



The Pylon Racer's Official Voice

NMPRA

HIGH PERFORMANCE

National Miniature Pylon Racing Association

Since 1965

AMA Affiliated

July 97

Presidential Pontification

The Nats has the NMPRA between a rock and a hard place. A little background information makes this problem understandable. The AMA's move to Muncie may have been a stroke of administrative genius, but requesting that all future Nationals be held there left a big problem for Nats organizers. Before Muncie the Nats rotated around the U.S., usually held close to major metropolitan centers with lots of local clubs and their members within reasonable driving distance. This is not the case in Muncie, but the AMA came up with an ingenious solution to the problem of finding workers to man the Nats in their new remote location. They told the various Special Interest Groups (the NMPRA is the AMA's Special Interest Group for pylon racing) that they would have to accept the responsibility for running and staffing Nationals at Muncie or their events would not be held.

Last year's President, Pete Reed accepted the responsibility to run the first Nats held in Muncie (1996) and spent much effort and consultation to come up with a way to fill the twenty some worker positions necessary to run a pylon race at the Nats. With no local worker pool the only source of workers is the contestants themselves. The trick was devising a schedule that would make competitors available to work when they were not competing. The problem gets real interesting when you consider that 95% of the participants enter the Q500 event, and 80% enter Q40. With nearly everyone competing there are very few people left to man the course. The only solution is to break events into two groups, have two half day races for each group, with the top ten from each group qualifying to compete in the final half day race. Please keep in mind that we have just used two and a half days to do this.

There are still two more events to run, Q40 and F1. Because of the large percentage of Q40 entries in relation to total entries, Q40 must also be broken down into two groups so another two and a half days are

used up leaving a half a day for F1. Fortunately, the entry level in F1 is low enough that it does not have to be broken down, but we still need a sixth day to get this all accomplished and it hasn't rained yet.

We need to make some assumptions at this point; one, lots of entrants have driven great distances and are spending sizable amounts of dinero to attend this event; and two, there is some number of races that a reasonable entrant would consider a minimum amount to justify his travel, time, and expense. I think if you are investing a week of your time you should expect a minimum of 15 plus races if you enter two of the three events. Last year, with 90 entries in Q500 and 70 in Q40, each contestant who entered Q40 and Q500 and did not make the finals got 14 heats of racing. To accomplish this we raced hard for ten hours a day and did not lose a single minute to weather. The third assumption, and possible the most important and troublesome, is the realities involved in the relationship between the number of entrants and the time it takes to give them all adequate chances to fly. We can run a heat every six or seven minutes with thirty or forty flyers and keep everyone out of the first aid tent. When the number of flyers drops to twenty or less the turnaround time can double because of caller problems, back to backs, etc., etc..

I realize we can make Atilla the Hun the Pit Boss and tell people to get to the line or forfeit the heat, but this is a hobby not a vocation and the NMPRA's number one priority is promoting the sport and encouraging participation, so while I'm president we will leave Atilla the Hun at the Waiver signing table. The point here is that it takes about the same amount of time to give 16 flyers seven heats as it takes to give 25 flyers seven heats.

Last years Nats went very well considering the implementation of contestant workers. Everyone worked his shift, got his fair share of heats, and with few exceptions had high praise for the facilities and Muncie. This year we may have a big problem. The pre registrations are 50% of 1996. To be exact, 40 in Q500, 31 in Q40, and 12 in F1.

If you do a little math you will see that the event entry numbers to total entry numbers are very similar. This indicates that no one is unhappy about a particular event, the problem seems to be unhappiness with the way the 1996 Nats was set up and scheduled. I am very concerned about this development since we cannot change our procedural approach to the Nats because we have little choice but to use contestant workers, and the scheduling procedures this dictates (splitting the events into two groups) does not seem to be attractive to many entrants.

I realize more than a few of you have let me know that you would come to the Nats if it didn't require a weeks time. Jerry Salisbury developed a novel evening registration process to accommodate those who wanted to shorten their time commitment and took on the banner to champion their cause.

Unfortunately, the underlying problems of finding course workers are exacerbated when a number of an event's contestants arrive late or depart early. An example is manning the Q40 finals on Friday or Saturday after all the Q500 contestants (who are not in the Q40 finals) left on Thursday, or manning F1 on Monday when the Q500 and Q40 entrants don't need to show up until Monday evening.

Like I said at the beginning of this sad tale, we are between a rock and a hard place. If we split Q40 into an "A" and "B" group like we will do with Q500 there will be 16 and 15 entrants in each group. This makes for lousy racing because the time to run a heat will exceed ten minutes, and small matrices do not make for fair racing because everyone will not have the opportunity to race everyone else who is not on his frequency. The solution to this problem is to not split Q40 into two groups. A 32 plane matrix would work fine and this can be done as long as the nine people who have not entered Q40 are willing to work all the Q40 races, and we can somehow find another six or seven volunteer workers. We are not in a position to take this risk so we will probably be forced to split Q40.

continued on next page

President continued

Where is all this leading? The lack of a worker pool in Muncie forces us to use procedures and schedules that a large percentage of available pylon racers find so objectionable that they are staying home. The contestant worker option forces us to split our classes into two groups, and this is only viable if we get 45 or more entrants in each class. The current system needs high entry levels to work properly but the current system is discouraging entries. This is the classic Catch 22 situation.

Another problem with such a low entry is the NMPRA's cash position. We will lose about \$1,000.00 running the Nats with this year's projected entry level. I don't believe in taking a problem to anyone unless you come prepared with a few potential solutions. The following list is not prioritized.

- This year is a statistical anomaly and we will have 40 plus late entrants (each paying a \$50.00 late entry fee) and our problems will be solved allowing all of you to liken me to Chicken Little running from a falling sky.
- We go back to recruiting workers from the local populous. The only inducement I can think of with guaranteed predictability is to pay them. Most temp agencies have a minimum rate of nine to ten dollars per hour. If we take the optimistic approach and assume we can scrounge up five or six contestant volunteers we could get by with ten paid strangers. This comes to \$800.00 for an eight hour day, \$4,000.00 for the week. I'll discuss where it comes from later.
- This may be considered a sacrilege by some but we could go back to what worked for 30 years and take the Pylon Nats to a location with club personnel willing to man the course for fame and glory. I think the AMA would reluctantly bless this idea because they would be in exactly the same situation as the NMPRA is if they tried to run pylon without us. If they refused the sun would still rise the next day.

Admittedly the above is rather simplistic so lets do some compromising. The only logical source for the funds to pay workers are the AMA or the entrants. Entry levels in excess of 100 were the norm before the Muncie experiment. Simple math tells us that a \$40.00 increase in entry fees pays our for hire workers. Is this a reasonable increase? The only way to find out would be to try it. I can't imagine the AMA footing the bill because we still cause them more headaches than our collective dues contribution could ever compensate for.

Just for fun lets assume we can get the average Nats contestant to pay an additional \$20.00 over his current entry fee. If we further assume an entry level of 100 pilots entering 2 events on average, we have an

entry fee total of \$12,000.00. Do you think a club, or group of clubs with adequate facilities might find \$12,000.00 an attractive incentive to close the field for four or five days? If anyone is interested please give me a call.

Several current and past NMPRA officials have encouraged me to spend some of my verbal ramblings educating the membership in the subtle nuances of the AMA's rule writing and enforcement procedures. This would be no small task because I would have to spend a lot of time learning them myself, and while we might assume that effort would be successful, I am not proficient enough at writing educational material to do an adequate job. Also, whenever I'm with a group of racers and the conversation turns to rules, descriptions, reasonable replicas, contest boards, and who's calling the shots, the inevitable general response is a yawn or a verbal diatribe against "those stupid guys" who make our racing life miserable. Fortunately, someone who sees much further down the road than most and writes like a novelist has done the job for me.

Rick Allison, the Pattern Column author in Model Aviation (the mag that comes with your AMA subscription) covers a lot of the "rules" education in his May column on page 76. It's very well done and includes some editorial observations that I feel are right on the mark. While we're talking about Mr. Allison I would like to encourage all of you to read his column in the June issue on page 93. I had a front row seat when TV and the rest of the visual media figured out how to present auto racing. The impact on auto racing was nothing short of revolutionary and it all happened in less than ten years. The media is always looking for fresh material and our hobby is drawing some attention. Rick's comments and observations about this phenomena are very interesting. Please take the time to borrow a friends magazine and read both these columns. I'm assuming you threw yours away like I did.

I had hoped to be able to report a final solution, compromise, whatever, to the Q40 rule situation as well as what airframes will be eligible to compete in 1998 in this issue. (Keep in mind, almost anything short of an F16 is eligible for 1997). For reasons beyond my understanding, the AMA has not seen fit to make a decision on whether they will allow the latest proposals to solve the dilemma three weeks after they got them from Duane Gall. This is ridiculous and points out one of the AMA chief short comings. Like most large entities, they are responsive as long as you are willing to accept their time frame.

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
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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 - 1:02.42-3/00/97
422-Q40-Sr	*Seth Tomblin - 1:06.16 - 35/17/97
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	Seth Tomblin - 1:11.16 - 10/06/96
428-Q500-Jr-2.5m	Henson Bartle - 1:14.54 - 10/1/95

* applied for AMA Official Record

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 FAI7/Q40c
Event Director	Bob Beaudette Cliff Telford	Cliff Telford Paul Geders	Paul Geders Cliff Telford	Cliff Telford Paul Geders	Paul Geders Cliff Telford	Cliff Telford Paul Geders
Starter	Rick Moreland Bob Beaudette	Bob Beaudette Pete Reed	Pete Reed Drew Jerina	Dan Tips Pete Reed	Pete Reed	Pete Reed
Asst Starter	John Fike Ray Brown	Ray Brown Mark Parker	Mark Parker Dan Tips	Drew Jerina		
Freq Control	Matt Geders Nancy Telford	Nancy Telford Paul Geders	Matt Geders Nancy Telford	Nancy Telford Matt Geders	Matt Geders Nancy Telford	Nancy Telford Matt Geders
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	Roy North Ray North	Roy North Ray North	Roy North Ray North	Roy North Ray North	Roy North Ray North	Roy North Ray North
Lap Counter	Vern Smith	Jack Parker	Jack Parker			
Lap Counter	Art Edsel					
Lap Counter	Bob Brogdon					
Fueling	n/a					
Fueling	n/a					
Sideline Judge						

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					

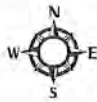
TO VOLUNTEER CALL VERN SMITH

CD' s and Starters meeting -- 2pm at registration location

Above schedule subject to change

60 second clock for Q500 & Q40

It is highly recommended that all contestants bring two airplanes per event and have the ability to change frequencys



District News



District 1 - Dave Ferrell

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

The weather has warmed up and the racing is getting hotter. Seth Tomblin from the Sacramento area set a Q40 Sr. record of 1:06.16 at East Bay R/C Club's race in Livermore, CA. May 17th. Congratulations Seth!!

I was talking with Rich Hanson and Don Goeschl of AMA Dist. 10 at the IMAA Giant Scale event at Merced/Castle, May 24-26. They were telling me that the "AMA Expo 97" is progressing well and that the Pylon events are 90% set to be at the Alameda Naval Air Station, located in the San Francisco Bay area. There are a few more details to be worked out yet. The dates for Q-40 & Q500 Pylon are Sept. 3, 4 & 5. For those of you that haven't heard, AMA District 10 is putting together a kind-a-Mini-Nats, with many of the AMA disciplines including 428 & 422. I'll keep you posted as soon as I get more information on this.

Speaking of AMA, if you are planing on going to the Nationals please volunteer to work your share. The NMPRA is the Special Interest Group to the AMA for Pylon events. It is our responsibility to supply workers for our events, let's have Dist.1 well represented in the workers matrix.

The controversy over the Q40 event is still going hot and heavy. The E-Mail has been working overtime the last month or so. Proposals, counter proposals, comments and worst of all "mud slinging"!! I will not comment on any one person, as I only know several of the people involved and I feel that all of the parties are trying to do *what they think* is right. I will comment on one statement made by both sides that stated, "CD's were partly at fault for allowing "illegal" Q40 planes to fly at their contests". To the best of my knowledge, at this time, there are no illegal planes for the 1997 season. The Vendetta and others were allowed to compete at the 1996 AMA Nationals, to me this means they were "legal" airplanes, and I assume they will be allowed to fly at the 1997 Nats. If not, then someone had better let everyone know so they don't drive 2,000 miles not to be able to fly their planes!! I e-mailed one gentleman a response on the

CD subject and he e-mailed a nice response back, but still felt CD's were at fault for allowing "illegal" planes. His response: "I personally have never seen, nor heard of any CD rejecting a model and I have been involved since 73". Sir, I personally have rejected several planes at contests that I have CD'd. Granted they were Quickies and not Q40's. Why? Because Quickies are cut and dried as to the dimensions of wing and fuselage. At most contests, we have about a one hour window to register, check planes and make up a matrix to race. Usually the help we get are only qualified to check planes for safety, not "fidelity to scale". We do not have the time nor means to calculate if a plane has 12.5 square inches in the fuselage. To ALL the Contest Directors out there "thank you" for the hardest job on the race course!!

I can only report on the results that I get, Las Vegas and Whittier have held races (so I've been told) and I do not have the results from them.

Phoenix, May 3, 428		Q40	
1. Jim Allen	1:11.00	1. Chip Hyde	1:07.50*
2. Travis Flynn	1:12.80	2. Stu McAfee	1:10.30
3. Stu McAfee	1:10.00*	3. W. Cranston	1:09.30
4. S. Wallace	1:16.90	4. Jason Somes	1:15.50

Phoenix, May 4	
1. Bud Mellor	1:45.00
2. Stu McAfee	1:13.30*
3. B. Leavengood	1:24.30
4. Travis Flynn	1:14.80
5. Ray Davis	1:18.80

Merced, May 3-4, 428		Q40	
1. Carl Silva	1:16.35	1. R. VanBaren	1:06.55
2. Steve Hulse	1:13.17*	2. Mick Crawley	1:08.29
3. R. VanBaren	1:13.32	3. Darrol Cady	1:09.27
4. Darrol Cady	1:14.92	4. Bob Dible	1:07.72*
5. Fred Burgdorf	1:14.14	5. Seth Tomblin	1:08.70

EBRC, Livermore, May 17		428N	
428A			
1. Bruce Coffey	1:14.47*	1. Randy Bridge	1:19.81
2. Jim Tomblin	1:18.50	2. Eric Lenz	1:22.75
3. Mitch West	1:22.02	3. Chris Hoyer	1:25.04
4. Steve Hulse	1:15.56	4. Dave Ferrell	1:16.75*
5. Dave Bowen	1:27.97	5. Bill Clarkson	1:27.00

APRA		Q40	
1. Mike Streatly	1:39.59*	1. Jerry Kunze	1:11.64
2. Seth Martin	1:40.29	2. J. Zimmerman	1:08.88
3. Jim Ferrell	1:45.81	3. Mick Crawley	1:09.97
4. Chris Hoyer	1:43.34	4. Bob Dible	1:07.04
5. L. Castaneda	1:43.00	5. D. Schweitzer	1:08.59

Modesto, 6/7 428A		428N	
1. Steve Hulse	1:17.59	1. Dale Wright	1:28.94
2. Bruce Coffey	1:15.84*	2. Dave Ferrell	1:20.34*
3. Dave Bowen	1:22.62	3. B. Leavengood	1:25.15
4. Jim Tomblin	1:18.00	4. Pete Bowen	1:34.90
5. Tim Valouch	1:29.25	5. Eric Lenz	1:44.06

APRA		Q40	
1. L. Castaneda	1:47.38	1. David Wright	1:09.12*
2. Jim Ferrell	1:54.50	2. D. Schweitzer	1:10.38
3. Mike Streatly	1:45.18	3. Seth Tomblin	1:10.16
4. Seth Martin	1:49.19	4. Bob Dible	1:11.25
5. Todd West	1:38.10	5. S. Cameron	1:20.47

This will do it for this month. We have the annual North/South Challenge at Medford, Ore. June 21-22, then the Firecracker 500 at Reno NV July 5-6, so until then.

Bank-n-yank
Dave

District 2 - Darrol Cady

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

My apologies for missing my column last month. We did something unheard of, Rhonda and I went to Castle and raced the weekend it was due. I spaced it out completely until I saw Dave Ferrell and he showed me his column. I was and am embarrassed. I did send in a "How to needle a Q-40" article, but the Editor didn't have room for it.

Our racing season is off and running. We have had four Quickie races, a Q40, and a Formula 1 race so far this year in the District. It looks to be a fun racing season. The APRA 428 class is our winner this year. It has grown over double this year, and we see new people asking questions at every Kent contest. With the new interest in the basic class, we will grow in the higher classes of racing as time passes.

There was a race in Bremerton, WA on March 22, 1997. Rhonda and I were in Montana that weekend, and no one ever sent me the results for the race, so I have no idea how it went. We did have a Quickie race in Kent, WA 4/6/97. There were 25 racers there and all were treated to a great race and weather to match. Everybody had a good time. The results are as follows:

428APRA		428 Expert Quickie	
1. Jeremy Grogan		1. Jon Packer	
2. Bobby Arledge		2. Darrol Cady	
3. John Headly		3. Matt Mikko	
4. Stan Davis		4. Steve Milos	
5. John Hilyard		5. Brian Case	

**NEXT ARTICLE
DUE DATE
JULY 30**



District News



The missing travelogue that you all told me that you missed last month. Rhonda and I went to Castle AFB for a race hosted by Dave Ferrell and Company. We had a great time again. Rhonda got her first taste of the Southern sun in shorts and was looking very lobster like on Saturday night. The color goes well with her red hair. The race officials made sure that no one went away feeling that they didn't get their fill of racing. They ran so many heats every day that it was almost work to get to the line. The Moen Troop from Nevada, renamed the contest, "The Iron Man Contest". It described it well. The contest and the people were all fun. Try and not miss this one next year, it rates four stars. Thank you Dave Ferrell and Company.

The week-end of May 17/18, 1997 we had a district race sponsored by the Barons RC in Spokane, WA. It was CD'd by JR Wilber and Mike Bergan. Thanks guys and ladies, you did a good job. With the input from the Canadian racers, I think next years contest will be bigger and much better. This contest has the location to draw racers from all of Washington, Northern Oregon, Montana, Idaho, British Columbia, Alberta, and as far East in Canada as Saskatoon. This year there was a conflict with a contest in Billings, Montana and not enough time between for the Regina race. With the right events, the right Spring date and some promotion this race could be the premier race in the Northwest.

The weather was very nice, except for the wind. It was not the seasonal normal blow. It blew pylons two and three down one time each. It interrupted the racing on Saturday afternoon, but Sunday was a good race day. Everybody was ready to quit when we finished racing. The results are as follows:

- 428 Expert**
1. Andrew McIndoe
 2. Al Watson
 3. Nelson Eddy
 4. Harold Sattler
 5. Matt Mikko
- 428APRA**
1. Brad Batt
 2. Rod Batt
 3. Jeremy Grogan
 4. Greg Genge
 5. Bobby Arledge

- Quarter 40**
1. Darrol Cady
 2. Roy Andrassy
 3. Steve Milos
 4. Doug Huston
 5. Mike Bergan
- Formula One**
1. Darrol Cady
 2. Andrew McIndoe
 3. Mike Brownlee
 4. Matt Mikko
 5. Dave Torre

There was quite a discussion about the Vendetta race record. In 1988, the Vendetta went to the Reno Air Races. It qualified 36 out of 36 at 302.665 miles per hour. It was competing for one of the 23 starting posi-

tions for the race. The airplane did compete against 35 other airplanes for one of the 23 starting positions in the 1988 race. I don't believe that a competitor has to win in order to be considered to have competed. It also competed against the clock, just as our FAI racers do. Are we to believe that because the FAI racers do not race head to head, that they are not competitors? There are those on the Review Board for Q40 and on the Pylon Contest Board that are reading our AMA rule book and making the decision that it did not compete. In order to make one airplane illegal, the Vendetta, they chose to make the Napier Heston illegal. It had never raced and was "Grand-fathered" because there was a lot of time before the error was discovered and there were many models built already.

The quest to ban the Vendetta, has blinded some of the decision makers. It is the modelers that are not really aware of what is taking place that will be paying for their quest. I estimate that there are 200 Napiers and Vendettas built and ready to race. The model racers are the ones that are going to be forced to pay this \$100,000 bill for these airplanes to be made illegal at the end of this racing season. As of now, these airplanes are not legal to race after December 31, 1997. This just isn't right for the innocents to have to pay the bill for someone else's quest.

Darrol

District 3 - Randy Smith

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

Hi everyone. Racing has begun up here in the Great White North. The Regina Windy flyers kicked off our racing season by hosting a great race on the weekend of May 24th. Quickie 500 on Saturday had 15 entries and Formula One on Sunday had twelve. Temperatures warranted six layers of clothing in the morning with a shedding of two layers by afternoon. Winds were a steady 25 to 30 Kph with gusts of 40 or so. The wind caused a few problems on landing but it stayed steady right down the course most of the time so the actual racing was not affected that much.

Loren Moen of North Dakota was doing some experimenting in drag reduction by flying a Quickie with an extremely short fuselage. There was only enough fuse behind the trailing edge of the wing to mount a small stabilizer and fin. It seems Loren's theory borrowed from Bob Dible may have some merit as he missed fast time for the contest by only 1/1000th of a second.

The race officials did a great job on the lights, lap counting and starting with very few disputed heats. The ladies in the concession stand kept us all fed with barbecued hamburgers, hot chili and coffee as well as drinks and desserts.

Both days of racing went very well with very few pilot errors, equipment failures or mid airs. Maybe everyone was being a little careful this early in the season. I know I had my share of close calls with other planes around #2 and 3 poles but fortunately we all held our line and flew out of each other's way. I'm pleased to report that my ReVlution built by father Jim is proving to be competitive and I feel like I can give you guys a run for your money.

Top finishers in Quickie were Rod Kellin Jack Ellefson and Richard Moldenhauer (1st 2nd 3rd). Fast time went to Russel Bouchard of Regina with a time of 1:18.40. Russel fought hard for this, his first trophy since beginning to race in our district. Russel started just a couple of years ago so this event has proven to be successful as an entry level event. For those of you reading this newsletter from outside our district we fly the 2.0 mile short Quickie course. Most of us use the Webra Q sport pylon engine with stock muffler and APC 8.75 x 7.5 props. The Regina club awarded some very beautiful framed color prints of warbirds (approximately 11 x 14) acquired from a local art store. These trophies made the competition that much more enticing and the winning that much more exciting.

Formula One on Sunday had much the same weather as Saturday. The best part was that it didn't rain and it was too windy for the mosquitoes to land. Twelve entries made for even three plane heats. Harold Sattler and Roy Andrassy flew their FAI ships in their continuing effort to practice for the world championships in the Czech Republic this summer. Both Roy and Harold had things really working well. Harold captured fast time at 1:11.25, and this wasn't even



District News



with his new slim-jim fuse design. I can see a sub 1:10 on the horizon for both Roy and Harold.

Cecil Graval, Rob Kossatz and Hemy Redekop had a three way fly off for first place. They ended up in that order and everyone took their ships home in one piece. Hemy did well in Formula One with an old DeNight Special and Super Tiger engine pulled out of nearly ten year retirement. It was interesting to see the old DeNight design once again and compare it to the sleek drag reduced designs of today. However, consistency and attention to detail paid off for Hemy with a good showing.

Many of the Canadian Loki Q40s continue to be flown with good success. This summer will be our first serious trial of Q40 and the new design. The Loki meets all of the current and proposed rule changes for Q40 so we're not too wound up about all the rules discussion that has been going on. In true Canadian style you guys just hash it out and let us know when the flag drops. We'll be there. What I can say is that everyone here likes the rules, speed and designs just the way they are so we'd be happy if everything was left alone.

Rapid Randy

District 4 - Mike Sperry

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

Just got back from the Billings Mt. race. We had a wonderful time despite the hot 25-30 mph winds on Saturday and the cold 25-30 mph winds on Sunday. Dinner with friends after the race and a chance to catch up on visiting and much bench racing. A special thanks to Dick and Stephanie Smith without people like these two working we would not get to enjoy ourselves racing. This also goes for the course workers. Thanks for all you do. You know without these people working and donating their precious weekends we could not have our fun, we owe them a lot.

We got seven rounds in and Dick posted this report in the Billings newsletter. The worlds fastest plane owned by Dennis Winchell, seemed to be going slower than last race probably just giving the other guys a chance. The racing Swede was in a bit of

a hurry at the first race of the season and couldn't wait to turn at the pylon so he didn't! The zero you get for not finishing the race makes it hard to win doesn't it Earl?... Although the rolling maneuver on take off Earl did was outdone by no one and the crash following was also rather spectacular. The Billings Flying Mustangs own combat leader also had a full couple of days of flying, managing to make a couple really nice airplanes a lot smaller than they were at the start of the race. Rumor has it that it takes several cigars to make it through the nervous rigors of Nelson Quickie racing.

We had two new racers at this years race. Mike Fech and Brad Lane both from the racing capitol of the USA, Cody Wy. Think about it, a population of approximately 8000 taking five out of eight trophies at this interstate and sometimes international race is pretty impressive! Jim Fech and myself managed three trophies between us and then add Brad and Mike's two that's five total! Enough bragging. I also heard several people visiting and making plans to go to Utah and see if we can take home some of their hardware too. We will be in touch.

I have to apologize to the Utah bunch as they sent me a newsletter and I managed to misplace it. It had their race results, and the only thing I remember was that their weather was also shaky.

I was interesting to read in the last Model Aviation district 9 report the Colorado folks are at it again. Has anyone heard from those Piscotta racers lately? The report reads After some ten years absence Quickie 500 Pylon Racing was revived by the Pikes Peak R/C Club and the Pueblo R/C Club for the 1996 contest season. A total of eight races were held for April through October, with three in Pueblo and five in Colorado Springs. Since the two cities are only 50 miles apart, the organizers felt they could generate more participation by making this a joint effort.

Now the season is over, we have reviewed the results; and are pleased to report that every race was well-attended, with an average of 14 entries from both southern and northern Colorado. We tried to keep the rules simple, entry fees minimal (only \$4) and gave certificate trophies to the top four places, using a cumulative point system. Each race consisted of a 16 heat matrix with a maximum of four planes per heat.

It's been a rewarding experience to see the enthusiastic and friendly competition at these races. Volunteers were more than willing to help with scoring, judging, fueling, and tech inspection; and spectators turned out to cheer for their favorite racer. We did have a few crashes, but usually saw a new plane entered at the race, since quickies do live up the their name and require so little building time.

Pilot feedback has been 100% in favor of continuing quickie 500 races in 1997 and plans are already underway to establish the schedule.

Thanks to Custom Hobbies for providing fuel, Colorado Hobby Products for pylon poles, and Aero Lettering for trophies. A special thanks to Larry Osborn and Dave Miller for organizing the races serving as CD's.

This issue's tech tip from Wyoming is in regard to wheel pants. I had a terrible time keeping them glued together, for years I tried different glues, tape etc. The problem is that there is such a small glue surface and then we end up sanding some of it off and there is just not enough glue surface left. The solution is to fill them with two part foam or window foam, works too. Then Dremel out for the wheel and let me tell you they are tough. I've crashed and have been able to reuse the wheel pants.

Mike

District 5 Brenda Holbrook

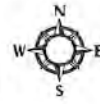
3418 March Terr. Cincinnati, OH 45239
(513) 923-4326

The racing season is off to a hectic and rainy start. We have been to three races and all have been cut short due to mother nature. I hope this isn't an omen of things to come this year.

Two of the local clubs opted to race 428 and sport for the season opens this year. Everyone is hoping to attract some new racers and rebuild the standard class. It seems to have worked as both races had pilots who were brand new to the racing scene. I guarantee they will be back. We need to put energy into bringing new people in to keep racing alive in the future.



District News



It seems sometimes that the guys racing 428 forget where they started and just want to write off the standard class. Not a good idea in my opinion. Everyone started somewhere and I think very few started out flying at the pace that the expert class flies.

I would like to make a short apology for missing newsletter last month. My fax machine died so I went to the office supply store and had it faxed and it still wasn't received. I guess it wasn't meant to be. I may try the old stamp and envelope this month. If it doesn't make it in then I can at least blame the government!!

On Sat. April 12th the Hawks hosted their first race of the season. The morning started off with a steady drizzle. Gary Gau kept everyone entertained by opening up a workshop.

Because of getting started so late it was decided to only go four rounds, but the racing was intense and everyone was going for it. On Sunday we all showed up at the field, drank coffee and watched it sleet like crazy. The wind was bitter cold and it didn't take long to decide to call it a day. The race results will follow later in this article.

On April 26 the Cardinals hosted their annual Spring race. Saturday was a picture perfect day for racing. There was a great turn out and the racing was spectacular. Terry "the king" Frazer and Joe "the dude" Dodd treated us to one of the best mid-air I have seen in a long time. As usual, the crew of officials was great. We flew 63 heats with zero refls. But then along came Sunday. It was cold, raining and miserable. So, once again there was only one day of racing. The race results for this race will also follow again later in this article.

Then it was off to Westland MI. on May 3-4. On Friday night we drove in pouring rain and thunder storms. So it was no surprise when the race on Saturday was called. A group of us gathered together and Mike "the iceman" Condon took us to Windsor Canada where we enjoyed a great ribs dinner and did some gambling on a riverboat casino. On Sunday the rain stopped and we went racing. There was a pretty stiff crosswind which made for some interesting flying. Jim and I had one of those days where nothing goes right. A bad servo, a pinched fuel line, and then a hole in our tank made for an interesting day. That is if you like four zeros. But we did go like stink on the fifth

round, better late than never. The race report is also in this article.

And speaking of race reports, I would appreciate it if the CDs would please write something up and send it to me. Also, lets get those race results in this year. We don't want the hassle we had last year.

That's all for this month. The family is off to a few days of R&R and then back in time for the Wingmasters race in Dayton, Ohio. This race is always well attended and we are hoping for good weather.

Flying Cardinals 4/26/97

Sport

1. Todd Bailey 1:48.54*
2. Joe Lemley 1:49.69
3. Jim Holbrook 1:56.52
4. Mark Jenks 2:00.52
5. John Lucas 2:11.30

Expert

1. Gary Gau 1:15.92
2. C.Grunermeier 1:15.47
3. S. Panzardi 1:15.19*
4. M. Blanchard 1:15.67
5. Terry Frazer 1:16.04

HAWKS 5-12-97

424+428 Sport

1. Todd Bailey 1:41.12*
2. Joe Lemley 1:46.00
3. S. Panzardi 1:47.94
4. Don Fry 1:56.25
5. Jim Holbrook 1:56.06

Expert

1. Gary Gau 1:17.25
2. A. Adamisin 1:16.91
3. Mike Stokes 1:16.85
4. M. Blanchard 1:14.04
5. Terry Frazer 1:12.21*

*Bank and then Yank
Brenda*

District 6 Richard Moreland

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

The story of the early racing season in the Northeast and Mid-Atlantic region is wind and more wind. Without a doubt this has been the worst spring I can remember for flying. Everyone's flying hasn't been the greatest due to the lack of practice days.

Our NEPRO friends have had several race dates with pretty good turnouts despite less than perfect weather conditions. We have had the first round of the Mason-Dixon Classic at PGRC and the second round at Westover AFB, MA just last weekend. After a little adjustment in the format it looks like the remaining two race dates we will be starting Q40 on Saturday morning and running five rounds. Then in the afternoon we will run as many rounds of 428 Quickie as possible. On Sunday we will start again with Q40, try to run five more rounds then race 428 Quickie until 2:30 PM. That way the out of town folks can get home at a decent hour. When Lloyd and myself came up with this format it was to promote Q40 and from this early start things look promising. Hopefully,

interest will grow and so will the enthusiasm.

On arrival Friday at Westover, Lloyd Burnham received some unexpected good news. The Pratt and Whitney 9,000 foot runway in Hanford, CT is going to become available for our District Quickie Championship Race the third weekend of September and even better news is for more races in the future. The details will have to be worked out, so we will keep you posted.

Speaking of runways, PGRC got some great news. Seems we have been able to side-step the building and grading permits and our new 400 foot paved runway construction will start as soon as the contractor can fit us in his schedule. So keep those airplanes rigged with the asphalt landing gears.

The Q40 Review Committee, of which I am the Chairman, has been busy. I sent Bob Beaudette a list of what's been approved and what's under consideration. I would like to thank all the kit builders that have submitted their paperwork so far. I will say with all honesty that I have received nothing but full and total cooperation from everyone, even the folks who have had airplanes that needed changes to pass the Review Committee. All they wanted to know is what they had to do to get approval. I have read some of these horror stories passed out on the Internet and I can't help to wonder what they are talking about. If you want to know the facts, not rumors and gossip, feel free to drop me a line. If you have an airplane you want reviewed remember, I need 3-views drawings or quality photos of both the real airplane and your modeled airplane, with a cross-sectional drawing so I can check your 12.5 sq. inches. The way things are moving, by Nats time the list may be as many as 20 airplanes approved.

In closing, I would like to wish our good friend Rex Knepper a speedy recovery. It seems Rex has been under the weather lately. We just wanted to let you know Rex, we are thinking about you and hope you are feeling better.

Rick



District News



District 7 Gary Freeman Sr.

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

Here we go again. Racing in District 7 is VERY slow for 1997. Usually by this time of the year we would have had 8-10 races behind us. I have talked to some of the Clubs and there is not any consistent answer for not having races.

Since the last article, we had the Atlanta Air Races on May 3-4. This was a two day race, hosted by Contest Director, Rick Landers. Saturday was AMA428 and Sunday was 422 Q40. I will give you information from the 428 event and Q40 VP Bob Beaudette will report on the Q40 race.

As with any race, the racers would like to have clear skies and at most a gentle breeze, but did Mother Nature work with us? NO, on Saturday we woke up to a solid down poor and tornado watches. We were lucky enough to have a restaurant near and cable TV. The weather put down the racing for a while, but not the fun and conversations among friends and competitors. Interesting "things" surfaced during these conversations that would not normally be known. For an example, did you know a husband and wife team from the Carolinas, has a "sharp shooter"? I will not mention any names, but if you ever go to Hickory and stay at a racer's home, don't be alarmed if you hear rifles being shot. It will probably be his wife shooting at all the dangerous squirrels on the back porch. Do not know how much of the porch is left since we heard about all the wood replacement. Maybe "sharp shooter" is not an accurate description. Anyway, I told Jerry I would not mention his wife's name and I didn't.

About noon, the rain decided to slacken and we all headed for the field. Racing was able to get underway early afternoon and under the direction of Rick Landers, completed well before dark. Highlights of the race included normal midair's and close racing. Landing was a challenge with the wind that followed the morning front.

After the races, Rick Landers opened up his home and provided a great meal. If you have never gone to an Atlanta race, you miss

a good time. I have included the race results below.

1. Trey Farran	1:14.69
2. Bob Beaudette	1:18.75
3. Gary Freeman, Jr.	1:23.04
4. James Barr	1:17.73
5. Jerry Salisbury	1:20.09

Fast Time of the event was by Paul Benezra with a 1:13.28. Hope to see you at the NATS.

Gary

District 8 - Dan Tips

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

The 1997 District VIII race season started in April with the "Cow Town 500" sponsored by the Fort Worth Thunderbirds at the Lake Benbrook field. For the second year in a row, Steve Ahlers was the contest director and for the second year he did an excellent job. Steve spends many hours obtaining prizes for raffles and giveaways and making sure the race is a success for the racers and the club. The contestants of District VIII really appreciate Steve's hard work.

Unfortunately, rain moved into north Texas the week of the contest and many out of town racers did not make the trip or turned around and went home after arriving on Friday to practice. The first day of the race, April 26, was rained out, however, the rain finally ended on Saturday and racing in Texas for 1997 began Sunday, April 27.

Four classes were scheduled to be raced but there were no entries for Formula I. There were six entries in District VIII Quickie Sport, 15 entries in AMA Q500 and seven entries in Q40. Not too bad considering the extremely poor weather conditions. The results on the long course were as follows:

Quickie Sport	Q500 428	
1. John Meanor	1. Ken Howell	1:15.60
2. Beck Ward	2. Mark Parker	1:13.50*
3. Kirk Wieldund	3. Rich Beers	1:16.20
Q40		
1. Dave Martin	1:22.60	
2. Richard Beers	1:14.80*	
3. N. Johnson	1:21.90c	

The second race of the 1997 season was the 2nd Annual "POWERMASTER" Nationals hosted by Don Nix and Mike Helsel at the Taylor Airport in Taylor, Texas. Mike

and his wife Sandy hosted a pre-race party at his home on Friday May, 30 for anyone wanting to attend. The only price of admission was to pre-register for the race! Mike and his wife were very hospitable and did a fabulous job.

Don and his wife Myrna hosted a Texas Barbecue on Saturday night. It was fabulous. Don spared no expense for the race and obtained the "fastest starter in the West", Mrs. Karen Yeager to perform the starting duties. As always, Karen did a superior job and put the flavor of the AMA Nationals in Texas in June. The POWERMASTER Nationals has four events (Formula I, Q40, AMA, Q500, and Q500 Sport) and is one 2-day race for each event.

Don tried a new scheduling technique this year by racing AMA Q500 and Formula I events for one-half of the day and then Q40 and District VIII Quickie Sport for the other half of each day. The feedback I received on this was positive. It really makes sense to operate in this manner as there are not too many AMA Q500 pilots that also race Formula I, however, a lot of the AMA Q500 pilots and Formula I pilots also race Q40. Don's method makes racing multiple events much easier (i.e. You don't have to remember to change planes on your computer radio every time you race and you do not have any back to back heats). I hope we continue to use this type of scheduling on one race weekends. The following is the race report submitted by Don Nix:

In near perfect weather, the two day 2nd ANNUAL POWERMASTER NATIONALS PYLON RACE got underway on May 31 at the Taylor Municipal Airport in Taylor, Texas 35 miles northeast of Austin. Forty two contestants from 26 cities and towns in five states battled it out in four classes; Formula I, Q40, Q-500, and District VIII Quickie Sport. The race, sponsored by Don and Myrna Nix, owners of GBG Industries, Inc. of Elgin, Texas, the manufacturer of POWERMASTER FUEL, is growing in scope and importance and promises to become one of the premier pylon races in the country. Plans are already underway for the 3rd ANNUAL POWERMASTER RACE at about the same time next year.

This year, the cash prize money, paid through third place, was increased to a total \$1000.00, \$500.00 being contributed, as last year, by POWERMASTER, with the



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balance derived from advertising by industry vendors and local Taylor businesses. It's expected that the total in '98 will at least double. In addition, beautiful laser engraved acrylic trophies were awarded through third place in each class. The winners all on the long course were:

Q Sport (7 entries) AMA Q500 (28 entries)

1. Beck Ward	1. Richard Beers	1:14.45
2. John Meanor	2. Mark Parker	1:15.01
3. John Welsh	3. R.Higginbotham	1:12.54

Q40 (17 entries) Formula 1 (6 entries)

1. Mark Parker	1:07.83*	1. Mike Helsel	1:04.76*
2. Dub Jett	1:10.20	2. Bill Hager	1:09.73
3. Jerry Small	1:09.75		

Clearly, these were close and hard fought races, with times ranging from fast to spectacular. Helsel's F-1 time was only about a second off the world record and earned him a gorgeous special trophy for the fastest time of the race. The top four finishers in Q40 were all 1:10 and under. Even though F-1 and Q40 are running virtually the same speeds (with Q-500 only a couple of heartbeats behind), it's still a thrill to see and hear the beautiful near scale Formula 1 models fly. Bill Hager of Houston leads a small group trying hard to keep this event alive by donating \$100 toward the trophies at any race holding an F-1 event. Thanks Bill.

The co-sponsoring club who furnished all the workers for the race was the Cedar Park R/C Club, which has just found a new field and renamed themselves the Lone Star Aeronauts, flying now in "Old Settlers' Park" on Highway 79 just east of Round Rock, Texas. These hard-working members were the recipients of several thousand dollars worth of R/C merchandise, donated by industry manufacturers and vendors. In addition, Don Nix of GBG/POWERMASTER handed the club a check for \$1,260, the income from the entry fees after a few basic expenses were deducted (GBG keeps none of the entry fee money).

An interesting addition to this year's race was an attractive 12 page program, available to visiting spectators, explaining how pylon racing works, what they were seeing, describing the different classes, outlining the basic rules, method of scoring, etc. It was thought the program would make watching the races more interesting, since a newcomer usually has no understanding of what he is seeing. In addition, ad space was sold in the program, with the proceeds being added to the prize money.

To put the cherry on the whip cream, Mike and Sandy Helsel hosted a party featuring great food and refreshments at their house on Friday night for all of the flyers who had arrived by that time, and Don and Myrna Nix repeated it Saturday night at their house (only a mile from the race site) with a full Texas Barbecue with all the trimmings for some 60 contestants and guests.

Many thanks to Contest Director Drew Jerina (who performed a marvelous impression of trying to die with the flu or whatever), Karen Yeager, who came down from Michigan to be the Starter, Myrna Nix and Sandy Helsel for so graciously running registration and being lovely hostesses, and especially to Mike Helsel for his technical guidance, without which we would never attempted the event.

Thanks Don for the race report and an excellent event. We really do appreciate your hard work. That's all for now. Remember to have fun.!

Mark Parker for Dan

Quarter Midget Bob Beaudette

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

It's June already and the Q40 season is well underway. The Atlanta Race was just a few weeks ago. The turnout was excellent for 428 and Quarter Midget. Even though we had 40 mile an hour winds for two days the racing was great. Attrition was up there with about half of the 18 planes starting finished. Jerry Salisbury had a nose over on take off and broke a rod early on. During my first heat, a rod decided it had enough coming around #3 and it departed at 25,000 RPM. The autopsy was interesting. If you ever had the pleasure of having an inflight rod failure, there is not much left internally. Your best bet is just to call Dave at Performance Specialties and order a new motor. The head survived, backplate, spraybar and venturi. The rest became paperweight. The ultimate winner of the event was Ray Brown who was able to fly extremely well in the wind and keep it all together for five heats and 20 points. Ray also got the fast time trophy with a 1:09 flying a Vendetta. The Atlanta group did an excellent job putting

on the event, as usual. These guys are really professional and every time we go we are rewarded with a great contest.

Subject of the year... What's legal and what's not.

The newly approved airplane list is:

* Stiletto Mustang(Original version)	Rich Tocci
* Strega Mustang	Lyle Larson
* Dago Red Mustang	Lyle Larson
* Nemesis	Rich Tocci
* Nemesis	Vern Smith/Bill Hinnant
* P51H Mustang	Bob Wallace
* Vendetta Mustang	Bob Wallace
* (Status under consideration by AMA)	
* Sweet Pea	Jerry Small
* Gr7 Kazi Killer	Jerry Small
* Folkers SK4	Pete Reed
* Stinger	Duane Gall
* Proud Bird	Archie Adamisin
* Ginny	Archie Adamisin

Still under review

* Stiletto Mustang #2 (Jenny Craig version)	Rich Tocci
* Miss RJ	Gail Jacobson
* Spitfire F MK 22/24	S. Panzardi

That's it for airplanes so far. I believe that Rusty VanBaren is redesigning the Vendetta fuselage to bring it up to the 12.5 sqin requirement but this airplane must also wait for the status of the qualification ruling. Hopefully, we get all this behind us in a very short order.

Now for some pontification on a couple of issues.

First is the movement to disband the review committee and go to a strict measurable airplane with no scale reference at all, ala FAI. Why do we need another FAI event? I believe, and many others as well, that what makes this event great is the scale qualities of the aircraft. Lets not take this away. The review committee will work fine. Rick Moreland is doing an excellent job of sorting the problems out. We have already seen a growing list of approved airplanes. The review process will be quick and easy once all of the kit builders know what the parameters are. *We do not need another change.*

Point #2 is qualifying the Vendetta. Lets get it done. There are two builders awaiting the outcome. Don't forget that Bob Wallace also has a Vendetta kit available. Some folks have gone through some incredible research to prove the plane has not raced. Apparently it has flown qualifying trials. Aren't we splitting hairs? What qualifies race?



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I used to drag race years ago. We raced against the clock. If the opposing car didn't get off the line you won. Does it mean you didn't race? If this airplane did fly in time trials then I believe that constitutes competition. If it did not, then that's another story. I urge the Contest Board to get it resolved quickly so we can move on. We have many pilots that have purchased airplanes that are not historians or experts in the Reno aircraft field. They just bought airplanes because they liked how they looked or flew. If this airplane is deemed legal, Rusty will bring the plane up to the new specs. I'm willing to bet that it will still continue to be fast, as well as all of the other new planes now available. They will all be competitive with good pilots. Thumbs are still the #1 speed producer. Thumbs win races. Thumbs set fast times. Thumbs set records. I hope we get this airplane thing resolved so we can all concentrate on being better pilots and put this year behind us.

Now for the Nationals:

The entries seem to be lower this year. I don't know why, but the good news is that for those that show, we will certainly get in a lot of flying. In one week you should be able to OD on Q500 and Q40. If you haven't signed up, do it now. Send in your registration and get in on the Hottest Contest of the Year.

See Ya
Bob

Quickie 500 - Cliff Telford

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

Declining Membership

As discussed in the president's column, entries for pylon events at the 1997 AMA Nats in Muncie are down 50% from last year. Vern Smith has amply discussed the reasons for this and the Aerobatics column in the May issue of Model Aviation is well worth reading as Smitty suggests. The question still remains "What is going on here?". I would like to offer some other thoughts on the low entry at the Nats and the declining membership in NMPRA.

Membership numbers for NMPRA and SEMPRA (District 7) are down 25% from last year. The number of races scheduled is

also down considerably. Therefore the decline in pylon racing is not just at the Nats. It is pervasive across the country. From the Q500 racing reports received so far it is evident that the number of entries per contest is down everywhere. People seem to be losing interest in what we are doing and we must find out why. The results of the NMPRA survey may lead to false conclusions about the changes that should be made if we hope to retain the NMPRA members we have and recruit new ones. Most of the respondents to the survey said they do not want to change anything that would slow the airplanes down. This is the same attitude that has been adopted by Form I flyers for many years and the event is all but dead (13 pre-entries for the 1997 Nats). If we want to know why people are dropping out perhaps we should survey those who once were NMPRA members but are no longer. That type of survey might give us an entirely different picture as to why we are losing members. If the present trend continues there will be no NMPRA in a few years. The drop-outs are not being replaced with new members in large enough numbers that clubs can hold races that are profitable for the clubs who sponsor them. We all know that leads to no races at all.

While pylon racing is in decline, sport flying events for Giant Scale, Fan-jets, etc. are at an all time high. If you attend any of these meetings you will see many people who used to be pylon racers. At the Joe Nall Fly-in held in Greenville, S.C. in May I have been told there were 1000 airplanes registered for the four day event. Do the math on your calculator and you will find that 33-1/3 hours of daylight would be needed on each of the four days just to give each airplane one eight minute flight. It is impossible to do. So why do all those people load their planes in the car, drive up to 1000 miles each way, pay their registration fees, and then not fly? The only conclusion I can draw is that they just want to see and talk to each other; in other words *socialize*.

There used to be a lot of socializing in racing too and *it was a lot more fun then*. More recently however, certain factions have developed in racing events and some of the fun has gone out of competition. There are factions based on geography, manufacturer preference, type of event, etc. All of us will fall into some category based on where we live, the radios, engines, or kits

we use. It is unavoidable. Does that mean we can't talk to each other? Is the nature of competition so divisive that the only fun to be had is in winning? I hope not. The animosity generated by the Q40 airplane controversy is one example of why racing just isn't fun anymore for a lot of people. We need to stop fighting among ourselves if we are to retain our members and grow as an organization.

Top Twenty

Race reports for some big races, notably Phoenix and the Powermaster Nats, are still missing. Using race reports received as of June 12 the top twenty are:

	Name	Dist#	Races	Pts(best 7)
1.	Charlie Poulton	7	8	640.8
2.	Dennis O'Brien	7	10	624.0
3.	Ray Brown, Jr	7	8	606.0
4.	Gary Freeman, Jr	7	8	592.0
3.	Jim Tomblin	1	8	573.4
6.	James Barr	7	8	547.9
7.	Bob Beaudette	7	8	504.1
8.	Steve Hulse	1	8	502.9
9.	Dean Stone	7	7	431.9
10.	Gary Gau	3	3	422.9
11.	Gene Bass	6	6	411.5
12.	Matt Mikko	2	3	410.6
13.	Al Watson	2	3	410.5
14.	Darrol Cady	2	3	409.3
13.	Joe Llanos	7	9	403.6
16.	Cliff Telford	7	3	402.8
17.	Gail Jacobson	7	8	402.0
18.	Dave Ferrell	1	8	391.8
19.	Craig Grunkemeyer	3	4	381.2
20.	Bruce Coffey	1	8	380.2

Cliff

Formula I - Mike Helsel

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

Now that the PowerNats is over, the Form I flyers turn to the AMA Nats as the next major race. If you missed the PowerNats, you missed a great one! The field in Taylor, TX is FAST! Best time in Form I was a 1:04 and change! Better put this one on your list for next year. Don and Mynra Nix hosted a great race, with a Texas Bar-B-Q dinner Saturday night. You should have been there. If you were, thanks and ya'll come back!

Vern Smith has come up with a great idea for the Champs. We will combine F1 and Q40 in the same weekend (3 days). During the banquet we will present trophies for the national points for these events. Which brings me to points reporting. I only have data from three races so far this year and I



District News



was at two of them. Darrol Cady sent in the other results. So if you want national points for Formula 1 you better get me the results. Remember I need the complete finish order with NMPRA numbers of all contestants!

Want to try your hand at F1? Ask for help. I am sure anyone now flying F1 would be happy to help. If they are not, let me know and I will be happy to share! Speaking of sharing, the often most difficult skill to develop is how to set the needle. While you will get a wide variety of methods there are a few things to remember that will make your F1 experience much more fun:

1. Don't always go for the Kill setting. Engines last a lot longer running rich (that is true of all engines) and Nelson F1 engines will go a lot faster 200-300 rpm rich than 100 too lean. So stay on the rich side! I ran one engine all year for the last two years until the Champ race and I got a bit greedy and went for the "Super Kill" setting and it worked! I killed the engine. Keep it rich!

2. Prop the engine so the peak rpm is between 22,000 and 23,500rpm. I have found this to be a very good power band for Nelsons and you don't have to lean on the needle to go fast.

3. Warm the engine up before you make the final setting. I run the engine at about 500 to 1000 rpm below peak for about 15 seconds then peak it and back off between 500 and 1000 rpm depending upon the engine, airplane and weather. You must test fly to find the ideal setting. Start on the rich side.

4. Use Globee plugs! Yes, I know that they are more expensive, but they will give you 500 more rpm and they offer a wider needle range than the standard Nelson plugs.

After my last column I talked with Vern and he's trying to get additional time for F1 at the Nats. So if you haven't registered, get to it and we can get time as long as we have the participation.

All for now, keep it rich,

Mike



1997 NMPRA Championships

Form 1 & QM40

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so register early!, Wed. and Thurs.
practice days with pylons up.*



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**CD - Pat Murphy
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Morgan, TX 76671
(817) 635-4014**

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	
5/17	East Bay R/C, CA - CCRA	Q4
	Dale Wright 510.828.3551	
6/7	Modesto, CA - CCRA	Q4
	Bruce Coffey 209.577.3707	
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

10711 NE 37th Ct, Vancouver, WA 98686
360.573.0987

5/17-18	Spokane, WA Barons	F1,Q4
	JR Wilber	
6/7-8	Toledo, WA NMPRA	F1,Q4
	Henry Bartle	Q5,AMA
6/21-22	Medford, OR Rouge	Q5,AMA,Q4
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

WRFCF 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 - WRFCF	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 - WRFCF	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 - WRFCF	Q5SE,AMA
7/12	Club Field - UVA	Q5S,AMA
7/26	Payson Sod Farm - UVA	1/2A
7/27	Council Bluffs - WRFCF	Q5SE,AMA
8/9	Club Field - UVA	Q5S,AMA
8/23	Payson Sod Farm - UVA	1/2A
8/24	Mead, NE - WRFCF	Q5SE,AMA
9/13	Club Field - UVA	Q5S,AMA
9/27	Payson Sod Farm - UVA	1/2A
9/28	Council Bluffs - WRFCF	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	Q5AMA,SE(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	Q5SE,AMA
7/27	Cliff Hall 513.829.6561	Q5S,AMA,Q4
8/9	Dayton, OH - CAPS Classic(afb)	Q5S,AMA
8/10	Mike Condon 313.464.7027	Q5AMA,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 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



Engines, QM40 Props & Hyde Soft Mounts Win Again!

				<u>ENGINE</u>	<u>MOUNT</u>	<u>PROP</u>
April 26, 1997	Bowie, Md.					
Q500 AMA 428	1st Place	David Binger	Edmunds	Hyde	APC	
	Fast Time	David Binger	Edmunds	Hyde	APC	
May 17-18, 1997	Bowie, Md.					
QM40 AMA 422	1st Place	David Binger	Edmunds	Hyde	Edmunds	
	3rd Place	Art Edsall	Edmunds	Hyde	Edmunds	
May 31-June 1, 1997	Westover AFB, Ma.					
Q500 AMA 428	1st Place	Vern Smith	Edmunds	Hyde	APC	
	Fast Time	Vern Smith	Edmunds	Hyde	APC	
	3rd Place	David Binger	Edmunds	Hyde	APC	
QM40 AMA 422	2nd Place	Vern Smith	Edmunds	Hyde	Edmunds	
	3rd Place	David Binger	Edmunds	Hyde	Edmunds	



David Binger 1st Place (right)
 Vendetta (by Rusty Van Baren)
 Edmunds QM40 Engine
 Hyde Soft Mount (by Edmunds)
 Edmunds QM40 Prop

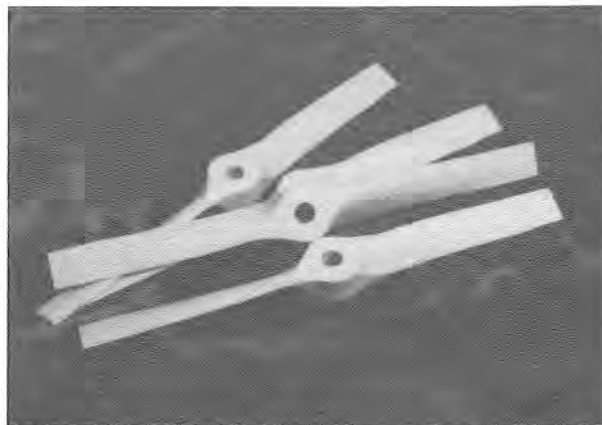
Art Edsall 3rd Place (left)
 Nemesis (by Rich Tocci)
 Edmunds QM40 Engine
 Hyde Soft Mount (by Edmunds)
 May 18, 1997

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SUNDAY AUGUST 10TH

Q500 EXPERT (428) & QUARTER 40

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READY TO RACE 9:00 AM

REGISTRATION : MUST ENTER; BY MAIL, OR ON FRIDAY AT SITE BY 6:00 P.M. NON REFUNDABLE AFTER 7:00 P.M. FRIDAY. PILOTS & CALLERS MUST HAVE HELMETS.

AMA CARD REQUIRED

AMA SANCTIONED

ENTRY FEE :

\$25.00 CAPS MEMBERS PER/EVENT

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LATE REGISTRATION WILL CLOSE

6:00 P.M. FRIDAY AUG. 8, AT SITE.

TROPHIES :

AWARDS 1ST THRU 3RD & FAST/TIME FOR ALL EVENTS.

AGGREGATE TROPHY WILL BE AWARDED BY OVERALL

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NOTE : PILOTS MAY FLY (3) EVENTS MAXIMUM.
PILOTS FLYING QM40 MAY NOT FLY STANDARD Q500.

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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
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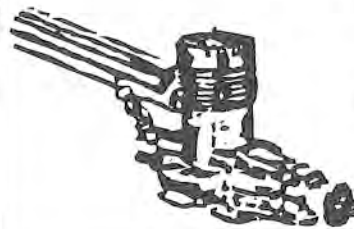
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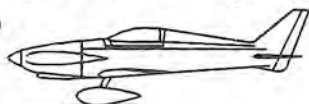
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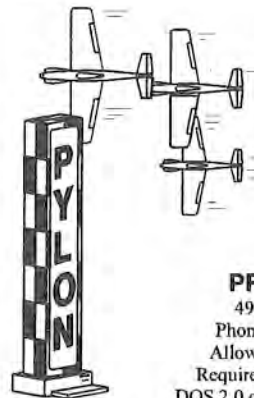
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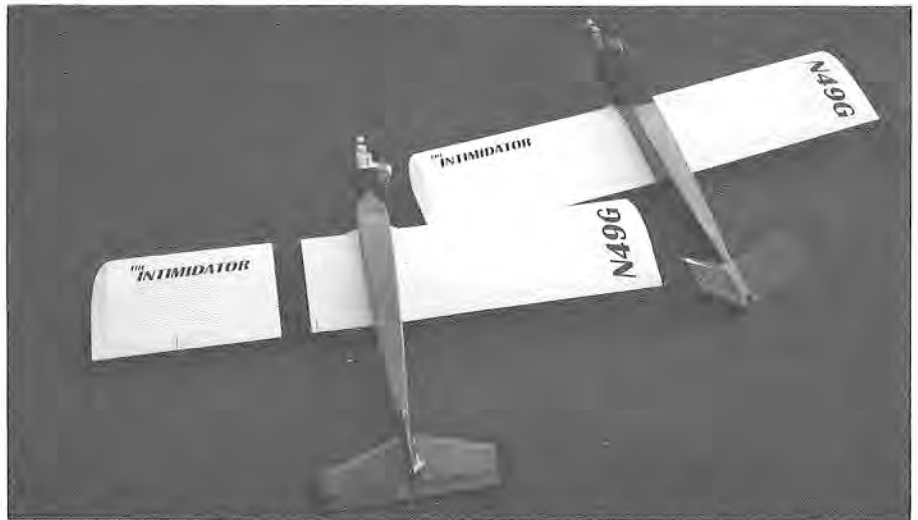
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E-mail: vsmith@blazenet.net

SECRETARY/TREASURER/EDITOR/PUBLISHER
Paul Page - 49 Debra Lane., Bristol, CT 06010-2725 (860) 584-9437 Fax (860) 584-1473
E-mail: ppage@connix.com

DISTRICT 1 VP - Dave Ferrell - 1565 Echo Dr, Merced, CA 95340, (209) 722-0655
E-mail: pylonflyer@aol.com

DISTRICT 2 VP - Darrol Cady - 10711 NE 37th Ct Vancouver, WA 98686 (360) 573-0987
E-mail: dcady@pacifier.com

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

DISTRICT 4 VP - Mike Sperry - 1614 11th St, Cody, WY 82414 (307) 587-5870

DISTRICT 5 VP - Brenda Holbrook - 3418 March Terr Cincinnati, OH 45239, (513) 923-4326

DISTRICT 6 VP - Richard Moreland - 726 Hillmeade Rd Edgewater, MD 21037, (301) 261-7366

DISTRICT 7 VP - Gary Freeman Sr. - 1005 Taproot Dr., Winter Springs, FL 32708 (407) 695-1855

DISTRICT 8 VP - Dan Tips - 1706 Piot Way, Garland, TX 75040 (972) 840-8578

DISTRICT 9 VP - Francisco Taboada - Guayana, Holandesa 210, Monterrey NL, 64620 Mexico (528) 346-0837 Fax (528) 373-9888

QUARTER 40 VP & Points Coordinator - Bob Beaudette - 8442 NW 47th Dr. Coral Springs, FL 33067, (954) 340-5437

FORMULA ONE VP & Points Coordinator - Mike Helsel - 7 Still Meadow, Round Rock, TX 78664 (512) 244-2133 E-mail: Mike_Helsel@dell.com

QUICKIE 500 VP & Points Coordinator - Cliff Telford - 1512 S. Greenleaf Ct, Winter Springs, FL 32708 (407) 359-9958 Fax: (407) 359-5063



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