

April
1992

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HIGH PERFORMANCE

National Miniature Pylon Racing Association

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The View from the Top

WELCOME QUARTER MIDGET RACERS!! After much consternation and a screw-up in the mailing dates and due dates for the Quarter Midget Vice-President's ballot, we finally have a winner in the race. I would like to give Dan Kane Jr. a warm welcome to the board of officers for the NMPRA in 1992. The final tally on the votes for Quarter Midget Vice-President were: Dan Kane Jr. - 19, Jim Young - 11, and Wayne Yeager - 4. Lest anyone think that their vote did not count because you did not get your Newsletter in time, Ron and I extended the due date for ballots until the 15th of April. I know I got a lot of calls about the short due date, but I assured everyone I talked to that if they got their ballot to me by the 15th, it would count. The latest delivery date for the Newsletter that I heard was the 7th of April, so everyone should have had adequate time. Welcome Dan!! (*Dan did not have enough time between the ballot validation and the Newsletter deadline to submit a column, but you will see his byline from now on -PRB*)

I am proud to welcome everyone who flies Quarter Midget back to the ranks of the NMPRA. Every racing class is as important as any other, and I hope you all enjoy your renewed affiliation with this organization. I look forward to sponsoring a Quarter Midget

Championship once again, and if any of you have some input into the where and why of this event, make sure you get with Dan Kane. There has been some talk about inauguration the AMA Muncie site with this Championship Race this year. What do you think?!

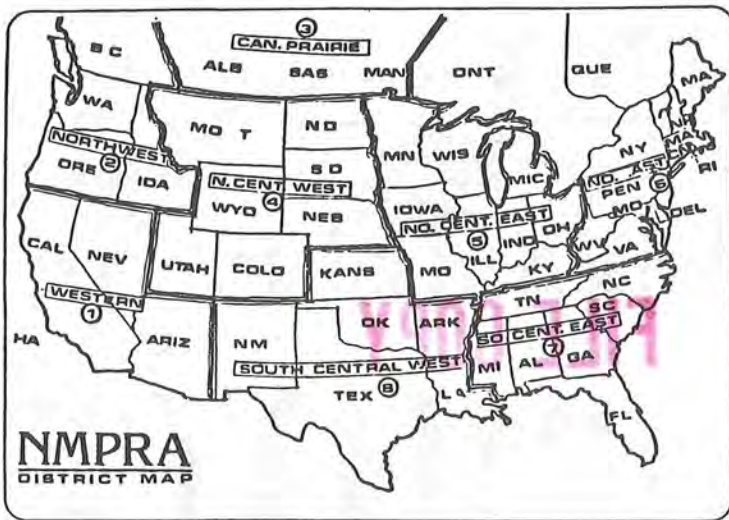
Well, the experiment with 3rd Class Bulk Mail is over. Although it was saving us about \$300.00 per month, I heard too many complaints about the delivery time to justify continuing in this fashion. Some people would receive their Newsletter in 4 days and others was taking 20 days. The people at the bottom of the delivery schedule were mad because their friends would be talking about something they read in the last Newsletter that they had not seen yet. We are continuing to look for a less expensive means of distributing this Newsletter, to include talking with the AMA to see if they would send it out under their 1st Class bulk mail stamp, but talks are still underway.

The decision has been made on the 1992 Quickie 500 Championship Race site. Doug Whiteaker and I decided to give the nod to Dickie Ritch and his boys from Houston, TX. Final plans are being drawn up between Doug and Dickie, so if you have any input, get with either of these gentleman. Remember, only the cream of the crop will be invited to this prestigious event, so if you or any friends want to go, make sure they are NMPRA members before they enter any race they want to count towards season points and then go out and work like @#%& to

qualify. Good Luck!!

Let's talk about fixing races. Would any of you put up with a Contest Director who sits in his headquarters tent and hand picks heats or deliberately puts people head to head to skew the outcome of a contest?! I don't think you would and neither would I. So, why do we put up with contestants hand picking the matrix columns and skewing the results of a contest?! What I am referring to hear is the deliberate ganging onto one frequency by a group of contestants so they never have to fly each other! If this problem is not rectified on its own, you may see directives in the NMPRA Race Procedure Guide that will limits the entries on any one frequency to as low as 10%. Now remember, races have to be run by the NMPRA Race Procedure Guide to qualify for NMPRA points! What do you think? Is 10% too small a number? Should it be 15%? The key to a system like this would be that it would have to be enforced by the CD's of our contests. It really wouldn't be that hard to administer. You could run a pre- registration, and first-come, first serve would determine if you get the frequency you wish to fly on. It would not be that large an expense to carry an extra frequency with you to a race, now would it? Let me hear some feedback on this!!

See you next month, and remember have fun!! - Pete



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RACE ANNOUNCEMENTS

HIGH PERFORMANCE will be happy to publish announcements of upcoming races free of charge when space is available, under the following conditions:

1. Sponsors must furnish camera-ready copy, maximum size is 8" wide by 5" deep.
2. Send all copy to the President, address on this page, no later than the 1st of the month for publication in the next News Release.
3. Announcements will be printed on a space available basis. In the event we receive more announcements than we have space for, preference will go to the first received.

Letters & Ramblings

Bob Greer

OPEN LETTER TO THE NMPRA

There have been rumors that District VIII has some people promoting 15% for Formula One. True. What we are going to do is experiment at some of our races. (i.e. after the normal race is over we plan to run one more heat with 15% for those who want to participate.) District only points will be kept for the single heats with some kind of District prize at the Banquet.

Thinking this might not be a bad idea, I decided to try it. We had a warm-up race, rally and practice session in Wichita Falls on March 7th. I thought this would be a good place to try out 15%. I flew four individual heats averaging about 1.20 running a little bit rich. It was horrible. I wasn't sure I would make it off the pad. It was slow. I felt like the plane was going to fall out of the sky. I made a bee line for the car and a gallon of 65%.

For those of you who are concerned about the promoters of 15%, don't be. It will take care of itself. It sounds good when you talk about the cost of fuel and plugs but it just isn't fun. It's more fun to fly a Q500 with a Nelson where the plane only weighs 3-1/2 pounds if you want to save money. In fact, that would be the result if the promoters are successful. No more Formula One. I frankly like the noise and the speed. As more people in the district try 15% there will only be more that think it's a bad idea!

Not to Worry,
Bob Greer

Dub Jett
8802 Heather Circle
Houston, TX 77055
March 30, 1992

OPEN LETTER TO THE NMPRA:

It seems that lots of controversy has arisen over the rule change concerning 1-3, 2-4 take-offs. Since I wrote it, I can at least talk about the intent of the rule.

1-3, 2-4 was invented, as best as I can tell, by several people in Austin, TX. in 1982. We had a fly-off with four people tied for 1st place in a contest where we had flown three plane heats because the takeoff pad was too narrow for four. No one wanted to go on fast time, so we invented 1-3, 2-4 to allow tighter spacing between aircraft. It worked, so it was used in a few more places.

I proposed a 1988 rule to validate what we were doing. It failed, so I proposed it again in 1990. The intent was not to keep us from ever having full fledged scale judging. In fact, I put the part in there about best of show taking off in 1-2-3-4 order specifically to encourage scale judging and nice airplanes. What I did intend to do was give us an opportunity to decrease the emphasis upon beauty contests.

Disregarding the cost of airplanes, scale judging is far too arbitrary. All the airplanes in the first three rows could be #1 airplanes on any given day, and would have been #1's ten years ago - such is the improvement in airplane quality. I am all for quality, and fearful of a decline, but I sure hate to lose a race before it even starts because some judge only knows how to look at a clear job, and can't recognize that the ailerons were cut out with a hatchet.

Any CD (club, etc.) should have the right to scale judge and take-off 1-2-3-4, race horse, 4-3-2-1 or VTO if that's the contest they want to have!! No one kept us from 1-3, 2-4 in Texas. Barring safety issues, let's remember variety makes it more interesting. The CD should be required to publish what he is going to do, and if he doesn't, then 1-3, 2-4 should be used. If he doesn't, he punishes the guy who thought

AMA standard was going to be used. Taking a vote at the contest is too late and is not fair to any contestant.

Let's not make this a bigger issue than it really is. My intent was to increase competition, not decrease it. Having fights and going home mad hurts everyone. If we communicate with the CD's, we will get what the majority wants; if it's a bad rule, we'll not use it and it will be a moot point!

Comments on the end of year Championship: A few shouldn't decide how it's going to be done. This race belongs to the members, not a select few. Poll the membership. But just for the record, I wouldn't change a thing.

Dub

**Race Results for Phoenix, AZ
February 29 - March 1, 1992**

<u>Place</u>	<u>Name</u>	<u>Points</u>	<u>Fast Time</u>
1	Richard Verano	32	1:06.08
2	Dub Jett	32	1:08.85
3	Mike Helsel	31	1:07.97
4	Dave Shadel	31	1:05.81
5	Scott Manning	31	1:09.26
6	Darrol Cady	29	1:12.07
7	Norm Johnson	28	1:08.33
8	Gary Hover	28	1:10.05
9	Don McStay	28	1:15.77
10	Bob Greer	26	1:11.88
11	Bill Hager	25	1:09.46
12	Paul Benezera	23	1:12.68
13	Henry Bartle	22	1:09.22
14	Lyle Larson	22	1:10.40
15	Bob Dible	22	1:11.23
16	Tom Strom	22	1:13.30
17	Chip Hyde	22	1:13.78
18	William Shultz	20	1:16.85
19	Dave Layman	19	1:11.68
20	David Doyle	19	1:13.72
21	Bruce Brown	19	1:15.79

22	Chuck Brown	19	1:23.61
23	Sam Womack	19	1:21.65
24	Delbert Godon	18	1:18.80
25	Clark Wade	16	1:13.78
26	Dave English	16	1:17.29
27	Lloyd Burnham	16	1:17.56
28	J.R. Wilbur	16	1:24.65
29	Harold Sattler	15	1:15.06
30	Mike Otto	14	1:18.89
31	Roy Andrassy	14	1:24.17
32	Dave Hill	12	1:25.48
33	J.P. Hanaway	11	1:18.51
34	Paul Stenberg	11	1:21.38
35	Drew Jerina	11	1:24.76
36	Jerry Small	10	1:13.26
37	Mike Sperry	10	1:17.65
38	Hubert Wills	10	1:26.10
39	Ron Schorr	10	1:27.39
40	Tim Lime	10	1:27.77
41	Mike Delponte	9	1:25.09
42	Brian Richmond	7	1:11.81
43	Phil Bussell	4	1:11.93
44	Richard Oliver	2	1:49.55
45	Guy Lane	2	2:07.15
46	Wiley Brown	2	No Time

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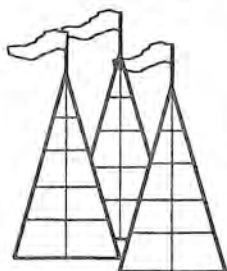
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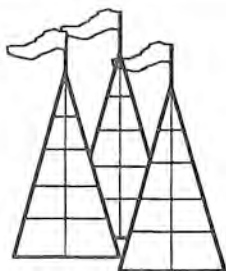
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Q500 Std. (#428-No Nelsons)

Sun. April 26

Quarter Midget AMA #422
Q28 (#428-Special Rules)

Contest Directors

Doug Whiteaker
938 Pt. View Circle - Mt. Juliet TN 37122
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N.M.P.R.A. RACING SCHEDULE

(AS OF FEB 10, 1992)

March 1992

3-1-92	Kent, WA	Dist 2	Q500
3-7-92	Wichita Falls	Dist 8	Warm-up
3-8-92	Phoenix, AZ	Dist 1	Q500
3-14/15-92	Las Vegas, NV	Dist 1	Q500
3-28/29-92	Whittier Narrows	Dist 1	F-1
3-28/29-92	North Dallas	Dist 8	QM/Q500

April 1992

4-5-92	Kent, WA	Dist 2	Q500
4-5-92	Spook Hills, AZ	Dist 1	Q500
4-4/5-92	Miami, FL	Dist 7	Sp. Pylon
4-11/12-92	Toledo WA	Dist 2	F1/Q500
4-11/12-92	Ft. Worth, TX	Dist 8	Q-500
4-25-92	Nashville, TN	Dist 7	Q500
4-25/26-92	Las Vegas, NV	Dist 1	F-1
4-25/26-92	Brazoria, TX	Dist 8	Q-500
4-26-92	Nashville, TN	Dist 7	QM & 28's

May 1992

5-2/3-92	Bremerton, WA	Dist 2	F1/Q500
5-2/3-92	Phoenix, AZ	Dist 1	Q500
5-2/3-92	Red Deer, Alb.	Dist 3	Q500
5-2/3-92	Billings, MT	Dist 4	Q500
5-2/3-92	Atlanta, GA	Dist 7	QM/Sp. Py
5-2/3-92	Dallas, TX	Dist 8	F1
5-16/17-92	Georgetown, TX	Dist 8	Q500
5-17-92	Kent, WA	Dist 2	Q500
5-17-92	Signal Seekers	Dist 5	Q500
5-23/24-92	Regina, SAS	Dist 3	F1/Q500
5-23/24-92	Geenville, SC	Dist 7	Sp. Pylon
5-24-92	Whittier Narrows	Dist 1	Q500
5-30/31-92	Sepulveda Basin	Dist 1	F1
5-30/31-92	Dayton, OH	Dist 5	Q500
5-30/31-92	Wichita Falls	Dist 8	F1

June 1992

6-6/7-92	Flying Tigers	Dist 5	Q500
6-13/14-92	Whidbey Is., WA	Dist 2	F1/Q500
6-13/14-92	Swift Current, SAS	Dist 3	F1/Q500
6-13/14-92	Alvin, TX	Dist 8	Q500
6-20/21-92	Helena, MT	Dist 4	F1/Q500
6-27/28-92	Prince Albert, SA	Dist 3	F1/Q500
6-27/28-92	Grand Prairie, TX	Dist 8	Q500

July 1992

7-11/12-92	Missoula, MT	Dist 4	F1/Q500
7-12-92	Sepulveda Basin	Dist 1	Q500
7-12-92	Signal Seekers	Dist 5	QM
7-18/19-92	Saskatoon, SA	Dist 3	F1/Q500
7-18/19-92	Chattanooga, TN	Dist 7	QM
7-18/19-92	Irving, TX	Dist 8	F1
7-19-92	Midwest R/C	Dist 5	Q500
7-25/26-92	Whittier Narrows	Dist 1	F1

July 1992 (con't)

7-25/26-92	Bremerton, WA	Dist 2	F1/Q500
7-25/26-92	Great Falls, MT	Dist 4	F1/Q500
7-26-92	Weak Signals	Dist 5	Animal 500

August 1992

8-1/2-92	Signal Seekers	Dist 5	Q500
8-8-92	Edmonton, AB	Dist 3	F1/Q500
8-8/9-92	Billings, MT	Dist 4	F1
8-9-92	Whittier Narrows	Dist 1	Q500
8-9-92	RCCD?Skymasters	Dist 5	Q500
8-16-92	Bits & Pieces(?)	Dist 5	Q500
8-22/23-92	Crows Landing, CA	Dist 1	F1
8-22/23-92	Great Falls, MT	Dist 4	Ch. Race
8-22/23-92	Silver Cup Race	Dist 5	QM
8-22/23-92	Grand Prairie, TX	Dist 8	Q500
8-29/30-92	Sepulveda Basin	Dist 1	Q500
8-29/30-92	Arlington, WA	Dist 2	F1/Q500

September 1992

9-5/6/7-92	Calgary, AB	Dist 3	F1/Q500
9-5/6/7-92	FAI Tema Trials	Dist 5	FAI
9-5-92	Dallas, TX	Dist 8	QM
9-6-92	Dallas, TX	Dist 8	F1
9-12/13-92	Brazoria	Dist 8	F1
9-13-92	Kent, WA	Dist 2	Q500
9-13-92	Signal Seekers	Dist 5	Mag-Cat
9-19/20-92	Phoenix, AZ	Dist 1	F1
9-19/20-92	Spokane, WA	Dist 2	F1/Q500
9-26/27-92	Houston, TX	Dist 8	F1

October 1992

10-3/4-92	Texas	NMPRA Q500 Champ
10-4-92	Kent, WA	Dist 2 Q500
10-4-92	Flying Tigers	Dist 5 Q500
10-10/11-92	Atlanta, GA	Dist 7 QM/Sp. Py
10-17/18-92	West Coast	NMPRA F1 Champ.

December 1992

12-26/31-92	Tangerine Int.	Dist 7 QM/Sp. Py
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*If you have anymore race dates
make sure you get them to us so we can
advertise them for you!!*

*Beat the rush, send them as soon as
you have a schedule!!*

*If you have questions concerning any
event you find listed here, contact the
Vice-President of the sponsoring District!*

HINTS AND TIPS

Cowl and Firewall

Installation. *Pete Bergstrom*

I thought I would start a series of construction articles for a generic racing airplane. I have received a lot of requests for these type of articles from our newer members and racers and I hope these will fit the bill. We cannot possibly afford to publish an entire series of construction tips and articles at one time (and still have them mean or teach you anything) so you will find the construction projects broken up into smaller segments.

COWL AND MOTOR MOUNT INSTALLATION

Contrary to some instruction sheets for the installation of your cowl and motor mount, I first fit the cowl to the airplane and then fit the engine and mount into the cowl. There are a few advantages to this system.

- You can get the cowl placed in perfect relationship to the fuselage and the opposite cheek cowl without having to guess at where the engine will be.

- When you go to install the engine mount, you will have a full size access hole under the cheek cowl to work with instead of one that leaves room for error and makes it much more difficult to pull the engine and mount in and out.

1. Completely wash all the fiberglass parts with warm water and a mild soap solution to remove any traces of the parting compound that may still remain. It is very important to do this before you sand on any of these parts so you don't sand the release agent into the fiberglass. If you do sand the release agent into the fiberglass, it will be virtually impossible to get any kind of paint or finish to stick to that part, and your paint job will be ruined.

2. It is much easier to completely sand the fuselage now than it will be later after you have attached various items to it, so go ahead and sand the fuselage and finish it off with 320 grit paper. Be careful not to sand away any of the alignment marks the manufacturer might have put on his mold to make it easier for you to find the tail incidence, cowl centerline, etc.

3. Find the cowl centerline on the engine side of the fuselage and draw a line through the registration marks found there with a 'Vis-a-Vis' pen (overhead projection marker) so these marks will be readily discernible as we work on.

4. Sand the cowl down to the edge line that you will find (many cowls come already cut and sanded to this point). Dry fit the cowl to the side of the fuselage to make sure you don't have any tremendous gaps between the cowl and the fuselage, centering it with the line you drew earlier. Mark the fore and aft position of the cowl at this time.

5. Measure along the centerline 1/2" from the forward mark. This will be where you will place the front rivet for your cowl alignment. Now measure the cowl from the rear point to the point underneath the pipe cut-out where it is deepest, and transfer this measurement to the fuselage by measuring from the aft mark you made earlier. This will be where you place the rear rivet for cowl alignment.

6. Drill holes in the fuselage corresponding to the two marks you just made large enough to provide a good clearance fit for the rivet sizes you have. (Most of the time these rivets are 1/8" in diameter, but measure your to be sure.) Glue these rivets in place from the inside of the fuselage with 5 minute epoxy and then put a small square of 6 oz. glass cloth over the heads of the rivets in side the fuselage to keep them in place. Let this dry completely before going on to the next segment.

7. Make sure that you take some 80-100 grit sandpaper to the inside edges of the cowl so that our filler mixture will stick very well to the cowl.

8. After the rivets have completely dried, wax the front end of the fuselage where the cowl will be placed with a good quality wax (mold or car wax works just fine. If you use car wax, the use of more than one coat won't gain you anything because most of the car waxes these days have a cleaning agent in them and will remove the previous coat of wax). I put the wax down as smooth as I can, and don't buff it out after it dries.

9. After the wax has dried, place the two grommets that you should have got with the kit over the top of the rivets and make sure that they fit properly. The fit should be snug so they don't move around without being so tight you can't get them on and off relatively easily. With the grommets on the rivets, place the cowl over the top to make sure the grommet/rivets assemblies aren't too tall to allow the cowl to sit as flush as possible with the fuselage. Trim the tops of the grommets and/or rivets as necessary to get the cowl to fit flush with the fuselage.

10. Now, mix up a batch of HobbyPoxy II (works best for me) and mix enough microballoons and milled glass (about 1/2 microballoons - 1/2 milled glass) until you have a paste that is just a little bit looser than cake frosting. You don't want the mixture so running that it won't stay in place nor so dry and stiff that it won't stick to the cowl. You have a 45 minute pot life with HobbyPoxy II, so make sure you get it right - don't rush.

11. Once you have your glue mixed, start by putting as dollup of glue on top of both of your rivet/grommet assemblies to make sure they will be well secure when everything has dried. Take the rest of your glue and spread it around the inside edges of the cowl so that when the cowl is placed onto the fuselage, this glue mixture will squeeze out of the cowl slightly and provide a perfect mating surface with the fuselage. Make sure that you get enough glue at the rear of the cowl to completely fill the hole under the pipe cutout and fairing. Don't worry about the weight at this time, we can remove most of the glue later, we just want to make sure that the cowl fits perfectly the first time. (It is a real bear to have to go back and fill in just selected areas.)

12. Now that you have all the glue spread out on your cowl, it is time to place it back on the fuselage. Lay the fuselage on its side, with the engine side up. Using the alignment marks you made earlier, place the cowl into its final position. (I use a "Robart Foam Stand" in the workshop when I do most of my fuselage work. It makes it real easy to rotate the fuselage to any position I desire and with rubber bands across the top, it will stay in those positions as long as you

Around the Pylons!!

Special V.P.'s

Reports From Around the Nation!!

District V.P.'s

District 1-Dave English

Well, we made it through another Bob Downey Memorial Formula One race. The 11th annual, to be exact. Many thanks to John Krohn and all of his friendly help for putting up with us that long.

Twenty-five entrants showed up for Saturday's racing with, who else but Richard Verano coming out on top with a Fast Time of 1.03.16!! He was very consistently in the 1.06-1.07 range, tough to beat!! Congratulations, Richard!!

Eight of the twenty-five competitors had fast times in the sub 1.10 level. They just go faster and faster - I guess that's what racing is all about! Wish I would get there.

Gary Hover lost his beautiful Kazi through an unfortunate accident. It seems Gary and another pilot bumped into each other during the race causing him to almost drop his transmitter which led directly to the plane meeting the ground. Tough luck Gary! Gary did come back on Sunday for a 3rd place finish.

Rusty Van Baren hauled the giant Bob Downey Memorial Trophy all the way down to Whittier, and after Sunday's racing, he had the privilege of hauling it all the way back home again! He won the race with a perfect score of 24 pts and a fast time of 1.09.19. There was a flyoff for 2nd and 3rd between Lyle Larson, with his Best of Show Shark, and Gary Hover with his backup airplane. The race belonged to anyone, the lead changing many times, but on lap seven Gary got a little impatient and cut No. 1. Lyle cruised to victory, if you can call doing a 1.06.60 cruising!

Congratulations to all those that did well, and to those of us that didn't do so well! It takes everyone of us to make a successful race!

On a lighter note, congratulations go to Mike Helsel for winning the Malibu Grand Prix Nationals on Saturday night over the likes of such famous drivers as Dave Shadel, Clark Wade and Paul Stenberg. By the way, Paul finished the night with an ear-to-ear grin and the most improved driver award!

The pylon equipment trailer is ours!! Thanks go out to everyone who donated. I will be taking it from race to race and give Henry Bartle a much deserved break. Thanks Henry for the years of service!!

Well, that about it for this month. See you all at Sepulveda at the Hollywood Nationals on May 30-31. Thousand dollar prize for first place! Let's see now,, if I could step on Richard's plane, loosen Dave's prop nut, no one else shows...Naw, I'd crash!
Dave

District 2-Brian Richmond

Nothing Submitted

District 3-Hank Kaufmann

Looked at my last Newsletter submission, wish I had proof read it first, sigh! Rambled more than usual, as well. This time I'll leave room for the other guys.

Not a whole bunch to report as yet. We're still waiting for the race season to start. However, people are busy building their "Shark" eaters and "Kaze Killer" killers. They're also building "DeKnights", "DeKazis" and "DePlane...DePlane". (Thank you Tatoo) (Dats okay Bozz)

District 3 had their annual meeting and, among other things, set their race schedule for the upcoming race season. The races interweave quite nicely with our neighbors to the south in District 2 & 4. (You will find this complete listing on the Contest Sched-

ule page - ed.)

Step right up folks and write the definitive "How to build a No. 1 Formula One in 40 hours" article. My problem is I'm on my third one... ever, and it seems like it's taking forever to complete...I've only seen the Prather Toni instruction pages. Most useful to me would be an article on "How not to waste time building a Formula One". A condensed article could be "Cows, Cockpits and Canopies". Even if there were technical articles on these in the past, new members (like moi) have not seen them.

I'm in a quandary. My self and other guys were wearing out the output shafts of standard servos, so we called up Airtronics in California for a recommendation on an Airtronics servo appropriate for racing. They said without a doubt it would be their 94141 mini servo. (Ball bearing supported brass output shaft, 60 degs. in .2 seconds, 45 oz/in of torque, 1.15 oz. weight.) We ordered a bunch. Later I found out the servos have a coreless motor. In the past, I've heard rumors that coreless motors are prone to failure due to vibration. Are we setting ourselves up to go splat in a big way? Can someone give me a call - Hank Kaufmann (403) 278-4403?!

What's the difference between coreless, 3 pole and 5 pole motors anyway?

This brings me to another topic that's been gnawing at me. Why don't any of the model magazines have the gumption to have truly unbiased and non-subjective articles which assist the modeling fraternity? They aren't doing us any favors by neglecting the unfavorable characteristics of the products they are testing. They aren't doing the manufacturers any favors by telling them that they've done a good job when they haven't!

To complete the circle on this discussion, the computer magazines have head-to-head comparison articles of similar products. These articles have been found to be

Cowl and Firewall

Installation. (Continued)

want it to.) Once the cowl is in the position you want it (look real closely from all angle to make sure you get this right!) tape the cowl into position with masking tape and allow this whole assembly to dry for 24 hours.

13. After the cowl assembly has dried completely, you now have to remove it. If you simply try to pry it off or pull it off, it probably won't release from the fuselage. What I want you to do is simply start pressing on the fuselage in the area around the cowl to pop the fuselage loose from the cowl. The cowl will always be a lot stiffer than the fuselage, so the fuselage will move first. Carefully continue doing this all around the cowl until it has completely released itself from the fuselage. Once this is done, you should be able to simply pull the cowl straight up and off of the fuselage along the vertical access of the rivets. Congratulations, you now have a perfectly fitted cowl (but it doesn't look like much yet - hold on.)

14. With a sanding block and some 120 grit paper, smooth out all the excess glue on the outside of the cowl. You will have to remove any extra that made it to the outside surface of the cowl with sandpaper just wrapped around your fingers or hand to fit the curves of the cowl. When I am finished, I only have a fine line of glue between the original cowl line and the new line that fits the fuselage. There should not be a great amount of filler anywhere on your cowl if you did the dry-fit of the cowl properly.

15. With a Dremel tool and sanding drum, remove most of the material on the inside of the cowl. When you are working on the back of the cowl around the pipe cutout, don't remove any material directly under the cut-out (ie the front of the pipe fairing). By leaving material here, you will create an air dam and prevent air from entering the area under the pipe fairing where that air will want to lift the cowl from the fuselage in flight. I'm convinced that this is a source of some of the buzzing you hear on certain airplanes, with the back part of the cowl constantly being lifted and dropped back onto the fuselage. Immediately behind this air dam you just created, you can remove as much material as you would like. Just remember to leave enough to be sure that the grommet is secure in its mounting. After

you have done all this sanding, remount the cowl to the fuselage and admire your handiwork - a perfectly fitted cowl (and now it looks like one!)

16. Remove the cowl at this time and with some acetone, remove any traces of wax and markings from the fuselage front. Those old marks are no good to us now, and we will be making new marks - so let's not get confused.

17. Replace the cowl on the front end, and with your 'Vis-a-Vis' pen, draw the outline of the cowl on the front of the fuselage. This will help us with a guide for the engine access hole. Remove the cowl, and measure from the front of the fuselage back 4-3/8" and draw a line that is parallel to the front nose ring. This is the guideline for the back side of the cut-out. Now draw a line 1/8" - 1/4" inside the outer cowl outline. This will be the line you will cut too when removing material for your engine access hole. To cut this hole out, Dremel makes a 1/8" rounded tip carbide bit that is absolutely great for cutting fiberglass parts. Starting somewhere in the middle of the outline, go ahead and rough cut this area out of the front of the fuselage. While you still have this tool in place, rough cut out the area of the spinner ring after you have sanded the parting line flush with the fuselage (if you sand after you cut out the spinner ring, you stand a good chance of changing the designers thrustline because you are working with much less material and it is removed much easier.) so the engine has someplace to go when we try to place it in the fuselage. Remember, don't remove the area around the front alignment rivet! Now, put your trusty sanding drum back on your Dremel and sand the cutouts you just made to a pleasing outline within the confines of the guidelines you drew earlier. Do the spinner ring at the same time. On the spinner ring, I usually leave between 1/8" and 3/16" on the outside edges.

18. Let's mount the engine and firewall now. The first thing you need to do is take an old spinner backplate and glue a 1/32" plywood ring to the back of it. I say a ring because you want the thrust washer from the engine to be in contact with the back of the spinner plate, not the plywood ring. I usually mount this with some medium CA and I have one spinner I use just for this purpose so I don't have to remove it (After you have been racing for a while, you will ruin the nose cone portion of quite a few

spinners and will have plenty of backplates to use. If you are using a new spinner, just spot glue this ring to the back - the plywood will remove easily enough with an Xacto knife.)

19. At this time, place the motor mount into the fuselage either through the cutout you made or through the wing saddle and then bolt your engine to it through the engine access cut-out. Make sure you wipe the mounting flats of the engine mount free of balsa and fiberglass pieces so that the engine sits flush with the rails. If you don't you will be putting unwanted thrust into your engine mounting alignment. Once the engine is securely bolted to the engine mount, mount your spinner backplate, cut-off prop (a mistake from the prop carving floor), washer and nut so this whole assembly is one solid piece.

20. Next, we want to fit the Firewall into place so that it is snug but does not distort the fuselage sides in any way. The best way that I have found is by setting my bench disk sander to about a 5 degree angle, and going around the outside edges of the firewall and putting this 5 degree angle on the. Important to note: Make sure that you use the back of the firewall as your guide, not the front because you will end up with a piece of wood that is absolutely useless for its intended purpose.

21. With the engine/spinner combination flush with the fuselage spinner plate, place the firewall into position from the wing cutout so that it fits flush with the back of the engine mount. Take extra care at this point to make sure that it is truly flush and that the firewall does not distort the fuselage in any way. I use a long handled screwdriver from the wing cutout to gently tap the firewall into place flush with the engine mount. Because you have already fitted your cowl, you can now use it as an alignment guide for the head of the engine by placing it onto the rivets and making sure the engine is centered inside the cowl. (You may want to wrap a couple of layers of masking tape around the engine to get a snug fit into the cowl so you know where it goes.) When you are satisfied with this alignment, drop some medium CA in about 4 different places around the engine mount/firewall joint and allow to dry.

22. Once the CA has dried, remove the spinner and then the engine from the engine mount and put both of these aside for

District 3- CONTINUED

most useful in purchase selections for computer equipment. However, I'm finding that I can't purchase modelling stuff, like servos for instance, with any sort of confidence.

While I've got a good beef going...Last year, why did our new, expensive race motors have aluminum bits in them? Unfortunately, my buddy and I found them often the first run, while cleaning the engine with degreasing spray (brakepad cleaner). They were in the bearings!

A couple of years ago, I bought a Picco 60 pattern engine. The bearings lasted 8 flights and the cage let go. The hobbyshop owner said "Yeah, those Picco's always do that, but after you replace the bearings, they're fine." Hmm, I wonder...

Until later, remember the immortal words "One, Two Set Cut. Damn!!"

Hank

District 4-Mark Redding

Race season is only about 1 month away here in District 4, so I hope everyone is about finished with their building for the winter. I know I'm going to need every last day to get my equipment ready. With the weather the way it has been, we could have started racing last month! This has been the warmest spring I can remember in Montana in my 35 years.

Well it is now official, there will be a 2 day Q500 meet in Billings on the 2nd and 3rd of May. Nelson Q500 motors will not be allowed in Novice or Expert class. (See last month's Newsletter for details, or give me a call.) There will be an unlimited Class for anyone who wishes to compete with the Nelson, providing there are enough people at registration to support the class.

August 8th and 9th will be a two day Formula One race in Billings. Rumor has it, we will draw some top competitors from Districts 1,2 & 3. Anyone wanting information on these and other races in Montana should contact me.

We are in the process of updating our race course equipment, i.e. cages, starting clock, timing systems, etc. The idea of getting a lighting system at the lap timers cage, for the purpose of quickly reporting

cuts, has come up. If anybody is currently using a system like this we could sure use some ideas on how to set it up.

Quickie 500. How many of you have sent in your reply to the questionnaire concerning the future of Quickie 500? Just as I thought! Come on guys, aren't you the same people who have been cussing and discussing this very subject for the last year and a half?! Aren't we all, the ones who asked... "Where do they come up with these *!@%& rules?! None of us has room to gripe if we don't offer any input. You have the chance to help guide Q500 in the direction you feel it needs to go...Fill it out....Send it in!!

This month (elsewhere in this issue - ed.) you will here from Pat Kenney of Billings MT. Pat has been experimenting with different aspects of Q-500's, mainly Scat Cats. (The locals have begun to call the "Pat Cats"). Pat has graciously agreed to write a piece for the Newsletter ... Ahem ... Anybody listening. Come on fellas, if I was a professional writer, I wouldn't have to work at the oil refinery to support my racing addiction! If you have any ideas, opinions, or just want to get something off your chest ... Send it to me ... PLEASE!! Okay, enough begging - until next month...

Mark

District 5-Arch Adamisin

Nothing Submitted

District 6-Pete Reed

Racing activity in the Northeast is still winter bound for the most part but with flashes of spring (58 deg. yesterday, 18 deg. today).

Our social event/trade show, the WRAMS show in White Plains provided an opportunity to slap hands with the guys we haven't seen since the last race, which was great. In addition, we had a booth with a nice "Body by Bruce" Polecat and all the information pertaining to NMPRA as well as our local race circuit NEPRO. The booth was manned by experienced racers to answer the usual flood of general questions. It's a great way to promote racing and I urge you all to try to establish a presence at any gathering.

For those of you coming to Westover and the NATS to race Quickie, be advised that things will be a little different this year. Local flyers asked me questions about AMA Quickie I couldn't answer and these questions were bunted to Wayne in his position as NATS Racing Director. He says you will have to have a hatch or a window; you will have to have a rotating barrel if your engine has one, to cut-off - not pinch-off; you will have to have something happen on your V-tail if you hold elevator and move your rudder, and finally, you will not have fillets larger than 1/4". Wayne says that the entry sheet returned will have a sheet emphasizing the rules so this is a forewarning.

Should you find yourself in the Northeast, our race schedule can be found on the event page of this Newsletter. Give me a call, I'm sure we can find a Quickie you can race with.

Pete

District 7-Rick Landers

Nothing Submitted

District 8-Drew Jerina

The District VIII Racing Season started off with a roar March 28th & 29th with Jim Young as Contest Director representing the North Dallas RC Club. Four events - AMA Quickie, District Quickie, Quarter Midget and a Slow 500 race were flown. The weather was questionable on Saturday and a few pilots opted to sit it out. But, the moderate winds and a little Texas dew did not scare off the majority. Five complete rounds were flown on Saturday and a sunny Sunday.

A Slow 500 race is a K & B 40 bolted on a Sig Four Star 40. These brave pilots flew around the pylons for the first time and really seemed to enjoy themselves..

The Quarter Midgets are gaining some interest in the District and there were a few sub 1.20 heats to show. The QM crowd says there's faster times to come!

The North Dallas field is mostly surrounded by a farmer's pride and joy, and this field was freshly plowed and ready for planting. Jim, Randy, Mike and Richard (last

Cowl and Firewall

Installation. (Continued)

a moment. Now you want to remove the firewall/engine mount assembly from the fuselage so we can install blind nut to hold it in place. Generally, you won't be able to remove this assembly in one piece either from the engine cutout or the wing cutout, so go ahead and pop the engine mount loose from the firewall while it is still in the fuselage. Because the CA does not stick very well to your engine mount, after you have removed the engine mount, you will find glue spots that will show you exactly where the engine mount was on the Firewall before you removed it. We will use these as a guide when placing the engine mount on the firewall to drill our holes.

23. With the engine mount and the firewall removed from the fuselage, relocated the mount on the firewall and mark the positions for your mounting bolts to go through the firewall. When drilling these holes, use a 5/32" bit from the front (assuming you are using a 6-32 mounting bolt) and then from the backside, drill in 1/4" with a 3/16" drill bit to provide relief for the blind mounting nuts you will be using. With out this relief, you will find it difficult to mount the t-nuts and take a chance on splitting the wood and distorting the threads on the nuts. Once these holes are drilled, press the mounting nuts into place on the back of the firewall and use some medium CA around their edges to secure them in place. Be careful not to get any CA on the inside of the threads, or you will have to replace those nuts! Now, with a sanding blocking, remove the glue flashing from the front of the firewall that we used for our mount alignment.

24. Place the firewall back inside the fuselage from the wing cutout and bolt the engine mount to it from the front. Once you have these two pieces together, remount the engine and spinner assembly onto the engine mount. Before we go any further, double check the alignment we had before with spinner spinner flush with the spinner ring (The plywood ring on the back of the spinner should still be in place). At this time, double check your alignment of the engine head with the cowl.

25. Once you are satisfied with your alignment, Tack glue the Firewall to the fuselage with a couple of drops of medium CA and let this assembly dry. Once the

assembly is dry, remove the spinner, engine and mount from the airplane, leaving only the firewall in place. Now mix up a slurry of HobbyPox II and milled glass and working from the front of the firewall, work the glue mixture as best as you can around and between the firewall and fuselage. Remember not to be too rough so you don't break the spot glue joints that hold the firewall in place. Finish off the front of the firewall by leaving a small glue fillet around the entire firewall edge and let this assembly dry overnight with the nose of the fuselage pointed up in the air. Note - Be careful not to leave any extra glue where the engine mount will be bolted so you still have a nice smooth and flat surface.

26. Once the fillets have dried on the front of the firewall, do the same procedure with the HobbyPox II and milled glass on the back of the firewall. These steps shouldn't take a lot of glue. A huge fillet on either side of the firewall adds no strength but a tremendous amount of weight. Don't be stingy, but remember, you aren't building this airplane to withstand a 180 mph crash either!

27. Once the firewall is secure in the fuselage and the glue is dry, it is time to remount the engine mount. I mix up a small batch of 5 minute epoxy and spread in onto the firewall just prior to bolting the firewall in place. This not only provide fuel proofing for the firewall, but it will also provide a hard, smooth surface for the engine mount to be bolted to when it is dry. Important - bolt the engine mount in place while the glue is still wet, not afterward because then you won't have any idea what kind of thrust line you have!

28. I like to have the front of my engine mounts secured to the fuselage as well. If you are using a Nelson mount, the mounting holes and screws come with the mount and all you need to do is make a hold down mount from 1/8" plywood that fits the inside outline of the Nelson mount and will fit well with the inside of your firewall. (Make sure that this mounting plate just barely touches the inside of the fuselage so you do not distort the fuselage or the motor mount when it is in place.) Once you have accomplished this, bolt the 1/8" plywood plate to the engine mount and the glue the plate to the fuselage with HobbyPox II and milled glass. If you are using a Stenberg motor mount or another brand that has no holdown holes already provided, you will

have to drill and tap the front of your motor mount to provide for these. I usually use 6-32 screws for this, so drill and tap accordingly. You will also have to make two mounting plates, one for each side because these other motor mounts do not extend far enough forward to clear the bottom of the engine case. Again make your plates and mount them to the engine mount prior to glueing them in place so they fit the mount and you are not forcing the mount to fit the plates and possibly distorting the whole assembly. Remember, the more solid and straight the mounting installation, the more power you will get out of your engine.

29. If you are running a Nelson or an OS engine, you will have to enlarge the cowls of most kits to get them to fit around the heads. (Hopefully, the manufacturers are working hard to solve this problem, because they were made to fit a ST case and head.) If you do need to enlarge the cowl, I have a relatively painless way that I'll tell you about. With the engine mounted in the fuselage, try to mount the cowl and make cutouts on either side of the cowl to fit your engine installation. This may take a while, because you only want to remove as much material as you need to, not a whole lot more. Once the cowl sits on the fuselage satisfactorily with the engine in place, make sure you have at least 1/16" of clearance around the cutouts you just made so that air may pass between your modification and the engine case and head.

30. Remove the cowl and wrap the engine head and case with about 4 layers of masking tape. On top of this masking tape, secure some "Saran Wrap" (use this brand, it works the best on everything we will talk about in this series) so that the glue will not stick to the engine or the tape. Now cut a couple of swatches of 6 oz. cloth that are big enough to cover the hole that you made for the enlargement. What we are going to do is use the engine for an inside mold of the enlargement we need.

31. Once you have your fiberglass pieces cut out, mix up some more HobbyPox II, with no filler for right now. Soak the fiberglass with the epoxy resin and wrap them around the exposed engine head. After you have the fiberglass on the engine head, go ahead and remount the cowl, being careful that you don't displace the fiberglass around the head. Once the cowl is seated on the fuselage, carefully work with the cloth so

Cowl and Firewall

Installation. (Continued)

that it is in contact with the inside of the cowl and let this assembly set-up for about 3 hours. In that time, it will have firmed up but not be completely hard.

32. Now mix up a batch of HobbyPoxy II and Microballoons into a fairly thick paste. This will be used as a filler on the outside of your enlargements. Go ahead and put this slurry mixture on over the top of the fiberglass cloth making sure that you have a plenty of material to sand after this dries. Don't be too shy here otherwise it may take you a couple of nights to get enough material on there to make it look good. Let this dry over night and then remove the cowl from the airplane. Remove the tape and "Saran Wrap" from the engine and then replace the cowl on the fuselage. It should fit just fine now, with the only thing left to do being to sand the outside of the cowl so it has a pleasing appearance and only a slight bulge over the original.

Congratulations, you should now have a front end that fits well, is aligned great, and looks good. Stay tuned for next months column on Cowl cutout and Cockpit/Can-

How to Build a Painting Stand

by Mark Redding/Leon Elbert

Thanks to Leon Elbert, we will be getting information from a new source this month - but there was a catch. Leon built me a really nice Formula One paint stand, the catch was, I had to draw up the plans and write an article about it. Here goes...

The paint stand is built in three main pieces: The base, fuselage adapter, and wing adapter.

The base is 1" square tubing welded together. The 1" vertical support of the fuselage adapter is welded to the 1 1/4" horizontal support of the fuselage adapter. This 1 1/4" piece can then slide over the stub on the base and be secured with a 1/4" thumbscrew. The rotating portion of the fuselage adapter is made from 3/8" X 3 3/4"

bolt welded to a 3/8" X 1 1/2" rod and then welded to the plate. You will have to drill the holes in the plate to match your particular engine mount. This rotating assembly then slides through the pipe bushing on the vertical support of the fuselage adapter. Leon tells me this actually is a 1/2" X 2" O.D. pipe with the center drilled out to 3/8" I.D..

To use the paint stand for painting the fuselage, you first slip the bolt/plate assembly through the engine access hole and out through the spinner opening and bolt it to your engine mount. Then slip the bolt through the bushing and spin on the nut. This will allow you to rotate the fuselage for painting.

The wing adapter is made from a 2 3/4" X 1 1/4" X 3/16" plate with two 2 1/2" X 1 1/4" X 1/8" legs. The size of the plate may need to be adjusted slightly to fit the recess in the wing where the landing gear goes. Drill holes in the plate to match the landing gear holes in the wing.

To use the wing adapter, remove the fuselage adapter from the base. Place the plate into the landing gear recess of the wing and then insert the 3/16" bolts through the top of the wing and into the plate. You may want to use washers to prevent the bolts from crushing into the wing. With the wing upside down and the leading edge of the wing towards the base, slide the legs of the adapter up onto the stub of the base and fasten with the 1/4" X 2" thumbscrew. To paint the top of the wing, just loosen the thumbscrew and rotate the wing right side up, then retighten the thumbscrew.

I hope this makes sense. If not, feel free to give me a call and I'll give you Leons phone number. (Just kidding Leon ...)

Mark Redding - District 4 Vice-President

(Plans for this paint stand are to be found elsewhere in this issue -PRB)

Quickie 500 Development

by Pat Kenney

During the last several years, I have experimenting with reducing vortex induced drag on my Q-500. Since I rarely build anything according to the plans, I initially

started off by just altering rudder and vertical stab area on Scat Cats. Having settled on a single tail design, I then began to experiment with dihedral and aileron location. I eventually settled on zero dihedral and mid-span ailerons and then started focusing on wing tip plates.

The first Quickie to utilize such wing tip plates (see photo #1) also had wheels mounted on them. This aircraft flew well provided I never used the rudder! Rudder input, i.e. Right rudder, produced a left yawing, diving roll! The aircraft was also impossible to land in a crosswind because it was very directionally stable and tended to weathervane into the wind.

The second Q-500 was identical to the first except for the addition of a V-Tail and a Fox engine. The ground handling, at best, was horrendous, but it did fly well. I eventually decided that tip plates were not the way to go. According to M. Simmons, who wrote "Model Aircraft Aerodynamics", the best size for a tip plate is about twice the wing root chord in length, and plates any smaller than this do not inhibit the vortices enough to make any difference. Consequently, I felt that the vortex drag reduction was overshadowed by parasitic drag induced by the large tip plates, and mine were actually too small compared to an effective tip plate. As a result, I designed my third Q-500 utilizing winglets.

This third Q-500 (photo #2) not only has winglets but also has several other alterations such as being one-piece, shortening the tail by 1-1/2" and a high aspect ratio tail. Since a tip plate restricts tip vortex, and a winglet uses the vortex by extracting its energy, possible gains may result without the large parasitic drag of tip plates. According to Simmons, a worthwhile gain may be achieved in the forward acting component of the general force diagram for the whole airplane. In other words, we get some forward thrust in addition to the engine! Simmons also states that even though each winglet will have a vortex at its end, the drag will always be less than a low aspect ration main wing without winglets. The key to this drag reduction lies in the proper winglet design and setting. At any rate, Q-500 #3 lies extremely well, very stable in pitch and roll, and I can use the rudder.

Q-500 #4 will be finished soon and has adjustable winglets. #4 will also be one piece with a high aspect ratio tail, but the overall fuselage length will be cut to 36"

(Thanks Pat - Photos found elsewhere - PRB)

District 8 - Continued

names omitted on purpose) obliged. They will be anxiously awaiting next year's harvest from the newly planted balsa and monkote seedlings.

That's all folks!! Drew!

(Results of the race can be found elsewhere in this issue)

Q-500 - Doug Whiteaker

Everybody must be happy with the requirements for earning NMPRA points set forth in my last column because nobody has voiced an opposition to them. I've had a couple of calls from people wanting further clarification, but no objections so far. I think this is a good indication of the desire of the majority of the racers to conform to the AMA rules. Sanctioning all Q500 races under AMA event #428 is a step in the right direction. Given a little more time, Q500 around the country will be run according to the Rulebook just like Formula One and Quarter Midget.

I think the best way to satisfy the requirements of the entry level racer is to let each district decide what is best for their area. In this way, they can still use event #428, but with deviations that will attract the most participants. The airframe requirements should remain the same with deviations limited to the engine and propeller. In this way, the speed and the expense can be kept at levels that won't scare off potential new racers. After a taste of racing at this level, they will be ready to move into the so called "Expert" class of Q500 racing where the equipment requirements are the same nationwide.

These two races should be run separately and not intermixed in the same matrix. In this way, the "Expert" flyers could help the beginners as even man the course for them. We have been doing this in Tenn. for several years now and the results have been quite good. We run a maximum .28 cubic inch engine and allow stock nylon reinforced props (APC, Master Airscrew, etc.). These races are promoted on the local level only and we always draw 15 to 20 contestants. This event has been good breeding ground for the AMA Q500 event with sev-

eral of the Q28 racers moving into the AMA Q500 event each year. Any engine and prop could be used, but it works better if you pick an engine that is popular with the sport flyers in your area. This way, they only have to build an airplane to enjoy the thrills of pylon racing.

On a somewhat different note, the article about changes in the Q500 program by our President in the February issue of this Newsletter was entirely his idea without any input from this officer. I didn't know anything about this proposal or the questionnaire until I saw it in print in the Newsletter. I am not entirely opposed to the proposals, but I do take issue with proposal #3, in that it is misleading. Sixteen is the lowest number of contestants that I am aware of for the NMPRA Q500 Championship Race. That was last year and the reason was that it was held in an area of the country where NMPRA membership is quite low. There are plenty of competitive Q500 racers on the east coast but few of them joined NMPRA in time to earn qualifying points. The TURN organization was dominant on the east coast until it folded this year. To continue our Q500 program as established is not as bad as it sounds.

Proposal #1 is worth serious consideration because it would give Q500 the same status as Formula One and Quarter Midget, where everyone races under the same set of rules. It seems to work for Formula One and Quarter-Midget, why not Q500? Are we Q500 racers not worthy of the same prestige as the other classes.

actual selling price. Check out the picture I have enclosed with this column.

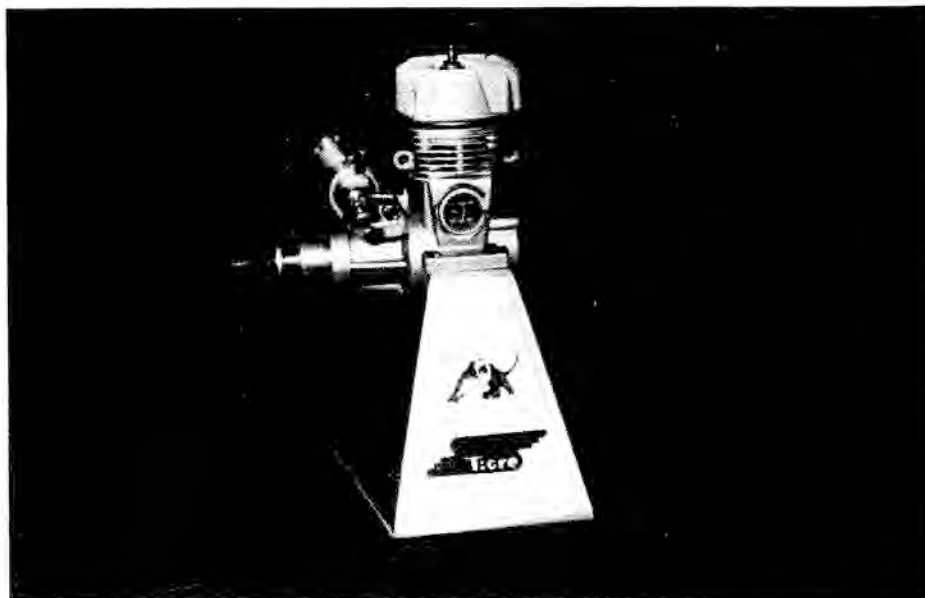
Doug

Q500 racers not worthy of the same prestige as the other classes.

I am not in favor of proposal #2 because it would take us a step backwards from what from what it has taken us several years to obtain. Thinking along these lines is why the TURN organization was established in the first place. Why should Q500 be labeled as an event not worthy of a championship race? The majority of the pylon racers in the U.S. do not race Formula One, but we do race Q500. Why should our event be given any less consideration than Formula One and Quarter Midget?

Enough of this soapbox stuff, now for some real news! Supertigre is about to release a brand new engine for Q500 racing. It is possible that it will be available by the time you read this column. It is called the G500 and the retail price is supposed to be in the \$250.00 range. I have already run the prototype version of this engine and it is definitely competitive with the Nelson engine. Contact your local Great Planes dealer for more information on availability and actual selling price. Check out the picture I have enclosed with this column.

Doug



FORMULA -1 PAINT STAND

approximately 1/3 scale

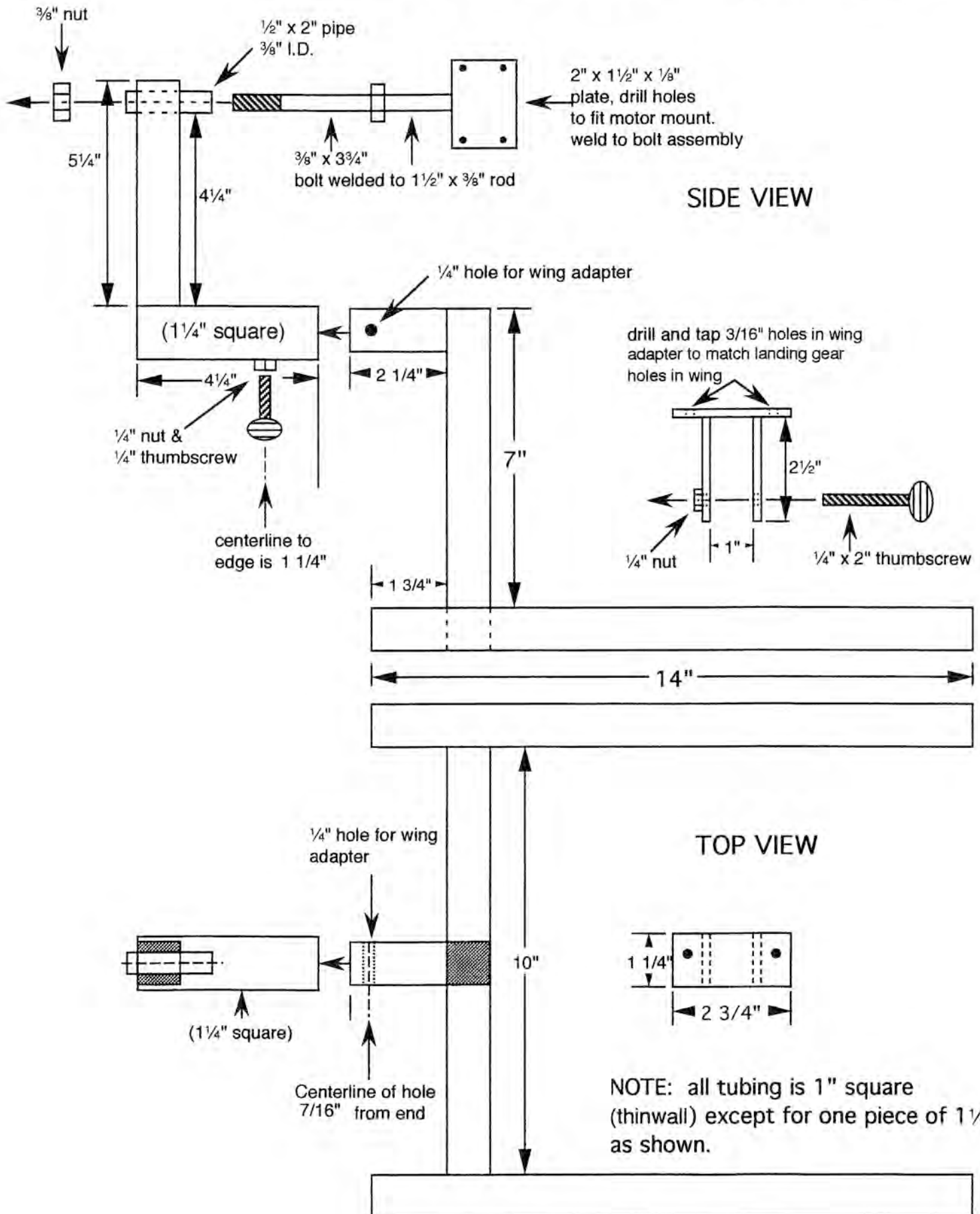
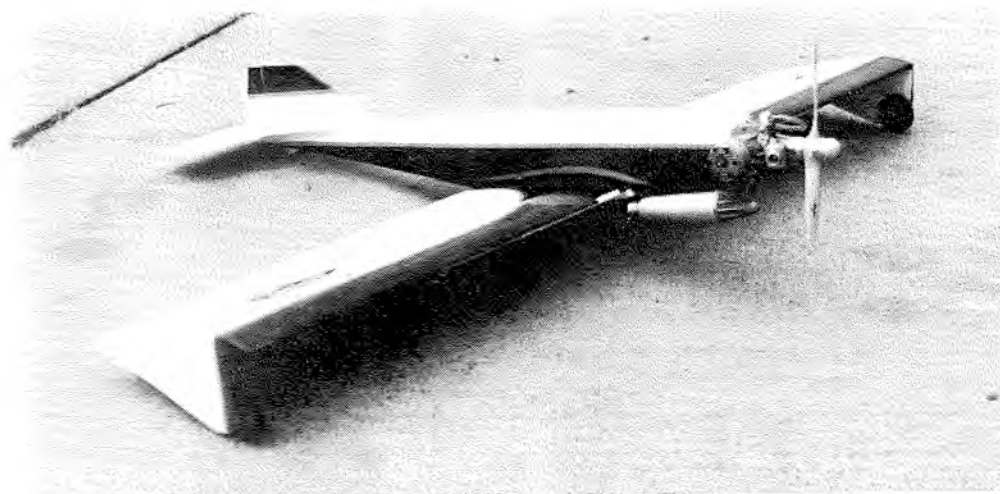




Photo from District 3 - Canadian Prairie - Hank Kaufmann " Some of our brave, hardy and good looking winter racing pilots. Top: Hank Kaufmann (moi), Roy Andrassy, Clayton Wright, Marcel Buecker. Bottom: Cecil Graval, Paul Gibeault, Delbert Goddn.



Pat Kenney's Photo #1 - Quickie 500 with wing tip plates and the landing gear wheels monuted on them.



Pat Kenney's Photo #2 - Quickie 500 with High Aspect ratio tail and winglets on the outboard ends of the wings.

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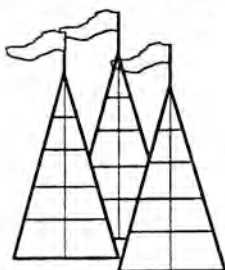
H of course.



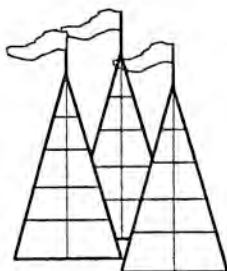
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N.M.P.R.A. RACING SCHEDULE

(AS OF APRIL 1, 1992)

May 1992

5-2/3-92	Bremerton, WA	Dist 2	F1/Q500
5-2/3-92	Phoenix, AZ	Dist 1	Q500
5-2/3-92	Edmonton, Alb.	Dist 3	Q500
5-2/3-92	Billings, MT	Dist 4	Q500
5-2/3-92	Atlanta, GA	Dist 7	QM/Sp. Py
5-2/3-92	Dallas, TX	Dist 8	F1
5-3-92	Moosejaw, Sask	Dist 3	Q500
5-3-92	Hadley, MA	Dist 6	Q500
5-16/17-92	Georgetown, TX	Dist 8	Q500
5-17-92	Kent, WA	Dist 2	Q500
5-17-92	Signal Seekers	Dist 5	Q500
5-17-92	Mass?	Dist 6	Q500
5-17-92	Colts Neck, NJ	Dist 6	Q500
5-23-92	Staten Island, NY	Dist 6	Q500
5-23/24-92	Regina, SAS	Dist 3	F1/Q500
5-23/24-92	Geenville, SC	Dist 7	Sp. Pylon
5-24-92	Whittier Narrows	Dist 1	Q500
5-30/31-92	Sepulveda Basin	Dist 1	F1
5-30/31-92	Dayton, OH	Dist 5	Q500
5-30/31-92	Wichita Falls	Dist 8	F1
5-31-92	Ellington	Dist 6	F1/Q500

June 1992

6-6/7-92	Flying Tigers	Dist 5	Q500
6-7-92	Farmington	Dist 6	Q500
6-13/14-92	Whidbey Is., WA	Dist 2	F1/Q500
6-13/14-92	Swift Current, SAS	Dist 3	F1/Q500
6-13/14-92	Alvin, TX	Dist 8	Q500
6-14-92	Colts Neck, NJ	Dist 6	Q500
6-20/28-92	Westover NATS	Dist 6	ALL
6-20/21-92	Helena, MT	Dist 4	F1/Q500
6-27/28-92	Prince Albert, SA	Dist 3	F1/Q500
6-27/28-92	Grand Prairie, TX	Dist 8	Q500

July 1992

7-11/12-92	Missoula, MT	Dist 4	F1/Q500
7-12-92	Sepulveda Basin	Dist 1	Q500
7-12-92	Signal Seekers	Dist 5	QM
7-12-92	Ellington	Dist 6	F1/Q500
7-18/19-92	Saskatoon, SA	Dist 3	F1/Q500
7-18/19-92	Chattanooga, TN	Dist 7	QM
7-18/19-92	Irving, TX	Dist 8	F1
7-19-92	Midwest R/C	Dist 5	Q500
7-25/26-92	Whittier Narrows	Dist 1	F1
7-25/26-92	Bremerton, WA	Dist 2	F1/Q500
7-25/26-92	Great Falls, MT	Dist 4	F1/Q500
7-26-92	Weak Signals	Dist 5	Animal 500

August 1992

8-1/2-92	Signal Seekers	Dist 5	Q500
8-2-92	Weymouth?	Dist 6	F1/Q500
8-8/9-92	Billings, MT	Dist 4	F1
8-9-92	Whittier Narrows	Dist 1	Q500
8-9-92	RCCD?Skymasters	Dist 5	Q500

August 1992 (con't)

8-15/16-92	Edmonton, AB	Dist 3	F1/Q500
8-15/16-92	Ellington	Dist 6	Q500
8-16-92	Bits & Pieces(?)	Dist 5	Q500
8-22/23-92	Crows Landing, CA	Dist 1	F1
8-22/23-92	Great Falls, MT	Dist 4	Ch. Race
8-22/23-92	Silver Cup Race	Dist 5	QM
8-22/23-92	Grand Prairie, TX	Dist 8	Q500
8-29/30-92	Sepulveda Basin	Dist 1	Q500
8-29/30-92	Arlington, WA	Dist 2	F1/Q500

September 1992

9-5/6/7-92	Calgary, AB	Dist 3	F1/Q500
9-5/6/7-92	FAI Tema Trials	Dist 5	FAI
9-5-92	Dallas, TX	Dist 8	QM
9-6-92	Dallas, TX	Dist 8	F1
9-12/13-92	Brazoria	Dist 8	F1
9-13-92	Kent, WA	Dist 2	Q500
9-13-92	Signal Seekers	Dist 5	Mag-Cat
9-13-92	Hadley	Dist 6	Q500
9-19/20-92	Phoenix, AZ	Dist 1	F1
9-19/20-92	Spokane, WA	Dist 2	F1/Q500
9-20-92	Farmington	Dist 6	Q500
9-26/27-92	Houston, TX	Dist 8	F1

October 1992

10-3/4-92	Texas	NMPRA Q500 Champ
10-4-92	Kent, WA	Dist 2 Q500
10-4-92	Flying Tigers	Dist 5 Q500
10-10/11-92	Atlanta, GA	Dist 7 QM/Sp. Py
10-17/18-92	West Coast	NMPRA F1 Champ.

December 1992

12-26/31-92	Tangerine Int.	Dist 7 QM/Sp. Py
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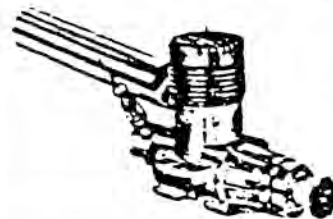
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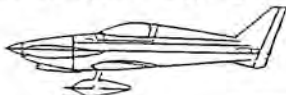
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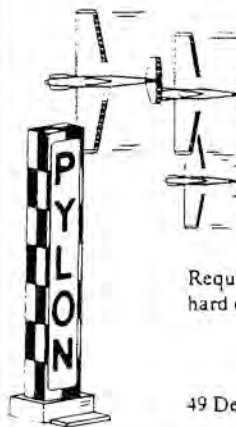
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