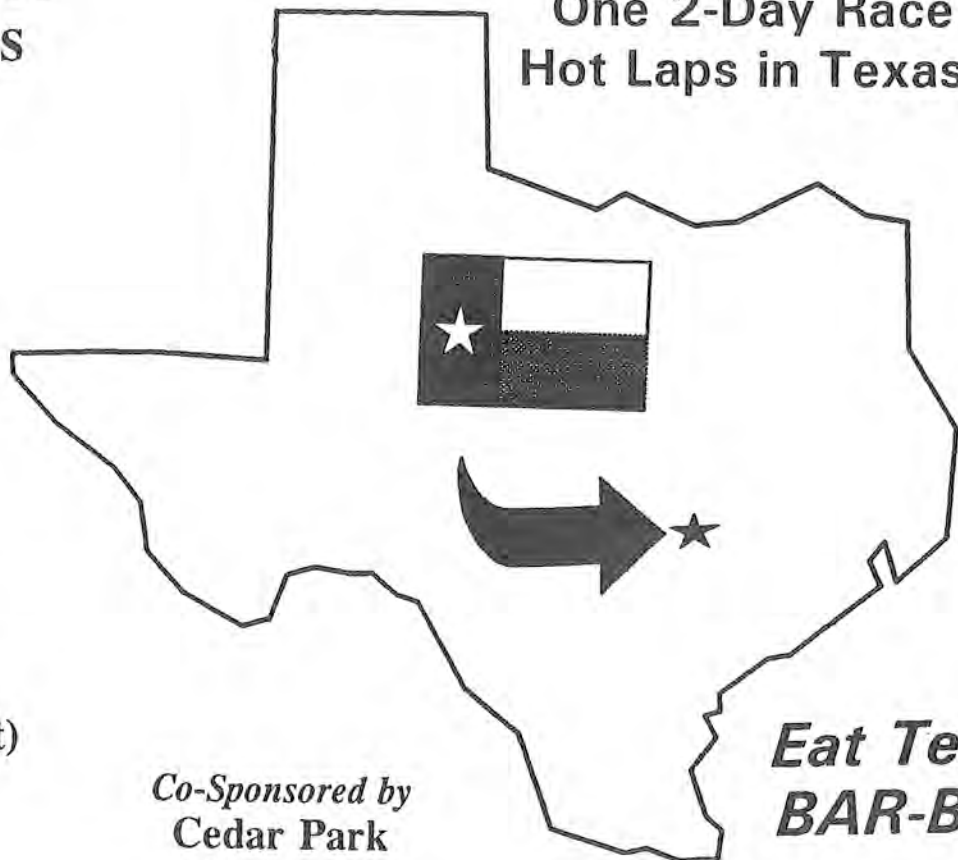
\$40/Event

Racing Starts

at 9:00 Sharp

Inexpensive Hotels

(One on the Airport)



*Co-Sponsored by
Cedar Park
R/C Club*

***Eat Texas
BAR-B-Q!***

***In 1996, this was the biggest Pylon Race In District 8.
We had 41 entries from 6 states, including 2 former
World Champions. This year will be even BIGGER!
(Cash prize total will probably be higher by race time.)***

Contact Don Nix for Hotel Reservations and Further Information

POWERMASTER

(512)285-9595 or (800)847-9086



District News



District 1 - Dave Ferrell

1565 Echo Dr, Merced, CA 95340
(209) 722-0655 E-mail: pylonflyer@aol.com

By the time you read this the AMA rules proposals should be history. I hope all of you wrote to Gary Hover and voiced your opinions. I wouldn't mind if Q500 was raised to 3-3/4 lb as that is about where all my Quickies come out at. I would like to see the APC props in Q40. I know when APC props were proposed for Q500, everyone said that we all were going to be missing fingers and have broken blades sticking out of our foreheads or where ever. But the fact is, that APC props are the best thing that has happened for Quickie racing since the "N" engine. With the wood props, you bought a dozen and were only able to use three or four, as Dave Shadel said "use the rest to mix epoxy". You could sand one blade to balance, riiiiight!! With the APC props, Mr. Burgdorf uses computer generated airfoils and does extensive flight testing of each prop before he puts it into production. Q40 pilots now have to cut down a wood prop, carve it to shape, balance it and hope it's a good one that won't fly apart because it's too thin.

As a CD, the "scale appearance" rule in Q40 has always "bugged" me. Most CD's don't know the difference between a Mustang and a Napier, or if there ever was such a plane. The idea that all planes must be approved by a qualified committee is a God send for us not so "up" CD's. Before, I figured that if it flew at the Nat's, it was legal.

Enough of the Soap Box, let's get down to District 1. One month into my term and I have to apologize to the Pro Flyers of Arizona. I have scheduled a 422 Q40 and 428 Quickie race at Castle on May 3rd and 4th. Not knowing that Arizona has had a traditional Quickie race on that date for several years. I can't change my date as the sanction has been approved and a deposit has been paid to Castle (non-refundable). Hopefully this will not happen next year (if I'm still

around) as I should know all the CD's and Clubs in Dist. 1. I don't mind scheduling more than one, one day events on the same day within the Dist. But I will try and not schedule two day events on the same day, as a lot of us will travel quite a distance to go to a good race.

May 3rd & 4th, Merced/Castle will host a 428/422 race. Sat. three rounds of 428 will be flown, lunch break, then three rounds of 422. Sunday, two rounds of 428, break, two rounds of 422, raffle then awards. Two years ago we held the Dist.1 428 Championships and last year we had a F1 & Q40 race there. I can only get Castle once a year and this is it.

Congratulations to Richard Varano, he broke his own Q40 record at Las Vegas this year with a 1:03.6, I was told. I have not gotten the results from the Las Vegas Feb. 8/9 nor the Sepulveda Feb. 23rd races. I need your help guys, get your CD's to send me their race results. I am trying to keep track of ALL the races in Dist. 1.

Arizona, 1/18, 428

1. Lee VonDerHey
2. Rich Beers
3. Tony Lopez
4. Mike Tallman

Arizona, 1/19, 428

1. Rich Beers
2. Stu McAfee
3. Tony Lopez

Arizona, 2/22-23, F1

1. Richard Varano
2. Jim Allen
3. Scott McAfee
4. Darrol Cady

Arizona, 2/22-23, 422

1. Travis Flynn
2. Richard Varano
3. Chip Hyde
4. Jim Allen

Northern California got off to a roaring start at Merced, March 16th. Fifty-one contestants in four classes came to do battle.

428A

1. Seth Tomblin 1:16.96
2. Bruce Coffey 1:20.49
3. Jim Womack 1:21.63
4. Gary Schmidt 1:12.77**

428N

1. Jim Tomblin 1:22.00
2. Archie Snider 1:27.14
3. Chuck Winter 2:21.90
4. Dale Wright 1:26.82

APRA

1. Robert Holik 1:38.58
2. Randy Bridge 1:49.41
3. Seth Martin 1:52.07
4. Bill Martin 1:39.49

QM40

1. David Wright 1:09.66
2. R. VanBaren 1:07.59
3. Mick Crawley 1:06.01**
4. Jason Somes 1:09.54

Dave

District 2 - Darrol Cady

10711 NE 37th Ct., Vancouver, WA 98686
(306) 573-0987 E-mail: dcady@pacifier.com

The racing season is here. Its now the first week in March and Rhonda and I have attended eight contests already. Boy am I lucky that my wife likes to go also. Not all of these contest were races, and we didn't enter them all, but we were there and met a lot of neat modelers. Modelers are a special breed. We were in Phoenix and Las Vegas for six weeks. We raced Quickie at the Phoenix race, Q40 at the Las Vegas race, then returned to Phoenix for Q40 and Formula 1.

Other people will give you the race results so I will leave that up to them. The comment I would like to make is on race management. The Phoenix Quickie race was organized by Jim Allen, Guy Lane and Ron Saum. They did a great job! The Las Vegas Q40 was done primarily by Lee Von Der Hey and Shawn Storey. Another great job! Guy Lane organized the Phoenix races and also ran a great event.

These races were all great examples of how a race should be run. They were all planned before the race day. All the workers were arranged, the equipment was all in place well before practice day and the races came off very smoothly. Running a race is like running a small business. If you plan it well and do the grunt work before you open the doors, you are almost assured of being successful. The pre planning on all three of these races was spectacular. All the races ran like a watch on race day. Understand that I am not saying that these were the only people involved in putting on the race, I'm not. These people arranged all the worker positions before race day. It takes a lot of dedicated hard working people to put on a race for us. These people made sure that prior to race day most of the problems were solved before they happened. Thank you very much!

Our first district race of the year happened while we were on our excursion.

NEXT ARTICLE

DUE DATE

APRIL 30



District News



Randy Ling was CD and wrote the race report as follows:

February 9, 1997

The 1997 racing season with cold blue skies and many pieces of paper. Once the excess paperwork was completed we had 24 pilots that chose to try their luck and skill. Many of these races were wing tip to wing tip for all ten laps. We had four first time racers; Martin Hoppe, Bruce Teal, John Hillyard, and Michael Ling. They all did extremely well. There were also a few pilots that had raced with us a few years and chose to race again; Bob Vergeer, John Headley, and Andrew McIndoe. Thanks for racing with us. After the long day, the winners were as follows.

Quickie 428 Expert	Quickie 424
1. Jon Packer 1:12.93	1. Tom Strom Jr 2:00
2. M. Brownlee 1:17.15	2. J. Grogan 2:11
3. Al Watson 1:14.88	3. Bob Vergeer 1:56
4. Matt Mikko 1:15.95	4. Stan Davis 1:57
5. A. McIndoe 1:21.15	5. Martin Hoppe 2:14
6. Bob Mikko 1:21.15	6. John Russo 2:25
7. Dave Torre 1:28.00	7. Bob Arledge 2:05
8. Steve Milos 1:19.70	8. Bruce Teal 2:23
9. Dean King 1:23.09	9. John Hillyard 2:18
10. Nelson Eddy 1:19.23	10. Michael Ling 2:52
11. Chris Ling 1:25.75	11. John Headley N/T
12. Stan Davis 1:36.10	

Thanks and remember, real racers only turn left.

Randy Ling

The change we made in our 424 class really seems to be paying big dividends. The most entries that we had in our 424 standard class was six entries. What a great improvement. This is where our future "hot" racers start. Welcome! We adopted the Arizona Pylon Racing Association Rules, as far as motors and airframes. We still run the long course and ten lap races for everybody. We know that as the skill level goes up, that the racers will choose to race in the class that fits their skill the best.

The March 2, 1997 race in Kent was CD'd by Matt Mikko and was reported as follows:

The second race of the season turned out to be a blustery one. The 428 APRA class is gaining popularity. These pilots were the only ones bold enough to race this day. The 428 Expert class chose to not race because

of the horrible weather conditions. It was a good choice. We were pelted with hail and rain as we tore the course down.

There were eight 428 APRA pilots in attendance for the race. The competition was excellent and it appears that all of the pilots are improving.

1. John Hillyard 1:57.06	5. Bob Vergeer 2:05.32
2. Stan Davis 2:00.33	6. J. Grogan 2:07.94
3. Bob Arledge 2:10.66	7. John Russo 2:14.33
4. Martin Hoppe 2:08.39	8. Jerret Cangle N/T

Matt Mikko

There is a lot of Q40 flack flying as I write this column. I'm sure that there will be several "Pros and Cons" in this issue. The only comment I have to make is that this event is to young and successful to need all the proposed rule changes. It hasn't been around long enough to even know what the real problems might be. While all the "Do Gooders" are doing their thing politically, they might just be destroying an event that they claim to want to save. Hopefully, everyone will quit stirring and let's get back to racing, before some real damage is done. Remember guys, this is a hobby and it is supposed to be fun!

On to something more progressive. There is a Pylon mailing list on the "NET". It is our mailing list to use as well as we choose. The way it works is, if you have something to share with the group or a question to pose to the group, you send it through the mailing list. You simply write an Email, put in the Mail to: or the Cc: "Pylon-List@eskimo.com" and all current subscribers will receive your Email. Simple Huh! The thing you must do before you can use the Pylon Mailing List is go to : "http://www.rcairplanes.com" and subscribe to the service. There is no charge for this and it will only be as good a service as

we racers make it. If we don't use it and list properly, it has no value. If we use it right, there will truly be no secrets and every body can ask the questions that they feel uncomfortable asking face to face.

Til next time, no carnage,

Darrol

District 3 - Randy Smith

13 Hawkford Cr NW
Calgary, Alberta, Canada T3G 3G2
(403) 547-1156 E-mail: randy_smith@nt.com

First off, I would like to commend Bob Dible and Ron Saum for their excellent articles on Quickie design and the FAI team selection which were published in the last newsletter. I found the quickie article very informative and Ron's blow-by-blow description of the team trials was down right exciting. Paul Page's job as Editor is not an easy one. We need to have more articles like these submitted by the members.

At this point in the winter season I am really craving a little flying time of any kind. I'm writing this article on March 15 and this week we had another eight inches of snow here in Calgary and the thermometer dipped to -28 degrees last night. Spring is just around the corner? Ya, right!

Some of our district members have escaped the wild Canadian winter by traveling to both the USA FAI team trials as well as to the Phoenix F-1/Q40 race. Roy Andrassy went to learn how its done at the FAI team trials and came home with more things to change, improve, throw away, etc. Dave Shadel called for Roy and gave him an insight into some of the finer points of running an FAI machine as well as flying the course and trimming the aircraft. Greg Genge and Roy then traveled to Phoenix to mix it up with the boys in Q40 and Formula One. Roy was testing his Vendetta Q40 and the new Canadian Loki design. His trusty Nemesis served as stand by. Greg was working the cob webs out of the old thumbs as this was his first contest since season closure last September. Both of our members fin-

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

Academy of Model Aeronautics

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District News



ished in respectable positions and a good time was had by all. Roy celebrated a major birthday milestone and drowned a few test flight sorrows at the same time. Where was it you went Roy, Hooter-ville or something like that.

As I mentioned, due to the long continuing winter, there is still no racing in the district. Our first racing activity kicks off with a friendly district practice and warm up session in Harold Sattler's home town, North Battleford Saskatchewan on May 3. Harold generously opens up the Sattler Motel and guys from around the district come to test fly their new creations, run up engines, learn a few techniques, carve props, tell lies, laugh a bit and generally have a low key fun time. This year we will try to put together a few one on one fun heats just to spice up the mood a little.

Official district points races begin May 24 in Regina, Saskatchewan with the Regina Windy Flyers hosting Q500 and Formula One. If the weather is good, this is always a great season opener. The weather tends to be at one extreme or the other but the competition is hot and heavy as everyone is eager to show what they can do at the first race meet of the year. Our district will be hosting two Q40 race meets this summer. This is the first time we will hold Q40. There are a good dozen or so Loki Q40s being constructed in the district this winter so we are looking forward to a good first season which will promise growth for the future.

The interest in Q40 has resulted in a reduction in interest in Formula One. I suppose this is not unlike other districts. I'm one of those that has hung up my F-1 equipment in favor of Q40. I have a lot of respect for F-1 and for the history and stability it has provided to R/C pylon racing. Like many aspects of life today, I just think that it is time for a change. I believe F-1 had its day in the sun and "times are a changing". Before the development of the Nelson FAI, Q40, and 428 quickie engines, if you wanted to go fast you had to pour lots of nitro and money into an inventory of F-1 engines. When it comes right down to it, it's all about going fast right? This objective can now be

accomplished in ways other than nitro and parts, parts, and more parts. We have zero nitro FAI engines with tuned pipes. We have low nitro, easy to run Q40 engines with tuned mufflers. AMA428 Quickie provides the ultimate blend of simplicity and speed.

In all but the most remote flying fields, clubs today can not tolerate the "bark" of F-1s. In Calgary, we have no where to practice due to the noise level of F-1. So with all these go-fast options, and alternate events that are growing in popularity, why would I want to continue with F-1 which is stagnant in participation and is a higher cost event? I fully recognize the "prestige" of F-1, the adrenaline rush of four of them on the line, and the unique aroma of high nitro exhaust. However, I have to ask "What is the value of this?" All I want to do is go fast and have fun. I always have to remind myself that it's just a hobby. When it stops being fun, that's when I go and do something else.

Nifty Racing Tip from District 3

Harold Sattler sends in this building tip which he says has improved the quality of his models:

For years I have had trouble getting hinges aligned properly or poked a hole through one side of the control surface. I have been laminating 1/8 balsa together with a .05 oz carbon mat in between. I would always cut out the carbon mat where the hinges go so I could cut the hinges into the balsa later when the glassing and priming was done. That's where I would cut the hinges wrong or poke a hole through, so I decide to try something a little different.

I mark the 1/8 balsa parts where the hinges are to go and sand a little out of both pieces before laminating them together. When all the shaping, glassing and priming is done all I have to do is cut out the control surfaces and there's the hinge slot, ready for a hinge. All you do now is slip the hinge in and it's perfectly aligned. I tried this on Roys Vendetta and it works slick, finally no more bad hinge lines.

Rapid Randy

District 4 - Mike Sperry

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

If you want to attend a couple of great races, try the Las Vegas Q40 and the Phoenix F1, Q40 races in February. Much of the enjoyment is the wonderful weather (both races about 70 and sunny) and seeing friends again. The racing was great with record times in Vegas. The food is always good and I managed to pay part of the light bill for the casino.

I understand District 4 has gained another NMPRA member with Mike Delponte moving to the Denver area. Mike is a very competitive racer and kit designer (Revolution). We're fortunate to have Mike in our district, maybe he can get those guys fired up in the Denver area to get racing.

Lyle Larson (California Speed Pro) has also moved to the district last summer. He and Marilyn are enjoying Peidmont S.D. I visited with Marilyn the other day and she says it's been a little cold, I think it was about 30 to 40 below. I had to call. Lyle also reports of some new changes to his Q40 trophy winning designs.

Q40 has become very popular, and this author feels it's because its fast, relatively inexpensive and people feel they have a chance to win some races. Its a flyers event. I don't see the need for all of the rule proposals that have surfaced in the last 2-3 years. Lets not fix what is not broken. We in the NMPRA need some sort of a barometer of what is working and what is not. The NATS attendance seems to me to be a good indicator of what is popular and what isn't. With the number of entries in Q500 and Q40 way up and F1-FAI down it appears that the latter two are the events that need some changes. I know these are completely different types of events with different types of people involved and competing. I see F1 continually going down hill in popularity nationally, much like it did in our district. I've heard the argument that the fast Nelson sport engines are the reason, as people can



District News



go fast with out the expense or hassle, but it was loosing ground before the Nelsons came on the market in this district.

Remember, we race because, football, golf, basketball, baseball and others only require one ball.

Mike

District 5 Brenda Holbrook

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

The phone at the Holbrooks has been ringing off the hook. It must be race season!! Everyone seems to be doing that last minute building and getting their transmitters dusted off. The race schedule looks great for this year. Plenty of racing in the area.

The club in Lucasville will be hosting the NMPRA Championship Q500 race this year. Terry Frazer will be the CD. He has really worked hard to get this field in good shape and to get his club interested in racing, so lets get out and support him. The dates are Sept 20-21.

The first race in our district is the HAWKS in Hamilton, OH. This is a great place to race with a paved take off and landing area. The dates are April 13-14. They will be running Cincy sport and 428 expert on both days. If you have any questions call Cliff Hall, the man with the plan.

I hope to see you in Toledo for the expo, then its off to the races. See you on the line.

Brenda

District 6 Richard Moreland

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

March is here and there are signs of spring. The telephone has been ringing, with people firming up contest dates, so the 1997 racing season is close at hand. I have had several calls from people outside of our dis-

trict who have heard of our new arrangement and scheduling with you folks in New England. I believe we might just have some great turnouts this year. Remember, you guys that want some great racing in 428 Quickie and 422 Q40, the place to be is PGRC in Maryland and Westover Air Force Base in Massachusetts. Check the calendar for the dates and places.

So what's new? I understand the NEPRO people have already upgraded their cages with #6 wire and Lexan. I just priced #6 wire here and that stuff is \$5 a foot. It's expensive, but it is money well spent. The #6 wire is not mandatory for the 1997 season, but you can bet it will be next year. I asked our District VP for some of that money Dave Brown said would be available to help defer costs to local clubs. What will be mandatory are those hard hats and safety glasses for course workers, callers and pilots and let's not forget those waivers have to be signed and turned into AMA. We on the Contest Board have been notified that AMA would like to see our smiling faces in Muncie around the second week of April to discuss the new waiver policy. I will keep you posted.

I have been over to Edmunds Engineering checking out the new products for the 1997 season. Greg has had a licensing agreement with Merle Hyde to produce a new soft mount for Q500 and Q40 airplanes. Merle has designed and patented these mounts for the pattern flyers for years, mostly thought of as a noise reduction tool. Greg realized this mount could reduce vibration in a racing airplane like you have never seen. Knowing the troubles we have been having with receiver and servo failures, Greg has adapted these mounts for us racers. I have personally tried one and its unbelievable how much less abuse your airframe and radio takes with no loss of performance. I think by mid year, everyone will be flying them. Check the ads in the newsletter or give Greg a call, 301-423-1825.

We just got a call from Nancy Telford telling us Clifford had a mild heart attack and had to undergo triple by-pass surgery. It seems he was very lucky as Nancy got him

to the hospital within a couple of minutes after the symptoms were apparent. We are happy to report Clifford is expected to make a full and complete recovery. Get well soon Clifford! We are thinking about you and Nancy.

Rick

District 8 - Dan Tips

1706 Pilot Way, Garland TX 75040
(972) 840-8578

Not much going on in Texas in February. The football and duck hunting seasons are over and the weather is generally too nasty for flying or painting. It is not fun, but it is about the best of months to commit to helping the wife wallpaper or re-tile the bathroom. At least that's my story and I'm sticking to it. In January, four of us Texans; "Blistering" Bob Bailey, "Jokin" Ed Coker, "Happy" Dan Tips, and myself went to Phoenix for the fifth annual Q-500 Winterfest. It was my fifth trip to Phoenix to race quickies and it keeps getting better every year. There were 42 entries with many out of state racers making the trip. The racing is truly awesome with some of the biggest names in pylon racing in attendance. Jim Allen and the Phoenix Pro-Flyers put on an excellent race. The weather is always perfect and the people always friendly.

Other District 8 racers in attendance included Mike Tallman, Richard Trissell, Ron Gray, Richard Beers, Chuck Anderson, Tim McGreevy (Thanks for dinner Tim!) and the Sabolich's. Congrats to Lee Vonderhey and Richard Beers for winning on Saturday and Sunday respectively. Stu McAfee was fastest on Saturday and Chip was fastest on Sunday.

I don't have anything else to report, but, I do have a missing persons list. Has anyone seen: Bob and Bucky Miller, "Fast" Freddie French, Randy Ritch, Ricky and Red Cranfil, Richard Oliver, Phil Bussel, J.P. Hanway, Gary Clay, or Tim Edwards?



District News



If you need to contact me my phone number is 817-488-1518. Remember to have fun!

Mark Parker for Dan

Quarter Midget Bob Beaudette

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

Wow!! The hot topic still is the Q40 rules for 1997, what's going on and where are we going.

The phone calls and letters keep coming. However, I believe that we have come up with at least a partial solution that will settle the issue at least for the rest of this racing year.

As many of you know I have initiated an urgent rules proposal change to increase the minimum cross section requirement to 12.5 square inches. This is a measurable dimension that will keep the manufacturers from continuing to reduce the size of the airplanes to miniature dimensions. I have also worded it to go into effect January 1, 1998. We are also encouraging all clubs to allow any Q40 design that existed as of January 1, 1997 to be allowed through this year regardless of what it is. However, keep in mind that pending a positive vote on the 12.5 square inch rule, several of the current designs are considerably thinner.

The other area of concern is with the "REASONABLE REPLICAS" rule. I know that the Q40 committee is working on solving this issue. For this year however lets just go racing and have a good time even though we know some designs may have a slight edge over others. You still have to fly the plane. Those 1:03's just don't jump out of the box because you own such and such an airplane.

For the many of you that have given me input and suggestions on the rules I thank you. I firmly believe that ultimately Q40 will be the premiere racing event in the country. We have some work to do but I don't know of any new event that has grown

as fast as this one has that would not experience growing pains.

I've also been working with Vern Smith (NMPRA President) and Dan Tips on a combined Q40 and Formula One Championship race format to be held in Texas in October. We feel that this would help both events in increased participation and give our pilots a great event to look forward to. I'll fill in the details as we firm up the event.

The next Race event in the South is in Atlanta, Georgia. I believe it will be the first weekend in May. This will be a Q40 and 428 event CD'd by Racer Rick Landers. Rick tells me that his modeling has been low key lately due to a new birth in the family, congratulations Rick, but if I know Rick, he is not ready to give up yet. He is truly a great competitor.

Finally lets welcome a new advertiser to the NMPRA newsletter, Rocket Ray Brown, who is manufacturing Rocket Props. These Q40 props are very consistent and go extremely well. The new Q40 record was set with one in Las Vegas. He is also working on a new line of 428 props. For those of you who have trouble making props or don't have the time call Ray @ (305) 899-8468 EST.

Thats it for this month. Go fast and Turn left.

*See Ya
Bob*

Quickie 500 - Cliff Telford

1512 S Greenleaf Ct, Winter Springs, FL
32708 (407) 359-9958 Fax: (407) 359-5063

Broken Hearts

On Valenline's Day I broke my heart. I went on my regular 3-1/2 mile walk and when I returned home it felt like Hulk Hogan was sitting on my chest trying to keep me from breathing. I gulped a couple of aspirin (blood thinners) and Nancy called the paramedics. Within 23 minutes I was in the hospital on clot-busting intravenous drugs. Testing revealed four blockages in three coronary arteries which feed the head mus-

cles. After bypass surgery and twelve days in the hospital I am doing fine. The surgeon says that in six months I will be in better shape than I was before the heart attack.

Thanks to all of you who called or sent cards.

Points

The "Top Twenty" will resume next month after the 1997 membership database is complete.

Cliff

Formula I - Mike Helsel

7 Still Meadow, Round Rock, TX 78664
(512) 244-2133

The first race of the year is history. For the first time Phoenix Pro Fliers included Q40 with their traditional Form 1 the last weekend in February. We now have time to catch our breath and get ready for the season in earnest. Don't miss the Whittier Annual Bob Downey at the end of April. Unfortunately, I will miss it for the first time in about 10 years. I had a mid-air in Phoenix and will be unable to get a Form 1 ready until early May. The next big race is in Taylor, Texas near Austin. Don Nix of PowerMaster has supported RC pylon racing for several years and is putting on a class event May31 - June 1 for Form 1, Q40 and Quickie. Don't miss it. Call Don for details at 800-847-9086. We should support the manufactures that support us!

Tip of the Month:

Some people ask what the secret is for making a Form 1 motor last - Don't run it lean! Nelsons will run better 3-400 rpm rich than 100 rpm lean. So don't lean on it!

If anyone has news on Form 1 races or other information please let me know.

Mike

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 510.828.3651	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

5/3-4	N Battleford, SK	Warm up
5/24-25	Regina, SK	Q5,F1
6/21-22	Swift Current, SK	Q5(2)
7/5-6	Edmonton, AB	Q5(2),Q4(2)
7/26-27	Swift Current, SK	Q4,F1
8/9-10	Saskatoon, SK	Q5,F1
9/13-14	Winnipeg, MB	Q5(2)

District 4 - Mike Sperry

1614 11th St, Cody, WY 82414
307.587.5870

UVA contact - Steve Terry 801.226.5418
WRFC contact - Jim Duke 402.334.9397

3/29	Payson Sod Farm - UVA	1/2A
4/12	Club Field, UVA	Q5S,AMA
4/26	Payson Sod Farm - UVA	1/2A
4/27	Mead, NE - WRFC	Q5SE,AMA
5/10	Club Field - UVA	1/2A
5/17-18	Billings, MT - BFM	Q5S,AMA,Q4
	Doug Haake 406.252.7210	
5/18	Council Bluffs - WRFC	Q5SE,AMA

5/24	Payson Sod Farm - UVA	1/2A
6/21	Club Field - UVA	Q5S,AMA
6/28	Payson Sod Farm - UVA	1/2A
6/29	Mead, NE - WRFC	Q5SE,AMA
7/12	Club Field - UVA	Q5S,AMA
7/26	Payson Sod Farm - UVA	1/2A
7/27	Council Bluffs - WRFC	Q5SE,AMA
8/9	Club Field - UVA	Q5S,AMA
8/23	Payson Sod Farm - UVA	1/2A
8/24	Mead, NE - WRFC	Q5SE,AMA
9/13	Club Field - UVA	Q5S,AMA
9/27	Payson Sod Farm - UVA	1/2A
9/28	Council Bluffs - WRFC	Q5SE,AMA
10/11	Club Field - UVA	Q5S,AMA
10/25	Payson Sod Farm - UVA	1/2A
11/8	Club Field - UVA	Q5S,AMA

District 5 - Brenda Holbrook

3418 MArch Terr., Cincinnati, OH 45239
513.923.4326

10/5	Toledo, OH - Flying Tigers	Q5S,AMA
10/6	Pat Falgout 419.241.3865	Q4
4/12-13	Hamilton, OH - HAWKS	Q5AMA(2)SE
	Cliff Hall 513.829.6561	
4/26-27	Hebron, KY - Flying Card	Q5AMA(2)SE
	Joe Bolte 606.341.4983	
5/3	Westland, MI - Signal Seekers	GS40ST
5/4	C. Woolley 313.326.6297	Q5AMA(2)SE
5/31/6-1	Dayton, OH - Wingmasters	Q5AMA(2)SE
	Ben Martin 513.439.5141	
6/7-8	Toledo, OH - Flying Tigers	Q5AMASE(2)
	Pat Falgout 419.241.3865	
6/22	Novi, MI - Midwest RC	GS40ST
	Chuck Wooley 313.326.6297	
7/13-19	AMA/NMPRA Nationals	
7/26	Hamilton, OH - HAWKS	Q5AMASE
7/27	Cliff Hall 513.829.6561	Q5AMAS, Q4
8/9	Dayton, OH - CAPS Classic (AFB)	Q5SE
8/10	Mike Condon 313.464.7027	Q5S, Q4
8/23-24	LaSalle, MI - Weak Signals SILVER CUP	
	Rick Cromer 419.537.6776	Q4
9/6-7	Cincinnati, OH - Propbusters	Q5SE(2)
	Bruce Seifert 513.474.1265	
9/20-21	Lucasville, OH	Q5SE
	Terry Frazer 614.574.6840	
10/4-5	Toledo, OH - Flying Tigers	Q5SE(2)
	Pat Falgout 419.241.3865	
10/11-12	Hebron, KY Blue Grass Champ	Q5SE
	Brenda Holbrook 513.923.4326	
	Joe Ruh 606.341.6896	

District 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	
5/4	Colts Neck, NJ	Q5
	George Schmauch 908.238.2551	
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	
6/8	Colts Neck, NJ	Q5
	George Schmauch 908.238.2551	
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	
6/29	Jackson, NJ	Q5
	Frank Flesch 908.929.8204	
7/20	Colts Neck, NJ	Q5
	George Schmauch 908.238.2551	
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	
8/10	Jackson, NJ	Q5
	Frank Flesch 908.929.8204	
8/16	Bowie, MD - PGRC	Q5S
	Rick Moreland 301.261.7366	
8/24	Niagara Falls, Ont	
	Gary Gau 412.452.1325	
8/24	Jackson, NJ	Q5
	Frank Flesch 908.929.8204	
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	
9/14	Jackson, NJ	Q5
	Frank Flesch 908.929.8204	
9/20-21	NMPRA District Championship	Q5AMA
	location to be announced	
10/5	Jackson, NJ - Annual Cup Race	Q5
	Frank Flesch 908.929.8204	
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 SEMPRAs 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
972.840.8578

4/26-27	Ft Worth, TX - Thunderbirds	Q5(2),AMA(2),Q4(2),F1(2)
5/31-6/1	Austin, TX	Q5,AMA,Q4,F1
	Powermaster Nationals	
6/21-22	Wichita Fall	Q5(2),AMA(2),Q4(2),F1(2)
8/23-24	Houston, TX	Q5(2),AMA(2),Q4(2),F1(2)
	Space City	
9/27-28	Dallas, TX	Q5(2),AMA(2),Q4(2),F1(2)
	District Championship	
10/25-26	Open	Q5(2),AMA(2),Q4(2),F1(2)

(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

APC

PROPELLERS



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Visa/Mastercard

Manufactured by
Landing Products
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Knights Landing, CA 95645

Pylon Racing Propeller List

SIZE	USE	PRICE	SIZE	USE	PRICE	SIZE	USE	PRICE
6.5 X 5.0	3	3.95	8.75 X 7.0	5	3.95	8.75 X 9.5NN	5	3.95
6.5 X 5.5	3	3.95	8.75 X 7.5	5	3.95	8.75 X 8.0	5	3.95
6.5 X 6.0	3	3.95	8.75 X 7.5W	5	3.95	8.75 X 8.25	5	3.95
6.5 X 6.5	3	3.95	8.75 X 7.75	5	3.95	8.75 X 8.5	5	3.95
7.0 X 6W	4	3.95	8.75 X 7.75W	5	3.95	9.5 X 6.5N	5	3.95
7.25 X 7	4	3.95	8.75 X 8.0W	5	3.95	9.5 X 7.0N	5	3.95
7.50 X 7	4	3.95	8.75 X 8.25W	5	3.95	9.5 X 7.5N	5	3.95
8 X 5	4	1.79	8.75 X 8.5W	5	3.95	9.5 X 8.0N	5	3.95
8.5 X 5	4	3.95	8.75 X 8.75	5	3.95	9.5 X 8.5N	5	3.95
8.5 X 5.5	4	3.95	8.75 X 8.75NN5	5	3.95	9 X 6.5	5	3.95
8.5 X 6.5	5	3.95	8.75 X 8.75W	5	3.95	9 X 7.5	5	3.95
8.5 X 7.0	5	3.95	8.75 X 9.0NN	5	3.95	9 X 8.5	5	3.95
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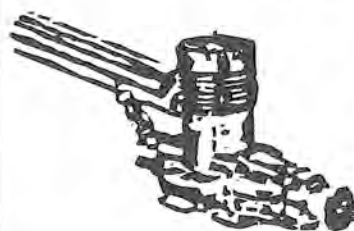
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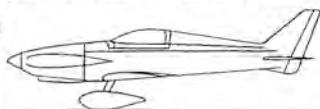
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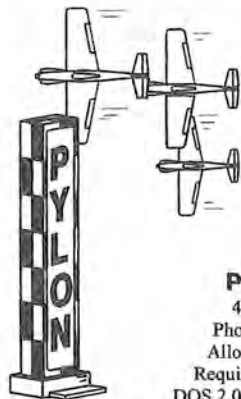
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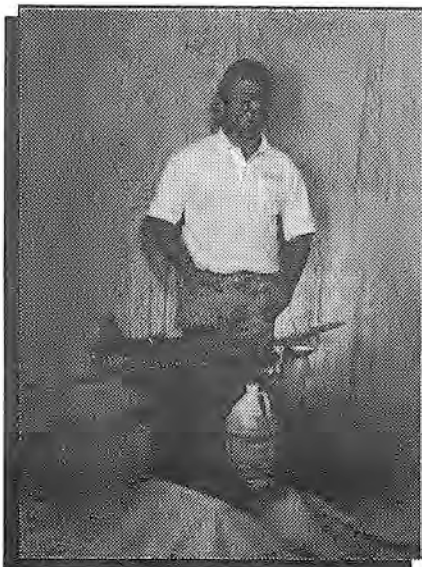
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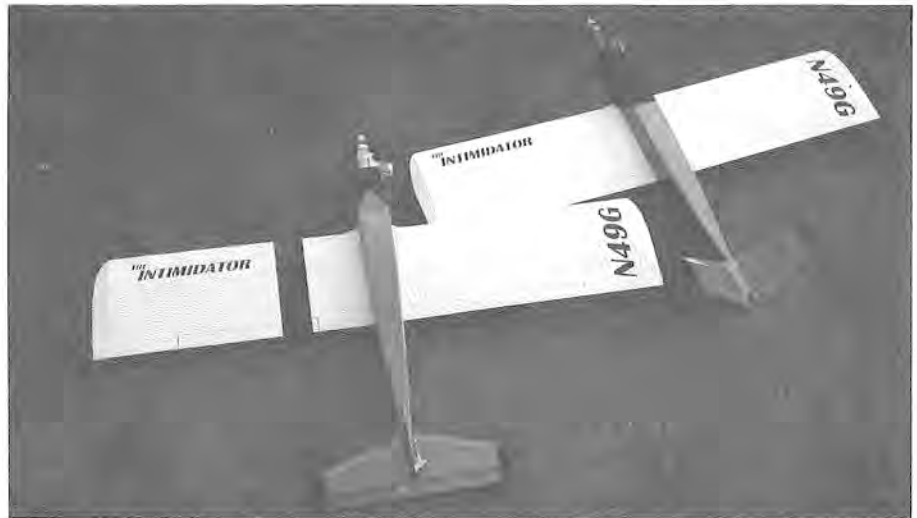
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