

The Pylon Racer's Official Voice



NMPRA

HIGH PERFORMANCE

National Miniature Pylon Racing Association

Since 1965

AMA Affiliated

February 98

Presidential Pontification

Vendetta Retro Kit

I have good news for those of you who have Van Baren Vendettas hanging on the wall. Pete Reed is offering a retro fit belly pan that converts your Vendetta to a Miss Ashley II. The pan modification has been approved by the Pylon Contest Board Committee saddled with the responsibility of trying to do the impossible. Elsewhere in the Newsletter is information on getting yourself the pan. Keep in mind that Pete did this for the group as a whole and certainly will lose money on the deal. The next time you see him thank him or buy him a pair of shoes.

From the reports I've received the 98 season is off to a great start with excellent attendance and weather at the Phoenix Q500 race, and the Las Vegas Q40 event. Hopefully the CD's of these events will send in results for us to publish. If you don't see your name in lights call the respective CD's and ask them nicely to report the race to their NMPRA District VP.

NMPRA membership required

Paul has asked me to remind those of you who haven't renewed your membership to please do so ASAP. We don't want you to miss any newsletters. In addition, if you plan to attend the Nats, NMPRA membership will be mandatory, so you might as well renew now. While we are on the subject of the Nats please remember that event entries are capped at 76 per event. It's published on the advance entry forms mailed out in November by the AMA but a lot of folks didn't notice it. If you plan to attend please enter early, before the events (especially Q500) fill up. We put the cap on so everybody who invested the time and money to make the trip will be able to fly at least four rounds per day, and probably more, weather permit-

ting. I talked to Mike Stokes (AMA Educational Director) at the Tangerine Race in Orlando, FL and he reports the course worker recruitment effort in the Indianapolis/Muncie area is going well. He's confident that course workers will be available, and competitors will not have to pull work details as they did the last two years. This is great news and we thank Mike and Steve Kaluf (AMA Technical Director) for their efforts to relieve us from working the course. The NMPRA has gladly agreed to pay gas and lunch expenses for the imported workers.

Cage testing - speed - rules ?

I was hoping all the divisive issues that we had to deal with in 1997 would clear the decks so to speak for an easy, pleasant 1998. Unfortunately, I don't think this will be the case. The infamous AMA sponsored barrier tests that precipitated the Waiver issue are still not successfully completed despite AMA expenditures in excess of \$50,000.00. This leaves the cage construction requirements still up in the air for a second year.

Whenever the tests are successfully completed, if they are, we will be back into a major rule writing controversy with potentially very expensive results. The Pylon Contest Board members of the Q40 "reasonable replica" committee led by Rick Moreland have worked hard to examine and approve in excess of 35 submitted designs for Q40. I feel this issue is behind us until the next time someone's interpretation of "reasonable replica" does not jive with another group's ideas on the subject. As I previously stated the big gripe about having to work the course if you wanted to compete in the Nats seems to be resolved.

My major concern for 1998 is dealing with the inevitable repercussions that will come from the completion of the barrier tests. A little thought on the situation shows two approaches to the problem of cage strength. You can beef up the cage or you can slow down the missile. Deciding how

much of either of these elements makes the right mix will surely start one hell of an argument. I'm still hopeful that our efforts to develop an electronic pylon course which would allow us to remove all the workers from the course will be successful. Maybe we should be glad the barrier tests are so late, with a little luck we might not need them.

A handwritten signature in black ink that reads "Vern".

DUES ARE DUE

If the year 1998 doesn't appear on your mailing label, this will be your last issue of High Performance. No back issues will be available.

NMPRA 1997 Financial Statement

Beginning balance 1/1/97		\$16,638.68
INCOME		
Advertising	3,406.50	
F1Q40 Championship Race	5,977.00	
AMA Nats	4,332.32	
Interest on accounts	1,045.51	
Membership, foreign	860.00	
Membership, flying	7,314.00	
Membership, non-flying	505.00	
Other	1,035.71	
Total Income		\$24,475.33
EXPENSES		
F1Q40 Championship Race	8,806.07	
AMA NATS	3,747.65	
F1 National Pts Trophies	462.16	
Q40 National Pts Trophies	462.16	
Q500 National Pts Trophies	1,212.16	
Administrative	1,637.12	
Donations	500.00	
Newsletter, postage	1,465.04	
Newsletter, printing	5,167.75	
R&D, Electronic Course	1,000.00	
Total Expenses		\$24,460.10
Profit (Loss)		15.22
Ending balance 12/31/97		\$16,653.90

Approved Q40 Airplanes as of 2/4/98

Dago Red	Lyle Larson	P63C Kingobra	Jim Gager
Folkers SK4	Pete Reed	Pole Cat	Duane Gall
Ginny	Archie Adamisin	Proud Bird	Archie Adamisin
Gr7 Kaze Killer	Jerry Small	Rivets	Dan Kane
Kelly F1D	Harold Sattler	Rivets	Norm Johnson
Loki	Harold Sattler	Stilleto Mustang	Rich Tocci V1-2
Loki	Jerry Small	Stinger	Duane Gall
Miss Ashley II	Rusty Van Baren	Strega	Lyle Larson
Miss Foxy Lady	Dan Kane	Swee Pea	Duane Gall
Miss RJ	Gail Jacobson	Swee Pea	Jerry Small
Napier	Fred Johanson	Thunder Chicken	Steve Baker
Napier	Lyle Larson	Vendetta	Bob Wallace
Napier	Kevin Matney	Vendetta org./Refit	Pete Reed
Nemesis	Vern Smith/Bill Hinant	Wild Turkey	Norm Johnson
Nemesis	Rich Tocci V1-2		
P51H Mustang	Bob Wallace		

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 - 10/17/93
421-F1-Jr	Matt Van Baren - 1:10.81 - 8/18/96
422-Q40-Op	Richard Verano - 1:02.42 - 4/27/97
422-Q40-Sr	Seth Tomblin - 1:06.16 - 5/17/97
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 - 1/14/96
428-Q500-Sr-2.5m	Seth Tomblin - 1:11.16 - 10/06/96
428-Q500-Jr-2.5m	Henson Bartle - 1:14.53 - 6/22/96

* applied for AMA Official Record

Q40 Engine modification clarification

Subject: Engine modifying Rumors are circulating that there are certain individuals who have been reworking their Quarter 40 engines. Grinding here and there, playing with port timing or whatever.

The purpose of this note is to alert you that this is not allowed by the rules, however, after reading the rule book I can see where you could be misled.

The rule book does not carry an important word in the engine section and that word is: "unmodified" where it describes engines for each event. (Page 90, paragraph 4.12. 422 Q-40)

The correct language is in paragraph 4.15. Q-550 and the first line states: "Engines used in this event must be unmodified, commercially available, etc, etc.

The current language in the Q-40 section was a carry over from when we were using the 15 sized engines and rework was al-

lowed. However, in late 93, Gail Jacobson submitted an urgent rule proposal to change the Quarter language to the same as the Quickie language so we wouldn't have to be buying two different engines for these events.

Of course this idea was scrapped when prop rework was still allowed in Quarter but that's a different issue. The important thing to remember is that this urgent proposal did pass and does not allow rework to Quarter engines. The unfortunate part is that this rule was submitted and approved between rule book cycles and somehow the correct language didn't get picked up by all those involved with rule book editing, including myself, with the results being omission of the key word, "unmodified".

I hope this clears up any doubt on this matter and thanks for your attention.

Wayne Yeager, Chairman, Racing Contest Board

It's official

The Urgent proposal written by Fred Johanson for Q-40 that we asked you to ratify in November has passed, and is now in effect. This will be added to the 1999 edition of the Competition Regulations. The proposal wording is included below for your reference.

Exact wording proposed for the rule book: The first two sentences of Paragraph 3.2 (page 89) are amended to read: 422-QM:

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 aircraft shall be allowed.

Steve Kaluf, AMA Technical Director

AMA Pylon Contest Board Members (corrected)

I.	(CT,ME,MA,NH,RI,VT)	Pete Reed, 49 Anvil Rd, Avon, CT 06001	860-673-7883
II.	(NJ,NY,EUROPE)	Ernest Nikodem, 407 Willow St, Lockport, NY 14094	716-434-8350
III.	(OH,PA,WV)	Dave Latsha, 1141 Columbus Ave, Apt 2, Lemoyne, PA 17043	717-737-7577
IV.	(DE,DC,MD,NC,VA)	Richard Moreland, 726 Hillmeade Rd, Edgewater, MD 21037	301-261-7366
V.	(AL,FL,GA,MS,PR,SC,TN)	Gail Jacobson, 6205 Rivercliffe Dr NW, Atlanta, GA 30328	404-705-8497
VI.	(IL,IN,KY,MO)	Jim Gager, 8425 Auburn Rd, Ft Wayne, IN 46825-3031	219-489-5060
VII.	(IA,MI,MN,WI)	Wayne Yeager, 15387 Forrister Rd, Clayton, MI 49235	517-547-4430
VIII.	(AR,LAL,NM,OK,TX)	Mike Helsel, 7 Still Meadow, Round Rock, TX 78664	512-244-2133
IX.	(CO,KS,NE,ND,SD,WY)	Duane Gall, 1267 S. Beeler Ct, Denver, CO 80231	303-671-5688
X.	(AZ,CA,HI,NV,UT)	Gary Hover, 16016 Ave 288, Visalia, CA 93277-9757	209-625-0325
XI.	(AK,ID,MT,OR,WA)	Tom Strom, 1420 SW 160th St, Seattle, WA 98116	206-246-4258

Large Selection of Digital Optical Tachs



- **Stable:** tachs never needs calibration
- **Models:** props, fans, turbines & combos
- **Safety:** 3+ feet from prop
- **Sensitive:** good on cloudy & sunny days.
- **Resolution:** 10 & 100 rpm tachs
- **Speed:** 10 rpm tachs - 90,000+ rpm
100 rpm tachs - 100,000 rpm
turbines - 150,000+ rpm
- **Accuracy:** 1 rpm from -10°C to 70°C
- **Flexibility:**
 - 2/3 blade sw for prop tachs.
 - magnetic & optical sensors
 - remote sensors up to 100'
 - hold sw. to hold last reading
 - 9V battery & custom options

Endorsed by
Clarence Lee & Bob Aberle

New Switchable Resolution Tach - 10/100 RPM

The new model PT10S is a refinement and a replacment for the model PT-10 which was developed for the unlimited racing class. Often while an engine's fuel mixture is being adjusted it runs a little rough, and therefore the 10 rpm digit jumps around a bit, becoming a distraction. So this new tach was designed to have a 100 rpm resolution as its default mode to allow rock-solid readings while the engine is being adjusted. As the engine's speed approaches its peak and smooths out, the tach can be switched to 10 rpm resolution for fine adjustment to the peak rpm by simply depressing a small push button on the side of the tach and holding it. A slide switch option is also available.




Order
Now
Only
\$99.95

A TACHOMETER FOR RACERS tnc@ulster.net

TNC Electronics - 2 White's Lane - Woodstock, NY 12498 - Tel: 914-679-8549 - Fax: 914-679-5542 - <http://www.ulster.net/~tnc/tncweb.html>



District News



District 1 - Dave Ferrell

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

I hope all of you had a good Christmas and survived the New Year. As you can see, I got re-elected as your representative again. Thanks for the vote of confidence. I think I was able to help out on the scheduling of races between the Northern and Southern sections of the district this year.

There has been a lot of talk on the "net" about the development of an electronic course to get the workers out of harms way. I feel there will be a rude awakening when this comes about. I have talked to a lot of CD's and course workers and one of the points we try to make is, *if you have to think about weather a plane has cut or sliced, give it to the pilot.* I was told of one race where all four planes *could* have been called a cut on pylon 1, about lap 4, but the *if you have to think about it rule* came into play and no one got a cut. Besides, they were in a pack for ten laps and it was one heck of a race. If the truth were to be known, for every cut you get, you probably got three or four freebies throughout the day. With the electronics, there will not be any freebies. When a pilot wants to argue a cut, I will have a table over by the fueling station with a mechanical man that the pilot can complain to.

I made my first trip to the Phoenix Winterfest this year and would like to congratulate the Pro-Flyers and CD Jim Allen for a fine contest. There were five rounds flown by 3 PM Saturday and six rounds flown by 3:30 PM Sunday. I had three firsts at this event; 1- my first trip to Phoenix, 2 - my first time hitting a pylon pole and 3 - my first time losing three planes at a single event. I have never seen as much attrition at a race as there was at this event one. I lost count after 19 plus planes went down. Two pilots forgot to turn on their radios, three wings failed (one was a composite), four or five with radio failures, several mid-air's and the rest just pilots flying their planes into the ground around pylon's 2 & 3. After I lost my 3rd plane on Saturday, I proved that I was second to none as a lap counter Sunday. I had a wing failure (an older plane with 90+ flights on it), #3 pylon pole hit and radio failure by Saturday night. So I worked the lap counter cage Sunday. All in all, a bad day at the races beats a good day setting home watching TV.

Sat. 1/17/98 31 contestants

1. Chip Hyde 1:10.70	1. Gary Schmidt 1:09.60
2. Gary Schmidt 1:08.90**	2. Dave Ficacell 1:14.90
3. Travis Flynn 1:12.70	3. Jim Allen 1:08.50**
4. Jim Allen 1:11.40	4. Jim Eide 1:18.00
5. Dave Ficacell 1:12.10	5. Ray Davis 1:17.70

The Pro-Flyers will be holding their F1 & Q40 race Feb. 21 & 22. Jim Allen told me that they would try and have belly pan add on's for 97 Vendetta's at this race. Even if they don't, they are going to allow the Vendetta's to race. To me this is only right, allow a Warrior to die a Warrior's death, racing!!

Bank-n-yank

Dave

District 2 - Darrol Cady

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

Words cannot describe the feeling of Pegaso. Club Pegaso is located outside of Mexico City, in an area called Taluka. You know you are in for a treat, when as soon as you go through the customs gate, there is a van with a driver waiting to take you to the Hotel. We were picked up and greeted by Juanie Blake, Luis' lovely wife. Our airplanes left in one vehicle for Club Pegaso while Rhonda and I were taken to a Hotel, to get ready for dinner.

We spent Wednesday being tourists and seeing some of the many sights in Mexico City. Juanie and Monica de La Vega were our hosts and tour guides. We had a ball. The big Catholic Church in downtown Mexico City rivals the Hearst Castle for being spectacular.

Back to modeling. On Thursday I couldn't stand it any more, I had to see Club Pegaso. I had heard of it many times, and had been told of its many features. Words cannot do it justice. Every detail has been carefully looked after. Out houses, not a chance. The sanitary facilities put McDonalds to shame. Just a note on the necessary things. On my first day at the field, I was making problems for myself, and doing a great job of it. At about 2:00 Luis called me from the clubhouse (about 3000 sq. feet with all amenities) for lunch. I thought there would be a sandwich and a soda. Not exactly, when I went in the clubhouse, there was a table set for 15, with linen and china. We were served a sit-down lunch with cooks and waiters. This is class.

This is truly a Country Club, with out golf clubs. There are modeling amenities every where. The attention that has been paid to safety is amazing. Even the pits are covered by a chain link dome. The racing equipment far exceeds anything that AMA could come up with. Each cage was self supporting and would take a hit and not injure anyone inside. Defiantly to the point of overkill. All of the race courses were permanently laid out and hard wired in. They changed the course three times on Sunday. Two times for wind direction and get this, once because the sun was in a bad place. They are so organized, that the course would change so quickly, that we didn't even notice a slowdown in the race. Less than five minutes to make all the changes, and get back to racing. Workers, no problem. They are all employees of Club Pegaso. They do not complain and have no favorites. They don't care who wins, they only do their job.

The contest was run by the AMA book, and we had wonderful racing. You have never been to a contest with better organization. The 8,000 foot altitude was a little concerning at first. It didn't take long to figure out that it was the same for everyone and it didn't make any difference in the racing, only the times. Richard Verano set fast time and a new Pegaso record of 1:12. It looked like a 1:05 anywhere else. The extreme rearward C/Gs did create some problems, and the demise of a couple of Miss Ashley II's and a Wild Turkey. It is all part of the learning curve. We had a good bunch of "Gringos" in Mexico. Everybody had a good time and respected the customs of our gracious hosts. I feel that we are generally polite, but I almost felt like a "New Yorker". It took awhile to understand the customs of all the hugging, but it is a nice custom. There is a lot more touching in their country, and it feels good. You get a feeling of closeness that you don't get in the US.

Be prepared, I am going to start promoting an NMPRA Championship Race in Taluka at Club Pegaso. They have the facility and the expertise to run a World Class

NEXT ARTICLE

DUE DATE

March 18



District News



NMPRA Championship Race. The experience they have is that this past summer they ran the World Championships for model cars (A complete RC car facility is also part of Club Pegaso). This modeling facility is Mecca for a modeler. It is worth the trip just to tour it. It shows that Muncie is in its' first stage of development. Club Pegaso is much more spectacular, and user friendly. Try this. Two complete playgrounds for the children to play on. Tired of flying? How about a little tennis on one of the two full sized courts. Or maybe a little Basketball? Full court. You just have to see it to appreciate this beautiful Club Pegaso. More on this later,

Darrol

District 3 - Randy Smith

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

Greetings guys and gals. As I usually state in my winter columns for this newsletter, there's not much new to report. Some of the die hards are participating in the local Club 20/Quickie racing held here in Calgary every second weekend. This keeps both the flyers and the hobby dealers busy.

I would like to comment on Dave Shadel's thought provoking article printed in the last newsletter. If you recall Dave offered up for discussion within our districts the idea of awarding contest trophies based on a set of flyoffs which have the pilots grouped by their fastest heat time after five rounds. For example, if there are 16 entries in an event, after the days five or six rounds of racing is complete, the top four fastest times would fly off for first place or the "Gold Race". The next four fastest would compete for the "Silver Race" etc.

The more I thought about this and how it might apply to our district, the more excited I became. This particularly interests me in our entry level Quickie event where the top three trophies seem to be regularly dominated by the same guys all the time. The rest of the pilots regularly show up for a weekend worth of good racing but rarely experience the joy of taking home a trophy. This system spreads the wealth around a bit by offering those guys who often compete against each other at their own level, a chance to have bragging rights. This system

also promotes the true spirit of entry level racing.

I offered this idea up for discussion within our district. Generally it was received with a great deal of positive feedback. Those who were against it argued that it no longer rewards consistency of racing throughout the day. That is, a guy could have a couple of zeros due to cuts or no-starts and still turn a blistering time as one of his qualifying heats in order to make it into the fly off. Further, it doesn't recognize truly the fastest and most accomplished pilot. Although I agree with these statements, I think the benefits to promoting growth in pylon racing and the potential for attracting new pilots far out weighs some of the injustice done to the veteran racer. I would like to see



Newly approved Loki, designed and kitted by Harold Sattler, owned, operated and displayed by our District 3 VP, Randy Smith.



our clubs try this fly off system in our district Quickie races this year. We won't fully understand the pros and cons until it is put to the test.

As for Q40 and Formula One, I believe these are events for the serious competitor who spends a lot of time and effort to achieve that number one position. For this reason, I think we should stay with the traditional total heat points method of determining the winner along with a fast time for the day. This will award the pilot who can consistently set his engine and fly a fast course without cuts. Thank you Dave, for presenting a little food for thought. It's nice to see a guy who is in the ranks of the world's best still thinking about the beginner and the future of our sport.

I would like to announce that the Canadian designed Loki Q40 has been approved for competition within the NMPRA districts. A letter of confirmation was received January 2, 1998 from Rick Moreland. One of the original Loki prototypes was flown to a time of 1:06 at the Whittier Narrows race in the spring of 1997. The kit is commercially available from H&M Racing Inc. A competition kit with hardware and vacuum bagged, sheeted foam wing panels and carbon fiber reinforcing is available. Take note, your American dollar goes approximately 40% farther in Canada right now so take advantage of this excellent kit and value for your money. No need to spend big \$\$\$ on a composite kit. As you might expect, the Loki is the design of choice within our district and has proven to be a sleek looking, fast and fun Q40 model. For those of you with computers, you can see the design and check out H&M Racing at <http://www.superminnow.com>. For those of you still living in a cave, contact Harold Sattler at 306-445-9348.

See ya at the races. In the words of country singer Clint Black, "Nothin' but the tail lights....."

Rapid Randy

District 4 - Mike Sperry

1614 11th St, Cody, WY 82414
(307) 587-5870
E-mail: sperrym@mail.nwc.whec.n.edu

Missed the Las Vegas race for the first time in many years. For those of you who haven't been to this contest it's a 10 and I recommend that you go in the future.



District News



I'm just about finished with a new F1 for Phoenix. It is my first attempt at vacuum bagging a wing so I am anxious to try it in the air and see how it works. It is a negative reflex Eppler airfoil that I plotted from the internet. I don't know if negative reflex is the right terminology, but it turns up at the trailing edge opposite of undercamber. From what I read it should be less drag but I don't know what to expect or how it will fly. I think it would be interesting if one of our aviation, engineer type members would write about different airfoils and design principles to help a hacker.

Looking forward to a new racing season, been doing a lot of bench racing and building so I'm ready for the flag to drop.

Mike

District 5 – Terry Frazer

2306 Meadow Ridge Ct, Wheelersburg, OH 45694
(740) 574-6840

I would like to say thanks to all who voted for me for District 5 VP. The racing season is just around the corner and I hope you guys and gals got a lot of airplanes for Christmas. For some of us we just keep finding races to go to in the winter.

I just got back from Las Vegas for the Quarter Midget Race and wow, what a race. My wife Sandi and I went on Tuesday before the race just to see the different sights. Wednesday Mike and Lucia Condon, Marcus and Rhonda Blanchard, Ray Hendricksma and Sarah Benham flew in and on Friday we all went to the Hoover Dam, what a nice place to visit.

The race got started Saturday morning with no wind, sunshine and warm temperatures. We flew five rounds on Saturday and three rounds on Sunday. The finish – Travis Flynn 1st, Terry Frazer 2nd, David Wright 3rd and Ray Hendricksma 10th.

The twelve fastest guys flew in three groups of four for the Gold, Silver and Bronze classes. Gold Class winner was Terry Frazer, Silver Class winner was Stu McAfee and the Bronze Class winner was Scott McAfee. Each class was a Calcutta type race with the pilots being bet on. Mike Condon bet on me. Thanks Mike. I would also like to thank my wife Sandi for calling for me, she is real good guys. Fast Time went to Lee Von Der Hey, 1:06.20 and Best of Show. Wonder how that happened.

Mike Condon, President of the CAN/AM Pylon Society, had a CAPS meeting at Michael Dominic's in Columbus, Ohio on January 17th, 1998. Forty-two people were present for dinner and awards. After we had a great dinner, Mike opened the meeting and gave out trophies to Caps Q500 Standard Class Champion, Joe Lemley, Q500 Expert Champion, Craig Grunkemeyer, Q40 Champion, Terry Frazer and Caps overall Club Champion, Terry Frazer. Then Terry Frazer took the floor and gave out the NMPRA National trophies to Craig Grunkemeyer for Q500 National Champion, Terry Frazer-Q500-7th, Paul Seiden-Q500-21nd, Todd Bailey-Q500-22nd, Terry Frazer-Q40-3rd, Mike Condon-Q40-18th and Rex Knepper-Q40-19th.

I bought some plaques to recognize some people that did an outstanding job for District 5 and the CAPS. They are: Brenda Holbrook, Flagger Babe, Karl Tholen, Matrix Man and Mike Condon, Man of the Year.

Mike Condon sold raffle tickets on a Lyle Larson Napier Composite kit at \$20.00 each and sold 20 tickets. The profit went to the CAPS. Terry Frazer won the kit. Anybody want to buy a kit?

In closing, I want to say get well to Rex Knepper. He had surgery and is recovering quite well.

District 5 clubs are requested to mail their race schedules to "The King".

*Till next time, S/R Racer
Terry*

District 6 Richard Moreland

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

As usual I'm the last minute Charlie with this month's article. I have got more projects to juggle than I have got hands.

Went to the Tangerine again this year, and as usual had a great time. I would like to thank Dennis O'Brien who had worked his butt off to construct new cages and course equipment and ram rodded the whole show to make this year's contest even better. The weather was great and like last year we seemed to be between weekends of rain. This was the first time I had seen more Q40's (37) entered than Q500's (34). My

partner and myself unfortunately left for home with more room in the car than we came down with. Vern had a mishap with a small lake and a midair and myself with a radio failure, resulting in a rather harsh landing against some of Florida's finer vegetation, at least I didn't have to wade out to retrieve my junk.

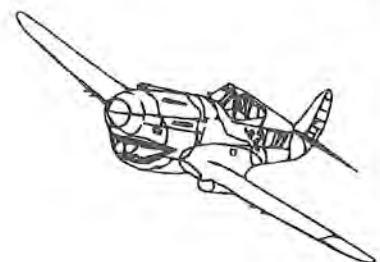
We missed Lloyd Burnham and his wife at the Tangerine, seems Lloyd was all packed and ready to go when he slipped on some ice at home, fell on his wrist which resulted in shattering it. Lloyd had to have reconstructive surgery, which required several pins and screws to get it back together. Lloyd says everything went fine and is expected to make a full recovery after being placed in a cast for several weeks.

As usual the 6th District was well represented, seems many of our friends don't need much of an excuse to get out of the cold weather and head for Florida. It is one of my most looked forward to races of the year for me, good weather, seeing old friends and having a great race. It doesn't get any better than this. Those who have never gone to Florida in the winter to race should put this contest on your schedule for 1998.

Seems all three engine manufacturer's have stepped things up a notch for both Q40 and Q500, with either totally new engines such as the Nelson, or new piston and liners in both the Jett and Edmunds 1998 version engines. All three engines are making considerably more horsepower. Looks like you are going to have to spend some money to be competitive if you're running 1997 equipment. What's worse, everyone is going faster, just what AMA and the insurance company wanted to see. These speeds are being looked at very closely by AMA, 190mph+ for Q40, 175mph for Q500. Don't be surprised if something happens in this area for the 1998 season.

Please note the date changes on the race schedule from last month. It seems I not only can't keep my airplane out of the woods, I can't type either.

Rick





District News



District 7 Gary Freeman Sr.

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

Now that the holidays are over, it's time to start thinking about racing again. The 1997 Tangerine race proved to be another success. The credit for this success goes to SEMPRA member, Dennis O'Brien. He took countless hours with and without help to design, obtain material and fabricate the new race cages used by the Apopka club. I know Dennis spent every weekend for over three months prior to the Tangerine working to get things ready. Let us not forget Dennis did this in addition to organizing and advertising the Tangerine.

Moving on to racing action we go back to TRACs in November. This was our first race for 1998 and the 1997 Championship race. Wayne Smith and his crew did another outstanding job. Some of the season's best racing happens at a Championship race and TRACS was no different. When all the fumes settled, Wayne presented the awards.

I want to thank each Tangerine entry for attending. If you will recall, the weather during December for Central Florida was WET, with 20 inches above normal. The weather during the Tangerine couldn't have been better and was best described by NMPRA President, Vern Smith in a conversation I was having with him. Vern and his wife Betsy came to Florida during December and as he stated, "I didn't realize how much pull you guys down here had for good race weather until I saw the only nice days were our race days".

*Enough for now
Gary*

TRAC District Championship Race - 11/8-9/1997

Tampa Radio Control Aircraft Club hosted the District 7 NMPRA Championship on November 8-9, 1997. Morgan fuels again sponsored this event by providing the fuel. The weather was cool, clear, sunny and winds ranging from clam to breezy. This proved to be excellent for this race.

Volunteers from the club manned the score keeping, concession, registration and the course, that helped make this event run smoothly. All of you deserve a "Thank You"

from the board and the club for your support and contribution to this event. A very special thanks to Nancy Telford, Bob Beaudette, and Roy North for assisting the TRAC Club since they are not members.

On Saturday, 26 contestants competed (3 std, 1 adv, 22 exp). The day started out cool and calm. The times were a little slow compared to prior events, but this changed as the event progressed. There were a total of four heats where the fast time in each heat was 1:08 or lowers. These pilots were flying the course very tight as evidenced by these times. Congratulations to Gary Freeman Jr., Ray Brown, Tom Jenkins and Charlie Poulton for accounting for these excellent times and their excellent flying.

In the Standard class, Randy Greenfield (fast time 1:36.19) finished first followed by Richard Rosenberg, and Jason Burnside (his first race). Rolando Perez (where are the Advanced fliers was his cry) swept the Advanced class with a fast time of 1:27.72. Expert class saw Gary Freeman Jr. (fast time 1:07.79) finish first. Ray Brown, Cliff Telford and Pete Rickard had a flyoff for second and finished in the order just mentioned.

On Sunday 27 contestants competed (3 std, 1 adv, 23 exp). The pilots had sharpened their skills (Saturday) with a fast time or lower of 1:07 in each of four heats. Again excellent flying produced these results and congratulations go out to Gary Freeman Jr., Don Moody, Tom Jenkins and Ray Brown for these excellent flights.

Since this was the second day for accumulating NMPRA Championship points, all the contestants were fiercely competing in each heat. In the Standard class, Randy Greenfield (fast time 12:28.53) finished first, followed by Richard Rosenberg and Jason Burnside. In the Advanced class, Rolando Perez again took on all newcomers and completely swept this class with a fast time of 1:23.87. Expert class finished with Gary Freeman Jr. first, Cliff Telford second (tied for first but decided not to flyoff) and Joe Llanos third. Fast Time was flown by Ray Brown, with a 1:05.94.

After compiling the NMPRA points for the two days of racing, the following pilots are the District 7 Champions: Expert - Gary Freeman Jr., Advanced - No NMPRA member, Standard - No NMPRA member.

Gary beat out Cliff who was trying for his fourth consecutive championship. Congratulations to Gary Freeman Jr. and to all the pilots that competed.

As with every pylon race that TRAC has hosted, I am impressed with the style and competitive spirit of the NMPRA/SEMPRA pilots. As with all competitive events contestants do not always agree with the calls made by the judges. Judges may not always make the correct call, but ultimately a judgement call has to be made and it may or may not be agreeable to the pilot contesting the call. Those of you that had reason to question a call (very few) did so in a professional manner. On behalf of the course workers and the TRAC club, I extend my appreciation and thanks for everyone participating in this event and for making this event enjoyable for the workers and pilots. Looking forward to seeing more of you next year.

CD, Wayne Smith

Tangerine - AMA 428 Friday 12/19/97

December's weather was nothing but rain coming into the 1997 Tangerine, but on test day the pilots couldn't have asked for better. The course was set up including the new safety cages built by Dennis O'Brien. These cages are built to the same specifications used at the NATS except Dennis added a double wrap of fencing on all upper portions of the cages. Thanks go to Dennis.

The event drew 34 entries from all over the country including Georgia, Oklahoma, Florida, Pennsylvania, New England and Nevada. We had some early morning fog to content with and some pilots decided to test fly and try to keep the plane below the fog. Some did ... some didn't. What a sight watching everyone looking for a racer they could hear but not see. The pilot did exactly what he should have and held full up to keep the plane looping and hopefully see it when it came below the fog. Unfortunately, the plane did not survive.

The workers went out to the course and Dennis O'Brien was the designated starter. He maintained a well organized flight line and kept the race moving. Fuel was supplied by Morgan Fuels as they did for all Tangerine racing. Thanks go to Fred Morgan and Fred Lewis.

Once underway, the Tangerine did not disappoint anyone. As expected, the racing was close and fierce. Low teen times were normal and not the exception. As the day came to a close there was a four-way tie for first place. The pilots were Terry Frazer, Ray Brown, Bruce Richmond and Bob



District News



Brogdon. When the checkered flag dropped, it was Atlanta's Bob Brogdon who took first place. Congratulations Bob. Fast time for the event went to South Florida's Rocket Ray (the propman) Brown with a 1:10.07. The top five finishers in order were Bob Brogdon (1:16.83), Bruce Richmond (1:15.23), Ray Brown (1:10.97), Terry Frazer (1:13.42) and Dub Jett (1:16.23).

Thanks to all contestants that came to "play". Plans are being developed for the 1998 Tangerine and we hope to see all of you then.

CD Gary Freeman Jr.

Tangerine - AMA 422 Saturday 12/20/97

Another Tangerine Pylon Race has come and gone and were we lucky. The weekends before and after the races were rained out but we had four days of beautiful Florida sunshine for the races. Our Contest Director, Dennis O'Brien did a great job of pre-planning, built new pylon cages for the club (RCACF) and took care of all the odd jobs that make a successful race.

QM40 had thirty-seven entries on Saturday, the most ever, and more than enough workers showed up to work the race course.

In the practice session on Thursday it appeared that Dub Jett, Lyle Larson and Bruce Richmond would be hard to beat. Alas, it was not to be. Only Richmond had a contest that matched the practice sessions. Larson had two collisions, a flameout, a double cut, won his round five heat with a decent time of 1:09.7, but had only four points for the day. Jett won his heats in rounds two and three but took zeros in the rest for a total of eight points. Ray Brown was the fastest with heat times of 1:05 and 1:06 but took a zero in the first round with a nose over on takeoff because he forgot to turn on the transmitter. He won his four other heats.

At the end only Bruce Richmond and Ray Hendricksma had perfect scores. Bruce cut pylons two and three on the first lap in the flyoff allowing Ray to cruise to an easy victory for first place. Texans Richard Oliver and Jerry Small were tied for third with 19 points but could not flyoff because Richard was already packed for his flight home. Small graciously agreed to concede third place to Oliver who had a best time of 1:08.5 to Small's 1:09.5.

There were some great races but it appears that the QM40 event is beginning to

resemble Formula One. Victory does not always go to the swift. To win, one must finish all of his heats and win them. One mistake can cost three or four points and five places in the overall finishing position. Many fast flyers just can't keep it all together for five rounds without a mistake. This gives hope to the flyers who may be a little slower but consistently get the most out of themselves and their equipment in every heat.

Congratulations to Ray Hendricksma for a well deserved win.

CD, Cliff Telford

Tangerine AMA 424 SEMPRA Sunday 12/21/97

The 1998 SEMPRA Q500 season started out in a really big way with fifty-five entries signed in to compete at the 30th annual Tangerine International pylon races at Orlando, Florida. Participating competitors were in a position to garner lots of points based on the entry numbers, should they finish in the higher positions. Excellent flying weather greeted us on race day, just as it had for the previous two days of competition, which included AMA 428 and QM40. I might add that the preceding week and a half had been solid rain, which wiped out the Tangerine pattern event, and the weekend following pylon, the rains returned threatening the scheduled Nite-fly and Air Show. I guess this clearly shows which event the good Lord enjoys!

The only glitch encountered for the SEMPRA race occurred in the form of a computer problem during the generation of the matrix. This was brought to light after all the heat cards had been given out, and required re-entering all entrants names and frequencies, and re-running the matrix and the participants heat cards. This procedure took over an hour, and this being the shortest day of the year, we knew we would be hard pressed to get in five rounds of racing, and any potential fly-offs. As it was, we were only able to get in four rounds of racing, and as the sun was setting, we completed the fly-off for the three top positions in the expert category. With forty-two competitors registered in this class, the final outcome was Bruce Richmond in first place in addition to fast time honors of 1:07.54. Dub Jett copped second place with a fast time of 1:12.60 and third place fell to Bob Beaudette with a time of 1:16.02.

The intermediate class only contained two entries, and found Rolando Perez taking top honors with a time of 1:24.02, while Jay Curtis won a very close second with a time of 1:25.08. I might add that both of these gentlemen are flying times better than some of the experts!

The novice (standard) class had a total of eleven entries and they finished as follows. The top man was Robert Tetro with a fast time of 1:47.24. This was Roberts's first race ever, and he deserves a big hand for his winning performance. In second place was Rich Rosenberg with a fast time of 1:46.43. Rich is one of the "senior age" racers on the circuit and I can definitely relate to this group! Rich always hangs in there and is not afraid to mix it up with the big boys. Finishing up in third place was Jason Burnside, one of the young up and comers, with a fast time of 1:48.83.

I would like to mention two more new competitors to the racing scene who chose to debut their skills at the Tangerine, that being Bob Cherry and Chris Mahnken out of the Sanford, FL area. Chris unfortunately tore up two aircraft in the heat of battle and I hope this doesn't sour his interest in racing. Bob managed to keep his aircraft in one piece, and as the day progressed, seemed to become better and better at staying on the course, while mixing it up with some of the hot dogs for several laps. Hope to see both of these gentlemen at future contests. Hang in there guys!

In closing, I would like to thank all the RCACF workers who made this years Tangerine pylon event such a huge success. A special thanks must go out to Nancy Telford and Darlene Beaudette for their hard work including most all paper work, registration duties, round announcing, score keeping, accounting and all the other chores they handled during the three days of racing.

Further thanks must go to Bob Beaudette for the use of his course communications system as well as his computer system and his expertise in their operation. Last but not least, thanks to Ray Brown for transporting all the aforementioned equipment (see Ray, I didn't forget!).

Hope to make next years Tangerine event better than this year and have already started working on just that. See ya then.

CD, Dennis O'Brien



District News



District 8 – Damon Darnall

6200-214 Pershing Ave, Fort Worth, TX 76116
(817) 763-9303
E-mail: tmfubar@swbell.net

The NMPRA District V111 meeting will be held on February 7, 1997. This meeting will have already happened by the time you read this, so next time I'll fill you in on the goings on.

We've had a great 1997 and look forward to a fantastic 1998. A long winter to build and the settling of the QM-40 rules should result in an even larger number of ever growing QM-40 pilots as well as the exciting new designs that will pop up every season. (Hopefully, Jerry Small, Norm Johnson, and Rich Tocci have been busy.) Dan Tips also is in the process of kiting a very competitive Q-500.

This year, hopefully, the sportsman class will continue to grow and we'll see a few of those guys move up. For information on last year's District VIII standings or a list of this year's race dates, please feel free to contact me.

Til next time, have fun!
Damon

District 9 Luis Garcia Blake

Palmos 735-406, Lomas Barrilaco
11010 Mexico DF, Mexico
(525) 596-2739 E-mail: lgb@pegaso.com.mx

Pegaso Q500 428 - 12/13/97

1. Luis Garcia Blake	1:21.94
2. Jaime de la Vega Grajales	1:22.34
3. Gustavo Pastrana Cazares	1:31.06
4. Manuel Rico Sanchez	1:27.97
5. Ernesto Mendez Y Jauregui	1:40.78
6. Dave Shadel	1:20.80**
7. Norm Johnson	1:24.30
8. Rusty Van Baren	1:24.44

Pegaso Q40 422 - 12/14/97

1. Jaime de la Vega Grajales	1:17.92
2. Luis Garcia Blake	1:17.20
3. Pedro Marin Lugo	1:20.35
4. Jose Calderon Gallegos	1:23.34
5. Darrol Cady	1:15.62
6. Emilio Lopez Rodriguez	1:21.54
7. Richard Verano	1:12.53**
8. Manuel Rico Sanchez	1:33.06

Pegaso Q500 428 - 12/14/97

1. Dave Shadel	1:24.54**
2. Salvador Barrios Chavez	1:26.74
3. Jose Barrios Chavez	1:28.68
4. Luis Garcia Blake	1:26.72

5. Jaime del la Vega Grajales	1:32.98
6. Gustavo Pastrana Cazares	1:32.70
7. Manuel Martiarena Alamo	1:40.51
8. Pedro Marin Lugo	1:30.19

Luis

2. Bruce Richmond	7. Jerry Salisbury
3. Richard Oliver	8. Drew Telford
4. Jerry Small	9. Trey Farran
5. Rick Moreland	10. Pete Reed

Quarter Midget Bob Beaudette

8442 NW 47th Dr, Coral Springs, FL 33067
(954) 340-5437 RE-mail: bobbqm40@earthlink.com

Hi Quarter 40 Guys. Bob Beaudette conned me into this months newsletter, said he was out of things to write about. Well Daaa, it ain't easy Bob or everybody would be doing it.

The Tangerine is a done deal for another year. Thanks to Dennis O'Brian (CD) and his gang of workers for a great race. The race was the weekend before

Christmas and the weather could not have been more perfect. Pattern was the weekend before and was a washout; just proving that GOD is a PYLON RACER.

There were 38 entries; every heat was like a fly off, and man there were no freebees here. There was a contest within the contest, "tree landing", some even practiced the day before. Oh ya, I won. The trees, landing from 2 & 3, grow (about 10 feet) every year. They eat airplanes, cause Elvis sightings, and have been called discouraging words. I won't name names; Rick, Ray, Bob, Lyle, but I showed them by clipping the top of the tallest pine, spinning down to the ground, and not even breaking my prop (Good clean living). I refueled, went to the line, and won the next heat.

The competition was tight, and a clean race, with no cheap midairs or mid-grounds. Terry Frazer would be pissed if I didn't mention that Lyle cut his rudder in half; Terry won and Lyle landed with a broken Prop (Terry was flying a Lyle Prop).

The site for the Tangerine is a great place to hold a race, there is plenty of room to fly and the workers are great. They have a trailer to take you to and from the flight line to keep the heats clipping along.

The new Dub Jett engine looks strong and it even made Jerry Small look good. A new piston material I was told (Dub, old friend, I will never test fly a new V-Tail when you are in the area again). The standings were:

1. Ray Hendriksma	6. Ray Brown	1:05.56**
-------------------	--------------	-----------

These next few months are most likely non-flying times for many until spring arrives. It's time to build (or Buy like Mike) up inventory. You can never have too many airplanes. This is also the perfect time to have those radios and batteries checked out and send your engines that were crashed in for a checkup.

Remember to enter the NATS early this year, the entries are limited to 76 contestants per event this year (is 75 divisional by 4?). Mike Stokes with AMA has secured workers from clubs in the Indianapolis area to work the racecourse. This should cause an increase in entries coupled with being able to come fly your event(s) and leave.

Quarter Forty started out shaky at best when it replaced the 15 class several years ago. Rule change after emergency rule change discouraged some would be Quarter Forty pilots the first couple of years. This year Quarter Forty has come into it's own as the premiere event in racing. With entries up and local clubs adding Q-40 to their schedules along with Quickie, why not? The planes look good, and are easy to build, they fly well, and the engines are easy to set. The design wars are over thanks to the approval committee headed by Rick Moreland. No one design has proven to be dominant over any other design. On any given day, it comes down to props and thumbs.

There are Three engine manufactures that provide engines for this class of racing and they have all won contests. Quarter Forty kits are available in several configurations from conventional foam wing cores and glass fuses, to manufacturers that offer a composite wing. The composite wings make building a snap once you get over the sticker shock. These wings are ready to bolt on out of the box and don't even require painting if you are in a hurry. All that has to be done, is just stick on your race number and the wing is ready to go.

Well Bob, you're off the hook for another month. See Y'all in the spring.

Jerry

I would like to thank Jerry Salisbury who has graciously written the Tangerine Race report. He does it in a way that I think we would all agree is uniquely Jerry. The Tangerine, this year was awesome. We had a wonderful time. Dennis O'Brien and his crew did a superb job of organizing this



District News



event. First class all the way. Thanks Jerry. I'm sure the membership will enjoy.

*See Ya
Bob*

Quickie 500 - Cliff Telford

1512 S Greenleaf Ct, Winter Springs,
FL 32708 (407) 359-9958 Fax: (407) 359-5063
E-mail: cliff racer@aol.com

Congratulations to Craig Grunkemeyer who is NMPRA Q-500 Point Champion for 1997. Craig earned 690.2 points for his best seven races. The Top Twenty-five flyers should have their NMPRA awards by this time. If not, please contact Vern Smith.

Some discussion has occurred on the internet and in other forums about slowing down our pylon airplanes for safety reasons. I would like to add some food for thought that slowing the airplanes down might be a good idea for another reason: The airplanes

are going so fast that it is not humanly possible to run every heat fairly. With lap times in the six second range it is sometimes impossible for cuts to be observed by the course worker, called in to the starter, relayed to the lap counter, and posted within one lap. The confusion on the flight line often means that the wrong flyer wins the heat. If more than one cut occurs on the same lap confusion reigns, arguments ensue, and reflays take place. The flyers feel cheated and the course workers become so frustrated that they never want to work the course again. I have witnessed all of the above as a contestant, course worker, and Contest Director.

So what can be done to resolve this problem? We could make the course longer or wider or slow the airplanes down by some method. We now have four AMA-FAI events wherein the airplanes are flying at almost the same speed so whatever solution is employed should apply to all four events. Perhaps the problem will go away when we start using an electronic timing system, but that seems a long way off and the airplanes

are going faster every year. Those of you who have been Contest Directors know how hard it is to recruit and retain competent course workers. Shouldn't we do something to make their jobs a little easier and the racing more consistently fair?

Cliff

ORIGINAL VENDETTA RETRO FIT KIT

Fiberglass belly scoop (pan)

\$15.00 + Shipping

Contact

**Pete Reed
49 Anvil Dr, Avon, Ct 06001
860-673-7883**

1998 NMPRA Championship

Form 1 & Q40

*Must pre-register by Oct. 1.
\$50.00 one event, \$80.00 both
Limited entries per frequency,
so register early!, Thursday,
practice with pylons up.*



SPONSORS

Merced County RC

**October 9, 10, 11
Castle Airport, CA**

**Race Headquarters
TBA**

**CD - Dave Ferrell
1565 Echo Dr.
Merced, CA 95340
(209) 722-0655
pylonflyer@aol.com**

Sky Harbor RC Presents

Mike Del Ponte's *Revolution V-Tail Q-500*.

Fits all .40 size motors. Handcrafted custom ARC. Lightweight pre-built fuse. One piece sheeted wing with epoxy and carbon fiber reinforcing. A Predictable racing plane, yet a stable and docile sport plane. Building and set up details included. **\$135.00 + shipping**

NEWS FLASH!

- *Revolution V-Tail* dominates the 1997 National Championship at Muncie, IN.
- Top AMA Pilots fly the *Revolution* to 1st, 2nd, 3rd, 5th, 9th finishes.
- Roy Andrassey from Canada sets **fast time 1:10** with *Revolution*.
- Richard Verano takes **1st Place** in all 4 Pylon events! Named AMA "Category Nats Champion - RC Racing Pylon."

Many Imitations But Only One Revolution!

Made in the U.S.A. In Stock Now. Order Yours Today!



Completed airplanes covered in monokote also available.

Modified P-51 Reno Series

Free Color Brochure Easy Built Kit \$175 ARC Kit \$325

Sky Harbor RC
 Phoenix, AZ USA • 800-976-6341
www.inficad.com/~skyharrc
 Dennis & Dorinda Thomas



Scale Outline • .60 size • Balsa & Plywood Construction • .60 size designed for YS .91 - YS 1.40 • Foam Wing Cores • Clear Canopy plus ABS cowl, Scoop, Exhaust • Easy Build Kit or ARC Kit • 2-pages Rolled Plans • Decals Available • Stable Racing/Sport Plane • Scale Warbird Racing Association Champion

District 1 - Dave Ferrell

1565 Echo Dr., Merced, CA 95340, 209.722.0655

Q5 uses APRA rules

10/11	Merced, CA - CCRA	Q5,AMA
	Dave Ferrell 209.722.0655	
1/10/98	Phoenix, AZ	Q5
1/31-2/1	Las Vegas, NV	Q4
2/15	Sepulveda Basin, CA	Q5,AMA
2/21-22	Phoenix, AZ	F1,Q4
3/14	Sacramento, CA	Q5,AMA,Q4
3/28-29	East Bay R/C CA	Q5,AMA,Q4
4/12	Merced, CA	Q5,AMA,Q4
5/23	Modesto, CA	Q5,AMA,Q4
6/6-7	Sepulveda Basin, CA	Q5,AMA,Q4
7/4-5	Reno, NV	Q5,AMA,Q4
8/1	Modesto, CA	Q5,AMA,Q4
9/13	Merced, CA	Q5,AMA,Q4
10/6-7	Castle, CA Airport	Q5AMA Dist mem only
	NMPRA District Championship	
10/8-11	Castle Airport, CA	F1,Q4
	NMPRA Championship (members only)	
	Dave Ferrell 209.722.0655	
10/24	Sacramento, CA	Q5,AMA,Q4
10/25	Sepulveda Basin, CA	Q5,AMA,Q4
11/8	Phoenix, AZ	Q5,AMA
12/6	Phoenix, AZ	Q5,AMA,Q4

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
10/11-12	Bremerton, WA ARCS	F1,Q4
11/2	Kent, WA Hawks	Q5,AMA
	Elliot 206.630.0598	
2/8/98	Kent, WA.	Q5,AMA
3/1	Kent, WA.	Q5,AMA
4/5	Kent, WA.	Q5,AMA
5/3	Kent, WA.	Q5,AMA
6/6	Arlington, WA.	Q5,AMA,F1
6/7	Arlington, WA.	Q5,AMA,F1
6/27	Medford, OR.	Q5,AMA,Q4
6/28	Medford, OR.	Q5,AMA,Q4
7/11	Whidbey Is., WA.	Q5,AMA,F1
7/12	Whidbey Is., WA.	Q5,AMA,F1
8/8	Spokane, WA.	Q5,AMA,F1,Q4
8/9	Spokane, WA.	Q5,AMA,F1,Q4
9/19	Ephrada, WA.	Q5,AMA,F1,Q4
9/20	Ephrada, WA.	Q5,AMA,F1,Q4
10/10-11	Kent, WA.	Q5,AMA
	Q500 APRA Championship	
11/01	Kent, WA.	Q5,AMA

District 3 - Randy Smith

13 Hawkford Cr NW, Calgary, Alberta T3G 3G2, Canada
403.547.1156

District 4 - Mike Sperry

1614 11th St, Cody, WY 82414, 307.587.5870

3/21	Utah Valley Aeromodelers	Q5
	Curt Robinson 785.7268	
3/28	UVA field	Q5
	Curt Robinson	
4/11	UVA field- Regis	Q5
	John Sheely 768.8998	
4/18	UVA	1/2A
	Bill Cowley 225.1709	
5/9	UVA field-Regis	Q5
	Curt Robinson	
5/16-17	Billings, MT	Q5,AMA,Q4?
	Dick Smith 406.652.3720	
5/23	UVA	1/2A
	Bill Cowley	
6/20	UVA	1/2A
	Bill Cowley	
7/11	UVA	1/2A
	John Sheely	
8/8	UVA field-Regis	Q5
	Curt Robinson	
8/15-16	Billings, MT	Q5,AMA,Q4?
	Dick Smith	
8/22	UVA field	1/2A
	Bill Cowley	

9/12	UVA field-Regis	Q5
	John Sheely	
9/19	UVA field	1/2A
	Bill Cowley	
10/10	UVA field-Regis	Q5
	Curt Robinson	
10/17	UVA field	1/2A
	Bill Cowley	
11/14	UVA field-Regis	Q5
	John Sheely	
11/21	UVA field	1/2A
	Bill Cowley	

District 5 - Terry Frazer

2306 Meadow Ridge Ct, Wheelersburg, OH 45694
(740) 574-6840

4/25-26	Hebron, KY	Q5SE
	Brenda Holbrook 513.923.4326	
5/9-10	Westland, MI	Q5SE
5/30-31	Dayton, OH	Q5SE
	B. Martin 513.439.5141	
6/6-7	Toledo, OH	Q5SE
6/13-14	Hamilton, OH	Q5SE
7/12-17	AMA NATS	Q5AMA,Q4,F1,FAI
8/8-9	Dayton, OH WPAFB	Q5SE,Q4
	CAPS Classic	
	Mike Condon 313.464.7027	
8/22-23	Toledo, OH Silver Cup	Q4
9/19-20	Lucasville, OH	Q5SE
	Terry Frazer 740.574.6213	
10/3-4	Toledo, OH Flying Tigers	Q5SE
10/10-11	Hebron, KY	Q5SE
	Brenda Holbrook 513.923.4326	

Distict 6 - Richard Moreland

726 Hillmesde Rd., Edgewater, MD 21037, 301.261.7366

4/25/98	Bowie, MD PGRC	Q5,AMA
	Albritton/Rick Moreland	
5/3	Jackson, NJ	Q5SE(2)
	Frank Flesch 732.929.8205	
5/15-16	Bowie, MD PGRC	Q5AMA,Q4
	Myer/Fike	
	Mason-Dixon Classic	
6/14	Jackson, NJ	Q5SE(2)
	Frank Flesch 732.929.8205	
6/20-21	Chicopee, MA Westover AFB	Q5AMA,Q4
	Mason-Dixon Classic	
6/27	Bowie, MD PGRC	Q5,AMA
	Terral/Rehm	
8/1-2	Bowie, MD PGRC	Q5AMA,Q4
	Greenwell/Edsall	
	Mason-Dixon Classic	
8/9	Jackson, NJ	Q5SE(2)
	Frank Flesch 732.929.8205	
8/15	Bowie, MD PGRC	Q5, AMA
	Baker/Bass	
9/12-13	Chicopee, MA Westover AFB	Q5AMA,Q4
9/20	Jackson, NJ	Q5SE
	Frank Flesch 732.929.8205	
9/26-27	NMPRA District Championship	Q5AMA
	Solko	
10/4	Jackson, NJ Annual Cup Race	Q5SE(2)
	Frank Flesch 732.929.8205	
10/10	Bowie, MD PGRC	Q5,AMA
	Gillette/Schreiner	

District 7 -Gary Freeman Sr.

1005 Taproot Dr., Winter Springs, FL 32708, 407.695.1855

Q5 is SEMPRA Sport Pylon

12/19	Tangerine	
12/20	Dennis O'Brien	Q4
12/21	?	Q5
2/21/98	Brandon, FL	Q5(2)
	Lucien Miller 813.991.4710	
2/22	Brandon, FL	Q5(2)
	Lucien Miller	
4/4	Apopka, FL RCACF	??
	Dennis O'Brien 407.886.3324	
4/5	Apopka, FL RCACF	Q5
	Dennis O'Brien	
4/25-26	Jacksonville	Q5(2)
	Pete Rickard 904.826.3608	
10/31	Jacksonville	Q5
	Pete Rickard	

Season Ends

11/1	Jacksonville	Q5
	Pete Rickard	
11/7-8	Tampa, FL TRACS	Q5(2)
	District Championship	
	Wayne Smith 813.621.4051	
12/7	Tangerine	Q5
12/?	Tangerine	Q5AMA
12/?	Tangerine	Q4

District 8 - Damon Darnall

6203-214 Pershing Ave, Fort Worth, TX 76116
(817) 763-9303

(1) one race per race date, (2) separate race(s) each date, (?) Tentative, (B) Beginner, (S) Standard, (E) Expert, (AMA) AMA 428
(Q5) District rules unless otherwise noted
Example:
Q5SE,AMA - Q500 Standard and Expert district rules plus Q500 AMA 428

Article due dates

March 18

April 29

June 10

July 29

September 9

October 21

DUES ARE DUE

If the year 1998 doesn't appear on your mailing label, this will be your last issue of High Performance. No back issues will be available.

Adamisin

*Racing
Concepts*



Conspirator - 500

The latest in shoulder wing V-tail technology

Kit - \$ 85.00

- Fuse
- Cores
- Gear
- Plans
- Instructions
- Landing Gear
- Stickers

Deluxe Kit \$165.00

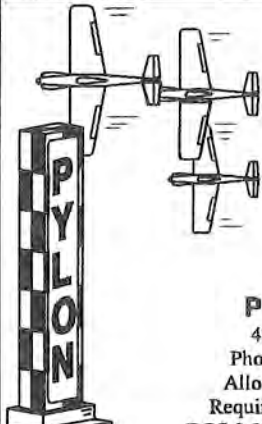
- Fuse
- Presheeted Wings
- Instuctions
- Precut Stab
- Plans
- Carbon Gear

Ready to Cover \$275

Ready to Fly \$ 350

2 Color Scheme or more , price pending on scheme.

Proudly sponsored by S/K Racing !!!!!



PYLON MATRIX PROGRAM
A computer program to create a competition matrix for racing. Features: 16 rounds max, Generates all forms needed for event, Matrix editing before generation, Final contestant event card, Matrices 2x4-19x4 provided, Contestant database, Seasonal records capability, Ability to combine events and Random lane assignment.

\$80.00 pre-paid

PRACTICAL APPLICATIONS
49 Debra Lane, Bristol, Ct. 06010-2725
Phone: (860) 584-9437 Fax: (860) 584-1473
Allow 3 to 4 weeks delivery -- Add \$3.00 S/H
Requires IBM AT or 100% compatible, hard drive
DOS 2.0 or later. Specify DD/HD 5-1/4 or 3-1/2 format

Lee Custom Engines
Custom Versions of All Engines in K&B Line
Aircraft and Marine



C.F. Lee Mfg.
10112 Woodward Ave.
Sunland, CA 91040
(818) 352-3766

New!! Miss Ashley II
***formerly Vendetta*

"ARR" (Almost Ready to Race) Kit Design!

RV Racing
534 E. Magnolia Ave.
Hanford, CA 93230
209-582-7715

Available in Deluxe and Standard "ARR" Kit
Please Call For Details

Low Drag Skinned Hinges!
All Composite! Prepainted!

Fastest Flying and Building QM Kit Ever!!

THE INTIMIDATOR Q500

PRE BUILT FULL KITS

\$99.99

- Wings sheeted with epoxy
- All 1/16 ply installed in wing/stab/rudder
- Jigged built fuse
- All carbon fiber installed in wing

\$39.99

- Full 10" wide balsa wing skins
- Full lite ply sides for better power transfer
- 1/16 ply for edge of wing/stab/rudder
- Quality aluminum landing gear



BUILD AS A V-TAIL OR CONVENTIONAL

THIRD PLACE

'94 & '95 NATS

CONGRATULATIONS RALPH RINALDI

NATIONAL BALSA

97 Cherokee Dr. Springfield, MA 01109

We accept personal check, money order and COD (\$4.75 for COD)

\$7.00 S&H per kit (48 states only)



413-796-1925

JETT
ENGINEERING, INC.

Dub Jett's

Sport-Jett .40

Quickie-Jett .40

6110 Milec
Suite J
Houston, Texas 77092

Office: (713) 680-8113
Fax: (713) 680-8164
Residence: (713) 467-2887

Congratulations Richard Verano
New Q40 record --- 1:02.42 at Whittier
using

POWERMASTER

The World's Premier Model Engine Fuel

What more can we say ... Simply the BEST !

Special Race Prices - 15% -- \$7.00/gal plus shipping

POWERMASTER PRODUCTS, INC.

PO Box 650, Elgin, TX 78621 - 800.847.9086 - Fax: 800.847.9087
E-mail: flyerdon@aol.com

Rocket Props

Has Done it Again!!

Congratulations Richard Verano 1:02:42 . New QM-40 Record .

"Vendetta" - "Performance Specilaties Nelson" - "Rocket 71/8x8P Prop"

A WINNING COMBINATION

QM 40 Props Hand Carved by Ray Brown

\$20.00 Each plus Shipping and Handling

Call Ray @ (305) 899-8468 Days or (305) 363-8468 (Beeper) Voice Mail (305) 389-8468

NMPRA OFFICERS

PRESIDENT - Vern Smith - 180 Leader Heights Rd, York, PA 17402, Tel (717) 747-0707
E-mail: vsmith@blazenet.net

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

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

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

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

DISTRICT 4 VP - Mike Sperry - 1614 11th St, Cody, WY 82414 (307) 587-5870
E-mail: sperrym@mail.nwc.whecn.edu

DISTRICT 5 VP - Terry Frazer, 2306 Meadow Ridge Ct Wheelersburg, OH 45694 (740)574-6840

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

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

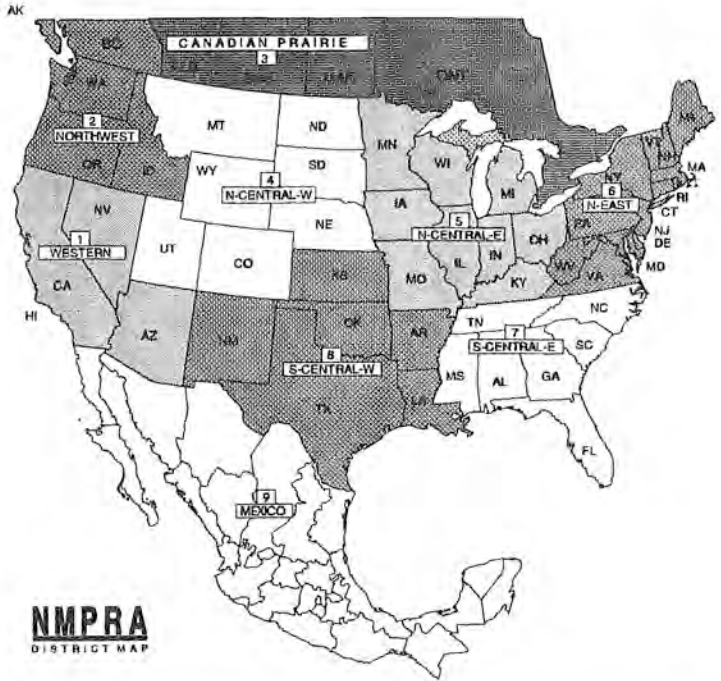
DISTRICT 8 VP - Damon Darnall, 6200-214 Pershing Ave Fort Worth, TX 76116 (817) 763-9303
E-mail: tmfubar@swbell.net

DISTRICT 9 VP - Luis Garcia Blake, Palmas 735-406 Lomas Barrilaco, 11010 Mexico DF (525) 596-2739 E-mail: lgb@pegaso.com.mx

QUARTER 40 VP & Points Coordinator - Bob Beaudette - 8442 NW 47th Dr. Coral Springs, FL 33067, (954) 340-5437
E-mail: bobmqm40@earthlink.com

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

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



NMPRA MEMBERSHIP APPLICATION

- Check here if Address change
- Check here if you are or ever were an AMA or NMPRA Official
- Check here if you are a current CD
- Check here to donate excess remitted monies to the FAI Team Fund

Name _____ Phone: Home (____) _____ - _____

Address _____ Work (____) _____ - _____

City, State, Prov., Zip _____

Occupation _____

Date of Birth (m/d/y) ____ / ____ / ____

AMA Number _____ NMPRA Number _____

What do you fly: F1 ____ QM ____ Q500 ____ FAI ____

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

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

Make Check Payable to:
NMPRA

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

NELSON ENGINES

NEW

MAKE IT SMOOTH!

COUNTER-BALANCED

DRIVE WASHERS & SPINNER BACKPLATES

\$15.00

FOR Q500 & Q40 ENGINES

YOUR RADIO WILL THANK YOU FOR YOUR KINDNESS!

Performance Specialties

P.O. Box 3146 -- Gardnerville, Nevada 89410 Phone: (702) 265-7523 Fax: (702) 265-7522

NMPRA

Paul Page
49 Debra Lane
Bristol, CT 06010-2725

**First Class
Dated Material**



TO:

A M A Renaud Library 00 5 2000
5151 E Memorial Dr
Muncie, IN 47302

The Pylon Racer's Official Voice

NMPRA