



The Pylon Racer's Official Voice

NMPRA

HIGH PERFORMANCE

National Miniature Pylon Racing Association

Since 1965

AMA Affiliated

November 98

Presidential Pontification

I returned this afternoon (Sunday, October 25) from the AMA Safety Committee meeting which took place Friday at AMA headquarters in Muncie, Indiana. After the Safety Committee meeting we attended the AMA Executive Council meeting on Saturday and today. To get a handle on the most recent developments I should give you a little history on how and why I felt it to be imperative that the NMPRA have a strong delegation at these meetings.

Several years ago a fellow was killed in a pylon cage at a non rule book, fun fly sanctioned, war bird race in Phoenix, Arizona. The victim was leaning against the back of the cage when the cage was struck by a twin engine P-51 with a total displacement of .80 cu. in. This accident cost the AMA \$250,000.00 and their insurance carrier \$600,000.00. Accidents like this tend to stick in ones memory. The AMA felt it would be prudent to have tests done on the contemporary pylon cage to see what it's capabilities were. An engineering firm owned by Mr. Lee Webster was retained to conduct a series of tests on four by six foot frames containing chain link fence material of various sizes. The final phase of these tests were real crash simulations where a simulated pylon racer was accelerated into the test material via a rocket sled. The impact zone was monitored by multiple high frame rate video cameras so that the impact data could be accurately measured.

Mr. Webster submitted his first test series to the AMA a few days before the 96 Nationals. The test results were not nice to watch. They showed very explicitly that a 5.5 lb. simulated pylon racer went through #11 fence like a hot knife through butter. The AMA's legal council immediately

pointed out to the Executive Council that they were now in an indefensible position in the eyes of the law. The videos clearly showed that some contemporary cage construction was inadequate. To continue using the current cages invited not only a law suit, but left the AMA open to punitive damages as well. You cannot buy insurance for punitive damages, and they can run into the millions. We almost didn't have pylon at the 96 Nationals.

OK, enough history, let's get to this weekend. You are probably wondering why such a potentially serious contingent legal liability was allowed to hang over the AMA's head for so long. The escape door was the use of a simulated pylon racer for the tests. Strenuous and strident lobbying by the NMPRA directed at the inappropriate utilization of a projectile that resembled a control line speed model rather than a pylon racer gave the AMA a plausible excuse to declare the first series of tests invalid as non representative. The AMA was forced to commission a second series of tests using real (NMPRA member donated) pylon racers. As we all know, a second ramification of the initial series of test was the AMA's insistence that waivers be signed by all pylon race participants and course workers beginning with 1-1-97.

The first series of tests had a very negative impact on the NMPRA and pylon Racing in general so I immediately asked the AMA for NMPRA representation on the Safety Committee two years ago. Fortunately, safety committee membership was extended to us and we were invited to send representatives to the next series of tests using real pylon racers. I asked Mr. Watson to accompany NMPRA Safety Committee members Lloyd Burnham and Dave Doyle to these tests so that the NMPRA could monitor the testing and provide input where appropriate.

Technical problems prevented successful testing at this meeting but some very important ground work was laid at this session. The AMA accepted Al Watson's offer to write pass/fail criteria for future tests. This was a very significant development because it's impossible to analyze the results of a test program if you don't know what you are trying to achieve. Several series of tests have been successfully completed over the past year and these test results as well as video tapes of each test was presented at the Friday Safety Committee meeting.

Being blessed with little competence in any specific area I went to the Muncie meeting with a retired Boeing structural engineer, Mr. Al Watson, and Pylon Contest Board Chairman, Mr. Duane Gall, who conveniently comes with a law degree. The Safety Committee meeting was brought to order by Chairman Don Lowe. There were 13 attendees including AMA Technical Director Steve Kaluf, AMA President Dave Brown, and of course the NMPRA contingent.

The first presentation was AMA engineer Lee Webster's barrier test report and the slow motion playing of the videos. Let it suffice to say that these videos really got your attention. It became clear very quickly that a five pound pylon racer hitting a barrier at 180 mph plus packs an incredible wallop. These tests were monitored by the NMPRA and utilized NMPRA generated criteria. There was no arguing with the test results or the new cage specifications we developed that day.

The only issue that gave us a problem was the amount of separation required between the cage occupant and the cage panels. The test videos clearly showed that the spinner of a pylon racer under worst case conditions (remember, all the tests assumed

Continued on next page

worst case conditions) would push the #9 chain link fence material ten to twelve inches into the cage. It was decided that a small safety margin was needed so the cages had to be built so that the occupant would be 18" from the barrier panel.

Now we get to the only divisive issue. The NMPRA contingent felt this 18" separation should relate to the likely impact panels, in other words, those panels that faces the normal flight path. The AMA wanted this 18" separation requirement to apply to all the cage panels, regardless of which direction they faced. Two things became quickly apparent. The AMA was not in the least inclined to give any ground on this point, and to buttress their case they had the 1996 Phoenix fatality I spoke of in the first paragraph. For reasons no one will ever understand the twin engine racer that caused this fatality hit the back of the cage.

We told the AMA that their logic was acceptable but to insist on 18" separation would require the #2 and #3 cages to be five feet square, and the #1 cage as well as the timing cage would have to be 6 feet deep. This would immediately obsolete 98% of the existing cages. After some discussion the AMA offered to provide affiliated clubs and organizations \$1,250.00 to build new cages. It was further agreed that the emergency proposal that contains the new cage specifications would have an implementation deadline of 1/1/2000. This gave everyone a little over a year to build new cages. We felt this was a fair proposition and I was certain it was the best we were going to do.

The Safety Committee requested an emergency rules proposal be drawn up for future submission to the Pylon Contest Board. Having the Pylon Contest board Chairman and resident NMPRA legal advisor Duane Gall sitting on my right I suggested we write the proposal immediately and submit it to the Safety Committee before the meeting adjourned. The attendees found this unusual but acceptable so the engineers, the lawyer, and the used car salesman went off in a corner, wrote the proposal which included all the technical specifications for the new cages and submitted it by the end of the meeting. Our proposal was unanimously accepted and signed by Duane Gall and Dave Brown. We thought all the heavy lifting was over, relaxed, and planned a fun evening eating all the wrong foods. The next day everything changed dramatically.

The Safety Committee report to the Executive Council was not going to take place

until Saturday afternoon so Al, Duane and I went to the museum in the AMA Headquarters building. This is a great museum, beautifully stocked and laid out. Please take the time to go through it, and set aside at least two hours for the experience. At 1:00 the EC meeting reconvened and your faithful servants were relaxing in the guest seating area ready to admire their beautifully crafted proposal as it slid through the bureaucratic maze and went on to rule book immortality.

Mr. Lowe gave the Safety Committee report and he presented the new proposal with the committees endorsement. The AMA funding for a portion of each new set of cages was discussed and blessed by the council, everything was falling nicely into place until the AMA house council walked to the front of the room and had a short discussion with President Dave Brown. Mr. Brown called for a break in the meeting and asked me to join him in a short discussion in the hallway.

In the third paragraph I referred to the dangers punitive damages held for the AMA. Simply put, with the new test results and video evidence there was no plausible way the AMA could deny knowledge of the fact that many of the existing pylon cages would not measure up to the new cage requirements. Under the law if you know a situation exists that could cause death or injury and do nothing to alleviate the situation you are not only negligent, but grossly negligent and subject to punitive damages. NMPRA council William Anstine has confirmed the AMA's vulnerability in this area to me in the past, and Duane Gall agreed with this analysis when I discussed it with him at the EC meeting. It was senseless to argue about it, the AMA was in a bind, cages that met the new criteria were needed immediately, and a solution had to be found.

I'm sure there will be some minor changes to this in the next month or so but let me outline the plan we came up with after a lot of thought and input from all cooperating parties. Let me say without reservation that everyone in these deliberations from Friday morning through Sunday morning went out of their way to reach good equitable solutions to a lot of tough problems.

Two area of concern were paramount. There are four major pylon events scheduled for this Winter, beginning with the FAI team selection trials in Phoenix, the Tangerine in Florida, the Winterfest Q500 race in Phoenix, and ending with the February Q40 race in Phoenix. The AMA insists these

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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.

Hall of Fame

Ron Schorr (1994)
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Paul Page (1998)

Official AMA Records

421-F1-Op	*Chip Hyde - 1:01.74 - 10/10/98
421-F1-Sr	*Henson Bartle - 1:07.94 - 10/10/98
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	*Henson Bartle - 1:04.90 - 10/10/98
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

races be run with cages that meet the new specifications.

The second area of concern was how were clubs and racing organizations going to build cages to meet the new specifications for the coming Spring racing season. The immediate solution to the winter races will be to ship the AMA cages at Muncie to each of these locations. The solution to having cages for the rest of the country to use beginning in March or April could only be addressed by an immediate cage building program supervised and funded by the AMA.

The plan is rather simple, expensive, and very generous on the part of the AMA. Steve Kaluf is calling for design specifications from several design firms for the construction of ten cage sets to be fabricated and distributed nationally by the NMPRA. These cage sets will nest or telescope inside one another so that all four cages can be stored and hauled on a 15' or 16' trailer with two axles for highway transportation. They will come complete and ready to go with the exception of poles, shutters, and lap/cut recording devices. You should have a set in your general neighborhood by April. You can still build your own but I think it would be wise to save your money and work on cooperative schedules so all the races in your area can use these easily transportable cages.

The NMPRA electronic pylon course committee of one, Jerry Small, located an electronics company that feels it can develop the hardware to make an electronic course (EC) work. Our previous efforts were based on using off the shelf hardware to make the development effort relatively inexpensive. It turned out that components necessary to make the EC happen were not readily available. The development company feels it will take \$15,000.00 to make the hardware.

I sent a proposal to AMA technical Director Steve Kaluf a month or so ago offering \$3,000.00 of the NMPRA's money for EC development if the AMA would put up the other \$12,000.00. Steve sent my proposal on to the Safety Committee and to Dave Brown with his endorsement. We went into much more detail at the Friday Safety Committee meeting explaining our EC requirements and how important the EC would be to all future pylon safety issues. The committee is sending our proposal to their three electronic consultants for comment and evaluation. Hopefully the consultants will return a positive recommendation

so a development contract and criteria can be written.

Those of you who read my column in the last newsletter know I think we need fewer, better races. I don't want to go into the reasoning again so please refer to my last column if you haven't thrown it out. From the competitors point of view it's very disappointing and expensive to travel many miles and hours to an event and find the Q40 entries are less than 15 or 16. On the local and regional level Q500 races usually draw a nice field but it's not always that way with Q40. I've also spent a good deal of time trying to come up with a method that would make it attractive for a club or racing association to put on pylon races. Here's my best shot.

Partnered with a financial package that host organizations would find very attractive would come a written commitment from the host club to adhere to minimum NMPRA race management and facility standards. Put simple, the NMPRA brings a serious amount of money for the club treasury plus fuel and awards. The host organization commits to providing a Friday practice day with the poles up, clean port-a-pots, legal cages, a PA system that can be heard everywhere, computerized scoring, hard surface landing and take off area, experienced course workers, etc., etc. I'm sure you get the idea. The third element that will be essential to the success of these races will be the personal commitment of those racers who regularly travel to major events to attend. This will take more than a little arm twisting.

We have been fortunate enough to get JR to fund a series of five races as described above. They will take place at strategic locations around the country. The races will be called the "JR Gold Cup Pylon Series" with JR guaranteeing the host organization a minimum entry fee pot of \$2,000.00, a \$500.00 awards budget for each race, and a \$1,000.00 point fund budget for the points accumulated during the five Gold Cup Races. A mini NASCAR Winston Cup if you like. PowerMaster is supplying the fuel at no cost to our host organization. This saves our host clubs hundreds of dollars and makes hosting a race very attractive. I'm currently lobbying for someone to sponsor a race ending, single elimination trophy dash. Additional sponsors will be contributing lots of merchandise for course worker recruitment and remuneration.

Race locations will be dictated by seasonal weather patterns and maximum de-

mographic exposure. I'm virtually certain the first race of the series will be in Phoenix, February 27 and 28. We're going to try to put the races in the centers of the largest numbers of potential participants. I hope to have the series dates firmed up and posted in the next newsletter so everyone can start to make vacation/travel plans. This series will be as successful as the Q40 fliers make it by simple showing up to race. If we do a good job we will get funding for 2000 and beyond. If we drop the ball.....

ELECTION UPDATE

Elections, ballots, incumbents, nominations, and such. Article 12, Section 1, Nominations and Elections, of the NMPRA By-Laws, says: Any member may run for the office of President or Vice President by notifying the Secretary/Treasurer in writing no later than September 15. I sent a letter to all the VPs in mid summer asking those who wished to step down to let me know and hopefully give me the name of a replacement who had the support of their District's members. I got one response and that was from District VI. Rick Moreland felt he had more than enough to do with his duties on the AMA Pylon Contest Board and asked that we put John Fike on the ballot to replace him. As you probably remember John's resume and election statement was in the last newsletter. I was very pleased that almost all the VP's wanted to stay on for another year. I think this is a sign of stability in the organization.

No one submitted his name as a candidate for the office of President by the September 15th deadline. I will continue on as President until I find someone who I feel can do the job and who has a genuine desire to take the responsibility. This eventuality is provided for in the By - Laws. If I have not named a replacement (as provided for in Article VI, Section 4) by next summer and someone(s) places their name in nomination before September 15, 1999, their name(s) will appear on the ballot next fall, and things will be back where they are supposed to be. I planned to spend some time on where the NMPRA is and where it should be going but this column is way too long already. Next month I'll spend some time on these issues.



The 1998 NMPRA F1 & Q40 Championship Race



Form I, Oct. 9-11 Castle Airport, Ca.

1. Gary Hover	19	1:07.99
2. Darrol Cady	19	1:11.49
3. Henson Bartle	17	1:07.94
4. Mike Helsel	16	1:04.68**
5. Henry Bartle	15	1:13.05
6. Lloyd Burnham	14	1:15.01
7. Tony Huber	13	1:17.42
8. Bill Petterson	13	1:23.80
9. Dub Jett	11	1:08.56
10. Ray Brown	11	1:12.22
11. Cecil Graval	11	1:17.41
12. Andrew McIndoe	11	1:18.42
13. Pete Reed	10	1:22.12
14. Bill Hager	8	1:11.24BOS
15. Bob Arledge	7	1:25.40
16. Dave Shadel	6	1:14.58
17. Ralph DePalma	5	1:21.72
18. Drew Jerina	5	1:25.15
19. Richard Verano	4	1:14.86
20. John Headley	4	1:24.39
21. Dave Doyle	3	1:23.69
22. Steve Cameron	3	n/t
23. Bill Clarkson	2	1:31.85
24. Larry Murphy	0	n/t

Form I, standing: Gary Hover and Chip Hyde 1st \$300. Kneeling l-r: Darrol and Rhonda Cady 2nd \$200, Henson and Henry Bartle 3rd \$100.

Q40, Oct. 9-11 Castle Airport, Ca.

1. Chip Hyde	32	1:01.74**
2. Dave Shadel	32	1:02.44
3. Richard Verano	32	1:03.65
4. Rusty Van Baren	28	1:04.37
5. Matt Van Baren	27	1:06.41
6. Jeff Carpenter	26	1:04.07
7. Mark Lattimore	26	1:04.43
8. Tony Huber	25	1:04.08
9. Luis Garcia Blake	25	1:08.26
10. Ray Brown	24	1:04.19
11. David Wright Jr.	24	1:04.88
12. Steve Milos	24	1:06.60
13. Darrol Cady	22	1:04.06
14. Dub Jett	22	1:04.18
15. Mike Helsel	22	1:07.08
16. Matt Mikko	21	1:07.99
17. Jarrett Cangie	21	1:09.02
18. Manuel Martiarena	20	1:09.92
19. Lyle Larson	19	1:04.36
20. Mark Parker	19	1:04.71
21. Bob Beaudette	19	1:05.23
22. Vern Smith	19	1:06.13
23. Bruce Richmond	19	1:06.98
24. Randy Smith	19	1:09.74
25. Drew Jerina	19	1:10.12
26. Fred Burgdorf	18	1:07.33
27. Jack Ellefson	18	1:11.90
28. Travis Flynn	17	1:06.37
29. Henson Bartle	16	1:04.90
30. Bill Hager	16	1:12.20
31. Jerry Small	15	1:04.53
32. Andrew McIndoe	15	1:13.55
33. Joe Zimmerman	14	1:07.10
34. Randy Bridge	14	1:07.32
35. Mike Tallman	14	1:10.01
36. Bob Dible	12	1:04.03
37. Stu McAfee	12	1:06.24
38. Greg Genge	11	1:12.66
39. Eric Rembas	11	1:13.77
40. Lloyd Burnham	10	1:11.18
41. Dave Doyle	10	1:12.48
42. Bill Petterson	8	1:18.59
43. Pete Reed	8	1:20.50
44. Tom Strom	7	1:37.20
45. Carl Silva	5	1:13.01
46. Bill Clarkson	5	1:22.38
47. Steve Cameron	4	1:13.04
48. Norm Johnson	3	1:05.43
49. Tony Lopez	2	1:15.43
50. Dave Hill	1	1:34.20



Q40, standing l-r: Dave Shadel and Bob Beaudette 2nd \$500, Chip Hyde and Tony Lopez 1st \$750, Richard Verano 3rd \$350. Kneeling l-r: Rusty Van Baren 4th and Matt Van Baren 5th.

The 1998 Q-40 Championship Castle AFB, Merced California

What can you say about the Championships Race except,

“WOW” “FANTASTIC” “OUTSTANDING”

Dave Ferrell and the Merced RC Modelers group did an absolutely fantastic job of hosting the 1998 Quarter Midget and Formula One Championships this year. Dave and his club organized one of the best races that I personally have ever attended. The event could have been very well named the International Championships as both Mexico and Canada was also very well represented. The accolades came from everyone there. We came to fly and no one was disappointed. The California weather was near perfect for three days. Cool evenings and warm days in the low 80's.

The airplanes being flown were Miss Ashley's, Dago Red's, Wild Turkey's, Stiletto's, Loki's and a few others. The engines being flown were Nelson's and Jett's. Lots of Rocket Props were in evidence as well as some home grown wood.

Friday started our hot and heavy with Rocket Ray Brown posting the first 1:04 of the day. That was on the 4th heat of the contest! By the time it was over on Sunday, 18 of the 50 contestants had posted 1:05 times or better. Thirty-three of the 50 contestants had posted times below the 1:10 mark. The racing was truly incredible. Every heat was like a flyoff. To try and write about any one memorable heat is difficult because they were all so good. Saturday the action continued, but the wind picked up to about 15 mph and those 1:04's were a little more difficult to get. Saturday evening we had a great Banquet with Prime Rib on the menu. Vern gave an update on some of the issues NMPRA was working on. After dinner many of us flew the 12 F-18 simulators that were on the Airbase having dog fights with each other. Yes that's right, 12 of them. Loads of fun.

However, what it boiled down to was a three way flyoff for first place between Chip Hyde, Dave Shadel and Rich Verano. The three warriors went out for the race with their callers. Chip had Tony Lopez, Rich had Rusty Van Baron and Dave had yours truly. I have to tell you that everyone in attendance was on their feet for this one. The engines started, and off they went for that first turn. All planes came out of turn 1 together with Chip getting a bit of a hole shot, and stayed that way for eight laps. Chip leading, Dave 2nd and Richard in 3rd, all



"Rocket" Ray Brown (middle) presents Fast Time trophies to Mike "Form 1" Helsel (left) \$200 and for Q40 to Chip Hyde \$200, who also set a new record of 1:01.74.

within ten feet of each other. Lap eight saw the lead briefly change with Dave taking over the lead for about ½ a lap. Chip regained the lead on lap nine and stayed there. The final finish order was Chip Hyde Top Gun, Dave Shadel in 2nd and Richard Verano in 3rd. The times were 1:01, 1:02 and 1:03. Talk about a tight race. Those flyoff times were a record in themselves. I can honestly say that calling for Dave on that race was an incredible experience. It was as much fun as flying in it. Oh! Did I mention that the Q-40 record also fell with Chips 1:01 posting during the contest.

Many thanks to all the sponsors for this race and others throughout the year.

- Landing Products - \$750.00
- Sheldon Hobbies \$300.00
- Henry Bartel - \$500.00
- Rocket Ray Brown - \$400.00 plus two Fast Time Trophies
- JR/Horizon HobbiesRadio
- Futaba Radio
- PowerMaster for the Fuel 60 Gallons
- Hager Machine Tool - \$300.00
- Jett Engineering - \$100.00
- Small Creations - \$100.00
- California Speed Pro - \$100.00

**Most memorable unmentionables,
Mid airs, Crashes etc.**

Mark Lattimore's over roll coming out of turn one and splattered his beautiful Ashley into the concrete on his last heat Sunday. Darrol Cady's unfortunate mid air on his last heat costing him his bid for the cash. Steve Cameron losing his airplane in the afternoon sun and stuffing it straight into the dirt ½ a mile from the course. But the crash of the weekend belongs to Dub Jett when he lost his radio right after takeoff and we watched his Wild Turkey go nearly out of sight and come straight down at terminal velocity with that Jett engine wide open and piped up, into the four foot thick concrete ramp. Turkey parts everywhere. It was impressive.

The Quarter Midget event has come into its own, fast and competitive racing. Great sportsmanship exhibited by everyone and a great club that hosted the event. If you missed it, you missed an outstanding event. Hope you all make it next year in Mexico City.

Again, many thanks to Dave Ferrell of District 1 and the Merced R/C Club for a simply superb job they can certainly be proud of.

*Bob Beaudette
Q-40 VP*

Formula 1 1998 Champ Race

The Formula 1 Championship Race shared time with the Q40 champ race at Castle Airpark this year near Merced California. Twenty-four pilots came determined to show their stuff with the loud, nitro burning, and superb flying aircraft. While Q40 flew the first three heats on Friday morning, scale judging for the 24 entries with 32 airplanes was completed. After the paint mist cleared, a tight race for best of show was completed. Bill Hager with his dark red Kaze was declared the winner and would be allowed to take off first in all heat races.

The 24 entries provided a perfect 6x24 matrix and in the early afternoon Formula 1 commenced. The range of pilots ranged from season regulars to those coming back after some time off to look for another thrill including Gary Hover, Henry and Henson Bartle, Dub Jett, Steve Cameron and Rocket Ray Brown in his second start of the year.

The first round showed some slower than usual times due to a clock problem, but that would be fixed later. Some of the usual winners, Dave Shadel and Richard Verano, both set the pace with wins. While I, unfortunately set the needle without reading my own article and went lean and shut off the engine for a "0". That would prove to be a

wise decision as I was able to come back later and set fast time.

Round 2 was the real shakeout round. Shadel in a tight race with Helsel flew through the flag at #2 pylon taking the canopy and one blade of his prop off. His airplane just didn't go fast in that condition and got 3rd place in the heat. His airplane was, however severely damaged and he chose not to compete in the rest of the race.

The same round saw Richard Verano and our National Points Champion from Canada, Cecil Gravel have a midair. Cecil landed ok, but Richard's Kaze just would not fly well without a tail! So Richard retired also. In the mean time, Gary Hover finally found his needle setting and got his thumbs back and started winning heats. Also in round 2 Drew Jerina had a close encounter with the ground on the way to #1 and demolished his Nats best of show Kaze.

Going into Round 3, which started first thing Saturday morning, Ray Brown was in first place with two wins and followed closely by Gary Hover, Darrol Cady, and Tony Huber. Unfortunately, by the end of round #3 the top of the order was Hover and Cady both one point down. These two would each stay one point down and ended up in a flyoff for first. Below them everyone was scrambling for the rest of the positions.

Some interesting notes

Former World FAI champ, Dub Jett, continued to sneak up on the needle setting for five heats and finally turned a time of 1:08.56 in the last round.

Lloyd Burnham continued a steady pace with four seconds and one third.

Bill (Best of Show) Hager, although taking off first, apparently decided not to go around all of the pylons several times and ended up with three zeros.

Henson Bartle set a new Senior AMA record of 1:07.94, not only going faster than his dad, but beat him in the contest as well. For Henry I think that is a win/win situation. He's a proud father.

I set fast time of 1:04.68.

The flyoff for first with Gary and Darrol was good with Darrol having the best looking caller, but coming in second to Gary in the flyoff and the race.

The only disappointing thing about the race was that Formula 1 was only allowed five rounds over three days.

I would like to thank Dave Ferrel and the gang in Merced for hosting this year's race. Congratulations to all who flew Form 1 this year.

*Mike Helsel
Form I VP*

AMA Pylon Contest Board Members

I. (CT,ME,MA,NH,RI,VT)	Pete Reed, 49 Anvil Rd, Avon, CT 06001	860-673-7883
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IX. (CO,KS,NE,ND,SD,WY)	Duane Gall, 14157 W. Cornell Ave, Lakewood, CO 80228	303-984-9522
X. (AZ,CA,HI,NV,UT)	Gary Hover, 16016 Ave 288, Visalia, CA 93277-9757	209-625-0325
XI. (AK,ID,MT,OR,WA)	Tom Strom, 1420 SW 160th St, Seattle, WA 98116	206-246-4258

District 3 Candidate

I have been flying RC for six years and racing for four. I saw my first Formula 1 race when I had been flying for only a year and decided that is what I wanted to do. You might say, I am an avid racer, my wife would call me an "addict". I not only enjoy racing, but I have an added interest in de-

signing and building new models. I am a journey autobody technician by trade and work as an auto damage appraiser for an insurance company. My trade has certainly helped my modeling. I especially enjoy painting my Q40's. I am married with two small children and our expecting our third in

April. It hasn't cut into too much of my "building time" yet! We live in Regina, which is conveniently located in the center of District 3.

Terence Palaschuk

District 6 Candidate

Dear fellow Pylon Aficionados

My name is John Fike and I wish to inform you that I would like to represent you in the NMPRA District 6 as your Vice President.

Personal Biography: Reside in Bowie, MD, married to Betty for 23 years, Children - none

RC Biography: Home field is P.G.R.C. Bowie, MD

My second RC kit was a Scat Cat. (enough said). I have been involved in the

local pylon scene for ten years, mostly with Q-500 but recently with Q-40. Many of you have been to the P.G.R.C. for races and have met me either on the course or as a CD, course worker or race starter. I have been a contest director for a number of years and was the primary CD for the NMPRA Q-40 championship race in Bowie a couple of years ago.

Political Agenda: I share the same concerns as most of you; safety on the race course, high quality racing events, lack of

entry level competitors and escalating costs of entry level hardware (kits & engines).

If elected to this position, I will use this forum to publicize upcoming events, event results and to voice the concerns of the District 6 membership to the NMPRA. I do not intend on using this forum to express my personal viewpoints and will require input from the membership to keep from doing so. Your cooperation will be appreciated.

*Sincerely,
John Fike*

REFLECTIONS continued

- I've learned that you should never tell a child their dreams are outlandish. Few things are more humiliating, and what a tragedy it would be if they believed it.
- I've learned that your family won't always be there for you. It may seem funny, but people you aren't related to can take care of you and love you and teach you to trust people again. Families aren't biological.
- I've learned that no matter how good a friend someone is, they're going to hurt you every once in a while and you must forgive them for that.
- I've learned that it isn't always enough to be forgiven by others. Sometimes you have to learn to forgive yourself.
- I've learned that no matter how bad your heart is broken the world doesn't stop for your grief.
- I've learned that our background and circumstances may have influenced who we are, but we are responsible for who we become.
- I've learned that sometimes when my friends fight, I'm forced to choose sides even when I don't want to.
- I've learned that just because two people argue, it doesn't mean they don't love each other. And just because they don't argue, it does not mean they do.
- I've learned that sometimes you have to put the individual ahead of their actions.
- I've learned that it takes years to build up trust, and only seconds to destroy it.
- I've learned that we don't have to change friends if we understand that friends change.
- I've learned that if you don't want to forget something, stick it in your underwear drawer.
- I've learned that you shouldn't be so eager to find out a secret. It could change your life forever.
- I've learned that the clothes I like best are the ones with the most holes in them.
- I've learned that it's not what you have in your life, but who you have in your life that counts.
- I've learned that two people can look at the exact same thing and see something completely different.
- I've learned that you cannot make someone love you. All you can do is be someone who can be loved. The rest is up to them.
- I've learned that no matter how you try to protect your children, they will eventually get hurt and you will hurt in the process.
- I've learned that no matter the consequences, those who are honest with themselves get farther in life.
- I've learned that many things can be powered by the mind, the trick is self-control.
- I've learned that no matter how many friends you have, if you are their pillar, you will feel lonely and lost at the time you need them most.
- I've learned that your life can be changed in a matter of hours, by people who don't even know you.
- I've learned that even when you think you have no more to give, when a friend cries out to you, you will find the strength to help.
- I've learned that writing, as well as talking, can ease emotional pains.
- I've learned that the paradigm we live in is not all that is offered to us.
- I've learned that credentials on the wall do not make you a decent human being.
- I've learned that the people you care most about in life are taken from you too soon.
- I've learned that although the word "love" can have many different meanings, it loses value when overly used.
- I've learned that it's hard to determine where to draw the line between being nice and not hurting people's feelings and standing up for what you believe.



District News



District 1 - Dave Ferrell

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

What a finale!!! The 1998 NMPRA Championship Race at Castle Airport couldn't have been much better. The Merced County R/C Club and I want to let all that attended know it was a privilege to put on the event for you, the pilots. I am sure that others will report the event better than I so I won't dwell too much on what happened as I really can't tell you a blow by blow account. I was too busy trying to keep things running smoothly. I would like to acknowledge MCRC for a job well done.

Racing started Tuesday and Wednesday with a small turnout of Quickee pilots (16), not to say that racing was any less intense but a prelude of things to come. The weather was near perfect for the entire event with temperatures in the high 70's to low 80's and what wind did come up was straight from pylon one. Friday saw 50 Q40 pilots and 24 Formula 1 pilots. Henson Bartle from Washington set AMA Sr. records in both Q40 (1:04.90) and F1 (1:07.94). The highlight of the event had to be the fly-off in Q40 between Chip Hyde (AMA Open Record 1:01.74) Dave Shadel (1:02.44) and Richard Verano (1:03.65). Out of 50 contestants in Q40, 33 had times under 1:10, now that's what I call good air and outstanding pilots.

Maybe the most personal gratification for Alice and me was to meet so many great people from all over the country. Luis Garcia Blake and Manuel Martiarena from Mexico, Andrew McIndoe and his group from Canada and from the States: Steve Milos, Mark Parker, Mike Tallman and too many others to name. As long as I can get Castle, I will put on one pylon race a year and you all are invited. Next year the NMPRA Championships will be in Mexico City, hosted by the Pegaso R/C Club and Luis Garcia Blake. I'm gonna save all my aluminum cans and what ever to try and make the trip to Mexico City next year.

Q500 428 Castle Airport, CA 10/6-7/98

1. Randy Bridge	1:09.30
2. Luis Garcia Blake	1:10.74
3. Darrol Cady	1:10.80
4. Fred Burgdorf	1:09.26*
5. Carl Silva	1:12.03
6. Mike Tallman	1:13.04
7. Steve Milos	1:12.89

8. Dave Hill	1:14.92
9. Manuel Martiarena	1:14.49
10. Andrew McIndoe	1:18.85

*Bank-n-yank
Dave*

District 2 - Darrol Cady

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

Wow! What a Championship race. It was the fastest race I have ever attended. The weather, the facility, and the contest management could not have been better. Dave Ferrell and his group of experienced workers were outstanding. Most of the flyers in attendance did their personal best times. Again, just "WOW"!

The weekend following the Championship race in Castle, we had our District 2 Championship race. It also was fast, with District records broken three times over the weekend. In our APRA event, it was broken two times. Eric Ide broke it with a 1:39.67, and Stan Davis ended up with the record at 1:38.66. Good job to both of you. Mike Brownlee, even though he did not break any records did do an impressive 1:13.43 for his best personal time and fast time for Saturday.

Saturday's weather was, well.... a very winter northwest, fifty-five degrees, and wet. We did race all day and got almost all of our racing in before we were overcome with the rain and cold. Sunday left us with a much better climate. It was 65 and sunny, much better attitudes and faster times. It is good to see that some of the less experienced guys are finding the fastest way around the race course. I thank the group for adopting Jim Allen's APRA format for entry level racing. It has put our district back on the growth track. We have had a half dozen of the APRA racers move from there to the 428 class, and many of the 428 guys are getting ready for the move to race Q40s. The holes in the APRA class are being filled with guess what????? New Racers! We are going to have a great season in the northwest in 1999. We already have seven racers that are planning to go to Mexico City for the Championship race next year.

The results for the District 2 1998 Championship Race for Quickee 500 is as follows:

APRA Q500 10/17/98

1. Bill Warner	1:46.95
2. B. Arledge	1:44.75
3. Eric Ide	1:40.70
4. JR Fisk	2:05.71
5. Stan Davis	1:38.66
Sun. 10/18/98	
1. Eric Ide	1:39.67
2. Stan Davis	1:44.01
3. B. Arledge	1:44.18
4. Bruce Teel	1:43.69
5. Ken Howell	1:58.06

428 Q500 Sat. 10/17/98

1. Darrol Cady	1:14.25
2. M. Brownlee	1:13.43
3. Al Watson	1:17.80
4. Bob Mikko	1:20.39
5. Nelson Eddy	1:14.17
Sun. 10/18/98	
1. Darrol Cady	1:10.78
2. Al Watson	1:13.35
3. Dave Torre	1:15.70
4. Tom Strom Sr	1:15.33
5. Bob Mikko	1:15.71

It was a fun weekend! Thank you Tony Huber for running the race and standing on the line starting the races all day on Saturday.... It was cold and wet.

Time for a racing tip..... Some of it is out of the Archives of Formula 1, so there are some of you out there reading this that probably will not want to continue reading.

Let us start out and maybe finish by how to read a plug. I also find that the plug reading on a Q40 only works if you are running a Standard plug. The Heavy Duty plugs seem to have coils that are too rigid to move. When you look at the plug, and the coil is pulled out, the plug is looking for more heat. How do you give it more heat???? Load it heavier with more prop, or lower the head clearance. If the coil is pushed in or scrambled, then you need to do the opposite. I always set my needle in the run-up area before I consider taking it to the line, even on a practice hop. After I have set the needle the first time, I then read the oil trail on the bottom of the airplane after the first flight. I am looking for a nice brown color. If it is too light, I turn the needle in 1/8 of a turn, and read it again after the next flight. If it is too dark, or not much oil there, I will open the needle. The colors and the system I use, only work consistently with Powermaster fuel. It may work with others, but I have not found a need to check it out.

I found another new item worth looking into to at the Championship Race. Dave Shadel had a new remote needle valve built into the backplate installed on his Q40. It looked great, and will get your fingers away from the front of the motor and the propeller

NEXT ARTICLE

DUE DATE

DECEMBER 7



District News



while adjusting them. I picked one up from him at the race. I have not installed it yet, but I will. By the way Dave, I forgot to pay you for it at the race. I will pay you for it a week from Tuesday.... Dub Jett also has a remote needle valve assembly that bolts to the muffler bolts on both the Jett motor and on the Nelson motor. I have had the knuckles burned off of two fingers, and it's time for me to get my shaky old hands away from the back of the props.

Until next time, enjoy your modeling friends.... they may be the best you will ever have.

Darrol

District 3 - Randy Smith

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

Our regular racing season is over for another year and the winter Club 20 racing has begun in Calgary. This is the annual winter diversion that keeps most racers in our area occupied throughout the winter. I should say distracted... - from building that is. Instead of building up a nice healthy fleet of serious kick ass racing planes for next summer, some choose to run these little .20 size planes on a mini pylon course just to keep the thumbs warm - if that is possible in the winter. Anyway, the result is the same. Midairs, rough landings, smacked pylon poles and the like occur among some six or eight guys in anticipation of next summer's racing season. I will tip my hat to the bunch however. They do get a lot of flying in over the winter and it does result in improved course times when the serious racing begins in May. One of the guys has discovered that more than one of our hobby's popular radio brands do not work well at temperatures below 32 degrees F.

I'm sure the other VPs in this issue of the newsletter are singing praises of the NMPRA Championship race held in early October and hosted by the Merced County R/C Club. I could not write my column without congratulating Dave Ferrell and the Merced club for doing such a bang-up job. Actually, the pilots did the banging while the club just provided the opportunity to do so..... This was the first time I had traveled to a big contest in the USA so I found it very

exciting and quite a learning experience. I was impressed by the gorgeous paint jobs on the models in both Formula One and Quarter Midget. I was in awe at the precision in which some of the top flyers could fly from pin to pin. Congratulations to Chip Hyde in a record setting 1:01 in Quarter Midget and to Richard and Dave for giving Chip a real run for his money in the fly off for first place. A big thank you from all of the pilots to all of the sponsors of the championships.

Best of all, I was finally able to meet so many of you whom I had only read about in this newsletter or exchanged email with over the Internet Pylon Forum. I picked up a few tips from all of you and have now reset my sights knowing what level of competition exists in our sport. For me, watching the flying of Matthew Van Baron and Henson Bartle truly removed the mystery I believed surrounded times in the 1:04 range. There's no one secret. No killer prop or air frame significantly advantaged over another. It's pure talent, ability, precision and practice. It's all of the basics done very well, consistency and very few mistakes. Thank you to all of you who demonstrated this so vividly at the championships. I am inspired and I have a lot to think about over this long cold winter.

Rapid Randy

District 6 Richard Moreland

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

Well, it's over. The 1998 racing season has come to a close. The last Mason-Dixon Classic Race was held at the Pratt & Whitney Airfield, in East Hartford on the first weekend of September and the District Q500 Race was at PGRC in Bowie later in the month. After the points were counted, taking the best six races out of eight for Q40, it was determined that Lloyd Burnham was our Mason-Dixon Classic Champion. Congratulations Lloyd on your persistence with the many lost airplanes this year, lost for just about every reason, you hung in there. I figured that this year's trophies probably cost you about a year's worth of college tuition.

It's been a great year of quality racing and cooperation with everyone in District 6,

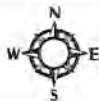
with the only short coming being our inability to attract people outside our district on a steady basis. We'll have to work harder to recruit more people next year, I hope we can work out something as Bob Beaudette has proposed to have more quality races at different locations. Remember, to make this work we must make a commitment to travel to these races outside our areas.

I must say the Quickie Championship Race at PGRC this year was not up to our usual standards and many of us were embarrassed about the weekend. To say the least if it could have possibly have gone wrong, it did. Let's start with the course not being in place until late and the generator for the computer was on its way out. Our normal number and quality of course workers were not on hand, our new gas grill gave up and stopped working and last but not least, the trophies got lost somewhere between us and Florida. Other than that, everything was perfect. Seriously folks, we at PGRC do apologize, this is not something we will do again and please return again next year, we can and have done a better job. Congratulations to all 23 fliers that participated in this years Championship Race and especially the top five.

1. Lloyd Burnham	44	1:12.22
2. Jerry Salisbury	42	1:12.95
3. Steve Baker	39	1:12.00**
4. Lewis Schwab	37	1:15.25
5. Dave Binger	34	1:15.21

I would like to take the time to thank all those people who worked so hard on putting on all the races in District 6 this year. Especially for the commitment from the course workers who have shown up time and time again to give up a weekend so as to enable us to have a weekend of racing. Without you folks none of this would be able to happen, thank you very much.

In closing, I have let it be known to Vern that I will not be running for District 6 VP next year. Between the Contest Board and the Q40 Review Committee Chairman and trying to race, my plate is full. My friend, John Fike has decided to run and I hope you will support him as you have me for the year 1999. I would like to thank Vern Smith for all the hard work he has done since taking over as President of NMPRA. Most people don't have a clue on the hours spent, especially these last two years dealing with the AMA on all the safety issues with the cages, hard hats, airplane speeds, insurance and the



District News



Nats. You have taken on issues no one had. You did a great job Vern, thanks from myself and all pylon racers in NMPRA.

Have a good building winter and for some of you, I will see at the Tangerine.

Rick

Quarter Midget Bob Beaudette

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

Summers over for most areas of the country with the racing season winding down, however the Championships still loom on the horizon. October is going to be a hotly contested month with the Quarter Midget Championships being held at Castle AFB. Fifty-six entries have already maxed out the matrix. It wouldn't surprise me to see some records fall at this event. With the dense, dry and warm California air, the setup is looking to be perfect.

One more event that needs to be talked about is the Tangerine held in Apopka Florida the week before Christmas. This is a value added race. For those unfamiliar with the area, Apopka is just outside of Orlando, home of the infamous Micky Mouse. Bring your families. It's a great area and a great race put on by a really dedicated group of individuals all members of the RCACF Club. Dennis O'Brien, Cliff Telford, Gary Freeman and others team up to do a terrific job at putting this huge event on. It actually goes on for over a couple of weeks because it incorporates other events besides Pylon. Give Cliff or Dennis a call for more details.

It's really been pretty quiet on the Quarter Midget front, no controversy, major rule changes, illegal airplanes, semi illegal airplanes, engine issues Etc. Pretty boring these days. Just kidding. It's really nice to see the event settle down into a groove that most are seemly happy with. What I'd like to throw by you guys is how we determine the points for the season. I have been using your best five races out of however many you fly for the season with the last race to be included to be the championship race. The reason I picked five was that some areas of the country struggled to do five races for the season. Remember that the event was emerging. The southern district still doesn't have five races in its area but getting there.

Question - Is five races ok for another year or do you want to go to six?

Question - Should we count the Championship race in the total?

The thought was that the championship should be just that, a race for the champions. It would almost require that this race go back to an invitational type of race with a certain amount of slots available to each district and the top guys getting an invitation to this race. Similar to how the Form 1 races were held many years ago. It could also be used as a season end Awards Banquet with season trophies being handed out to the winners at that time.

Question - Should the Championship be an invitational race?

I have proposed a Premiere Race schedule for the purpose of upgrading the quality of events that clubs host. It would consist of six or so events a year that the NMPRA would help fund by inputting funds and working with clubs to really put on first class events. We have even suggested that these be the only point contests for the season.

Question - Is the Premier Race Program something you would support?

Question - Do you feel that the Premier Race program should be the only point contests hosted?

Question - Is the current method of counting all the contests in the point race a better way?

The reason for the last two questions is that by limiting the point contests, it would certainly insure that the season point winner has beat all of the best during the year because those contests should draw the go fast crowd. It seems somewhat unfair that the season point winner could be so by winning or scoring very high in local contests only if he goes to enough of them. I don't particularly have a problem with it but I'm throwing it out for review.

I urge you to please drop me a line with some good input. I would like to see this event really continue to grow and we are the participants that will make it do so.

I would like to steer the ship in the general direction that everyone wants to go in. Either call evenings 954-340-5437 - 7 PM to 9:30 PM EST, or email me at bobbqm40@earthlink.net. Your input is critical to the long term success of the event.

Don't be afraid of adding your thoughts to the process even if you're new at it. Remember we were all new at it at one time or another.

Lastly I would like to thank all of those who have called to chat or sent email. It is great hearing from you and seeing what you're up to. Dr. Doolittle, Roy Andrassy sent some terrific pictures of his latest stuff. Loved the picture of the old version Japanese Stiletto FAI ship. That was a real classy looking airplane.

Best of luck to Mike Stokes who is resigning from the AMA to pursue a career with ACE RC. Knowing Mike, I'm sure that he'll do a terrific job at whatever he does. If you followed Mike's columns as the AMA Education Coordinator, you know that he has had a positive impact on AMA's educational programs. Again Mike, Best of Luck.

Tech TIP of the Month.

Vibration in Quarter Midgets kills a lot of radios. Sometimes not in shaking the stuff apart but just in chaffing the wires. The next time you install a radio, line the radio compartment with the thin white foam that is used inside of mailing envelopes. It weighs nothing, is about 1/8 inch thick and insulates any servo or battery wires that might come in contact with the glass fuse from doing so. I line mine from the front of the saddle area to the rear. It works real well. Chaffed wires has killed more than 1 airplane that I know of. This is cheap insurance. Also if you're not running one of those balanced back plates from Dave Shadel at Performance Specialties, do it. This one item really knocks off the vibration when properly installed. Less vibration means more rpm, that means you go faster. It's one of those many little things that takes you a little ahead of the game.

Quarter Midget Approved Airplane List June 12, 1998

AJ	Kevin Matney
Bugatti	Bob Wallace
Dago Red	Mike Sperry
Dago Red Mustang V1-2-3	Lyle Larson
Folkerts SK4	Pete Reed
Ginny	Archie Adamisin
Gr7 Kase Killer	Jerry Small
Kelly F1D	Harold Sattler
Loki	Jerry Small



District News



Loki	Harold Sattler
MissFoxyLady	Dan Kane
Miss Foxy Lady	Harold Sattler
Miss Ashley	Carl Silva
Miss Ashley	Tom Scott
Miss Ashley II	Rusty Van Baron
Miss RJ	Gail Jacobson
Napier	Fred Johanson
Napier	Kevin Matney
Napier	Lyle Larson
Nemesis V1-2	Rich Tocci
Nemesis	V Smith/B. Hinnant
P51H Mustang	Bob Wallace
P63C King Cobra	Jim Gager
Pole Cat	Gail Jacobsen
Pole Cat	Duane Gall
Proud Bird	Dan Kane
Proud Bird	Archie Adamisin
Rivets	Danny Kane
Rivets	Norm Johnson
SkyBaby	Fred Johanson
Stiletto Mustang V1-2	Rich Tocci
Stinger	Duane Gall
Strega Mustang	Lyle Larson
Swee Pea	Duane Gall
Swee' Pea	Fred Johanson
Swee Pea	Jerry Small
Thunder Chicken	Steve Baker
Vendetta	Bob Wallace
Vendetta Refit(originalversion)	Pete Reed
Wild Turkey	Norm Johnson

Airplanes Under Review
Rivits (1949 Version) Joe Llanos

HOT FLASH!!!!

Darrol Cady wins the Season Championship points Race. Congratulations!!!!!! Please join me in congratulating Darrol on a great effort this year.

That's it for this month. Thanks for all the support.

*See Ya
Bob*

Quickie 500 - Cliff Telford

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

Points

The 1998 season ended on November 1, 1998. All race reports for 1998 should have been submitted by now. Races held after November 1st will count for the 1999 season so please continue to submit the race reports. Most districts have done a good job turning in race reports (love that e-mail), but none have been received from Districts 8 and 9. The Top Twenty Q-500 pilots who will receive awards from NMPRA are listed below as the results stood on October 29. Late reports may alter the list somewhat. Please try to submit all reports by November 15th or they may not be counted.

Statistics for 1998 (1997 Numbers in parentheses)

Number of races reported = 169 as of 10/29/98 (147)

Number of NMPRA members who earned points = 241 (190)

Most races in one district = 44 in District 6 (37)

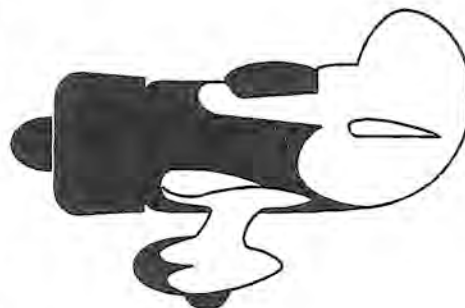
A complete list of everyone who earned Q-500 points will appear in a future issue.

Top Twenty

	Dist	#Races	Pts(best 7)
1. G. Freeman, Jr.	7	12	707.3
2. C. Grunkemeyer	5	14	703.2
3. D. Cady	2	13	684.1
4. L. Burnham	6	14	676.0
5. J. Lemley	5	14	658.2
6. M. Blanchard	5	12	655.3
7. V. Smith	6	14	653.9
8. T. Frazer	5	16	645.2
9. R. Binger	6	13	640.5
10. C. Telford	7	8	633.8
11. J. Dodd	5	9	628.7
12. F. Burgdorf	1	11	627.0
13. T. Jenkins	7	12	624.4
14. S. Baker	6	10	615.9
15. A. Watson	2	14	614.4
16. D. Carpenter	5	16	611.2
17. W. Wamer	2	17	602.8
18. R. Brown, Jr.	7	7	599.1
19. R. Bridge	1	16	598.3
20. J. Adamisin	5	14	596.9

There are a few races on the calendar for the week-end of Oct. 31- Nov. 1 so the above information could change in the final results.

Cliff



Do You Want to go Faster?

Rocket Props - Quarter Midget Propellers

National Record Holder 1:02:42 <> Junior Record Holder 1:04:24

Mexican Record Holder 1:12:50 <> Canadian Fast Time Record 1:06:54

Congratulations Dr Doolittle Roy Andrassy

Handcrafted By "Ray Brown"

If your not flying a Rocket Prop.

Your probably following someone who is

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
7/4-5	Reno, NV	Q4
9/13	Merced, CA	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	Sequoyia 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
8/8-9	Spokane, WA.	F1
8/29-30	Ephrata, WA.	F1
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	F1
7/25-26	Swift Current, SK	F1
8/8-9	Prince Albert, SK	Q4
8/22-23	Saskatoon, SK	F1

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	
8/22	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

2305 Meadow Ridge Ct, Wheelersburg, OH 45694
(740) 574-6840

6/14	Karl Tholen 513.984.9832	Q4
	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	
8/1	St Charles, IL	Q5
	David Gustafson 630.513.3177	
8/16	Rockford, IL	1/2A
	Dick Shields 815.398.8366	
8/29	ST Charles, IL	Q5
	David Gustafson 630.513.3177	
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 Bolte 606.341.4983	

District 6 - Richard Moreland

725 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	
7/5	Orangeville, ONT UPRC	
8/9	Jackson, NJ	Q5SE(2)
	Frank Flesch 732.929.8205	
9/13	Hadley, MA NEPRO	Q5SE
	Giff Fogg 413.593.3581	
8/16	Orangeville, 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

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10/31	Jacksonville	Q5
	Pete Rickard 904.826.3608	
11/1	Jacksonville	Q5
	Pete Rickard 904.826.3608	
SEMPRA	Season Ends	
11/7-8	Tampa, FL TRACS	Q5(2)
	District Championship	
	Wayne Smith 813.621.4051	
12/18	Tangerine	Q40
	Jim Marazon 407.292.5962	
12/19	Tangerine	Q5AMA
12/20	Tangerine	Q5

District 8 - Damon Darnall

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

4/18-19	Fi Worth, TX	Q5,AMA,Q4,F1(20)
	Cowtown 500	
5/9-10	Witchita 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)
9/26-27	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

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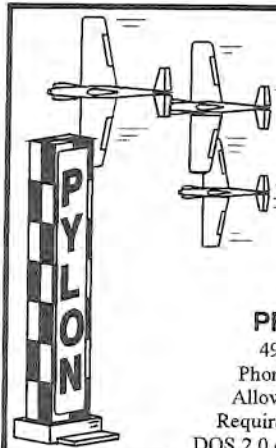
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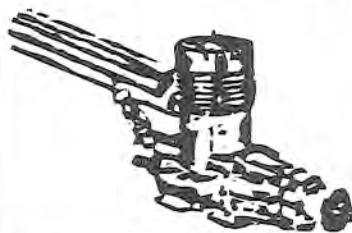
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E-mail: cliffacer@aol.com



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