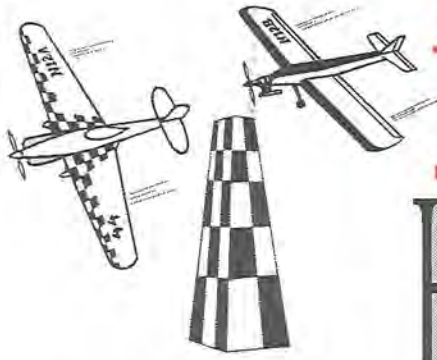


The Pylon Racer's Official Voice



NMPRA

HIGH PERFORMANCE

National Miniature Pylon Racing Association Since 1965 AMA Affiliated September 1999

Presidential Pontification

Ben Martin, his wife Carolyn, and the Dayton Wright Flyers put on the 4th JR Gold Cup race Sept 11 and 12. The weather was near perfect, the facilities were great, the organizers and course workers were as nice as they could be, and the food was delicious. Forty contestants were ready to go Saturday morning after using Friday's practice day to advantage. High barometric pressure, relative humidity in the 30% range, and temperatures in the low eighties made the engines very happy, and the race times showed it. Craig Grunkmeyer set a new Q40 record with a 1:00.02 and backed it up with a 1:01. One zero, twos and threes were quite common. The Wright Flyers have their field in a City park, maintained by the City, the City even supplies the course radios.

Another healthy aspect of the Dayton race was the arrival of the Jett engine and Jerry Small's SideWinder. Three of the top five were using Jett engines and Jerry's SideWinder air frame. Rusty's Miss Ashley and Lyle's Dago Red are still as fast as anything available but now we all have a third alternative. The Nelson engines are still the standard but there is now a viable alternative. I think the arrival of diverse competitive equipment into the Q40 area says a lot for the growing success of the event. Unfortunately, for those of us approaching the arrival of social security checks, the best thumbs are still going to go the fastest no matter what engine we bolt into which airframe.

Airlines have discounted their Fall airfares so get your ticket for the Championship Race in Mexico Oct. 30 and 31. If you need entry information and forms call or email me and I'll get it to you ASAP. The Mexican facilities are the best I have ever seen and the Pegaso Club leaves nothing to chance. They will provide all your land transportation including

your trip from the airport to the motel. All you have to do is buy a ticket, reserve a room at the Holiday Inn (\$62.00 per night) and show up. They are running a Q500 race on Monday and welcome your entry. There are shopping tours for the ladies and evening social activities for everyone.

This is the first newsletter in nine years that was not edited and published by NMPRA Hall of Fame member Paul Page. Paul's health has precluded him from doing any more newsletters. Paul also took over the position of Secretary Treasurer three years ago but must give that position up as well. We are all greatly indebted to Paul for all his efforts on behalf of the NMPRA.

Pylon stalwart Darrol Cady has been kind enough to take over the newsletter. Darrol is working with Pat Palaschuk, wife of our District 3 VP, to put together a printed newsletter as well as an electronic newsletter that can be delivered to our members by email. Electronic distribution will save the NMPRA over \$20.00 per member who can receive it. Please get a computer, modem, and email server so we can send you lot of pretty pictures, dazzling graphics, and the usual inspirational text. This is no small project. Pat and Darrol deserve our admiration for taking it on. A new and much more interactive NMPRA web site is also in the works. Again, Darrel is leading the effort. He is dragging the NMPRA into the 21st century.

The Secretary / Treasurer position is going to Chic White of Alexandria VA. I spent several hours with Chic last weekend getting him up to speed on the software and procedures he will be using to perform his duties. Chic is excited, willing, and competent. We are very lucky to have people like Chic and Darrol to make things happen for us.

The Gold Cup Series is on for 2000. JR, Model Airplane News, Horizon Hobby Distributors, and Powermaster Fuels are sponsoring the 2000 series. The individual race trophies, season points awards, and the entry fee guarantee to race organizers are being provided by JR. Model Airplane News is handling the race publicity and coverage. Horizon Hobby Distributors will give \$1,000.00 in dollar for dollar gift certificates to the CD of each race to be distributed to his course workers, and Powermaster will be providing all the fuel as well as tee shirts and hats for all the course workers. As you can see, all our 1999 sponsors have re-upped and increased their sponsorship contributions. They are pleased with the Series and think it has a bright future. All we have to do is show up when ever possible and have fun.

I do have a rather vexing problem with the Gold Cup Series. I currently have nine Clubs/Organizations/Sites that want to have a Gold Cup Race in 2000. We don't currently have enough racers to support more than five races, and that's probably stretching it. We need to have at least 40 entries per race to make it work. I have committed to the Phoenix Club for the first Gold Cup race of 2000 to be held February 26 and 27. These guys did a great job last February and deserve another race. Also, I don't know where you can go in the US and find dependable better weather than Phoenix the end of February. I'm working on the rest of the schedule and want to have it firmed up by the end of October so our sponsors can start their magazine advertising. If you want to put on a Gold Cup race let me know very soon, and have a very impressive package.

A handwritten signature in black ink, appearing to read 'Vern'.



THE CRAP TRAP

By Dub Jett

A while back I mentioned trimming and balancing for keeping the airplane from rolling out of, or diving during a turn. Before you get to that point it is important to have a properly balanced airplane with the throws set right.

As I said last time, get the kit manufacturer's recommendations for initial set-up. This will at least keep you out of trouble. Secondly, take a little extra time to set the dual rates of your transmitter. I use 20% more for high rate and fly on low rate. Any more than about 30% more will get you in trouble if you accidentally leave the rates in the wrong place. 20% extra is just right for landing, if you care to flip them up.

Note: 20% is not a gross number, i.e., if your low rate is set at 43% (example), then set the high rate at 1.2 times that, or $43\% \times 1.2 = 52\%$, **not $43 + 20 = 63\%$!!**

Here is a simple method for balancing your airplane without any fancy equipment:

1. Either on the top, or bottom of the wing, near the fuse, take a scale and measure from a convenient point on the leading edge to the preferred C.G., e.g., 3". Then mark, in 1/8" increments on both sides of the mark, e.g., 2 3/4, 2 7/8, 3.0, 3 1/8, 3 1/4, These will be just dots on the wing. Mark both sides of the wing in exactly the same way.
2. Get two wide blade screwdrivers, or bladed pencil erasers, etc. I just use two large, long bladed screwdrivers.
3. Lay the wing across the arms of two armchairs, garbage cans, etc. that are high enough to crawl under. I use two lawn chairs.
4. Lying between the chairs, and under the airplane, place the blades of the screwdrivers on your mark. (the blades run along the span, not from front to back) Gently lift up. If the airplane rotates tailheavy, move to the next mark back and pick up again. Do this until the airplane rotates tailheavy on one mark and noseheavy on the next one. You now know that the balance is between these two points.
5. Generally this is close enough. If you want it closer, then move the blades between the two marks until the airplane balances.
6. If you are out at the field, someone can hold the airplane for you while you move the blades back and forth. If they gently turn the airplane loose and it rotates so quickly that the spinner stabs you in the chest, then the airplane is too nose heavy. File a claim with the AMA and move your battery back.

The beauty of this technique is that you never really have to balance the airplane. Just move it back and forth until it changes direction. It works like a beam balance and it's fast and very accurate. Almost everyone who has seen this for the first time has laughed—then they start doing it.

One last thing: Make sure you balance the same way every time. Use a propeller, empty the tank and make sure you have everything installed in the airplane. Keep notes so that you can make your next airplane the same.

Dub Jett

High Performance Information

High Performance is published 8 times per year.

Information for publication can be

forwarded to:

NMPRA Editor, Darrol Cady
10711 NE Ct.,
Vancouver, WA 98686
Phone: (306) 573-0987
E-mail dcady@pacifier

If possible, please submit information in Microsoft Word format.

Race Announcement Policy

High Performance will publish announcements of upcoming races free of charge, on first come, and 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 no later than the announced due date.

Advertising Rates

Rates are for camera ready artwork. Artwork, composition and typesetting will be charged at cost. Printable are 7.5" X 10", lpi =133, half tone permitted. Ads for upcoming issues must be received by the deadlines published below.

Size	Single	Annual
Full Page 7.5 X 10	\$ 100	\$ 700
1/2 Page 7.5 X 5	\$ 70	\$ 490
1/4 Page 7.5 X 2.5	\$ 40	\$ 280
Card Ad 3 5/8 X 2 3/4	\$ 20	\$ 140

Wanted

Interesting photos of races, planes and events. Send photos by hard copy or in electronic format to the Editor.

Article Due Dates

October 20

December 1

To receive an electronic version of the newsletter via e-mail, please contact Darrol Cady via e-mail at dcady@pacifier. Or visit the official NMPRA website at www.nmpira.net

When corresponding with the NMPRA, please use this address:

Academy of Model Aeronautics
Attention: NMPRA
P.O. Box 3028
Muncie, IN 47302-1028

1999



Gold Cup Series

What's Next.....

- December 11th & 12th
Orlando, Florida
CD: Dennis O'Brien
Registration: Cliff Telford
(407) 359-9958
- February 26th & 27th
Phoenix, Arizona



Course Worker

Sponsors

ACE Hobby Dist.
Anchor Adhesives
Balsa USA
Dave Brown Products
Du-Bro Products
FMA Direct
Futaba Corp.
Goldberg Models
Great Plans Mfg.
K & B Mfg.
Performance Specialties
Sullivan Products
SIG Mfg.



Gold Cup '99

Season Points Standings

1. Darrol Cady
2. Mike Helsel
3. Lyle Larson
4. Vern Smith
5. Chuck Anderson

Dayton, Ohio

1. Bruce Richmond
2. Dub Jett
3. Darrol Cady
4. Craig Grunkemeyer
5. Mike Helsel
6. Tom Scott
7. Mike Tallman
8. Bill Johanson
9. Bob Brassell
10. Jerry Small

Fuel supplied by

POWERMASTER



District News



District 2 – Darrol Cady

Want to paint a built up Quickie or Q40 wing?

Back to the old days in racing, before the current era of composite wings and things... We have done lots of these, and it can be kept simple, or you can have a mess that you will not live long enough or have enough sandpaper to repair the mess.

Remember as you do the project, excess resin is the enemy... Makes lots of weight in a hurry. The items needed for the project are 1/2 to 3/4 ounce cloth, K&B resin, micro balloons, 3M Spray 77, and a roll of toilet paper. Everything else you probably have in your shop.

The first thing is to prepare the surface as well as you do for Monocote. Including vacuuming it off. Do not use any filler on the surface to be finished. The resin has a tendency not to harden over many of the filling products. If you need some, use the resin and lots of micro balloons. Cut the cloth 2" larger than the surface you are finishing. Fog a very light coat of the Spray 77 over the surface to be covered first. You do this in sections. Like a wing panel top. Go through the first coat of glass and trimming process and then do the other side. On the surface that you have fogged a light amount of spray 77, and after it has dried for about 10 minutes, carefully lay the glass cloth on the panel. Work out all the wrinkles, and get it laying in place. You can move it around, but the 77 will keep it from moving around on you when you do not want it to move. After the glass is laying in place, mix a small amount of resin. Do not mix this coat hot. Take the time to let it go off at a normal rate. I apply the resin with a playing card. I use it like a squeegee. I use the card to take as much as I can, of the first coat of resin off before it goes off. We are being weight and sanding conscience. If you do it right, there is actually very little sanding of the glassed surface. As soon as you get the resin spread and on the panel, uses the roll of toilet paper to roll off all the excess that you can. You will quickly find out which way to roll the toilet paper. As the outside layers get wet,

discard the outside layer. This first coat attaches the glass and seals the surface. It is important to get the job done with as little resin as will get it done. This coat can add lots of weight if it is not controlled. The goal is to get the glass attached and the wood sealed, not soaked with resin.

Give the panel time to set. About an hour. Trim the edges with 400 grit wet or dry sandpaper dry. When you lightly sand the edges, it will cut the glass and you can leave enough for an overlap and then repeat the other side and the other panels. Let the parts cure over night, and then apply another light coat of resin with a playing card. The goal is to fill the holes in the glass, but not to leave any extra resin behind. Fiberglass is real hard to sand and get good results. After this coat is cured, you can sand it lightly and then apply a third coat brushed on. Keep it thin and smooth. At this point we have sealed all the wood and glass, so that it will not take much resin to put on this thin coat. Let it cure and it is time to get it ready for the finish.

Block sand the surface. All of it. Pay attention not to sand through the glass. Remember we have not put much product on the surface and it is very thin. Clean the surface with Prepsol or any other paint preparation solvent. Blow off the entire surface. If there are pinholes, we want to have them empty so that we can fill them. Rub spackling compound over the entire surface. I make little 2 to 3 inch circles with my fingers to make sure I get them all. Pretend there are pinholes even where you cannot see them and rub the compound into all of them. After it has set, then sand all the excess spackel off the panels. All you want to leave behind is the spackel in the pinholes.

Prime sand and paint... Lots of work, but if you do it right, it will be light. Our Formula One airplanes were beautiful and light. A wood wing is as strong or stronger than a composite wing. If you have more time and like to build with wood, do not be afraid that the wood wing will not stand the gaff.... It will. They are just a lot more work, and a lot cheaper, if you work for free...<G>

This month's race report is race report for the district was reported and written by Matt Mikko.

Whoops, I am past the deadline and the report for the Ephrada race has not been sent to me. I am sure that Matt will have it for us by the next newsletter.

On our way to Dayton, we went to a gathering in Oak Dale, California. The highlight of the 600-mile trip was the Saturday night dinner at Chuck Bridge's home. Chuck and his family treated all of us to a fine meal and great conversations. Thank you so much.

We had a good time going to the Dayton JR Gold Cup race. Ben Martin and his crew put on a very professional race. The burgers were exceptional and only \$1.25 cooked to order with fried onions and his special seasoning. The weather there was something that they do not see very often. The mornings were cool and the afternoons were warm. The unusual thing was the low humidity. It really was California weather. Would you believe 65 degrees and 35% mid mornings? It was great for us, but the farmers were complaining about the drought.... Can't please everybody. Craig Grunkemeyer loved it. He set a new national record of 1:00.02. Great job Craig! That elusive "one minute" is about to be broken....

The Championship Race in Mexico City is getting close, and we hope to see many of you there. Our AMA record will not be broken there, but the Pegaso record is sure to follow. There will be "0" times there, and that feels like a 2 anywhere else. You will not feel the difference in the speeds of your airplanes, only the clock. The equipment, including props will work just fine there. Just squeeze the head a little and it will run the same props the same RPM's. 11mm carbs will also be in order. I do not know for sure if they make that much of a difference or not, but they cannot hurt. The more air, the more fuel, the more heat, the more power...

See you in Mexico City.... Trick or Treat

Darrol



District News



District 1 - David Ferrell

Two one-day races were held at the Modesto R/C Flyers field in Oakdale by Woodward Res. A great flying site with great racing. Matt VanBaren set a new AMA Jr. Q40 record of 1:03.62. Congratulations Matt.

As has been the trend this year, it was a low turn out compared to years past but none the less a good contest, thanks to Bruce Coffey and Crew.

Modesto, Sat 9/4/99

- 428
1. Randy Bridge - 1:10.65*
 2. Travis Flynn - 1:13.25
 3. Tim Lawlor - 1:14.84

- APRA
1. Gordon Frazier - 1:45.40-9
 2. Paul Neves - 1:50.16
 3. Ray Lamerson - 1:48.66

- Q40
1. Mark Lattimore - 1:05.78
 2. Matt VanBaren - 1:05.94
 3. Matt Mikko - 1:05.44*
 - 4.

Modesto, 9/5/99

- 428
1. Travis Flynn - 1:07.92*
 2. Randy Bridge - 1:09.62
 3. Gary Long - 1:13.41

- APRA
1. Paul Neves - 1:48.78
 2. Gordon Frazier - 1:48.23
 3. Ray Lamerson - 1:45.66

- Q40
1. Matt VanBaren - 1:03.62
 2. Randy Bridge - 1:05.69
 3. Matt Mikko - 1:07.91

The race year is winding down and a few observations come to mind. Contestants are down in all classes, especially in the Novice class. We need to beat the bushes to get new flyers involved in our sport. The 428 class is holding it's own, with some of last years Novice moving up and some of last years 428 pilots moving up to 422/Q40 as it should be. The JR Gold Series races were OK but could have been better. I have talked with many pilots and think a large series and championship races should have a Gold, Silver & Bronze format, with contestants fastest times being the deciding factor.

I would like to see a two (2) clock rule on all record flights. After sending in one-clock records for many years, I went to two clocks on all races at my local field and Castle races. The head lap counter, who starts the "gang" clock, also starts his stop watch at the same time and times the lead plane. Times are compared on the winner and the longest time is recorded. I wish AMA would come out with a

"mandatory" two-time space on their record application.

Bank-n-yank
Dave

District 3 - Terence Palaschuk

Well, it's all over, but the crying... That's right... another race season is done for us "northern folk". I have three races to report on and here are the top placings from each event.

- Canadian 500 - Prince Albert
1. Cecil Graval - 111.53
 2. Harold Sattler - 110.97
 3. Lyle Baker - 114.22
- Fast Time - Roy Andrassy - 110.53

- Q40 - Prince Albert
1. Roy Andrassy - 111.53 (Fast Time)
 2. Harold Sattler - 112.56
 3. Lyle Baker - 119.21

- Canadian 500 - Saskatoon
1. Roy Andrassy - 109.16 (Fast Time)
 2. Cecil Graval - 110.07
 3. Bobo Saito - 110.34

- Q40 - Saskatoon
1. Harold Sattler - 112.43
 2. Hank Kaufmann - 113.77
 3. Roy Andrassy - 111.26 (Fast Time)

- Canadian 500 - Winnipeg - Day 1
1. Rod Kelln - 113.00 (Fast Time)
 2. Robert Kossatz - 113.00 (Fast Time)
 3. Russel Bouchard - 115.83

- Canadian 500 - Winnipeg - Day 2
1. Terry Truelove - 121.27
 2. Lorne Moen - 119.59
 3. Rod Kelln - 118.95
- Fast Time - Russel Bouchard - 114.27

Saskatoon was our District Championship Race. We had the pleasure of competing with Bobo Saito, a member of the Japanese FAI Team, who currently resides in the USA. Mabo Amano of www.superminnow.com and friend of Bobo's traveled from Vancouver to join in the racing. Bobo finished 3rd in Q500 and 4th in Q40 and prior to this event he had not flown in either class. To top things off, he was flying two new planes. He certainly gave us "a racing clinic".

Our Annual Meeting was held in conjunction with the Championship Race. Cecil Graval of Calgary was the points champion in both Q40 and Q500. That's all for this year - I guess my next reports will focus on what "we Canadians" are building and flying.

Terence

Candidate for VP District 2

My name is Matt Mikko and I am running for the position as NMPRA District 2 VP. I am 32 years old and have been flying R/C for 25 years. I flew in my first pylon race when I was 8 years old, with supervision from my father, Bob Mikko. I currently race AMA 428 Q-500 and AMA 422 Q-40 pylon. I graduated from Washington State University with a major in mechanical engineering and minors in both mathematics and business. I currently work as a structural design engineer at the Boeing Company, in the Puget Sound area. I have been the leader of the pylon racing special interest group of the Boeing Hawks R/C Flyers for the past several years. The Boeing Hawks sponsor 10-12 races a year in the Northwest region. I am also an AMA contest director and manage a number of races each year in the Northwest.

One of my major goals for the year will be to report more specifically about our local races. We need to promote our local racing to bring in new racers. We also have a lot of work to do, to update our new safety equipment and to find/preserve flying sites for the future. We have great racers in our district and by working together, we can make next year another successful year in the Northwest.

Matt

District 4 - Mike Sperry

Gentlemen of district 4,

Some of you probably don't know that the district now has the new AMA cages. Thanks to Hal Garwood, NMPRA member #16F the cages now reside in the Denver area rather than Muncie. This was no small effort on Hal's part, not to mention financial outlay. We all owe him a huge thank you.

As I mentioned the cages are in the Denver area and are for the use of any AMA member/club in our district that wants to use them for a race. There has been some discussion on the proper procedure, rules, guidelines on who can use, move store, maintain, the cages. Here's how I want to handle this situation. If you disagree that's your right and I suggest that you run for district VP and you can handle it the way you want.



District News



I feel that we should impose a fee on the NMPRA dues in this district until we have collected \$125 to reimburse Hal Garwood for fuel above what he would have burned returning from the Nats. We should also all personally thank him and Duane Gall for their efforts. This is not enough, and isn't totally fair but that's the case with racing. Don't add up what racing costs you and consider this another racing expense. Ask Vern if he is compensated for all he does for racing.

The cages belong to every AMA member in the district. Any AMA member/club can use the cages at their expense. This means they have to go and get them, use and store them or return them at their expense. Let me know in advance about the storage arrangements, as we don't want them last seen at some remote abandon military base in Montana or wherever.

Here is some more rambling rational for these decisions.

1. Reimbursing Hal puts all AMA members/clubs in the district even. Denver area members/clubs have an advantage right now as they have already put in the effort to obtain the cages. They are most likely going to stay there anyway.

2. Everyone has equal opportunity to use the cages. Go get them if the race date is open. They don't have to return them if they have a secure place to store them.

3. We are not going to establish fees to compensate who has them at any given time. It is not fair to ask for compensation if you didn't get the chance to have the cages stored at your area first. I don't think we want to get into a compensation situation anyway. Think about the possibility of compensating someone from Fargo to drive to Denver pick them up, back to Fargo then back to Denver for storage. It would have been closer to get them in Muncie for that member/club. It has to be that you are on your own. What a nightmare for someone to administer.

4. I can envision a situation that the cages are used out of district. In other words it might be closer for Las Vegas to use ours if they were at Provo and theirs were in Merced. In this case I do think that the cages should be returned to where they came from.

5. This may improve communication between clubs/members and the NMPRA/AMA. (reserve your race date etc.)

6. This may improve race attendance. (Out of state/town members attending your race to secure the cages back to their race.)

7. I don't want to surcharge the entry fees in the district because the area with the cages will end up paying the bill. It may take

too long to repay also. I'll visit with Vern regarding the charge on dues.

We have 11 members in the district besides Hal that computes to about \$11.50 per hour for reimbursement. That shouldn't hurt anyone too much. Send it to me and I will make sure that Hal receives it. Thanks for your help.

That's how I see it working. Go ahead and shoot holes in it. You have my e-mail address.

Mike



District Race Schedule

Unless otherwise indicated, please contact the District VP for further information and race details. DISTRICT VP's are listed on the back inside cover of this publication. The following key applies to all races: (1) one race per race date, (2) separate races each date, (?) tentative, (B) Beginner, (S) Standard, (E) Expert, (AMA) - AMA 428.

District 1- Q5 uses APRA rules

Sept. 4-5	Modesta	Q5, Q5AMA, Q4
Oct. 3	Merced	Q5, Q5AMA, Q4
Oct. 24		Q5, Q5AMA, Q4

District 2 - Q5 uses APRA rules

Aug. 14-15	Epharata, WA Matt Mikko 253-863-6478	Q5, Q5AMA, Q4
Sept. 18-19	Spokane, W	Q5, Q5AMA, Q4
Oct. 2-3	Kent, WA Championship	Q5, Q5AMA
Nov. 7	Kent, WA Hawks	Q5, Q5AMA

District 3

Aug. 14-15	Prince Albert, SK	Q5, Q40
Aug. 28-29	Saskatoon, SK	Q5, Q40
Sept. 18-19	Winnipeg, MB	Q5

District 4

Sept. 23	UVA	1/2A
Nov. 14	UVA - Regis, John Sheely	Q5
Nov. 21	UVA - Bill Cowley	1/2A
Aug. 7	UVA	Q5
Aug. 28	UVA	1/2A
Aug. 29	Mead, NE	Q5SE, Q5AMA
Sept. 11	UVA	Q5
Sept. 23	UVA	1/2A
Sept. 25	Council Bluffs, IA	Q5SE, Q5AMA
Oct. 9	UVA	Q5
Oct. 23	UVA	1/2A
Nov. 6	UVA	1/2A
Nov. 13	UVA	Q5

District 5

Aug. 7-8	Dayton, OH	Q5AMA, Q4, QAMA
	Caps Class c Mike Condon 734-464-7027	
Aug. 16	Rockford, IL	1/2A
	Dave Shields 815-398-8366	
Aug. 21-22	Lucasville, OH	Q5AMA
	Terry Fraser 740-574-6213	
Aug. 22	Rockford, IL 1/2A	
	Dave Shields 815-398-8366	
Aug. 28-29	Toledo, OH	Q4
	26 th Silver Cup Wayne Yeager 419-385-1635	
Sept. 5	St. Charles, IL	Q5
	Dave Gustafson 1-630-513-3177	
Sept. 11-12	Dayton, OH Q4	
	#4 JR Gold Cup Ben Martin 937-439-5141	
Sept. 12	Rockford, IL	Q5AMA
	Leroy Webb 815-389-4519	
Sept. 26	St. Charles, IL	Q5
	Dave Gustafson 1-630-513-3177	
Oct. 2-3	Toledo, OH	Q5AMA
	Flying Tigers, Pat Falgout 1-419-841-8957	
Oct. 9-10	Hebron, KY	Q5AMA
	Flying Cardinals, Brenda Holbrook 923-4326	

District 6

Aug. 7-8	Ellington, CT	Q5SE
	Kevin Cyr 860-871-8316	
Aug. 8	Jackson, NJ GPRA	Q5
	Frank Flesch 732-929-8205	
Aug. 29	Jackson, NJ	Q5AMA
	John Zanghi 732-364-7637	
Sept. 12	Hadley, MA	Q5SE
	Dave Fogg 413-593-4581	
Sept. 19	Jackson, NJ GPRA	Q5
	Frank Flesch 732-929-8205	
Sept. 25-26	E. Hartford, CT	Q5AMA
	PWA - Mason Dixon, District Championship	
	Lloyd Burnham 1-860-664-9072	
Sept. 29	Colts Neck, NJ	Q5
	GPRA, George Schmauch 732-238-251	
Oct. 3	Jackson, NJ	Q5
	GPRA, Frank Flesch 1-732-929-8205	
Oct. 9	Bowie, MD	Q5
	Derrick Schreiner	
Oct. 10	Bowie, MD	Q5AMA
	Dan Myler	

District 7 - Q5 is SEMPRA Sport

Nov. 20-21	Jacksonville, FL	Q5
	Pete Rickard 1-904-826-3608	
Dec. 11-12	Tangerine, FL	Q40
	JR Gold Cup	
Dec. ??	Tangerine, FL	Q5

District 8

Sept. 25-26	Dallas, TX	
	Dallas R/C	
Oct. 9-10	Brazoria, TX	
	County Modeler	



Race Results

Quarter 40

By Barry Leavengood

Starting off this month on a serious note. As I'm writing this, from sunny Calif., earthquake country, hurricane Floyd is ravaging the East Coast. Our thoughts and hopes go out to all those affected by Floyd. We have relatives from Baltimore to Miami along the coast. So far all is well.

The fourth of five JR Gold races is in the can. Reports on the net indicate Craig Grunkemeyer set the Q40 record at 1:00.02. Great job Craig. I don't have overall results yet. Hopefully they will be reported elsewhere in this edition. The final JR Gold race will be in Orlando Florida, assuming there's anything left, on Dec. 11-12, 1999.

The JR Gold series will continue for the year 2000. I think the various sponsors willingness to pick it up again indicate just how successful this series is. Next years schedule will be reported as soon as it's finalized. My hat is off to Vern Smith NMPRA president, Bob Beaudett the former Q40 VP and all the others who have worked so hard to promote this event. The coming year should be better than ever.

Duane Gall, Model Aviation magazine's pylon racing columnist published the year 2002 rule change proposals on the web at rcairplanes.com. It's posted under "Bright Ideas" in archive #9. Along with the year 2002 stuff is an emergency proposal, which would take effect Jan 1, 2000. We should all review the proposed changes and give feedback to our AMA contest board members who will eventually vote on these items. The contest board members are listed in AMA's Model Aviation magazine.

On the local, Los Angeles, level our Aug. race was a barnburner. We had 44 entrants spread over 3 classes. We got a full 5 rounds and were done by 5pm. It worked out great as we actually had enough volunteers to rotate people in and out of judging and administration positions. We had 11 or 12 club members competing in the race, really a great day.

Just received the Dayton JR results so I'm going to include the cumulative standings to the 30th place.

1. Darrol Cady	414.8	4
2. Mike Helsel	279.2	3
3. Lyle Larson	273.4	4
4. Vern Smith	244.3	4
5. Chuck Anderson	239.3	4
6. Bruce Richmond	234.0	3
7. Rusty Van Baren	212.1	2
8. Robert Brogdon	209.2	4
9. Norm Johnson	209.0	4
10. Richard Verano	203.3	2
11. David Doyle	202.9	4
12. Jerry Small	185.6	3
13. Jim Allen	176.9	2
14. Lee Von Der Hey	173.7	2
15. Gail Jacobson	164.8	3
16. John Albritton	164.0	2
17. Bob Dible	158.9	2
18. Jamie De La Vega	152.0	2
19. Dub Jett	150.7	2
20. Tom Scott	149.2	2
21. Steve Baker	149.2	2
22. Tom Hart	144.5	2
23. Trey Farran	128.9	3
24. Bruce Coffey	128.2	2
25. Steve Milos	125.0	2
26. Gary Shmidt	123.3	2
27. Randy Bridge	114.6	2
28. Chip Hyde	110.4	1
29. Tony Lopez	108.2	2
30. Fred Burgdorf	104.8	3

Till Next Time
Barry

Formula One

By Mike Helsel

The Real Last Blast

During this year's AMA NATS in Muncie, the Formula 1 community came together for a final Last Blast – a fond farewell to F1 at the NATS. Over 20 current and past F1 pilots wanted to see F1 go out I style and donated up to \$200 each to help usher F1 out in style. For this last F1 NATS the donations were used as prizes for the competitors and to provide Last Blast hats as memento for the competitors and the sponsors. Lloyd Burnham photographed the pilots and callers and donated 8 X10 color photos to all. PowerMaster was also a sponsor and supported the Last blast by supplying fuel for all the competitors. NMPRA even supported the event with Last Blast hats.

The Race –

20 brave souls showed up Friday morning. We had old F1 flyers, new F1 flyers and some in between and even the NATS Q40 champ

Jaime De La Vega joined and set the early pace. The crew for the Blast was primarily from Bowie, Md with others helping out including our Pres. Vern. We flew 5 rounds and had lots of good racing with a 2-way tie for 1st place when the dust settled. The final results were:

- 1st Darrol Cady
- 2nd Ray Brown
- 3rd Bill Hager
- 4th Dub Jett
- 5th Mark Parker

Mike Helsel had best of show.
Darrol Cady had fast time

I would like to thank all the people supporting Formula 1 for the past 30 or more years since its inception and I have had a ball flying F1 for many of those years.

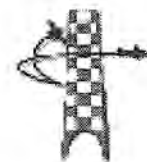
Donating to the Blast were the following classy F1 supporters –

Last Blast Supporters -

Alan Green	Drew Telford
Bill Hager	Gene Sidwell
Bob Brogdon	Henry Bartle
Bruce Richmond	Irwin Funderburk
Cliff Telford	Jaime De La Vega
Darrol Cady	Lloyd Burnham
Dave Shadel	Lou Rodriguez
David Doyle	Luis Garcia Blake
Dennis O'Brien	Mike Helsel
Drew Jerina	

Thank
YOU!

Thanks,
Mike



Race Results

Quickie 500

By Cliff Telford

As this is being written the biggest hurricane on record is bearing down on central Florida this column will be short this month.

The 1999 racing season ends on October 31, 1999. Those people who are responsible for submitting race reports for each district must have them to me by November 15th in order for the points to be credited. Members who have earned points should press their representatives to comply with this schedule. **No reports equals - NO POINTS.**

The Top Twenty as of 9/14/99

Name	District	# races	Points (Best 7)
1. Darrol Cady	2	11	678.0
2. G. Freeman, Jr.	7	7	622.5
3. Randy Bridge	1	12	603.6
4. Travis Flynn	1	7	592.9
5. Vern Smith	6	8	573.2
6. Mike Helsel	8	9	549.9
7. Eric Ide	2	9	516.6
8. Dub Jett	8	9	511.8
9. B. Levengood	1	11	483.3
10. Gary Long	1	7	477.3
11. G. Freeman, Sr	7	7	429.7
12. Dennis O'Brien	7	6	426.7
13. Joe Llanos	7	5	424.2
14. Bruce Teel	2	11	415.4
15. Drew Telford	1	5	402.5
16. Tom Strom Sr.	2	5	397.3
17. Dave Ferrell	1	10	396.5
18. Mike Hammett	8	6	395.7
19. Steve Milos	2	5	392.4
20. Jim Womack	1	7	391.5

Official AMA Records

Event	Record Holder	Time	Date
421-F1-Op	Richard Verano	1:03.16	03/28/92
421-F1-Sr	Henson Bartle	1:07.94	10/10/98
421-F1-Jr	Matt Van Baren	1:10.81	08/18/96
422-Q40-Op	*Chip Hyde	1:00.70	05/29/99
422-Q40-Sr	Henson Bartle	1:04.90	10/09/98
422-Q40-Jr	Matt Van Baren	1:04.24	06/06/98
422-QM15-Op	Craig Grunkemeyer	1:10.89	09/11/93
422-QM15-Jr	Thomas Doe	1:26.78	09/29/92
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	05/29/94
428-Q500-Sr-2m	David Wright	1:01.36	07/10/94
428-Q500-Jr-2m	Bucky Miller	1:10.43	06/13/92
428-Q500-Op-2.5	*Gary Schmidt	1:05.20	01/17/99
428-Q500-Sr-2.5	Seth Tomblin	1:11.16	10/06/96
428-Q500-Jr-2.5	Matt Van Baren	1:13.19	05/24/98
*applied for AMA Official Record			

Gil Flies Every Day Now!

Did you have the pleasure of meeting my friend Gil Horstman? He was a gentle man, who could fly absolutely any RC plane. Gil passed away this last month. About two years ago Gil learned, during a normal annual physical that he had a tumor on his colon. Testing showed that along with this Cancer tumor, he had Cancer in his liver, had major heart problems and gallstones. He needed surgery for Cancer and the gallstones, but they thought his heart was too bad to withstand the stress. Gil never believed that they knew what they were talking about. When they gave him six months to live, he told them they were mistaken. They were! In the end, the Cancer did not kill him. The Cancer and the Chemo knocked him down so low that his heart finally gave out but by God, they were wrong. He fought the war for almost two years. I pray to God that I can have that kind of attitude and strength if ever I am faced with this sort of challenge.



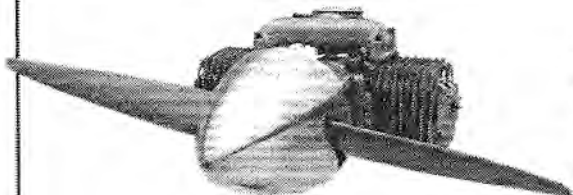
Gil's stories of flying kept me up past my bedtime on almost every trip to Spokane. Among his other accomplishments Gil was one of the original group of fliers who developed NMPRA, the racing association. He told me stories of how lots of the rules were made back in California in the 60's 70's. A group would be out flying and have lawn chair discussions of how the rules should be. Lots of these discussions are AMA and NMPRA rules now. Gil was NMPRA treasurer for lots of years, newsletter editor for more and is now in the NMPRA HALL OF FAME

Gil left quietly, he didn't want a funeral service and had none. He wanted his ashes scattered on Flathead Lake where he grew up. This was done with his family and some friends present to say their good byes.

When Gil ended our visits or phone calls he would say "Well, Ray friend, until next time." It always made me proud that he called me his friend. I now imagine Gil flying on perfect days, surrounded by his friends who've gone before. I miss him.



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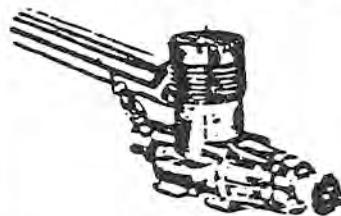
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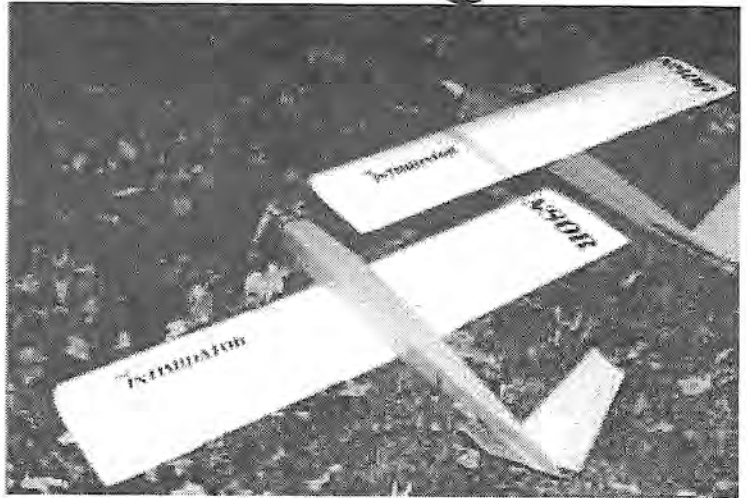
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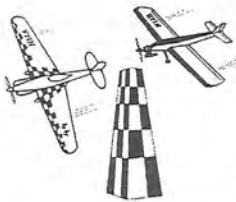
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