

The Pylon Racer's Official Voice

NMPRA

HIGH PERFORMANCE

National Miniature Pylon Racing Association

Since 1965

AMA Affiliated

August 97

Presidential Pontification

Eight of the eleven NMPRA VP's were at the Nats competing as well as doing more than their share of the work. I was very pleased with this, particularly when you consider the fact that fewer than one third of the AMA Pylon Contest Board members showed up. Pylon Racing will never get good representation from it's Contest board as long as the majority of the Contest Board's members are not active in the sport. All our volunteer event directors, starters, asst. starters, etc. did an excellent job, but a special acknowledgment must go to our Q500 VP Cliff Telford. Cliff effectively ran the Nats for me and even made it look like I was involved, what a smooth operator.

Every contestant at the Nats was asked to fill out a survey at registration. The survey and the results are printed elsewhere in this issue. I was surprised with some of the results. Number one surprise was the strong support shown for slowing Q500 down to the point where it would become a natural stepping stone from 424 or whatever local entry level Quickie event one may find and Q40 or F1 as our fastest events.

I feel this would do several things for pylon racing. Those making the move from the entry or novice events would find an identical airframe with a little more horsepower an easy and inexpensive conversion to make. There is an obvious safety advantage with less experienced thumbs dealing with 135mph rather than 155mph.

Nobody wants to admit it but Q40s and F1s are more than some of our current competitors are comfortable flying. I've talked to more than a few contestants who would welcome an event where a 1:25 would be in contention for the "Fast Time Trophy". I realize there are some members with strong feelings against slowing Q500 down but everyone of those who have voiced these feelings to me are quite capable of handling a Q40 or F1, and the reluctant engine manufacturers who will have to deal with smaller

intake sizes will make the adjustment as they always have in the past.

The Nats Pylon entry was way down this year (55 total entrants). I called fifteen 1996 entrants and asked them why they were not going to attend the 97 Nats. Ninety percent of the time the answer was the time commitment necessary to attend the pylon nationals. I will be working with the AMA to come up with a different format for 1998. My goal is to run each event solo to completion, hopefully in two days or less.

We will probably have to cap the Q500 entry somehow because nobody has much fun when we have to fly 120 contestants per round. I have informal offers from three clubs/racing associations scattered around the country to host a pylon nationals in future years. Nobody wants to do it every year but some seem willing to take on the responsibility every three or four years. The glue that would hold an arrangement like this together would be a major financial contribution to the club/racing association's treasury. Naturally, this large financial contribution would be payable upon successful completion of the contest.

The NMPRA would take responsibility for supplying "High Skill Level" personnel like event directors, starters, asst. starters, etc. to insure the success of the events. Training sessions for course workers on registration day might not be a bad idea, depending on the number of experienced course workers available.

The AMA Executive Council approved the use of athletic head gear (baseball batting helmets, etc.) for use on the pylon course during their July meeting. We have been pushing hard for this since last Fall and it's nice to see common sense prevail. Why this took so long to happen is beyond me.

I'm sure most of you are aware that there has been a large, ugly, and unnecessary controversy in the Q40 ranks concerning what is a reasonable replica, and what full scale aircraft meet the requirements to qualify as an aircraft that has participated in a racing event. The controversy started with questions about the Vendetta's meeting the "reasonable replica" requirement despite the fact that it competed in the 96 Nats and set

an AMA recognized record there. Things soon degenerated into a urinating contest between the "Vendetta Gang" and the traditionalist Quarter Midget 15 guys. Some crafty devil dug up enough air racing history to prove that the Napier (used in Quarter Midget for 15 years) did not meet the eligibility requirements because it crashed on it's maiden flight. The Napier was really a sacrificial lamb because the Vendetta did not seem to meet the eligibility rule either, and the Vendetta was the real target of all this aviation history scrutiny. It looked like we were about to loose two of the most popular and numerous models in Q40. At this point everyone realized something had to be done. The scary part is the way the AMA rule makers get things done.

I had hoped this situation would result in some major changes to the Q40 rules, because it was a wonderful opportunity. The whole mess came about because of the subjective nature of the Q40 rules (what is a reasonable replica anyway?), and removing these subjective clauses and replacing them with measurable and quantifiable requirements would solve the problem for now and for the future.

Duane Gall and Darrol Cady worked hard to develop two alternative proposals to solve the problem, one took all subjectivity out of the rules, the other left it in but tried to narrow the amount of creative license a designer could take. Wayne Yeager the AMA Pylon Racing Contest Board Chairman and Steve Kaluf the AMA Technical Director recognized the need for action but unfortunately took the easy way out. They decided to sweep the real issues under the carpet and treat the symptoms. They sent an urgent proposal to the Pylon Racing Contest Board members changing six words in the existing rule, the net effect of this small change was that the Vendettas and Napiers will meet the new eligibility requirements so we won't be throwing 100 plus models away, thus the obvious has been addressed. We still have to deal with the inevitable "reasonable replica" skirmishes that will arise again and again. My real concern about the situation is the arbitrary and untimely

continued on next page

President continued

way that Mr. Yeager and Mr. Kaluf worked their magic. Duane Gall had well written and thought out proposals in the AMA's hands in early May, the issue should have been settled months ago. I was very disappointed with the decision process Mr. Yeager and Mr. Kaluf used to arrive at the wording for the rule patch.

I know the NMPRA was never asked to provide any input, and none of the Pylon Contest Board members I have spoken with were consulted either. If the AMA's intent is to use the SIGs for the grunt work (like running the Nationals) and not include them in the mental part of the partnership they will lose SIG cooperation real fast.

Our FAI pylon team will be on their way to the Czech Republic as you read this. The international competition takes place every other year. Wayne Yeager called last week asking the NMPRA for a last minute contribution to help defray team expenses. We seem to have found another job for the SIGs. Over the last few years the AMA has slowly withdrawn financial support for international competitions for philosophical and budgetary reasons. We sent them \$500.00 and would have sent more if the Nationals had been a financial success. I plan to include a block on the 1998 membership renewal form requesting (begging) members

to add \$5.00 to their annual dues check to support our 1999 team. This is the kind of activity SIGs are best equipped to handle and I think it is certainly a worthy cause.

Near the end of each season there are non NMPRA contestants who find it expedient to join the NMPRA so they can compete in an NMPRA exclusive event (F1/Q40 Championships) or find themselves in a position to win goodies from the NMPRA should they join the organization. Q500 District Championships are usually open to anyone, but awards sponsored by NMPRA can only be given to NMPRA members, provided they are members before the event starts.

We are always glad to accept members any time they wish to send us a check. However, contestants who join before December 1st will receive a 1997 membership only. In other words, if they want a 1998 membership they will have to renew the 1997 membership after December 1, 1997. While this may seem rather draconian there is an issue of fairness to those members who renew every year with little or no expectation of getting more than a racing number and their cherished newsletters.



Nats Pylon Questionnaire

The numbers in parentheses are the response totals. Not everyone answered all the questions so the numbers do not always add up.

When answering the next three questions please do not consider or include travel or registration days.

- If it were possible for you to attend a National Pylon Race and enter one event how many days spent competing on site would you consider optimal?
1 day (13) 2 days (31) 3 days (0)
- If it were possible for you to attend a National Pylon Race and enter both events how many days spent competing on site would you consider optimal?
3 days (6) 4 days (14) 5 days (29)
- How far would you travel to attend a National Pylon Race assuming you would not have to work and each event would necessitate no more than two days of competition.
500mi (10) 2000mi (5)
1000mi (15) 2500mi (0)
1500mi (9) 3000mi (6)
- How important is the availability of near by non modeling activities in your decision process when you consider attending a national race.
Very important (2) Important (16)
A small factor (17) Does not matter (9)
- Will you come back to Muncie for a national event next year assuming we use the same format as we are using this year?
Yes (32) No (11)
- The Q40 rules structure, content, and interpretation has left all competitors in a

difficult situation this year. It's July and we don't know what the rules will be for 1998, nor do we know if Napiers or Vendettas will be allowed to compete in 1998. Who or whom do you hold responsible for this lack of management and planning?

Competitors taking advantage of the system. (9)

Manufacturers manipulating rule makers. (11)

Unknown evil forces emanating from the pattern community. (0)

A regional dispute pitting Western F1 flyers against Old Guard Q15 flyers. (2)

The NMPRA. (4)

The AMA. (6)

The Pylon Racing Contest Board. (15)

None of the above. (5)

- Assuming Q40 becomes our premiere event with speeds in excess of 170 mph and times a little over one minute: would you consider slowing Q500 down (using carburetor or venturi restrictions in the short run) to 150 mph speeds with race times in the low to mid 1:20's, a good compromise to give people entering pylon racing a natural level to aspire to between 424 and Q40?
Yes (25) No (17)
- Would you pay an additional \$50.00 per year to the NMPRA for the purchase of supplemental racing insurance to cover the added perceived dangers associated with pylon racing?
Yes (24) No (15)

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 - 1:02.42-3/00/97
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 NMPRA Championships

Form 1 and Q40

*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.*



HOST

Irving R/C Flyers

October 10, 11, 12, Irving Texas

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2nd Place Q40 - \$400.00
North West Model Dist.

2nd Place F1 - \$400.00
Sheldon Hobbies

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Available

3rd Place F1 - \$300.00
Available

Fast Time Q40
Available

Fast Time F1
Available

ASSOCIATE SPONSORS

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*NMPRA
MEMBERS
ONLY*

Vendettas and
Napiers Welcome

Q40 Fuel Supplied
by Powermaster

CD - Pat Murphy
P.O. Box 337

Morgan, TX 76671
(817) 635-4014

RACE HEADQUARTERS

Holiday Inn

4441 Highway 114

Irving, TX (972) 929-8181

Special NMPRA rate ---

\$55.00 per night

1997 AMA NATIONALS PYLON WORKER MATRIX

	Monday - 14 8am/1pm Form1/Q500a	Tuesday - 15 8am/1pm Q500b/Q40a	Wednesday -16 8am/1pm Q40b/Q500b	Thursday -17 8am/1pm Q500a/Q40b	Friday -18 8am/1pm Q40a/Q500c	Saturday - 19 8am Wed(16)FAI/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	Drew Jerina Pete Reed	Pete Reed Drew Jerina	Bob Beaudette Pete Reed	Pete Reed Drew Jerina	Karen Yeager Pete Reed
Asst Starter	John Fike Ray Brown	Dan Tips Norm Johnson	Mark Parker Dan Tips	Ray Brown Mark Parker	Ed Smith Mike Klutz	Roy Andrassy
Freq Control	Matt Geders Nancy Telford	Nancy Telford Matt Geders	Matt Geders Nancy Telford	Nancy Telford Matt Geders	Matt Geders Nancy Telford	Nancy Telford Matt Geders
Pit Boss & Sideline Judge	Bob Campbell Gary Freeman Sr	Santiago Panzardi Gary Freeman Sr	Mike Helsel Lloyd Burnham	Vern Smith Mike Helsel	Mike Sperry Greg Doe	Vern Smith Gary Freeman Sr
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	Greg Doe Ron Speights	Greg Doe Ron Speights	Greg Doe John Fike	Greg Doe Ron Speights	Greg Doe Ron Speights	Rick Moreland Greg Doe
#1 Judge	Damon Darnall Richard Verano	Art Edsel Scott Sabolich	Lloyd Burnham Kevin Matney	Moody Cory Paine	Steven Cameron Richard Lagrange	John Crozier
#1 Judge	Brian Willbur Mike Sperry	John Fike Damon Darnall	Mike Tallman Art Harrison	Norm Johnson Scott Cathey	Dave Shadel Norm Johnson	Art Edsel M. Jorgenson
#1 Judge	Art Harrison Dave Shadel	Bill Bertrand Richard Beers	Bill Bertrand Richard Lagrange	Rick Moreland John Gerhardt	Gary Gau Art Harrison	John Fike Roy North
#1 Judge	Dub Jett Steven Cameron	Kurt Bozarth Charles Anderson	Cory Paine Regie Sewell	Mike Klutz Ralph Rinaldi	Norm Johnson Kurt Bozarth	Gary Freeman Sr Cory Paine
#2 Judge	Joe Llanos Travis Flynn	Randy Etkin Travis Flynn	Ralph Rinaldi Karen Yeager	Steven Cameron Dan Kane Jr	Darrol Cady Steven Cameron	Gary Freeman Jr N. Tokatz
#3 Judge	Juan Lopez Roy Andrassy	Dan Kane Jr Cory Paine	Lyle Larson Alan Warfield	Terry Frazer Stu McAfee	Cory Paine Glen Wierschke	Terry Frazer Trey Farran
Lap Counter	Roy North Roy North	Roy North Bob Campbell	Roy North Roy North	Roy North Bob Campbell	Roy North Roy North	Bob Brogdon Jr Darlene Beaudette
Lap Counter	Don Moody Gary Freeman Jr	Bob Campbell Dean Stone	Jack Parker Hal Short	Dorothy Speights Regie Sewell	Travis Flynn Cory Paine	Steven Cameron Dorothy Speights
Lap Counter	Art Edsel Regie Sewell	Dorothy Speights Richard Lagrange	Dorothy Speights Bob Campbell	Darlene Beaudette Jack Parker	Dorothy Speights Regie Sewell	Darrol Cady Mike Sperry
Lap Counter	Scott Sabolich Bob Campbell	Kathy Kane Trey Farran	Bob Campbell Art Edsel	Bob Campbell Greg Genge	Bob Campbell Bob Campbell	Regie Sewell
Fueling	n/a Ginny Short	Ginny Short Ginny Short	Betsy Smith Darlene Beaudette	Betsy Smith Ginny Short	Betsy Smith Betsy Smith	Betsy Smith
Fueling	n/a Hal Short	Hal Short Betsy Smith	Wayne Webb Betsy Smith	Sandi Frazer Hal Short	Darlene Beaudette Darlene Beaudette	Pam Sperry

Sunday 13 - Registration 10am - 2pm

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

Some came to work

Some came to race and work

THANK YOU !

Verano sets record at Nats, 4-0-0



Standing l-r: Dan Kane Jr-4th and caller Kathy Kane, Dave Shadel-8th, Gary Freeman Jr-Best Senior, Ray Brown-5th. Kneeling l-r: Ralph Rinaldi caller for Lloyd Burnham -2nd, Richard Verano-1st, Mike Helsel-3rd.

FORMULA 1 at the Nats 7-14-97 (6 rounds)

	Pts	F/T	Eng	Plane	Radio							
1. Richard Verano	24.00	1:08.93	N40	Kaze	Futaba	11. Roy Andrassy	14.00	1:11.77	N40	Dr Doolittle	Airtronics	
2. Lloyd Burnham	22.00	1:09.74	N40	Tomcat	JR	12. Ed Smith	13.00	1:18.52	N40	Kaze Killer	Futaba	
3. Mike Helsel	21.00	1:11.71	N40	Kaze	JR	13. Gary Freeman Jr	11.00	1:21.07	SrN40	DeNight	JR	
4. Dan Kane Jr	21.00	1:13.85	N40	Kaze	JR	14. Lyle Larson	10.00	1:12.88	N40	Toni	Futaba	
5. Ray Brown	20.00	1:09.59	N40	Kaze	Futaba	15. Terry Frazer	10.00	1:16.29	N40	Toni	JR	
6. Darrol Cady	19.00	1:12.14	N40	Kaze	JR	16. Robert Brogdon Jr	9.00	1:19.96	J40	Kaze Killer	Futaba	
7. Gary Gau	18.00	1:10.52	N40	Kaze Killer	JR	17. Pete Reed	8.00	1:20.97	N40	Toni	Futaba	
8. Dave Shadel	16.00	1:07.46	f/tN40	Kaze	Futaba	18. Cory Paine	8.00	1:29.20	S40	Toni	Futaba	
9. Drew Jerina	16.00	1:15.52	S40	Left Lane Exit	Airtronics	19. Greg Genge	5.00	1:25.71	N40	Minnow	Futaba	
10. Mike Sperry	15.00	1:16.02	N40	Toni	Futaba	20. Travis Flynn	4.00	1:10.66	N40	Kaze	Futaba	
						21. Stu McAfee	0.00	0:00.00	N40	Kaze	Futaba	

FAI(F3D) at the Nats 07-16-1997 (5 Rounds)

	Pts	F/T	Eng	Plane	Radio							
1. Richard Verano	277.46	1:04.84	f/tN40	Katz	Futaba	6. Cory Paine	341.09	1:21.65	N40	Mustang	Futaba	
2. Roy Andrassy	294.90	1:10.31	N40	Panther	Airtronics	7. Travis Flynn	420.54	1:11.06	N40	Nomo	Futaba	
3. Ray Brown	306.73	1:10.47	N40	Stiletto	Futaba	8. John Gerhardt	436.22	1:16.50	N40	Stiletto	Futaba	
4. Dave Shadel	328.60	1:06.98	N40	Katz	Futaba	9. Greg Genge	468.68	1:23.16	N40	Stiletto	Airtronics	
5. Ed Smith	331.58	1:21.29	N40	Mustang	Futaba	10. Gary Gau	709.84	1:49.84	N40	Eight Ball	JR	



Standing l-r: Stu McAfee-6th, CD Paul Geders, Rhonda Cady caller for Darrol Cady-7th, ?, Gary Freeman Jr-Best Senior.
 Kneeling l-r: Travis Flynn-2nd, Richard Verano-1st, Dave Shadel-4th, Terry Frazer-5th, Lloyd Burnham-3rd and caller Ralph Rinaldi.

QUARTER 40 at the Nats (9 qualifying rds / 5 final rds)

	Pts	F/T	Eng	Plane	Radio						
1. Richard Verano	19.00	1:04.85f	N40	Vendetta	Futaba	26. Ralph Rinaldi	1.00	1:22.24	N40	Stiletto	JR
2. Travis Flynn	18.00	1:08.03	N40	Vendetta	Futaba	27. Dan Kane Jr	0.00	0:00.00	N40	Foxy Lady	JR
3. Lloyd Burnham	18.00	1:06.91	N40	Mustang	JR	28. Arthur Edsall	0.00	0:00.00	E40	Nemesis	Futaba
4. Dave Shadel	18.00	1:09.61	N40	Vendetta	Futaba	A&B merged					
5. Terry Frazer	16.00	1:11.22	N40	Mustang	JR	29. Dean Stone	21.00	1:15.53	N40	Kaze Killer	Futaba
6. Stu McAfee	15.00	1:06.91	N40	Mustang	Futaba	30. Trey Farran	19.00	1:13.78	N40	Stiletto	Futaba
7. Darrol Cady	15.00	1:11.35	N40	Napier Heston	JR	31. Donald Moody	18.00	1:13.41*	N40	Napier Heston	Futaba
8. Lyle Larson	14.00	1:10.76	N40	Mustang	Futaba	32. Mike Sperry	18.00	1:11.97	N40	Napier Heston	Futaba
9. MarK Parker	14.00	1:12.10	N40	Nemesis	Futaba	33. Mike Tallman	17.00	1:13.44	N40	Vendetta	JR
10. John Gerhardt	14.00	1:12.52	N40	Vendetta	Futaba	34. Gary Freeman Jr	17.00	1:17.23Sr	N40	Miss RJ	JR
11. Mike Helsel	14.00	1:12.93	J40	Vendetta	JR	35. Dub Jett	16.00	1:09.51	J40	Swee Pea	Airtronics
12. Norman Johnson	13.00	1:10.80	N40	Rivets	JR	36. Dan Tips	16.00	1:14.21	N40	Nemesis	JR
13. Ed Smith	13.00	1:10.89	N40	Napier Heston	Futaba	37. Scott Cathey	16.00	1:25.16	N40	Nemesis	Futaba
14. Damon Darnall	13.00	1:17.66	N40	Zephyr	Futaba	38. Ray Hendriksma	14.00	1:16.27	N40	Kelly	Futaba
15. Vern Smith	11.00	1:13.26	E40	Vendetta	JR	39. Richard Moreland	8.00	1:15.23	E40	Mustang	JR
16. Mike Del Ponte	10.00	1:12.67	N40	Vendetta	JR	40. Leroy Webb	6.00	1:14.09	N40	Mustang	JR
17. Greg Genge	10.00	1:17.70	N40	Nemesis	Futaba	41. Drew Jerina	4.00	1:14.21	J40	Vendetta	Airtronics
18. Robert Brogdon Jr	10.00	1:24.59	J40	Vendetta	Futaba	42. Glen Wierschke	4.00	1:18.22	N40	Foxy Lady	JR
19. Ray Brown	9.00	1:09.10	N40	Vendetta	Futaba	43. Joe Llanos	4.00	1:26.76	N40	Stiletto	Futaba
20. Santiago Panzardi	7.00	1:12.41	N40	Spitfire	Futaba	44. Juan Lopez	4.00	1:17.19	N40	Kaze Killer	JR
21. Scott Sabolich	5.00	1:20.28	J40	Stiletto	JR	45. Brian Willbur	3.00	1:25.07Sr	N40	Tsunami	Futaba
22. Gary Gau	4.00	1:17.04	N40	Napier Heston	JR	46. Michael Klutz	0.00	0:00.00	N40	Nemesis	Airtronics
23. Steven Cameron	4.00	1:21.13	N40	Vendetta	Futaba	47. Roy Andrassy	0.00	0:00.00	N40	Vendetta	Airtronics
24. Robert Beaudette	2.00	1:18.26	N40	Vendetta	JR						
25. Richard Beers	2.00	1:24.61	J40	Swee Pea	JR						

* - Could not compete in finals

QUICKIE 500 overall at the Nats (9 qualifying rounds/ 5 final rounds)

	Pts	Fast Time	Eng	Plane	Radio	A&B merged					
1. Richard Verano	19.00	1:14.14	N40	ReVlution	Futaba	29. Dub Jett	34.00	1:13.90*	J40	Mad Dog	Airtronics
2. Roy Andrassy	18.00	1:10.33	N40	ReVlution	Airtronics	30. John Fike	19.00	1:23.39	N40	Doddger	Futaba
3. John Gerhardt	18.00	1:16.69	N40	ReVlution	Futaba	31. Charles Anderson	18.00	1:18.96	J40	Quick V	JR
4. Mike Sperry	16.00	1:19.08	N40	Doddger	Futaba	32. Ed Smith	18.00	1:20.31	N40	Doddger	Futaba
5. Mark Parker	15.00	1:16.60	N40	ReVlution	Futaba	33. Scott Sabolich	18.00	1:20.37	J40	V-Vector	JR
6. Don Moody	15.00	1:16.65	N40	Quick Silver	Futaba	34. Arthur Harrison	18.00	1:21.64	J40	Super T	Futaba
7. Lloyd Burnham	14.00	1:14.11	N40	Intimidator	JR	35. Kurt Bozarth	18.00	1:30.58	N40	ReVlution	Futaba
8. Mike Helsel	14.00	1:16.31	J40	Mad Dog	JR	36. Steven Cameron	17.00	1:23.02	N40	Black Jack	Futaba
9. Leroy Webb	14.00	1:16.61	N40	Conspirator	JR	37. Richard Moreland	16.00	1:17.51	E40	Super T	JR
10. Travis Flynn	14.00	1:14.70	N40	ReVlution	Futaba	38. Juan Lopez	16.00	1:20.38	N40	Black Jack	JR
11. Gary Gau	13.00	1:16.50	N40	Thumper	JR	39. Scott Cathey	16.00	1:25.22	N40	ReVlution	Futaba
12. Pete Reed	13.00	1:21.76	N40	Toni	Futaba	40. Ray Brown	15.00	1:19.80	N40	Apex Arrow	Futaba
13. Terry Frazer	12.00	1:14.82	N40	Conspirator?	JR	41. Glen Wierschke	15.00	1:21.73	N40	HurriKane	JR
14. Dan Kane Jr	12.00	1:19.42	N40	Conspirator	JR	42. Joe Llanos	14.00	1:25.77	N40	Quick Draw	Futaba
15. Robert Brogdon Jr	11.00	1:17.15	N40	ReVlution	Futaba	43. Paul Geders	13.00	1:18.94	N40	ReVlution	Futaba
16. Richard Beers	11.00	1:17.79	J40	Quick V	JR	44. Damon Darnall	13.00	1:23.90	N40	V-Vector	Futaba
17. Dean Stone	11.00	1:17.91	N40	Demon	Futaba	45. Alan Warfield	13.00	1:27.85	N40	Quick V	JR
18. Mike Tallman	11.00	1:18.67	N40	ReVlution	JR	46. Wayne Webb	12.00	1:21.68	SrN40	Doddger	JR
19. Robbert Beaudette	11.00	1:19.46	N40	Apex Arrow	JR	47. Greg Genge	11.00	1:21.56	N40	ReVlution	Futaba
20. Arthur Edsall	11.00	1:20.90	N40	Quick V	Futaba	48. Mike Del Ponte	8.00	1:21.79	N40	ReVlution	JR
21. Santiago Panzardi	10.00	1:16.75	N40	T-Tail	Futaba	49. Brian Willbur	7.00	1:20.96	SrN40	Black Jack	Futaba
22. Darrol Cady	9.00	1:20.56	N40	EZV	JR	50. Donald Luce	6.00	1:23.13	N40	ReVlution	Futaba
23. William Bertrand	8.00	1:17.96	N40	Demon	Futaba	51. Gary Freeman Jr	6.00	1:26.04	SrN40	Pace Maker	JR
24. Ray Hendriksma	8.00	1:19.48	N40	Super T	Futaba	52. Randy Etken	6.00	1:26.23	N40	R140	JR
25. Vern Smith	7.00	1:26.52	E40	Super T	JR	53. Ralph Rinaldi	4.00	1:17.40	N40	Intimidator	JR
26. Trey Farran	6.00	1:21.80	N40	Demon	Futaba	54. Ed Poccia	0.00	0:00.00	N40	Bandit	Futaba
27. Dan Tips	0.00	0:00.00	N40	Mad Dog	JR	55. Lyle Larson	0.00	0:00.00	E40	T-Tail	Futaba
28. Stu McAfee	0.00	0:00.00	N40	ReVlution	Futaba						

* - withdrew from finals

Adamisin

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Safety tests fail....again



TESCO, AMA and NMPRA members look over results of failed test.



AMA President Dave Brown takes a closer look at chain link impact area.

A second attempt to complete the safety barrier tests failed when once again the testing system broke down. Nets, various size chain link and polycarbonate sheets were to be tested for use in the pylon cages.

In attendance was AMA Pres Dave Brown, insurance and legal advisor Carl Maroney, Wayne Yeagar, Greg Doe, Dave Doyle, Lloyd Burnham, Al Watson and Lee Webster and staff from Tesco Engineering.

NMPRA Pres Vern Smith added Al Watson, from Bellevue, WA because of his engineering background with Boeing. Al is also an avid pylon racer and contest director. He has been in charge of many safety tests for Boeing in his career.

One of the many donated Formula Ones was prepared to be shot into a nine gauge chain link barrier. However, as in the past, the braking mechanism failed to stop the delivery cart so it and the airplane crashed into the fence destroying the cart and ending any more testing for the day.

Engineers Watson and Doyle sat down with the Tesco staff and gave suggestions on improvements to the test rig so a similar situation would not happen again. In defense of Webster and staff, this is no easy task to propel a five pound airplane and cart to 180+mph and launch it into test barriers. Documentation of exact speed of impact is necessary to legalize each test. Slow motion video is also required for visual reference and proof of tests. Designing a system that allows you to repeat tests has proven to be quite a challenge. It has now been decided to change the delivery cart that holds the airplane on the track in hopes that future test programs will not meet with similar failure.

Although the testing is still not complete, a better understanding of the test criteria and results were hashed out in a round table discussion between AMA, NMPRA and Tesco. Once the tests are completed, all parties will participate in the writing of mandatory requirements for safety cage construction.

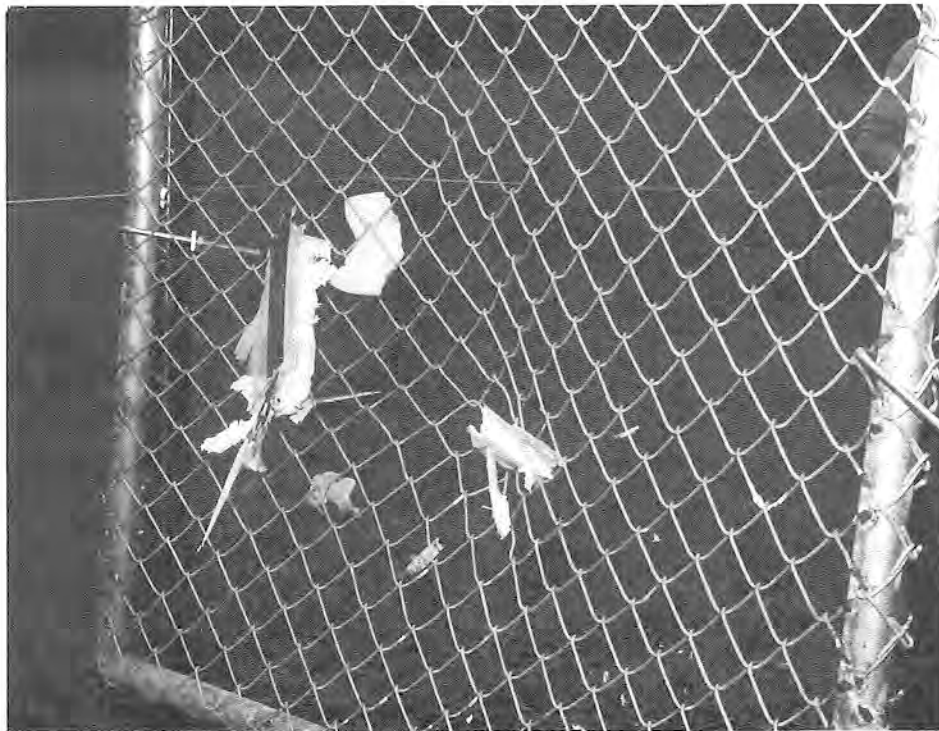
For the record, the AMA paid for all expenses of the NMPRA members in attendance. A future date to complete the testing has not been announced. Meanwhile, be very aware of the safety conditions at your race site and enforce the rules we already have in place.

Late news: The AMA has approved athletic type safety head gear, effective immediately.

Lloyd Burnham



NMPRA's Al Watson and Lee Webster, Tesco Engineering, prepare to launch Formula 1 airplane. The tube under the tail is a solid propellant rocket motor.



All that's left of Formula 1 after crashing into cage at 162mph.



District News



District 1 - Dave Ferrell

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It has been a busy month, a two day event in Medford Ore, (NMPRA Dist. 2) then two weeks later a two day event at Reno, NV. The Medford race was the Annual North/South Challenge, that has been held for the past five years. In case Mr. Darrol Cady forgets to mention it in his column, the South won again this year. This is the third year in a row that the South has come out on top. We count the top three pilots on both sides in 428A, 428N and APRA Sport 40 both days. Saturday night the South had 117 points to the North's 115. By the end of Sunday, it was 225 to 200 in favor of the South. I won't go into details as Darrol should have the report in his column.

Fifty-one pilots went to Reno for the annual Firecracker 500, July 5th & 6th. The Reno R/C Club and Gardnerville Sierra Sagebrush Flyers have put this event on for the past three years. It is two one day races with total points for both days for trophies. Money was paid down to 10th place in all classes and trophies to 4th. The trophies were wood plaques in the shape of Nevada with a poker hand of cards, Royal Flush for 1st, Straight Flush 2nd and so on. Trophy plates were donated by Dave Shadel of Performance Specialties.

Reno, 7/5/97

428A		429N	
1. David Wright	1:18.59	1. Dale Wright	1:29.38
2. Tony Lopez	1:19.44	2. Rick Powell	1:29.97
3. Steve Hulse	1:26.19	3. Randy Bridge	1:24.82*
4. M. Crawley	1:17.62*	4. Dave Ferrell	1:35.25
5. R. Huffman	1:24.25	5. B Leavengood	1:27.55
APRA		Q40	
1. Mike Streatly	1:55.44	1. Tony Lopez	1:12.29
2. Chris Jones	1:49.94	2. Bob Dible	1:17.99
3. Matt Logan	1:51.03*	3. Seth Tomblin	1:11.97*
4. Bill Madan	1:53.22	4. Mick Crawley	1:16.94
5. R. Huffman	1:51.40	5. David Wright	1:13.41

Reno, 7/6/97

428A		428N	
1. David Wright	1:19.52	1. Dale Wright	1:25.46*
2. R. Huffman	1:21.03	2. Dave Ferrell	1:29.43
3. Tony Lopez	1:17.47*	3. Bill Madan	1:31.76
4. M. Crawley	1:18.31	4. Rick Powell	1:25.78
5. Jerry Kunze	1:18.78	5. Randy Bridge	1:29.09
APRA		Q40	
1. R. Huffman	1:48.81	1. David Wright	1:11.21*
2. Matt Logan	1:47.63*	2. Mick Crawley	1:11.47
3. Mike Streatly	1:50.22	3. Jeff Carpenter	1:11.94
4. Rich Ebner	1:49.12	4. Tony Lopez	1:13.97
5. Micheal Soper	1:54.13	5. Seth Tomblin	1:18.22

Reno, two day totals

428A		428N	
1. David Wright	36	1. Dale Wright	30

2. Tony Lopez	31	2. Rick Powell	25
3. R. Huffman	28	3. Dave Ferrell	23
4. M. Crawley	27	4. Randy Bridge	22
5. Jerry Kunze	20	5. B Leavengood	16
APRA		Q40	
1. Mike Streatly	33	1. Tony Lopez	31
2. Matt Logan	30	2. Mick Crawley	28
3. R. Huffman	30	3. David Wright	27
4. Chris Jones	28	4. Seth Tomblin	25
5. M. Soper	25	5. Bob Dible	24

Attention: Aug. 17th, Sepulveda Basin race will be AMA/428 and Q500 424/Sport, NOT Q40 and AMA/428 as advertised. Contact Bob Smith at (805)298-2614 for further information.

The only comment I have this month is on the "Mouthy Minority". These are the few, at most races, that argue calls against them. As most of us know, it takes from 12 to 15 workers to put on a good race and all of them are volunteers. For some it is their first race. When they hear a contestant whine, cry and argue a call, it gives them a bad impression. Some may not come back because of this. After one race this year I heard a couple of workers say "I ain't gonna do this again, I don't need the abuse!".

Let's face it people, without workers we don't race. As a CD, I know how hard it is to get workers to set in a hot cage all day. I also know that by the time that the complaining pilot gets back to his pit area he has cooled off, but the damage has already been done. I am not saying not to question a call but do it in a civil way and once the decision has been made accept it and get on with racing. I can almost guarantee that sometime or other you will get a bad call, as the workers are only human. Contrary to popular belief, winning isn't everything!!!

*Bank-n-yank
Dave*

District 2 - Darrol Cady

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Matt Mikko put on a great event at Ephrada, WA, on June 21-22, 1997. Matt submitted the race report as follows:

I would like to personally thank everyone for attending this contest. It was a contest for the tough. We battled gail force winds and finally called it a contest when the pylons

blew over for the third time. This is the third year that we have had a contest at this sight at this time of the year, and this is the first time that we have had a weather problem. The natives from the area, said the wind never blew like this. Next year is another year. Even with the adverse weather conditions, we had some very competitive racing. I want to encourage everyone to come back next year, and bring a friend. With the weather we had this year, the odds are that next year will be wonderful weather.

We spent another Saturday night at the circle track. The wind didn't bother them. Maybe next year, we should enter a car and be more rounded racers.....

421-Formula 1	428-Q500	428-APRA Q500
1. Al Watson	1. Bob Mikko	1. Jeremy Grogan
2. Matt Mikko	2. Mike Bergan	2. Bill Warner
3. Tom Strom Sr	3. Matt Mikko	3. Stan Davis
4. Bill Petterson	4. Dave Torre	4. Bobby Arledge
5. Mike Brownlee	5. Bill Warner	5. John Hillyard
6. Mel Reed	6. Nelson Eddy	6. Bruce Teal
7. John Headley	7. Shane Elliot	7. Marty Hoppe
8. Andrew McIndoe	8. Stan Davis	
9. Tony Huber	9. Rod Batt	
10. Tom Strom Jr		

Matt

Thanks for taking your time to put on this meet 200 miles from your home. Good Job!

What a wonderful trip we had. We left Vancouver on the 2nd of July, and went to play airplanes with the Reno group. We had a fun weekend, and enjoyed both the contest and the fellowship of our modeling friends. They have a nice field and if you keep your stuff on the runway, all is well. If you run off the runway, even slow, it is time to take your motor off and disassemble it and get ready for the next heat. The sand in the desert by the field is not the fine stuff. Each grain is about 1/16th of an inch. Little rocks. It's easy to find in the motor, but it could really do some damage if it wasn't removed. I guess the solution is to stay on the runway and avoid the problem. There should be a write up on the race in this newsletter, so

**NEXT ARTICLE
DUE DATE
SEPTEMBER 10**



District News



you can see the results in another column. Please note that you will not find my name anywhere on the list of winners. Just crashes. We had a mid-ground with the Quickie, and tried to split a telephone pole with our last Vendetta. Tough! weekend on equipment, but lots of fun.

Jerry Kunze let me use his shop to repair the EZV, and after a few hours of fixing and covering we were ready to take off for Muncie. There was no salvation for the Vendetta. Jerry did grab the wing tips to repair one that he has. That was about all that was good. Hitting the end of a telephone pole laying on the ground is a very sudden stop.

On the way to the Nats we stopped at Horizon Hobby Distributors for a tour of their facility. It is large and very professional. There were some neat projects in their R & D room (Model room to you non-technical types). Mike suggested that we stay in Champaign for a couple of days and do our test flying. I felt that we were going to arrive at the Nats on Thursday and would have plenty of time to fly. I didn't look at the schedule close enough.

Scale was scheduled for the time we were there. Scale has really changed. These guys learned how to fly. It used to be great entertainment to go to the scale event and watch the abundance of crashes. I don't believe there was a crash during the entire scale event. It was even more enjoyable to watch the scale airplanes being flown in a realistic way than the crashes were. We have license to talk about their crashes. Two of the scale guys stopped by our pits and commented that they came over to watch the crashes in Pylon. They were not disappointed.

The racing at the Nats was to say the least very competitive, that is for everyone, but Richard Verano. He placed first in all four events. What a modeler. He is a good mechanic, and flies the best course in the world. He is a true Champion. I don't want to be like Mike, I want to be like Richard Verano when I grow up. I just like to watch basketball.

All of the event directors did a professional job in the smooth running events according to the rules. Vern Smith and crew did a great job keeping all of the workers rotating. I heard no bitching about others not doing their fair share and none that I heard

complained about working. Maybe it was those that felt that they were above working the course and stayed home in protest of the work schedule that complained so much last year. Thanks to all that worked so hard before the events to ensure the successful and great time that was had by all.

It appears that much of the talk about the skinny airplane had an advantage didn't hold true. Richard Verano was only beaten in two heats during the Q40 race. Both times it was by the new addition of the Lyle Larson stable of racing aircraft, the Dago Red. Lyle and Stu McAfee were both flying the newly renamed "Dago Fast". It was an impressive airplane during the races. It flies so good that Stu didn't even crash. Good job, it shows that the new 12.5" approved airplanes will be as fast as the old "skinny minnies", that caused all the concern and debate.

We are off again the first weekend in August. We have a local race at Whidbey Island. It is a neat race. We put our motor home on the ferry and go out to the island for a great race in a vacation atmosphere. Our district 2 championship race will be the 23rd and 24th of August. If you are feeling like going to a race that weekend, you will not find a finer sight anywhere. Come join us for the race. It is the weekend before the AMA district 10 Expo in Northern California. It could be a two weekend race week if you schedule it right. Hope to see you at both races.

It is fun to travel, but good to be home!
Darrol

District 3 - Randy Smith

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Hi everyone. Well, there's more to report this month. Racing is now well underway in our district. The fiberglass and foam pieces are flying in every direction.... It hasn't been that bad, but the competition in the district is certainly very tough. He who makes the first mistake, loses. There is no room for error. You have to be on top of your game all the time. For this reason,

there's been lots of close racing and everyone seems to be having a good time. After all isn't that what it's all about. From a VP point of view, I'm very happy because no one is arguing about rules - we're just racing.

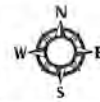
The mixing of Q40 and Formula One in the same matrix may prove to serve up some interesting discussion, but I'm looking forward to this as Q40 is new to our district this summer. At this point, we're not sure how to satisfy both the Formula One guys and the Q40 guys. Our district is not really big enough to support both events. Rather than water down each event, I'm looking for innovative ideas so that both classes can coexist. We haven't tried it yet, but we may have to hold back the Q40s by three or four seconds as this seems to be the average difference in ten lap times.

Following are some race results so far. In standard Quickie we are getting 15 to 20 entries at each contest. Standard Quickie is flown on the 2.0 mile course and we use mostly Webra Q sport pylon engines or Rossi. Some of the new guys are coming on strong giving the veterans a run for their money. We have completed only one Q40 contest out of three scheduled for this summer. We had eight entries at our first ever Q40 meet and it was a great success. Both pilots and helpers were very impressed with the simplicity and speed of this event. Personally, I was very happy with my success in Q40. In 15 years of working hard at Formula One, I have never gone faster than in my first heat of Q40. There were Napiers, Lokis, and one Vendetta. No discussion over scale appearances or cross sectional area. We were too busy having fun to get into that. Interest is high for this event and I'm sure there will be more models built this winter and higher entry numbers next year. This year is kind of a "demonstration" year for Q40 in our district.

I would like to recognize Roy Andrassy and Greg Genge of our district for making the long drive to Muncie for the US Nats. Both had great fun and did lots of racing. Roy kicked some serious butt in 428 Quickie by coming second overall and taking fast time with a 1:10. Roy also placed second in FAI. This is no small achievement as the skill level competing here is very



District News



high. Roy flew very consistently with 1:10 and 1:11 times. Greg did well in Q40 by qualifying for the finals and coming somewhere in the high teens overall. As always the Canadians learned a lot. We always bring home new ideas, change things, practice, change more things and try to do better next time. Watch for us on the course. If we don't beat you, we'll at least get in your way.....

Good luck to Roy Andrassy, Harold Sattler, Ed Smith and Art Plunz (team manager) who will represent Canada at the FAI world championships in the Czech republic later in August. Do us proud guys, and bring 'em home.

Nifty Racing Tip from District 3:

Jack Ellefson of our district suggests that ordinary fingernail emery boards make great sanding sticks for both your workshop and your tool box. You can pick up a package of half a dozen or so from your local grocery or department store for a couple of bucks. Jack says they're really handy for all those hard to reach places like at the back of your plane around the stab, fin, and rudder joints. Of course, they're also handy for removing those layers of CA glue from your hands, fingers and other body parts.

Quickie 500 (Standard) - Swift Current, SK

Day 1		Day 2	
1. D. Houston	1:14*	1. Cecil Graval	1:19
2. R. Bouchard	1:17	2. Doug Houston	1:16*
3. Cecil Grava	1:16	3. H. Kauffman	1:18

Quickie 500 (Standard) - Edmonton, AB

Day 1		Day 2	
1. H. Kauffman	1:16*	1. Cecil Graval	1:17
2. Cecil Graval	1:18	2. H. Kauffman	1:21
3. Jack Ellefson	1:19	3. Jack Ellefson	1:16

fast time: Roy Andrassy 1:16

Quarter 40 - Edmonton, AB

1. Jack Ellefson	1:17
2. Hank Kauffman	1:11*
3. Randy Smith	1:12

Rapid Randy

District 5 - Brenda Holbrook

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Here it is mid-June and I think we have had the least amount of racing this year of any year I remember. I know there are some "ants in the pants" in this family. Currently Jim and I are debating whether or not to drive three hours to a GS-40 race. Seems like

a long drive for a little club race, but heck at this point' racing is racing.

I owe a quick(sorry guys) to Chuck Wooley and Pete Bergstrom. I forgot to enclose their race report for last month's newsletter. I was in the middle of a three week illness last month when the due date came along. I already had my article done, but forget to fax their report. It is in this newsletter.

On May 31st we traveled to Dayton, Oh. to the Wingmasters race. Another morning of loading airplanes in the rain (maybe this is where I got pneumonia). We hung out under the big top until 11:00 when Ben decided to call it. Sunday morning wasn't even worth getting out of bed for. I think Ben Martin is thinking of rescheduling. I will let you know as soon as I know anything.

So we started getting excited about going up the next weekend to Rex Kneppers playground in Toledo. For those of you who have never been there, this is a good field but you best be tight on turn three. And there are a few pilots who swear those trees have "sucking power". But we always have a good time and the competition is always good. On Wednesday the phone rang and from the look on Jim's face I thought someone had died. The race had been canceled due to standing water on the field with promises of more rain to come. What a bummer. Guess we will have to wait until October and try again.

I guess the next thing on-the-agenda is the NATS. I understand the number of pre-registered contestants is way down. I must say I am surprised with as many rain outs as we have had. You would think everyone would want to go. The feedback I have been getting seems to be the time frame for the racing. Another situation where you do the best with what you have and hope to please as many as possible. I know I had to decline with helping out this year. July is my busy season at work and with being off for three weeks sick, it is just impossible for us.

I have had a few phone calls this month concerning the Caps Classic. Of course they were from unhappy standard class pilots. Mike Condon has decided to only run Standard for one day this year and is running expert and Q40 on Sunday. I could only tell

them that Mr. Condon is very accessible and to give him a call. Other than that it has been a pretty complaint free month, except for the weather. Terry Frazer informs me that the field in Portsmouth is looking good for the NMPRA championship race. Please remember this date, Sept. 20th and 21st. Terry always does a fine job and his wife makes good beans and cornbread for lunch. So how could you miss this one? Terry's phone number is 614-574-6840. I am sure he will be more than helpful if you give him a call.

UPDATE: After receiving a phone call from Mike Condon yesterday we have an update on the Caps Classic August 9-10. Standard class will be run on both Saturday and Sunday. Expert 428 will be run on Saturday and Sunday will be Q40. I think this will make some people very happy. For those of you who did not make the Classic last year, (we flew on an island, it was great) the Classic is a must do. This year it is at Wright Patterson Air Force base. What better place could you ask for if you are into aviation? For more information you can call me, or call Mike Condon (313-464-7027).

Also the Signal Seekers in Westland MI. has decided to do an EMERGENCY RACE on June 21-22. I haven't talked to so many excited racers in a long time as I did last night after finding about the race. I even had a friend who wanted to know what time we were leaving last night. Talk about a bunch of race hungry guys. Everyone needs to start praying to the weather Gods now.

May 3-4 was our scheduled dates for our annual Q-500 contest at the club field. We were greeted by torrential downpours on Saturday morning and with the forecast for the day to be more of the same we called the contest at 9:30 am and sent everyone home. But all was not lost as Sunday dawned sunny but breezy. We flew all three scheduled classes of Quickie: Sport, Standard and Expert, in a steady 15-20mph wind and had a great time.

In Sport we had three brand new racers join us: Mike Morris, Orville May and Roland Roberts. Welcome to racing! Ken Heatlie flew in the Sport class to give the new guys someone to chase and learn from and then he graciously bowed out or the trophy hunt after the contest to allow us to recognize the efforts of the true novices.



District News



Standard Class was contested by 11 pilots from Michigan, Ohio and Illinois. We saw a very evenly matched race with great flying and superb sportmanship. Being the first race of the year for most of us, an epidemic of cut-itis was expected but only afflicted a select few.

Sport (8 laps)		Standard	
1. Mike Morris	2:01.01	Gary Van Hevel	1:35.62
2. Orville May	2:05.16	Wayne Webb	1:35.33*
3. R. Roberts	1:56.97*	Sarah Benham	1:37.35

This was our first Expert class race of the year and it drew a few out for the first time. There was a total of 16 entries in Expert with Terry Frazer (Oh) clearly being the class of the day. He was prepared, flew well and every time anyone would challenge him he rose to the occasion and went faster. Congratulations Terry on a great win. Gary Gau (Pa) took 2nd and in 3rd place, at his very first Expert race was Chuck Wooley (MI). A few of us lost airplanes for dumb reasons; flying to low is one and not turning the radio on is another).

Expert			
1. Terry Frazer	1:13.90*	4. A. Adamisin	1:20.85
2. Gary Gau	1:15.38	5. S. Gilkey	1:25.70
3. C. Wooley	1:20.30	6. D. Sumner	1:18.31

Thanks to all our workers who year after year come out to support this event. We have a newly qualified starter in Bob McDonald and a lot of new people tried different positions on the course this time out. We really appreciate all your efforts guys and look forward to seeing you again next year.

Well, I guess I will call it a day. I hope all your landings are good ones, and they equal your take offs.

Brenda

District 6 Richard Moreland

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Just got back from the Nats and vacation with the family. Got home Saturday evening just in time to switch suitcases and we were off to the beach. I can't wait to get back to work for some rest.

I confirmed with Lloyd Burnham that the District Q500 Championship will be held at the Pratt & Whitney Airfield the weekend of

Sept. 20-21. As I understand it the field will be open for practice on Thursday and Friday the 18th and 19th. This is great news. Way to go NEPRO people.

Seems to be some concern about total attendance being down at the races. I have also heard that the entire modeling community is complaining that all participation through out the hobby is down. The wholesale as well as the retail people show a drop in sales. There has been a couple of questionnaires pasted around asking your input, so please take the time and fill one out if asked.

The Nats, or should I say the Richard Verano Showtime: When I left Saturday morning Richard had won everything but Q40, and he probably won that too. Congratulations Richard you sure can fly an airplane. Our guy Lloyd Burnham took 2nd in Form 1 and should have won Quickie if it had not been for a bad plug seal. I have figured out Lloyd's reason for success, it's his caller Ralph. When you sit in pylon 1 and watch the airplane consistently be only 8 to 10 feet off the pole, that's great calling.

I came home airplaned out. Vern Smith, I know, was glad to see the week end. He, like so many, worked hard the whole week. Vern was starting to get a complex. When people saw him coming they were avoiding him like the plague, knowing he needed course workers. Next year the format will have to change or no one will go. We are going to have to solve the course workers problem by next year.

Q40 rule change: I was asked to comment on the latest proposal. The Contest Board Members were asked to vote on a proposal submitted by Fred Johanson. Fred asked that the wording in paragraph 3 - 2 be changed to read; "Models entered in this event shall be semi-scale or recognizable replicas of full scale piloted propeller-driven aircraft that **either raced in or were built for** closed course, speed record attempts or cross country racing. No deltas and/or tailless type airplanes shall be allowed". These six words are all that will change. This will allow the Napier, Mr. Smoothie, Miss Ashley, the Vendetta and several other airplanes to compete. I personally think this is a good rule change and am in support of it. Just remember, all the airplanes in Q40 will still have to go through

the Review Committee and meet all other rule requirements such as the 12-1/2 square inch cross-sectional requirement. If your airplane does not have 12-1/2 square inches in the fuselage cross-section come 1/1/98, your airplane will not be legal.

I will be very surprised if this does not pass the Contest Board. So contact your guy and let him know what you want. Remember, this rule if passed will not take effect until 1/1/98. Speaking of approved airplanes, see Bob Beaudette's column.

Rick

District 8 - Dan Tips

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

I have just returned from the 1997 Nationals and I am in the process of fixing all the home items that broke while away. For example, the air conditioner and attic fan were both in need of repair. We were gone for nine days. That's too long for me. However, we did get our moneys worth. We entered Q-500 and Q-40 and raced a total of 29 times. Quite a bit different than the 1993 Nats when Q-500 raced for three days and I raced six times including a fly-off. The Q-500 and Q40 entries were substantially lower than last year; 55 in Q-500 and 48 in Q-40. I believe the reduced number of entries is related to the length of the contest. I do not have any ideas on how to shorten the nationals but we need to figure out something.

Vern Smith did an excellent job coordinating the workers and organizing all four events. There were very few complaints except for the length of the contest. One recommended change I have is to modify the qualifying and finals process used for Q-500 and Q-40. Since we do not have a host club to provide workers for the race, we are forced to divide Q-500 and Q-40 into two groups and have the non-flying group work the course. We then take a predetermined number of the top finishers from each group and race a final event. The points obtained qualifying are thrown out and the finals start with everyone at zero points. I believe that all races should count towards the national



District News



championship including the qualifying rounds. We can keep the same structure of qualifying and finals, however, the pilots advancing to the finals would start with the points obtained in the qualifying rounds. This will make every race count. Just a thought.

Congrats to Mr. Richard Verano. Richard won all four pylon events. Wow! How good is that? What would most of us give to win just one national event in our racing career? District VIII was well represented with many qualifying for the finals in both Q-500 and Q-40. District VIII racers in attendance included Richard Beers, Chuck Anderson, Norm Johnson, Dan Tips, Mike Helsel, Dub Jett, Scott

Sabolich, Damond Darnell and Corey, Drew Jerina, and Mike Tallman. Congratulations to Drew on winning "Best of Show" in Formula I (again).

Attending the Nationals is always fun for me. It is amazing how helpful and friendly everyone is and it's great to visit with friends that you only get to see once a year. On second thought, maybe nine days is too short.

The District VIII race schedule has an addition for September 6-7 at Fort Worth, Texas. Four events will be raced (District VIII Q-500 Sport, AMA Q-500, Q40 and F1). Give Dan or myself a call if you need additional information.

Mark Parker for Dan

Quarter Midget Bob Beaudette

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

The Marathon Nats have come and gone and as usual it produced some incredible racing. The entries were lower than in prior years (47) but for those of us that attended, no one complained about a lack of racing. The opposite was true. Both Quickie and Quarter Forty had nine rounds of qualifying and five rounds of finals. If you made the finals, (and 28 from each event did), than you've raced 30 times. Add to that six rounds of Formula One and five rounds of

FAI and some of the guys raced 41 official heats along with practice time that we had each day after the racing was over.

The complaint that we did have was that it was too much racing. We don't have forty heats of racing during our regular year down here. The work and fly program was in effect for all events and did work OK. It sure would be nice to have a sponsoring club that would host a Nationals Event. It makes an intense week of racing more enjoyable and does give you some time with your family. It would also shorten the time that it takes to run the event. It could be done in four days instead of the seven days that it took.

However, Quarter Midget wise, the racing was hot, fast and furious. One of the highlight races was the flyoff for 2nd, 3rd and 4th between Lloyd Burnham, Dave Shadel and Travis Flynn. How would you like to lose with a 1:06? Travis came out the victor. All three demonstrated some incredible flying. Richard Verano came out the overall Champion and my hat goes off to him for a super job. Richard continues to be one of the smoothest pilots racing today. However Richard did have his challenges. Rocket Ray Brown and Rich Verano had an incredible heat literally nose to nose for ten laps. A tenth lap cut gave the race to Rich but Ray Brown did not leave any questions about whether or not he was up to the challenge.

Lyle Larson and Stu McAfee also did some impressive flying with Lyle's new Dago Red and Strega. Very fast airplanes and very competitive. Chiago Panzardi came equipped with his new Spitfire. Very fast with approval forthcoming from the Committee. The Swee Pea also was consistent turning in some great times. This was the airplane of choice for Dub Jett and Richard Beers.

If you look at what airplanes did what it is indeed interesting. The predictions of doom and gloom about the event being a one airplane event (Vendetta) did not materialize. If you look at all of the airplanes turning in 1:08's or better, there is a list of planes to choose from. Don't go by the published times for the Nationals. If you made the finals, the time shown is your best time during the finals only. The times that you turned during the qualifying heats do not

carry forward. I don't agree with this. Your best time is still your best time. It is still one contest. A case in point is myself. My best time in qualifying was 1:08, yet the final results show 1:18:26. The final standings do not fairly represent the accomplishment of individual pilots.

Here is the way it shakes out.

The Vendetta is a super airplane, no question about it, Rusty did a fine job on the design. Dago Red equally as fast and sharp looking, turned 6's. Strega turned 6's. Stu's airplane was pretty and can fly with the best of them. I remember Stu when he lived on Long Island and started racing with NEPRO. Seven years ago he couldn't find the race course. Today he turns 6's. Go figure. Tocci's Stiletto, the old version turned 6's. Even some old style Napiers were in the 10 bracket.

There are still lots of planes to choose from that are great designs and are fast. The real secret is find yourself a good partner and practice, practice and practice. Try different combinations of prop, deck height and head height for the weather that you are flying in. Prop for mid 24's and hang on.

I did have some conversation with contest board members on how are rules changes were coming along. The way it is being suggested at this point is to modify the "Must have flown" segment to "built wit the intent to fly". This will solve the Vendetta dilemma as well as the Napier. The Vendetta has been submitted for approval with changes to bring it up to spec. The one issue left with the "Vendetta" is the extremely rounded wing tips that was not on the original. That wing was built for the Miss Ashley and does exist. A simple name change from Vendetta to Miss Ashley would fix the problem. It would give Rusty an opportunity to come out with a second wing and offer two designs. The Vendetta and Miss Ashley.

I'll close with the current list of approved airplanes as of 7/26/97.

Approved Airplanes:

Stiletto Mustang, (V1) Rich Tocci
Stiletto Mustang, (V2) Rich Tocci
Nemesis, (V1) Rich Tocci
Strega Mustang, Lyle Larson
Dago Red Mustang, Lyle Larson



District News



Folkers SK4, Pete Reed
 Stinger, Duane Gall
 Proud Bird, Archie Adamisin
 Ginny, Archie Adamisin
 Nemesis, Vern Smith/Bill Hinnant
 P51H Mustang, Bob Wallace
 Vendetta, Bob Wallace
 Swee Pea, Jerry Small
 Gr7 Kazi Killer, Jerry
 Small Rivets, Danny Kane

Under Review:

Nemesis, (V2) Rich Tocci
 Vendetta/Miss Ashley, Rusty Van Baron
 Miss RJ, Gail Jacobson
 Spitfire F MK2Z/24, Santiago Panzardi

That's it. I still do not have all of the race results from everyone. If you have not sent them please do. I'll publish a list of what I have next month.

See ya at the Championships in Texas.

See Ya
 Bob

Quickie 500 - Cliff Telford

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

The Top Twenty list will be omitted this month to make room for Nats results.

NATS NOTES

The results of the 1997 AMA NMPRA Pylon Nats can be reduced to one statement "Richard Verano won everything". Richard won all four events at the 1997 Nats, even though some of his friends tried to set him on fire to slow him down. Congratulations to a true gentleman and champion.

It was my pleasure to be Event Director for Q-500 and FAI. I am not quite up to full speed physically so we left the airplanes at home and worked the two events which would allow me to be off half of each flying day. The weather and the contestants cooperated beautifully and we enjoyed our annual visit with our racing friends. Our President, Vern Smith, even arranged for the frontal systems to move through the area at

night so that we lost no flying time due to weather.

Q-500

Fifty-five contestants were divided into an "A" matrix and a "B" matrix in order to assure that we had course workers for the event. After nine rounds of qualifying, the top fourteen flyers from each matrix went to the "finals" on Friday. Lloyd Burnham had fast time in "A" flight at 1:12:80. Travis Flynn had fast time in "B" at 1:12:16. In the finals Verano cut and lost one point to Burnham in the first round but was perfect otherwise to become the winner.

The racing was great. There were many heats where four airplanes were separated by only a few feet for ten laps. Those who didn't cut were usually the winners.

Because of the constant head winds of 10-12 mph the average times were not as fast as might be expected and there were a lot of cuts at #1 pylon. Times in the 1:16 to 1:20 range won a lot of heats. The wind did help to make the 90 degree temperature bearable however. Final results appear elsewhere in this issue.

FAI

At the Nats planning meeting it was decided that the FAI event would not be held unless there were at least ten entries. It was uncertain whether the U.S. team would want to jeopardize their airplanes one month before the World Championship race in Europe. Some of the team members responded to the ten entry rule by soliciting and assisting enough flyers so that there were eleven pre-entries and so the event was held.

Dave Shadel used the Nats to try some new engine technology which didn't work out too well and finished fourth. Ray Brown, one of the people assisted by Shadel and Verano and who had never flown the event before, finished third. Roy Andrassy flew consistently fast and finished second with a fast time of 1:10:31, demonstrating that our Canadian friends will also field a strong team at the World Championships. Verano took first place without flying the 5th round (under FAI rules all flying is against the clock and one flight may be thrown out after four rounds are flown). He set fast time with 1:04:84.

The FAI event was flown on Wednesday evening after a half day of Q-500 and a half day of Q-40 had been flown. Verano happened to be in both of the Q-500 and Q-40 groups which flew that day plus the FAI event. Including one re-fly in FAI, he flew in 15 heats in the same day.

Thanks to Karen Yeager (starter) and all the other course workers who stayed until 7:30 pm so the FAI event could be completed in one day. This left only the Q-40 finals to be flown on Saturday and everyone could start home a little earlier.

Retrospective Thoughts

This was the second year of the AMA-NMPRA Nats experiment and there were still a few rough spots, but the consensus feeling was that almost everyone who came had a good time. We missed those who could not come and join the fun. This year we were given an extra flying day in case it rained, but the extra day was scheduled with more flying. This may have been too much. In retrospect, I feel that one day could be dropped and any time lost due to weather could be made up by decreasing the number of qualifying rounds in Q-500 and Q-40 or simply flying past 5 pm if necessary.

The availability of workers was still a problem at times and this problem must be solved. Planning has already begun for next year. If you have any ideas how the Nats experience can be made better for everyone please send your thoughts to Vern Smith.

Thanks to Steve Kaluf and the headquarters staff, Wayne Yeager, Jerry Salisbury, Vern Smith, and Paul Page our computer whiz, who put in many hours to make this Nats happen.

Cliff



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	
	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

Q5 uses APRA rules

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
8/2-3	Whidbey Island - WIRCS	F1,Q5,AMA
	Al Watson 206.746.9519	
8/23-24	Arlington, WA - Hawks	F1,Q5,AMA
	District 2 Q500 Championship	
	Al Watson 206.746.9519	
9/6-7	Kent, WA Hawks	Q5,AMA
	Q500 District Championship	
	Randy Ling 206.854.2786	
10/5	Kent, WA Hawks	F1,Q5,AMA
	Elliot 206.630.0598	
10/11-12	Bremerton, WA - ARCS	F1,Q5,AMA,Q4
	Jim Kelly 206.840.0418	
11/2	Kent, WA Hawks	Q5,AMA
	Elliot 206.630.0598	

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	F1
6/21-22	Swift Current, SK	Q5(2)
7/5-6	Edmonton, AB	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	
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	
5/4	C. Wooley 313.326.6297	
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	
	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 419.537.8776	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	
	Dave Fogg 413.593.3581	
5/4	Colts Neck, NJ	Q5
	George Schmauch 908.238.2551	
5/10	Ellington, CT - NEPRO	
	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	Q4
	Lloyd Burnham 860.644.9072	
6/8	Farmington, CT - NEPRO	
	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	Q4
	Don McStay 508.528.1381	

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	
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	Q4
	Rick Landers 770.389.8720	
9/6-7	Chattanooga, TN	Q5
	Steve Clayton 423.624.3767	
9/6-7	Decatur, AL	Q5
	Brad Clayton 205.350.2162	
9/27-28	Atlanta, GA Fall Rally	Q5
	Gail Jacobson 404.705.8497	
10/25-26	Ft Lauderdale	Q5
	Don Moody 954.749.8078	
	END OF SEMPRA SEASON	
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	
9/6-7	Ft Worth, TX	Q5,AMA,Q4,F1
	Dan Tips	
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
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Q5SE,AMA - Q500 Standard and Expert district rules plus Q500 AMA 428

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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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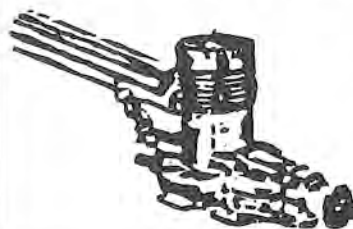
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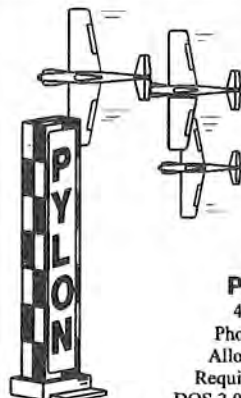
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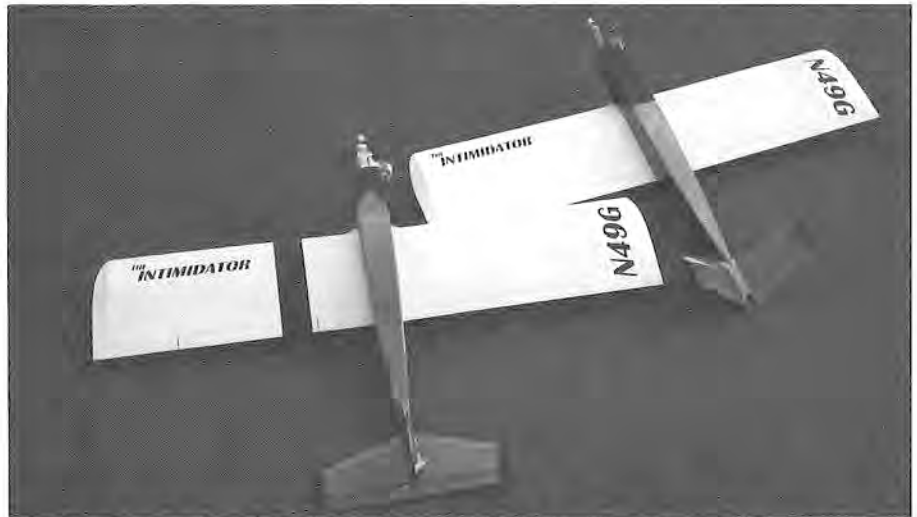
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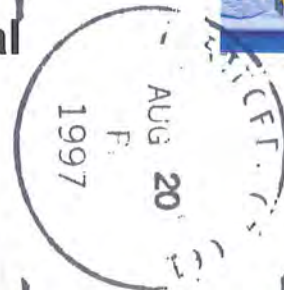
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