

The Pylon Racer's Official Voice

# NMPRA

## HIGH PERFORMANCE



National Miniature Pylon Racing Association

Since 1965

AMA Affiliated

May 97

## Presidential Pontification

### NMPRA F1/Q40 Championship

The 1997 NMPRA National Championships will be held October 10, 11, and 12, at North Lake field, Irving, Texas. Our Texas friends have agreed to add the Quarter Midget event to their previously scheduled Formula 1 event. I'm very pleased with this because I feel combining the events will insure a great turn out. Pre registration will be required, and we will limit the number of entries on a specific frequency, so the earlier you register the better your chance of getting the frequency you want. Come early because the field, with pylons up, will be available for practice October 8 and 9. The beauty contest and matrix will be done Thursday night so we can start racing first thing Friday morning. Try to arrange for time off now, and airline ticket prices are currently a bargain.

### Nats workers

It's time to start the annual Nats qualified worker begging. There are several high skill level positions on the course that we must fill with qualified experienced people. I would like to have full time (all week) volunteers for starter, assistant starter, and #1 pylon chief judge. Please let me know if you, or someone you know can be talked into these positions. The NMPRA will provide room, lunch, and as much cash bonus as we can afford. Remember, the key words here are qualified and experienced.

### Contest Board results

The results of the February 28 vote of the AMA Pylon Contest Board are in and tabulated. The three year rule cycle is not an easy

animal to explain or understand. However, I will make a brief attempt. The "basic proposal" rules voted upon February 28 will not take effect until 1999. The February 28 vote was a "yes", "no" affair. If a basic proposal got 7 of 11 yes votes it passed. Next comes "cross proposals", defined as "an alternate means of accomplishing the objective of a basic proposal without changing the objective of original basic proposal". This is almost as good as a reasonable replica! All cross proposals must be sent to the AMA before July 15, 1997. Somewhere around December a final vote is taken, and one of the options on each basic and cross proposal is a no vote which effectively over rides the vote that was just taken!

Using the survey we published in the February newsletter as a starting point I will do a short recap of AMA contest board voting as it related to the NMPRA survey respondent's wishes. We got 62 surveys which I consider a good representative sample, especially considering that I personally collected 41 of them from contestants at the February Las Vegas and Phoenix races.

- NMPRA wanted to leave mufflers alone and the AMA agreed.
- NMPRA wanted to let the fuel mixtures alone and the AMA agreed.
- NMPRA wanted a 60 second clock and the AMA agreed.
- NMPRA wanted 1-3, 2-4 take off sequence in Q40 and the AMA agreed.
- NMPRA did not want carbon props in Q40 and the AMA agreed.
- Everbody who could understand it wanted a sighting pole at number one pylon.

The NMPRA survey results show a strong agreement within the NMPRA concerning the questions on the survey. We may

be wrong but we are close to unanimous! The area where NMPRA survey respondents agreed the most was that they do not want to slow down, period. The last section on the survey asked respondents to pick from five methods of slowing down if it was forced on us. Many respondents refused to answer this section, I presume to reinforce their feelings about slowing down at all. The majority did answer the last section, and once again the results were close to unanimous. If forced to slow down everyone selected smaller intake openings first, and minimum propeller diameter second.

The AMA voted to reduce the venturi size in Q40 from 9mm to 7mm, but voted down the proposal to require a minimum prop diameter of 8" in Q40. The NMPRA does not want to slow anything down so the reduction in venturi size is certainly not what we want. You can argue the 8" prop proposal's defeat any way you wish.

A few final comments; I feel the major weakness in this system is it's dependency on effective and logical basic proposals being submitted in the first place. The Contest Board has no choice but to vote yes, or no on the proposals as submitted, and they cannot be blamed for errors of omission. An excellent example of this weakness is the situation we have with the vote to decrease the size of the venturis for Q40. Most informed racers would find it strange that we are seriously considering slowing down the Q40's (arguably our emerging premiere event) which will certainly result in our cheap/easy event consistently producing race times lower than our premiere event. I'm the first to admit that Q500 is anything but cheap and easy, and not everyone will

*continued on next page*

President continued

agree that Q40 is becoming the premiere event, but when you consider the intent Mr. Spickler had in mind when he fathered Q500 we are lost at sea.

**Safety update**

Current information indicates that Lloyde Burnham and his safety committee will be attending a second series of barrier tests in June. I'm hopeful that this series of tests, conducted with full scale pylon racers will give us some verifiable results. We have added NMPRA member Al Watson to our safety team and Al comes with impeccable credentials in this area. If Al verifies the testing procedures and results we are going to have to live with them. Part of the scheduled tests deal with methods and materials to beef up existing cages. Please don't spend a lot of precious club money to construct new cages until we get the results of these tests. Hopefully, most of the existing cages can be retro fitted to meet the new standards. While we are talking about the safety committee, Lloyd is trying to get the AMA to recognize sports head gear (baseball batting helmets, etc.,) for pylon course use. The AMA has given us a sympathetic hearing on this matter and I think they will OK sports helmets shortly.

I read somewhere that the way to read an article was to read the first and last paragraph. If you found them interesting, read the rest. In case any of you use this method I have saved the following for last.

The NMPRA is a national organization and we endorse the rules contained in the AMA Competition Regulations. Please do not hold pylon races that exclude certain products from competing, or with the intend of modifying or ignoring any of the AMA rules. There are ways to make your feelings known about rules (the political process) and products (protests) but exclusion on a regional basis will ultimately destroy the national system. The AMA Nationals, as well as our National Championship Races are totally dependent on a national rule structure. Don't screw it up!



**NMPRA Policies**

**Race number**

A combination number and letter ( determined from a table in the AMA Competition Regulations Rule Book) issued to each new flying member. This assigned I.D. remains with the member even if the member moves to a different letter designation state. This number also remains active for two years after the members non renewal.

**Returned Newsletter**

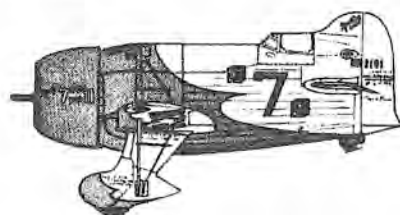
The Post Office will forward your mail for a predetermined time period if the member filled out the Change Address Form provided by the Post Office. There are also forms that the member can fill out and send to notify subscribers of this address change or the member can simply send a note to the NMPRA Secretary of this address change. If for any reason the newsletter is returned, your mail will cease until the member notifies us.

**Returned checks**

Checks returned (usually notified by phone first) to NMPRA because of insufficient funds will not be re-deposited. The members status in NMPRA will immediately be revoked. When NMPRA receives the returned check, a letter and the check will be sent to the now non-member asking for a new check and any bank fees charged to our account. This process could take several months. Remember, National Points can't be accumulated and your membership will **not** be retroactive to your first payment.

**Article & advertising deadlines**

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



**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 -1:02.07-4/00/97
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 - 1/2/96
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

# Letters to the Editor

## Q40 Rules

After reading last month's newsletter I was a little disappointed with some of the comments made about the Q40 rules. When others start taking pot shots at the Contest Board, the people who are spending hours on the telephone, writing letters, and taking away time from our participation in the hobby to make this review process work, it doesn't make the situation any easier.

Those of us who had flown QM for years had lived with language that is in the rule book on Q40 today. If we had an airplane that did not meet the intent of the rules "recognizable replica", Wayne Yeager who was then NMPRA QM VP, decided on what was acceptable and what wasn't. Most didn't like the idea that one person was the Guru over this decision making. It was apparent to the kit manufacturers, the kit builders and the race promoters that something had to be done to regulate the "intent of the rules recognizable replica" in Q40. With every new kit coming out people were complaining about the liberties taken by every new designer. It was also apparent that the CD's didn't want any part of the enforcement. Because they were trying to increase participation at contests they didn't want to send people home, they needed every contestant trying to promote a new event.

The kit manufacturers wanted control so as to protect their investments in time, plugs and molds. The CD's wanted the problem to go away or have someone else make the

decisions and the kit buyers wanted to know what was going to be legal and what wasn't. That brings us to the present rule. The rule is to have a five person committee decide on what was acceptable, not one person. Secondly, we wanted the process to take place in the off season where people would know in October what was legal and was not. *The rule was to keep the airplanes looking like real airplanes.*

It also became apparent to the Contest Board that a cross section area of 12.5 sq. inches in the fuselage was a must. So the NMPRA Q40 VP asked for an Urgent Rules Proposal to take care of this problem, to take effect 1/1/98. The Contest Board approved this as an Urgent Proposal 8 to 3. This will probably pass the Contest Board sometime in May.

The Review Committee got off to a rocky start in early Fall, 1996. We had to select members that were not kit manufacturers (as per the rule). This limited the selection. Most Review Committee Members are from the East and most are old QM racers. There was no intent not to have someone from the West Coast on the committee as some have suggested. Once we got started, most of the existing airplanes met the rules and were passed. Those that didn't, were offered explanations on what it would take to bring their airplane into compliance. The Review Committee was reorganized in January and decided to start the review process all over

again. So all of the airplanes that had been submitted with the *proper paperwork* before are now under review again. I will have a list of approved airplanes for 1/1/98 very shortly.

So, if you are a kit manufacturer you must send me *3-view drawings or photos of the real airplane and of the model you are building*. I need a cross sectional drawing of the fuselage to check the 12.5 sq. inches. Remember, I'm keeping these drawings if we think there is a problem from what you sent the committee to what you molded. We are going to catch it. Also, if your airplane doesn't have a 12.5 sq. inch cross section, don't send it. We will not review any airplane that doesn't meet this requirement.

I'm committed to making this process work. 99% of all the calls and letters I have received want the airplanes to look like real airplanes and they want this rule to work as I do. Those who want an FAI type airplane in the rules, send in your paperwork to AMA, see if you can get it to pass. Remember if your airplane doesn't pass the Review Committee it will not be in compliance with the rules come 1/1/98. In the meantime, hell or high water, this Review Committee is moving on.

*Rick Moreland  
726 Hillmeade Rd.  
Edgewater, Md. 21037*

## Safety helmets

*Editors note: Although this letter was written to a specific individual it applies to all pylon racing events.*

To: Karen Yeager  
Subject: Batting helmets  
Date: April 30, 1997

Karen, Teresa tells me you needed an answer regarding the use of batting helmets

at a contest this coming weekend. Right now, unless the helmet has one of the approvals in the safety code it should not be used. These are; OSHA, DOT.ANSI or SNELL. The batting helmets typically do not have these approvals.

I believe Dave Brown has asked the safety committee to look into the approval the batting helmets do have and see if it is

acceptable, but until they put forth a recommendation don't allow anything that does not have the above approvals.

Have a great race!

*Steve Kaluf  
Technical Director  
AMA*

## Tech Tip for Design V-TAIL

One area of design that is not well understood is the design of "V tailed" aircraft. Since most people seem to prefer V's for Quickie, I decided to try to explain the method for determining the angle of the tail. Many people have copied the angle for their tails from gliders, but this is incorrect for our designs. This is because long wingspan of gliders and short fuselages require about a 50% vertical to horizontal ratio.

First off let's examine the design generalities of conventional tails. The accepted generic practice is to set the vertical area to 1/3 of the horizontal area. The horizontal area is ratio to the area of the wing, but several factors can influence the percentage. Tail moment, CG, and control at landing speeds place typical areas at 10 to 15 percent of the wing area for racing planes. The vertical area needs to compensate for fuselage side area in front of the CG plus the destabilizing effects of the propeller disk area ahead of the CG. (Why pushers need less vertical area!) Due to the smaller propellers on Q40's, the vertical percentage can be smaller than Quickies.

To figure the correct V-tail angle, the following trigonometric identity is solved for the ratio of vertical area to horizontal area:  $\sin^2\theta + \cos^2\theta = 1$  (reads sine squared theta + cosine squared theta equals one). Theta is the angle from vertical,  $\sin^2\theta$  is the term for the horizontal, and  $\cos^2\theta$  represents the vertical term. If we set the horizontal to 3 times the vertical we have  $\sin^2\theta = .75$  and  $\cos^2\theta = .25$  (because together they equal one, and maintain the 3 to 1 ratio). Solving these equations give arcsine  $\sqrt{.75}$  equals 60 degrees and also equals arccosine  $\sqrt{.25}$ . These are the reverse function of sine and cosine and the values are the square roots of the area ratios.

So what did I just say? A V-tail equivalent to 1/3 vertical is achieved by a 120 degree angle on the tail. By the way, Beach Bonnaza had 118 degrees.

Horizontal area = 3 (Vertical area)  
 $\sin^2\theta + \cos^2\theta = 1$   
 Arcsine  $\sqrt{.75}$  = angle from vertical =  
 Arccosine  $\sqrt{.25}$   
 Arcsine(.866) = 60 degrees = Arccosine(.50)

60 degrees is angle from vertical for each side, so the total angle of the V is 120 degrees

Easy to do with a standard 30° - 60° - 90° Triangle; 120° + 60° = 180° = tabletop

### Table of Angles for different Vertical/Horizontal ratios

Vertical % of area	Total angle
20 %	132°
25 %	127°
30 %	123°
33 %	120°
35%	119°
40%	115°
45%	112°
50%	109°
55%	107°
60%	105°

Good luck with your racing, Bob Dible - 7A - Email address: bob.dible@lamrc.com

# 1997 NMPRA Championships

## Form 1 & QM40

*Must pre-register by Sept 29.  
 \$50.00 one event, \$80.00 both  
 Limited entries per frequency,  
 so register early!. Wed. and Thurs.  
 practice days with pylons up.*



## SPONSORS

*Irving R/C Flyers  
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 Power Master Fuel*

**October 10, 11, 12  
 Irving Texas**

**CD - Pat Murphy  
 P.O. Box 337  
 Morgan, TX 76671  
 (817) 635-4014**

## 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
<b>Event Director</b>	Bob Beaudette Cliff Telford	Cliff Telford Paul Geders	Paul Geders Cliff Telford	Cliff Telford Paul Geders	Paul Geders Cliff Telford	Cliff Telford Paul Geders
<b>Starter</b>	Rick Moreland					
<b>Asst Starter</b>						
<b>Freq Control</b>	Nancy Telford	Nancy Telford	Nancy Telford	Nancy Telford	Nancy Telford	Nancy Telford
<b>Pit Boss</b>						
<b>Scoring</b>	Paul Page Paul Page	Paul Page Paul Page	Paul Page Paul Page	Paul Page Paul Page	Paul Page Paul Page	Paul Page Paul Page
<b>#1 Chief Judge</b>						
<b>#1 Judge</b>						
<b>#1 Judge</b>						
<b>#1 Judge</b>						
<b>#1 Judge</b>						
<b>#2 Judge</b>						
<b>#3 Judge</b>						
<b>Lap Counter</b>	Roy North Ray North	Roy North Ray North	Roy North Ray North	Roy North Ray North	Roy North Ray North	Roy North Ray North
<b>Lap Counter</b>						
<b>Lap Counter</b>						
<b>Lap Counter</b>						
<b>Fueling</b>	n/a					
<b>Fueling</b>	n/a					
<b>Sideline Judge</b>						

**Sunday 13 - Registration 10am - 2pm**

Jerry Salisbury	Bonnie Salisbury	Mike Stokes	Dave Bowman	Rex Knepper	Greg Doe
Paul Page	Jake Jacobson	Cliff Telford	Nancy Telford	Mike Condon	Marcus Blanchard
Darrol Cady	Ronda Cady	Terry Frazer	Sandi Frazer	Dan Kane	Kathy Kane
Bob Beaudette					

TO VOLUNTEER CALL VERN SMITH

# Why Should I Join N.M.P.R.A.

NMPRA is the official advisory group to the Academy of Model Aeronautics (AMA) for pylon racing. The leverage we can apply depends on numbers. If we were a group of only five or so, the AMA would never recognize the group.

If you like to race model aircraft, you need NMPRA to have a voice in Noise limitations, Insurance, Flying Sites, Speed Records, Team Selection, National coverage in magazines, Racing Rules, Qualification of Contest Directors and on and on. All of these apply to your special interest and your ability to find places to enjoy the sport.

Without your support as a member, those that actively work for the betterment are severely handicapped.

Good leaders usually have ideas of their own. It is imperative, however, to temper those ideas with the thoughts, needs and desires of the fliers they are supposed to represent. To do this, your voice as a member must be heard. To give credence to your voice, you must

show your interest by at least being a supporting member.

The newsletter and the hard work of the scorekeepers keep you abreast of the latest technical developments, contests, national products, as well as how well you are doing in relationship to your peers. NMPRA has developed a unique scoring system designed to lessen the gap between sections of the country with large turnouts and those with small turnouts.

Finally, NMPRA does need funds to operate and to be an effective voice, fund raisers, dues and gifts are the source. There are no paid helpers in the NMPRA administration. Every hour and all their travel is donated by the individual. You can do a little for your sport.

**Start by joining the NMPRA  
and bring a friend too!**

President: Vern Smith, 180 Leader Heights Rd, York, PA 17402,  
(717) 747-0707

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## NMPRA MEMBERSHIP APPLICATION

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- Check here if Address change
- Check here if you are or ever were an AMA or NMPRA Official
- Check here if you are a current CD

Name \_\_\_\_\_ Phone: Home ( ) \_\_\_\_\_ - \_\_\_\_\_

Address \_\_\_\_\_ Work ( ) \_\_\_\_\_ - \_\_\_\_\_

City, State, Prov., Zip \_\_\_\_\_

Date of Birth \_\_\_/\_\_\_/\_\_\_

Occupation \_\_\_\_\_

AMA Number \_\_\_\_\_ NMPRA Number \_\_\_\_\_

Interest: F1 \_\_\_ QM \_\_\_ Q500 \_\_\_ FAI \_\_\_

Circle Appropriate: Non-Flying \$20.00 Flying \$30.00

Outside U.S. \$33.00(U.S. Funds) New Renewal

Make Check Payable to:  
NMPRA

Send To: Paul Page  
49 Debra Ln  
Bristol, CT 06010-2725

Please DO NOT send Registered Mail

All Funds MUST be in U.S.DOLLARS



# District News



## District 1 - Dave Ferrell

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

The 1997 race season is well under way here in Dist. 1, with races almost every other weekend some where. Due to scheduling conflicts, the pilots in the middle of the district have to decide which race to go to, specifically the LA area pilots. It is about the same driving distance to Las Vegas and Phoenix as it is to the Northern races. I know that some of the pilots up in the northern states, that are still knee deep in snow would say "I should have the problem of which race to go to". I've said it before and I'll keep on saying it, I need your help in getting addresses of contest directors in your area so I can communicate with them in getting race results and scheduling events!!

In 1996 here in the Central CA. area we averaged just over 4.6 Q40 contestants per local races. In 1997 so far we are averaging 8.3 Q40 contestants per race. That is a 100% increase so far, with more QM's at each event. It seems that most of the 428 pilots find it difficult to transition from 428 to 422 during the same race so are optioning to fly one or the other at races. In the Central California Racing Association, we run 428A and 428N, (Advanced & Novice), with a break out time of 1:20 for novice. This gives a novice pilot a chance to "race" with pilots with the same experience until they get better. Nothing discourages a novice more than getting "beat up" for two or three years until they get the experience to be competitive with the big boys. I know that this is a trade off of the theory that "if you fly with the best, you will get better", which is also true. We have had over 40 contestants per race, flying in four classes this year so as you can see, it works for us.

My observations on the Q40 class. As for the Quarter Midget 40 controversy, it reminds me of not that long ago the controversy over the Nelson engine in 428. When they came out there were contests that you could not race with a Nelson. Now the same

thing is happening in QM, with some contests saying that they will not allow certain planes to compete. As with all competition, one piece of equipment will be dominant, be it bowling balls, airplanes or what ever. Those that cannot beat it or copy the parameters that make it work will try and get it banned. I get a lot of pros and cons sent to me on this issue

I would like to thank Dean Moskoff for getting his race results to me for the race at Sepulveda Basin on Feb. 23rd. It seems that Dean sent the original report to someone else. They wrote back to him thanking him for the results but wondered why he had sent it to them.

Registration started at 8:00 a.m. and ended at 9:00. There was a total of 30 pilots, 23 sport and 10 AMA. The matrix was set up manually and was done at 9:30. A workers and pilots meeting was held and the first heat went off at 10:00. We flew Sport followed by AMA. There was some vary close racing in the Sport class, this was proven with the many mid-air that occurred. By the second round there were four less planes in the Sport class. In the fifth round there was a spectacular 3-way mid-air on takeoff. We had five exciting rounds of racing. Submitted by Dean Moskoff.

### 2/23/97 Basin 428

1. Vince Wiegel
2. Brian Soper
3. Chris Hoyer
4. Len Curiel
5. Gene Sidwell

### Sport, APRA

1. Vince Wiegel
2. Robert Smith
3. Thane Neely
4. Chris Hoyer
5. David Curtis

CD Bruce Coffey and the Radio Control Flyers Inc. of Modesto gave us five rounds of great racing April 12th. With 39 contestants flying in 428A, 428N, APRA and Q40. The Modesto Club field is actually just outside of the town of Oakdale, CA. (the home of Hershey Chocolate) overlooking Woodward Reservoir, a great place to fly.

### 4/12/97 Modesto 428A

1. David Wright
2. Jim Womack
3. Steve Hulse
4. Bruce Coffey
5. Mitch West

### 428N

1. Dale Wright
2. Jim Tomblin
3. Dave Ferrell
4. Bill Clarkson
5. Randy Bridge

### APRA

1. Matt Logan
2. Harold Klose
3. Seth Martin
4. Mike Martinelli
5. Luis Castaneda

### Q40

1. Jeff Carpenter
2. Joe Zimmerman
3. David Wright
4. Jerry Kunze
5. Dick Schweitzer

This is it for this month, keep those cards and letters coming kiddies. I am trying to do the best job I can but I need the tools to do it and that is communication with you, the pilots.

*Bank-n-yank*  
Dave

## District 3 - Randy Smith

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

Hi Everyone. Not much to report this time around. The snow's gone but the flood waters are rising. Some of our flying fields are under water. How about a F-1 on floats?.....

Chris Russell, member at large in district 7, is our web master for the new NMPRA Internet web site. Chris and I are working together to create the site. For now we are trying to post general information regarding the NMPRA and pylon racing as a hobby. The site will be very much geared to the entry level pylon person who wants to know how to get started in racing and how to join the NMPRA. As time goes on, we will evolve the site into something the experts will find useful as well. Quite soon, we hope to post district contest calendars and other information useful to everyone. Chris should have it up and running soon, so look for it at <http://www.nmpa.org>.

Chris is looking for any and all information related to the NMPRA and pylon in general. Information that might be informative for a beginner who wants to know more about racing. If you have anything that might fit the bill, send it to Chris. Also Chris

**NEXT ARTICLE  
DUE DATE  
JUNE 11**



# District News



is accepting pictures of you and your favorite racer. These will be scanned and posted on the site. All of us need ideas for paint schemes so send in your pictures to Chris and have yourself posted on the World Wide Web! Send them electronically, if you have them, in a GIF, JPEG, or MPEG type file to his email address below or the good ol' way.

Chris's snail mail address is: NMPRA Web Site, 2763 Shadow Lane, Charleston, SC 29406. You can also email him with ideas, suggestions and content for the site at [webmaster@nmpra.org](mailto:webmaster@nmpra.org)

Canada is proud to report that Ray Davis (US citizen) turned a 1:06 at the Whittier Narrows Q40 race flying the District 3 designed LOKI Quarter Midget. It looks like it will give the 'Tangs and the Vendettas a competitive run for their money. Many thanks go out to Jim Shinohara and Ray for their support and testing of our design. I can hardly wait to test fly my own without the floats.

*Rapid Randy*

## District 4 - Mike Sperry

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

Not too much to report for this article as I haven't been racing or heard from anyone in the district that has since our last report.

I have one of Lyle's new P51 Q40's and I'm excited to get it racing, it looks good. He has slimmed the fuselage and made the vertical fin shorter. Lyle is relentless in his work. This new design will pass the new 12.5 sq.in. rule, so get to building.

Looking forward to the Billings race in May. This bunch is a lot of fun to race with. If you want to attend and have a blast racing, this is the race to go to. It is well run, experienced race crew, a wonderful paved site, clean snack bar, restrooms and competitive racers. I know this is too late to let you know this year, but put it on your calendar for next because it is always a good one!

I spend my noon hour on the Internet and there are some pretty interesting things hap-

pening there, as reported by Darrol Cady in his report last issue, you should get on line. One thing that keeps coming up is rules and more rules and how some people have the advantage and can't be beat because we don't have good motors, radio gear, airplanes and you name it. Some want rules so that they will be more competitive. I think we should quit whining and practice more, build better airplanes, support equipment, learn how to run the motors, and put the effort into winning. That is how the people who do win do it. Now that I have said this, let me say also, some people aren't trying to comply with the *intent of the rules* that are already in place. I don't think we will ever be rid of these types that feel they need a shortcut to win. I'll get off my soapbox now.

Just got back from Billings and I had an interesting conversation with Dennis Rollins who competes in the big Medera type races. He says they already use the electronic race course. I have passed this info on to our president and hope this will lead to this type of course for us. It would eliminate a lot of problems, and increase safety.

A *high tech* tip from district 4. Have you had the misfortune to have your spinner rub the fuselage? This will get you a zero and is sometimes hard to find if it is just barely touching. You have been careful to make sure that you left room by shimming the back plate when installing the motor mount, and it still sometimes is too close. I've seen people sanding the fuselage at the field to get some clearance. Try using a thin washer behind the squeeze cone. Machine these for whatever thickness is needed. This will push the spinner forward for an easy fix.

Still snowing in Wyoming, but the fishing is excellent!

*Mike*

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

**Academy of Model Aeronautics**

**Attn: NMPRA**

**PO Box 3028**

**Muncie, IN 47302-1028**

## District 6 Richard Moreland

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

April 27, 1997: The weather cooperated yesterday and the 1997 racing season was underway. PGRC held the first event of 424 and 428 Quickie. Next on May 4, its Hadley Mass., then Ellington, Ct. the following week, both being 424 races. May 17, and 18, it's back to Bowie Md. for our first round of the Mason Dixon Shootout (428 and 422) then to Westover AFB Mass., on May 31, June 1, for round 2. Race results to follow.

We started this year off with the usual rusty thumbs on the race course and a little trouble making sure everyone had signed the new waiver's. Just more paper work and we had no one object to signing. We made it clear though no sign no race. It will be important getting this paperwork back to AMA.

In 424 Quickie at PGRC, we have some new faces from Delaware participating. Don Kim brought himself and four new folks to their first race and they say they are coming back for more. It's always great seeing new people.

I had mentioned last month about the new soft-mount being manufactured by Edmunds Engineering, about half the entrants in the 428 race had them installed on their airplanes and they were very happy with them. Those who didn't, bought them after the race. It truly is unbelievable the amount of vibration it takes out of your airplane. This is going to be a radio/airplane saver. Word has it Tom Hart from Las Vegas turned a 1:09 with one on his Quickie, so there should be no concern for performance loss.

I hope the Spring weather holds for the early races so keep them flying and out of the dirt, see you at the races.

*Rick*





# District News



## District 7 Gary Freeman Sr.

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

The racing season took a short break after the 1996 Tangerine, hosted by Apopka Florida's Remote Control Association of Central Florida.

For those who were fortunate enough to attend Tangerine, it was perfect racing weather. The event drew sixty-one pilots that totaled 104 paid entries for all three races. Contestants came from as far away as Connecticut, Massachusetts, Michigan, Ohio, Pennsylvania, Texas, Georgia, Alabama, North & South Carolina, Tennessee and Arizona. Racing was as you would expect when the attendees are well "seasoned" experts... Awesome!

One interesting thing noted at the race. Trees seemed to like certain racers after they ran out of airspeed and options. This did not dampen the spirits as "hack up" airplanes came out and pilots continued.

After the race, a workers raffle containing "goodies" from Horizon Hobbies as well as discount gift certificates from miscellaneous hobby suppliers. Dub donated a sport Jett 46 motor with the stipulation it be raffled off to those workers who worked all three days of the racing event. Dana Snyder, who staffed #2 pylon each day won the motor.

As you look at the "hardware review" from these three days, you will note, the South Florida pylon "drivers" let it be known, they are ready for 1997. Congratulations to Don Moody, Ray Brown, and Bob Beaudette.

As you all are aware, finding good, dependable help is always a concern and we are no different in our District. I want to point out how very lucky the SEMBRA District is. We have a group of ladies who are there rain or shine operating the administrative end of this racing. We are very happy to include (I don't know if they really want to be included in this racing thing we do) Caro-

lyn Moody, Darlene Beaudette and Nancy Telford. We recognized them at the awards ceremony with roses and a big "thanks." This was the only part of the awards that required tissues for the tears. Thanks again ladies.

Tangerine Final Standings		
SEMPRA Exp	Adv	Std
Dub Jett	David Vinson	James Holbrook
Ray Brown	Jeff Bristol	Rolando Perez
Dean Stone	Scott Bryant	Tim Setter
Rich Tocci	Joe Schweitzer	Mike Kolaczanko
Gary Freeman Jr	Don Llewlynn	Randy Greenfield

Q40	AMA428
Rich Tocci	Ray Brown
Ray Brown	Jason Schulman
Dub Jett	Bob Beaudette
Bob Beaudette	Don Moody
Terry Frazier	Dub Jett

Now on to South Florida for the Markham Park's "Quickie 500 Spectacular". Due to work commitments I was not able to attend this race, but understand Fort Lauderdale provided a quality race under the direction of Ray Brown and Duffy Schuler. Below are the standings by class.

3/1/97 Expert	3/1/97 Advanced
1. D. Stone 1:14.75	1. Scott Bryant 1:16.88
2. D. O'Brien 1:09.44*	2. DonLlewlynn 1:22.69
3. James Barr 1:12.56	3. F. Killian 1:23.00
4. C. Poulton 1:12.69	
5. David Zisman 1:18.01	

3/1/97 Standard	3/2/97 Expert
1. B. Wither 1:26.78	1. Dennis O'Brien 1:07.75**
2. R. Perez 1:23.19	2. James Barr 1:08.70
3. R. Forgeron 1:40.82	3. C. Poulton 1:11.71
4. B. Harbrecht 1:32.81	4. Joe Llanos 1:16.44
5. Tim Setter 1:59.17	5. Dean Stone 1:08.07

3/2/97 Advanced	3/2/97 Standard
1. D. Llewlynn 1:13.26	1. Brian Wilbur 1:22.25
2. Fred Killian 1:13.64	2. R. Forerone 1:25.57
3. Scott Bryant 1:16.75	3. Tim Setter 1:51.00
	4. R. Perez 1:21.47
	5. R. Greenfield 1:44.78

Now we move to the middle of March and over to Brandon Florida just outside Tampa for the SEMBRA "Spring Fling" Quickie 500 with Contest Director Lucien Miller and his "crew." After warming up their thumbs in Fort Lauderdale, these racers came out the gold. The weather cooperated both days providing a gentle breeze and sunshine. Racers came from Fort Lauderdale, Atlanta, Orlando and the surrounding Tampa area. As we all know, "0's" in a heat race put the hurt on your finish place, and this race was no different. Dennis O'Brien and Bob Beaudette had to provide the pits with the best show of the day. Parts flew,

planes and hardware were lost and finish places dropped. I have included the top five places in each class below

3/15/97 Expert	3/15/97 Advanced
1. D. O'Brien 1:06.87	1. G.Freeman Sr 1:12.84
2. Danny Shiver 1:08.30	2. Don Llewlynn 1:22.20
3. B. Beaudette 1:12.15	
4. Ray Brown 1:08.24	
5. C. Poulton 1:05.48**	

3/15/97 Standard	3/16/97 Expert
1. Brian Wilbur 1:25.49	1. Ray Brown 1:10.70
2. R. Perez 1:15.36	2. Gail Jacobson 1:14.48
3. J. Burnside 2:26.87	3. C. Poulton 1:10.88
4. R. Rosenberg 2:09.04	4. D. O'Brien 1:07.30**
	5. G.Freeman Jr 1:13.55

3/16/97 Advanced	3/16/97 Standard
1. D. Llewlynn 1:20.69	1. Wayne Smith 1:30.26
2. G.Freeman Sr 1:20.91	2. J. Burnside 1:57.38
	3. R. Rosenberg 2:12.46
	4. John Delk 1:35.86
	5. R. Forgeron 1:27.17

As I close this article, I am preparing for the Atlanta Q500 and Q40 races on May 3&4. I will give you the Q500 results with Bob Beaudette following the Q40.

Gary

## Quarter Midget Bob Beaudette

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

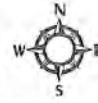
Time flies when your having fun and it seems like I just wrote the last column for the Q40 crowd. Well first off let me congratulate Richard Verano on the new Q40 fast time of 1:02:42 set in California. That's an incredible time to beat. He was using. I might add one of Ray Browns Rocket Props now being advertised in the NMPRA Newsletter. These props are very consistent and really unload.

Another new product on the market is the soft mount being offered by Edmunds Engineering. First reports on these is that they really work good on Q500. I haven't talked to anyone who's tried one on a Q40. Give me a call if you have and let me know how it works.

One item of note is the lack of results from the various contests being flown especially on the West Coast. Please don't wait until September to turn in the results. Everyone wants to know how they are doing by



# District News



then. It's difficult to assemble the standings with no results in hand.

The next issue of great interest and debate is concerning the Q40 review committee now being headed by Rick Moreland. The process has been started for aircraft qualification for the 1998 season. So far these aircraft have qualified: Tocci - Nemesis, Small - Gr7 Kazi Killer and Swee'Pea, Smith/Hinnant - Nemesis, Wallace - Mustang P-51. Aircraft still under review are: Tocci - Stiletto.

If you're a manufacturer and have not submitted airplanes, shame on you. There are plenty of buyers out there who will be awaiting the approved listing. The sooner you get on with it the sooner you'll be selling airplanes. 1998 is not far away. Many people buy these for Christmas (my wife included). Lyle where are you? I understand that your new Mustang is really nice. Lets get it submitted for review. Let's not let a hectic year of rules interpretation get in the way of making this the Hi Racing event in the Country. These airplanes are a blast to fly and race. The last flew months are over. We can't change the past, we can only live the present and look to the future to make the event better yet. By the time you read this the Atlanta Event will be in the history books. I know where I'll be heading that weekend. They will be flying 428 and Q40. The meet is being CD'd by Racer Rick Landers. The Atlanta group always puts on a first class event and it's well worth attending.

Well that's it for this month. Most of the country is just getting started. Keep those scores coming in. Hope to see most of you at the Nationals. Keep in mind the worker matrix for the NATS. Volunteer now or you will be assigned a worker position. This system of *A flight/B flight* worked great last year in Quickie. This year it will be used in Q40 as well. Last year the top 14 in each flight went into a final round of 28 pilots. The racing was awesome. Every heat was a flyoff. Great fun. We are also looking for a person that would be available to start all of the races. There would be some compensa-

tion available for a dedicated person to do this job. Call Vern Smith for details.

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

Race reports must contain the following information: Date, place, type of event (AMA 424, 428 etc.), CD's name; name and order of finish for *all* contestants. Race summaries without the above information are not adequate. If scoring is done by computer a copy of the results is adequate and is usually the easiest way to report a race. All names reported are compared with the NMPRA membership data base to determine who receives NMPRA season points. It is not necessary for CD's to do this.

Races must have at least five contestants to earn NMPRA points. Races should be scheduled with at least five rounds of flying. Four-round races will be counted if five rounds can not be flown for some legitimate reason such as darkness or inclement weather.

As of April 30th thirty-three races have been reported. Eleven reports were from District One and nine from District Seven. No other districts have reported more than four races.

### Top Twenty

Name	Dist	#race	Points (best 7)
Charlie Poulton	7	8	640.8
Dennis O'Brien	7	9	624.0
Ray Brown Jr	7	7	606.0
Gary Freeman Jr	7	7	520.6
James Barr	7	7	463.5
Jim Tomblin	1	5	434.9
Dean Stone	7	6	430.7
Bob Beaudette	7	7	416.1
Joe Llanos	7	9	403.6
Cliff Telford	7	5	402.8
Gail Jacobson	7	7	342.5
Steve Kovach	7	5	323.4
Seth Tomblin	1	4	321.8
Carl Simms	7	8	316.0
Steve Hulse	1	5	293.0
Gene Bass	6	4	284.1
Gary Freeman Sr	7	5	273.2
Archie Snider	1	4	257.2
Don Moody	7	3	249.9
Manuel Cougil	6	3	245.6

Cliff

## Formula I - Mike Helsel

7 Still Meadow, Round Rock, TX 87664  
(512) 244-2133

Now that the weather is finally drying out in Texas, it's time to test fly the new Form 1 for the PowerMaster Nats in Taylor Texas. Don Nix has done a great job putting this event together and if you fly Form 1 and don't show you'll miss a great race.

With all the rules stuff I hear about the rules "soap opera" for Q40, Form 1 is a great relief. Our rules have been basically static for years! Some say that is why Form 1 is in decline, but what do you think the rule arguments in Q40 are doing for the event. So if you are tired of the bickering, join the stable event, Form 1. One reason Form 1 is suffering is that the "retried" flyers bad mouth the event so new people don't get the feeling that it has any merit. Now is the time to give it a try! There are a lot of built airplanes available at reasonable prices and use a Nelson or a Jett engine and you are competitive.

I am quite disappointed that we will only have a half day to fly at the Nats. They say that is because we don't have enough entries. Well guess what, most people won't go any distance to fly for only 1/2 day so we don't get many entries! Maybe we should get at least a fighting chance to have more entries by scheduling at least a full day or day and a half. If we can get in a good number of rounds in less time, we can reschedule to allow other events some additional time!

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	Q4
	Dave Ferrell 209.722.0655	
3/29	Sacramento, CA - CCRA	Q4
	Jim Tomblin 916.723.8574	
4/12	Modesto, CA - CCRA	Q4
	Bruce Coffey 209.577.3707	
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 916.233.3853	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
6/21-22	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
8/30-9/1	Saskatoon, SK	Q5,F1,Q4
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  
WRCF 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 - WRCF	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 - WRCF	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 - WRCF	Q5SE,AMA
7/12	Club Field - UVA	Q5S,AMA
7/26	Payson Sod Farm - UVA	1/2A
7/27	Council Bluffs - WRCF	Q5SE,AMA
8/9	Club Field - UVA	Q5S,AMA
8/23	Payson Sod Farm - UVA	1/2A
8/24	Mead, NE - WRCF	Q5SE,AMA
9/13	Club Field - UVA	Q5S,AMA
9/27	Payson Sod Farm - UVA	1/2A
9/28	Council Bluffs - WRCF	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. Wooley 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	

**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	
5/4	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 SEMPRA Sport Pylon

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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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
8.5 X 7.25	5	3.95	8.75 X 9.0W	5	3.95	13 X 13N	9	7.95
8.5 X 7.5	5	3.95	8.75 X 9.25W	5	3.95	13 X 13.5N	9	7.95

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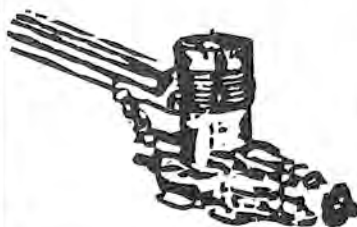
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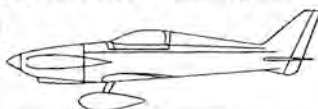
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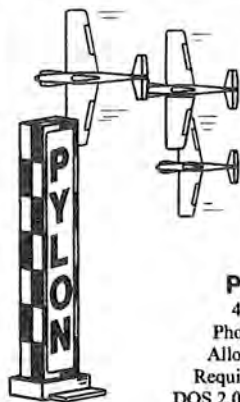
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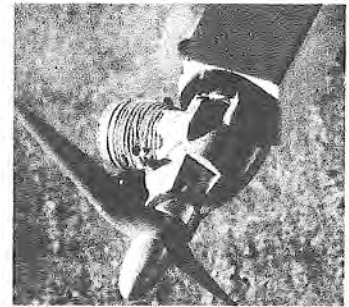


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**FROM A SATISFIED CUSTOMER:**

Greg

Just a short note to tell you how pleased I am with your Q-40, Q-500 motor mount. I've always been an advocate of soft mounting engines. but competitive racers are kind of a 'show me' group.

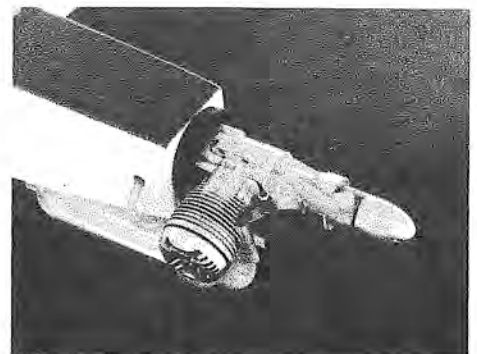
While there is no one thing that will make a person competitive, put it all together and people notice. Your soft mount will be the one item to put most average fliers into the good category. High frequency vibration is the most single destructive force our radios and equipment will encounter. I've got a box full of 'dead' servos worth hundreds of dollars. After all, what serious racer would trust a repaired servo. With your mount there is virtually no vibration at all and my engine 'needles' exactly the same if not better as if it were hard mounted.

I've heard people say their airplanes act funny in the corners. Bull ! I've been flying soft mounts for years on my quickies and it's just not true. People say mufflers & carbs come loose or my engine doesn't needle the same. Bull ! I've never lost a muffler or carb. on a soft mount, but I've lost plenty on a hard mount. My motor needles the same if not better on your mount.

Recently I entered a contest here in Las Vegas with your mount on a brand new airframe. Previously my best time in Q500 long course in Vegas was a 1:12 (local record). The last three rounds here with my new airplane and your mount I turned times of 1:09, 1:11, & 1:10 clean with a two year old nelson and an airframe with about ten flights on it.

Greg, you've got something here and it needs to be marketed. Don't let it die. Any help I can give to promote your mount let me know.

Thanks,  
 Thomas Hart



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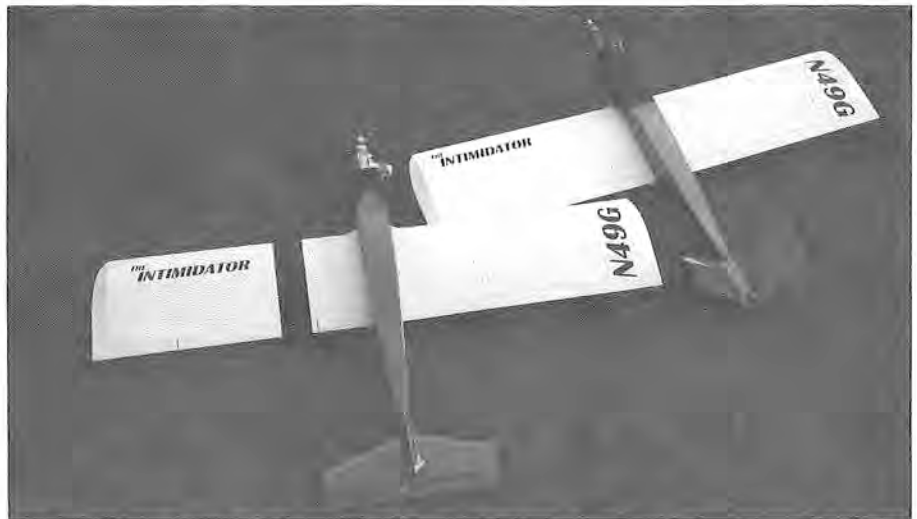
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