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NMPRA

NEWS RELEASE

HIGH PERFORMANCE

National Miniature Pylon Racing Association

AMA Affiliated

Since 1965

The View from the Top

Everybody is now in full swing with their racing season and I want to wish everyone all the luck in the world with their racing endeavors this year.

The NATS is just about upon us and unfortunately Marie and I will not be able to attend this years Pylon feast due to scheduling problems with vacations. For everyone who is going, our best wishes go with you and have a lot of fun. For those of you who have never been to a NATS, you should think about going next year, it is one contest you don't want to miss.

Congratulations are in order for Bob Lamb from St. Louis, MO. Bob set a new Q500 National Record with his 1:03.37 performance at the Smyrna, TN Q500 race in late April. (The full race report is in this issue.) Great job!!

The site for all the Championship races have been chosen, the dates are finalized and preparations are now in full swing to host the "best of the best" in all three of our events. The F-1 pilots will be going to Crows Landing NAS (just south of Modesto, CA) the weekend of Oct. 24-25. The Q500 pilots will find themselves in Houston, TX on Oct. 10-11 and the QM crowd will be back at

Rough River, KY on Sept. 19-20. Remember, you must qualify to be invited to these championship races by being in the Top 10 or Top 20% of your district (whichever is greater). (Current NMPRA Officer's and all Past Presidents automatically qualify for an invitation, and they are not included in the top ten or 20% rule.) Ron, Doug or Dan will take your best 6 races and add them together to come up with your total points for your district. For National Season points in each class, you are allowed to count only 2 out-of-district races of the 6 races used for the total. You need not be present to accept your trophy but if you want to attend absolutely the best racing in the country, you should work hard to get to one of the NMPRA's Championship races - you'll come away breathless!! Cut-off dates for submitting contest reports for points totalling will be as follows: QM - Sept. 1, 1992, Q500 - Sept. 15, 1992 and F-1 - Oct. 1, 1992. These dates are needed so that we can get a tally on all the points, get the invitations in the mail, and have the season trophies prepared. CD's, make sure you get the contest results the correct VP's or to Ron Schorr for F-1 on time.

I have had some positive feedback and no negative feedback on some of my editorial comments of late so I assume most of you are in agreement with me on most of the issues. I hope you have noticed that we print every and all responses we get, so if you have an opinion you want to share, both pro and con, please submit them. That's the only

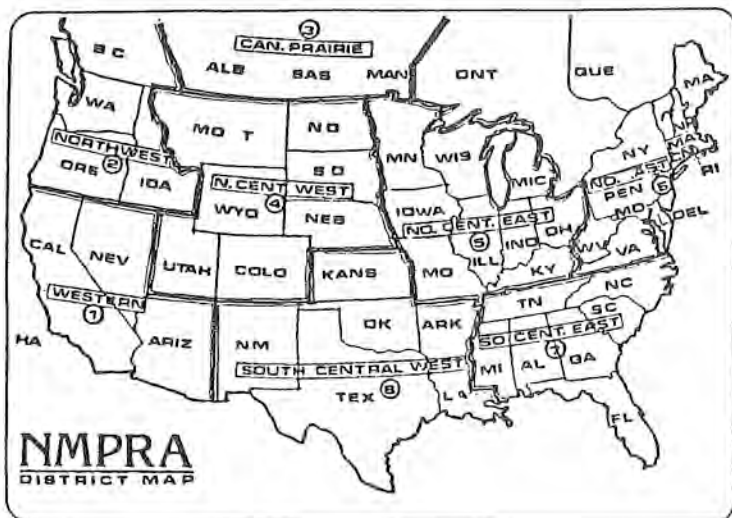
way we will be getting the ideas we need to improve the sport we all love so much.

I just returned from the Hollywood Nationals two weekends ago and they used the 15% rule on frequencies and it looked like absolutely nobody had a problem with that. I don't think there were more than 3 people on any one frequency and that left it up to the computer to choose the matrix. Worked out well.

Officer nominations for the 1993 racing season are due here at my office no later than August 1, 1992. Early submission of the names of people you want to run your organization is essential so we can get the ballot out by Mid September and announce the winners at the F-1 banquet in October. Please make sure that if you submit somebody as a candidate that they agree to do the job you are nominating them for before you submit their names. Thanks!!

Pay attention to the competition section of "Model Aviation" and keep abreast of any and all rules proposals that pertain to your event. The preliminary voting will take place in September, so be aware and make your views known to the Contest Board members in your AMA District. We will try to provide a copy of the complete rules proposals for everyone to read in the next issue of the Newsletter.

That's all for this month - good flying and stay outside the pylons!!



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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.

Next Issue....

Member Comments

Wing Construction..

Rules Proposals...

1992 NATS Report

VP Reports...

Membership Roster

Nomination Forms

*So... Stay
to your local
NMPRA
Network*

&

*Get a Friend
to join!!*

Letters & Ramblings

A BEGINNER FLIES QUICKIE

or

**How I was lapped by the Pack on
the First Lap!!**

Don Nix

Standing there paralyzed with fear, waiting for the starter to drop the flag, the only thought I could muster was, "What on earth am I doing here? Here I am, a 57 year old guy, trying to race for the first time, with reflexes as slow as Jack Benny reaching for a lunch check, as uncoordinated as a 3 month old baby, in the first heat of my very first race of any kind, and who's standing just to my left? Lyle Larson, one of our World Team members, that's who. Oh, goodie!"

What got me there in the first place? Well, I'll tell you, it's all Mike Helsel's and Dave Shadel's fault. A few months after I started editing the Newsletter, several of the local guys began saying "If you're gonna do this, you gotta race."

I said, "It'll never happen. I told Mike Helsel going in that I would never race. I'm strictly a sport flyer, and that's all I'll ever be. Like most people, I love racing of any kind, cockroaches to airplanes, but I could never do it. I have a handful of left thumbs, I'm clumsy as hell, and besides, I'd never even want to pay for, much less build, a Formula One plane."

Well, some of these guys are pretty stubborn. I guess that's why they win, huh? So what do I see a couple of months later but Mike Helsel walking into my office carrying a Quickie. Not a Quickie kit, but an honest-to-goodness complete airplane - engine, servos and all.

"Here," he said, plopping it on the table. "You are gonna race."

"Where did it come from?" I questioned. "The plane is mine and Shadel sent the engine. Its even got a battery pack in it. Just put in a receiver, charge the battery and let's go flying."

Well, you gotta pay attention to that kind of generosity, so a couple of weekends later, I found myself with Mike at Whittier Narrows to fly the thing. I made a few laps to get the feel of it, and Mike said, "OK, now I'll be your caller and tell you when to turn around some imaginary pylons. Ready...TURN!"

Well, I turned - right. Mike turned also, and headed for the pits. "Come on back" I shouted, "and call me some turns!" "Nope", he said, without breaking pace. "It's a sin for pylon racers to turn right, and I don't want any part of it."

I thought he was kidding. He wasn't. All my pleading that virtually all my years of sport flying had been to the right was totally uninteresting to him. As I said, some of these guys can be stubborn.

For the next year and a half, the beast sat in my garage, gathering dust. It seemed to be staring at me every time I went out there to work on other airplanes. A look that sort of said "Traitor. Your friends helped you out, and look how you treat them."

Several invitations were issued to go with some of the guys to the desert where I could practice flying around myself. I would promise to go, but when the time came, I'd always find a reason why I couldn't. Finally, in early May, just a couple of weekends before the first Q500 race of the local season, I'd run out of excuses, so I went out with Helsel and Schorr.

I flew three times and didn't do all that badly, even flying to the left for probably the third time in my life. And - hey - it was kind of fun! Race day came at Whittier and I guarantee that if I could have found a doctor to certify I was dying of a rare disease such as Nada Cahones, I would have called in sick. I couldn't let Mike down, though. After all, he'd dusted off another Quickie and was going to enter also, so he would be nearby to help me. There was no way out.

I wasn't particularly concerned when I arrived at the field and saw a number of people who hadn't been flying Quickie lately

Letters & Ramblings

Don Nix (continued)

- people like the previously mentioned Lyle Larson, Henry Bartle and Richard Verano. "Oh well," I thought, "they're just out here to fly the California class."

NOT!

Well, they were, but guess what? They were flying AMA, too! And, gee, look at the shiny new Nelsons - aren't they pretty? Sooo.....back to the beginning of the story.

Friends, I gotta tell you, anyone needing a full body massage could have gotten a pretty good one, just by leaning up against my back, I was shaking so. No need to put the quarter in the Magic Fingers box. I hate having to do anything the first time. Everything I have ever done for the first time has been an ordeal. (Well, almost everything.) First flights on a new or unfamiliar model just give me the creeps.

Probably to my benefit, I was starting the first heat in the number 1 position, on the outside. At least I couldn't hit anybody on that side - I don't think. The flag is dropped. I make a not-too-shabby takeoff and head for No.1. The only thing is, I don't see the pylon, other airplanes or anything else, for that matter. I'm catatonic.

Suddenly, through the mental mist I hear Mike yell "Turn!" "Oh, yeah," I thought, having regained semi-consciousness, "I am supposed to turn and come back this way!" I think it's quite likely the plane would have disappeared somewhere over Long Beach if Mike hadn't yelled.

"O.K., now...lookout guys, here comes Nix." Then, just as I pass No. 2...on the first lap...all the other planes pass me! Now, I'm pretty sure they were already ahead of me at 1, so you can draw your own conclusions. Well, it was so funny, it really broke the tension a bit, and the rest of the day was fun - a lot of fun.

Even when the CD told me they were going to have to enlarge the box by my name on the score sheet so they would have room

for hours, minutes, seconds and hundreds. Even when there was a mini celebration among the lap timers when I finally broke two minutes on the last heat. Racers aren't noted for their subtlety.

I went home a happy man. I had actually done it - I had raced. And I actually accomplished all my goals for the day: I hadn't crashed, I didn't cause anyone else to crash, I didn't seriously injure anyone, and I actually did beat someone in a couple of races. And I gave everyone a lot to laugh at. A good day! Yesterday, I couldn't spell Pielon Rayser and now I am one.

P.S. Fellows, if pylon racing is going to grow, and let the farm teams - The Quickies - develop the Formula Ones and FAIs of tomorrow, you must have an entry level or novice class. A few hot-shots I mentioned were already friends, and I knew going in I was probably going to be the slowest guy on the field, so that didn't bother me.

However, if I had been just Joe Modeler and decided I wanted to give racing a try, had I arrived at the field to find I was flying against the current National Champion and two - count 'em - two members of our World Team, I would have real quietly loaded my airplane back into the car, tucked my tail between my legs and headed for the barn. Think about it!! (Amen! prb)

**The following submitted by:
Hank Kaufmann, Dist 3 VP**

The importance of posted scores ...

I was at a race last year, and they used one of the onsite computer systems to track points. Unfortunately, they thought that it could replace the posting of the scores up on a board. Wrong!!

I should have been in a three way tie for first place. Instead, through a clerical error at the line, I was short three points on a heat and ended up out of the money. I didn't find out until the end of the day, and despite admitting the validity of the complaint (with witnesses), I couldn't sway the

CD.

Moral: The computer system is nice, but make sure the competitors can still check their position/scores/times. Either through printouts after every round, or maintain that important posting board.

So, what if you can't bring a computer out to the field ... here's the next best thing. I have a program that will preprint all the forms for a race meet. Before the race meet, run the program and tell it how many pilots to make the forms for. It will print out the following forms for you:

Announcer's Pilots List: - Assigns Pilot names with Pilot number.

Announcers Races List: - List all heats, who races who (by number)

Pilot's Race cards: - For each pilot, says which heats he is in.

Scorekeepers Heat Cards: - Who's in each heat, room for points/times.

Make forms for the possible number of pilots you expect. Once you close the registration, group your pilots into four columns and pull the preprinted forms for the number of pilots you have. The EXCED-RIN headache that is normally associated with matrix generation, heat cards, and pilot cards has already been taken care of in the forms.

I did it once the old way ... only once, then came up with this. We used it last year throughout District 3. Everybody's happy!

Send me \$5.00 for the mailing and disk, what kind of computer (AMIGA or IBM Compatible) and floppy size (3.5 or 5.25). My address is on page 2.

Hank Kaufmann

Letters & Ramblings

1/4 Scale Golden Age Radio Control Racing Competition

Proposed by:

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April 21, 1992

DRAFT ONLY!!

PURPOSE OF EVENT:

To simulate or recreate the Golden Age (1929-1939) closed course airplane races with 1/4 scale radio controlled model airplanes

At these races there were special events for the lower horsepower and somewhat slower airplanes. That same concept is used with this racing event. The R/C races will have two racing events that are related to engine displacement. The full scale airplanes whose engines had a displacement of less than 550 cubic inches will be the Grieve class racers (Engine is 4-stroke 120). Aircraft whose engines are 550 cubic inches or more will be called the Thompson class racers (Max engine any 2.0 cu. in. engine.)

The Grieve class racers can also be raced with the Thompson class racers. There were several full scale races where the smaller size engines outperformed the larger engine equipped aircraft.

Note that this is a racing event. It is not intended to be a scale event as well. The scale requirement is such that the models will be similar in appearance and identifiable to a particular Golden Age closed course racing aircraft.

Winners for this event are determined only by speed or time required to go around a pylon course. Points accumulated by heat races are not used. Fastest qualifying aircraft will fly in a finals for that engine size class. Instead of typical radio control multiple heat races with points being accumulated for selecting the winners, only the resulting average speed or time is scored. In this manner a race competition can be flown with less actual heat races and still have a means of having the fastest aircraft compete in an exciting final race.

SPECIFICATIONS:

Scale Size:

All models shall be 1/4 scale of an actual aircraft that were raced in the Grieve/Thompson and similar closed course racing events during the years 1929 to 1939. A 10% deviation to scale is allowed in the overall dimensions of wing span and fuselage length, height, and width. When determining the scale size, the wingspan will be the basic reference point. Fuselage length measurements from published data will not be used since there can be many interpretations of what is considered the fuselage length. For example: does spinner length count? Does the length of the protruding tail skid count? Do you count the front of the cowl or the back of the prop? The fuselage length will be determined by a scaling from the side or top view drawing.

Changes in any other dimension are allowed, keeping in mind that realism is important and all efforts shall be made to keep the model similar to that of the prototype. The length of the nose can be changed by moving the wing back. The fuselage cross section can have a rounded top and flat sides and bottom instead of an elliptical or round fuselage. However, a simple box fuselage cross section is not allowed unless the full scale aircraft had a similar fuselage shape. At least the upper portion of the fuselage shall be similar in contour of the full scale aircraft.

For aerodynamic and balance reasons,

the horizontal stabilizer and vertical fin and the fuselage nose length can be enlarged up to 20%. For safety, a small steerable tailwheel can be substituted for a scale tail skid. Airfoils can be changed in thickness and in shape. If the real aircraft was raced with wheel pants, cowl, spinner, retractable landing gear, struts, flying wires, and any similar type items, the model shall be raced with a replica of those items. As long as the side and top views are similar, then deviations are allowed.

Any type of construction materials can be used. The model need not have a fabric finish like many of the full scale aircraft.

A list of qualified full scale aircraft and basic specifications will be available at a later date.

DOCUMENTATION:

Sources of approved two or three views and technical data on the full scale racers will be available at a later date. Only these sources will be approved for all races. Sources of data other than these may be accepted by race officials at their discretion. Most any formally published source will be approved. This is not a scale competition. Race officials must be certain that all model aircraft entered were actually flown by the full scale aircraft in closed course races during the 1929 to 1939 time period.

SAFETY AND EQUIPMENT REGULATIONS:

All applicable AMA safety and equipment regulations will apply.

All aircraft must have at least 1 hours flying time prior to flying any qualifying heat race.

All aircraft will have an appropriate safety inspection prior to the start of the qualifying heat races. Additional safety inspections may be required by contest management at any time.

ENGINE SIZE:

Letters & Ramblings

Jerry Nelson Con't

The Grieve racers will use a 4-stroke engine with a maximum displacement of 1.20 cu. in. The engine will be stock other than the addition of a different type muffler or the installation of a fuel pump. The engines with an external induction boost (turbo charged OS) or special induction chambers (YS) are not allowed. Only standard 4-stroke 120's./

The Thompson class racers will have a maximum of a 2 cu. in. engine of any type. The suggested manufacturers retail price for the engine will not exceed \$500.00. The engine must have been produced in quantities more than 100 units. An effective silencer shall be used to provide a maximum noise level of 95db at 10 feet.

For both events: No limitations on the type of fuel. There shall be separate, independent (other than low speed throttle shut-off) engine shut off system. No tuned pipes are permitted.

THROTTLE REQUIREMENT

The engine must be equipped with a suitable factory supplied throttle control to permit the aircraft to remain motionless during idle. The heat race and final race takeoffs are from an unassisted standing start. The aircraft must be landed with the engine idling.

The importance of a reliable idle is for safety. Having the ability to go around again during the landing approach will improve the safety of the race procedure.

MINIMUM WEIGHT:

The minimum weight*** for the aircraft shall be as follows:

Grieve Racers 10lbs.

Thompson Racers 15lbs.

The minimum weight will allow the use of standard building materials to provide satisfactory strength.

MINIMUM AIRFOIL THICKNESS:

The airfoil thickness at the intersection of the wing and the fuselage shall be at least 12% of the wing chord. Tip airfoil shall be at least 10% thick. A straight taper from the root rib thickness to the tip is required.

WING TEST:

The model shall be able to be picked up fully loaded and ready to fly at a point 4 inches from each wing tip. There shall be no excessive bending of the wing from this test, unless the builder can demonstrate that the wing structure is sufficiently strong.

COWLING OF THE ENGINE:

The engine shall be fully cowled inside the aircraft with the exception of allowing up to 1" of the cylinder head to be exposed (not counting spark or glow plug and spark plug lead). The muffler or exhaust extension assembly can be exposed if necessary. The carburetor and any parts of the carburetor can be exposed.

COCKPIT AND PILOT FIGURE:

A realistic 1/4 scale pilot bust shall be permanently installed in the cockpit area. The windshield and canopy assembly shall be transparent.

FLYING WIRES AND STRUTS:

Suitable flying wires and/or struts shall be employed on the model if the full scale aircraft were so equipped. A minimum of .032" diameter wire flying wires shall be used. Wing struts and/braces shall be within 10% of scale size. The wires and struts need not be functional.

PAINT SCHEMES AND RACING NUMBERS:

Only paint schemes typical of the 1929 to 1939 aircraft shall be employed. The original paint scheme need not be followed, but it is suggested that similar designs be used, but with different colors. Different

racing numbers can be used. Race numbers shall be of similar size of the full scale aircraft and be located at least on the top left hand wing surface and each side of the fuselage. The numbers are necessary for race course procedures.

AIRCRAFT FREQUENCIES:

All aircraft must be able to change to at least one other operating frequency to allow for the organization of heat races and finals.

BUILDER OF THE AIRCRAFT:

The entry of the racer is by the pilot or sponsor. The actual builder of the model is of no concern to the race officials.

RACE PROCEDURES

There shall be qualifying races with 5 plane finals for the two classes. 5 laps will be flown during qualifications and 10 laps during finals.

COURSE LAYOUT:

There will be three pylons, #1, #2, and #3. #2 and #3 pylons are located 824 feet apart from pylon #1. #2 and #3 pylons are located 200 feet apart. The start/finish line is 200 feet from the #2 and #3 pylon in the direction of the #1 pylon. The pilots and helpers are located approximately 200 feet to the side of the start/finish line. The aircraft shall takeoff into the wind as much as possible and according to runway location. The pylons do not necessarily have to be aligned with the runway.

The actual 3 pylon race course layout can be varied to fit field and safety considerations, however the direct line distance around the pylons will be the same 1,848 feet. Total distance for the ten laps is 3-1/2 miles. Keeping the total distance the same will allow easy comparison of the race results from various racing events at different locations.

Letters & Ramblings

Jerry Nelson Con't

STATIC APPEARANCE AND PACE PLANE SELECTION:

All aircraft will be simultaneously judged for quality of workmanship, scale shape, and finish. Each model will be awarded appropriate points with the best model receiving 100 points. All other aircraft shall be awarded lower scores with no two or more aircraft receiving the same score. Any aircraft not ready to be judged during the simultaneous static judging will be given the next lowest score. Additional late aircraft judged similar.

The aircraft with the highest static points will become the pace plane for that heat race, will have the right of way for landing, and will be the first aircraft to take-off. The pace plane will have a significant advantage over the others in that particular race, especially being assured to be the first one across the start line.

A judge's guide for assisting in the determination of the static points will be available at a later date.

PACE PLANE AND RACE START:

All pilots will have one minute to get their aircraft's engines running. The aircraft will be placed on the takeoff area and left unassisted with the engine idling. When the starter clears the model for takeoff, it shall be taken off unassisted by the mechanic or helper. If the engine fails during the takeoff attempt, the aircraft is disqualified for that heat race. If the aircraft is disabled and causes a hazard to other aircraft to takeoff, the helper will remove the aircraft from the takeoff area. During this time, a yellow flag will be in place and the pace plane and other aircraft in the air will continue to fly the course under the yellow flag. When the disabled aircraft is cleared from the takeoff area, the continuation of the takeoff will start as before. Additional laps may have to be

flown by the pace plane while the takeoff area is being cleared for the remainder of the aircraft waiting to takeoff.

The pace plane will take off first. The other aircraft will be allowed to take off as soon as the previous aircraft have cleared the immediate takeoff area. The pace plane will continue its flight directly to the #1 pylon and proceed on course. It will make two more laps around the course. It shall fly at a reduced (apx. 3/4) throttle setting, other than for the take off, for 2-1/2 laps to allow slower aircraft to keep up with it. If the pace plane fails to slow down, it can be disqualified for that heat race. At the point the pace plane is opposite the start/finish line after leaving the #1 pylon during the third or final pace lap, full throttle may be applied. At the end of the third lap, the actual race will start. All the other aircraft must remain behind the pace plane when it crosses the start/finish line. If an aircraft should be ahead of the pace plane at that point, then that aircraft is disqualified for that heat race. The disqualified aircraft will pull up and fly high enough to be out of the way of the racing aircraft. It will be the last to land.

Aircraft taking off after the pace plane will climb immediately to an altitude above and position behind the pace plane. Then the aircraft may descend to a position behind the pace plane and at the approximate altitude of the pace plane.

QUALIFYING

Aircraft are arranged in a suitable matrix of 4 plane heats. All aircraft engine sizes are raced together. Each aircraft is individually timed and times recorded. 5 laps will be flown during the qualifying heats. All race aircraft will be required to complete three heat races to be eligible to qualify for the finals. The only exception is due to unforeseen circumstances such as weather or unexpected organizational and safety problems.

CUT PYLONS:

The aircraft must fly at least to the #1 pylon. It doesn't actually have to go around

the #1 pylon. It must pass on the outside of the #2 and #3 pylons. If a model should cut a pylon, 15 seconds shall be added to its time for the race. A second cut shall disqualify the aircraft for that heat race. If the aircraft purposely cuts a pylon(s) to close the distance to the lead aircraft, then that aircraft shall be disqualified.

LANDINGS:

The engine shall remain idling during the touchdown. If the engine should quit in flight, there shall be a 15 second penalty time added to the actual time for the race. The engine can quit after the wheels have touched the runway without any penalty. The aircraft will immediately be taxied to the side of the runway and stopped there until all aircraft are on the ground. The engine shall be shut off at this time.

FINALS:

The five fastest qualifying aircraft from the two classes will fly off together in their respective classes. 10 laps will be flown. The aircraft with the highest static points will be allowed to fly on its standard frequency. The #2 qualified aircraft may have to change it's frequency. The #2 aircraft has frequency priority over #3, #4, and #5, however, in the interest of sportsmanship, the #2, #3, #4, and #5 aircraft shall try and arrange frequency changes in order that all five aircraft may be flown together. If #3 cannot arrange for a suitable frequency change, then it is disqualified for the final race and will take 5th place. If #4 & #5 can change frequency to race with the #1 & #2 aircraft, then they will compete in a 4 plane race.

An optional 4 plane free for all race can be held featuring the two fastest qualifying Grieve and Thompson class racers.

LANDING SEQUENCE:

The priority of the landing sequence is determined by the static points or the takeoff sequence. An aircraft with a dead engine will have the right of way. If more than one aircraft is landing with a dead engine, pilots will do their best to provide clearance for

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Jerry Nelson Con't

each other during the landing sequence.

DISQUALIFICATION:

The pilot may be disqualified by race officials for either a heat race or the duration of the competition for any unsportsmanlike actions. The pilot may also be disqualified for inability to fly the aircraft smoothly and for causing an unnecessary hazard due to poor pilotage. The aircraft may be disqualified in flight or on the ground for obvious structural or aerodynamic problems.

FLYING TIME:

A model flying at 100 mph will fly the 10 lap course in approximately 4 minutes.

Total airborne time considering three pace laps at 3 minutes, flying the course in 4 minutes, and landing after the finish of two minutes, will be about 9 minutes. Estimate a heat race every 15 minutes.

AWARDS

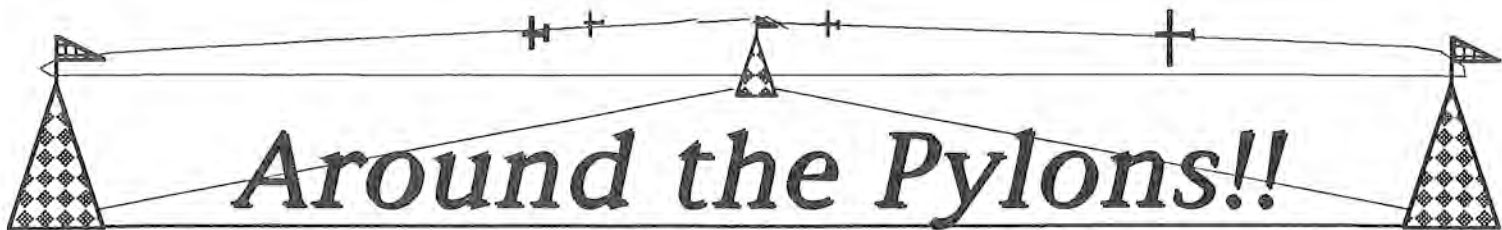
The number of awards is up to the local organizers. However, there will be a first through fifth place awards for the finalist in the two classes. The overall winner of the race will be the aircraft posting the fastest time, regardless of class, in the finals.

Other possible awards can be for the best qualifying time for the two classes, best finish, best scale outline, spectators choice Best of Show, most unusual aircraft, etc.

HANDICAP SYSTEM:

A handicap system may be required at a later date to prevent one or more aircraft designs from becoming the obvious choice for the competition. Those aircraft may be more suitable for model racing due to lower drag, smaller fuselage, and so on. The intent is to have as many different designs of aircraft flying together and have all the aircraft

competitive. That may not be possible, but we can try. Don't want to have a one plane/one engine combination as it exists in Formula One racing. The handicap system, if necessary, will be done by propeller diameter. If a particular aircraft is obviously faster than others in its engine class, then the diameter of the propeller will be increased to reduce airspeed as necessary to make the other aircraft more competitive. Alternatives to a propeller handicap will be engine size reductions and staggered takeoffs. It will take time to see if a handicap is desired, and if so, how to apply the handicap.



Special V.P.'s

Reports From Around the Nation!!

District V.P.'s

District 1-Dave English

Well, those of you who missed the 1st Annual Hollywood Nationals Formula One Race really missed a great race!

This is the kind of race that can only be put on with a lot of work by the organizers. Past President Mike Helsel and our Secretary/Treasurer Ron Schorr did a great job. Thanks guys for all of your very hard work. While we are thanking people, let's not forget those hard workers who manned all of the necessary positions in the humid 85-90 degree weather for 6 or 7 hours a day. Without them, we simply could not race!

Everything about this race was professionally done. Don Nix, past Newsletter Editor and of PowerMaster fame, was our P.A. announcer for both days. Apparently, Don used to be a full blown Airshow announcer in a former life and his experience shined through as he did an excellent job of calling the races and explaining to the many spectators just what it was that they were watching, including throwing a few choice tidbits about the competitors and the equipment they were using. Thanks Don!!

Saturday morning started out with a very smoothly run static judging session from which I heard no complaining. After static judging, Ron and Mike tried something new that I liked very much. We ran a complete first round as an optional practice round. You could fly if you wanted, or if you chose you could sit it out. This practice round served to calm some of the nerves of the pilots and workers alike.

After the practice round, Round One was run again in its entirety, and it was clear right from the start that everyone was after that \$1,000 first prize. Nobody was giving anyone an inch of room which provided for some furious racing.

At the end of Saturday, the smoked slowly cleared but the trash cans were filled to overflowing. I lost track of the crashes at about 8 airplanes, with three people losing two airplanes sometime during Saturday's racing! Richard Verano lost two airplanes to midairs, Russell Tokuoka lost two and Francisco Gonzalez suffered the best of show curse and also lost two beautiful airplanes. Sorry guys, that really hurts!

Sunday saw everyone settle down a little and the race continued through the tenth round and finished with Mike Helsel on top! Hey, wait a minute! Didn't he put the race on?! Seriously folks, Mike did some excellent flying and earned this hard fought win which was not decided until the 6th heat of Round 10 when he had to fly the person he was tied with for first, Lou Rodriguez. Congratulations Mike!

Fast time was a toss-up between Lou Rodriguez, Rusty VanBaren and Lyle Larson. Lou can make a Denight go as fast as anyone and is always a Fast Time threat. Rusty Van Baren and Richard Verano are teamed up, sharing technology and going very fast. Fast time at this race went to Lyle Larson with a 1:05.99 - Lyle's first 1:05 time!! His Shark kit is going real fast. Good Job, Lyle!!

After the awards presentation there was a raffle for the pilots and a separate raffle for the workers. Several radios were donated by the Futaba Corp., a Teac Home CD Player by Teac and a Nelson F-1 motor by Performance Specialties. I lost track of who won what, but I did remember who won the Nelson motor. That went to Larry Laulom. (Anyone who can make a K&B go 1:13-1:14 consistently will be real tough with some horsepower!)

Well, that's about all for now. Great race, Ron and Mike! I hope to see you all at Whittier July 25-26. Dave

District 2-Brian Richmond

As usual, the Bremerton Club (the Kitsap ARCS), with the help from our District Starter Russ Post, hosted another exceptional race weekend. We had 16 contestants in F-1 on Saturday and 17 on Sunday. Racing was close although somewhat slower than we are used to. Darrol Cady insured good weather for the weekend for the rest of us by sacrificing two airplanes to the Pylon Gods on Friday afternoon!

Jon Packer won on Saturday (Jon's first F-1 win!) while Pete Bergstrom won Sunday with a perfect score and Fast Time for the weekend. Al Watson's "rookie", Matt Mikko, took 5th place both days with some very smooth flying. This was Matt's second F-1 race - Rookie status REMOVED!! Jerret Cangie tried his hand at F-1 on Sunday with the usual amount of associated problems. However, on his last heat he put it all together to win the heat, taking out three of the old pro's in the process all at once and managed to turn his first ever teen time. Nice flying Jerret!

Q500 had 12 entries on Saturday and through attrition only 7 returned to do battle on Sunday. The Paul Nale Sr/Jr team from Oregon dominated the weekend. This was Paul Jr's first expert race after moving up from sportsman class after only two races. The end of Saturday saw a three way flyoff for first between Nale Sr., Nale Jr., and Jerret Cangie. All three flyers had a best time of 1:45 so it promised to be a close race and this they provided. Nale Sr. won the flyoff with Jerret clipping at his heels a few feet behind followed by Nale Jr.

Sunday had its share of good racing with a very tight race between the Nale's and John Castleman. Nale Sr. took this heat with Nale Jr. and John close behind. The final heat pitted the Nale's once again with Paul

Around the Pylons!!

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Brian Richmond - Con't

Jr. finally beating his Dad by only inches! This also gave him the win for Sunday! Nice Job, guys.

Jim Hyson won Sportsman class both days and says he is ready to move up!

Til next month - Brian

FORMULA ONE - SAT

1st	J. Packer	1:19.06
2nd	B. Hunt	1:19.55
3rd	P. Bergstrom	1:14.28
4th	B. Richmond	1:17.71
5th	M. Mikko	1:29.31

FORMULA ONE - SUN

1st	P. Bergstrom	1:11.63*
2nd	T. Strom	1:13.96
3rd	J. Packer	1:19.29
4th	A. Watson	1:22.79
5th	M. Mikko	1:28.37

*Fast Time - Weekend

QUICKIE 500 - SAT

1st	P. Nale Sr.	1:45.59
2nd	J. Cangie	1:45.09
3rd	P. Nale Jr.	1:45.05
4th	N. Whittle	1:46.06
5th	B. Vergeer	1:53.78

QUICKIE 500 - SUN

1st	P. Nale, Jr.	1:45.55
2nd	N. Whittle	1:49.13
3rd	J. Castleman	1:45.14
4th	P. Nale Sr.	1:40.08*
5th	D. Laporte	1:52.07

*Fast Time - Weekend

District 3-Hank Kaufmann

I was lamenting to my wife how my new airplane rack didn't have enough room for all my planes. She said, "That's OK dear, there will be more room as the season proceeds!" How right she was, too - Sigh!

Went to the first race for District 3 in Edmonton. The Edmontonians put out what was one of the most enjoyable race meets I've ever been to. Mainly due to the completely relaxed atmosphere by all and the informal comradery of the pilots and the contest management alike.

Due to a lack of help, the 14 of us decided to pit on the line. Whoever wasn't busy would man the empty helper positions. Needless to say, heat turnover was rapid and we managed to get in six rounds of Sport Quickie and 3 rounds of Open (AMA428) Quickie each day.

The weather was warm and light - the racing was hot and heavy. We're all accustomed to competitions where most heats end up lopsided. This wasn't one of those. All through the weekend there were exciting close races, resulting in four mid-air eliminations three aircraft.

The Open Quickie event proved to be quite exciting, and very much a success. 4 Nelson's, 2 Rossi's and a Webra decided to duke it out to find out who would be king of the hill. Despite the presence of the Nelson engine in the district last year, there were very few Nelson/Nelson match-ups all season. This was the first race which we would see Nelson's operated by pilots with matched skills - it proved to be very entertaining to watch and participate in.

The best race was probably between Cecil Graval and myself. After ten laps which saw the lead swap a couple of times,

Cecil got a time of 1:10.55 and I was just ahead of him with a 1:10.35.

Final outcome ... some won, some lost ... But the winners were all of those who attended the meet.

I had a comment in the previous Newsletter expressing frustration with the modeling magazines and the product reviews. John Brodbeck of K & B wrote me to tell me of the magazine:

R/C Report Magazine
P.O. Box 1706
Huntsville, AL 35807

John Writes:

"They have tested a good number of our engines, and even though we are a monthly advertiser in their magazine, they have told it as it is in every instance, including constructive criticism.

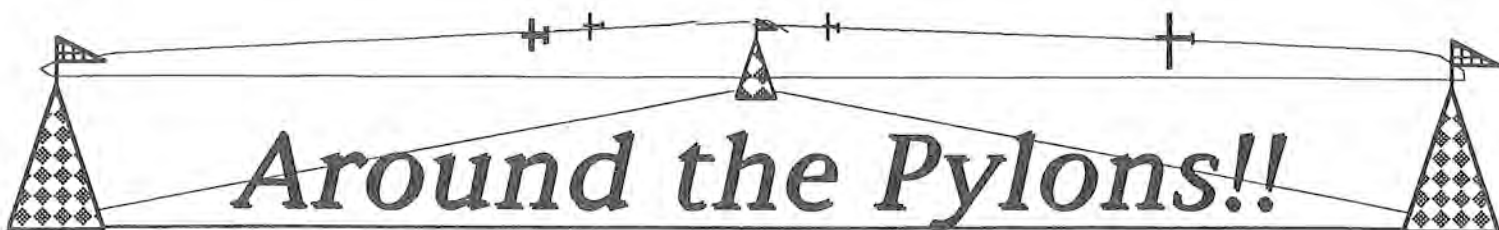
I can assure you that their unbiased reports have helped is to produce better products for the modeling fraternity."

Thanks, John.

One of the top racers called to talk about the 94141 servos. He said that he had been using them for ailerons, but prefers the stronger 94741 for elevators. The other two servos could be standard mini's. We agreed that the 94831's are garbage and I might add that 94461's are not much better (costing me two airplanes).

Thanks for calling! (Long distance and everything!)

By the way, standard servos on F-1's and Nelson Quickies tend to wear too fast. The output shaft wears and then there is too



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Hank Kaufmann - Con't

much play in the control surface, especially the elevators. Its cheaper to put quality servos in from the start instead of periodically swapping out cheaper servos. (or losing airplanes! - prb)

Hank

District 4-Mark Redding

Nothing Submitted

District 5-Arch Adamisin

Racing is finally going in Michigan. Most of the clubs in and around the Detroit area are making a serious effort to encourage and help newcomers into Pylon Racing. The Mag/Cat racers, started last year, have spread to most of the area clubs. Novice participation in these races has ranged from 18 to 24 entries. The experience gained with the slower Mag/Cats must have paid off because the first Open Q500 contest was just held (No Nelsons) with 34 contestants. An excellent showing considering 8-10 regulars were no-shows. Ken Heatlie was the winner, followed by Barney Polzin and Chuck Wooley.

Most of the talk between racers around here centers around Q500 and the Q500 motor problem. As you have seen by the schedule, the only club around Detroit to allow the Nelson motor is Toledo. The most common feeling seems to be that although it is an outstanding motor, it's performance and price combine to move it out of the entry level category.

Q500 became popular before when the previous entry level event, Quarter

Midget, went exactly the same way. We don't need another entry level event, we only need to police what we already have. After progressing to a level of proficiency, what is so wrong with moving on to another of the go-fast events like F1 and FAI? Both of these events require additional skill and knowledge, but neither is as intimidating to the experts at the top in Q500. As is the new generation of motors being produced to compete in Q500 - either the Nelsons or any of its clones - part of the natural progression of learning is stepping up to the next level. Stepping up, not just by buying more horsepower, but by learning why and what it takes to go faster, building a better design, or carving a better prop where prop mods are within the rules.

What I am trying to say is that the Experts don't need another racing event. They need to be teaching more people to build and fly F1 and FAI! So much for the soapbox. Just a reminder, if you are planning on attending a Q500 race in the Detroit area, make sure you contact the CD beforehand to make sure you comply with our local regulations.

Congratulations to Dan Kane, Jr. for being elected our QM VP. A considerable amount of work has been done concerning the QM Championship Race. One tentative site is AMA's new field in Muncie, IN. The site is not perfect, but is very adequate. The course can be set-up in three different directions and still maintain minimum safety requirements. Workers have volunteered from three area clubs and the tentative date would be the 3rd weekend in September. The only other area I know of interested in holding the QM Championship Race is Rough River, KY. Any comments and/or questions concerning this event should go to Dan Kane, Jr.

Sound-Off

A couple of months ago, Pete commented on the current and future happening in Formula One.

First, concerning the airplanes. I wholly agree that they have gotten out of hand. Most of the racers being modeled - Toni, Denight, Midget - had been raced for years very successfully with more scale aspect ratios in the 5 - 5.5 range. The new generation of racers, models of the same subjects, have aspect ratios from 6-7.5 to 1. It is no secret that high aspect wings turn tighter and carry the weight with less effort, but let's be real. These models are supposed to be "recognizable replica of the full scale prototypes! Let's bring back some of the recognition to the racers. The wings are not the only problem area. Pointed fuselage cross-sections and asymmetrical cheek cowl are two other problem areas that need to be addressed.

Secondly, I would like to see continuous strand, compression molded fiberglass and carbon fiber props allowed in F1. Maybe by using real props, more realistic models could go just as fast as the current design racers go. I think we should bring the props up to the same level that the current engines and beautifully built models are on. Race with 1990's technology, not 1965.

One last item. I am noticing more and more models with either improperly applied or completely omitted AMA numbers. AMA numbers, properly applied are a requirement by the rules, not a suggestion. CD's, let's be sure that these numbers are correct and properly placed on the model. Insurance coverage could be at stake!!

Arch

District 6-Pete Reed

The news from the Northeast is a little better this time because we have had our first Quickie 500 contest. This was a first time effort by the NEDS who are based in the

Around the Pylons!!

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District V.P.'s

Pete Reed - Con't

Mansfield, CT. area, right in the shadow of the University of Connecticut. There flying site is located behind a gate with a formidable chain with an array of six locks! Once you find that the combination of two locks is the same and that it is printed in the contest flyer, things get easier for the moment. A drive down a winding dirt road deposits you at waters edge of the Mansfield Hollow state flood control reservoir.

Not a bad flying site so long as everything is working but it soon dawns on you there is water on three sides of the spit of land you will be flying on! Pylons two and three are located about 50 feet from waters edge and pylon one about the same distance from more water, only 475 feet away. The good news was that there was a brisk quartering wind so we got to approach from the third side where there was at least 50 yards of dirt from the course to the water.

The NEDS had done a great job of organizing. They had a nice little rubber boat to make the contestants think they could get to the site of the water dart before everything disappeared forever.

We were graced by the presence of none other than our ex-president who apparently wanted to get away from the great California weather. He borrowed a radio from one and an airplane from another who shall remain nameless cause he hates to lose and he didn't think he gave out his best stuff.

As you can guess, Mike waxed everyone. The only surprise left was to see who would get the splash trophy. We had a couple of mid-air's but no splash, just the usual lawn darts. Finally, on the last landing of the last heat when the breeze had picked up, an unfortunate had landed about 50 feet short. By that time the rubber boat man had started to pack up and the breeze was accel-

erating the hapless quickie smartly down the lake. All came out OK, the airplane was cleaned but unhurt, and the NEDS got to give out the splash award!!

Pete

Results

EXPERT

1st	Mike Helsel
2nd	Lewis Schwab
3rd	Dave Doyle

STANDARD

1st	R.L. Brown
2nd	Richard Berner
3rd	George Denault

District 7-Rick Landers

After a short lull in our racing season, from January to March, District 7 is fully into the racing season. Fast and furious racing began on April 4th and 5th when Dave Zisman and the Southwest RC Club of Miami, FL held a great two day Q500 contest.

The 1992 South Florida Championship was determined by adding the points from Saturday and Sunday at this two day race held in Miami, FL. and the winner received a special trophy. This years top honors went to John Dunham for Expert and Jose (Pepeto) Travieso for Standard Class. Jose also turned Expert at this race along with Milburn, Kurzawa and Vanhulle. Everyone seems to go fast in Miami, including O'Brien with a fast time 1:10.97 and Kurzawa with the FT in Standard on Sunday. Dunham and Silwanicz took fast time respectively on Saturday.

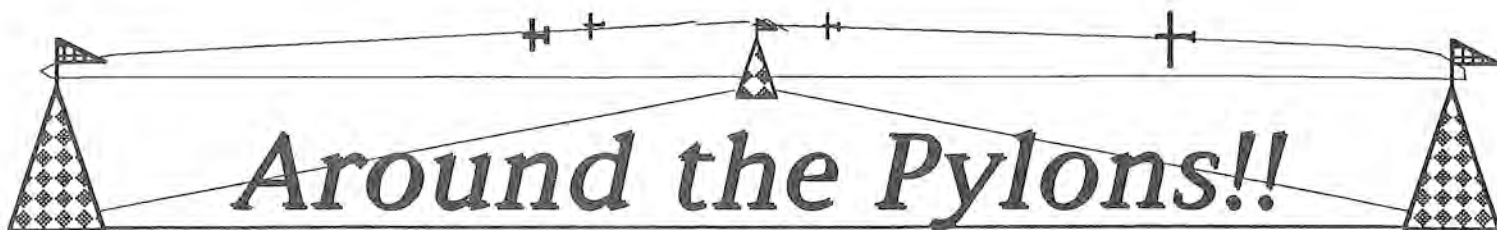
The race also featured the first Nelson race for SEMPRA. Dave Zisman allowed

everyone to fly both SEMPRA and Nelson class in order to motivate the guys to try it. Only nine competitors had the guts to fly Nelsons (or the money).

With three man heats, it worked out fine. Everyone got to fly each other at least once and a true winner was determined. Saturday Bartels, Schuster and Kovack took wood home and Sunday it was Moody, Schuster and Zisman who destroyed Bartels for 3rd. A new SEMPRA record was made by Kovack, crashing 4 times and destroying 3 airplanes. Other crashes included Zisman running his Nelson through Moody's plane, Bennett stuffing one in a flyoff, Miralles planting one in the 9th lap of the 5th heat while going for a win, and a pilot from Venezuela - Oscar Mijares - compacting his plane so that it would fit into his suitcase better for the plane ride back. Thanks to everyone who made the trip down.

The next contest was held by the Skyhawks of Smyrna, TN and Doug Whiteaker. This was a two day Q500 contest held April 25-26. The weather was cold and windy, but the racing was sizzling! There was, I believe, a new record set of 1:03.37 by Bob Lamb, who hails from St. Louis way. Several people turned times in the 1:04-05 range. (For a complete race report - see elsewhere in this issue -prb) We are very glad to have this race site, one of the best in the southeast.

On to May. District 7 saw the 17th Annual Southern Regional Championships held in Atlanta on May 2-3. A total of 56 entries showed up for the two day contest. Eighteen QM's battled it out on Saturday. Paul Benezra's heat was going good until his plane got a mind of its own and went bye bye birdy into the lush Georgia forest surrounding the field. Greg Doe, who puts out a QM kit - the P-39 - took top honors and fast time for the day. Congratulations Greg! There were eighteen competitors as well in AMA Quickie 500, all with Nelson motors. SEMPRA Sport Pylon class, which allows



Special V.P.'s Reports From Around the Nation!! District V.P.'s

Rick Landers - Con't

tuned pipes and modified props, had 20 racers competing. We had some fabulous racing with this big turnout.

Finally, Chris Malik and the Western Carolina RC Club hosted a two day Q500 contest on May 23-24 which brought people all the way from Miami to race. I have not received the results from this contest yet, but they will appear in future newsletters. So, that's the scoop guys. See you at the races!!
Racer Rick

District 8-Drew Jerina

Well, the Formula One racing season is off and running with the first two races held at the Dallas RC Club Field in Seagoville, TX on May 2nd & 3rd. Dub Jett captured the whole weekend with the first place finish positions on both days.

Saturday's Top Five went this way:

1st	Dub Jett	1:11.70
2nd	Bill Hager	1:12.16
3rd	Norm Johnson	1:11.95
4th	Jerry Small	1:13.23
5th	Bruce Hobbs	1:15.60

Dave Laymen had fast time with a 1:10.12

Sunday's Top Five finishers ended this way:

1st	Dub Jett	1:08.83
2nd	Jerry Small	1:11.43
3rd	Bruce Hobbs	1:13.77
4th	Randy Ritch	1:12.64
5th	Norm Johnson	1:09.91

Dub Jett had fast time with a 1:08.83.

The Wichita Falls RC club manicured their grass runway to golf course like conditions, and as usual D.C. Ray and his crew put on an excellent race - so good that we all plan on going back on July 18th and 19th to try it again. The weatherman predicted rain most of the weekend, but only on Sunday afternoon did we have a slight rain delay. While Dub and John were basking in the California sun, Norm Johnson made his own bit of Texas sunshine with a tough second place, right behind Dave Layman, on Saturday, a first on Sunday, and a fast time for this year of 1:08.57.

Saturday's Top Five were:

1st	Dave Layman	1:12.74
2nd	Norm Johnson	1:13.39
3rd	J. P. Hanway	1:13.04
4th	Rick Tocci	1:12.95
5th	Richard Oliver	1:14.77

Dave Layman had Fast Time with 1:12.74

Sunday's Results looked like this

1st	Norm Johnson	1:08.57
2nd	Rick Tocci	1:11.47
3rd	Bruce Hobbs	1:16.40
4th	Drew Jerina	1:23.40(Ugh!)
5th	J. P. Hanway	1:16.11

Now for the Q500 news — Fast Freddie paid off the rain gods long enough to run two Q500 races for both AMA & District classes on May 16th & 17th in quiet Georgetown, TX. Freddie had some nice prizes this year and a few HiTec radios found some new owners this weekend. Ken Howell had a perfect score all weekend.

Saturday's AMA class ended up like this:

1st	Ken Howell	1:05.23
2nd	Fred French	1:05.39
3rd	Richard Oliver	1:06.21

4th	Jeff Horn	1:05.07
5th	Mark Parker	1:07.81

Jeff Horn had Fast Time with a 1:05.07.

District Class was won by Eddie Frazier and his fast time was a 1:22.33.

Sunday's bunch was:

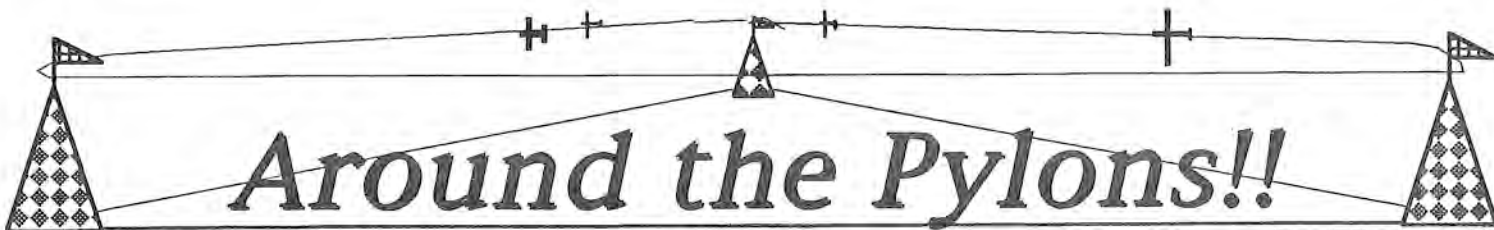
1st	Ken Howell	1:04.90
2nd	Fred French	1:04.94
3rd	Jerry Small	1:09.90
4th	Richard Oliver	1:08.43
5th	Tim Edwards	1:11.41

Ken Howell had Fast Time of 1:04.90.

District Class was won by Rick Reichelt and Kevin Hammett had Fast Time of 1:26.66.

On the editorial side, I've been watching the Nelson Q500's race now through eight races on four weekends and as an officer of the NMPRA and as a Contest Director of the AMA, I'm genuinely concerned for the safety of the spectators, pilots and race officials after watching airframes explode as a result of mid-air or airframe failures. The fuselage section has separated ahead of the leading edge of the wing and has in four instances gone into and beyond the pits - well past the safety line - with the engine still running and prop still turning.

Now, I am not trying to be controversial, place blame, diminish Q500, or spoil anyone's fun, but I do know what I saw. Maybe these instances are just flukes. I am saying that those that participate need to be aware that "standard airframes" should be reinforced, without regard to weight, to lessen the possibility of this mode of failure. Maybe we should all take it upon ourselves to use fiberglass fuselages and construction techniques ala F1's, or should we raise the weight limit? Who knows? We should all work toward safe flying - after all, that's



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Drew Jerina - Con't

numero uno - just like the Race Procedure Guide demands.

Like the man says, that's my opinion. What's yours? If anyone would like to add their own comments, please send them direct to Pete or I'll forward them on for you. I would also like some feedback from other districts and their experiences.

Drew

Q500-Doug Whiteaker

Racing on the East Coast had its kick off event on April 25 & 26 at the Smyrna Air Races near Nashville, TN.

Always a well attended and very competitive event, this year was no exception with 53 entries in Q-500 on Saturday. Ten states were represented with the honors for the longest distance traveled going to Jim Allen and Gary Schmidt from Arizona.

A new Q-500 record time of 1:03.37 was set by Bob Lamb of St. Louis, MO. In fact, there were three times under the current record!! (Ask Rick Landers how it feels to do a 1:04.17 and finish second to Craig Grunkemeyers 1:03.64!) Look for a complete report by Jim Allen in the following issue.

The results of the Presidents Q-500 questionnaire are in with 22 members responding. It was almost an even split on each proposal:

- #1 - 9 for, 13 against
- #2 - 10 for, 12 against
- #3 - 11 for, 11 against.

These results indicate to me that everyone is still undecided about how the Q-500

issue should be settled.

Doug

QM-Dan Kane, Jr.

First of all, I would like to thank those of you who took the time to vote, not a significant total - but concerned members. Now that I am the new QM VP, and after a long vacancy, I will not make promises that I can't keep. My first promise is that I am not going to play politician or be two-faced on the matters at hand. I represent you, the QM racers, and, hopefully, all the QM guys in the country. However, I can not represent the majority based on my own views. Therefore, I am urge your responses to such things as:

- a. Championship Race Sites.
- b. Why, and is, QM declining?
- c. Is it really declining?
- d. If it is, how about some ideas to stimulate a revival?

I will also be keeping track of your national point standings. Therefore, send all your race results to me - promptly!! I have already received the race results from Dennis Green in Smyrna, TN. Congrats are in order to Jerry Salisbury for placing first in afield of fourteen. In second place was Craig Grunkemeyer, third Paul Benezra, fourth Tobi Grether, and fifth Greg Doe. Rick Landers earned fast time with a 1:15.19. If you want to make sure you receive credit for races you have attended, make sure the results are sent to me - even duplicate the CD's results to make certain they are entered.

In closing, please remember, our event will cease to exist without your inputs. Do as I did and get off the fence and do something about it!! NO MORE WHINING!! Remember, when the green flag drops - the B.S. stops!!

Your new VP - Dan Kane, Jr.

Great Job of reporting this time guys! Keep it up!

PRB

RACE REPORTS

HOLLYWOOD NATIONALS RACE REPORT

BLOODBATH AT SEPULVEDA Don Nix

MONEY! \$1,000.00 for 1st Place! The money didn't seem to make much difference, but 31 contestants turned out bright and early (well, early, anyway) the weekend of May 30-31 for the First Annual Hollywood Nationals at Sepulveda Basin. Yes, that's the same field that was under about eight feet of water just few weeks ago.

However, the weather was beautiful, and there was nothing left to dampen the spirits of these 31 brave souls, and after a practice round, the first of five rounds for the day got under way. In addition to the local yokels, we enjoyed the company of such notables as Clark Wade from Chicago, World Champ[ion] Dub Jett and Randy Ritch of Houston, Pete & Marie Bergstrom and Darrol & Rhonda Cady from Washington State. Other out-of-towners whom I've missed will have to forgive me. Henry Bartle and Lyle Larson completed the entire U.S. World Championship Team.

The race was conceived and put on by Ron Schorr and Mike Helsel, in the hopes that it will eventually replace the classic San Luis Obispo race, and although turnout was a bit light for this first one, it would appear it has every opportunity to meet its goal.

The carnage soon began. In the first heat, Richard Verano had a spectacular mid-air, and other crashes soon followed. In either his second or third heat (the frequently flying debris kinda confused things), Richard had the incredible bad luck of a second mid-air, losing two planes in as many hours, just three weeks before the Nats. This time it was only a brush, and the airplane was still flying. However, it suffered a total wipeout when landing off-field - like about a half-mile off-field!

Francisco Gonzalez of Mexico joined the party by losing both planes in two sepa-

rate crashes, and before the day was over Russell Tokuoka had also lost his second plane. The ranks were thinned considerably by Sunday, but the end was not yet in sight, and four or five more failed to go home to mom and the kids before the day was over. At the beginning of the day, Dub Jett was in sole possession of first place, being the only one with all 4s. However, even the Champ dropped from the ranks of perfection after appearing to win his heat, but having a cut.

In round ten, the last of the day and the race, Heat 4 quite coincidentally had three of the top four in the standings - Mike Helsel, Lou Rodriguez and Randy Ritch - all in the same race. Obviously, things were going to change after this one. Lou had what appeared to be a safe lead over Mike, but Helsel was the one walking back to the pits with the little piece of paper in his hand. Lou had double cut.

When the balsa, foam and fiberglass had finally settled, Contest Director and Impresario Ron Schorr dug deep in his nock-

ets and handed ten \$100 bills to Mike, five to Dub and \$250 to Randy Ritch, for 1st, 2nd and 3rd places. In addition, Futaba and Mike Helsel's company, TEAC, made generous merchandise contributions for the pilot and worker raffles, and a number of other individuals and industry businesses made cash contributions (Thanks Powermaster, Performance Specialties, Jim Shinohara and Anonymous - prb)

Prez Pete Bergstrom took home a Futaba 6 channel radio (Looked good in front of his and Marie's Team JR shirts!) as a small compensation for his contribution to the topsoil of Sepulveda Recreational Park, Lyle Larson won \$100 for a fast time of 1:05.99 and Francisco Gonzalez chose a trophy instead of \$75.00 for Best of Show, or what had been best of show, two gorgeous planes finished in Corona Beer colors and logo. Everyone left happy - well, almost everyone. The race was smoothly run, with a minimum of glitches, bitches and tears. Let's hope Senors Schorr and Helsel decide to reneat again next year.

HOLLYWOOD NATIONALS FINAL STANDINGS

PLACE	CONTESTANT	ROUNDS		TOTAL	BEST TIME
		1 THRU 6	7 THRU 10		
1	MIKE HELSEL	22	16	38	1:09.80
2	DUB JETT	24	13	37	1:09.59
3	RANDY RITCH	20	14	34	1:11.74
4	LOU RODRIGUEZ	22	11	33	1:08.99
5	HENRY BARTLE	17	14	31	1:09.38
6	CHIP HYDE	20	11	31	1:11.49
7	LYLE LARSON	17	12	29	1:05.99
8	SCOTT MANNING	16	12	28	1:11.76
9	LARRY LAULOM	20	8	28	1:14.65
10	RUSTY VAN BAREN	17	10	27	1:07.49
11	BRUCE BROWN	13	14	27	1:14.12
12	DAVE ENGLISH	15	12	27	1:14.24
13	JESSIE CARTA	14	13	27	1:16.77
14	CHUCK BROWN	15	11	26	1:16.14
15	RUDOLF TISZA	15	11	26	1:17.52
16	DARROL CADY	17	8	25	1:10.34
17	JEFF CARPENTER	17	8	25	1:12.77
18	PAUL STENBERG	10	9	19	1:14.21
19	GENE SIDWELL	9	9	18	1:24.44
20	RON SCHORR	12	5	17	1:24.91
21	JAMES KENNEDY	8	8	16	1:20.09
22	LEN CUIEL	11	5	16	1:23.09
23	CLARK WADE	12	3	15	1:12.84
24	PETE BERGSTROM	12	3	15	1:17.31
25	MIKE DEL PONTE	7	2	9	1:22.39
26	GEORGE LACORTE	9	0	9	1:30.09
27	EDWARD HOTELLING	7	0	7	1:14.61
28	JOHN CREAGH	7	0	7	1:28.21
29	RUSSELL TOKUOKA	4	0	4	1:25.81
30	RICHARD VERANO	2	0	2	1:26.61
31	FRANCISCO GONZALEZ	0	0	0	0:00.00

RACE REPORTS

ROCKFORD Q500

By Orv Steinmetz

The Rock Valley Flyers had their first race of the season on April 26, 1992.

It was an overcast day with the temperature reaching a high of 46 degrees and a north wind of 10-15 mph. After a week of nearly continuous rain or drizzle, we thought we might have to put pontoons on the airplanes. Several flyers wore snowmobile suits or insulated coveralls in an attempt to stay warm.

During the setup that morning, two vehicles got stuck. Needless to say, those with skinny airplane wheels had a challenge too!

Despite rain, wind, sleet and mud, twenty-one brave (?) souls registered to fly, and all but three went the full five rounds.

During the second heat, Jerry Aarestad's radio gave out and totaled his three year old Quick-V, and Ray Hendriksma had a large piece of the wing removed by the delicate surgery of another flyer's prop, but managed to land his airplane safely.

After three heats of really great flying and three firsts, Dan Kane Jr., with a Rossi on his plane and leading a Nelson, got about six inches too competitive while attempting to round number three pylon. He bent the pole, totaled his fuselage, and did a real big NO-NO of tearing the CD's checkered flag. (That's a good way to get a zero for the day!)

In most heats the Nelsons were lapping the Rossi's and Webra's, but it was noted that Bob Bentley, with a Rossi on his plane, managed to prevent this from happening to him. With a fast time one second off the first place time, maybe there is something to be said about some of the more experienced flyer's abilities.

Although the flyers were willing to go six rounds, the very special people (the contest workers), were about solidified and well

deserved to end the contest after five rounds. A real big thank you to each of you and to those that supplied the lunch. I hope nobody catches pneumonia!!

C.D. - Orv Steinmetz

RESULTS:

1	Clark Wade	1:25	19
2	John Hover	1:30	18
3	Dan Kane Sr.	1:25	16
4	Leo Spychalla	1:26	15
4	Paul Seiden	1:37	15
6	Dan Kane Jr.	1:28	12
7	Steve Winner	1:39	12
8	Glen Wierscake	1:46	12
9	Bob Bentley	1:26	11
10	Bill Miller	1:51	11
11	Ken Ward	1:55	11
12	Bob Petrinic	1:30	10
13	Peter Olson	1:35	10
14	Paul Yokem	1:41	10
15	Charlie Cappis	1:31	9
16	Bob Carol	1:35	9
17	Arnie Olson	1:55	9
18	Jay Cappis	1:34	8
19	Dick Shields	1:47	7
20	Ray Hendriksma	1:38	5
21	Jerry Aarestad	1:50	4

and 27 racers turned out this time. As registration started, Jeff Mitvalsky and Paul Danrich decided to get in a little one-on-one practice, and met coming around pylon 3, with Jeff's plane being rekitied as a direct result. Bob Donleavy and I were standing around the Port-a-Potties as Jeff's plane came over, and I couldn't help but wonder about the structural integrity of the Potties as we ran for cover and the wreckage sailed over our heads!

Our very own Jeff Carpenter showed up with a Nelson top show the newer pilots that old age and treachery will triumph over youth and skill every time, and a number of our course workers showed up for the first time with their own Q500/250 planes to join in on the fun.

Dave Ferrell, the local CD from Merced, has agreed to join EBRC in a 6 race circuit for the Season Championship. This is very much like the EBRC used to do with other clubs, and should help to promote racing in the Northern California area. The circuit will consist of 4 one-day races at EBRC and 2 one-day races at Merced, with the Championship being the last one-day race at EBRC. Points will be accumulated over the entire six races. I also plan to give awards for local EBRC Champions in each category.

Anyway, getting back to Dave...He's been involved in our races for the past year, and has been in one mid-air at our field. He has the reputation as an aggressive pilot, and demonstrated that quality by a Kamikaze attack upon his opponents' field boxes during his landing at the end of the first heat, which he won. Needless to say, the box won, and Dave's V-Cat needs extensive repair. He finished up the race as a pylon one flagger, which shows he's a good sport too!

Mike Bailey, who has no doubt established the course record for the most planes lost in mid-air, finally decided to follow the advice of the most(?) knowledgeable Call-Girl (caller) in the race, our very own Diane Bickers, and bring two airplanes to the race. This act, well known to the better Quickie

EBRC Q250 Racing

Provided by Larry Bickers

We all showed up in anticipation of the first race of the season, but April 12 turned out to be a cold, rainy day. I arrived at 8:00 am, and there were already a dozen racers huddled under the awning of someone's RV. After waiting 5 hours, we decided to reschedule for April 18, and adjourned to the local Jack in the Box for Brunch. There were 29 racers by count, and some had come from as far away as Medford, OR.

April 18 turned out to be sunny and bright, with a slight breeze from the north,

RACE REPORTS

Q250 Racing Continued

pilots, wards off evil spirits and guarantees no mid-air to those who do it. Anyway, he brought two airplanes, had no mid-air, and collected trophies for 1st place in Q500 Standard and Fast Time for Standard.

The Q250 race is our local entry level race, using .25 engines, but otherwise the rules are the same as Q500. Racers are moved to Expert after posting two times of 2:10.00 or less during one race. The current course record is 1:51.54!

The results of our racing were as follows:

Q500 Expert

- 1st Jeff Carpenter
- 2nd Paul Danrich
- 3rd Mick Crawley
- 4th Bill Hull

Q500 Standard

- 1st Mike Bailey
- 2nd Manny Ornelas
- 3rd Steve Navarte
- 4th Ross Calvert

Q250 Expert

- 1st Larry Bickers
- 2nd Danny Anderson
- 3rd Dave Bowen
- 4th David Wright

Q250 Standard

- 1st Rich Parker
- 2nd Dale Wright
- 3rd Gary Ware
- 4th Pete Bowen

Thanks to all who attended and special thanks to Mitch West, Bob Odom, Dave Bowen, Don McNely, Ron Stafford, Sheri and Manny Ornelas, Diane Bickers, and all the other course workers and racers who helped in Round #4 who worked so diligently to put on a good race. Larry

(Larry will be assisting Lou Rodriguez with the F1 Championship Race at Crows Landing this year. Thanks for all your help and input!! PRB)

Q500 at Smyrna, TN

by Jim Allen

The season opener of the 1992 Q500 racing season for the Eastern half of the country was held April 24-25 at the Smyrna, TN Airport. This excellent site was again made available after having a year off. Q500 was flown on Saturday with AMA 428 and "Non-Nelson" 428 being flown as an entry level class. Pilots were only allowed to fly one of the classes. On Sunday, QM and .28 Quickie were flown. The CD's for the event were Doug Whiteaker and Dennis Green. This report will cover the action on Saturday.

The turnout was excellent, with 27 entries in AMA class and 26 in the non-Nelson class. The entries came from ten states for this popular race with Gary Schmidt and myself traveling the farthest from Phoenix, AZ. The list of states include: Alabama, Arizona, Florida, Georgia, Michigan, Missouri, North Carolina, Ohio, Tennessee, and Texas. A look down the list of competitors made it clear that there would be no easy heats, especially with the quality of the Nelson powered planes.

In the first round Racer Rick Landers from Atlanta set the pace with Fred French from Texas close behind turning a 1:07.97. The highlight of the round was two time NATS winner Craig Grunkemeyer doing a touch and go on the No. 1 pylon pole on the second lap. His gear was torn off and the engine died, but he was able to bring it around and land it. The damage was minor and easily repaired in time for the next round.

Round 2 saw Grunk come back strong to inch the fast time into the 'sixes' with a 1:06.82. Bob Lamb, from St. Louis, showed that he was still in his MATS fast time form with a 1:06.98 in a great race with Jim Katz from NC and Fred French. Fred was a model of consistency with a time one hundredth of a second under his first round time. Five pilots were already in the sub 1:10 times by the end of this round. Only seven of the 77 entries at last years NATS broke into the '0's'. It's obvious that the racers are getting used to the Nelson engine.

The third round saw several spectacular races with myself winning out over Grunk

with a 1:07.07 to Craig's 1:08.56. The race of the day was between Rick Landers and Bob Lamb. Rick and Bob battled very closely with both pilots on the edge of cutting every pylon. Paul Benezra turned a 1:07.03 but he was a half a lap behind second place Rick Landers. When it was all over, Bob had a new National Record of 1:03.37 with Racer Rick also besting the old record with a 1:04.17. What a race!!

Racing continued to be close in rounds 4 and 5. The fast guys had all done some cutting and/or beating up on each other. When it was all over, Richard Cromer, from the Toledo area, came out as the only person with a perfect score. He kept his plane outside the poles and flew consistently with a best of a 1:10 flat. Second place Paul Gedders, from St. Louis, was four points down with a best time of 1:09.89. In all, there were 11 pilots under 1:10, four more than the NATS.

In the 'Non-Nelson' class, the engines used were the old stand-by units for AMA 428 prior to 1991: Webra, Fox and Rossi. Racing was very close and looked like a lot of fun for the pilots who entered. Times were generally in the twenties and thirties. First place and fast time went to Dave Gohn with a perfect score and a time of 1:21.84. This seems like a good class for entry level people where there are quite a few good used engines available since the Nelson became available.

The action at this race lived up to its reputation. It is definitely the race to attend to start of the East Coast and Midwest seasons. CD's Doug Whiteaker and Dennis Green did a great job with minimal problems. Make plans to attend next year, its worth the trip!!

EXPERT RESULTS (27 ENTRIES)

- | | | |
|-----|----------------|---------|
| 1st | R. Cromer | 1:10.00 |
| 2nd | P. Geders | 1:09.89 |
| 3th | D. Whiteaker | 1:07.94 |
| 4th | C. Grunkemeyer | 1:03.64 |
| 5th | R. Landers | 1:04.17 |

STANDARD RESULTS (26 ENT.)

- | | | |
|-----|-------------|---------|
| 1st | D. Gohn | 1:21.84 |
| 2nd | B. Welch | 1:27.59 |
| 3rd | D. Robinson | 1:34.27 |
| 4th | W. Pewitt | 1:32.50 |
| 5th | T. Grether | 1:25.48 |

HINTS AND TIPS

Cockpit & Canopy Installation

by Pete Bergstrom

This will be the second installment of my series on F-1/FAI construction. If any of you would like to submit your suggestions to counter anything I have presented, please do. I certainly don't have a stranglehold on building techniques and I would sure like to learn of any new and different ways of doing things myself!

The Cockpit Installation

1. Prepare your pilot. When using the Williams Brothers' 2-5/8" Racing pilots, the first step I do is to assemble the pilot with Plastizap and then sand all of the seams smooth to a pleasant contour. Don't worry too much about the area below the middle of the neck, because you won't be using that anyway because it won't fit into your cockpit area (too tall). As a matter of fact, I usually cut off the heads of my pilots at this time so you are not trying to do this after you have put on a really nice paint job on the face and helmet and then scratch during the cutting process. You want to cut the head off about where the line from the chin meets the neck. I then mount the head on a piece of scrap balsa up through the neck area to give myself a handle.

2. After you are satisfied with the contours, spray the entire pilot, except the face, with Testors Gray Primer and let dry. This will give good paint adhesion and provide an even color beneath the top colors for them to cover and it won't take more than one coat of color paint to cover the helmet. Let this primer dry well before proceeding.

3. Lately there has been a trend for the static judges to look for a pilot that matches the paint scheme of the airplane in some way, so I would suggest that you have some inkling of the way you plan to paint your airplane before you paint the pilots helmet. If you don't have any idea on how you want to paint your airplane, use some fairly neutral colors or paint the helmet in at least the base color of your airplane. This is

not a rule but only a suggestion. I use Testors plastic model paints for my pilots. They come in a good variety of colors and their gloss is excellent. Some of you may be painting your pilots with whatever paint you will be using on the airplane and that's fine, I just prefer the Testors; there is no mixing.

4. Paint the helmet first! This will allow you to mask over the face without worrying about pulling any of the face paint and details off when you remove the masking tape. When you go to paint the face, what I usually do is put a base coat of Flesh color on and then pass the pilot over to Marie. She applies the details with a combination of paint and makeup. You must be careful with the makeup though - it may fade over time - but I don't seem to have any airplanes that have lasted long enough for my pilots to get that 'pasty' look. What better person than your wife or girlfriend to apply the face 'makeup'? When you are satisfied with the face, a coat of Testors semi-gloss will seal the makeup down and take that shiny look away. Put your pilot aside for now.

5. Dying the canopy. Some people like to dye their canopy a color that closely matches or offsets the color scheme they have in mind. I used to dye my canopies, but I have stopped because if you are not extremely careful, you will make it too dark and you will not be able to see all that fine cockpit detail you added when it comes to judging time. Remember, these airplanes are supposed to be judged from 5-10', so I make all my detail large enough to be seen from that distance. If the canopy is too dark to see through, you may not get the score you deserve when it comes to the cockpit detailing. If you do decide to dye your canopy, get yourself some Rit Fabric Dye in the powdered form in the color you wish to use. If you want your canopy to turn out gray, don't by black and figure that you will just adjust the density by the length of time you have it submerged. Black dye turns out very purple on a canopy! Buy grey dye if that is the color you want. Dye your canopy before you cut it out from the flashing, it will give you something to hold onto while you are doing the dyeing. Follow the direction on the box of dye, but use water that is no more than lukewarm unless you want to distort the

shape of the canopy. Immerse the canopy in the dye solution only for about 10 seconds at a time and rinse it immediately in cold water to set the dye. By taking it in and out of the dye frequently, you will be able to control the density of the color you are putting on your canopy. Continue immersing the canopy until you are satisfied with the color. You may want to cut off a small piece of the flashing before you start this so you will have something clear to compare the dyed canopy to so you know when to stop.

6. The next step is to cut the canopy out of its form along the lines that are provided. You can do this two ways. The first way is to take a new and sharp #1 Xacto blade and score the line numerous times until it just wants to break apart under a light bending. If you try to bend it too soon, you take the chance of ripping into the canopy, so be careful here. The second way to do this is to go out and by a curved pair of scissors designed to cut through the lexan car bodies that the RC Car guys use. These are usually about \$8.00 but are well worth the purchase. It never fails when I try to use the Xacto knife I always slip - into the clear canopy area, of course!

7. Once you have made your rough cut, take some 220-240 sandpaper to the edge and smooth this down. Locate the area on the fuselage that your canopy will be placed off of the directions and/or plans, and using your permanent marker, mark the front of the canopy location. Now, with canopy in hand, check the fit of the canopy to the contour of the fuselage. It should be very close and match up with only slight pressure on applied to the top of the canopy. If it doesn't, you will have to cut and fit the canopy to the fuselage until it does match the contours of the fuselage. Most of the time you will find that by removing small amounts from the front of the canopy, the rest of it will fall in line. Remember, don't remove too much from the bottom of the canopy. You could make it too short and then the fuselage height may not fit the 7" required in the rules.

8. Once you have your canopy fit to your liking, hold it in place on the fuselage (make sure it is centered both longitudinally and vertically) and draw a line around the

HINTS AND TIPS

whole thing with your marker. Take care here because this is where you will locate both the cockpit and canopy, so make sure you are right. You may want to tape the canopy in place first and step back to eyeball the location before committing to anything. I find that I have to move back about 10 feet or so whenever I am eyeballing any installation to get a true idea of the alignment. Take your time!

9. Once you have marked your canopy, draw another line 1/4" inside the line you just drew. This will be the line you want to cut-out the fuselage to so that your pilots head and cockpit instrumentation can be seen. Make the cutout, from front to back, between 5-3/4 and 6" long. (You may have to change these measurements depending upon the airplane you are building, but this will get you into the ballpark.) Using the carbide tip from Dremel I talked about last time, make a rough cutout of the area you have marked and let the piece fall through. I usually don't go any closer than about 1/8" from this line because that tool has a tendency to wander a little bit depending on the direction of the weave of the cloth it is cutting through. Finish up this cut out with a Dremel sanding drum. NOTE: At the rear corners of the cutout, make sure that these corners are rounded. There is nothing worse than a squared off, sharp corner on a fiberglass fuselage. I guarantee that if there is ever a tear in you fuselage, it will start at a sharp corner and go out from there. When ever you have a sharp corner, all the stress in the area is concentrated right there with no way out. Be forewarned!! After you finish the cutout with your Dremel sanding drum, a light touch with some 240 grit paper will take away all the fuzzies and it will look great.

10. The next thing to do is paint the area around the cockpit. You can use any color you want, but I use flat Black. I first mask off the area outside of the cockpit line so I don't have any overspray to remove before attaching the canopy. this doesn't have to be a perfect line but just one to assist you in building. Wipe the area with alcohol first to remove any finger oils you might have transferred, and then paint both the

inside and outside of the cockpit area. Put the fuselage aside to dry for now.

11. While the paint on the fuselage is drying, assemble the cockpit floor, back former and front former according to the kit instructions. Make sure that this assembly fits the inside of the fuselage without distorting the outside contours of the fuselage and that it will provide a good gluing surface when the time comes. Take your time here and it will just fall into place later. Once you have a solid, fitted assembly, take some 5 X 8 cardstock, and cutout three pieces that match the outlines of your formers and floor. With spray on contact cement, attach these to your cockpit assembly a let dry for a while. When the contact cement has dried enough, paint the cockpit floor assembly. I use primer gray for my cockpit assemblies, it just adds another color to the inside of the airplane and makes it look harder than it is to do.

12. Most cockpit installations require some sort of roll bar or support to protect the pilots head in the event of a rollover crash. There are any number of ways of doing this, but a simple method is to bend some 5/32" K&S Brass tubing to a rounded top shape and paint it. Now K&S makes some 1/8" tubing that has already been annealed that you can use and it will probably bend just fine without kinking, but you have to be careful that the uprights remain straight. If you choose to use the 5/32" brass tubing as I do, 1/8" solid core solder will fit inside just fine with a little work. Insert your solder, then bend the tube to the shape you want around some suitably round object. The solder will prevent the tubing from collapsing and kinking and is fairly easy to remove after the tube is bent.

You may want to add a support bracket to the back of the rollbar assembly with either brass wire soldered in place or a small piece of wood dowel glued to the back of the headrest. Add a headrest block if you wish now. Paint this roll bar/headrest assembly with flat black paint and let dry. If you chose to add a headrest, they are usually of a different color in real aircraft, but the choice is yours.

13. Once your cockpit floor paint is dry, it is time to add the instrument panel details. This can be alot of fun and the details are completely up to your imagination. Round head colored pins make great handles and switches, and there are numerous companies that put out great gauges for model airplanes. Just make sure the gauges you buy are large enough to be seen. Graupner puts out a great set of colored gauges if you can find them in your hobby shop. Go too it and have fun!

14. Next, locate where the pilot will be sitting but do not glue him in at this time. Once you know where the pilots head will be, now you can locate the headrest. Drill through the cockpit floor to match the size of your tubing with some sharpened tubing of the appropriate size. Don't use a drill bit here because it will leave a nasty looking edge around the hole your are drilling. Use the sharpened tubing!

15. Once your holes are drilled, dry fit the roll bar to the cockpit floor and insert the whole assembly through the fuselage and up through the cockpit cutout. While holding the cockpit floor in place, make sure that the canopy will fit over the rollbar with adequate room. There is inherent vibrations in formula ones, and if you get it too close to the canopy sides or top, it will rub and leave nasty marks on the inside of your canopy you will be able to do nothing about. Once your are satisfied with the height of the roll bar assembly, cut off any excess tubing that may be sticking through the cockpit floor and then glue the assembly permanently in place with some medium CA.

16. Now is the time to glue in the cockpit floor assembly to the fuselage. If you did a good job of fitting before, this will be easy. Notice, we haven't put the pilot in place yet, and we won't until we are ready to put on the canopy. After wiping the inside of the fuselage with some alcohol to remove any wax or grease, sand lightly with 240 paper to rough up the inside of the fuselage and wipe again with alcohol. Insert the floor assembly from the bottom of the fuselage and hold it in the desired position with some tape. Check the alignment of the rollbar with

HINTS AND TIPS

the fuselage so we are sure that the floor assembly is in straight. Once satisfied with this alignment, tack glue the floor assembly to the fuselage with a little medium CA and let dry.

17. With the fuselage mounted so you can get at the bottom of the floor assembly (upside down), mix up some slow cure epoxy and milled glass to a good medium paste consistency. With this glue mixture, make a small fillet around the entire cockpit assembly so that it is completely sealed to the fuselage. Any small holes here will allow all kinds of dust into the cockpit area after the canopy is attached. You can't do anything about that either and usually doesn't show up until after you fly the airplane the first time! Take your time!! Let this assembly dry overnight.

18. Now is the time to make sure you have removed any dust and or other particles from the inside of the cockpit. A shop vacuum does great here, but if you don't have one, use a dry brush and blow away the debris. Once the canopy is locked into position, there is no way to get out any errant dust from the inside. Once again, take your time! If you don't, every time you wipe down your airplane and touch the canopy area, the static electricity you create will draw the dust right to the canopy and it will look like \$%&#!

19. Let's install the pilot. The height of the pilot should be check against the inside height of the canopy the same way we did for the rollbar. Place the pilot in position without any glue and then dry fit the canopy to the fuselage. Look to insure that there is adequate clearance around the pilot's head and remove material off the bottom of the pilot if there is not. Once you have fitted the pilot for his height, put aside the canopy for the time being. I recommend that you glue your pilot in with some clear silicone cement to prevent him from vibrating loose. Other use a wooden dowel secured inside the pilots head and then through the cockpit floor, but I have known even this to come loose. Place a good bead of silicone cement around the entire bottom edge of the pilot, making sure that you work up above the

inside contour of the chin line to give it something to grab onto, and then carefully place your pilot in position on the cockpit floor. I usually do this the last thing at night and then let it dry overnight.

20. Now it is time to permanently attach the canopy. with some 240 paper, lightly scratch the outside surface of the bottom of the canopy about 1/8" up all around. This will provide with a place for the glue to adhere to.

21. Tape the canopy in position on the fuselage across the top of the canopy and make sure your alignment is accurate. Double-check the alignment! Once you are satisfied, apply some "Poly-Zap" glue (use this brand name!) all around the canopy and let dry. Do Not use any accelerator to speed up the drying process, as this will more than likely fog up the inside of your canopy and you will have to replace it. There is no way I know of to remove this fog from the inside of the canopies. Supposedly there is a new accelerator on the market that won't fog clear plastic but I haven't tried it yet, so be forewarned. It really doesn't take this stuff that long to dry!

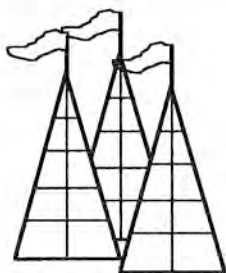
22. Once the canopy is completely dry on the fuselage, make up a batch of slow cure epoxy and microballoons to be used for the fillet around the base of the canopy. I have found that 5 minute epoxy does not stick well to the canopy surface and that more than likely, somewhere in the sanding process, you will press hard enough on the canopy area to cause the glue to separate. Use the slow cure stuff and you will save your self some heartache. Another trick you may want to try is to go to a good fiberglass supply house and buy some resin dye that will match the color of cockpit interior (black in my case). This will stop a white line from being visible on the inside of the canopy where the white microballoons and epoxy mixture is attached to the canopy. Make sure you work with this fillet so that the lines are pleasing. Once you get it close, if you dip your finger in water and then run it along the fillet, it will smooth out the epoxy. Don't try to make it perfect, we'll do that with sandpaper.

23. Once the fillet is dry, sand the contour to a pleasing one. If you have areas that have depressed, fill these in with some DAP Vinyl Spackle from the hardware store. It is easier to work with and apply than epoxy and sands much easier. Do Not replace the slow cure epoxy with the spackle because there is no strength to the spackle. (I know I've been tempted because of how easy it is to work with, but there ain't no free lunches!)

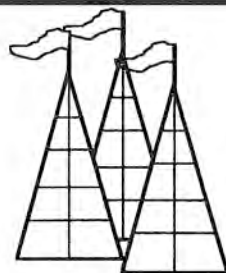
24. Now stand back and congratulate yourself on a first rate job. When you go to paint the airplane, don't be concerned with getting scratches on the canopy from sanding the fuselage. These can be removed with progressively finer grits of sandpaper (up to 2000 grit), and when you spray clear on the airplane, all those tiny scratches will just go away and the canopy will look like it was molded into the fuselage. Good Luck!!

1992 BREMERTON SUMMER CLASSIC

CASH PRIZES

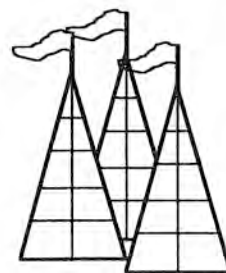


**QUICKIE
500**



**FORMULA
ONE**

TROPHIES



**SPORTSMAN
Q500**

CASH PRIZES

1. HIGHEST PLACING ROOKIE SPORTSMAN FLYER - \$100.00
2. FORMULA ONE - PLACE IN THE TOP FIVE AND COME FROM OUTSIDE OF WASHINGTON STATE - \$40.00
3. Q500 - PLACE IN TOP THREE AND COME FROM OUTSIDE OF WASHINGTON STATE - \$30.00

JULY 25 & 26, 1992

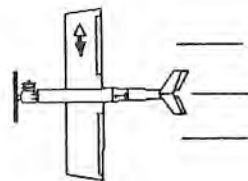
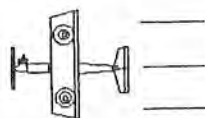
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FORM. 1 - \$40.00
Q500 & SPORTSMAN -
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Season Schedule

EBRC

At Dublin, Ca.

April 12, 1992

June 21, 1992

August 2, 1992

October 4, 1992 (Season Championship Race)

Contact:

**Larry Bickers
(510) 886-1557**

MCRC

At Merced, Ca.

May 31, 1992

August 30, 1992

Contact:

**Dave Ferrell
(209) 722-0655**

All Races are A.M.A. Rules.

All Races at EBRC are AMA Sanctioned.

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SUNDAY JULY 12, 1992
8:00 A.M. - 4 P.M.**

**STANDARD CLASS
USING AMA EVENT #428 COMPETITION
REGULATIONS**

**EXPERT CLASS
USING NMPRA CALZONA COMPETITION
REGULATIONS**

**\$15. PER CLASS
OR
\$25. FOR BOTH**

**CONTEST DIRECTORS :
DANA MORELAND 818 - 996 - 8775
LARRY LAULOM 818 - 342 - 6608**

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. Pv
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*If you have anymore race dates
make sure you get them to us so we can
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*Beat the rush, send them as soon as
you have a schedule!!*

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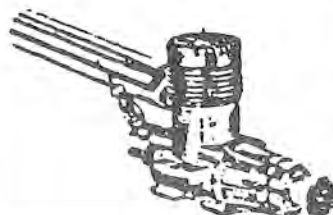
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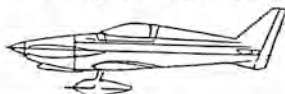
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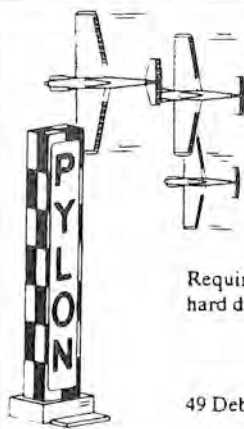
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N.M.P.R.A.

1992

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