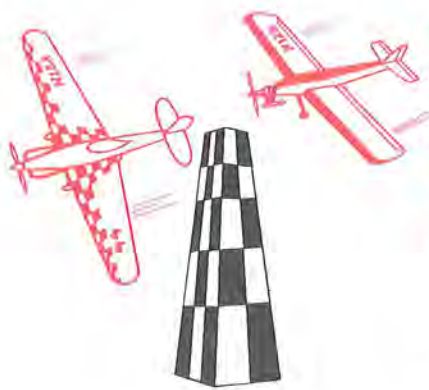


The Pylon Racer's Official Voice

NMPRA

HIGH PERFORMANCE



National Miniature Pylon Racing Association

Since 1965

AMA Affiliated

September 98

Presidential Pontification

The 1998 Nationals is history, 76 entries in Quickie 500, 72 in Q40, and 18 in F1. I got only one complaint during this years Nats, at last years event I got nothing but negative comments. If catching less hell is a valid measurement of participant pleasure then I guess this year's Nats. should be considered a success. While there are many ways to evaluate an event, three or four refls out of the 325 plus heats that were flown over the five day period says a lot about the competence of the NMPRA management team and the course workers. Pylon Director Cliff Telford ran a great Nats last year and some how got it even better this year. For the second straight year Pete Reed and Rick Moreland did their cool and competent jobs as Q500 and F1 event directors respectively. Archie Adamisin was our freshman and did an excellent job as Q40 event director. Greg Doe ran the number one pylon like the pro he is, and Paul Page handled the scoring with ease. AMA honchos Wayne Yeager and Steve Kaluf were always there when we needed them, and that was often. Jerry Salisbury processed 300 airplanes in two hours, incredible. If there was a star this year it had to be Bill Gallagher who took the starter spot for all five days. A lot of the credit for the low number of refls belongs to Bill.

The AMA's Mike Stokes took the responsibility of providing course workers for the Nats. It was very fortunate for the AMA that Mike stepped up to this job. As most of you know, last years Nats was poorly attended by the pylon racers because nobody liked having to work the course as the price of being allowed to compete. The feelings about contestant workers were so strongly expressed at last years Nats that the

NMPRA told the AMA that it was not going to take the responsibility to run another Nats at Muncie unless the AMA found some way to supply course workers. Mike was sabotaged when five or six of his committed workers pulled out one week before the Nats. Together, we walked around the pits begging pilots, mechanics, wives, etc. to volunteer. Fortunately, we were successful enough to keep the show going. I'm concerned about where this leaves us for next year but we will cross that bridge when we get to it.

Before we leave the Nats I want to credit Don Nix of Powermaster fuels and Steve Helms of Futaba Radio Corp. Powermaster donated the fuel we used and we went through 76 gallons. This saves the AMA a lot of money and we get the best quality fuel as well. Futaba donated a radio which we raffled off to the course workers.

1999 NMPRA Championship

Several weeks ago the NMPRA District 9 VP, Luis Garcia Blake, sent me a proposal to hold the 1999 NMPRA Championships at the Pegaso private club facility in Toluca Mexico. The excellently done proposal is over 15 pages in length so I must do a lot of condensing. In a nut shell we are invited to spent 3, 4, or 5 days with our hosts who have what is indisputably the best site in the world for pylon racing. The pits are completely separated from the course, including a chain link roof! This has to be the safest racing site in the world. The Pegaso Club is providing private bus/taxi service with a **bilingual officer** from the Mexico City Airport to the local Holiday Inn as well as similar service from the motel to the field four or five times a day (about 13 miles). There are secure facilities at the field to store and recharge your equipment. Local shopping and site seeing tours have been arranged, the cost is \$5.00. The rooms at the

Holiday Inn are \$55.00 per night. A welcome cocktail party will be held during registration the evening before the races. There will be a get together stake dinner Saturday night for \$15.00 per head.

The Pegaso Club house has a complete food serving facility and lunch/snacks will be available throughout the day at typical American fast food prices. To make a long story short you can come to the race for \$55.00 per day plus food and your airline ticket. The Pegaso Club is providing all ground transportation free of charge. I don't know about you but for the last several years my rental vans have cost me more than my motel rooms. Here is a list of departure cities and the airfare to Mexico City. The fares assume 21 day advance purchase. Keep in mind that airfares are unusually high now and will probably be less the Fall of 99. Denver \$413.00, Los Angeles \$402.00, Dallas \$395.00, Detroit \$519.00, Baltimore/Washington \$508.00, Orlando \$536.00, Boston \$522.00. My ticket to the upcoming 98 Championship race in Merced CA is over \$400.00.

I met with Mr. Blake and Carl Maroney, AMA insurance guru, to discuss the mechanics of providing insurance coverage for American contestants in Mexico. At this moment it looks like you will be able to enjoy all the benefits that your AMA insurance supplies at this event. The Pegaso Club is providing \$250,000.00 in liability insurance as additional insurance for contestants. There is work to be done to tie up all the details of the insurance package but if I can come up with an insurance package I'm comfortable with I plan to recommend that we graciously accept the Mexican's offer. If any of you have strong feelings about this either way please let me know.

On the political front there are some developments concerning the AMA Pylon

Racing Contest Board led by Duane Gall. The AMA initiated a new policy dictating specific criteria for Contest Board membership. Minimum levels of hobby participation and/or AMA leadership positions are required for membership on a Contest Board starting in 1999. These same new policies place nomination responsibilities with the various AMA Special Interest Groups, one of which is the NMPRA. Time and work restraints are forcing Jim Gager to resign his spot on the Contest Board from District six. We all thank Jim for years of service to our hobby and hope he can find the time to become more active in the future. Jim has

recommended Dan Kane as his replacement and the NMPRA intends to endorse Dan's nomination as District six Pylon Contest Board Rep. Similarly, District three rep. Dave Latsha's wife is ill and requires a lot of Dave's time. Like Jim, Dave has given his time for years for the betterment of pylon racing and we all hope to see him back in the near future. We are looking for someone to take the Ohio, Pennsylvania, West Virginia District. If you are interested please call.



REFLECTIONS

A friend of mine sent this to me, Rich Taylor. I think it's a wonderful collection of inner reflections that I want to share.

- Darrol, this is what I have learned, but not all that I have learned.
- I've learned that you can get by on charm for about 15 minutes. After that, you'd better know something.
 - I've learned that you shouldn't compare yourself to the best others can do, but to the best you can do.
 - I've learned that it's not what happens to people that's important. It's what they do about it.
 - I've learned that you can do something in an instant that will give you a heartache for life.
 - I've learned that no matter how thin you slice it there are always two sides.
 - I've learned that it's taking me a long time to become the person I want to be.
 - I've learned that it's a lot easier to react than it is to think.
 - I've learned that you should always leave loved ones with loving words. It may be the last time you see them.
 - I've learned that you can keep going long after you think you can't.
 - I've learned that we are responsible for what we do, no matter how we feel.
 - I've learned that either you control your attitude or it controls you.
 - I've learned that sometimes I just need to be held.
 - I've learned that regardless of how hot and steamy a relationship is at first, the passion fades and there had better be something else to take its place.
 - I've learned that heroes are the people who do what has to be done when it needs to be done, regardless of the consequences.
 - I've learned that learning to forgive takes practice.
 - I've learned that there are people who love you dearly, but just don't know how to show it.
 - I've learned that money is a lousy way of keeping score.
 - I've learned that my best friend and I can do anything or nothing and have the best time.
 - I've learned that sometimes the people you expect to kick you when you're down will be the ones to help you get back up.
 - I've learned that I'm getting more and more like my grandma and I'm kinda happy about it.
 - I've learned that a Sunday, following Saturday night of drinking more than twelve mixed shots of hard liquor, is best spent in bed.
 - I've learned that sometimes when I'm angry I have the right to be angry, but that doesn't give me the right to be cruel.
 - I've learned that true friendship continues to grow, even over the longest distance. Same goes for true love.
 - I've learned that just because someone doesn't love you the way you want them to doesn't mean they don't love you with all they have.
 - I've learned that no matter how much I care, some people just don't care back.
 - I've learned that maturity has more to do with what types of experiences you've had and what you've learned from them and less to do with how many birthdays you've celebrated.

continued in next issue

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 - 1:04.24 - 6/6/98
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	*Richard Verano - 1:06.81 - 5/24/98
428-Q500-Sr-2.5m	Seth Tomblin - 1:11.16 - 10/06/96
428-Q500-Jr-2.5m	*Matt VanBaren - 1:13.19 - 5/24/98

* applied for AMA Official Record

1998 NMPRA Championships

Form 1 & Q40 (60sec clock)

*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.*



HOST

*Merced County
R/C Club*

October 9, 10, 11, Castle Airport

SPONSORS

1st Place Q40 - \$750.00
Landing Products (APC)

1st Place F1 - \$300.00
Sheldon Hobbies

2nd Place Q40 - \$500.00
Henry Bartle

2nd Place F1 - \$200.00
NMPRA

3rd Place Q40 - \$350.00
NMPRA

3rd Place F1 - \$100.00
NMPRA

Fast Time Q40 - \$200.00
Ray (Rocket Props) Brown

Fast Time F1
NMPRA

ASSOCIATE SPONSORS

Jett Engineering
Hager Machine Tool
Small Creations
California Speed Pro
Futaba
JR/Horizon

RACE HEADQUARTERS

Aviation Challenge
Castle Airport

See entry application
inserted in this issue for
more details

Q40 Fuel Supplied
by Powermaster

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

Quickie 500 (428) at the NATS



Kneeling l-r: Richard Verano 1st, Dave Shadel 2nd, Jeff Adamisin 3rd, Jim Allen 4th, Dan & Kathy Kane 5th, Standing l-r: Luis Garcia Blake 8th, Wayne Webb Best Senoir, Leroy Webb, Jaime de la Vega 6th, Manuel Martiarena 22nd, Craig Grunkemeyer 7th, Joe Dodd 13th, Mark Parker 9th, ?, Richard Beers 10th.

1. Richard Verano	32	1:11.84	**	27. Gary Freeman Jr	20	1:13.94	53. Leroy Webb	15	1:15.78
2. Dave Shadel	32	1:12.01		28. Tim Crookham	20	1:15.26	54. Brad Clayton	15	1:24.81
3. Jeff Adamisin	31	1:12.45		29. Ed Smith	20	1:15.47	55. Lyle Larson	14	1:17.25
4. Jim Allen	31	1:12.82		30. Gary Gau	19	1:14.85	56. Glen Wierschke	14	1:17.56
5. Dane Kane Jr	29	1:13.52		31. Chago Panzardi	19	1:14.87	57. Charles Funderburk	14	1:18.70
6. Jaime de la Vega	29	1:12.28		32. Dub Jett	19	1:15.11	58. Charles Anderson	14	1:19.70
7. Craig Grunkemeyer	29	1:12.42		33. Art Edsall	19	1:17.39	59. Jeryl Smith	14	1:23.48sr
8. Luis Garcia Blake	29	1:14.05		34. Ray Hendriksma	19	1:19.77	60. Donald Ware	14	1:24.34
9. Mark Parker	28	1:13.66		35. Steve Baker	18	1:14.11	61. Lewis Schwab	13	1:19.31
10. Richard Beers	27	1:12.18		36. Mike Sperry	18	1:15.47	62. Sarah Benham	13	1:24.55
11. Darrol Cady	26	1:13.84		37. Jerry Salisbury	18	1:15.53	63. Dean Stone	12	1:18.25
12. Harold Sattler	26	1:14.40		38. Wayne Webb	18	1:17.61sr	64. Dan Tips	12	1:24.03
13. Joe Dodd	26	1:15.32		39. Brian Wilbur	18	1:17.26sr	65. Michael Deneve	11	1:20.76
14. Vern Smith	25	1:14.38		40. Mike Masi	18	1:18.93	66. Allen Booth	11	1:32.26
15. Dave Bowman	25	1:15.86		41. Dennis Cranfill	18	1:20.31	67. George Rodriguez	10	1:30.20
16. Richard Oliver	24	1:13.47		42. Lloyd Burnham	17	1:15.77	68. John Collins	9	1:45.26
17. David Binger	24	1:16.82		43. Bob Brogdon	17	1:17.53	69. Cory Paine	8	1:23.40C
18. Terry Frazer	23	1:13.80		44. Richard Moreland	17	1:19.20	70. Alan Warfield	8	1:30.92
19. Mike Helsel	22	1:14.04		45. Steve Kovach	17	1:20.80	71. Orv Steinmetz	8	1:31.08
20. Don Moody	22	1:14.45		46. Aat Harrison	17	1:24.99	72. Bob Greer	6	1:23.21
21. Roy Andrassy	22	1:16.31		47. Chuck Lee	16	1:14.16	73. Mike Parker	6	1:24.29
22. Manuel Martiarena	22	1:18.91		48. Robert Miller	16	1:14.77	74. Red Cranfill	5	1:15.97
23. Bruce Richmond	21	1:14.50		49. Archie Adamisin	16	1:15.56	75. Charles White	4	1:39.55
24. Paul Benerza	21	1:17.86		50. Gail Jacobson	16	1:16.93	76. Ed Poccia	0	0:00.00
25. Mike Tallman	21	1:20.54		51. Richard Berner	16	1:22.74			
26. Tray Farran	20	1:13.26		52. Tim Lime	15	1:15.68			

Quarter 40 (422) at the NATS



Kneeling l-r: Dave Shadel 1st, Jim Allen 2nd, Rhonda & Darrol Cady 3rd, Richard Verano 4th, Chago Panzardi 5th, Brian Wilbur Best Senior. Standing l-r: Lyle Larson 6th, Dave Binger 7th, Bub Jett 8th, John Shannon, Ray Hendriksma 10th.

1. Dave Shadel	31	1:05.20	25. Harold Sattler	20	1:06.63	49. Paul Benezra	12	1:18.64
2. Jim Allen	31	1:08.99	26. Dean Stone	20	1:08.07	50. Art Edsall	12	1:19.58
3. Darrol Cady	30	1:07.14	27. Mike Sperry	20	1:10.38	51. Dave Bowman	12	1:20.70
4. Richard Verano	30	1:04.93**	28. Pete Reed	20	1:13.14	52. Red Cranfill	12	1:20.73
5. Chago Panzardi	29	1:06.46	29. Roy Andrassy	19	1:09.51	53. Richard Oliver	11	1:11.40
6. Lyle Larson	27	1:12.21	30. Terry Frazer	19	1:10.20	54. Jerry Small	11	1:13.93
7. David Binger	27	1:06.72	31. Richard Paine	19	1:11.70	55. Ed Poccia	11	1:22.84
8. Dub Jett	26	1:08.11	32. Bruce Richmond	19	1:12.11	56. Orv Steinmetz	11	1:27.13
9. Robert Miller	26	1:11.91	33. Gail Jacobson	19	1:12.77	57. Tim Lime	9	1:13.29
10. Ray Hendriksma	26	1:08.69	34. Mark Parker	18	1:09.67	58. Mike Tallman	9	1:14.48
11. Mike Helsel	26	1:08.73	35. Glen Wierschke	18	1:11.37	59. Richard Berner	9	1:25.60
12. Dan Kane Jr	25	1:09.44	36. Drew Jerina	18	1:12.96	60. Archie Adamisin	8	1:14.63
13. Ed Smith	25	1:10.35	37. Richard Moreland	18	1:13.00	61. Gary Freeman Jr	7	1:14.23
14. Norm Johnson	24	1:05.74	38. Dan Tips	17	1:12.91	62. Jeff Adamisin	6	1:15.91
15. Craig Grunkemeyer	24	1:05.84	39. Steve Baker	17	1:14.36	63. Steve Kovach	5	1:36.16
16. Luis Garcia Blake	24	1:06.13	40. Bob Brogdon Jr	17	1:15.08	64. Vern Smith	3	1:13.87
17. Mike Condon	24	1:10.87	41. Charles Anderson	15	1:15.92	65. Gary Gau	3	1:18.09
18. Tray Farran	23	1:07.61	42. Lloyd Burnham	15	1:18.47	66. Don Moody	3	1:19.47
19. Jaime de la Vega	22	1:08.26	43. Brad Clayton	15	1:19.71	67. Bob Greer	2	1:29.05
20. Dennis Cranfill	22	1:12.13	44. Joe Dodd	14	1:12.80	68. Leroy Webb	1	1:56.91
21. Jerry Salisbury	22	1:14.37	45. Brian Wilbur	13	1:14.73sr			
22. Manuel Martiarena	22	1:17.53	46. Mike Masi	13	1:17.21			
23. Bill Johanson	21	1:12.93	47. Allen Booth	13	1:24.36			
24. Chuck Lee	21	1:14.44	48. Lewis Schwab	12	1:18.34			

Formula One (421) at the NATS



Kneeling l-r: Richard Verano 1st, Dave Shadel 2nd, Mike Helsel 3rd, Standing l-r: Darrol & Rhonda Cady 4th, Gary Gau 5th, Ed Smith 8th, Drew Jerina Best of Show.

1. Richard Verano	20	1:05.63**	7. Dan Kane Jr	15	1:13.40	13. Lloyd Burnham	10	1:14.25
2. Dave Shadel	20	1:07.05	8. Ed Smith	13	1:22.08	14. Drew Jerina	9	1:12.71
3. Mike Helsel	18	1:10.72	9. Roy Andrassy	12	1:15.94	15. Cory Paine	2	1:24.54
4. Darrol Cady	17	1:12.35	10. Pete Reed	12	1:18.90	16. Brad Clayton	2	1:26.36
5. Gary Gau	16	1:12.72	11. Gary Freeman Jr	11	1:16.16	17. Mike Masi	2	1:47.15
6. Bob Brogdon Jr	15	1:12.49	12. Mike Sperry	11	1:18.91	18. Richard Paine	0	0:00.00



Workers: This picture was taken on the last day. It does not show all the workers that manned the cages at the Nats. Cliff Telford holds the radio donated by Futaba for the workers raffle.



District News



District 1 - Dave Ferrell

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

Congratulations to Richard Verano and Dave Shadel for representing District 1 at the Nats. Richard took first in Quickie and Formula One and Fast time in all classes. Dave took first in Quarter Forty.

July has turned out to be a bumper month for racing here in Central California, with the cancellation of the Reno 4th of July Firecracker 500. That left a large gap in our summer race schedule. The Reno field is located on Bureau of Land Management land in the high desert NE of Reno. They were trying to resurface the runway but due to four days of rain (El Nino strikes again) the paving equipment sank to their axles trying to do the job, thus making a mess of the road and the field. The Reno R/C Club and co-host Gardnerville Sierra Sagebrush Flyers reluctantly decided to cancel the race because they would not be able to get the field in shape to put on a quality event. Hopefully, next year. I guess I will have to take Alice up to Tahoe to get her gambling "fix" for the year, with no racing, bumper again.

AMA EXPO 98

The next major event on the West Coast will be the AMA EXPO 98 at Livermore Aug. 29 & 30, hosted by the East Bay R/C Club. They will be running 428 Quickie, APRA Quickie and 422 Q40. Last year the event was held at Alameda NAS, with San Francisco and the Bay Bridge in the background behind pylon 1. This year it will be at their Club field in Livermore. For more information & pre-registration, contact Vic Garner at (510) 447-3786.

NMPRA Championships, 1998

The 98 Championships at Castle is coming along great. At this time we have 30 pre-registered in Q40 (Ch 22 & 25 full), 16 in Q500 (Ch 25 full) and 16 in F1 (Ch 22 full). It is difficult for school and college kids to take off a full week to come and race, but I guess that's the way it is. Memorial "Castle" T shirts (complimentary to pilots) have been designed and are on order. The Saturday night banquet, at Aviation Challenge, of prime rib at \$18 per person is in the oven. Tickets will be sold at the flying site. We have held several large events at Castle the past several years and have never found any "bad" frequencies. We hosted an IMAA

Giant Scale fly-in this year with over 500 planes. There were five planes in the air for most of the three day event with no frequency problems.

This is a short column this month, hopefully I will have more to report on next month.

*Bank-n-yank
Dave*

District 2 - Darrol Cady

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

Most of the "Slow 'em down" movement is politics, but that is our way of life. Everything that we deal with in our daily life is controlled by politics, government, the school system, even your job. There are some things you can change, and there are some you just have to live with. Let us take your job. Your boss tells you to do things that you think are dumb. But face it, he makes the rules you play by. You either do it his way, or hit the "Hiway". One thing different here, is that you can at least cast your vote. If your do not like the way Dave Brown or your EC member is treating you, you can cast a vote for someone else. You can't do that with your boss, unless you work for the AMA. The President does control the AMA.

We did have a class that would have bridged the gap between the 424 class Quickie, and the Q40 class. It was club racing and it was a great event. It was lost when Quickie racing became an AMA event. We used to race Rossi's and the Webera Quickie motors. It was a great class, and the motors were less than \$150, they still are. The thing that we are missing, is that racing is racing. Racing was just as much fun with the Rossi's as it is with the motors we are running today. When I first moved to Washington, they were still running that class here. Any time under 1:30 was respectable. The racing was as competitive and as much fun as it is today. Now you have to be able to turn a sub 1:15 at any given time to even think about winning a heat. You better have a 1:12 in your thumbs to win a flyoff.... Times and speeds have changed, but the fun continues.

I look at the speed in a little different way than the popular way. "Speed equals money." The faster the class, the more expensive. Many have called Q40 the "Pre-

mier event". It may be the most popular scale event, but Formula One is still the "Premier Event". It only has two problems, it is "too hard" to do and it is "too expensive". Until you have a couple of years of hard expensive learning and have the dedication, the average racer will go faster and put in more laps with a 428 Quickie. If you are going to a major race with your only Formula 1 motor in the airplane, only luck will help you win. You better have several other motors to get the best of equipment. It will be the most dedicated racers that will wear the crowd down and win in the long run, in any class.

Support the NMPRA. This organization is doing much for you behind the scenes and if it were not for the NMPRA, we would have many more restrictions on our racing than we have now. They would be placed on us by a non-participating political system.

Rhonda and I were not able to attend the Whidbey Island race. It was scheduled for the same time as the Nats, and we chose the Nats. Whidbey Island is a wonderful race sight. It is as it's name says, on an island. You can drive to the north of the island and cross the bridge and go in by way of Deception Pass, but we always choose to take one of the Ferries to the island. It makes the trip to Whidbey Island an experience, as is the race. The Whidbey club has a wonderful flying field. It is a Navy practice runway, and only has use during maneuvers. Sometimes on a Friday night we get to see the jets practicing their carrier landings on the runway.

Please, next year let us schedule this event at a time not conflicting with the Nats. Some of the travelers might like to come also, but they usually travel to the Nats. It is hard to be in two places at the same time.

The results are as follows, please note the number of APRA flyers that we have. This tells me that we are growing in numbers in the Northwest. We must be doing something right. There are five of the APRA guys from last year that are now flying 428 and even some are preparing to do Q40. I am pleased.... Think about an APRA motor

NEXT ARTICLE

DUE DATE

SEPTEMBER 15



District News



rule event in your area, it works. SEMPRO and NEPRO, listen up.

7/11/98 APRA Quickie	7/12/98 APRA Quickie
1. Bill Warner	1. Bruce Teel
2. Bobby Arledge	2. Bill Warner
3. Bruce Teel	3. Jeremy Grogan
Combined Winners	
1. Bill Warner	1:40.62
2. Bruce Teel	1:47.35
3. Jeremy Grogan	1:45.92
7/11/98 428 Quickie	7/12/98 428 Quickie
1. Jon Packer	1. Andrew McIndoe
2. Dave Torre	2. Al Watson
3. Dan Nalley	3. Nelson Eddy
Combined Winners	
1. Jon Packer	1:14.33
2. Andrew McIndoe	1:16.22
3. Dave Torre	1:16.63
7/11/98 Q40	7/12/98 Q40
1. Tom Strom Sr	1. Tom Strom Sr
2. Matt Mikko	2. Andrew McIndoe
3. Andrew McIndoe	3. Jerrett Cangie
Combined Winners	
1. Tom Strom Sr	1:09.19
2. Andrew McIndoe	1:10.00
3. Jerrett Cangie	1:10.01

And from what I have heard, a great time was had by all.

Pylon Racing events at the Nats in Muncie were the best ever. The organization and cooperation between the AMA and the NMPRA worked wonderfully. The workers were having fun on the course as well as doing a great job. For the most part, even the flyers were on their best behavior. I only saw one racer getting out of hand, and he was close to going home early. Archie was firm.

One thing that is of concern to me is that the Quickie wings are getting too small. I do not believe that anyone is trying to cheat, but there were many wings that were on the less than 500 sq. inch side. Not much, and not intentional. Again no one was trying to cheat. It is just something we must watch when we are building.

Prime example of this is The Revolution. Most of them there were too small. I can tell you how it happens. I just measured a Revolution kit that I have in my shop. The wing measures 10-1/8" x 47-3/4", that is 483.47 sq. inches. The tips as provided in the kit are 1-1/4" x 10-1/8". There is about 30 % of the tip lost in the tip shaping process. That gives us 501.18 square inches, perfect. The problem arises when we built the airplane. Sandpaper is the guilty party. By the time the leading edge is shaped and the trailing edge is straightened to match the aileron hinge line, we loose 1/8" for the length of the wing. One eighth inch off the chord, for the 50-1/4" wing span is 6.28 sq. inches removed. When you subtract that from the 501.... Guess what? The airplane is not legal, and no one was trying to cheat. The little shortage will not make any difference in the

performance of the airplanes, but it is not big enough.

I am only using the Revolution as an example, not picking on it. It is a good legal airplane that there are many of in service. My warning is that when you build a wing, measure it carefully before and after you sand it. Make sure that the wing is big enough when you bring it to a contest. Most problems can be corrected in the wingtips. It is easy to be 2 to 5 inches shy. Next year if I am measuring the wings at Registration, I will have an accurate ruler and a calculator. Know what you are bringing is big enough. The measurement is the chord line, not the surface.

The Nats Registration was well orchestrated by Jerry Salisbury. In two hours, his crew processed hundreds of airplanes and it went very smooth. Starter Bill Gallagher was a great starter. He was fun, and efficient. Greg Doe at #1 is a master. He made sure that if you got a flag, you didn't get a cut, and corrected the problem with the flags, instead of ...you know... "It was a slice". Mike Stokes, Steve Kaluf, and Vern Smith did a great job of getting everything together and it being invisible to the flyers. Great Job! Paul Page, what can I say. He always does his job to perfection. I should not be mentioning names here, because I am going to hurt someone's feelings by not mentioning them also. For all of you that worked so hard, and did such a terrific job, you are remembered and thanked very much. Thank you all again. And my special thanks to Richard Verano, our flyoff made my Nats....

We are looking forward to the "Trek" to Muncie in '99. You all come!

Darrol

District 3 - Randy Smith

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

Since the last newsletter our district has completed two contests, one in Calgary Alberta and the other in Swift Current, Saskatchewan. Our two day Quickie 500 contest in Calgary was threatened by record amounts of rain several days prior to the weekend and the rain didn't quit right up until race day. The access road into the field was flooded to the point of impassable. An alternate entrance was foraged by pilots and

helpers alike. Rubber boots was mandatory footwear for most of the weekend. The flying site is bordered by a couple of natural swampy areas, so the heavy rain made the entire site rather moist to say the least. Rod Kelln of Regina received the award for "Best Splash" as he was seen wading up to his thighs to retrieve his model his wayward model from "Kelln Canal". I don't know why Rod didn't send his caller out to fetch the plane.....

This was the first district contest hosted by Calgary in a number of years. We have been plagued by noise sensitive flying sites and local clubs which do not tolerate the go-fast crowd. In the last year, a small group of active pylon racers in Calgary secured a field for practice and contests. At this point the field is suitable only for Quickie due to cramped spaces around the overall site and available runway length for landing and runoff.

The Calgary race was our first district contest to implement the Gold, Silver, Bronze flyoff method suggested by Dave Shadel in this newsletter last winter. After the regular six round matrix, pilots were grouped by fastest heat times into three flyoffs. This spread the trophies among the top nine pilots (3 plane races) and made for some very close races at the end of the day. The flyoffs were so exciting that even the helpers applauded after each race. This type of racing format is a real shift in thinking. It has its pros and cons, but I believe it is a real good way to promote racing within the entry level event. We do not use it in F-1 or Q40, but I think it is a good idea for the Quickie event.

We went from rain soaked Calgary to the blistering heat of Swift Current. While the Texas area was suffering from record temperatures, we too had our share. The Saturday Quickie event was flown in temperatures of 90 degrees and above with brisk winds. A few weeks prior, the weekend meet was threatened by cancellation due to lack of helpers from the local club. The pilots rallied together and were prepared to man the course as long as we were given clearance to use the club field. Also, the pilots forfeited the traditional trophies and prizes awarded to the weekend winners in favor of donating the entry fee money to recognize the helpers. An entry level Quickie kit was purchased and put up as a draw prize for anyone who helped. This seemed to go over well and enough helpers were found for the weekend. Throughout the heat of the day, the pilots took turns buying rounds of soft drinks for all the



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workers on the course to keep them cool and happy. All in all, this show of appreciation for allowing us to have fun is all that was needed to maintain the helpers and ensure the weekend race was a success. Many pilots feel that the trophies for the winners are not important. Most are racing for the district points and to have a good time. They are perfectly willing to donate the entry fee money towards helper appreciation.

At a national level, Canada sent a contingent of racers down to the pylon Nats in Muncie. Roy Andrassy, Harold Sattler, Mabo Amano and his family, Ed Smith, and Rick and his son Cory Paine attended the pylon marathon. Reports said that all had a good time and they came away with only a few scars. Ed reports that it was a very well run event by the contest directors and all the helpers involved. From our district's point of view, the highlight had to be that Harold turned a 1:06 with his new Miss Foxy Lady quarter midget design. Harold pushed the Fox hard in a couple of races against Richard Verano and Dave Shadel. Harold's Fox was the original prototype built with the traditional epoxy glass fuse, balsa tail feathers and sheeted foam wing. This proves that tried and true building materials and techniques can still go fast. To satisfy those looking for instant gratification, Harold has plans to kit a composite version as well. For more information, check out the H&M Racing site on the Internet at www.supermininow.com

And finally, I am excited to report that I am seriously planning to venture down south this fall to the NMPRA championship race at Castle AFB in California. This will be my first big racing event which I will attend outside of Canada. I plan to enter the Q40 event with my H&M Loki. I would like to meet a number of you whom I have met on the Internet Pylon Forum, other District VPs, and many of the fast names that attend these contests regularly. I know I will get beat badly, but if you're gonna get your ass kicked you might as well have it done by those that do it best. My objective is learn more about our great sport, pick up some tips and tricks, and just generally have a good time. I think that's what its all about, don't you....

Here is a summary of the Calgary and Swift Current races:

Q600 (Std) Calgary Day 1	Q600 (std) Calagry Day 2
1. Doug Houston 1:20.17	1. Rod Kelln 1:16.19
2. Cecil Graval 1:22.13	2. T. Palaschuk 1:19.19
3. Jack Ellefson 1:21.53	3. H. Kauffman 1:18.33
Q500 (Std) Swift Current	Q40 Swift Current
1. Steve Landry 1:17.64	1. Lyle Baker 1:15.53*
2. H. Kauffman 1:16.72	2. H. Kauffman 1:16.76
3. Rod Kelln 1:14.85	3. Jack Ellefson 1:18.62
*Fast time: Terence Palaschuk 1:14.56	

Formula One - Swift Current, SK

1. Cecil Graval 1:17.08*
2. Rob Kossatz 1:21.76
3. Rod Kelln 1:22.41

Rapid Randy

District 6 Richard Moreland

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

The '98 season has started in earnest with a couple of 424 races in New England and two 428 Quickie races and one 422 Q40 race weekend in Maryland. The weekend of June 20-21 marks the weekend of round two of the Mason-Dixon Classic. Attendance is down in 429 and 422 this year and there seems to be an attitude that things are getting out of hand with the added expense and speeds.

This leads me to believe, have we not learned anything over the years? With the demise of F1, because of the expense and noise, are we not destined to continue making the same mistakes? I understand a new 428 record has been set at a 1:06 with an all composite airplane that cost \$400. Have we not lost our minds? We have gone from a \$32 Scat Cat to a \$400+ whatever in Quickie! Sure I know, you can't buy the thumbs to do that well and we know thumbs are what it takes with any airplane but, see what will be the perception for a new guy wanting to get into Quickie, or a person who is marginal with his or her ability or money.

Start with the \$400 composite kit, \$325 engine, some use a \$30 spinner, \$23 Tetra Tank, either a \$32 or \$55 motor mount, \$400 radio, \$25 worth of miscellaneous equipment and you have a \$1300 airplane. Ha! Mr. new guy or low budget flier, do you still want to fly today's Quickie? I know, I know, a lot of people will say you don't need all that expensive equipment, but you know darn well this will be the perception. If you want to play, you will have to pay, but \$1300 for a Quickie! It's even more for Q40. You bust up a couple of these babies on a weekend and to replace them, there goes the rent money for some of you. The prices for these kits are proportioned to the time and effort to produce such kits, but are these expensive airplanes going to help the sport? I don't think so!

I realize some of you folks will spend the rent money to win a \$20 trophy, but not me and not a lot of other people. If there are no controls on these expenses for Quickie and

Q40 who are you guys going to race with? You can't continue to run races with 10 or 12 contestants. Clubs are not going to allow their fields to be tied up for a weekend with these kinds of numbers. I think sometimes the go-fast guys and the guys with money often forget we need to keep new people coming into the sport as well as trying to keep the guy who's not willing to spend the rent money still in the game. He has to feel it's not totally ridiculous or futile to still play.

I think if we don't look at the situation, participation will stagnate and then start to drop off and please, don't tell me there is nothing that can be done because this is racing and racing is expensive. The most participated car racing event in the country today is the Legend Cars and that is because they do everything in their power to keep the cost under control. If you don't believe it, look it up. I think it's time to look at and talk about these issues.

For those who are thinking about sending me a Q40 airplane, please remember to send me five copies of your scale three view drawings or photos of your modeled airplane. This will expedite your processing time.

Reminder to all CD's - If you have a suspicions about a certain airplane, please give me a call and I will be glad to send info (drawings, cross-section, profiles) about any airplane. I have asked before and will again for airplane manufacturers to send me their airplane so it can be checked to their submitted drawings. This is to ensure that the info they sent me is what they are building.

Rick

District 9 Luis Garcia Blake

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

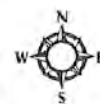
Sixteenth Pegaso Race 5/23/98

The scheduled events were Q40, Q500 and Quickie Sport. Saturday was sunny, no clouds and a little wind. On Sunday the wind increase during the Q40 event with many accidents.

We had the pleasure of receiving three pilots from Puebla, five from Toluca and 17 from Mexico City. The races were stipulated to five rounds and their development was without any inconvenience, with an



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exception for Sunday in the Q40 race where the high wind created too many cuts at pylon #1 and the pilots were in disagreement with the judge's decision.

Saturday's races were completed around 16:00 hrs and on Sunday they finished at 17:00 hrs after which the awards were presented.

The most spectacular accident went to Manuel Rico Sanchez at #3 for Saturday and Ruben Diaz Suarez for Sunday.

The contest principal was David Mancilla Garibay. The goal judge was Jorge Hernandez Torres and the pylon 1 judge was Jorge Alfredo Rosas Castillo.

Mexican records: Q40 — Richard Verano 1:12.53 (12/14/97), Q500 — Emilio Lopez Rodriguez 1:15.25 (6/20/97)

Q40 5/23/98

1. Luis Garcia Blake 1:18.15*
2. Manuel Rico Sanchez 1:24.22
3. Jaime De La Vega Grajales 1:19.11

Q500 5/23/98

1. Pedro Marin Lugo 1:26.32
2. Howard Gomez Viana 1:30.38
3. Victor Ortiz Sandoval 1:31.76
4. Luis Garcia Blake 1:26.13*

Q500 Sport 5/23/98

1. Mike Gomez 2:26.54
2. Pedro Marin Corrales 2:41.79
3. Ruben Diaz Suarez 2:13.84*

Q40 5/24/98

1. Emilio Lopez Rodriguez 1:22.95
2. Manuel Rico Sanchez 1:28.60
3. Luis Garcia Blake 1:16.77*

Q500 5/24/98

1. Luis Garcia Blake 1:21.01*
2. Pedro Marin Lugo 1:24.96
3. Jamie De La Vega Grajales 1:21.69

Q500 Sport (5/24/98)

1. Mike Gomez 2:18.16*
2. Pedro Marin Corrales 2:48.51
3. Ruben Diaz Suarez 2:28.76

Modeling Club of Jalisco

Q500 7/4/98

1. Luis Garcia Blake 1:18*
2. Manuel Martiarena Alamo
3. Manuel Rico Sanchez

Q40 7/5/98

1. Luis Garcia Blake 1:14*
2. Pedro Marin Lugo
3. Jose Calderon Gallegos 1:14*

Luis

Quickie 500 - Cliff Telford

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

Nats Notes

We have just returned from the 1998 AMA-NMPRA Nationals in Muncie where I had the pleasure of acting as director for all of the Pylon events. In my biased opinion it was a great Nats; at least I heard no com-

plaints. In Q-500 there were 76 contestants in the matrix. No one who registered by the June 1st deadline was left out. Contestants came from 27 states, Canada, and Mexico. The Mexican contingent placed two people in the top ten in Q-500.

Processing on Sunday went smoothly and was all finished in about two hours. Thanks to Jerry Salisbury who organized the entire processing procedure and carried it out flawlessly. Additional processing was held at the flying site on Tuesday for those who arrived late and didn't fly Q-500.

The Q-500 event started a little late on Monday so that we could break in a couple of new workers with a practice flight. After that we flew eight rounds and three fly-offs in two days. There was great cooperation between Nats managers and contestants. In Q-500 and Q-40 heats were run in about six minutes from starting flag to starting flag without the necessity of rushing the contestants. Nancy Telford, Julie Tips and Dan Tips called people to the line and they were ready when called.

The contestants seemed more relaxed and were better prepared since they were free to work on their equipment without working on the flight line. A few people did volunteer to work at crucial times when workers were needed and their thoughtfulness was appreciated. Dan Tips, Tim Lime, and Vern Smith are names that come to mind immediately. I am sure there were others whose names I have forgotten and for that I apologize. Mike Stokes took on the responsibility of providing workers on behalf of AMA. A few people reneged on their promise to be available and that created some blank spots in the worker matrix which had to be filled at the last minute, but over all it worked out very well. Thanks Mike.

There were many exciting heats with four airplanes only a few feet apart for the entire ten laps in both Q-500 and Q-40. There were so many mid-air collisions that by Tuesday Mike Stokes' golf cart had earned the nickname "carnage cart" from being dispatched to retrieve crashed airplanes. The destruction derby increased in the Q-40 event so much that one control-line speed flyer told me that it "looked like it was raining confetti" from their side of the field. Indeed the later rounds in Q-40 had many two-plane heats because of the attrition. It makes your stomach churn to watch \$1000 airplanes smack together and fall to the ground in little pieces.

Results are printed elsewhere in this issue. Congratulations to Richard Verano for winning the High Point award for Pylon for

the second year in a row; to Wayne Webb who beat Brian Wilbur in an exciting fly-off to win the Best Senior award in Q-500; and to Brian who won Best Senior in Q-40.

In addition to those mentioned above we owe a round of applause to Vern Smith who worked with AMA to plan the Nats; to Steve Kaluf, Mike Stokes, Wayne Yeager, and the AMA headquarters staff who were always just a radio call away when we needed something. A huge round of applause goes to Bill Gallagher who came all the way from Texas to act as Starter for all five days. Bill earned the respect of workers and contestants by handling them with civility. Greg Doe acted as chief judge at pylon #1 for all events and managed to separate all the white airplanes into colors usable by the flagmen. This made the job of Event Directors; Adamisin, Moreland, and Reed much easier. Last but not least, thanks to our registrar and score keeper, Paul Page, who worked all six days keeping up with the data and printing it out for all to see.

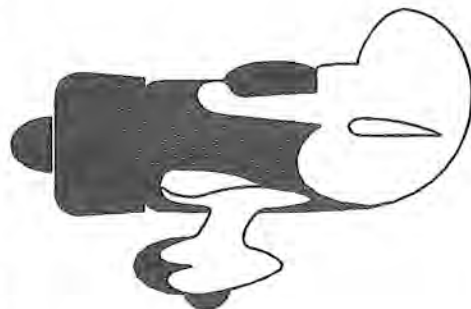
The bottom line to all of this is that the joint effort by AMA and NMPRA can work well if the right people are in the right places. We learned from our experience in 1997 and more in 1998. Next year will be even better.

Thanks to Futaba for donating a radio, which was awarded in the raffle for workers.

Q-500 Top Twenty (as of 7/29/98)

	Dist	#Races	Pts(best 7)
1. G. Freeman, Jr.	7	12	707.3
2. C. Grunkemeye	5	10	674.5
3. T. Frazer	5	12	635.5
4. C. Telford	7	8	633.8
5. M. Blanchard	5	8	624.8
6. T. Jenkins	7	12	624.4
7. J. Dodd	5	8	615.1
8. R. Brown, Jr.	7	7	599.1
9. D. Moody	7	10	594.9
10. J. Lemley	5	11	581.6
11. D. Carpenter	5	12	581.1
12. D. Ferrell	1	9	572.9
13. G. Jacobson	7	13	571.7
14. R. Bridge	1	11	564.5
15. F. Burgdorf	1	7	555.5
16. B. Warner	2	11	550.4
17. M. Lattimore	1	8	542.4
18. G. Gau	5	11	535.1
19. J. Adamisin	5	10	503.4
20. S. Baker	6	6	497.5

Cliff



Dub Jett's

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Houston, Texas 77092

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

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*First Place **Dave Shadel**1:05.20
Fast Time** Richard Verano**1:04.93*

2nd Place**Jim Allen
4th Place** Richard Verano
5th Place**Santiago Panzardi
7th Place**David Binger

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**1:04.24*

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Rusty Van Baren Racing
534 E. Magnolia Ave.
Hanford, CA 93230 *Ph. 209-582-7715

District 1 - Dave Ferrell

1565 Echo Dr., Merced, CA 95340
209.722.0655

Q5 uses APRA rules

1/10/98	Phoenix, AZ	Q5
1/31-2/1	Las Vegas, NV	Q4
2/21-22	Phoenix, AZ	F1,Q4
5/2-3	East Bay R/C, CA	Q5,AMA
5/16	Modesto, CA	Q4
6/6-7	Sepulveda Basin, CA	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

6/6-7	Arlington, WA.	F1
6/27-28	Medford, OR.	Q5,AMA,Q4
7/11-12	Whidbey Is., WA.	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

6/6-7	Regina, SK	Q4,F1
7/25-26	Swift Current, SK	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 82410
307.587.5870

3/28	UVA field	Q5
	Curt Robinson	
4/18	UVA	1/2A
	Bill Cowley 225.1709	
4/19	Mead	Q5SE,AMA
	Randy Tentinger 402.734.0947	
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 Tvrdik 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
	Bill Cowley	
8/30	Mead	Q5SE,AMA
	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

6/14	Karl Tholen 513.984.9832	Q4
6/27-28	Lucasville, OH	Q5AMASE(2)
	Terry Frazer 740.574.6231	
7/5	St Charles, IL	Q5
	David Gustafson 630.513.3177	
7/19	Rockford, IL	Q5
	Mark Boesen 815.877.3912	
7/25-26	Westland, MI	Q5AMASE(2)
	Mike Condon 313.464.7027	
8/1	St Charles, IL	Q5
	David Gustafson 630.513.3177	
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	ST Charles, IL	Q5
	David Gustafson 630.513.3177	
8/29-30	Toledo, OH Weak Signals	Q4
	25th Silver Cup	
	Tom Kroggel 419.385.1635	
9/6	Westland, MI	Q5,AT6
	Art Adarnissin 313.291.5079	
9/12-13	Lucasville, IL	Q5SE(1)
	District Championship	
	Terry Frazer 740.574.6213	
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	

Distict 6 - Richard Moreland

726 Hillmeade Rd., Edgewater, MD 21037
301.261.7366

5/3	Jackson, NJ	Q5SE(2)
	Frank Flesch 732.929.8205	
5/31	Hartford, CT NEPRO	Q5SEB
	Don Morgan 860.742.8108	
6/14	Jackson, NJ	Q5SE(2)
	Frank Flesch 732.929.8205	
6/14	Orangeville, NY UPRC	
6/20-21	Hartford, CT NEPRO	Q5AMA,Q4
	Mason Dixon Shootout #2	
	Dennis Thibodeau 860.749.6985	
	Mason-Dixon Classic	
6/21	Lockport, NY UPRC	
7/5	Orangeville, ONT UPRC	
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	
8/16	Orangeville, ONT UPRC	
8/23	Niagara Falls, ONT UPRC	
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	
9/20	Niagara Falls, ONT UPRC	
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	
10/17	Niagara Falls, ONT UPRC Champs	
10/18	Niagara Falls, ONT rain date	

District 7 - Gary Freeman Sr.

1005 Taproot Dr., Winter Springs, FL 32708
407.695.1855

	Q5 is SEMPRA Sport Pylon	
10/31	Jacksonville	Q5
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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
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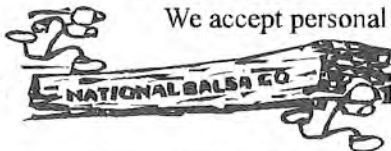
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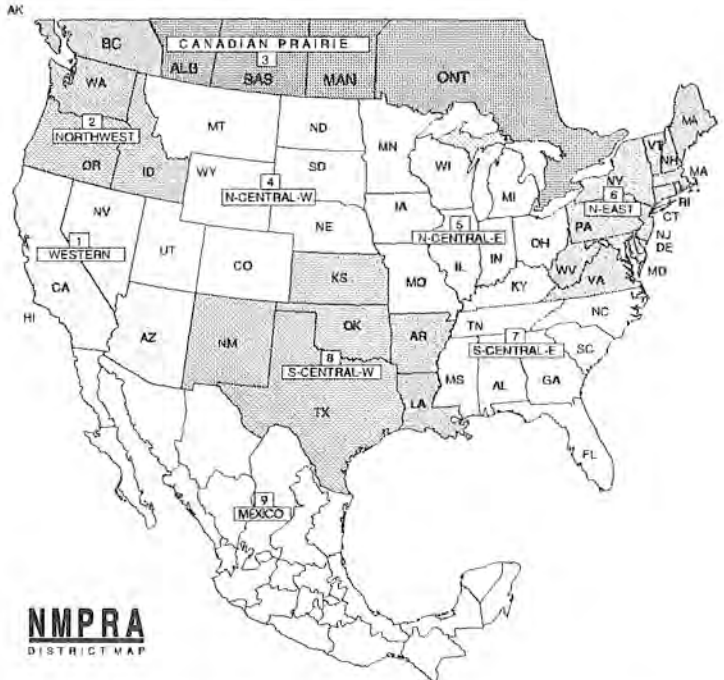
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