

The Pylon Racer's Official Voice

NMMPRA

HIGH PERFORMANCE

National Miniature Pylon Racing Association

Since 1965

AMA Affiliated

May 98

Presidential Pontification

Fixing what ain't broke - In our February 98 newsletter Wayne Yeager posted a notice advising us that the Pylon Contest Board had come to our rescue by fixing a glaring deficiency in the current AMA rule book concerning engine modifications in the 422 or Q40 class. The rule book says the engine has to be commercially available, front intake, side exhaust, supplied with a muffler, and it's displacement shall not exceed .403 cubic inches. This is a good rule which anyone with at least one eye, the ability to read a simple vernier and do multiplication can enforce to an acceptable degree. The Contest Board's improvement adds provisos that attempt to keep anyone from making any modifications to the engines. For some reason, nobody seems concerned if the modifications detract from the engine's performance. Surely, the Contest Board's intentions were to keep the playing field level. The idea is to prevent those with special expertise, or those with the necessary financial resources from gaining unfair advantage by modifying their engines or paying someone else to do it for them. Forty plus years of participation in motorized racing events has taught me that engine modification restrictions only serve to give an even larger advantage to the very people they are designed to neutralize. Very subtle modifications are very expensive, but those who want to cheat, still will. I'm not ignoring the honest intent of most competitors, the problem is a minority have always found the joy and accolades associated with winning enough to suppress their moral qualms. To make matters worse, the brave soles who make our racing engines are forced into relationships where a few competitors will have engines that are either one step further down the inevitable development road than the rest, or have shown unusual capabilities at birth. Not many people appreciate the difficult position the few guys who make the special racing engines we use are in. Market

place competition dictates some ongoing level of product improvement. Ford, GM, and Chrysler have test tracks in Arizona, our boys have friends and distributors. Our manufacturers need credible feed back on the performance of their product as well as people to try updates and potential improvements. Ford and GM use professional drivers to test their products, and our manufacturers try to get the best competitors to work with their engines. Nobody can reasonably expect them to do things any differently.

I fondly remember my introduction to motorized racing on the dirt tracks of South Central Pennsylvania. In the early fifties the only event in this area was "Stock Car Racing" and the term "Stock" served a duel purpose. First, it told the knowledgeable spectators that the vehicles they would see charging around the dirt ovals were very similar to the vehicles the spectators used for every day transportation fifteen to twenty years ago. The objective was to make a clear distinction between the local "Stock" cars and the "built from scratch" race cars which generally fell into either the off-houser midget series or the "Indy" roadsters used in USAC competitions. Even in the early fifties concessions were being made to performance. Cars built in the thirties were hundreds of pounds lighter than those delivered in the early fifties. However, the Ford flathead V-8's and the Chevy stovebolt sixes built in the fifties were a vast improvement over the engines available in the thirties. To make a package the spectators and the competitors wanted, rule crafters allowed chassis' and bodies from the thirties to be married with engines from the early fifties. Now we come to the gut of the issue.

Engine rules for these events were very simple and effective. The allowable engines (you had to put a Chevy engine in a Chevy chassis, a Ford engine in a Ford Chassis, etc..) were identifiable from casting numbers as well as part numbers permanently affixed to their various components. Certain after market components were allowed (the list grew every year because the after market components not only enhanced performance

but reliability as well) and these components were identified by manufacturer, part number, and descriptions as well! These were truly enforceable rules, and for this very reason, were seldom ignored. This was a rather simplistic time and everyone benefited from the lack of locally available sophistication. The big buck sponsors were a local gas station or repair garage. Local machine shops may have had the expertise to make components like pistons from scratch but the money to fund the effort was never there. Local foundries was usually restricted to cast iron. Assuming someone could afford a custom crankshaft or camshaft casting, where would they ever find someone closer than Detroit to grind the casting for them? My point in the rehash of all this ancient history is to illuminate the genus of the term "Stock" as we have come to know it.

Today, a typical community of 100,000 or more inhabitants will have more than one machine shop quite capable of making all the components currently found in one of our racing forties. If the machine shop does not have small run investment casting capabilities in house they can learn them or easily out source the job. To further complicate the situation, modern machining centers and the computer driven instructions they dance to make duplicating a given part in any desired quantity a matter of minutes rather than the days of set up required ten or twenty years ago. The term "stock" had validity and meaning when it was prohibitively expensive to duplicate a "stock" part. Also, in the automotive field "stock" parts carried the incriminating "part number" and this was very difficult to counterfeit. As we all know, our racing engines and their components carry no part numbers. The entire engine can be reproduced in total from completely different alloys as well as different tolerances and clearances and I doubt if there are ten people in the hobby who could consistently tell the knock offs from the originals. If there are any "CD's" reading this let me know what standard of judgment you plan to use this season when you ask the top three contestants in each class to submit their engines

for inspection. My point here is that rules that are very difficult to enforce should not be implemented because they become nothing more than a source of frustration for those saddled with the responsibility to enforce them. Secondly, those competitors who are willing to cheat always find the difficult to enforce rules a natural area to take advantage of.

Let's assume we make the daring move of returning to the 422 engine rule as it was written before we "fixed it". Who will benefit and who will suffer from allowing engine modifications. The guys who were affiliated with engine manufacturers due to competence, friendship, or what ever will be no better off than they are now. How about the guys who are wealthy enough to buy large numbers of engines and/or components to mix and match until the inevitable stand out performers are assembled? These fellows have little to gain either. If modifications were allowed they would spend their money on engine expertise rather than a box of rejects. The real beneficiary would be the guy who has the expertise to make engine modifications that will improve the performance of his racer. F1 rewards those with the time, expertise, and funds (have you priced quality auto paint lately?) to produce finishes on their racers that any furniture maker would be proud of. There are more than a few among us with expertise in airframe construction, building techniques, and more important, aerodynamic design. Some are holders of degrees in aeronautical engineering or related disciplines. A few competitors have the time, climate, and resources to spend serious time at the practice field. It's easy to tell who they are as soon as the flag drops. We all complement their "thumbs" and wish we could fly as well. Why do we welcome and shower respect and adulation on those who can design, build, fly, or finish airframes with great skill, while we consider someone with abilities that can enhance engine performance a threat to our sport. As we all come to realize in short order, the guys who are consistently in the top of the finish order got there by marrying good thumbs with good airframes with good callers and good engines and props. The guys who are not in this group will not get there with the sudden availability of consistently better engines than he may have had in the past. I do not think anyone will suffer if we stop trying to regulate engine modifications, and our rule structure will be much stronger and enforceable as a result.

NMPRA at Toledo - We want to thank the Toledo Weak Signals and Wayne Yeager for providing the NMPRA with a booth at the 1998 Toledo show. Also much thanks must go to Sandy Frazer and her assistant Terry, District 2 VP, as well as Ben Martin, Jim LeMaster, and Jim Holbrook for manning the booth for us. While we all enjoy walking around the show, being glued

to a spot for hours is a very different proposition. Thanks again to these folks for their help.

1998 Championship Race - Dave Ferrell, District 1 VP is working hard at putting together a great Championship race for 1998. This is a tremendous amount of work and Dave has it well in hand. Those who plan to attend should contact Dave (see announcement elsewhere in this newsletter for specific information) and get their entry in. We are limiting the total entry and the number of entrants on each frequency but the early entrants will get their choice. It's anyone's guess which way airline fares will go over the next few months but if you want to travel at the times you like rather than the times available it's always best to book reservations early. Check the race announcement in this newsletter for lodging and airport information.

RCM covers the 97 Championship Race I was very pleased to see that Radio Control Modeler Magazine ran a picture article in their May issue of the 97 NMPRA Championship Race in Texas. This should help us draw contestants from the sport fliers ranks and will certainly make it easier to get sponsors for our 98 Championships in Merced California. RCM graciously ran pictures of our "sponsor banner" which recognized all those who made financial contributions to the 97 event and mentioned each sponsor by name in the copy section of the article as well. We can use all the publicity of this type we can get.

No more to report on the "slow down" efforts - The AMA seems to be taking a wait and see position on the slow down issue. The next barrier tests are scheduled for mid May at the earliest, and the AMA seems content to wait until these tests are completed before it blesses a MPH number. Also, the AMA wants to complete it's own speed tests so it can be an informed participant in the deliberations. This is a good result because at the moment, cooler heads have prevailed. I received an e-mail from the AMA today saying they have accepted the NMPRA safety engineer's (Mr. Al Watson) pass/fail criteria for the May barrier tests. Best of all, it's too late to do anything to screw up the Nationals!

New NMPRA decals - The word decal is not appropriate. These beautiful stick-ons are absolutely bullet proof! Lacquer thinner did not touch them. The price is \$.50 each, three for a dollar. Send Paul a self addressed stamped envelope and he will send them to you.



Editor's Request

ARTICLE SUBMISSION FORMAT AND PRIORITY

Best way:
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Modem file transfer (8N1 Y or Z)
Disk - IBM compatible
Printed output - monospaced
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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
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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

1998 NMPRA Championships

Form 1 & Q40 (60sec clock)

HOST

*Merced County
R/C Club*



*Must pre-register by Sept 26.
\$50.00 one event. \$80.00 both
Limited entries per frequency,
so register early!. Thurs.
practice day with pylons up.*

October 9, 10, 11, Castle Airport

SPONSORS

ASSOCIATE SPONSORS

1st Place Q40 - \$750.00
Landing Products

1st Place F1- \$300.00
Sheldon Hobbies

Jett Engineering
Hager Machine Tool
Small Creations

2nd Place Q40 - \$500.00
NMPRA

2nd Place F1- \$200.00
NMPRA

3rd Place Q40 - \$350.00
NMPRA

3rd Place F1- \$100.00
NMPRA

Fast Time Q40 - \$200.00
Rocket Props

Fast Time F1
NMPRA

*NMPRA
MEMBERS
ONLY*

Q40 Fuel Supplied
by Powermaster

RACE HEADQUARTERS

Aviation Challenge
Castle Airport
See entry application
inserted in this issue for
more details

CD - Dave Ferrell
1565 Echo Ave.
Merced, CA 95340
(209) 722-0655

1998 NMPRA Roster as 5/9/98

- (313) 287-9320 Adamisin Jeff 20620 Emmett Taylor MI 48180
 (703) 438-1084 Albritton John E 503 Orrin St SE Vienna VA 22180-4835
 (602) 464-1443 Allen Jr Jim E 956 E Huber Mesa AZ 85203
 (309) 685-9614 Allen Sr Jim E 4130 N Timber Cir Peoria IL 61614
 (604) 990-1551 Amano Mabo 919 Melbourne Ave North Vancouver BC Canada V7R 1N8
 (214) 337-2657 Anaston Charles J 3730 Kiestercrest Dr Dallas TX 75233
 (405) 691-1058 Anderson Chuck 1228 SW 118th Pl Oklahoma City OK 73170
 (403) 274-5103 Andrassy Dr Roy 240 Sandpiper Cir NW Calgary Alberta Canada T3K 3T9
 (360) 855-1545 Arledge Jr Bobby 402 Reed St Sedro Wooley WA 98284
 (315) 865-4990 Arro Art 7629 Creek Farm Ln Holland Patent NY 13354
 (513) 671-6749 Bailey Todd L 12166 Chesterdale Rd Sharonville OH 45246
 (913) 262-2936 Baker Douglas A 5307 W 49th St Roeland KS 66205
 (301) 434-3568 Baker Steve C 1402 Paula Dr Silver Spring MD 20903
 (817) 571-5178 Barabash Darrell W 3216 Shady Glen Dr Grapevine TX 76051-6502
 (864) 843-1256 Barr James N 204 Norwood St Liberty SC 29657
 (360) 687-9822 Bartle Henry 21527 NE 227th Ave Battle Ground WA 98604
 (360) 687-9822 Bartle Henson 21527 NE 227th Ave Battle Ground WA 98604
 (972) 288-0387 Bartlett Perry 11809 Sunrise Dr Balch Springs TX 75180
 (301) 946-2931 Bass Gene H 4005 Weller Rd Wheaton MD 20906
 (509) 466-2303 Batt Brad N 11415 Anna J Dr Spokane WA 99218-2702
 (509) 466-2303 Batt Rod L N 11415 Anna J Dr Spokane WA 99218-2702
 (954) 340-5437 Beaudette Robert J Q40 VP 8442 NW 47th Dr Coral Springs FL 33167-1977
 (804) 589-4886 Beazley David C Rt 1 Box 3210 Palmyra VA 22963-9617
 (410) 523-2711 Bednar Byron E PO Box 4386 Baltimore MD 21223-0386
 (405) 728-2601 Beers Richard 8728 Tilman St Oklahoma City OK 73132
 (770) 719-0089 Benezra Paul 130 Will's Way Fayetteville GA 30214
 (509) 928-1597 Bergan Mike A 10015 E 8th Ave Spokane WA 99206
 (313) 928-8260 Bergstrom Peter 75-20 Balfour Allen Park MI 48101
 (718) 381-2486 Berner Richard L 75-20 Edsall Ave Glendale NY 11385-8222
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 (410) 672-6561 Binger David W 2314 Maytime Dr Gambrills MD 21054
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 (313) 835-5550 Blake Raymond 11320 Burt Rd Detroit MI 48228
 (419) 334-7633 Blanchard Marcus W 813 Court St Fremont OH 43420-2411
 (407) 729-6682 Bogut Thomas A 3863 Peacock Dr Melbourne FL 32904
 (219) 424-7441 Booth Allen R 1836 Alabama Ave Fort Wayne IN 46805
 (510) 443-7052 Bowen Peter R 659 Debra St Livermore CA 94550-2355
 (513) 352-3044 Bowman David C 6560 Brownlee Dr Nashville TN 37205
 (905) 877-4230 Brandow William 15 Moultray Cres Georgetown Ontario Canada L7G 4N4
 (216) 531-7259 Brassell Bob 1588 E 230th St Euclid OH 44117
 (209) 847-3459 Bridge Randy 10005 Plaza de Oro Oakland CA 95361
 (770) 421-8838 Brogdon Robert A 5251 Hermitage Dr Powder Springs GA 30073
 (305) 945-9084 Brown Raymond 761 NE 151 St N Miami Beach FL 33162
 (718) 727-2194 Brown Jr George W 122 Bennett St Staten Island NY 10302
 (425) 392-1592 Brownlee Mike J 3017 247th SE Issaquah WA 98029
 (916) 784-2692 Bruckler Jacob 6000 Brookside Cir Rocklin CA 95677-2963
 (916) 661-2440 Burgdorf Fred PO Box 938 Knights Landing CA 95645
 (860) 644-0152 Burnham Lloyd W 715 Avery St South Windsor CT 06074
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 (360) 573-0987 Cady Darrol G 10711 NE 37th Ct Vancouver WA 98686
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 (702) 782-4510 Cameron Sr Steven PO Box 2953 Minden NV 89423
 (425) 821-2183 Cangie Jerrett 12803 102nd Ave NE Kirkland WA 98034
 (707) 765-9856 Carpenter Jeff S 1320 Marian Way Petaluma CA 94954
 (449) 875-6403 Carpenter Sr David L 1571 County Rd B Swanton OH 43558-9753
 (406) 771-7787 Carte Lyle W 1423 18th Ave S Great Falls MT 59405
 (315) 689-6329 Cerati II Frederick H 1250 Peru Rd Jordan NY 13080
 (860) 742-0557 Chapdelaine Dave L 2449 Main St Coventry CT 06238
 (303) 772-8470 Clancey Dr Douglas A 195 S Main Suite #1 Longmont CO 80501
 (510) 820-1246 Clarkson Bill E 42 Tam O'Shanter Rd Alamo CA 94507
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 (409) 297-5517 Cranfill Dennis 331 Oak Dr Lake Jackson TX 77566
 (409) 345-1499 Cranfill M W Red Rt 4 538 Pony Trail Angleton TX 77515
 (602) 846-2493 Cranston Sr William J 5637 N 78th Ave Glendale AZ 85303
 (408) 926-3636 Crawley Sr Michael G 14548 Ramstad Dr San Jose CA 95127
 (724) 266-6986 Crookham Tim T 190 Shaffer Rd Sewickley PA 15143
 (817) 763-9303 Darnall Damon R 6200-214 Pershing Ave Fort Worth TX 76116
 (281) 855-2545 Davidson Dick 16907 Cairntosh Houston TX 77084
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 (525) 520-2169 De La Vega Jaime Monte Caucaso 1365 Lomas de Chapultepec Mexico City Mexico 011000
 (201) 858-8140 Defilippo Jr Angelo J 525 Ave A Bayonne NJ 07002
 (303) 617-7516 Del Ponte Michael J 19704 E Eastman Ave Aurora CO 80013
 (000) 000-0000 Delany Wayne A 15 Ashforth St Waimiomata New Zealand 6008
 (000) 000-0000 DELETE John E PO Box 3000 Lake Havasu City AZ 86405
 (317) 726-0292 Deneve Mike 1434 Oakwood Trail Indianapolis IN 46260
 (818) 709-1985 DePalma Ralph 10047 Variel Dr Chatsworth CA 91311
 (510) 490-6610 Dible Robert D 4408A Enterprise Pl Fremont CA 94538
 (614) 891-2068 Dodd Joseph A 389 Catawba Ave Westerville OH 43081
 (401) 739-2653 Doyle David A 133 Shannon Dr Warwick RI 02889-2025
 (702) 260-6760 Drury Larry D 1162 Rolling Wind Way Las Vegas NV 89123
 (801) 571-7017 Dye Glen R 12177 S 1565 E Draper UT 84020
 (541) 672-8512 Eads Charles 413 Thora Cir PO Box 570 Winchester OR 97495
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 (860) 429-1046 Glode William S 777 Stafford Rd Storrs CT 06268
 (907) 346-1511 Goff II Frederick C PO Box 190803 Anchorage AK 99519
 (801) 377-5987 Gordon Michael H 1195 W 400 N Provo UT 84601-2411
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 (281) 482-6067 Hammett Michael PO Box 284 Friendswood TX 77549
 (702) 896-5643 Hart Thomas H 2052 Sapphire Valley Ave Henderson NV 89014
 (512) 244-2133 Helsel Mike F1 VP 7 Still Meadow Round Rock TX 78664
 (403) 640-0460 Henderson Jim W 8527 Athabasca SISE Calgary Alberta Canada T2H1S2
 (616) 685-6408 Hendriksma Ray PO Box 441 Oshtemo MI 49077-0441
 (817) 696-8832 Henry Phil L 5207 Langford Ln Wichita Falls TX 76310-3427
 (304) 757-7129 Hewitt Larry B 165 Beechwood Estates Scott Depot WV 25560-9723
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 (310) 645-2981 Hill David L 6546 Firebrand St Los Angeles CA 90045
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 (209) 625-0325 Hover Gary 16016 Avenue 288 Visalia CA 93292
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 (253) 630-1842 Huber Tony 19214 140 Ave SE Renton WA 98058
 (219) 243-7518 Jacobs Ron D 15833 Amston Ct Granger IN 46530
 (404) 705-8497 Jacobson Gail E 6205 Rivercliffe Dr NW Atlanta GA 30328-3712
 (561) 683-3254 Jenkins Thomas A 12 Country Club Rd W Palm Beach FL 33406
 (203) 888-4819 Jensen Bill 36 Macintosh Dr Oxford CT 06478
 (972) 840-5753 Jerina Drew 3109 Bluffview Dr Garland TX 75043-1455
 (713) 467-2887 Jett Dub 6110 Milwee Suite J Houston TX 77092
 (614) 337-2603 Johanson Bill F 549 Gahanna Highlands Dr Gahanna OH 43230
 (614) 882-9536 Johanson Fred R 202 Patti Dr Westerville OH 43081
 (510) 523-9540 Johnson Lewis A 300 Coral Reef Rd Alameda CA 94501-5929
 (405) 691-8053 Johnson Norm 11324 S Shartel Dr Oklahoma City OK 73170
 (409) 865-2984 Jones Richard PO Box 285 Belleville TX 77418-0285
 (972) 240-7380 Kalmus Scott E 5001 Bay View Garland TX 75043-7539
 (773) 775-2951 Kane Jr Dan 5237 N Canfield Chicago IL 60656
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 (704) 846-0252 Katz James R 9425 Sardis Glen Dr Matthews NC 28105
 (253) 840-0418 Kelly Jim W 9801 58th Ave Ct E Puyallup WA 98373
 (703) 426-0300 Kelly Vincent 11807 Chapel Rd Clifton VA 20124
 (972) 864-1234 Kent Randy W 1704 Ruth Dr Garland TX 75042
 (415) 242-9213 Keough Scott 255 Woodside Ave #805 San Francisco CA 94127-1054
 (302) 284-0676 Kim Don H 1406 Turkey Point Rd Felton DE 19943

(216) 464-3362 Klein Matthew B 2641 Edgewood Rd Beachwood OH 44122-1570
 (419) 841-7465 Knepper Rex 6575 Carrieltowne Ln Toledo OH 43615
 (770) 427-0414 Kovach Stephen W 5331 Pickens Rd SW Powder Springs GA 30127-4238
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 (702) 852-0321 Kunze Jerry 11050 Caribou Rd Reno NV 89511
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 (360) 692-1088 Larson Richard G 9950 Echo Valley Rd NW Bremerton WA 98312
 (048) 032-056 Larsson Ingvar Ostru Vagon 30 Vassmolosa Sweden 388 91
 (717) 737-7577 Latsha David T 1141 Columbus Ave Lemoine PA 17043-1733
 (805) 763-1442 Lattimore Mark 27523 Maple St Taft CA 93268
 (425) 228-6769 Leaming Charles R 18632-109th Ave SE Renton WA 98055
 (818) 998-4564 Leavengood Barry 10855 Remmet Ave Chatsworth CA 91311
 (214) 321-4361 Lee Charles E 9923 Estacado Dr Dallas TX 75228
 (818) 353-7356 Lee Clarence F 10112 Woodward Ave Sunland CA 91040
 (740) 289-4220 Lemaster Jim 783 Rapp Hollow Rd Lucasville OH 45648
 (740) 886-5295 Lemley Joe 226 Township Rd 1090 Proctorville OH 45669
 (505) 884-4835 Lenz Irvo W 7101 Edwina Ave NE Albuquerque NM 87110
 (302) 984-2832 LeSage Vaughn A 133 Bellanca Ln New Castle DE 19720
 (516) 795-8750 Levy Russ 560 N Oak St Massapequa NY 11758
 (281) 480-1320 Lewis Michael K 1014 Woodhorn Houston TX 77062
 (813) 960-4224 Llanos Joe 117 E 143rd St Tampa FL 33613
 (941) 352-8237 Llewellyn Donald G 3705 17th Ave SW Naples FL 34117
 (702) 566-0389 Lopez Anthony S 868 Bergamont Dr Henderson NV 89015-9109
 (915) 744-2974 Luna Salomon Lopez Felipe De La Garza #218 Col Juan Escutia Mexico 9 DF Mexico 09100
 (203) 467-2681 Luzzi Michael 132 Hillside Ave New Haven CT 06512
 (209) 636-8670 Marquez Rick G 3340 S Terrace Ct Visalia CA 93277
 (525) 754-4894 Martiarena Manuel 15 de Mayo #10 Planetario Lindavista Mexico City Mexico 07300
 (937) 439-5141 Martin Ben E 2021 W Dorthy Ln Dayton OH 45439-1819
 (203) 322-0779 Masi Mike 29 New Board St Port Chester NY 10573
 (419) 367-6695 Matney Kevin L 11325 Harold Dr Luna Pier MI 48157
 (219) 485-6181 Maxwell Joel E 6217 Heritage Oaks Pl Fort Wayne IN 46835
 (714) 644-9761 McAfee Scott A 440 Rivera Terr Corona Del Mar CA 92625
 (909) 736-5220 McAfee Stuart 1824 Firethorn Pl Apt 108 Carca CA 91719
 (909) 628-7566 McBride Charlie 13788 Oaks Ave Chino CA 91710
 (604) 590-4693 McIndoe Andrew 11349 87th Ave Delta BC Canada V4C 2Z6
 (508) 528-1381 McStay Donald S 885 Washington St Franklin MA 02038
 (801) 942-3448 Mendel Ron 8438 S Sun Valley St Sandy UT 84093
 (616) 849-0050 Metzger Steve C 7160 Willobee Coloma MI 49038
 (864) 898-0837 Meyers Eric W 111 Stone Creek Rd Greer SC 29650
 (253) 863-6478 Mikko Matthew D 4521 126th Ave Ct E Edgewood WA 98372
 (206) 863-9285 Mikko Robert J 2012 126th Ave Ct E Edgewood WA 98372
 (407) 290-8819 Miller Don S 2475 John Young Pkwy Orlando FL 32804
 (503) 668-3302 Milos Steve 15093 SE Orient Dr Boring OR 97009
 (281) 996-6075 Milstead Mark A 1303 Steele Dr Friendswood TX 77546
 (701) 228-3825 Moen Loren 607 East Vera St Bottineau ND 58318
 (954) 749-8078 Moody Donald W 10471 NW 21 Ct Sunrise FL 33322
 (301) 261-7366 Moreland Richard W 726 Hillmeade Rd Edgewater MD 21037
 (214) 328-9697 Morgan John M 10418 Hermosa Dr Dallas TX 75218
 (510) 351-7498 Murphy Larry W 1333 Devonshire Ave San Leandro CA 94579
 (301) 460-0132 Myer Daniel E 14233 Woodwell Terr Silver Spring MD 20906
 (253) 840-6353 Nalley Dan R 2507 Meridian St S Apt E-101 Puyallup WA 98373
 (530) 541-6520 Neves Paul T PO Box 431 S Lake Tahoe CA 96156-0431
 (716) 434-8350 Nikodem Ernest 407 Willow St Lockport NY 14094-5512
 (512) 365-1914 Nix Don PowerMaster Products PO Box 650 Elgin TX 78621-0650
 (941) 497-2988 North Roy A P 5150 Lemon Bay Dr P O Box 3220 Venice FL 34293
 (770) 962-3846 Northcutt Bill 2171 Grayfield Dr Grayson GA 30017
 (713) 356-5721 Nugen Bob 27602 Kathy Ln Magnolia TX 77355
 (609) 259-3819 Nyere Alexander D 294 Rt 526 Creamridge NJ 08514-9606
 (407) 886-3324 O'Brien Dennis 1530 Hillway Rd Apopka FL 32703-7403
 (713) 890-9127 Oliver Richard 12530 Millscott Dr Houston TX 77070
 (716) 266-3245 Ouriel Jacob 315 Rutgers St Rochester NY 14607
 (253) 752-8193 Packer Jonathan R 3345 N Bennett St Tacoma WA 98407
 (860) 584-9437 Page Paul J 49 Debra Ln Bristol CT 06010-2725
 (817) 488-1518 Parker Mark 3220 Lakeview Dr Grapevine TX 76051
 (503) 297-1225 Parker Walter R 4835 SW Olsson Rd Apt F4 Portland OR 97225
 (860) 870-1467 Pastula Steve S 205 Vernon Ave Apt 145 Vernon CT 06066
 (914) 225-4285 Petrone Cosmo 45 Longview Rd Carmel NY 10512
 (914) 628-8106 Poccia Butch 43 Walton Dr Mahopac NY 10541
 (860) 628-8697 Porada Daniel J 121 Sandra Ln Plantsville CT 06479
 (813) 973-7030 Poulton Charlie 25626 Oaks Blvd Land O'Lakes FL 34639
 (310) 830-0487 Prather Terry 23217 Figueroa St Carson CA 90745
 (000) 000-0000 Protheroe Tom 476 Paseo Del Descanso Santa Barbara CA 93105
 (770) 719-1726 Rafalowski Joe L 125 Ellenwood Ct Fayetteville GA 30215
 (817) 292-0465 Rankin Ed E 6070 Wonder Dr Fort Worth TX 76133
 (508) 697-0672 Rebenklau Thomas 25 Auburndale His Bridgewater MA 02324
 (406) 227-6075 Reed Mel F 2720 Winslow Ave Helena MT 59601
 (860) 673-7883 Reed Pete 49 Anvil Dr Avon CT 06001
 (402) 483-5696 Reiber David E Route 8 Lincoln NE 68526-9808
 (914) 769-8938 Reinhardt Allen F 2 Douglas Dr Pleasantville NY 10570-2308
 (253) 858-9062 Richmond Brian 4414 133rd St Ct NW Gig Harbor WA 98332
 (770) 425-8389 Richmond Bruce S 2211 Nine Oaks Dr Kennesaw GA 30152
 (208) 467-3933 Riess Walter 523 11th Ave South Nampa ID 83651
 (413) 746-5495 Rinaldi Ralph S 6 Kelsey St E Longmeadow MA 01028-1612
 (716) 787-2297 Rodriguez George 659 N Cove Dr Webster NY 14580
 (510) 846-6865 Rodriguez Lou J 4927 Middleton Pl Pleasanton CA 94566
 (219) 693-3666 Rossman II G Philip 19130 Madden Rd Churubusco IN 46723-9203
 (704) 394-1859 Rourk Peter I 4464 Mapleleaf Ln Charlotte NC 28208
 (717) 272-9810 Roznowski III Edward P 349 W Main Ave Myerstown PA 17067
 (803) 863-8252 Russell Chris 2763 Shadow Ln Charleston SC 29406
 (405) 396-2092 Sabolich Scott 99 E Shore Dr Arcadia OK 00000

(513) 474-1265 Safriet Bruce E 1757 Rockhurst Ln Cincinnati OH 45255
 (000) 000-0000 Salisbury Jerry L 331 5th Ave NE Hickory NC 28601
 (306) 445-9348 Sattler Harold 2221 95th St N Battleford Saskatchewan Canada S9A3G2
 (718) 966-7375 Schmauch Warren C 137 David St Staten Island NY 10308-3120
 (619) 676-0925 Schmidt Gary E 12216 Mulholland Ct San Diego CA 921285
 (818) 708-0691 Schorr Ronald 18516 Marbella Lane Tarzana CA 91356
 (304) 733-2582 Schweitzer Joseph D 5706 Glen Carla Dr Huntington WV 25705-2104
 (513) 521-2943 Scott Tom S 607-400 Redna Terr Cincinnati OH 45215
 (702) 265-7523 Shadel Dave 1851 Pinto Cir Gardnerville NV 89410
 (213) 465-5836 Sidwell Gene W 6201 Rodgerston Dr Los Angeles CA 90068-1965
 (209) 584-6128 Silva Carl E 309 E Malone Hanford CA 93230
 (937) 233-0244 Sinks James P 5405 Mangold Dr Huber Heights OH 45424
 (402) 896-3838 Skiba Robert E 12793 Woodcrest Plaza #107 Omaha NE 68137
 (805) 522-1058 Skoczylas Jerry F 2346 E Burnside St Simi Valley CA 93065-2519
 (817) 379-6468 Small Jerry 3204 Johnson Rd Southlake TX 76092
 (805) 466-8245 Smith Bob 9540 Gallina Ct Atascadero CA 93422
 (519) 756-7690 Smith Edward J 30 Oxford St Brantford Ontario Canada N3R 5C6
 (609) 758-1346 Smith Newton H 214 Yorkshire Terr Wrightstown NJ 08562
 (403) 547-1156 Smith Randy 13 Hawkford Cres NW Calgary Alberta Canada T3G 3G2
 (406) 652-3720 Smith Richard J 3091 South Daffodil Dr Billings MT 59102
 (805) 298-2614 Smith Robert M 26639 Purple Martin Ct Canyon Country CA 91351
 (805) 324-5022 Smith Steven J 5301 Lennox Apt 78 Bakersfield CA 93309-1629
 (717) 846-7916 Smith Vern 180 Leader Heights Rd York PA 17402
 (405) 624-1733 Smith MD Gene R 1401 N Husband Stillwater OK 74075
 (650) 364-6377 Snider Archie 48 Orchard Hills Atherton CA 94027
 (304) 776-4490 Spencer Mike 929 Poca River Rd N Poca WV 25159
 (307) 587-5870 Sperry Mike Dist 4 VP 1614 11th St Cody WY 82414
 (805) 665-9521 Spickler Glen 1400 Ivan Ave Bakersfield CA 93304-6648
 (614) 538-9018 Spiker Ed P 600 Jasonway Ave Columbus OH 43214-2413
 (815) 885-1161 Steinmetz Orv 10771 Valley View Point Rockford IL 61114
 (808) 879-6469 Stephens Samuel c/o Rimfire Imports 831-106 Eha St Wailuku Maui HI 96753
 (317) 846-4711 Stokes Michael L 641 Johnson Dr Carmel IN 46033
 (704) 289-8184 Stone Dean 2915 Austin Chaney Rd Monroe NC 28110
 (281) 852-6833 Stone Lyndon R 7904 Palmer Place Ln Humble TX 77346-6104
 (000) 000-0000 Stossel John 3543 1/2 Beethoven St Los Angeles CA 90066
 (310) 429-1281 Stream Betty 3723 Snowden Long Beach CA 90808
 (206) 246-4258 Strom Jr Thomas W 1420 SW 160th Seattle WA 98166
 (206) 246-4258 Strom Sr Thomas H 1420 SW 160th St Seattle WA 98166
 (734) 455-8732 Sumner Dennis C 46849 Larchmont Canton MI 48187
 (914) 679-2152 Sutton Vance 8 Pleasant Ridge Dr West Hurley NY 12491
 (207) 733-4385 Swiecicki Robert F 31 Main St Lubec ME 04652-1010
 (528) 346-0837 Taboada Francisco J Guyana Holanda 210 Col Vistahermosa Monterrey NL Mexico 64620
 (316) 524-4004 Tallman Mike 3014 Exchange Wichita KS 67217-3122
 (704) 324-2164 Teague Bliss A 625 5th Ave SW Hickory NC 28602-2812
 (425) 820-8535 Teel Bruce R 13630 134th Ct NE Kirkland WA 98034
 (407) 359-9958 Telford Cliff A Q500 VP 1512 S Greenleaf Ct Winter Springs FL 32708
 (619) 676-0924 Telford Drew 12216 Mulholland Ct San Diego CA 92128-4727
 (713) 682-0986 Temple Bruce L 1574 Cheshire Houston TX 77018
 (703) 443-2007 Terral Forrest W 303 Lawford Dr SW Leesburg VA 20175
 (703) 360-2490 Terry Terrence R 7840 Gum Springs Village Dr Alexandria VA 22306
 (972) 840-8578 Tills Dan 1706 Pilot Way Garland TX 75040
 (314) 921-9817 Tokatz Norm 2140 Hummingbird Dr Florissant MO 63033
 (714) 951-6596 Tokuoaka Russell H 23642 Via Navarra Mission Viejo CA 92691
 (916) 723-8574 Tomblin Jim D 6334 Wittenham Way Orangevale CA 95662
 (916) 725-8658 Tomblin Seth 7704 Wooddale Way Citrus Heights CA 95610
 (804) 693-3217 Tomlinson Michael C Box 355 Gloucester VA 23061
 (316) 722-3570 Trissell Richard 1355 Westlink Wichita KS 67212
 (402) 896-0707 Tvrdek Charles F 12017 Washington Plaza Omaha NE 68137-4422
 (209) 239-1309 Valouch Tim 785 Arbor Way Manteca CA 95336
 (209) 582-7715 Van Baren Matthew 534 E Magnolia Hanford CA 93230
 (209) 582-7715 Van Baren Rusty 534 E Magnolia St Hanford CA 93230
 (215) 757-2513 Vansant Jr James H 337 Parkview Ave Pennell PA 19047-5945
 (310) 835-8772 Verano Richard G 4 Studebaker Irvine CA 92618
 (360) 779-1594 Vergeer Robert P 13142 Grandpeak Ln NW Silverdale WA 98383
 (860) 673-2000 Wallace Bob 91 Sylvan St Avon CT 06001
 (804) 693-5228 Walters Wally Z PO Box 1008 Gloucester VA 23061-1008
 (202) 362-3593 Wanner Charles D 2961 Industrial Rd #518 Las Vegas NV 89109
 (601) 869-1492 Warfield Alan 111 Logan Dr Saltillo MS 38866
 (253) 852-8740 Warner Bill E 3717 S 272nd St Kent WA 98032-7058
 (206) 746-9519 Watson Albert D 130 145th Ave NE Bellevue WA 98007-4974
 (716) 835-6101 Watson W Neil 117 Findlay Ave Tonawanda NY 14150-8515
 (937) 981-7665 Weaver Mike J 469 Dickey Ave Greenfield OH 45123
 (815) 389-4519 Webb Leroy 5804 Longest Dr South Beloit IL 61080
 (815) 289-4519 Webb Wayne 5804 Longest Dr S. Beloit IL 61080
 (000) 000-0000 Weirick Cliff 4820 Northley St Oceanside CA 92056
 (606) 727-4744 West Charles L 547 Greenfield #4 Erlanza KY 41018
 (703) 768-6347 White Charles C 8104 Bainbridge Rd Alexandria VA 22308
 (301) 934-1407 White Regis P 9760 Elm Ln La Plata MD 20646-3712
 (815) 234-3285 Wierschke Glen 8942 Hedge Rd Byron IL 61010
 (914) 273-9058 Wile Arnold 9 Hardscrabble Cir Armonk NY 10504
 (209) 723-9328 Winter Charles T 535 WN Bearcreek Dr Merced CA 95348
 (602) 453-7477 Wisniewski Bey 3316 S Kiowa Blvd Lake Havasu City AZ 86403
 (734) 362-6297 Wooley Charles A 200 Norma Westland MI 48186
 (313) 721-3923 Wooley Robert G 38500 Maes Westland MI 48186-8061
 (510) 828-3551 Wright David A 9406 Fircrest Ln San Ramon CA 94583
 (517) 547-4430 Yeager Wayne W 15387 Forrester Rd Clayton MI 49235
 (732) 364-7637 Zanghi John A 3 Lamp Post Ct Howell NJ 07731
 (209) 668-4505 Zimmerman Joseph E 2925 Golf Rd Turlock CA 95380
 (718) 464-3160 Zink Paul E 80-28 222nd St Jamaica NY 11427-1221
 (630) 357-7350 Ziska Mel J 1346 Winchester Ct Naperville IL 60563-2122
 (406) 587-7252 Zoon Harvey W 263 Cirque Dr Bozeman MT 59715

RACING CONTEST BOARD NEWS

Duane Gall has been appointed Racing Contest Board Chairman.

Dennis Sumner replaces Wayne Yeager for AMA District 7

FINAL VOTE RESULTS - RULE CHANGES EFFECTIVE 1-1-99

- RCR99-1 Allows substitution of 2 - 25 oz. in. servos on V Tail aircraft.....PASSED
- RCR99-3 Reduce venturi size to 7mm.....FAILED Nikodem, Hover, Latsha, and Jacobson voted to reduce venturi size to 7mm
- RCR99-11 Add cross sectional area requirement to Q40.....FAILED a previous urgent proposal accomplished this last winter.
- RCR99 14 Belly scoops must have a minimum 5/8th inch radius on their outermost surfaces.....PASSED
- RCR99-15 Profile features are not allowed to make up part of the fuselage size measurements.....PASSED
- RCR99-19 Minimum weight in Q500 raised to 3 ¼ lbs....FAILED Only Nikodem, Gall, and Hover voted to raise the weight limit
- RCR99-21 Encourages use of electronic telemetry.....PASSED
- RCR99-22 Going to 60 second starting clock for Q500.....PASSED
- RCR99-23 Going to 60 second starting clock for Q40.....PASSED
- RCR99-26 1-3, 2-4 take off order for Q40.....PASSED
- RCR99-27 Add sighting pole to #1 pylon.....PASSED

1998 Nationals News

Pre-register now, we're almost sold out
Each event is capped at 76 entries
Registration as of 4/30/98 - Q500...58 Q40...51 F1...18

1998 NATIONALS NMPRA Management Team

Pylon Director Cliff Telford

	Monday - 13 8am-5pm Q500	Tuesday - 14 8am-5pm Q500	Wednesday -15 8am-5pm Q500?/Q40?	Thursday -16 8am-5pm Q40	Friday -17 8am-5pm Q40?/F1
Event Director	Pete Reed	Pete Reed	P. Reed/A. Adamisin	Archie Adamisin	Rick Moreland
Scoring	Paul Page	Paul Page	Paul Page	Paul Page	Paul Page
Starter	Bill Galliger	Bill Galliger	Bill Galliger	Bill Galliger	Bill Galliger

Registration Sunday 7/12/98 2-4p Jerry Salisbury

AMA Course Workers

Mike Stokes - Steve Kaluf



District News



District 1 - Dave Ferrell

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

The second Central California Racing Association race of 1998 saw a near perfect race day. Saturday's practice was overcast threatening rain and a down wind takeoff. Saturday night I talked with God and he said, "Dave, I have really dumped on Merced these past few month and being that tomorrow is the Sabbath, I think I will rest."... and He did. The wind shifted 180 degrees, the sun came out and the spring grass gave an almost picnic atmosphere to the race. Only one plane was lost with battery failure with 32 contestants and six rounds of flying. I would like to thank the efforts of the Merced County R/C Club for their efforts.

Merced 4/6/98

428		APRA	
1. Bruce Coffey	1:15.04	1. Rich Ebner	1:50.00
2. Fred Burgdorf	1:10.00*	2. Tim Lawler	1:37.86*
3. Randy Bridge	1:11.92	3. Mike Soper	1:46.44
4. Carl Silva	1:10.00*	4. Jeremy Streatly	1:44.90-9
5. Jim Wornack	1:21.08	5. Paul Neves	1:53.84-9

Q40	
1. Rusty Van Baron	1:04.51*
2. Steve Camero	1:07.88
3. David Wright	1:08.00
4. Mick Crawley	1:06.54
5. Seth Tomblin	1:11.54

Las Vegas had a two day race that same weekend but I have no report on that event, I don't even know if their points were sent into the appropriate VP's.

October NMPRA Championship Races at Castle Airport update; As many of you know, Castle Airport was formerly Castle Air Force Base, a SAC base for the B-52's. Located on base is Castle Air Museum, one of the largest collection of restored military aircraft in the country, including a S-R1 Blackhawk, British Vulcan, and many other historic planes. Castle Airport is an active airport with FOB, although there are no commercial flights.

Also located on base is Aviation Challenge of California, a facility that has "camps" for youths to introduce them to the many aspects of aviation. I am presently working with them to make their facility "Race Headquarters" for us with a package deal for NMPRA of bed and board (breakfast, box lunch and dinner) for around \$60 a

day. They are located about 1 mile from the flying site.

Bank-n-yank
Dave

District 2 - Darrol Cady

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

The weather has changed. We have gone from rainy winter to summer, in one fell swoop. We raced in Kent on the 5th of April, and had the biggest Quickie race we have ever had in the district.

I am going to repeat myself, from a column last year. It is worth the space for the pitch. We were getting 3 to 5 entries in the 424 class when we were racing it in the district. We changed to the Arizona Pylon Racing Association engine rules. The response from the new racers has been wonderful. We immediately jumped from the 3 to 5 racers to 8 to 11. At the April race we had 16 entries in the APRA class. I was and am elated.

The Arizona group experienced the same results, almost to the letter. District 1 in California has added the APRA rules to their racing schedule, and without asking Dave, I know that their results are very similar. If your area is not using the rules, get a copy from Jim Allen and give it a go. You will be impressed with the results. It works. We should consider changing the 424 class to an AMA class like this one. We use the motor rule, but we use the AMA method of racing and scoring.

The April 5, 1998 Quickie 500 race was the biggest we have had. I had a mid air around 2/3 with returnee Dan Nalley. Even though we tried to occupy the same space at the same time, it is good to have him back.

The racing was fast, and close. In the 428 class, there were many 1:13 and 1:14 times. Everyone had on their racing faces and the flying showed it. Even the weatherman cooperated. The weather was as good as it can get. Short sleeves and very comfortable. This race didn't make up for the races that rained out this year, but it was close. Wonderful time. The results are as follows:

428APRA	428 Expert
1. Jerrett Cangie	1. Tom Strom Jr
2. Stan Davis	2. Mike Brownlee

3. Eric Ide
4. Bill Warner
5. John Hillyard

3. Bob Mikko
4. Brian Richmond
5. Andrew McIndoe

Fast time in the 428 class was new racer Steve Milos. Watch out for him, he is going to get tough in our racing program. Amazing what happens when you slow the controls down.....that is a hint for everybody flying airplanes with too much control.

On to another subject, the speed of our racers. There has been much discussion about the speed of our racing airplanes. I do not feel that our airplanes are going too fast. It has been the overt bragging about how fast some people have gotten the numbers up to on the radar guns. There are two things that have given many erroneous speeds.

The first is not being on the course and flying long down hill runs at the gun to get the big numbers. This is not what we do on the race course. We make the straights as short as we can get away with. Cuts prove this point. The second is the strange numbers that come out of the radar guns. Every few laps, the guns give a crazy number. It can be 20 mph low or high. The "Macho" in all of us says that the 20 mph slow is an error, but we have the tendency to claim the extra 20 mph as a real and braggable speed. It is this erroneous bragging that has caused most of the political speed problems that we are being accused of now.

I have radar gunned many airplanes on the race course, and have found that all but a very few are going below the magic 170 mph that seems to be acceptable. The faster airplanes are being flown by the better flyers, not the motor guys. We need to stop the chest thumping before it causes steps to be taken that will slow the events down.

I also have feelings on the method of slowing the airplanes down if it becomes necessary. Leave the motors alone, and attack where the most effective areas are. The AIRFRAME! It would be simple to do, and easy to check legality.

NEXT ARTICLE

DUE DATE

JUNE 10



District News



Q40. Change the airplane size to 4.5 pounds, Make the wing 450 square inches, and limit the wing span to 54" Again easy to write and easy to enforce.

Quickie 500. Change the wing thickness to 1.5" and make the weight 3.75 pounds.

Again, I personally do not feel the need to slow the racers down, but if the politics force it to be done, this is a much more logical way to get the speed down. It creates problems, but if we have too, we have too.

Darrol

District 4 - Mike Sperry

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

E-mail: sperry@m@mail.nwc.whecn.edu

Last issue I wrote about the Phoenix race. Another thing that happen to me there I thought you might enjoy. It was Sunday night after the race was over. Some friends that we traveled with to Phoenix for a vacation wanted to go out for dinner. They had never been to Honey Bears for the ribs so Pam and I suggested there. If you haven't had Honey Bears ribs you should make plans to race at Phoenix so you can. Anyway, after some expert directions we arrived at Honey Bears at about 8:30 to 9:00. The parking lot was packed and we all commented that they were sure busy and hoped that we could get in. I let Pam and guests out to get in line and went to park the car. I realized in just a few moments that the reason that the parking lot was so full is that there was a night club next door and that's where most of the action was. In Wyoming its unusual to see a couple of guys kissing in a parked car! In fact this was the first time I had ever encountered this oddity. I thought, I gotta tell Pam that there are a couple of gay guys in the parking lot next door and see her reaction. So anyway, I get out and am walking through the parking lot of the nightclub on my way to Honey Bears. I'm thinking there's a lot of guys out here I wonder if they are all gay? I'm also thinking that they are sure giving me some strange looks.

Now I'm in line at Honey Bears waiting for the food and I strike up a conversation with a guy about how busy next door is and he confirms to me that it is indeed a gay establishment, and then adds that it looks

like I had a pretty good time next door and points to my dirty knees. I don't think he believed me when I told him that I got my knees dirty racing toy airplanes all day? Honey Bears is worth the trip across town and be careful to change into clean cloths before you go.

I built a motor mount that is similar to a Edmunds, in that it is .5 radius where it meets the firewall, and is 2.25x2.25 square. This can be home built out of .25 phenolic using a router to radius the outside, and simple hand tools. You also have to use a backplate. Then buy some 5/40 x .75 Allen head bolts countersink for the heads, use washers and viola, you have a lighter less expensive mount. I haven't raced this yet, I plan to be in Billings this May. If you have any questions about how this works, call or e-mail me they are both listed in the NMPRA newsletter.

Really looking forward to racing in Billings May 16/17. It is always a great race with good competition and great comradarie.

Mike

District 5 - Terry Frazer

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

The Toledo Expo was a huge success for the NMPRA. Sandi, my wife, Ben Martin, Jim Holbrook, Jim Lemaster and myself ran a booth for the NMPRA and had a great time. Don Nix of PowerMaster, in the next booth from us, had time to tell some interesting stories to pass the time. Sandi sold Tee Shirts, Hats, Pins and decals. We also gave away back issues of High Performance and sold some memberships, too. The NMPRA had a nice looking booth with Quarter 40's and Quickie 500's on display. One guy walked up and asked if this was a Lyle Larson booth. Ha! Ha! I would like to thank my staff for their help in making the booth a success. A great big thanks to Sandi for helping out. Now I guess Vern has to take Sandi to the Mall for three days to shop just to make her happy.

Our first race is over, and as always Joe Bollte and Brenda Holbrook did a great job. Saturday was nice and sunny with no wind.

Times were fast and I predicted to Ed Smith that Marcus or myself would win. What a bad mistake on my part to say such a thing. Look out for Adam Oswald this year guys in sport class. This young man is taking names big time.

Saturday Sport

1. D. Carpenter 1:51.53
2. Adam Oswald 1:48.68
3. Bruce Safriet 1:58.64

Saturday Expert

1. Grunkemeyer 1:18.09
2. Gary Gau 1:13.98
3. D. Sumner 1:16.33

Sunday Expert had 32 contestants and it seemed that everyone was fast. The wind came up and times went down and even some airplanes.

Sunday Sport

1. D. Carpenter 1:53.49
2. Adam Oswald 1:44.76*
3. Larry Henson 2:03.04

Sunday Expert

1. M. Blanchard 1:13.45
2. A. Adamisin 1:14.91
3. R. Hendriksma 1:14.65

Both days had to be shortened to four rounds because of the weather, still one of the best races to go to.

*S/K Racer
Terry*

District 6 Richard Moreland

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

The racing season in District 6 has started with the first contest being held at the PGRC field on April 25. We had 15, 424 contestants and 14 in 428. This was our first race with our new paved runway and take off area. After spending \$15,000 dollars and a lot of hard work it was nice, real nice. We had our usual procrastinator's who weren't quite ready, but with the days getting longer and with the ability to get out and practice these numbers will increase for the May 16-17 race.

The weather was great for the 424 race, which was won by Lewis Schwab, followed by Richard Brenner, Gene Bass and Bryon Bednar. The windy afternoon wasn't much fun for the 428 event won by Forest Terral, followed by Art Edsall and Dave Binger. Next week our friends in NEPRO start with their first race at Hadley, MA. I hope their weather is a little better for them.



District News



We in District 6 rely heavily on our 424 event for new racer's. We will have to make a decision on next year's engine selection, K&B no longer makes the 4011 engine. This is our choice for most, so the powers to be will have to decide on a new engine for next year. We will keep you posted.

I would like to personally thank Wayne Yeager for his many years of service with the Contest Board and as its Chairman. Wayne had a lot on his plate with the FAI committee, Toledo show, Nats and the Weak Signals Club. I was surprised Wayne lasted as long as he did. Some of you people have tried to make his life miserable, I know, they tried it with me just trying to run the Q40 Committee. Wayne has given many hours of service to the pylon community, most people don't have a clue of his efforts. Most of you folks would have folded your tent and left town facing some of the problems Wayne had to deal with. Wayne, you did a great job, we always didn't agree about everything, but we worked things out and got the job done.

I would like to thank the great one's at AMA Headquarters who didn't bother notifying the Contest Board that Wayne had resigned, who his replacement was as chairman or his replacement in his district. Way to go AMA, after 20 years or so working for AMA you couldn't even get it right.

Rick

District 8 – Damon Darnall

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

The season is underway in District VIII and I can't say how ready I am to race. The season started out with the bi-annual Cowtown 500 in Fort Worth, Texas. The weather looked grim during the week but luckily it turned out awesome, temps in the mid 70's, light winds, and clear skies. What a change from the last race we had here in the Lone Star State (NMPRA Championships last October). The District VIII opener brought out about 30 entries each day of the two day race. PowerMaster fuel was used. Each day had some exciting racing. Saturday started out with the dreaded "North

Course", which is not good for the way Thunderbird field is set up. The pilots had to fly across the course to get to turn one, however Sunday we were able to switch the course back around. In AMA 428 Richard Oliver set a new unofficial AMA record of 1:08.42! Congratulations Richard. After his blazing run, the other Quickies got jealous and gave him a case of bad air and his record setting Revolution was no more. Dave Martin soon followed suite and lost a battle with the turn three pylon. Dennis Cranfill took care not to leave himself out of the action, when he made a wing deposit with his Quickie at turn two. We were glad to see the Sportsman guys make a showing, it's great to see these guys improving as well as they are! Ed Coker mentioned the racing seemed unusually close. Usually there were a few easy heats but every one of these was a challenge.

Saturday Race Results

Q40

1. D. Darnall	1:13.59	1. Richard Oliver	1:08.24*
2. Mike Helsel	1:12.01	2. Higginbotham	1:11.96
3. Dan Tipps	1:15.91	3. Rich Beers	1:13.28
4. Jerry Small	1:07.94	4. Bob Miller	1:13.44
5. Rich Beers	1:15.22	5. Chuck Lee	1:13.50

AMA 428

Sportsman

1. John Welsh	1:53.00*	1. Red Cranfill	1:14.34
2. K. Wickland	2:05.91	2. Chuck Lee	1:13.96
3. Don Nix	1:57.31	3. D. Cranfill	1:08.87
4. John Stiles	2:14.28	4. D. Darnall	1:07.00*

Sunday Q40

1. John Welsh	1:53.00*	1. Red Cranfill	1:14.34
2. K. Wickland	2:05.91	2. Chuck Lee	1:13.96
3. Don Nix	1:57.31	3. D. Cranfill	1:08.87
4. John Stiles	2:14.28	4. D. Darnall	1:07.00*

Sunday AMA 428

1. Rich Beers	1:10.00*	1. John Welsh	2:05.50*
2. Higginbotham	1:11.37	2. John Stiles	2:20.30
3. Mike Hammet	1:13.40	3. Greg Benepe	3:00.00

Sunday Sportsman

1. Rich Beers	1:10.00*	1. John Welsh	2:05.50*
2. Higginbotham	1:11.37	2. John Stiles	2:20.30
3. Mike Hammet	1:13.40	3. Greg Benepe	3:00.00

Formula One

1. Mike Helsel	1:03.56*
2. Drew Jerina	1:12.00

On behalf of the Fort Worth Thunderbirds we would like to thank Jett Engineering, PowerMaster Fuels, Roy's Hobbies, Klett Plastics, and Old Time Hobbies for supporting our race. We would also like to thank Jerry Small and Norm Johnson for bringing out their unique and immaculate Wild Turkey's. They are proving to be pretty darn fast, as shown by Jerry Small who set the fast time on Saturday of 1:07.94. Once again the fast guys were not having the greatest luck as proved by Jerry when his Turkey turned turtle after a downwind takeoff attempt. Knowing Jerry it will be good as new by PowerMaster next month.

Speaking of PowerMaster, I hope to see you at the third annual PowerMaster Nats to be held again in Taylor, TX on May 30 and 31. This race is going to be a great time for

all in attendance. Don Nix and Mike Helsel have really outdone themselves this year with a Texas barbecue and live band to kick off the after race activities. If you haven't attended this race before you should make it a priority to be there. Last year was a great time; we even managed to do some night flying! I recommend if you plan on attending to call Don and pre-register. His number is 800-847-9086 or e-mail him at flyerdon@aol.com.

Well for those of you that have considered buying a new kit this year, it is becoming apparent that your choices are anything but limited. There are 22 different Q40 kits to choose from, and I have seen almost every one of them fly and can honestly say that each is competitive. Some have advantages in regards to building, setup, and assembly. Some may have flying characteristics that make them easier to fly. But when it comes to choosing a kit I would evaluate your building preference and budget. I would also ask yourself what kinds of things are challenging for you, building, fiberglassing, painting? These things should be considered when buying a new kit. I know that for me painting used to be a big deal. I would always try to find someone who had a used airplane they wanted to get rid of just so I wouldn't have to ruin another well built airplane with one of my terrible paint jobs. If this sounds like you, consider buying a ready to fly airplane. Now I know that half of you are telling me to take a hike about now, but you don't have to be rich to get a ready to fly airplane you just need to shop around. I have seen the Canadian built Loki, which is a beautiful airplane that goes for a pretty reasonable rate. So just remember there is a kit for every buyer, just watch what your friends fly, and then figure out which plane fits your budget and building preference.

I am really pleased to see how many people are taking to building or kiting Q40's. At the first District VIII race I saw three new designs and all looked like they could be very competitive. John Welsh who is one of our sportsman flyers is getting a head start on becoming a Q40 pilot. He has scratch built a pretty nice rendition of an Estrillita. It is amazing to me how radically different some of these airplanes are from each other yet not one has a clear advantage. It seems that much can be said about the



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need to practice and just learn the course. That is where the real speed is.

If you have tried to log on to the District VIII web-site and have encountered trouble, the correct address is www.geocities.com/CapeCanaveral/Hangar/4773. That is about it from here. Hope to see you at the PowerMaster race.

This is Cory Campbell for Damon Darvall. Let's Race!

Damon

District 9 Luis Garcia Blake

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

Fifteenth Pegaso's Model Airplane Races - March 14-15, 1998.

On Saturday there was a race of Quarter Midget 40 and a Quickie 500 AMA 428, and on Sunday a Quickie 500 AMA 428 race.

We had the participation of two pilots from the city of Puebla, three from Guadalajara, three from Toluca and ten from Mexico City.

The races were stipulated to five rounds and were developed without any inconvenience. On Saturday racing finished around 16:00 hours, and on Sunday at 14:30 hours, after which we proceeded to the awards.

Sat. 3/14/98 Q40

1. Luis Garcia Blake	1:18.35
2. Jesus Pedro Marin Lugo	1:24.88
3. Jaime de la Vega Grajales	1:19.34
4. Manuel Rico Sanchez	1:29.41
5. Manuel Martiarena Alamo	1:27.85

Sat. 3/14/98 Q500

1. Salvador Barrios Chavez	1:28.39
2. Howard Gomez Viana	1:32.89
3. Luis Garcia Robles	1:34.49
4. Jesus Pedro Marin Lugo	1:25.27
5. Victor Ortiz Sandoval	1:26.10

Quickie 500 Gold

1. Jesus Pedro Marin Lugo	4
2. Victor Ortiz Sandoval	3
3. Salvador Barrios Chavez	0
4. Luis Garcia Blake	0

Quickie 500 Silver

1. Gustavo Pastrana Nunez Cazares	4
2. Jose Calderon Galegos	3
3. Luis Garcia Robles	2
4. Howard Gomez Viana	0

Sun. 3/15/98 Q500

1. Jaime de la Vega Grajales	1:28.69
2. Ernesto Mendez Jauregui	1:38.44
3. Jesus Pedro Marin Lugo	1:26.36
4. Salvador Barrios Chavez	1:28.91

Sun. Quickie Gold

1. Jaime de la Vega Grajales	4
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2. Jesus Pedro Marin Lugo	3
3. Victor Ortiz Sandoval	2
4. Luis Garcia Blake	0

Sun. Quickie Silver

1. Salvador Barrios Chavez	4
2. Manuel Rico Sanchez	3
3. Manuel Martiarena Alamo	0
4. Jose Calderon Gallegos	0

Sun. Quickie Bronze

1. Gustavo Pastrana Nunez Cazares	4
2. Ernesto Mendez Jauregui	3
3. Agustin Alva Gomez Luna	2
4. Howard Gomez Viana	0

The records in Mexico continue steady: the Quarter Midget category continues with Richard Verano with 1:12.53 who set it on December 14, 1997; and in the Quickie 500 AMA 428 category the record is held by Emilio Lopez Rodriguez who set it on June 20, 1997.

We remind you that besides the usual awarding, in Mexico we also have an award for the more spectacular accident that happens on everyday of the event (one per day, by means of the participating pilots applauds at the moment of the awarding), in this occasion it was easy to determine the winners because with little wind there were few accidents, the winners were on Saturday Ernesto Mendez Jauregui and on Sunday Jose Calderon Gallegos.

The most important aspect for this race is that in the Quickie 500 category we introduced for first time in Mexico, Dave Shadel's suggestion "Something New" (Grouping the pilots by times to realize a race of homogeneous groups in time, which were determined by Fly Offs) obtaining a formidable success, these were the most competitive, alike and important races of the event.

A suggestion for all the race organizing Clubs is that they should perform Dave Shadel's idea published in the NMPRA magazine (Something New), it is actually formidable.

The contest's Principal was David Mancilla Garibay, the goalkeeper was Jorge Hernandez Torres and the judge for pylon 1 was Jorge Alfredo Rosas Castillo.

With nothing more at the moment and having this opportunity available I send you a cordial regard.

Luis Garcia Blake

Quarter Midget Bob Beaudette

8442 NW 47th Dr, Coral Springs, FL 33067
(954) 340-5437 RE-mail: hobbqm40@earthlink.net

Another month has gone by and most of the country is just waking up from the oh so long winter months, with loads of new hardware, airplanes, engines, Christmas Radios and whatever else, ready to take on the challenges of the summer flying season. Our problem down here in Florida is that we don't have a winter to wake up from. Consequently, that down time to build just doesn't exist. Just look at how lucky you are to have these few months to re-arm yourselves with the latest in technology. That's about as much bull as I care to throw this month about that subject. Just kidding. But seriously, The "Trimming your Quarter Forty for those Elusive 6 Second Laps" article generated just about as much mail as I care to handle. I'm glad you guys read the stuff anyway. Fortunately, for every person that said "you can't do that", 3 said "thanks". I guess I'll just continue turning in the low single digits with setups that can't be done. For those that really do think that it can't be done, God love ya, we're pretty good at avoiding traffic too.

Just one more comment about the technical articles. These are simply the way that we do things, and the setups that work for us. By us I mean Rocket Ray Brown and myself. It's not to say that there may not be a better way or that you have a more comfortable way of doing things. One of the things that I've learned that applies to business and in competition is that if you never get out of your comfort level, you'll never be as successful as you could be. Try things at the practice field or during a race. If you're off the pace, try a different prop, engine setup, plug or whatever. If the airplane isn't quite turning right and you can't seem to dial it in on the radio, try altering the CG. You'd be amazed at what 1/8 to 1/4 inch one way or the other will make in the way your airplane turns. You'll never know what might have been if you don't try. I had a conversation with Rich Verano at last summers Nats. He told me that when he feels he is off the pace he tries a number of



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these changes until he hits a good combination. In Quarter 40, if you're three seconds down, that's about 1/2 a lap. You're never going to catch up unless you got it all working right.

I spoke with Steve Kaluf just today. He and Mike Stokes have completed some testing with Netting to be used around cages. Although they are looking for some additional testing they are pleased with what's been done so far. It appears that the netting is gaining some acceptance at AMA as a method to be used in conjunction with cages for the safety of course workers. If all of these tests prove out, the slow down, Venturi reduction, drag plates, large wheel, fat wing, expanded fuselage, heavier airplane, larger prop syndromes may just go away. My personal favorite was to attach small drogue chutes or streamers to the tails to slow down the airplanes. Hey Drew Telford, maybe you could provide some pictures of those RPV's being netted on recovery and send them to the AMA. Those are big models and the nets work fine with them.

One quick word about race results, so far this year I have two of them, Phoenix and one California race. Last year there was some grumbling about individuals not getting credit for races flown. You need to get the CD's to send me the results. They can be E-mailed directly to me at bobbqm40@earthlink.com, or sent to me through the RCAirplanes.net web site. US mail works ok to. I can't count what I don't get. When we cut off the points with the Q40 championship race, I don't want to hear about you flew this or that and didn't get points. The info I would like is NMPRA number, Name, individual fast time and finish place in finish place order including those that have zero points. My program calculates the NMPRA points automatically.

If you're going to the NATS sign up now. So far the pre-registrations are as follows;

Quarter Midgets have 50 entries, Quickie 500 has 57 entries and Formula One has 18 entries. With the established cap on entries, it looks like Q40 and Quickie may fill up soon.

Next month I may attempt yet another technical article, either on Props or Engine Setups. So I'm a glutton for punishment. Or better yet, maybe one of you has an idea or

method you'd like to share with our guys. Don't worry, I'll insulate you from the mail rush, we'll just sign it Juan. He's our latest internet expert.

To correct a potential mis-understanding, there has been a lot of questions on the can do's and cannot do's on the setting up of V-tail airplanes. Let me set the record straight. On the JR 388, you set the Radio up for glider and V-Tail function. When you do this the total throw for the servos is cut down to 75% of what they would have been normally. The trim levers for elevator and rudder work the surfaces correctly, both of them together. The T-Adj is used to alter or create differential throw so you can get less down than up. The trade off is that you will also have the same differential in rudder throw. I have personally not found this to be a problem, some of you may. That's enough technicalities for this month.

I hope to see a lot of you in Vegas at the Gamblers Nationals. By the time this comes out we should be racing. As of today Cd Nelson Segal and Lee Von Der Hey have 42 registrants. Should be loads of fun.

See ya Next Month - keep it tight around three.

See Ya
Bob

Quickie 500 - Cliff Telford

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

Lately I have received several requests by mail and over the internet for me to recommend Q-500 airplane kits. Most of the requests come from beginners and I have usually responded with a list of all the kits that are currently commercially available. The Scat Cat which was available from hobby shops for many years is no longer available and few hobby shop owners seem to be aware that there are other kits for the Q-500 event. The kit manufacturers have a steady market by selling directly to the customers who are familiar with their products but this places no kits on the shelf at the hobby shop for a potential new racer to see. The burden is on US to recruit new flyers by

exposing them to what we do. Take a Q-500 airplane with a low power engine to the local flying field and let other people fly it. Perhaps a few of those sport flyers will get hooked on racing just as we did.

There are several kits available which would help with this approach. The Intimidator is a low wing airplane similar to the Scat Cat and is available for about \$ 40.00. The Revlution, Conspirator, and Black Jack are high wing, state of the art airplanes, and available in various stages of construction at various prices. And there are others.

Since 1990 I have been flying various versions of Jim Allen's Quick V. Jim pioneered the high wing, v-tail, dural gear airplanes that most of us fly today but the kits are no longer available from Jim.

Last year I began to see several flyers using Steve Grattan's Blackjack from California. It is similar in layout, construction and airfoil to Allen's Quick VII. The kit also comes in a version which uses a conventional tail (expensive mixing type radio not required) so I thought it might be a good airplane for beginners. The flyers I saw using the Blackjack said that it handled well and I have witnessed some pretty fast heat times. Recently I purchased two kits (conventional tail). I have completed the first one and I can attest that the kit is everything the other flyers said it was. Everything you need is in the kit except for glue, covering material, pushrods, tank, and wheels. The plans are excellent but the instructions are minimal. No problem for experienced builders but a true beginner might need a little help. At about \$60.00 the price is right. I will let you know later how it performs. Now I've got to go out and recruit some new racers. I hope you will too.

Blackjack- Steve Grattan - 702-265-2346
Conspirator- Archie Adamisin- 313-387-9320
Intimidator -National Balsa- 413-796-1925
Revlution - Sky Harbor RC -800-976-6341
Doddger - Direct - 1-800-593-5250

Cliff

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
4/5	Merced, CA	Q5,AMA,Q4
5/2-3	East Bay R/C, CA	Q5,AMA,Q4
5/16	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 limited
	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

4/5	Kent, WA.	Q5,AMA
5/3	Kent, WA.	Q5,AMA
6/6-7	Arlington, WA.	Q5,AMA,F1
6/27-28	Medford, OR.	Q5,AMA,Q4
7/11-12	Whidbey Is., WA.	Q5,AMA,F1,Q4
8/8-9	Spokane, WA.	Q5,AMA,F1,Q4
8/29-30	Ephrada, WA.	Q5,AMA,F1,Q4
9/19-20	Bremerton, WA	Q5,AMA,F1,Q4
10/17-18	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

5/9-10	N. Battleford, SK	Pre-season warm-up ALL
6/6-7	Regina, SK	Q5,Q4,F1
6/27-28	Calgary, AB	Q5
7/4-5	Calgary, AB	Q5
7/25-26	Swift Current, SK	Q5,Q4,F1
8/8-9	Prince Albert, SK	Q5,Q4
8/22-23	Saskatoon, SK	Q5,Q4,F1
9/19-20	Winnipeg, Man	Q5

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	
4/19	Mead	Q5SE,AMA
	Randy Tentinger 402.734.0947	
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	
5/24	Council Bluffs	Q5SE,AMA
	Charlie Tyrdik 402.896.0707	
6/20	UVA	1/2A
	Bill Cowley	
6/28	Mead	Q5SE,AMA
	Buds Hobby 712.322.1378	
7/11	UVA	1/2A
	John Sheely	
7/26	Council Bluffs	Q5SE,AMA
	Ward Neesen 402.896.8253	
8/8	UVA field-Regis	Q5
	Curt Robinson	
8/15-16	Billings, MT	Q5,AMA,Q4?
	Dick Smith	
8/22	UVA field	1/2A

8/30	Bill Cowley	Q5SE,AMA
	Mead	
	Dave Reiber 402.474.7761	
9/12	UVA field-Regis	Q5
	John Sheely	
9/19	UVA field	1/2A
	Bill Cowley	
9/27	Council Bluffs	Q5SE,AMA
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,AMA(2)
	Brenda Holbrook 513.923.4326	
5/2-3	Westland, MI	Q5AMASE(2)
	Art Adamisin 313.291.5079	
5/3	Rockford, IL	Q5E
	Orv Steinmetz 815.885.1161	
5/17	Rockford, IL	Q5E,AMA
	Glen Weirschke 815.234.3285	
5/30	Dayton, OH	Q5SE,AMA
5/31	B. Martin 513.439.5141	Q5S,AMA,Q4
6/6-7	Toledo, OH	Q5AMASE(2)
	John Borton 419.882.1165	
6/13	Hamilton, OH	Q5AMASE
6/14	Karl Tholen 513.984.9832	Q5AMAS,Q4
6/27-28	Lucasville, OH	Q5AMASE(2)
	Terry Frazer 740.574.6231	
6/28	Novi, MI	Q5,AT6
	Chuch Wooley 313.326.6297	
7/12-17	Muncie, IL	AMA NATIONALS
7/12	Registration	
7/13-14	AMA 428 Q500	
7/15	If needed end Q500 - Start AMA 422 Q40	
7/16	Quarter 40	
7/17	If needed end Q40 - AMA 421 Formula One	
7/19	Rockford, IL	Q5
	Mark Boesen 815.877.3912	
8/8-9	Dayton, OH WPAFB	Q5AMASE,Q4(1)
	CAPS Classic	
	Mike Condon 313.464.7027	
8/16	Rockford, IL	1/2A
	Dick Shields 815.398.8366	
8/29-30	Toledo, OH Weak Signals	Q4
	25th Silver Cup	
	Tom Kroggel 419.385.1635	
9/6	Westland, MI	Q5,AT6
	Art Adamisin 313.291.5079	
9/13	Rockford, IL	Q5AMAE
	LeRoy Webb 608.389.4519	
9/19-20	Lucasville, OH	Q5AMASE
	Terry Frazer 740.574.6213	
10/3-4	Toledo, OH Flying Tigers	Q5AMASE
	Pat Falgout 419.841.8957	
10/10-11	Hebron, KY	Q5AMASE
	Joe Bolle 606.341.4983	

District 6 - Richard Moreland

726 Hillmeade Rd., Edgewater, MD 21037, 301.261.7366

4/25/98	Bowie, MD PGRC	Q5,AMA
	Albritton/Rick Moreland	
5/3	Hadley, MA NEPRO	Q5SEB
	Giff Fogg 413.593.3581	
5/3	Jackson, NJ	Q5SE(2)
	Frank Flesch 732.929.8205	
5/16-17	Bowie, MD PGRC	Q5AMA,Q4
	Mason-Dixon Shootout #1	
	Rick Moreland 301.261.7366	
5/31	Hartford, CT NEPRO	Q5SEB
	Don Morgan 860.742.8108	
6/7	Farmington, CT NEPRO	Q%SEB
	Pete Reed 860.673.7883	
6/14	Jackson, NJ	Q5SE(2)
	Frank Flesch 732.929.8205	
6/20-21	Hartford, CT NEPRO	Q5AMA,Q4
	Mason Dixon Shootout #2	
	Dennis Thibodeau 860.749.6985	
	Mason-Dixon Classic	
6/27	Bowie, MD PGRC	Q5,AMA
	Terral/Rehm	
8/1-2	Bowie, MD PGRC	Q5AMA,Q4
	Mason Dixon Shootout #3	
	Rick Moreland 301.261.7366	

8/8-9	Ellington, CT NEPRO	Q5SEB
	Kevin Cyr 860.871.8316	
8/9	Jackson, NJ	Q5SE(2)
	Frank Flesch 732.929.8205	
8/15	Bowie, MD PGRC	Q5,AMA
	Baker/Bass	
9/13	Hadley, MA NEPRO	Q5SE
	Giff Fogg 413.593.3581	
9/19-20	Hartford, CT NEPRO	Q5AMA,Q4
	District 6 Championship	
	Mason Dixon Shootout #4	
	Lloyd Burnham 860.644.9072	
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/?	Tangerine	Q5
12/?	Tangerine	Q5AMA
12/?	Tangerine	Q4

District 8 - Damon Darnall

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

4/18-19	Ft Worth, TX	Q5,AMA,Q4,F1(20)
	Cowtown 500	
5/9-10	Wichita Falls, TX	Q5,AMA,Q4,F1(2)
5/30-31	Taylor, TX	Q5,AMA,Q4,F1(1)
	PowerMaster Nationals	
6/13-14	Brazoria, TX	Q5,AMA,Q4,F1(2)
8/22-23	Space City, TX	Q5,AMA,Q4,F1(2)
9/5-6	Ft Worth, TX	Q5,AMA,Q4,F1(2)
	Cowtown Nats	
9/26-27	Seagoville, TX	Q5,AMA,Q4,F1(2)

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

Article due dates

June 10

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October 21

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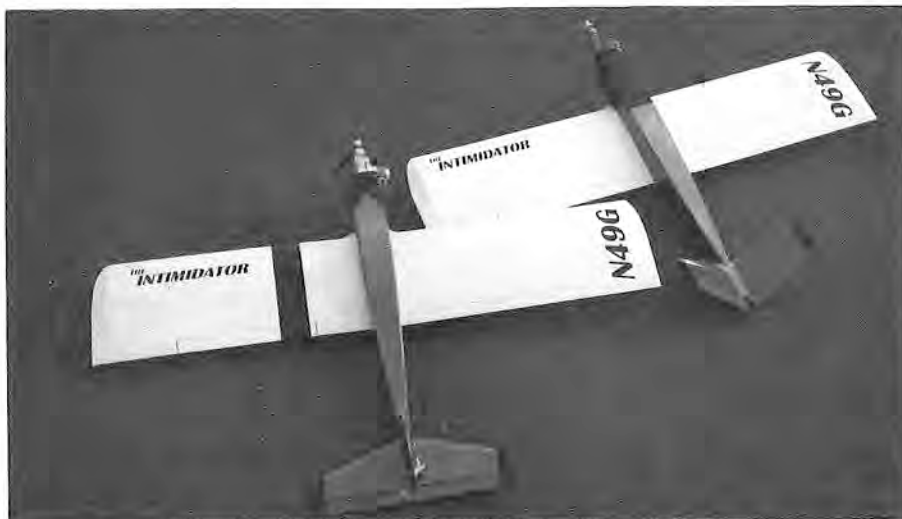
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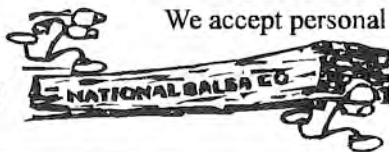
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PRESIDENT - Vern Smith - 180 Leader Heights Rd, York, PA 17402, Tel (717) 747-0707
E-mail: vsmith@blazenet.net

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: randsmit@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

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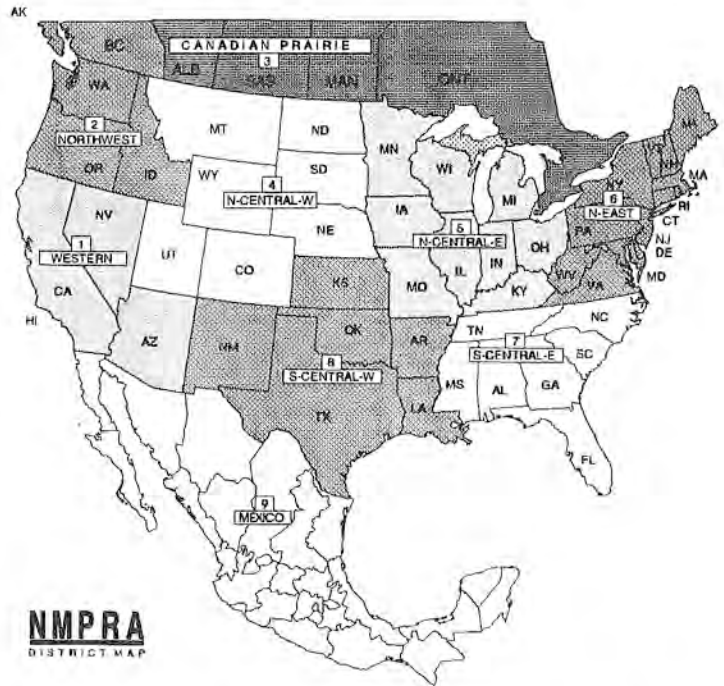
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DISTRICT 9 VP - Luis Garcia Blake, Palmas 735-406 Lomas Barrilaco, 11010 Mexico DF (525) 596-2739 E-mail: lgb@pegaso.com.mx

QUARTER 40 VP & Points Coordinator - Bob Beaudette - 8442 NW 47th Dr. Coral Springs, FL 33067, (954) 340-5437
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FORMULA ONE VP & Points Coordinator - Mike Helsel - 7 Still Meadow, Round Rock, TX 78664 (512) 244-2133 E-mail: Mike_Helsel@dell.com

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