

The Pylon Racer's Official Voice

# NMPRA

## HIGH PERFORMANCE

National Miniature Pylon Racing Association

Since 1965

AMA Affiliated

November 97

### Presidential Pontification

The NMPRA Championship race was held in Dallas Texas last month and was very well attended. Forty three Q40 entrants and sixteen F1s. The weather was not good and restricted our activities to seven rounds rather than the ten we had hoped for. Our current plans are to take the 98 Championship Race to Central California using Castle AFB with it's miles and miles of concrete. District I VP Dave Ferrell will be running the show and he has a reputation for putting on great races.

#### Nats 98

We received great news from the AMA a few weeks ago. Steve Kaluf (AMATechnical Director) and Mike Stokes (AMA Education Director and we welcome his joining the team) have accepted the responsibility to recruit course workers from the AMA clubs in the Indianapolis area.

This will allow us to do away with the A/B split event format that made the Nationals the last two years such a long and vacation consuming affair. We plan to have registration Sunday, July 12 from 2pm to 4pm at the Armory. Monday, Tuesday, and Wednesday will be Q500. Wednesday, Thursday and Friday morning will be Q40. Friday afternoon will be F1.

*Please note the following. We have Q500 and Q40 both scheduled for Wednesday to give us some latitude for bad weather and to adjust for entry levels. We are limiting entries in Q500 and Q40 so everyone gets to fly at least three, and probably four times a day. As we have done the last few years we will look at pre registrations and tune the time allotted to each event to reflect the entry level.*

Current plans call for registration late Tuesday afternoon for entrants who are not flying Q500. We contemplate an additional

registration Thursday afternoon for the few people who plan to fly F1 only. The F1 beauty contest will be held Thursday afternoon as well.

I don't know how we could come up with a more flexible schedule that gives everyone a fair share of flying time, and the ability to show up the day before the events he wants to fly, and go home when his events are over. I'm confident it will be an excellent Nats.

#### Electronic Pylon Course Demo

During the Championship Race last month Jerry Small hosted a party for all the entrants and showcased a concept demonstration of the electronic pylon course the NMPRA is funding. Without going into a lot of technical detail about electronic principles and applications I don't understand, let me simply say that this device will go a long way toward solving most of our current problems. Assuming it proves to be affordable, (every knowledgeable electronic genius I've talked to say it is doable) we will be able to hold a pylon race with nobody on the course but the flyers and their callers. It's going to take a few years and no small amount of money to develop this, but it's something we have to pursue. I'll keep you posted on progress.

#### National Points

The "Old Hands" I referred to earlier were consulted about how the annual NMPRA point championships have been administered in the past. There was little clear agreement on anything. The best I was able to find out was that F1 and Q500 have run from Oct. 1 to Sept 30. The F1 results usually did not include the Championship race, while the Q500 points total did include any regional championship races that may have been held. Last year the Q40 points were compiled on a Nov. 1 to Oct. 31 year and the 96 Championship race was included. I have decided to do the same thing this year for two reasons; one, there is a precedent, and two, I think we should run our champi-

onship year as close to the calendar year as we can because you can have lots of races in Florida, California, and Arizona in the last quarter of the year (notice I didn't include Texas in this group). This is another area where you can never please everyone, but I feel this is the best decision.

#### Weather

I want to spend a little time talking about weather, an innocent enough sounding topic. The subject of weather conditions at pylon races can become very controversial very fast. We had an excellent example of this at the Championships in Dallas. By noon on Saturday it was very windy, rather cool, and raining more often than not. The CD decided to call the race (we had seven rounds in) and hoped for better weather Sunday. Sunday dawned windy, quite cool, and raining more often than not. Again, the CD decided to call the race. Undoubtedly, some contestants could and would have raced despite the conditions. A few years of experience with these situations have given me the following insights.

The guys who are in the money always think the race should be called for safety and in deference to the workers. Remember, the contestants return to the pits, get under a tent with a cup of coffee and gripe about the weather while the course workers are sitting in the weather! Those contestants who are fairing poorly and particularly those who are not doing well with a long drive home always agree with the trophy guys, lets call the race. The guys who are blessed with less than 20/20 eyesight and must wear glasses never want to fly in the rain because it's very difficult to track a pylon racer through a rain drop prism. The guys who are in striking distance of the trophy positions always want to keep racing (unless they wear glasses). Very seldom is everyone happy when a race is called due to weather conditions and Dallas was no exception.

*continues on next page*



**Jim Shinohara**

My optimistic appraisal of Jim Shinohara's medical prospects was sadly inaccurate. Jim died a few weeks ago after suffering a massive heart attack at the FAI World Championships. He died in the Czech Republic, and apparently never regaining full consciences. Jim will be sorely missed by the pylon racing community, and the Samurai Team in particular. *The 1998 NMPRA Championship Race will be dedicated to Jim's memory.*

**Sound off**

My parting shot this month comes under the heading of shooting one's self in the foot, or biting the hand that feeds you. We were fortunate enough to find sponsors to contribute cash prize money for the top three places in each event as well as fast time for this year's Championship Race. This amounted to over two thousand dollars and I hope they will do the same for us next year because we had an excellent turn out. The Championship Race was less than perfect,

as all races are, and some concessions were made for expediency sake. With the exception of the weather issue I got very few complaints from contestants. Unfortunately, one of the contestants (not a trophy winner, surprise, surprise) placed a very unfavorable commentary about the race on the Internet. He followed his diatribe about all that was wrong with the race with a paragraph extolling his own virtues. I have no problem with contestants offering constructive criticism in the proper forum, and since taking this job I've listened to my share. If you're into self adulation via the Internet it's your ego and you have to live with it. Publishing criticisms of our perceived internal problems for all to see, including our current and potential sponsors/supporters is defined in the first sentence of this paragraph.



**Jim Shinohara 1929-1997**

Pylon Racing's greatest advocate and supporter is gone. He passed away on October 6 in Sumperk, Czech Republic nearly two months after a very serious heart attack while participating at the F3D World Championships.

Jimmie was the guy whom we never expected to leave us. He was always the eternal teenager, full of mischief and blessed with a great sense of humor. We always expected that he would be around forever, out living us all.

Jimmie's contributions to pylon racing were quite well known. His kindness and generosity afforded many people the chance to race who otherwise would not have been able to. He built over 500 racing aircraft in the twenty plus years of our friendship, many of which were gladly given to racing enthusiasts world wide with only the wish that the recipients go out and win races. Winning was what Jimmie liked to do best, and though we had some

races which were absolute diasters, he took it as only a challenge to do better next time. Win or lose, Jimmie always had fun. But the winning was the icing on the cake.

If you had the pleasure of knowing him, you were indeed fortunate. He was about as unique as could possibly be described, one which you only meet once in a lifetime.

Although Jimmie is no longer with us in person, as long as pylon racing is flown, his spirit will never die.

Until we meet again, my friend, we miss you more than you can know.

Dave Shadel

Those wishing to extend condolences to Jimmie's family are invited to do so. Their address is: The Shinohara Family, 1141 Augusta Pl, Chula Vista, CA 91915. I know they would appreciate your kindness.

**Editor's Request**

**ARTICLE SUBMISSION  
FORMAT AND PRIORITY**

Best way:  
Internet mail — ppage@connix.com  
Fax (860) 584-1473 (10pt, no justify)  
Modern 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	Matt Van Baren - 1:10.81 - 8/18/96
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

## Presidential Incumbent

Vern Smith—I've been informed by many of the "Old Hands" that it's customary for an NMPRA President to perform his duties for two years. I would like to respect this tradition by running for a second term. After nine months in office I think I understand why a second term has become traditional.

Unless you consider the job nothing more than putting out fires, you will want to implement ideas and concepts for the future good of the sport. Not everyone will agree with your ideas but I feel most members would not be happy with a President who did little but react to situations.

The problem with trying to implement new ideas and procedures is the length of time it

takes to get these things done. If you accept the position for only one year you leave 90% of the ideas you are trying to implement unfinished.

I was able to finish a few projects; providing waiver language to the AMA that protected NMPRA members as well as the AMA is a done deal. We ran an NMPRA Championship race in Texas last month that combined F1 and Q40 with the best entry in years. Sponsors contributed in excess of \$2,000.00 to the race and I think we can talk them into doing the same thing in 98 because we had such a good entry.

The list of unfinished business is much longer. The AMA has graciously agreed to supply course workers for the 98 Nats, but much planning remains to be done. My efforts

to give the NMPRA a larger voice in the AMA rule making arena has begun and will eventually bear fruit, but not for another year at least. The electronic pylon course the NMPRA is underwriting is in the prototype stage and I'm confident we'll have a working model by 1999.

We will have a booth at the Toledo show next April and I plan to raise funds and sign new members during the show. We have started a mail/telephone campaign (suggested by Darrol Cady) to get members who have dropped out to rejoin.

As you can see from the incomplete list I have plenty of projects under way and would like to be able to finish most of them, to do that I need you to elect me for a second term.

## Presidential Candidate

I am Gary Hover and I am running for the office of President of the NMPRA.

No, it's not the pay or notoriety....I learned that when I was President In 1988 and 1989...No...it's because of my love of racing and what I believe I can contribute to its future. I have patiently watched 1997 come and go...And frankly, I have seen nothing of particular substance or productivity coming out of the organization... that will improve the health and future of the NMPRA or pylon racing. I feel time for action.

My vision for the NMPPA includes:

**Recapture the spirit of racing.** We have lost the Icon events and those who have promoted them. I maintain that what makes racers want to return is how you treat them. Basic rule? Treat the Pilots like you'd like to be treated and they will come back. After all, without the racer...you don't have an event...and without the organizer...you don't have organized racing. This seems simple. but "we" have lost that focus. We have lost purpose for sacrificing ourselves for traveling to those long distant races....Not only do they not exist. So why waste your time. We need to revitalize those Icon races.

For those who want to sponsor a race...or have just thought about it....get your program together very early. You need to entice the contestants into attending. Money is nice, but a well-run event is what brings'em back.

Appoint your key positions and assemble the coordinating group early. Most importantly, get your event flyer out early...6 months in advance...isn't too soon. Let the fliers know the "who, what, where and when" of the event, so the contestants can plan well in advance to attend. Show leadership and forethought.

**The NMPRA needs to reflect where racing is headed.** Right now, we are at best floundering. We are a ship without rudder. The events we have are ill conceived poorly focused ... because each event is competing for the same contestant. The models all go about the same speed and there is no incentive to progress. We have no logical order for someone to progress from beginner to expert. In my opinion this does not breed enthusiasm, it creates stagnation. There are ways to develop new blood in the organization and into racing. Other organizations have done it and so can we.

I intend on assembling a group of key individuals to develop and refocus the future of racing. As far as I am concerned, everything is on the table. The goal is to develop a plan to revitalize racing and have the NMPRA as the center of that force.

**Redefine the relationship with the AMA.** Currently, it appears that we are letting the AMA dictate our future relative to safety, operations and how we run our events. The NMPRA is not a subsidiary or subordinate organization to the Academy. The AMA needs to know how the NMPRA wants the racing

events configured and it run them. I believe that knowing the AMA and how it functions is very important. I have that knowledge.

**Lastly we need solid, positive leadership.** The organization can not last if it continues on its current path. The newsletter is the key communication tool at our disposal to relay necessary information to all members. I look forward to receiving the letter....but 6 or 7 times a year, is not that adequate. This isn't anyone's fault, after all, what we all volunteers and what we receive is high quality. I would like it to be monthly. That means we need more outside input where not all of the responsibility falls on a few shoulders.

We need members to think about what they can do for the organization. Not the other way around. We need dedication from the members who want to make Improvement to the NMPRA. Become a District Vice President....or at least provide some help to the VP. This job is the one that makes the organization click. The VP will make or break racing in your District. The point is get involved.

We need race organizers who can rally a club into wanting to put on a race. I do have experience in this area and am ready to share what I know. Take that first step join a club if you aren't already a member, get your club involved and start them on a racing diet.

**I ask for your support and your vote for President....**

## District 5 Candidate

My name is Terry Frazer and I live in Wheelersburg, Ohio, with my wife Saudi. By trade I'm a carpenter, I own my own business, Frazer Const. Co. I started flying R/C in the summer of 1973. In 1978 I started flying pylon on a local level. S/K Racing is our team name, which stands for Sky/King Racing. Sandi is my caller and does an excellent job.

I'm a member of the Tri State Model Flyers, and Vice President of the Southern Ohio

Radio Control Flyers Association. In both clubs I have been the Contest Director for many pylon races. I like to compete in fun flies, but racing is where my heart is.

I have competed in Mexico City, Mexico, Dallas, Texas, Las Vegas, Nevada, Bowie, Maryland, Muncie, Indiana, and Orlando, Fla. I still think that our district has the best racing such as the Blue Grass Championship Race, the Silver Cup and the Caps Classic. I just hosted the District 5 Championship Race at my own club, S.O.R.C.F.A. and was a great

success. The last couple of years I started flying Q-40. We have met so many people and have become such good friends with each and every one. Everywhere we go it's always good to see new pylon racers.

We try to make several new races every year, along with 99% of the races in our own district. As a C.D. I know the rules and promote safety every where I go. As your District Vice President I would do my best to promote the sport we love the most.





The 1997 NMPRA Formula One and Quarter Forty Championship Race trophy winners are: Standing l-r - Travis Flynn, 1st F1 - Mike Helsel, 2nd F1 - Bob Brogdon, 3rd F1. Kneeling l-r - Stu McAfee, 1st Q40 - Lloyd Burnham, 2nd Q40 - Luis Garcia Blake, 3rd Q40.

### 1997 NMPRA Formula One Championship

1. Travis Flynn	28	1:09.72
2. Mike Helsel	27**	1:06.24
3. Bob Brogden	22	1:09.88
4. Gary Freeman Jr	21	1:13.55
5. Bill Hager	20	1:07.47
6. Drew Jerina	18	1:10.72
7. Lloyd Burnham	15	1:12.89
8. Dan Tips	12	1:16.36
9. Pete Reed	12	1:17.09
10. Rick Trissell	11	1:15.05
11. Dave Doyle	11	1:17.40
12. Ray Brown	8	1:11.54
13. Darrol Cady	7	1:08.45
14. Steve Cameron	7	1:21.59
15. Vern Smith	2	1:15.05
16. Rusty Van Baren	0	0:00.00

### 1997 NMPRA Quarter Forty Championship

1. Stu McAfee	28**	1:04.50	23. Vern Smith	14	1:11.32
2. Lloyd Burnham	25	1:10.10	24. Mark Parker	13	1:07.11
3. Luis Garcia Blake	24	1:10.13	25. Mike Condon	13	1:08.00
4. Jaime de la Vega	23	1:10.73	26. Jerry Small	13	1:10.48
5. Rusty Van Baren	22	1:07.34	27. Mike Tallman	13	1:10.56
6. Damon Darnall	22	1:08.94	28. Pete Reed	13	1:16.38
7. Bob Brogdon	22	1:09.52	29. Dave Doyle	11	1:13.78
8. Lyle Larson	22	1:10.61	30. Perry Bartlett	11	1:14.78
9. Duane Gall	21	1:07.77	31. Mark Morgan	10	1:09.28
10. Mike Helsel	21	1:09.24	32. Rick Trissell	10	1:16.19
11. Darrol Cady	21	1:10.49	33. Scott Sabolich	9	1:14.88
12. Richard Oliver	21	1:11.23	34. Ron Gray	9	1:17.02
13. Travis Flynn	20	1:07.42	35. Steve Cameron	9	1:23.73
14. Rex Knepper	19	1:11.59	36. Ray Blake	9	1:27.99
15. Jerry Salisbury	18	1:05.48	37. Dave Martin	7	1:20.41
16. Chuck Lee	18	1:08.80	38. Terry Frazer	6	1:09.91
17. Cory Campbell	18	1:09.94	39. Steve Milos	6	1:11.46
18. Matt Van Baren	18	1:12.75	40. Norm Johnson	4	0:00.00
19. Bruce Richmond	16	1:10.13	41. Dan Tips	3	1:14.80
20. Ray Brown	15	1:04.60	42. Dubb Jett	0	0:00.00
21. Bill Hager	15	1:14.85	43. Gary Freeman Jr	0	0:00.00
22. Richard Beers	14	1:10.47			



# 1997 NMPRA Officer Ballot

**Instructions:** Every Member may vote for the Presidential candidate of their choice. Each member may *only* vote for the District Vice-President candidate from *their own district!!*

Complete and return this ballot post marked no later than November 30, 1996. Copies of this ballot will not be accepted.

SEND TO:

NMPRA  
c/● Paul Page  
49 Debra Lane  
Bristol, CT 06010-2725

## President

Vern Smith . . . . .   
Gary Hover . . . . .   
Write-in \_\_\_\_\_

## District 5

Terry Frazer. . . . .   
Write-in \_\_\_\_\_

## Vote for only one District Your District

### District 1

Dave Ferrell . . . . .   
Write-in \_\_\_\_\_

### District 6

Richard Moreland . . . . .   
Write-in \_\_\_\_\_

### District 2

Darrol Cady . . . . .   
Write-in \_\_\_\_\_

### District 7

Gary Freeman Sr . . . . .   
Write-in \_\_\_\_\_

### District 3

Randy Smith . . . . .   
Write-in \_\_\_\_\_

### District 8

Damon Darnall . . . . .   
Write-in \_\_\_\_\_

### District 4

Mike Sperry . . . . .   
Write-in \_\_\_\_\_

### District 9

Luis Garcia Blake . . . . .   
Write-in \_\_\_\_\_

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Place  
32 cent  
stamp  
here

**Paul Page**  
**49 Debra Lane**  
**Bristol, CT 06010-2725**

STAPLE OR TAPE

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# District News



## District 1 - Dave Ferrell

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

I would apologize for last month's article but, I did write it up and sent it e-mail to Paul as before and what happened to it after that I have no idea. Anyhow here we go again.

We had our last race for the season up here in the Central California Racing Association and it was a good one. Of course a bad day racing is always better than a good day at work. The last CCRA race was held at Merced, CA. the weather was great with temperatures in the low to mid 70's. Although the wind blew hard on Saturday, race day Sunday saw little or no wind. Forty-one contestants showed up to fly in the four classes we run.

Merced, CA. 10/12/97

<b>428A</b>		<b>428N</b>	
1. Bruce Coffey 1:19.17		1. Brian Soper 1:20.93	
2. David Wright 1:14.31		2. Chuck Winter 1:13.71*	
3. Tim Valouch 1:20.47		3. Randy Bridge 1:16.87	
4. Mark Lattimore 1:14.63		4. Dale Wright 1:22.96	
5. Jim Womack 1:16.97		5. Thane Neely 1:19.52	
<b>APRA</b>		<b>Q40</b>	
1. George Calvo 1:43.16		1. Fred Burgdorf 1:09.83	
2. Tim Lawler 1:45.43		2. J. Zimmerman 1:12.69	
3. Mike Streatly 1:42.50		3. Mick Crawley 1:13.52	
4. L. Castaneda 1:42.01		4. Archie Snider 1:25.10	
5. Micheal Soper 1:46.47-9		5. Seth Tomblin 1:08.22*	

### Central California Racing Association

The CCRA was created in 1993 by two clubs putting on a series of four races, keeping track of points and giving out awards at the end of the series. The first year we had about 20 contestants competing in four classes and this year we had 87 contestants competing in four classes. Some fly in two classes and some only fly at their home field. We have about eight pilots that make the four hour drive to come up from the LA area. More and more people are bringing motor-homes and trailers to spend the night before race day for a one day race. We had six Clubs put on 12 races this season with two, two day races at Medford, OR and Reno, NV. We average about 40 contestants per race. Host Clubs pay the CCRA \$30 per race to put on AMA, CCRA Sanctioned races. That money goes into a year end trophy fund. Seventy-five percent of the races count for the year end trophy's for the top four in each class. Although it is hard work keeping track of points, scheduling races and maintaining a quality level of races from the Host Clubs, it has been well worth it.

### CCRA Top 4 Pointe Winners

<b>428A</b>		<b>428N</b>	
1. David Wright 729.6		1. Dale Wright 666.6	
2. Jim Tomblin 566.0		2. Randy Bridge 629.6	
3. Bruce Coffey 525.8		3. Dave Ferrell 566.2	
4. Steve Hulse 523.0		4. B. Leavengood 479.9	
<b>APRA</b>		<b>Q40</b>	
1. Matt Logan 674.9		1. David Wright 753.4	
2. Mike Streatly 671.3		2. J. Zimmerman 511.9	
3. L. Castaneda 660.4		3. Mick Crawley 509.4	
4. Seth Martin 455.3		4. Seth Tomblin 409.4	

If you are wondering why I talk so much about the Central part of the District, it is because I do not get any response from the Southern part. I have sent out letters with self addressed stamped envelopes but still get few replies. I would like to represent the whole District but I need to be informed from YOU.

I did not get any "death threats" in the mail so I guess my name will be on the ballot again for the next election.

Keep those cards and letters coming kiddies.

*Bank-n-yank  
Dave*

## District 3 - Randy Smith

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

Not much to report this time around. Our racing season is over and the building begins again. Winnipeg, Manitoba hosted a CanAM Cup Quickie event in the later part of September. The turnout was not too bad for this late season race, 14 on Saturday and 13 on Sunday. About half of the entries traveled from Regina, Saskatchewan to support the race. Pylon racing is not big in the Winnipeg area, so the club is just getting going with district races. Technically they are in our district but geographically they are just too far away for many of us to travel to the contest. Many thanks to Doug Sewell and others from the local club for hosting this event. The Quickie points for this race will be applied to the 1998 season. Harold Sattler reports that the order book is already full of Loki Q40 kits for this winter's production. The current Loki has been modified with a new belly pan to bring it legal to the 12.5 sqin rule. The model is being documented with three views and the other necessary drawings so that it can be submitted to the Q40 approval board this winter. Just to make things interesting in the district next year, Harold and Terence are working on a Kelly

Q40 plug and wing. This will add some variety and interesting debate next year as to which might be faster. I was once again elected as District VP at our annual district meeting at the championship race in September. I appreciate the privilege and honor of guiding the affairs of pylon racing in western Canada for another term, however I must state here and now that this will be my last term. This will be my fourth consecutive year and I think it's time for new ideas. The contest calendar for 1998 will be struck over the winter and hopefully we can retain a good mix of both Q40 and F-1 races while continuing with a strong turnout in Quickie. On behalf of all pylon racers in Canada, I would like to express our condolences and best wishes to the family of Jim Shinohara. Jim will be remembered around the world for his contributions to pylon racing, his pursuit of excellence in modeling, friendship, and joyful personality.

*Rapid Randy*

## District 4 - Mike Sperry

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

There's very little to report for this news-letter.

I heard from Lyle Larson that the Championship race was in his opinion a little short on heats, due to weather and other circumstances.

I also had an interesting phone conversation with Mike Del Ponte. He is interested in and has the support to produce a possible racing Nats in the Denver area of Colorado. He reports a huge abandoned air force facility is available and feels this would make an excellent site with good motels with plenty of room etc. He also indicated that there would also be help to run the races.

Three interesting Internet sites to visit are: <http://homepages.enterprise.net/aeolus/foam.html>

<http://homepages.enterprise.net/aeolus/material.html>

**NEXT ARTICLE**

**DUE DATE**

**DECEMBER 3**



# District News



<http://homepages.enterprise.net/aeolus/additive.html>

These sites have good information on fiberglass, foams, and different additives to help build stronger, lighter, better.

I noticed right away that no one has contacted me to run for the district VP so I assume that you probably went right to the president with your resume, application, and desire to serve. I thank you.

I saw one of those No Fear tee shirts the other day that I really liked and wish I had to race in. It said FEAR-TASTES LIKE CHICKEN.

*Gotta go  
Mike*

## District 5 Brenda Holbrook

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

A definite feeling of well, its over, lays over our household as we put away our quickies and pieces that once were quickies. Winter looks upon us again. After our time change this weekend it will be dark about 5:00. I really hate that, but we have plans to meet with our racing buds this winter and re-fly each heat of the year...Boy does "it" get deep when we do that.

The NMPRA District 5 Championship race held at Lucasville this year, was a great success. It was raining so hard Sat. morning at breakfast you couldn't see across the street. An hour later we were in the air. With 18 pilots in standard and eight in expert the competition was great. The weather cooperated, the field looked great, and the club did a great job supporting the race. Terry and Sandy Frazer did their usual outstanding job. Times were fast, and the flying intense. Terry has written a race report which I'm sure will follow.

The Bluegrass Championship held at Cardinal Field in Hebron, Ky. was quite a success also. No morning fog and temps in the 80's (which is unusual for Ky in Oct.) was the icing on the cake. The club provided excellent support with plenty of experienced workers. Places and times are here in the article.

Everyone had a great time. This race is the finale of the year for us locals. So we always go somewhere together on Sat. night. This year we went to the Brew Works. Guess what they make there? They have 40

beers on tap and if you don't like any of them you can go down on the next floor and mix your own. The food was ok but the beer was great.

I need to include a personal note here. I'm going back to school for my associates degree this year and will still be working full time. So I am not going to have time to dedicate to NMPRA like I feel I should. Instead I'm going to step down and let someone else take over. Jim and I are still going to race and I will still be seeing some of you on the start line. Thank you for all your support and I hope everyone will send me their best wishes on going to school. Its not easy at my age. HAHA.

Terry Frazer has decided to throw his hat in the ring. Those of you that know Terry realize that he eats, sleeps and drinks racing. It is his only passion and I know he will do a good job.

*Brenda*

## District 6 Richard Moreland

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(301) 261-7366

Sorry about missing last month's newsletter, I just plain missed the deadline.

Well it's all over in District 6, we had our last race October 11. It has been a season of both excitement and disappointment. Our efforts to promote Q40 and 428 Quickie were very successful, but participation in 424 Quickie, especially in the Northeast, has dropped off quite a bit. Questions are being asked, trying to figure out the reasons for the drop off in entry's and hoping to find some answers.

This was the first year for the "Mason-Dixon Classic" for Q40. We had four Q40 races at PGRC and four races at Westover AFB. We had a total of 28 participants in this our first year. We had more Q40 races in District 6, I think, than any other. Westover AFB has been a great place to fly and with PGRC having a paved runway installed as we speak, we have two great places to fly again for next year.

We presented our Mason-Dixon Perpetual Trophy for its first year to Ralph Rinaldi. Ralph and his partner Lloyd Burnham were by far the most consistent competitors all year. Congratulations Ralph, you have given all of us a great challenge for next year. Also, congratulations to all of those who participated.

1. Rinaldi	8. Baker	15. Salisbury	22. Poccia
2. Burnham	9. Reed	16. Johnson	23. McStay
3. Binger	10. Masi	17. Cerqua	24. Myer
4. Smith	11. Doyle	18. Dombek	25. Gorham
5. Edsall	12. Moreland	19. Frazier	26. Luzzi
6. Wallace	13. Wile	20. Edmunds	27. Sawyer
7. Albritton	14. Stewart	21. Schmauch	28. Petrone

Speaking of great places to fly, our friends to the north have secured the Pratt & Whitney Airfield for pylon races and we had our Quickie District Championship Race there this year. This place is huge, with two runways without landing lights to run into. If there had been runway lights I'm sure I would have run into them. I hope we can have more racing there next year.

The racing calendar for PGRC for 1998 will be talked about probably the first week of November. I don't believe NEPRO will discuss their dates until December, so we will have to work together to achieve maximum participation.

In closing, I would like to thank all those people who have helped all of us put on these races for the 1997 season. All the movers and shakers, all the course workers who suffered through those long hot and cold days, to the people who drag out the course equipment, sell hot dogs and yes, even clean up some of the messes. Without you, there would be no racing. Over the years I have seen the same people work their butt's off to put on races with little more than a much appreciated thank you. I would like to say to all of you, thank you for all your hard work and dedication from myself and all the racers of District 6.

*Rick*

## District 7 Gary Freeman Sr.

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

I apologize for not making the column, but unfortunately I lost a hard drive in my PC and printer due to lightning. They are both fixed now so let me update you on District 7 activities. I will drop back to the Nationals and express the fun my son and I had. This event not only provides competition but an opportunity to get together with friends. If you have never been to the Nats, make plans now to go. You won't be sorry.

Racing has been down from previous years here in District 7. During September, races were held at Decatur and Atlanta. I included the race results for both races at the





# District News



end of this column. Unfortunately, I was not able to attend the Decatur race, but Brad Clayton provided a well managed race and they were able to complete two days of good racing. The race report follows this article. Thanks again Brad.

At the end of September, we went to Atlanta for a weekend of racing. As I have said several times, you mention race and wind and moisture appears. This was the case. There was a weather front extending from Florida to well north of Atlanta. As we headed out of Orlando Friday morning, it was dry for the first 30 minutes, but from then on it was rain until we got 30 minutes south of Atlanta. We checked into the hotel and went to the field for a test flight. The planes were put together, checked, and fueled, just in time for it to rain. Ray Brown, Charlie Poulton, Tom Jenkins, Bob and Curt Schuster, Gary Jr., and myself "braved" it out and got our test flights in. I was talking to hosting club members, Steve Kovach and Gail Jacobson who said it hasn't rained there in weeks, but the weekend was questionable. On Saturday morning 27 pilots registered, the matrix was completed, and racing began. Starter, Rick Landers kept things organized and moving in an effort to get as much racing in as possible before the rain. The matrix provided some good match ups and the pilots kept the intensity up with minimal "re-kits". Mother Nature kept testing Rick. He had to halt the race a couple of times due to downpours. The final standoff took place around 2:00 in the afternoon. It started raining and never let up. In fact the rain was blowing horizontal. The race got called after three rounds and would resume Sunday morning. The rain continued through the night and into Sunday morning. Most of the racers went to the field to wait it out. Around 10:30, the fourth round was completed. Even with all the moisture, it was great to see the positive attitudes. On Sunday morning, the Atlanta Club's concession was set up and provided hot coffee and food until the racing was completed. A job well done goes to CD, Gail "Jake" Jacobson, Steve Kovach, Rick Landers, Nancy Telford, and the rest of the work crew for hanging in there with us. Although the weather did not permit a full complement of the race schedule, pilots are looking forward to a return trip to the Atlanta site. One last note, Saturday night racer and club member, Paul Benezera, opened his house to the pilots and provided a home cooked meal. Paul also shared "educational" videos taken at his 50th birthday party. Thanks go to Paul and Darlene Benezera. The Q40 Championship race was just completed. I am sure there are

some details elsewhere in this newsletter, but I did want to note the District 7 members that were in good standing. Attendees included "Prop Man" Ray Brown, Bruce Richmond, Bob Brogdon and Gary Freeman Jr. In Q40, Ray Brown gave the crowd one race to remember. He and Stu McAfee stayed wing tip to wing tip and crossed the finish line so close the clocks didn't get a time for Stu. Ray's clock showed a 1:04.7, but the CD chose to throw both times out and go with how the planes finished. Guess it's about time for the rest of us to buy some of those "Rocket Props".

In Formula I, Gary Freeman Jr. set a new Senior fast time record of 1:13.55 and backed it up with a 1:14, placing 4th overall. An interesting piece of information about the airplane Gary was flying, a Formula I "PoleCat" that was built the year he was born. Gary placed 4th in the final standings of the 17 Formula I pilots. Formula I pilot, Bob Brogdon, from Atlanta went ready to win. Bob's airplanes are always beautiful and fast. Bob finished in 3th place overall with a fast time of 1:09.88. Congratulations go to these members for their skills and commitment to the hobby.

The 1997 race season is coming to a close in District 7. The final race will be held at Markham Park in Ft. Lauderdale, Florida the weekend of October 25th and 26th. See the schedule below for details. Following this race, the District will hold their 1998 season opener and 1997 District championship in Tampa Florida. The annual Tangerine race will be hosted by the Remote Control Association of Central Florida December 19-21. As always, this event will be held at their flying site in Apopka, Florida. The race

Headquarters for all three days will be the Best Western Hotel in Altamonte Springs (20 min. from the field). When you make reservations, be sure to mention RCACF/Tangerine. See the race schedule in this newsletter for details. The next newsletter will include the results from Ft. Lauderdale and Tampa.

**Decatur 9/6/97**

**9/6/97 Expert**

1. Trey Farran 1:08.89
2. D. O'Brien 1:08.49
3. James Barr 1:10.47
4. Sam Shimizu 1:11.45
5. Steve Conley 1:15.18

**9/6/97 Standard**

1. Allan Warfield 1:23.76
2. B. Harbrecht 1:23.78
3. K. Harbrecht 1:46.35
4. John Delk 1:38.71
5. Jim Delk 0:00.00

**9/7/97 Advanced**

1. Art Harrison 1:18.59

**9/6/97 Advanced**

1. Art Harrison 1:21.06

**9/7/97 Expert**

1. James Barr 1:08.09
2. Sam Shimizu 1:10.12
3. Steve Kovach 1:16.05
4. Fred Kilian 1:19.43
5. David Vinson 1:12.89

**9/7/97 Standard**

1. B. Harbrecht 1:25.32
2. Alan Warfield 1:19.03

**Atlanta**

**9/27/97 Expert**

1. Trey Farran 1:10.02\*
2. Dave Zisman 1:18.95
3. G. Freeman Jr 1:14.59
4. C. Poulton 1:12.99
5. Cliff Telford 1:24.09

**9/27/97 Standard**

1. Randy Greenfield 1:40.95
2. Brandon Harbrecht 1:50.58
3. John Delk 1:45.01
4. Kevin Harbrecht 1:58.32

3. K. Harbrecht 1:39.05
4. John Delk 1:24.04

**9/27/97 Advanced**

1. G. Freeman Sr 1:21.09
2. Brian Wilbur 1:27.88
3. Alan Warfield 0:00.00

On the weekend of September 6-7, 1997, the Decatur Model Airplane Club hosted a S.E.M.P.R.A. Sport Pylon race at their club field in Decatur Alabama. The site boasts a 60 x 600' paved runway and is the home of club that has hosted races over the past 13 years. The weather was great, with high temperatures reaching around 85 degrees, clear skies and an occasional light wind. On Saturday, we had 20 entries and on Sunday, the count was 18. The club wishes to thank everyone that came and supported the race and we hope to see you again next year. Thanks to Morgan fuels for providing the race fuel. We had only one refly on Saturday and no heats were refly on Sunday.

At the end of Saturday's racing, Trey Farran had a perfect score, Dennis O'Brien was down one point and James Barr/Sam Shimizu were tied at two points down. In their flyoff, Sam got a jump on #1 for the first lap but James passed him about two laps later and held the lead. On the 10th lap, Sam made a last ditch effort to pull inside James coming around pylon 3 and almost pulled it off. However, he pulled in just a little too tight and cut. Both pilots had 1:07's for the flyoff. Dennis O'Brien and Brad Clayton both hit the #3 cage on landing with Dennis breaking his good prop and Brad destroying his airplane.

On Sunday, James Barr was one point down, which was good enough for 1st place. Sam Shimizu came in second and Steve Kovach/Fred Kilian were tied for 3rd. Fred double cut in their flyoff and let the ol' dog get a bone. On setting up for landing, Steve's receiver apparently went out and his plane bit the dust. Dennis O'Brien was put out of the running when he had a mid-air at #1 and lost half of his elevator. He was able to finish his heat by flying slow and wide and saved his plane. In Round 3, Bobby Malik and Scott Bryant had a mean race going but both of them somehow managed to double cut, with all four cuts coming at pylon 2.

It was good to see a youngster, Brandon Harbrecht, entering the race. Brandon flew well and we could see his progress through



# District News



the two days. Thanks again to everyone that came and supported our race.

*Gary*

## District 8 - Dan Tips

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

The racing season is now over in District VIII for 1997 and we just completed the National Championship Race for both Formula I and Quarter 40 right here in Dallas/Fort Worth, Texas. Unfortunately, as it has been for the past two Championships in Texas, the weather was all but perfect. But first, District VIII wants to extend a sincere THANKS to Dan and Julie Tips for representing the district this year as District VIII VP. Both have spent thankless hours working to make sure the racers have fun and that the sponsoring clubs make money. Dan has maintained the race course equipment and has pulled it to a lot of the events. Julie has organized most of the races by running the matrices and tallying the points. Many, many thanks to them. We hope to have them back as District VP next year. Getting back to the first ever combined Form I & Q40 Championship race; the sponsoring club was the Irving RC Flyers and the contest director was Mr. Pat Murphy. They did an excellent job getting in seven of the planned 11 rounds with only 1-1/2 days of racing. The weather was perfect for approximately two weeks prior to the race with clear skies, light winds and mid 80 temperatures, but, as many of the races went in Texas this year, rain ended our fun and the racing was over at noon on Saturday.

Attendance was good with 43 Q40 entries and 16 in Formula I. As those that were present know, racing was extremely competitive and many planes ended their careers by plowing into the Texas turf. I am certain that there will be additional race reports elsewhere in this newsletter that will describe the details. Mr. "You Know?" Stu McAfee won Q40 with a very impressive perfect score and the other "California Kid", Travis Flynn, was the winner in Formula I. Congratulations to you both. By the way, did you two have fun here in Texas. Also, thanks to the sponsors for the prize monies donated for first through third place and to Bill Hager for donating the fast time prize money. In early September, Damon Darnall hosted the second of the year "Cow Town 500" sponsored by the Fort Worth Thunder-

birds at the Lake Benbrook field. Damon did an excellent job as contest director and had door prizes for all of the workers and most of the pilots.

9/6/97

### District Q500

1. John Meanor
2. Kirk Wieldund
3. Rob Miller

### Q40

1. Damon Darnall
2. Perry Bartlett
3. Scott Sabolich

9/7/97

### District Q500

1. John Meanor
2. John Welsh
3. Charles Lapinski

### Q40

- |                   |         |
|-------------------|---------|
| 1. D. Darnall     | 1:08.96 |
| 2. Perry Bartlett | 1:10.40 |
| 3. B. Richmond    | 1:10.00 |

### Q500-428

1. Dubb Jett
2. Bruce Richmond
3. Rich Beers

### Form I

- |                  |         |
|------------------|---------|
| 1. Bill Hager    | 1:09.04 |
| 2. Mike Helsel   | 1:09.01 |
| 3. Rick Trissell | 1:18.94 |

### Q500-428

- |                |         |
|----------------|---------|
| 1. Mark Parker | 1:12.13 |
| 2. Ken Howell  | 1:15.52 |
| 3. Rich Beers  | 1:11.42 |

### Form I

- |                |         |
|----------------|---------|
| 1. Bill Hager  | 1:09.75 |
| 2. Drew Jerina | 1:09.68 |
| 3. Allen Green | 1:20.94 |

On September 27-28, 1997, Dan Tips and the Dallas RC Club hosted the District VIII 1997 Championship Race in Seagoville, Texas. Attendance was good with a strong showing of 27 Quickie 500 entries.

### District Q500

- Charles Lapinski
- Rob Miller
- Russell Chew

### Q40

- |                 |          |
|-----------------|----------|
| 1. D. Darnall   | 1:10.57  |
| 2. Mike Tallman | 1:12.03  |
| 3. Dubb Jett    | 1:10.25* |

### Q500-428

- |               |         |
|---------------|---------|
| 1. Rich Beers | 1:15.19 |
| 2. Ron Gray   | 1:18.32 |
| 3. M. Hammett | 1:15.01 |

### Form I

- |                  |          |
|------------------|----------|
| 1. Bill Hager    | 1:13.94* |
| 2. Rick Trissell | 1:19.27  |

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

## Top Twenty-five (best 5)

- |     |                   |       |
|-----|-------------------|-------|
| 1.  | Ralph Rinaldi     | 482.2 |
| 2.  | Lloyd Burnham     | 476.8 |
| 3.  | Terry Frazer      | 468.2 |
| 4.  | Darrol Cady       | 460.9 |
| 5.  | David Wright      | 428.1 |
| 6.  | Mick Crawley      | 390.8 |
| 7.  | Fred Burgdorf     | 377.4 |
| 8.  | Jeff Carpenter    | 376.9 |
| 9.  | Seth Tomblin      | 375.9 |
| 10. | Jerry Salisbury   | 364.0 |
| 11. | Vern Smith        | 356.3 |
| 12. | Robert Dibble     | 345.0 |
| 13. | Bob Wallace       | 336.3 |
| 14. | Art Edsal         | 330.4 |
| 15. | Jack Ellefson     | 329.2 |
| 16. | Ray Brown         | 322.7 |
| 17. | Joe Zimmermann    | 321.0 |
| 18. | Mike Condon       | 312.4 |
| 19. | Rex Knepper       | 301.8 |
| 20. | Rusty Van Baren   | 299.6 |
| 21. | Luis Garcia Blake | 298.0 |

- |     |                  |       |
|-----|------------------|-------|
| 22. | David Doyle      | 293.8 |
| 23. | Dan Kane Jr      | 286.5 |
| 24. | Marcus Blanchard | 279.2 |
| 25. | Jamie De La Vega | 277.3 |

This month starts off on a sad note with the passing of Jim Shinohara. The many R/C pilots who have known Jim and who have had the pleasure of his company will miss him deeply. His encouragement and help have certainly been responsible for many Pylon Pilots being where they are today. I am certain that I speak for the entire racing community in offering Jim's family and friends our deepest condolences.

I was unable to attend the Championship Race in Texas, but I understand that the action was hot and heavy. Congratulations to Stu McAfee on his win. I remember Stu when he couldn't even keep a K&B 40 Quickie on the course! Wow, have times changed. A great job Stu, my hats off to you, your the man, today anyway.

I thought that with the winter building season and Christmas just around the corner, a couple of kit reviews would be interesting. I've built two new kits and I'll pass along my personal opinion on both of them.

First lets start with Lyle Larson's Dago Red. The composite kit has the wing completed with the exception of the belly pan and seal strips for the ailerons. The wing is of excellent quality with gapless skin hinge ailerons. The fuselage is your basic epoxy glass item. The tail group provided has the precut Stab, Elevator, Fin and Rudder. The tail group has to be assembled, sanded, glassed and hinged. About 1 to 1.5 hours work for me. The fuselage has to be cleaned up, motor cutout made, firewall installed and wing mounts glued in. Another hour. Fit the wing to the fuselage, drill and tap or use the Lyle dry wall screw method. The Wing/Fuselage fit was so good that no potting was necessary. Basically, after the wing was mounted, the stab can be fitted, glued and filleted. The same for the Fin/Rudder. The piece that is missing and has to be made and installed is the Dorsal fin. The belly pan is then attached and filleted. File the Gear to an aerodynamic shape, polish and attach the wheels, (included in the kit). The fit of the landing gear was excellent eliminating the need for potting. I use #6 sheet metal screws to attach the gear, three per side. I've never had one come out. Total time for assembly is probably 4 to 5 hours plus paint. I usually use PPG DAU series paint with DeIGlo clear. Lyle's kit is excellent. The glasswork is good, the composite wing excellent. The one piece not in the kit and I think should be is the dorsal fin, which should be made of 1/16 ply. Not a big deal but it is part of the





# District News



plane. The other miss if you will, would be the plastic aileron seals. Someone should come up with a better option than using the plastic strips with 3M double sided tape. Lyle suggested using BlenDerm Surgical tape. For the money, Lyle has a very good product with only a few hours of build time required. Servo tray and radio installation usually takes a couple of additional hours, maybe more depending on the builder. I have templates for the servo trays so it goes quickly. The balance was perfect. The all up flying weight with prop was 4.10 lbs. My scale reads in tenths and hundredths.

Kit #2 was Rusty Van Barren's all new composite Miss Ashley. For those who don't have the time but do have the money, Rusty has put out a first class kit. The fuselage comes gelcoat white with the fin molded in and the rudder attached using gapless skin hinges. The Stab/elevators are all composite, assembled and hinged using gapless skin hinges. The wing, all composite also, is of excellent quality using gapless skin hinges on the ailerons. With this guy you put your firewall in, glue in the wing mounts and cut out the slots for the stab with an additional opening so that the elevator horn slides in. The area to cut is clearly marked. Glue and fillet the stab. Fit the wing to the saddle. Again the fit was so good that no polling was necessary. Glue on the belly pan and fillet. Fit the gear to the wing, no potting necessary. Again I used #6 sheet metal screws to attach. I file the gear legs to an aerodynamic shape and polish them with metal rouge. It takes about 10 minutes for both legs. A light sanding is all that is necessary if you are going to paint and that's it. For those of you who don't have the time but can spend the extra money for a darned near completely built kit, this is the one. Weight on this one was 4.6 lbs. The airplane did come out somewhat nose heavy so plan to put the battery in the belly pan behind the wing. Mount the servos as far back as you can get them.

Both airplanes are very fast. One of the best races of the day at the Championship race was between Stu McAfee flying his Dago Red, and Rocket Ray flying his all composite Miss Ashley II, with Stu squeaking out the win with no time posted. Rocket Ray turned in a 1:04. How's that for a second place finish. Rusty also flew great times at the Championship Race averaging 1:07 with the exception of his no glow plug heat. The Rocket Prop Team is flying both Miss Ashley II's and Dago Red's.

There you have it. I'm sure that both gentlemen would love your order. Winter is coming for the Northerners. We are looking

forward to the Tangerine in December in Orlando. This is a great race. Come on down for some year end racing action.

The Approved Airplane list has grown again. I'll recap it for the last time in full. In the future I'll post only additions or disapprovals. If you want a complete list, call me, and I'll send or fax you one.

The Top 25 point finishers for the 1996/97 racing season are tallied. This has been a difficult year for getting points reported. Quite a few pilots who finished very well almost did not get credit for an outstanding season. I can only count what I receive. You can help by talking to the CD's and insuring that I get a copy of the results. Many thanks to Terry Frazer and Dave Farrell who have helped immensely in getting me the remaining race reports. The final tally does include the Championship Race in Texas. Congratulations to Ralph Rinaldi, this years Top Gun. Ralph finished with an incredible 482.2 points for 6 races.

## Approved Airplanes

Stiletto Mustang (V1&2)	Rich Tocci
Nemesis (V1&2)	Rich Tocci
Strega	Lyle Larson
Dago Red Mustang	Lyle Larson
Napier	Lyle Larson
Folkers SK4	Pete Reed
Stinger	Duane Gall
Proud Bird	Archie Adamisin
Ginny	Archie Adamisin
Nemesis	Vern Smith/Bill Hinant
P51H Mustang	Bob Wallace
Vendetta	Bob Wallace
Swee Pea	Jerry Small
Gr7 Kaze Killer	Jerry Small
Napier	Fred Johanson
Miss Ashley II	Rusty Van Baren
Rivets	Dan Kane
Miss Foxy Lady	Dan Kane
Miss RJ	Gail Jacobson
Napier	Kevin Matney
AJ-2	Kevin Matney
Rivets	Norm Johnson
Wild Turkey	Norm Johnson

## Under Review

Thunder Chicken	Steve Baker
Mustang	Brian Carpenter

## Disapproved Airplanes

Spitfire F MK 22/24	Santiago Panzardi
Vendetta/Miss Ashley II Refit	Rusty Van Baren

That's it for this month

See Ya  
Bob

## Quickie 500 - Cliff Telford

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

The 1997 racing season ended on September 30th. All race reports for 1997 should have been submitted by now. Races held after September 30th will count for the 1998 season so please continue to submit the reports. Most districts have done a good job of turning in race report, however I have received NONE from District 8. With only nine days remaining in the month the results are not likely to change very much.

## Statistics as of 10/22/97

Total races reported — 147  
Total members who earned points — 190  
Most races in one district — 37 in Dist 6

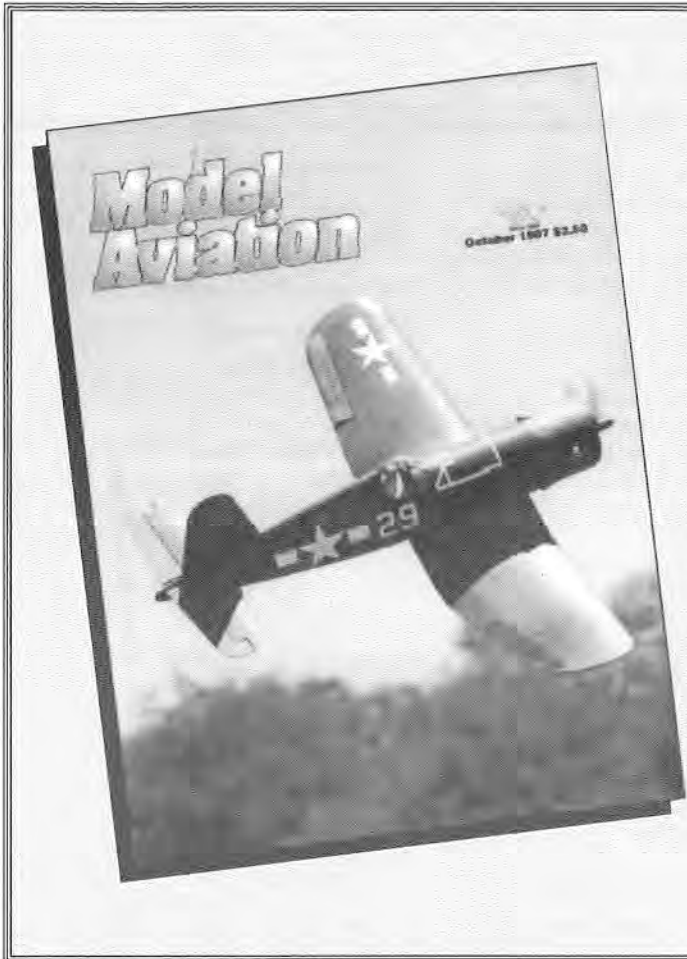
## Top Twenty (best 7)

	D	#races	Pts
1. C. Grunkemeyer	5	10	690.2
2. David Wright	1	13	685.8
3. Lewis Schwab	6	10	670.5
4. Gary Gau	5	10	662.0
5. Lloyd Burnham	6	13	660.3
6. Terry Frazer	5	14	657.5
7. Charlie Poulton	7	9	653.3
8. James Barr	7	13	647.5
9. Dennis O'Brien	7	12	637.2
10. Gary Freeman Jr.	7	10	631.6
11. Jim Tomblin	1	17	629.6
12. Darrol Cady	2	16	608.6
13. Ray Brown Jr	7	10	608.0
14. Mike Luzzi	6	8	604.5
15. Steve Hulse	1	13	599.9
16. Dean Stone	7	9	591.6
17. Alex Nyere	6	9	588.9
18. Cliff Telford	7	8	581.7
19. Paul Seiden	5	7	581.2
20. Todd Bailey	5	11	579.1

Last month we reported that Jim Shinohara founder of the Samurai Racing Team and benefactor to NMPRA had a heart attack while attending the FAI Pylon World Championships in the Czech Republic. Sadly, Jim passed away there without regaining consciousness. His passing will be a great loss to all NMPRA members. Over the years he anonymously donated money so that cash prizes could be awarded at NMPRA Championship Races, built and gave away airplanes to talented new racing pilots and did many other things to support NMPRA that most of us are not aware of. Jim had a quick wit and a great sense of humor. I will always remember him with a smile on his face.

We offer our condolences to Jim's family and many friends.

Cliff



## Columnist Opening

**Model Aviation has an immediate opening for the following position:**

**“RC Pylon Racing”:**

Prefer an active competitor who can report objectively on Pylon events/issues/models. Must be cognizant of the working relationship between AMA and NMPRA.

**General:** The column will appear on a monthly basis and should be approximately 1,500 words in length. Payment is greater if text is submitted on disk. Photographic skills helpful.

Interested parties should submit a cover letter and sample first column to:

Rob Kurek  
Director of Publications  
5151 East Memorial Dr.  
Muncie, IN 47302  
Fax: (765) 289-4248  
e-mail: rkurek@modelaircraft.org



## Past NMPRA Presidents

1965 Cliff Weirick	1976 Ron Schorr	1987 Henry Bartle
1966 Cliff Weirick	1977 Ron Schorr	1988 Gary Hover
1967 Ed Shipe	1978 Bob Smith	1989 Gary Hover
1968 Ed Shipe	1979 Bill Hager	1990 Mike Helsel
1969 Tom Protheroe	1980 Bill Hager	1991 Mike Helsel
1970 Tom Protheroe	1981 Bill Hager	1992 Pete Bergstrom
1971 Pete Reed	1982 Dave Shadel	1993 Lloyd Burnham
1972 Bror Fabor	1983 Ron Schorr	1994 Lloyd Burnham
1973 Ed Rankin	1984 Ron Schorr	1995 Pete Reed
1974 Glen Spickler	1985 Phil Bussell	1996 Pete Reed
1975 Glen Spickler	1986 Phil Bussell	1997 Vern Smith

## Committee Approved — AMA Legal — maybe!

Two years ago the contestants decided that they didn't want the Q40 models to become any less scale like than they were and the Moreland committee was born. The nay sayers assured us that this would kill the event because no one would go through the hassle of submission, it would be too hard for the cottage industrialists who make up our kit supplier base and besides they wouldn't want to expose their "killer" design to a bunch of competitors.

Well, it turns out that 28 model designs have passed the committee and only one design has been rejected. The committee's criteria hasn't been too hard to figure. If the shape looks like the real thing and the **major** design features are represented, then it will pass. *Remember, just because a model has been accepted by*

*the committee does not mean it is legal. The committee does not measure wing area or weight.*

Here we are looking at 1998 and we met our goal. We have avoided the pitfall of the original pylon racing which quickly evolved into watching a group of identical delta designs fly around pylons. Some of our model designs may be better than others, but there is no overwhelming kit design.

There were 43 people at the Texas championships who proved that the event is very much alive. Pick one of those 28 designs and come join us. Q40 is the biggest bang for the buck you can find in pylon racing.

*Pete Reed*



**1998 AMA Approved**

***MISS ASHLEY II***

**\*\*formerly Vendetta**

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**1997 AMA Nats Winner & Fast Time!!  
AMA Open Record Holder 1:02.42**

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*On A Clean Sweep of the*

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**1<sup>st</sup> Place - Formula 1 (POWERMASTER 65%)**

**1<sup>st</sup> Place - Q-40 (POWERMASTER 15%)**

**1<sup>st</sup> Place - Q-500 (POWERMASTER 15%)**

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*The following is an open letter to NMPRA Members -*

Dear Friends and Customers -

For 11 years we have exerted every effort to provide you and all the rest of the modeling community with quality products at the very lowest prices possible. Frankly, we believe we have done a good job. While we have no problem with competition, nor do we routinely indulge in negative selling, when a competitor runs ads claiming "New Unofficial Record" and "World's Fastest Fuel"....and we know why....we feel an obligation to make you aware of just why this particular fuel might be unusually fast.

We also feel that competitors who spend tremendous amounts of time, skill and money to honestly set new records in compliance with AMA rules (maximum of 15% nitro in Q-500 and Q-40 fuel) should be entitled to a level playing field. With this in mind, we reproduce the following lab report without further comment:

RUSSELL ENGINEERING COMPANY

July 7, 1997

Test was made on an unopened gallon  
of fuel bought at the 1997 Phoenix Race

Mr. Don Nix  
POWERMASTER PRODUCTS  
P. O. Box 650  
Elgin, TX 78621

Re: Sample of "Excalibur Q-500" ←

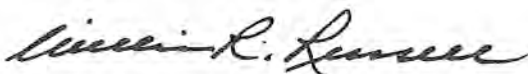
Dear Mr. Nix,

We have analyzed the above referenced sample for percent by volume of Nitro Methane as requested.

The sample was run in a Varian 3400 CX gas chromatograph using a Apieson L-15% on chrome W-NAW 80/100 mesh 1/8" x 12' SS column. The oil was extracted by stripping the volatile organic compounds from the sample as per E.P.A. method 9070. I have attached a copy of the chromatogram for your personal inspection.

Results: % of nitromethane of total sample 28.5% ←

Data reviewed and approved by:



William R. Russell, P.E.

WRR:nr

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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
6/21-22	Medford, OR - CCRA	Q4
	David Duncan 916.233.3853	
8/17	Sacramento, CA - CCRA	Q5,AMA
	Jim Tomblin 916.723.8574	
10/11	Merced, CA - CCRA	Q5,AMA
	Dave Ferrell 209.722.0655	

District 2 - Darrol Cady		
10711 NE 37th Ct, Vancouver, WA 98686, 360.573.0987		
Q5 uses APRA rules		
10/5	Kent, WA Hawks	F1,Q5,AMA
	Elliott 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
	Elliott 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
7/26-27	Swift Current, SK	F1
8/30-9/1	Saskatoon, SK	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		
WRFC contact - Jim Duke 402.334.9397		
4/27	Mead, NE - WRFC	Q5SE,AMA
5/17-18	Billings, MT - BFM	Q4
	Doug Haake 406.252.7210	
5/18	Council Bluffs - WRFC	Q5SE,AMA
6/29	Mead, NE - WRFC	Q5SE,AMA
7/12	Club Field - UVA	Q5S,AMA
7/27	Council Bluffs - WRFC	Q5SE,AMA
8/9	Club Field - UVA	Q5S,AMA

8/24	Mead, NE - WRFC	Q5SE,AMA
9/13	Club Field - UVA	Q5S,AMA
9/28	Council Bluffs - WRFC	Q5SE,AMA
10/11	Club Field - UVA	Q5S,AMA
10/25	Payson Sod Farm - UVA	1/2A
11/8	Club Field - UVA	Q5S,AMA

District 5 - Brenda Holbrook		
3418 MArch Terr., Cincinnati, OH 45239, 513.923.4326		
10/5	Toledo, OH - Flying Tigers	Q5S,AMA
10/6	Pat Falgout 419.241.3865	Q4
5/3	Westland, MI - Signal Seekers	Q5,AMA(2)
5/4	C. Wooley 313.326.6297	SE
6/7-8	Toledo, OH - Flying Tigers	Q5AMA,SE(2)
	Pat Falgout 419.241.3865	
8/9	Dayton, OH-CAPS Classic(ACF)	Q5S,AMA
8/10	Mike Condon 313.464.7027	Q5AMA
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	Q5SE
	Dave Fogg 413.593.3581	
5/10	Ellington, CT - NEPRO	
	Wayne Galbraith 860.745.3291	
5/17-18	Bowie, MD - PGRC	Q5AMA,Q4
	Rick Moreland 301.261.7366	
6/28	Bowie, MD - PGRC	Q5S
	Rick Moreland 301.261.7366	
8/2-3	Bowie, MD - PGRC	Q5AMA
	Rick Moreland 301.261.7366	
8/24	Niagara Falls, Ont	
	Gary Gau 412.452.1325	
9/6-7	Westover AFB - NEPRO	Q5AMA
	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		
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	
12/19	Apopka, FL Tangerine	Q5AMA
12/20	Dennis O'Brien	Q4
12/21		Q5

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 Powermaster Nationals	Q5,AMA,Q4,F1
6/21-22	Wichita Fall	Q5(2),AMA(2),Q4(2),F1(2)
8/23-24	Houston, TX Space City	Q5(2),AMA(2),Q4(2),F1(2)
9/6-7	Ft Worth, TX Dan Tips	Q5,AMA,Q4,F1
9/27-28	Dallas, TX District Championship	Q5(2),AMA(2),Q4(2),F1(2)
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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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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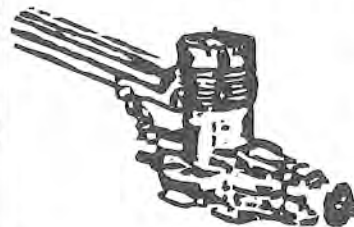
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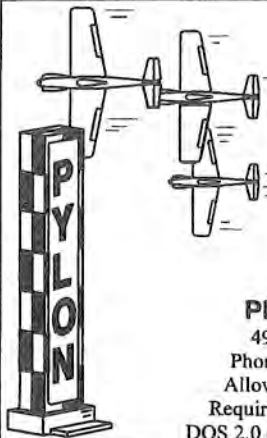
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