

The Pylon Racer's Official Voice

NMPRA

HIGH PERFORMANCE

National Miniature Pylon Racing Association

Since 1965

AMA Affiliated

December 98

Presidential Pontification

Rules update

AMA Pylon Contest Board Chairman Duane Gall and I have discussed the deficiencies of the current pylon rules for over a year. Most of the current rules are ten to twenty five years old. Many terms and descriptions were applicable years ago but not today. Lots of current technical developments have obsoleted the basic underlying concepts in effect when the current rules were written. What we are working with today are not bad rules, some are simple out of date. To further complicate the situation, the AMA rule proposal process has brought a string of modifications to the existing rules, then modifications to previous modifications. Some of these modifications have melded into the rule's stream of thought and some have not. The result of these modifications has often been rules that are difficult to read and understand. Simply put, it's time for a major overhaul.

This rule update effort is directed at semantics, definitions, and clarity. The agenda is not directed toward changing the events from the way we know them now. Duane Gall is an attorney who specializes in writing legislative proposals for the Colorado State Legislature. This gives us a wonderful opportunity to use his expertise to direct this effort and distill the results into a set of excellent rules. I have asked three racers with engineering degrees to help Duane with the technical side of the effort, and two racers who have been involved in race organization and management for over 30 years have volunteered to offer their expertise as well. I'm confident they will do a great job for the NMPRA and the AMA.

Please keep in mind that this effort will result in a series of rule proposals to the AMA Pylon Contest Board. At that point their acceptability will be part of the same process any rule proposal is subjected too. A super majority of the Pylon Contest Board will have to vote favorable for them to become law. Those of you who may find some or all of these proposals objectionable will have all the opportunities provided in the AMA by laws to express your objections. As always, you must direct your feelings about AMA pylon rules to your Districts Pylon Contest Board member. We published this list in the last newsletter. The NMPRA can suggest and endorse, but the bottom line on rules is always the AMA Contest Boards.

The JR Gold Cup Series race schedule is firmed up and printed else where in the newsletter. Please take note and make vacation and travel plan to attend as many of the races as you can. If we are to keep JR, PowerMaster, and the rest of the sponsors that have signed on for the 99 series in the game for 2000 and beyond we have to have entry levels of 40 and above. This is the first race series where the competitors are assured a minimum level of facilities and race management expertise. Friday practice day with pylons up, clean port a pots, computer scoring, state of the art timing equipment, and national model magazine coverage are just a few of the goodies. The success of this series will be measured by how many of you show up to have fun.

Recap

I have been thrashing around with the NMPRA Presidency for two years now so this may be a good time to look at where we are, and where we may want to go next. Depending on your point of view, it was my good/bad fortune to take the Presidency during a period of time that can best be described as very busy. On my 5th day in office

the AMA President called me to request the NMPRA's endorsement of the newly created AMA Pylon Waiver. This was the beginning of a lot of negotiations with the AMA that were not always friendly or genteel. If nothing else has been accomplished in the last two years I can say with confidence that our relationship with the AMA has become one of mutual cooperation and respect. The waiver was such a contentious issue that the AMA's own contest board voted it down. Eventually a waiver was written with NMPRA input that was legally beneficial to everybody. The cage/barrier test issue got off to a very bad start with unrepresentative test objects. The AMA was flexible enough to allow the NMPRA to participate in a new series of tests and to lend the engineering expertise of our members to the effort. We now have good cage specifications that are backed up with scientific documentation and even the AMA legal council seems happy.

Those of you who have been attending the Nationals for the last several years know our first efforts at the Muncie facility were less than popular. We quickly learned that asking contestant's to work the course reduced the entry levels by 50%. We subsequently developed a system with the AMA where the NMPRA provides management and the AMA hires course workers for us. The Nats contestants are picking up the tab via higher entry fees. We even managed to get the AMA's insurance broker to send us an important letter of clarification concerning liability coverage exclusions. I have been concerned that AMA members that sell products or services to others in the hobby could have been excluded from AMA liability insurance coverage. The Broker's letter clarifies this issue to my satisfaction.

Continued on next page

Two important internal housekeeping initiatives have been completed. The NMPRA now has an interest bearing checking account with a national financial institution. Changing officers will no longer require closing accounts and opening new ones. Our By-laws have been updated and re-approved by the District VP's. We have had some success in finding sources of funding for the NMPRA independent of our dues structure. A thousand or so dollars has been made with apparel sales. Our membership up about 20% over 1996 which is pretty good considering the fact that most of the other SIG's are going the opposite way. We have also increased the size of our bank account a couple of thousand dollars over the last few years. Benevolent and far-sited people in our industry have contributed money and equipment to help defray the costs of putting on our annual Championship Race, and the 1999 JR Gold Cup Series will run without any financial support from the NMPRA.

NMPRA Historian

I am currently setting up an NMPRA Archive and History Committee. The NMPRA has been around for over 30 years and we need to preserve some of our heritage. Our electronic pylon course committee is still actively looking for a hardware firm that can give us the equipment we need to build an electronic course. We are committed to fund this effort, and I'm certain the AMA will pick up the tab for actual manufacturing once we complete the R&D phase for them. Our Championship Race in Mexico October 29, 30, and 31 1999 will make the NMPRA a truly international organization.

I would like to close this month's column with some ideas we may want to pursue in the future. If the NMPRA is to continue to support programs and initiatives that improve and encourage participation in pylon racing we need to find funding sources. Raising the dues is not a smart option because it's counterproductive, it discourages membership. It's possible a "Leader Member" program like the AMA has, or soliciting "Business Members" from the hobby industry would work. Hopefully, the JR Gold Cup Series will give the serious and well financed racers a place to strut their stuff. I'm still very concerned about declining local Q500 race participation. We have to find ways to keep clubs interested in putting on races and then we have to get the local racers to show up. There is no simple solution to this problem but I have a suggestion. If each of us would take just one Saturday or Sunday to put a Q500 in the car and drive to a local club flying field to put on a few demo flights I'm convinced that we would have a lot of new pylon racers. You don't feel the need for speed until you see it happening.



AMA News Release:

MUNCIE, Indiana, Thursday, November 5, 1998 — AMA SAFETY ALERT

An AMA member was recently severely burned when a model fuel can exploded as it was being opened. He received very severe burns, requiring extensive grafting, and is facing a long recovery period.

The metal can he was trying to open had been in storage for over 20 years. There is no evidence of an external spark or ignition source other than the container itself. Consultation with experts in the field indicates that materials, such as ether, propylene oxide and nitro methane, commonly used in model fuels may become destabilized and shock sensitive over a period of time. As

best we can determine, this fuel, whose composition included two of these substances, was in a state of change. It is probable that this change in combination with the heat generated by the friction metal to metal) in trying to open the container initiated the explosion.

AMA advises that it would be unwise to open fuel containing these products that have been stored for some period of time in metal containers. Such fuel should be taken to a Hazardous Waste disposal facility. (Any fuel stored for over 5 years would be suspect.

ALWAYS USE FRESH FUEL!!!

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

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	7.5x10	\$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 for the newsletter. They will be returned.

Hall of Fame

- Ron Schorr (1994)**
- Jim Kelly (1994)**
- Ed Shipe (1995)**
- 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 Van Baren - 1:13.19 - 5/24/98

* applied for AMA Official Record



District News



District 1 - Dave Ferrell

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Racing has slowed down and I have not gotten any reports from the races in the southern section of the District. You guys need to make sure your CD's get their race results to me so I can make sure they get into the NMPRA. I know it is early but I need to get a 1999 race schedule made up. I do have a couple of races for "99" (see the race schedule). I hope to have more race dates for the next newsletter, with YOUR HELP!!

With Thanksgiving over and Christmas quickly closing in on us, I am going to take a moment this month to reflect on 1998. With racing shut down in most of our district, except for Arizona, it is time to build your fleet of racers for the 1999 season.

1998 has seen the problems of Q40 worked out and the class flourish with a dozen or so approved aircraft to chose from. As with all issues, I try and present the "pro" and "con" of the debate. On the pro side of Q40, you have some of the fastest and most structurally strong planes flying with most of them being composite construction. At the NMPRA Championships this year, I saw some of the most beautifully detailed and painted aircraft that I have ever seen. In 1998, AMA records were set in Jr. (Matt Van Baren 1:04.24) Sr. (Henson Bartle 1:04.90) and Open (Chip Hyde 1:01.74). Attendance at most local races has doubled from 3 or 4 contestants in 1997 to 6 to 8 in 1998. The "down" side of Q40 is that the "scratch builder" has a difficult time getting his one-of-a-kind airplane approved. Also with the speed of these aircraft, there are too many Novice pilots that can't handle their planes safely. The only safe way for a pilot to get into this class is through the 428 Quickie class. Most pilots go this route but I have seen Novice Q40 pilots that have never flown a pylon race try and race Q40. If someone (smarter than me) knows of a way to "qualify" Q40 pilots, it would make for a safer environment.

428 Quickie has seen a lot of changes this past year. Gone is the great "Scat Cat" that started Sport Pylon Racing. Now we are getting composite and semi-composite planes, going almost as fast as the Q40's. Along with this is the cost of the equipment going up. Contrary to Duane Gall's article,

Novice racing is alive and well through out the country. While AMA Event 424-Q-500 Sport is still on the books, most areas do not use it (you can lead a horse to water, etc.). Most areas have adopted their own Novice class that works for them. Here on the West Coast, the Arizona Pylon Racing Association (APRA) rules, has worked well in getting new pilots introduced to racing. Using a \$75 to \$100 plane, a \$100 engine and a four channel radio a novice can get his feet wet without a large dollar investment. In other areas of the country are SEMPRA, NEPRO and others that offer a stepping stone to pylon racing.

One of the biggest problems we face is getting Host Clubs to put on races for us. Talk to your Club, we will help out in any way we can.

*Bank-n-yank
Dave*

District 2 - Darrol Cady

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I just read an editorial in RC Reports November issue. The article infers that there is wide spread cheating going on in our model competition. I do not believe that it is the case in our class of competition. In all my years of racing, I only know of one real case of proven cheating. It was at the 1989 Nats in the Tri-Cities. The cheater was caught and disqualified. He has not raced with us since. I have personally disassembled questionable engines at several contests and have never found anything illegal. I have checked the motors for several National records, and again there was nothing special in the motors. My feelings are that if the stock engines are strong enough to set the records, who needs to cheat.

I have heard mutterings about the motors being used in the lower classes of racing being tinkered with. This may or may not be. I would certainly hope not. The lower classes are for entry level racing. If a racer is flying in that class, and has the "need for speed" he should just move up a class. The rush is there, and it gives them a new set of goals to shoot for. If they are ready to go faster, then they should move up to the competition, and stop beating up on the new guys. This holds especially true if they're

messing with the motors, props or mufflers on their entry level engines.

I would wager that there are really no intentional cheating going on in the 428 or the 422 racing classes. There is no need, we all have good power. I personally would not know what to do to my engines to make them more competitive, other than taking good care in breaking them in and doing my best not to hurt them by not doing properly what I know. Needling! It does not make your equipment faster by turning the needle in for a hard heat. It should always be the same.

Know that if you are getting the best out of the stock equipment that is available, it is as good as anyone's anywhere. If you are doing little things, like removing casting burrs or a little cleaning of the case here or there, you are cheating and are not gaining anything. Even though you are not gaining anything, it could get you disqualified, and could be very embarrassing. It isn't worth it.

For this time of the year you could not have expected a better day in the Northwest, then what we had last Sunday. Yes there was a little fog in the morning but by the time the first flag fell, the sun had burned it off and by noon it was T-shirt weather. The wind was almost non-existent for the most of the day and as the last flag dropped, clouds and very light sprinkles were developing.

This made great racing for the 24 entries. Expert was flown first followed by APRA. One of the things that made this race special was that there were no crashes or midair; it's nice to come home with your Quickie intact, especially at the end of the season. Overall 50% of the contestants set their fastest times of the year. In Expert 65% were under 1:15 and in APRA 50% were under 1:50.

As can be seen below the keen competition resulted in another District record in Expert Quickie. I should say records, since both Darrol Cady and Steve Milos both set

NEXT ARTICLE

DUE DATE

FEBRUARY 3

the same exact record time of 1:10.58 which they now co-own; how about that for coincidence.

Paul Benezra from Georgia was out here visiting and Brian Richmond loaned him a Quickie to fly. He was able completed the race in time to be taken to Sea-Tac to catch an afternoon flight.

It was good to see Andrew McIndoe and John Headley come down from BC to join in and also Mike Kuper from Darrington, Washington. Mike brought with him a nice new Nelson Quickie that Matt Mikko helped him with prior to the race. On the test flight Mike came in a little hot during landing causing the landing gear attachment to departed, so he was not able to race. He said it would be fixed and ready for next season. Welcome aboard Mike.

Reported by: Bob Mikko

Expert Quickie 428	428 APRA Quickie
1. Darrol Cady 1:10.58*	1. Eric Ide 1:39.19*
2. M. Brownlee 1:15.60	2. Stan Davis 1:46.14
3. A. McIndoe 1:12.10	3. Bill Warner 1:45.94
4. Steve Milos 1:10.58*	4. Bruce Teel 1:43.20
5. Al Watson 1:12.03	5. B. Arledge 1:45.00

Bob Mikko has taken the time and effort to keep track of the points in our district races for 1998. Thank you Bob for a job well done. He has also done a recap of the racers and races that we had participate in the District this year. The following is his recapitulation of the classes and heats. I am cutting this article short this month, so that Paul will, hopefully, print the entire list of our district finish this year. The following is from Bob Mikko.

Congratulation to all that raced no matter what position you finished in. It takes lots of effort, skill, determination and a dash of luck to be able to field one of these planes race after race. To be able to compete is an accomplishment in itself, winning is just an added bonus.

Since I now have all the year's data I have added a Best Time column to the points listing. One thing that went unnoticed until then was that Steve Milos is not only the co-owner of the best expert Quickie time but he also has the best time in Q-40. Way to go Steve.

The District has held 15 APRA, 17 Expert and 11 Q-40 races this year. The total entries were 145 in APRA, 211 in Expert and 75 in Q-40. Based on three plane heats, that equates to 242 heats of APRA, 352 heats of Expert and 125 heats of Q-40/Form 1 for a grand total 719 heats run this season. Our hard hats off to the CDs, Starters and course workers who help make this possible. Since we are those people we should pat ourselves on the back for such an accomplishment.

Final 1998 Season District Point Standings

APRA Quickie

1. Eric Ide 1:39.13	13. Ken Howell 1:51.88
2. Bill Warner 1:40.16	14. Kirk Pennoek 1:55.18
3. Stan Davis 1:38.66*	15. Dick Salter 1:59.92
4. Bobby Arledge 1:41.81	16. Rod Batt 1:57.34
5. Bruce Teel 1:43.20	17. Bill Pettersen 1:48.62
6. Tom Strom Jr. 1:42.96	18. Greg Miller 2:03.92
7. John Hillyard 1:39.87	19. Brad Batt 1:50.56
8. J. R. Fisk 1:55.30	20. Dave Torre 1:45.84
9. C. Lemming 1:49.59	21. John Russo 2:09.64
10. Jeremy Grogan 1:45.92	22. John Headley 1:49.44
11. Bob Vergeer 1:45.54	23. Dick Suderman 2:28.41
12. Jerrett Cangie 1:44.23	24. Tony Huber 2:06.78

428 Expert Quickie

1. Darrol Cady 1:10.58*	16. Matt Mikko 1:14.97
2. Al Watson 1:12.03	17. Bill Warner 1:17.67
3. Dave Torre 1:12.74	18. Jeremy Grogan 1:17.51
4. Mike Brownlee 1:13.43	19. Martin Hoppe 1:18.35
5. Nelson Eddy 1:13.54	20. John Calhoun 1:22.19
6. Bob Mikko 1:15.71	21. Henson Bartle 1:16.78
7. Jon Packer 1:13.69	22. Scott Winslow 1:18.86
8. A. McIndoe 1:12.10	23. J. Castleman 1:20.25
9. Tom Strom Jr. 1:18.09	24. John Headley 1:12.21
10. Dan Nalley 1:15.67	25. W. Chikmoroff 1:17.79
11. Steve Milos 1:10.58*	26. Jerrett Cangie 1:21.17
12. Tom Strom Sr. 1:15.01	27. John Hillyard 1:21.53
13. Mike Bergen 1:18.79	28. J. R. Wilbur 1:26.03
14. Stan Davis 1:23.39	29. Shane Elliott nt
15. Bri Richmond 1:12.59	30. Rod Batt nt

422 Q40

1. Tom Strom Sr. 1:06.41	11. Bill Pettersen 1:11.49
2. Matt Mikko 1:06.67	12. Al Watson 1:17.97
3. Tony Huber 1:10.72	13. Mike Bergen 1:18.44
4. Darrol Cady 1:07.12	14. J. R. Wilbur 1:24.98
5. A. McIndoe 1:10.00	15. Bobby Arledge 1:25.03
6. Jerrett Cangie 1:10.01	16. John Headley 1:16.40
7. Steve Milos 1:05.31*	17. Eric Ide 1:21.29
8. Bri Richmond 1:06.16	18. Mike Brownlee 1:34.69
9. Henson Bartle 1:07.70	19. John Calhoun 1:47.31
10. Henry Bartle 1:10.67	20. Dave Torre 1:55.87

This will be getting to you as the Christmas Season is upon us. To all of you, Rhonda and I wish a very "Merry Christmas", and a "Joyous New Year". This year was a great one and the next should only be better for everyone.

Darrol

District 3 - Randy Smith

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Hello fellow racers. This issue marks my last official act as District 3 VP. I have served for a period of four years, however it's time for some new blood. I have enjoyed representing our district in the NMPRA and I particularly enjoyed meeting and speaking with many of you within our organization. Had I not volunteered for this position, I would not have gained this experience, knowledge and enjoyment.

I turn the reins of District VP over to Terence Palaschuk. Although Terence has been racing for only about three or four years, he is full of enthusiasm and new ideas. Terence is extremely keen and has tremendous skills in model aircraft design, plug and model fabrication, and painting.

What he lacks in racing experience he makes up for in a kick-ass, go get 'um attitude. I welcome Terence to the VP position and I'm sure he'll do a fine job. Winter has set in up here and there is nothing to report in terms of active racing. For my last contribution to the newsletter, I offer up a nifty racing tip from District 3.

Recently, I was paging through a well known hobby magazine and stumbled upon a product advertised for use in model helicopters but I thought it would work racing. It is a captive fuel clip to prevent engine flooding after fueling. When using a Tetra bubbleless fuel tank, you want to keep air out of the inner bag after fueling and of course prevent the natural siphoning of fuel into the venturi. How often have you clamped off your fuel line with your favorite pair of hemostats only to lose them somewhere between the pit area and the start line? Or you've adopted some other form of fuel clamp only to forget it at the start line or in your starting box. I took one look at the picture in the magazine and immediately went down to my workshop and made two or three of my own.



CAPTIVE FUEL CLIP

See the scanned image above. I made mine from 1/16" fiberglass circuit board material. The outside dimensions are 7/8" long by 3/8" wide. The large hole is 1/4" in diameter and the slot is 5/64" wide. The overall inside opening is about 1/2" from end to end. The clip slides over your fuel supply line just as the line exists the fuselage of your Q40 or Quickie model. In the fuel "open" position, the clip just hangs freely on the fuel line. In the "closed" position, you simply pull the fuel line into the narrow slot to pinch the line closed. Wala! Is this simple and goof proof or what!? No moving parts, nothing to loose, nothing to leave behind. It weighs only grams, costs nothing and works like a damn.

You may need to experiment with the inner dimensions to suit the diameter of silicone fuel tubing that you use. I use the standard Dubro medium blue line. Give it a try. It's bound to save you money and grief in lost hemostats.

Have a great 1999 racing season. Make the best of it - it's the last race season of the 20th century! To all District 3 members, address your racing concerns to Terence. I'm outa here!

Rapid Randy

District 4 - Mike Sperry

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The August 15-16 race is now history, thanks must go to the Billings Flying Mustangs for a well-run contest. Dick and Stephanie Smith (alias Juan and Gladys) are to be congratulated and especially thanked for their efforts in putting on the contest. I also want to thank Hitec as they were very generous with some equipment donations for drawings after the contest.

Darrol and Rhonda Cady had everything go their way at this contest which makes sense as the harder you work the luckier you get and I know that they have put a lot of effort into their racing. They won the 428 and Q40 with fast times in both events. The fastest airplane in Montana wasn't there and also the "Big Swede" was taking his son to college so Darrol and all of us can be thankful that we did as well as we did.

I also want to thank all those who came from out of town as this always makes for good racing. We had several racers from Colorado and one from Georgia. The Billings weather was cooperative, although we did have a wind storm that kicked up just as the first days racing was coming to a finish. This always is good for a flight box full of dirt.

On a different subject, I was visiting with Pam the other day and the conversation got to the F1 contest at the Nats. We both felt that the mood of the racers was less that enthusiastic about the event. It was like most wanted to get it over with. The only reason to have the event and compete in it was that some people had some airplanes and equipment left was the feeling I got. It's time to finally stick a fork in the event as it is clearly done. We maybe should use that final day for the other events that are popular. Which may allow for more contestants to enter. I also liked the format of the 97 Nats (qualify for the finals) it seemed like the pace was faster with more rounds flown. This year it was along time between flights so it was difficult to get a rhythm going.

Too much golf and too many crashes lately; extra busy trying to get airplanes ready for the next races. I started to build a plug for my own design Q40. I'll let you know how it is progressing.

Mike

District 9

Luis Garcia Blake

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This is a summary of the Seventeenth Pegaso Prize Aeromodeling races that was celebrated on November 14th and 15th, 1998. Both days we held a Quarter Midget 40 and Quickie 500 AMA 428 category races. The races started an hour after the schedule programmed due to a heavy fog. On Saturday we finished the Quickie 500 and did the first three rounds of Quarter Midget 40. We were unable to complete this category because the sun made hard visibility conditions. We had the pleasure to count six Pilots from USA, five from Puebla, five from Toluca and 17 from Mexico City.

The record at Pegaso for the Quarter Midget category that was in Richard Verano's possession of 1:12:53 which was established on December 14, 1997 has been broken by Darrol Cady with a new Pegaso record of 1:10:18. The award for the most spectacular accident was now very easy to decide on since we had an incident at the finished line when Ricardo Palmero, Manuel's mechanic knocked his pilot in the face breaking his lip while he tried to avoid a starter that was on fire.

Q500 11-14-98

1. Darrol Cady 1:18.27
2. S. B. Chavez 1:23.47
3. M. M. Alamo 1:24.48
4. J. de la Vega 1:17.00
5. Vern Smith 1:29.63

Q40 11-14-98

1. Darrol Cady 1:10.18
2. M. M. Alamo 1:17.23
3. Luis G. Blake 1:19.62
4. J. de la Vega 1:13.37
5. M. R. Sanchez 1:18.46

Q500 11-15-98

1. Darrol Cady 1:23.16
2. J. de la Vega 1:19.32
3. F. Salas Torres 1:40.41
4. P. Marin Lugo 1:29.06
5. Jose B. Chavez 1:32.40

Q40 11-15-98

1. M. Blanchard 1:16.18
2. J. de la Vega 1:17.40
3. M. R. Sanchez 1:21.73
4. Jose B. Chavez 1:21.81
5. P. Marin Lugo 1:23.15

Best regards

Luis

Rhonda and I were in Mexico City for their Winter race the 14th and 15th of November, what a wonderful time. The facility and the people there are the best anywhere. From the time we arrived there, we were taken care of. We were met at the airport. Our baggage along with us was transported to the Motel. The airplanes and equipment were taken to Pegaso Club and secured until we arrived at the field. We went to Mexico City a few days early, so that we could enjoy the company of our gracious hosts. Rhonda went shopping with the "Ladies". I even went one day and it included a trip to the Pyramids outside of Mexico City. My crippled wife could not climb the pyramids, so it gave me an excuse not to either. I can imag-

ine how I would have felt gasping for air at the high altitude.

Thursday was my first day at Pegaso on this trip. I had a little thing in the back of my mind that what I had remembered from last year might not have been as "shiny" as my memory told me it was. Remember I was the kid that knew that there was a pony some where in all the horse S%#t. Anyway, Pegaso was as I remembered it, perfect. Every detail of this Model Airport was still in place. My memory had not painted a picture of it that was not still accurate. Everything was still there and more.

Thursday the rest of the Americans arrived. Vern and Betsy Smith were the first to arrive. They were soon followed by Norm Johnson and Drew Jerina. The last to make their appearance was Mike Condon and Marcus Blanchard. On Thursday night, Jaime de la Vega and his lovely wife Monica entertained the Americans and special guests with a dinner party. The party was a Birthday party for Rhonda. The evening was very special to say the least. It was at a hacienda built by Monica's grandparents. It was a spectacular place to say the least. The evening, the surroundings, and the people made it a memory that will last a lifetime. And here, I thank them again. It was a very special evening.

The NMPRA banquet on Saturday night was a great time. There was a real Marachi Band. Not the kind we have all heard in Mexican restaurants in the States. These guys had talent. They opened with the mexican version of Happy Birthday to Rhonda..... We didn't know what it was until it was over. The food and the comradre for the evening was very special... an evening with many friends.

To those of you that are concerned about personal safety, or the confusion of being in a foreign country, let me assure you that you are safe and will be well taken care of by our Mexican hosts. All transportation for you will be taken care of. You will not need to rent a car, you will not want to. They will see that you get everywhere you need to be, and that all of your needs are cared for. This is a trip that you will feel like guests, not just contestants. Your wives or girlfriends should also be included in a trip to Mexico. Their entertainment and trip will be most enjoyable. Rhonda and I can hardly wait for our next trip to Pegaso in Toluca.

The date has been set for the 1999 NMPRA Championship race in Mexico City. It's October 29-31, 1999. There should be lots of orange and black airplanes, and everyone in costume....

Darrol Cady

Quarter Midget Bob Beaudette

8442 NW 47th Dr, Coral Springs, FL 33067
(954) 340-5437RE-mail: bobqm40@earthlink.net

Christmas already, how about that. Where does the time go!

A couple of issues have to be mentioned this month. One being the Championship race and the NMPRA rumor mill, which always seems to be active, alive and well. Seems that several of you have had great concerns that Chip Hyde raced the Championship Race and was discovered that he was not a current NMPRA member at race time. Opinion was that he should have been tared and feathered, hung by a tree, striped of his title and all kinds of nasty things. Well you are right, he was not a member. We made an administrative mistake pure and simple. Now I know that several of the complainers are perfect in everything that they do but we are not. However, to put the minds at ease, let it be known that Chip has paid last year and was the first to pay his 1999 dues. He will not be hung out to dry. I trust that next year we will have a lot of volunteers to make sure that all of the administrative chores are accomplished for the Championship Race (in advance) and we do not run into the same problem. We will review the registration list before hand to insure that this error does not re-occur. Enough said about that. He still is a great pilot. We all wish we had his skill.

Item # 2. Carbon fiber vs wood props for Quarter Midget. There are a number of pilots that are complaining about \$20.00 wood props, the in-ability to make good props and continue to ask, why don't we allow carbon fiber props to level the playing field? My personal position is that we need at least one variable to keep the event interesting. We already have a cookie cutter event, 428. If that's what you want, fly quickie. You don't need to make a prop in

that event. If you can't make a prop, learn how. Lord knows we put enough info out on the subject. If you really believe that carbon props will level the field your dead wrong. The fast guys will still be fast and the guys searching for that elusive level playing field will still be looking. We do not need a carbon fiber prop rule. Buy some prop blanks for \$3.00 and start carving. It's fun and it's really rewarding when your work is making your plane perform. If you need help, ask. I can't remember a single racing event where the quantity and depth of information has been available to so many so quickly. Just look at the times being recorded. After props, what will be the next level, the playing field issue?

The JR Gold Cup Racing series is a reality. Plans are underway for the upcoming season. We are actively soliciting prizes from manufacturers for the workers. This will be a great series. Points will be kept separately for the Gold Series. The Gold Series races will also count towards the National Points Matrix. We will count the top five races for National Points in 1999. We will have a Gold Cup Champion and a National Champion. The National Champion will be the top point getter for his best five races in all Q40 events. The Gold Cup winner will be for the top point getter in the Gold Cup series only. Ties will be broken by time for the Gold Cup Series and National Points. The year-end Championship Race will count towards the National Point Matrix.

There you have it. That was the consensus of opinion per my mini survey. If you did not respond, don't complain about the outcome. Speaking of complaints, dues are due. If your going to complain, the least you guys can do is pay up on time. If you pay, you have a chance of being heard. If you don't pay, your chance is reduced to less than 0%. NMPRA needs the funding to continue to offer this great Newsletter and the programs we are attempting to cultivate. Thirty dollars is a small price to pay for the

info, Newsletter and position that we have with the AMA and the input on rules affecting our racing. If you know of someone who is racing and is not a member, encourage him (her) to join.

I hope Santa Claus brings you all the racing stuff you ever wanted. For most areas of the country and our Canadian friends, spring will not come any too soon. For the southern crowd, were going to the Tangerine this month in the Orlando, Florida area. The event is a sellout (48 entries in each event) in all three categories, Quarter Midget, 428 and SEMBRA Quickie, should be fun.

See Ya
Bob

Quickie 500 - Cliff Telford

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

Congratulations to Gary Freeman, Jr. who is NMPRA Q-500 Point Champion for 1998. Gary flew in 14 races and earned 715.3 points for his best seven races. Craig Grunkemeyer, who finished first in 1997, finished second in 1998 with 703.2 points. Final results are published in this issue. No race reports were received from districts eight and nine. If you believe you earned points in 1998 but don't see your name it is probably because you didn't pay your dues or the races you entered were not reported. Please remember to pay your 1999 dues early so that you don't lose any points. Awards for the TopTwenty should be mailed by early January.

Please continue to submit race reports for races held since November 1, 1998. Those races will count for 1999.

Cliff

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1565 Echo Dr., Merced, CA 95340
209.722.0655

Q5 uses APRA rules

11/8	Phoenix, AZ	Q5,AMA
12/6	Phoenix, AZ	Q5,AMA,Q4
1/16-17	Phoenix, AZ Winterfest	Q5AMA
2/7	Sepelveda Basin, CA	Q5,Q5AMA,Q4
2/27-28	Phoenix, AZ, - JR Gold Cup	Q4
3/21	Sepelveda Basin, CA	Q5,Q5AMA,Q4
4/24-25	Merced, CA - JR Q40 Gold Cup	Q4
5/16	Sepelveda Basin,CA	Q5,Q5AMA,Q4
5/29-30	Whittier, CA	
6/26-27	Sepelveda Basin, CA	Q5,Q5AMA,Q4
7/2-3	Reno, NV	Q5,Q5AMA,Q4
8/22	Sepelveda Basin, CA	Q5,Q5AMA,Q4
10/24		Q5,Q5AMA,Q4

District 2 - Darrol Cady

10711 NE 37th Ct, Vancouver, WA 98686
360.573.0987

Q5 uses APRA rules

11/01	Kent, WA.	Q5,Q5AMA
2/6-7	Puyallup Expo - Fair Grounds	
2/14	Kent, WA - Hawks	Q5,Q5AMA
3/7	Kent, WA - Hawks	Q5,Q5AMA
4/4	Kent, WA - Hawks	Q5,Q5AMA
5/2	Kent, WA - Hawks	Q5,Q5AMA
6/5-6	Arlington	Q5,Q5AMA,Q4
6/26-27	Whidbey Island, WA Al Watson 425.746.9519	Q5,Q5AMA,Q4
7/24-25	Spokane, WA - Barons	Q5,Q5AMA,Q4
8/14-15	Ephrata, WA Matt Mikko 253.863.6478	Q5,Q5AMA,Q4
10/2-3	Kent, WA - Championship	Q5,Q5AMA
11/7	Kent, WA - Hawks	Q5,Q5AMA

District 3 - Randy Smith

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

8/22-23	Saskatoon, SK	FI
---------	---------------	----

District 4 - Mike Sperry

1614 11th St, Cody, WY 82410
307.587.5870

11/14	UVA field-Regis John Sheely	Q5
11/21	UVA field Bill Cowley	1/2A

District 5 -

10/10-11	Hebron, KY Joe Bolte 606.341.4983	Q5AMASE
8/21-22	JR Gold Cup	Q4

Distict 6 - Richard Moreland

726 Hillmeade Rd., Edgewater, MD 21037
301.261.7366

10/18	Niagara Falls, ONT-rain date	
5/22-23	Bowie, MD - JR Gold Cup	Q4

District 7 -Gary Freeman Sr.

1005 Taproot Dr., Winter Springs, FL 32708
407.695.1855

Q5 is SEMPRA Sport Pylon

11/1	Jacksonville Pete Rickard 904.826.3608	Q5
SEMPRA Season Ends		
11/7-8	Tampa, FL TRACS District Championship Wayne Smith 813.621.4051	Q5(2)
12/18	Tangerine - JR Gold Cup Jim Marazon 407.292.5962	Q4
12/19	Tangerine	Q5AMA
12/20	Tangerine	Q5

District 8 - Damon Darnall

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

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

COMING SOON

The NMPRA has moved and renamed our web site to "nmpa.net". We should be up and running in about three weeks. Our new host master manages several model airplane web sites (rcairplane and imac) and we are confident he will do an excellent job for us.

We apologize for the poor performance of our old site and will do our best to keep the new one exciting and current.

**DUES
ARE
DUE**

**Article due
dates**

February 3

Announcing the JR Gold Cup Q40 Racing Series



The following races will be part of the 1999 JR Gold Cup series. All events will have a Friday practice day. PowerMaster is supplying the fuel. Please make travel and vacation plans so you attend. Contact the NMPRA for details. More information in the next newsletter.

- February 27-28** -- Phoenix, Arizona
- April 24-25** -- Merced, Calif., Merced County RC Club (use Sacramento, Fresno, San Jose or Oakland airports)
- May 22-23** -- Bowie, Maryland, PGRC (use BWI airport)
- August 21-22** Ohio
- December 11-12** -- Apopka, Florida, The Tangerine (use Orlando airport)



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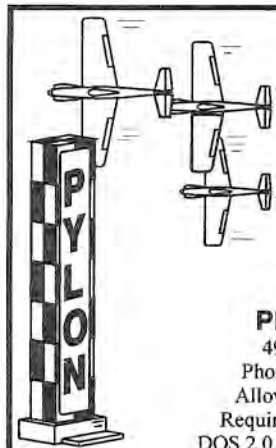
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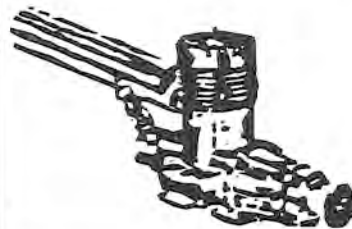
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