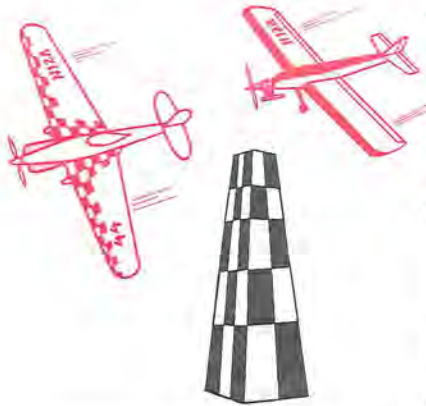


The Pylon Racer's Official Voice

NMPRA

HIGH PERFORMANCE



National Miniature Pylon Racing Association

Since 1965

AMA Affiliated

September 93

Here we are in September. That means NMPRA elections. We've had a lot of interest generated this time around. My thanks go out to all those who volunteered to run for District VP's. We have a fine group to choose from. Be sure to vote for your choice in your district. Many districts have only one candidate. Show your support for him or her, or write in someone else you think will better represent you.

Hot Laps by President Lloyd

Your District VP's duties include overseeing the racing schedule, is responsible for points you earn in Quickie and Formula 1 being recorded, working out any problems in your district and providing information about your district to the newsletter. Some districts were not heard from all last year. Vote for the person who will do the job!

Formula One's big weekend is just around the corner. Invitations have been mailed to all pilots who qualified for this year's NMPRA Championship Race in Valkaria, Florida. This is the only race of its kind where participation is by invitation only. NMPRA members have qualified by being in the top ten in their district or by finishing in the top ten at the AMA Nats or by being an NMPRA officer or past champion.

Tom Bogut and the Indian River Kontrol Society are anxiously awaiting to put on the best Championship Race ever. For those of you that can't make the race, a commemorative 1993 FI Champ. T-Shirt is available for \$10 through Tom.

Speaking of championship races, congratulations goes to Don McStay for winning the

continued on page 2

Formula One Championship Update

With the 21st running of the NMPRA Formula I National Championship fast approaching, I thought it would be a good idea to publish some general information about the October 16th and 17th event for those who would like to make early preparations. Specific logistics will be included with the invitation packages scheduled to be sent out at the end of September. An entry form will be included in this package. Please pre-register if possible and indicate if you will be attending the NMPRA year end awards banquet that Saturday evening.

The hosting club will be The Indian River Kontrol Society. Many of you may remember that IRKS hosted the 1977 championship race with great success. We operate out of the Melbourne/Palm Bay area which is located southeast from Orlando on Florida's east coast. Once again the race will be held at Valkaria Airport which is approximately 5 miles south of Melbourne.

For those of you planning to fly to the race, Melbourne Regional or Orlando International are your airport choices depending on your flight preferences. The drive from Orlando International to Melbourne is approximately one hour.

The Days Inn - Palm Bay will be the headquarters hotel. All race related activities will take place there. There are forty rooms blocked with a special rate of \$32.00

per night starting Thursday, October 14th through Sunday, October 17th for up to four people per room. You must call the hotel direct at 407-951-0350 for this offer. I recommend that you reserve and guarantee your rooms as soon as possible.

The race site will be open for practice on Friday, October 15th. The pylons will be set up and I'm currently making arrangements to have a handful of course workers available.

Finally, official championship t-shirts are available. They are top quality Hanes Beefy-T's with a large four color championship logo printed on the back. They look great and will be available during registration and at the race for \$10.00. If you would like a shirt early or are not expecting to attend the race, I'll send one to you for an additional \$2.00 to cover postage. They are available in medium, large, x-large and xx-large.

1993 FORMULA I
National Championship



Indian River Kontrol Society
Valkaria Airport, Florida

The Official NMPRA
Championship T-Shirt

(see ad next page)

That's it for now. If you have any questions, please call me during the day at 407-724-3964 or in the evening at 407-729-6682 before 10pm (eastern time).

See you in October

Tom Bogut

Hot Laps continued from page 1

District 6 Q500 NMPRA Championship race held Sept. 12 at Hadley, Mass. The NEPRO sponsored race had 54 entries in standard and expert Quickie. First time contest director Ralph Renaldi guided his work crew through five rounds of flying in both divisions and a fly-off. That's a lot of racing in one day.

NEPRO has been extremely successful this year. A two day race in Connecticut in August had 32 expert, 32 standard and 20 AMA 428 entries. Eight rounds of flying, several flyoffs and a steak and corn dinner were enjoyed by all 84 entries, workers, families and friends.

Well known film producer Lyle (The Shark) Larson took his Formula 1's and camera down to Mexico City as a guest of Luis Garcia Blake. Be sure to read his account of the most incredible facilities in the world. I've seen the tape or I wouldn't believe it. This Mexican District is taking their racing seriously. As Lyle says, it is a must see next year.

A group of us from New England took advantage of the airfare wars and went down to Drew Jerina's Labor Day Form 1 race in Dallas, Tx. It was a great experience for first time traveler's Craig Korsen and my partner Ralph Renaldi. They're both hooked now on traveling to other districts.

NMPRA Sec-Tres Dave Doyle got his act together and beat out his partner Don McStay in a flyoff for first place on Monday. The Johnson team bested the field of 21 entries the preceding day. Norm and his son Ben, (not Peter as was incorrectly stated in the last issue) make a great Father-Son team. Ben finished 6th and 8th over the two days. He's a comer! Norm was flying a new composite wing he and Jerry Small have developed for the Kaze Killer. First Class! Norm says the first batch of 40 are already promised for sale. The next batch will be out in the late fall. Get your orders in soon.


A gathering of 25 workers, pilots, callers and wives gathered for dinner at one of those famous Texas steak houses. Don Nix (Power Master Fuel) and his lovely bride joined us and came to field the Labor Day morning just in time to see his good friend Mike Hesel mid-air with Bill Hager. Instant confetti.

I had the pleasure of flying Quarter Midget for the first time. Once Don Martinson learned I was a mode one flyer, he insisted I fly his plane. What a little sweetheart. The consensus was the setup was very fast. It must have been because Don went

on to win the QM Rough River Championship race the next weekend. With the rules change for 94-95 to QM, this race had very special meaning to Don. There is definitely no support for the new 40 size event in Texas. Time will only tell if the new rules will survive or only serve to revive the interest in the 15. Congratulations to racer and expert prop maker Don Martinson.

Before parting Dallas, John Shannon, Mike Hesel and us Yanks went out Malibu racing Monday night in North Dallas. For those of you not familiar with Malibu racing, these are real race cars about the size of a USAC Midget with ultra sophisticated suspensions and tires powered by 2 cycle snowmobile engines. You race against the clock, one at a time, on a track made up of a series of sharp left and right turns. This keeps the top end speed down but spinouts and roll overs are still possible. A full face helmet and four point safety harness must be used. Twelve laps cost about \$25. Your time is instantly flashed on the scoreboard along with the three preceding cars. I must say this was a lot of fun. It could become very addictive especially after my Form 1 ended up floating in a pond due to a mid-air with Sam Womack. A local fisherman cast his line out and reeled in my wreck before it sank. This has not been my year.

That's it for another month. Remember, vote for your district and national officers. Show your support for them.



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Best way:
 Modem file transfer
 Disk - IBM compatible
 Printed output - monospaced
 Fax (203) 584-1473
 Compuserve # 73627,1466
 Typewriter
 Long hand (worst way)

Call the Editor if you have a problem
 Paul Page (203) 584-9437

Race Announcement Policy

High Performance will publish announcements of upcoming races free of charge, on a first come, space available basis. Also, camera ready copy no larger than 7.5" wide by 2.5" deep. Copy must be received by the Editor or President no later than the announced due date.

Advertising Rates

Rates are for camera ready artwork. Artwork, composition and typesetting will be charged at cost.

	Size(WxL)	Single	Annual
Full Page	7.5 x 10	\$100	\$700
Half Page	7.5 x 5	\$ 70	\$490
Quarter Page	7.5 x 2.5	\$ 40	\$280
Econo Ad	3-5/8x2-3/8	\$ 20	\$140

Wanted

Interesting photos of races, planes, events. Send slides, B/W or color negs or photographs to Lloyd Burnham for the newsletter.



District News



When Monday's race came around, District 8's new plan was to let some of the Yankees win (they are used to winning you know) so maybe they would come back again. These well conceived plans came together except Lloyd got real excited and mid-aired with Sam Womack and spiraled his white Denight into our lake, scared our fish and a fisherman in the process; while Sam's plane dug a new oil well. (Lloyd, our float fly was three weeks ago). The fisherman was a real sportsman because he cast a line and retrieved the pile of wreckage for Lloyd to save the wading scene.

In another mid-air Mike Helsel backed up into Bill Hager. The result was a red and cream colored Kaze in pieces all over the Texas prairie and a yellow Mustang lost in the brush (for a while).

In a three way fly-off for first Dave Doyle won with Don McStay taking second over Red Cranfill. Don also won th pilot's raffle for a discount certificate off a case of 65% Powermaster.

Monday's race after six airplanes bit the dust ended up:

- | | | |
|---|--------------|---------|
| 1 | Dave Doyle | 1:14.29 |
| 2 | Don McStay | 1:14.38 |
| 3 | Red Cranfill | 1:15.16 |
| 4 | Dub Jett | 1:10.96 |
| 5 | Fog Tanner | 1:20.96 |

Congratulations to District VIII's Don Martinson on winning the NMPRA 1993 National Quarter Midget Championship in

Rough River.

Our last regular season district Q500 race was held in Alvin, TX on Sept 11-12 with Gary Roberts doing the honors as CD.

Saturday Q500 AMA class

- | | | |
|---|----------------|---------|
| 1 | Mark Parker | 1:03.66 |
| 2 | Tim Edwards | 1:14.48 |
| 3 | Ken Howell | 1:05.92 |
| 4 | Richard Oliver | 1:05.26 |
| 5 | Eddie Frazier | 1:11.26 |

Saturday Q500 District class

- | | | |
|---|--------------------|---------|
| 1 | Mike Lewis | 1:26.12 |
| 2 | Bruce Edge | 1:23.12 |
| 3 | Rusty Higgenbothan | 1:25.45 |

Sunday Q500 AMA class

- | | | |
|---|---------------|---------|
| 1 | Mark Parker | 1:06.01 |
| 2 | Phill Bussell | 1:11.81 |
| 3 | Gary Roberts | 1:08.85 |
| 4 | Bob Bailey | 1:13.69 |
| 5 | Tim Edwards | 1:11.80 |

Sunday Q500 District class

- | | | |
|---|--------------------|---------|
| 1 | Rusty Higgenbothan | 1:22.03 |
| 2 | Mark Milstead | 1:32.65 |
| 3 | Robert Hughes | 1:30.75 |

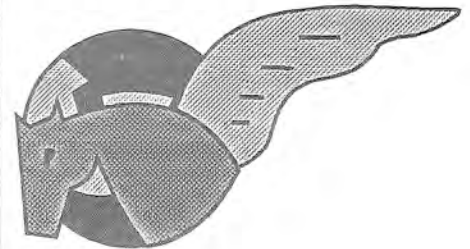
Don't forget the District VIII Q500 & QM Championship race will be in Fort Worth at Lake Benbrook October 23-24. This contest is open to all AMA members, but remember, only NMPRA members are eligible to win the NMPRA trophy. See the schedule of CD information. If you haven't received a flyer in the mail by now please call the CD.

Drew

District 9

Editors note: October 92, I had the opportunity to visit Club RC Pegaso. A sight worth seeing. According to Senior Blake it is

"A Dream Come True"



August 28-29, 1993

Luis Garcia Blake was my host when I attended a race at the RC PEGASO Club in Toluca, Mexico. Toluca is located outside of Mexico City at an elevation of approximately 7200 feet. The club itself is absolutely beautiful. The facility offers runways in four directions, each 700 to 800 feet in length. The runway is surrounded by beautifully manicured green grass and is fully fenced in, with an on-site guard on premises twenty-four hours a day.

In addition to the fabulous flying facilities, the club boasts two tennis courts, a basketball court, a playground for the chil-



CD Drew Jerina congratulates Norm Johnson and son Ben for his Formula I win at Dallas, Sam Womack - 2nd, Dave Layman - 3rd, Richard Oliver - 4th and Hubert Wills - 5th



Labor Day Formula I Dallas Tx — l-r: Fog Tanner - 5th, Don McStay - 2nd, Diana and Dave Doyle - 1st, Red Cranfill - 3rd, Dub Jett - 4th, and Dave Layman - Fast Time winners



District News



dren, and an RC car racing track. The clubhouse is equipped with a full kitchen, full entertainment center including stereo, TV and recording equipment, fireplace and cozy conversational areas. Everything is kept immaculately clean by a very professional staff.

Each member of the club has his own hanger, approximately 8' by 10', where they can keep all their models and equipment. The hangers are equipped with electrical outlets and lights.

The race itself was very well run. Racers and their crews were issued identification cards and no one was allowed to enter the pit area without one. Each racer was assigned his own area which included a concrete picnic table located under an awning. The spectator area was roped off and everyone was protected by 20' fences surrounding the pit and spectator areas. Radios were checked in at the beginning of the day and kept in glass cases. They were then delivered to each racer on the field when it was his turn to race.

I arrived at the field on Friday for test flying. Not expecting to go very fast due to the altitude, I turned my elevator up one number on the transmitter. It seemed to work perfectly. The flying was a lot like I expected. My fast time for the weekend was 1:17. The altitude definitely kills your time.

Saturday morning I attended the pilots meeting which was all spoken in Spanish (I later got back at them by giving a building/flying class in English).

The race got started about 10:00am — after all — we were in Mexico!! The work crew consisted of all hired, un-biased people who were all trained and did a fabulous job. Imagine my surprise when the first race of the day, the flyers all took off into the wind towards pylons two & three!! They then turned around to come back at pylon one. By the second round the wind had changed direction and we were taking off correctly. They did not have the capability of moving the pylons. However, Luis Garcia has promised to put the pylons on rollers so this situation can be corrected at the next race.

I was pleasantly surprised at the quality of flyers in Mexico City. All seemed to be of equal talent. But watch out because they are a very young club now, but they are working hard and will definitely be a threat in the near future.

I would like to be able to recap every race. However, the most memorable was my race against Luis Garcia. We flew wingtip

to wingtip for twenty laps and would still be racing if we had enough fuel!!

I can't say enough about the hospitality offered by these people. From the moment my plane landed in Mexico City, I was provided with a driver and guide. Everyone went out of his way to make sure I was where I was supposed to be on time and that I had everything that I needed. I would like to say a special thank you to Luis Garcia Blake and his family, Ernesto Mendez and his daughter Monica, Felipe Green and Guillermo Montiel and his wife. These people and all the others gave a special touch that made me feel very welcome and at ease in a very foreign country.

I am looking forward to organizing a race in conjunction with Luis Garcia for perhaps September of next year. He has assured me that every racer that comes down from the United States will be provided with his own sponsor to help him through the rough spots. i.e airports, motels, language, transportation. Please try to put aside some time next September to attend. I have never been so impressed with a race as I was with this one. Words can't do justice to the facilities or the people. You will not regret making the time to experience the RC Pegaso Club.

Llye Larson

Quarter Midget Dan Kane Jr.

6302 W Giddings, Chicago, IL 60630
(312) 481-2561

Well it seems that the 1993 QM racing season has come to a close. our championship race went well, many factors played important roles in making the race a success.

The Louisville R/C club hosted the race as they have in the past. All workers need to be congratulated for their superb effort. A special thanks goes out to Miss (not for long) Cathi Waters for starting the race and for keeping things moving.

Some of you may of heard that a new world record was set, well here it is, 1:10.89 and it was set by Craig Grunkmeyer. Congratulation to Grunk who did it with out his partner Joe Dodd. Ed Spiker, a new comer to the QM scene, called Grunk this world record time.

Another record was set at this years race and this one by Tom Doe who with a bor-

rowed airplane set a new Jr. record of 1:24. Several people were aiming for that new record but old Mr. Murphy took his toll.

Don Martinson is the 1993 NMPRA champion. Don and caller J.P. Hanway kept their ducks in a row and came out on top. The rest of the pack is as follows:

- 2 Rick Landers
- 3 Craig Grunkmeyer
- 4 Duane Gall
- 5 Greg Doe

We aren't exactly sure what is going to happen next year but I truly hope that we are able to use this outstanding sight.

This leads me into another can of worms which I have so graciously asserted myself. I think we all know what that is? QM 40, it is my understanding that this is now the rule book event.

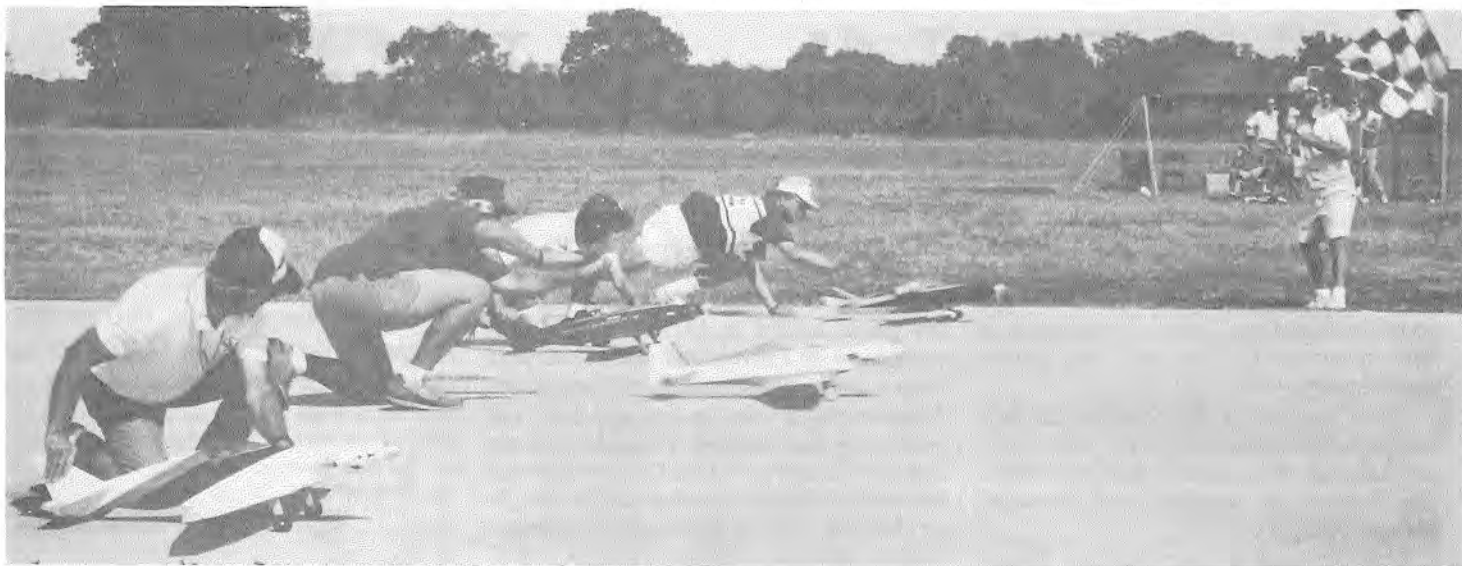
Some dis-heartening news, a certain flyer X brought his QM 40 ship to put on a demonstration. The plane had been flown before and flyer X was hoping to show everyone how well it flew. Amidst all the excitement flyer X inadvertently choose the wrong airplane on his computer radio and proceeded to fly. The plane flew very erratically and then landed.

Some snide comments were made by the opposers of the event and went unnoticed. But when flyer X sorted everything out and attempted to fly the bird again he accidentally forgot to turn on the RX and the plane rotated and proceeded to have a long and smoky shaft run while the caller ran to shut it down.

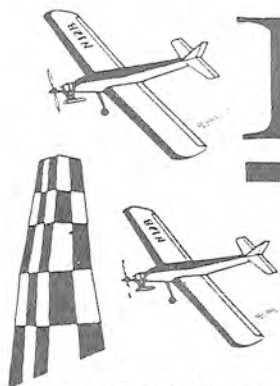
Back in the pits more cruel comments and laughter about this pilot's misfortune flowed from the mouths of opponents.

This poor sportsmanship is disappointing. I think we all realize that their are problems and ill feelings with the rules change but this attitude is not appropriate in any way. If hindsight were foresight we would never need to learn and we would never have anything to argue about, but it is not, so the debate rambles on.

Dan



Sunday's race in Dallas ended up in a four way fly off for first place



NMPRA

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CORRECTIONS

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 (305) 341-0815 **Beaudette Robert J** 11584 Lake View Dr Coral Springs FL 33071

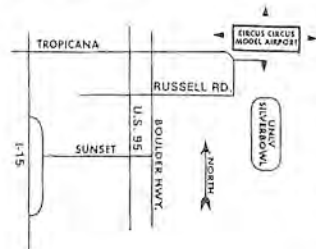
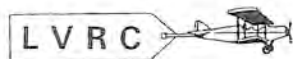


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ACADEMY OF MODEL AERONAUTICS

FAI PYLON RACING TEAM 1993

To: NMPRA
 c/o Lloyd Burnham
 715 Avery St
 South Windsor, CT 06074

Dear Lloyd,

I received NMPRA'S generous donation to the FAI Pylon fund and would ask you to please tell your members, thank you so very much.

The World Championships are in Austria this September and unfortunately, Austria is very heavy on tourism and because of this, prices are astronomical.

In addition, AMA has cut funding to the bare bone so support from them is down drastically leaving the team to fund most items out of their own pockets.

Therefore again, support from the people in the hobby is something beyond thanks. It is appreciation by us and I want to take this opportunity to state unequivocally, you have a friend in me and if there is ever anything I can do for any of you, please feel free to name it.


Sincerely,

Wayne Yeager
 Team Manager
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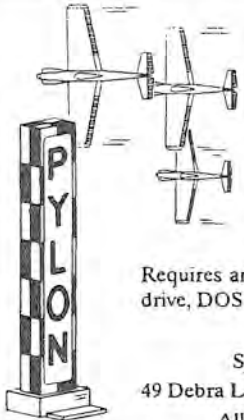
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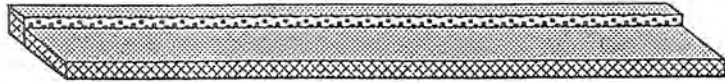
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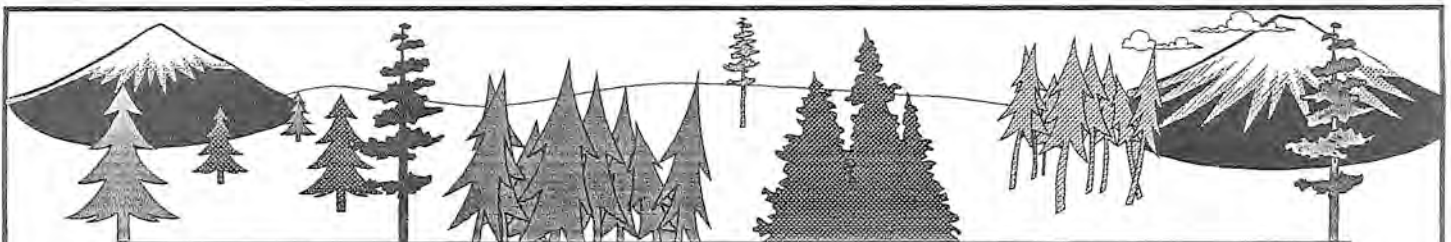
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Hall of Fame Created

The National Miniature Pylon Racing Association will retire a number for an individual of particular note. In order for this to happen, we must be presented with a petition from someone, other than the individual named in the petition, to do so. The petition must include the persons NMPRA history as well as reasons why the number should be retired. NMPRA will print the request in the newsletter and solicit comments from the general membership. The "Racers Hall of Fame" will contain all members with retired numbers along with the history of their contribution to racing.

NMPRA Racing Numbers to Expire

Certain areas of the country have over 130 numbers issued yet the actual number of active racers is about 35. Starting this fall (93), we will be purging the system of all unused racing numbers in order to make them available for active members. If you know of anyone that has been inactive for more than a year, please let them know that if they do not at least keep a non flying status, they will lose their number.



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District News



District 1-Dave English

1195 S Thompson Hemet, CA 92543
(714) 764-0922

District 2 - Tom Strom

1420 S W 160th St, Seattle, WA 98166
(206) 246-4258 Whidbey Island Pylon Races -
June 12th and 13th Quickie 500

Whidbey Island June 12-13

Saturday Q500 — Eight pilots showed up to race. John Castleman did not have a very good day, he was black flagged for a flutter. Bob Vergeer showed up just in time to get in the race, but gave us all (cage workers, pilots and starter quite a *scare* in Round 4, when he bumped around on takeoff, then appeared as though he was going to try to get in the race, when his plane entered the middle of the field, headed toward the lap counter's cage, pulled up into a roll as the other pilots rounded #3 pylon and finally left the field.

In Round 5 Bob again had some bad luck as he crashed his plane at pylon #1. Norm Whittle defending Quickie champion had the best time of the day with a 1:25, Dan Nalley was next with a 1:27.

Formula One — Nineteen pilots started off Saturdays racing. Andrew McIndue started out Round 1 with starting the pace for the day with a 1:20:15, and Scott Puzio right on his tail with a 1:20:36. Ted Puzio received a 1:28 with one cut and Matt Mikko brought out his pretty new red and white airplane, finished the heat with a 1:27.

Round 2 continued with some more great racing between Darroll Cady (1:16), Andrew McIndue (1:17). Some more times for the 2nd round were Jon Packer with a 1:21:54 and Matt Mikko bettering his time with a 1:22. Round 3 saw Darroll Cady with a 1:17 and Jon Packer with on his heels with a 1:19. Al Watson DNF what started to be the hottest race of the day, so Henry Bartle and Dan Powell ended up battling it out for first, ending with times of 1:11:80 and 1:11:88, respectively! Brian Richmond was *way out front* and captured the hot time of the day (and weekend) with a 1:10:54. Times were consistent through out the rest of the days racing with more exciting racing.

Sunday Quickie 500 — Only 6 pilots today, but we still had some great racing.

The second round brought some real excitement when Dan Nalley tried to beat the defending champion, Norm Whittle. The lead switched hands several times until Norm cut, dropped back and Dan won! In the fifth round we saw Jim Weissert (who normally flies in the 1:50's) chased after Norm Whittle and ended up with a time of 1:36.

Formula One — Eighteen pilots battled it out on Sunday with plenty of exciting times. In Round 2 Henry Bartle (1:14) got chased by Scott Puzio (1:15). Round 3 had Scott Winslow, Matt Mikko and Jon Packer all going after Henry Bartle, but Scott cut, Matt DNF and Jon DC!

Round 4 had some really *hot* heats. Brian Richmond was being crowded by Jon Packer, ending with times of 1:12 and 1:15. Next Henry Bartle and Andrew McIndue battling for 1st and 2nd and Jerrett Cangie and Nelson Eddy battling for 3rd and 4th, times were 1:12, 1:16 and 1:21, 1:24. Heat 4 was especially significant for on of our pilots, John Headley, he had his first time in the teens! (1:19:16). Way to go John.

Round 5 continued with more great racing. The sad spot of day came after the ending heat, which Jon Packer had led all the way with Nelson Eddy and Walt Chickmoroff trying to catch him. Jon Packer had landed his plane, and Walt Chickmoroff ran into it while landing his. Both planes were badly damaged.

Weekend Finals

Quickie 500

- 1 Norm Whittle
- 2 Dan Nalley
- 3 Tim Sparks
- 4 Gregg Smith
- 5 Jim Weissert

Formula One

- 1 Henry Bartle
- 2 Andrew McIndue
- 3 Scott Puzio
- 4 Darroll Cady
- 5 Jon Packer

Points for both days are added together and trophies are presented to pilots based on these totals.

Bremerton Pylon Race July 17-18

Saturday Quickie 500 — had seven pilots participating. Round 2 had a good race going on between John Castleman, Dan Nalley (1:26:29) and Randy Ling, until John cut. In heat 3 Dick Bergan received a 1st place with a time of 2:02:79 (with a cut)

after Gregg Smith double cut.

A terrific race took place between Jim Weissert (1:55:22) and Dick Bergan (1:57:53). It was a fight for first all the way. In Round 5, Heat 2, John Castleman did some very fancy flying, the lap counters had "body bags" ready as John battled Dan Nalley for first place.

Formula One — Sixteen pilots came to race on Saturday including two Californian's, Bob Dible and Jeff Carpenter. Round 1, great racing between Jon Packer (1:18:04) and Andrew McIndue (1:17:98).

Round 2 saw Nelson Eddy's plane spin out at the starting line *almost* crashing into Jeff Carpenter's plane who was taking off. Close call for both pilots. Next heat Ed Easingwood (1:25:19) was being pushed by newcomer to F1, Norm Whittle (1:30:62). Heat 3, Dan Powell bounced during takeoff, stalled, and crashed. (Thank goodness only minor damage), but Dave English's beautiful, high points plane, crashed to bits. John Headley, Jon Packer and Al Watson up next, all planes running great; but alas Packer and Headley DNF and Watson cut out!!

Round 3, Matt Mikko got 1st when Jon Packer and Dan Powell DNF and Darroll Cady lost his elevator control and crashed. Round 4 Tom Strom was starting to get hot - a 1:12 in his heat. Next a great race between Al Watson and Andrew McIndue with John Headley pushing them all the way.

Round 5 was very exciting. Norm Whittle (1:26:14) (remember this is Norm's first F1 race) battled Darroll Cady and maintained the lead all the way, with Cady cutting trying to catch him.

The day ended with fly off for 1st, Tom Strom (another 1:09) and Andrew McIndue (1:14), and for 3rd Walt Chickmoroff (DNF) and Matt Mikko (1:32 with a cut).

Sunday Quickie 500 — were joined by Norm Whittle and newcomer Dick Salter. A terrific race took place in Round 2 between Norm Whittle and Dan Nalley (once again!) Whittle passed Nalley in the last lap with a time of 1:19:53.

Next Ted Puzio and Gregg Smith battled it out with Ted finishing 1st. Ted crashed upon landing and unfortunately crashed his backup plane on test flight.

Round 3 had Whittle being chased by Randy Ling. In another heat Dick Bergan's and Jim Wesset's planes crashed at takeoff, so Dick Salter got a 1st with 2:22:25. Both pilots were able to race next time out. Round 4 had Whittle, Ling and Nalley all trying for



District News



1st, Nalley cut trying to do so, putting Whittle 1st and Ling 2nd.

Formula One — only fourteen pilots tried their luck today. Round 1 started out fast with Al Watson (1:13:87), Jon Packer (1:14:28) and Dan Powell cut out. Next heat Tom Strom (1:09:83) was being chased by John Headley (1:17:07), John continuing his weekend by getting a teen time again. Heat 4 found Bob Dible (1:17:68) taking the lead half way through the race with Darroll Cady (1:21:59).

In Round 2 Tom Strom (1:08:35) was being hotly pursued by Al Watson, who at 10 laps running 1:08:46, but cut on his final lap. Andrew McIndue was hot on their tails (1:14:78). Heat 4 was really exciting when Bob Dible beat Cady's 1:15, and Matt Mikko hot on their heels with a 1:18.

Round 4 had all the lap counter's out of their seats when John Headley appeared to be tied to Watson's tail and Cady chasing both of them. At ten laps Headley won with a 1:12:48, Watson had a 1:12:40 at ten, but cut and had to do another lap. Cady came in 2nd with a 1:14:87. More hot time in a Round 3 refly with McIndue (1:11:23) and Dible (1:11:28).

Round 5 had a exciting race going between Dan Powell and Watson, until Watson cut out. The day ended on a sad note with Bob Dible and Ed Easingwood's planes mid-aired as they reached #1 pylon right after takeoff.

Weekend Finals

Quickie 500

- 1 Dan Nalley
 - 2 Randy Ling
 - 3 John Castleman
 - 4 Jim Weissert
- Fast Time: Norm Whittle 1:19:53

Formula One

- 1 Tom Strom
 - 2 Andrew McIndue
 - 3 John Headley
 - 4 Matt Mikko
 - 5 Darroll Cady
- Fast Time: Tom Strom 1:08:35

Thank you to Kay Larsen for the above article's. She is a very active, and delightful member of one of our local clubs, KITSAP ARCS. I have edited this article, but without her, the article would not have such insight. (Kay loves to lapcount at as many races as she can!)

Arlington Championship Aug. 28-29

Saturday's Quickie-500's — saw some times that many Formula One people would like to achieve: Norm Whittle - 1:21:77, Pete Bergstrom - 1:22:56, John Castleman - 1:22:69, and Dan Nalley - 1:23:97. Pete & Marie Bergstrom are as impressive at Quickie's as they were in Formula One's.

Pete and Dan Nalley provided lots of excitement in one heat, as did Pete and Norm Whittle in another (Pete Bergstrom won both). John Hanks and Jim Weissert put on a duel for first in their heat with times of 1:31 and 1:32, respectively. And our big friend, John Harris, got a first with a 2:01:04, when Mike Bergan DC.

We lapcounter's had quite a scare during Round 4, when a full scale Stearnman (whose people had been visiting with the racer's) decided to take off, and flew right across the race course while a race was going on. Our Starter, Russ Post, flagged the planes down as fast as he could, so we had a "StearMISS InterruptUS" Refly, as Russ termed it. Believe me, it wasn't very funny at the time.

Another notable item: Barb Whittle made her first appearance as a "caller" for her husband, Norm. He got a first, too! Sunday's Quickies displayed an excellent race, when Pete Bergstrom and Norm Whittle battled back and forth. Pete finally cut, and Norm got the fast time of the entire weekend, 1:17:77.

John Hanks is certainly getting his act together and becoming a serious contender. In one heat, (while Norm Whittle was cruising way out front) Hanks raced John Castleman for second place and almost got it, but Castleman got a 1:33, and Hanks a 1:34. In another heat, Dan Nalley was leading comfortably when he got a cut, Nalley increased his speed, but so did Hanks, and Nalley just barely overtook him to get his first place. Nalley's time: 1:34 (11 laps), Hanks time: 1:36.

Hanks again gave Castleman some worries in Round 5, but he apparently got so excited he cut, double cut, and triple cut, consecutively. We lapcounter's were rolling with laughter. In another round, we sadly watched as the wind caught Nalley's spiffy little plane when it came around Pylon 3, and smashed it to smithereens. However, Nalley brought another plane out and got a 1:23 in the 5th Round - his best score for the weekend.

Round 5 also saw Gregg Smith breaking into the 1:20's with a 1:26:09, when he latched onto Norm Whittle's (1:22:17) tail.

We have been watching Gregg get better and better all year, and are sad that he and his lovely wife/caller, Diane, are moving to S. Carolina. (Gregg was presented a beautiful picture that everyone signed).

Darren Brooks, a very promising pilot, whose plane was involved in a mishap (when it was doing nothing but sitting behind the Lapcounter Cage), was going to pull out of the races Saturday; until we LC's nagged him to seek out some help from the other racers. He only missed one heat while effecting repairs and ended up getting a 1:41 on Sunday, his best time so far. But, tell ya' what, folks - this young man flies as smooth and steady a course as Brian Richmond. Watch out!

Quickie-500

- 1 Pete Bergstrom
 - 2 Norm Whittle
 - 3 Dan Nalley
- Fast Time: Norm Whittle - 1:17

Saturday Formula One — Well, as usual, these beautiful planes were just plain hot. The very first heat saw Scott Winslow chasing Darroll Cady's 1:15, but Winslow cut. Jon Packer started all his heats as a threat to many, but between DNF's and cutting, had a rather lousy weekend.

Round 2 saw a real hot duel between Tom Strom (1:11) and Henry Bartle, until Bartle cut. And John Headley, with his worst time for the weekend (1:21), still got a first place when his engine quit and he ended up coasting in.

Darroll Cady went for Fast Time of 1:08:13. when he had clear skies after Ed Easingwood, Al Watson, and J.R. Wilbur's engines all quit during that particular race. In another heat, JR's plane clipped a prop at takeoff; JR couldn't shut it down, and it bounced and shattered all the way past Pylon 1 - what a sad, discouraging sight that was. But this same heat produced a very exciting race between Headley (1:14:15), Winslow (1:15:67) and Dan Powell (1:15:87).

One of our favorite, inspired, and dedicated young men, Matt Mikko, got one of his best times for the weekend (1:16) when he chased after Andrew McIndoe's (1:14)

NEXT ARTICLE

DUE DATE

OCT 22



District News



beautiful plane. And Nelson Eddy finally broke into the teens (1:19) when he went after Cady's 1:17. Other races between Nelson Eddy (1:22) and Walt Riess (1:20), John Headley (1:13) and David English (1:15), and Andrew McIndoe (1:19/cut) and Scott Winslow (1:20/cut) really made the day.

Mike Bergan also saw one of his best times in Formula One of 1:27, as did Dan Powell with a 1:14. Entertainment of the day was provided by Don Rice, who got a second place with a very sick engine and a time of 3:43:52. The "cage" people got an extended break for about another ten minutes when Don couldn't shut his engine down.

Sunday Formula One's — were an exciting, delicious repeat of Saturday's performances. Tom Strom was burning and churning with 1:09's and 1:10's, trying to beat Cady's fast time of 1:08, but alas, every time Tom was ready to lap a slower plane, he was in a corner and had to slow down or fly wide.

McIndoe and Bartle battled it out in their heat with times of 1:12 and 1:13, respectively. And another hot race between Scott Winslow and Walt Riess, had everyone out of their chairs, until Riess cut. It was anyone's guess who was going to win the round between Matt Mikko (1:18), Walt Chikmoroff (1:21), David English (1:22/cut), and Jon Packer (1:25/cut). They were all taking turns up front before the cuts. Another terrific race took place between John Headley (1:13:41), Al Watson (who DC), and Leon Elbert (1:13:69).

In Round 5, we saw David English challenging Tom Strom's 1:09 all the way, until David double cut. David English's plane always takes top points in scoring, and it has been very interesting watching him get better and better as a pilot. Now his plane flies as great as it looks.

The 5th Round also provided super amusement when John Headley just plain out flew Henry Bartle. Bartle briefly got ahead of John twice, but Headley's 1:13 took the race. And Matt Mikko pushed them both with a another 1:16. Round 5 also saw a sad mid-air between Daryl Tulberg's and Walt Chikmoroff's planes during takeoff. Thank goodness, neither was damaged too badly...

Weekend Results:

Formula One

- 1 John Headley
- 2 Andrew McIndoe
- 3 Tom Strom
- 4 Darrol Cady
- 5 Henry Bartle

Fast Time: Darrol Cady - 1:08

A show of superb sportsmanship was displayed by Pete Bergstrom, who was presented the NMPRA Regional Trophy, but felt that Norm Whittle deserved it more than he did, and re-presented it to Norm.

Kay Larson

District 3 Orlan Dowdeswell

2238 Newis Bay, Regina, Saskatchewan,
Canada S4V0S5 (306) 789-3302

Hi race fans. On September 6, 1993 at our annual District 3 meeting, I was given a vote of confidence to represent our district for the upcoming year. I contacted Paul Page and I had one day to put together a little introductory column.

First of all I would like to thank Orlan Dowdeswell for being our District VP for 1993. Thanks to Orlan for a job well done.. You managed to tame the Q500 monster for the time being. Our championship race was held over the Sept. Labor Day weekend at the Airdrie Airport (elevation 3650 feet).

Saturday Q500, Rossi class, rain all day

- 1 Hank Kaufmann 1:22.34**
- 2 Jack Ellefson 1:35.20
- 3 Roy Andrassy 1:24.78
- 4 Steve Landry 1:30.68
- 5 Richard Moldenhauer 1:30.08

Sunday F1, sunny, no wind

- 1 Harold Sattler 1:16.66
- 2 Darrol Cady 1:17.71
- 3 Cecil Graval 1:19.94
- 4 Ed Easingwood 1:22.65
- 5 Hank Kaufmann 1:19.95

Monday F1, sunny, no wind

- 1 Cecil Graval 1:18.00
- 2 John Barnsley 1:24.62
- 3 Harold Sattler 1:14.37**
- 4 Darrol Cady 1:20.35
- 5 Roy Andrassy 1:24.23

Sunday was marred by multiple mid-air collisions and hi-speed impacts with terra firma. We were very happy to see so many out-of-towners at our contest. Thanks for coming guys and gals.

A special congratulations goes out to Cecil Graval for being our Club 20 (winter racing) Grand Champion for 1993, Q500 Grand Champion for District 3 1993, Formula One Grand Champion for District 3 1993, and on the birth of a new son on August 10, 1993 (James Michael Graval).

Mom and son are both doing well. All the best Lynn and Cecil. All this, and Cecil is a student! Perseverance pays big dividends. Cecil supplemented his summer income by building and finishing multiple models for Calgary flyers, myself included.

The 1994 Canadian Nationals will be held in Brandon, Manitoba from July 8-17, 1994. Lots of western Canadian pylon flyers will be attending and I hope the same will be true for eastern flyers.

The FAI team trails for pylon will be held during this contest. All flyers south of the 49th parallel are more than welcome. I will let the NMPRA know about specific events and dates as they become available to me. Good luck to the Canadian and USA FAI Teams at the World Championships in Europe. I hope to see everyone at the Spokane Race in mid September.

Roy Andrassy

District 4 - Leon Elbert

PO Box 73, Jefferson City, MT 59638
(406) 933-5666

District 5 - Karen Yeager

15387 Forrister Rd, Clayton, MI 49235
(517) 547-4430

Ok, the District Q500 Championship Race has finally been settled. It will be in Fort Thomas, Ky on Oct 25-26. We will be giving away a trophy to the top placing NMPRA member in both "AMA 428" and "Standard Q500". If you have any questions call Joe Ruh 606 341-6869.

I've had several Q500 racers ask me if I could put together point standings for our district, so I'm trying. I'm missing some contests reports so if you want to get credit for your hard work, bug your local CD into making sure he sends me the results of your local contests. If I don't get the results then I can't forward them on to Cliff Telford for national points. Only your best five places will count.

Pl	Name	Pts	Races
1	Craig Grunkenmeyer	506.0	5
2	Dan Kane	492.3	5
3	Joe Dodd	449.9	5
4	Mike Condon	381.4	5
5	Paul Siden	365.2	5
6	Ken Heatlie	345.4	5
7	Dennis Sumner	339.9	4



District News



SILVER CUP Winners — Front row: Dane Kane-Fast Time, Craig Grunkmeyer -1st, Dennis O'Brien - 2nd, Ken Fidler - 3rd, Greg Doe - 4th, Bob Hisey - 5th
 Back row: Les Haddad - sponsor, Dan Kane's caller Cathi Waters, Grunkmeyer's caller Joe Dodd, Carl Simms caller for O'Brien and Fidler, Hisey's caller Karen Yeager and CD Rick Cramer.

8	Rex Knepper	325.3	4
9	Ed Spike	324.8	5
10	Dennis Green	296.3	3

We've had two big contests since last month. One was two days of Q500 racing with Sunday being the "Midwest Quickie Nationals".

On Saturday there were fifteen entries in Standard, and thirteen in Expert. If you see Craig Grunkmeyer, ask him how he got the zero that cost him a tie for first place????

On Sunday there were eighteen in Standard and sixteen in Expert. The top placing contestants on Sunday all received some nice merchandise which was donated by Joes Hobby Centers.

The other big contest was the Silver Cup QM race. Once again the competition at this race was great. The attendance was very high for a "dead" event. Thirty two flyers from as far away as Florida battled for eight rounds (not 10, due to bad weather).

Craig Grunkmeyer won the regular heat racing plus the "Ron Haddad Memorial" which is a fly-off between the twelve fastest contestants. Unfortunately the weekend was a bit of a smash-up derby. Dan Kane had the worst luck loosing two planes and a total of eleven planes were lost over the two days. The final results follow.

1	Craig Grunkmeyer	1:15.03	31
2	Dennis O'Brien	1:17.89	26*
3	Ken Fidler	1:20.63	26*
4	Greg Doe	1:20.65	26*
5	Bob Hisey	1:27.69	26*
6	Gerald Price	1:22.15	25
7	Dennis Sumner	1:20.02	24
8	Ed Spiker	1:21.16	23
9	Jim Warner	1:22.88	23
10	Wayne Yeager	1:23:86	22
11	Bill Comber	1:25.59	20
12	Fred Johanson	1:28.93	20
13	Rex Knepper	1:23.89	19
14	Dan Kane	1:14.78	18#
15	Kevin Polzin	1:26.09	18
16	Kevin Matney	1:20.43	17
17	Dave Gohn	1:22.20	17
18	Rick Cromer	1:24.98	16
19	Joe Cohen	1:31.89	16
20	Mike Condon	1:20.32	14
21	Carl Simms	1:22.40	13
22	Archie Adamisin	1:31.49	13
23	Joe Dodd	1:21.88	11
24	John Dunham	1:21.89	11
25	Ray Blake	1:30.24	11
26	Bob Longsdorf	1:32.49	11
27	Barney Polzin	1:30.73	10
28	Rob Neusius	1:40.47	8
29	Dave Carpenter	1:30.45	7

* Determined by fly-off # Fast-time

The NMPRA QM championship race is Sept 11-12, in Rough River look for the results next month. Good luck to everyone. See you at the races

Karen



And when it was over !

District 6 - Pete Reed

49 Anvil Dr, Avon, CT 06001
 (203) 673-7883

Since the last time we reported a nice thing happened. The Stratford Ct. club which has only one or two members who race decided to host a race. Their field is the last firm ground before you are swimming in Long Island Sound. The field is rimmed on three sides with 15 ft. high marsh grass but big enough for a 475 Q500 course.

It was reported that the members had caught most of the mosquitoes by hiding under an inverted 55 gal. drum and peening over the stingers on the inside to hold 'em while they climbed out and beat them to death with a 2X4. The club got the race off to a good start but soon found that manning the cages wasn't as easy as it looked. All was not lost, the racers soon manned the skill positions, teaching the workers rather than bitching about the mistakes.

The Balsa Bugs had a great time, learned some new skills and are anxious for another crack at it next year. Results, Pete Reed beat Lloyd Burnham in a flyoff for first but he had to mill a little covering off Lloyds wing to do it.

Pl	Name	Best Time
1	Pete Reed	1:32
2	Lloyd Burnham	1:31.09
3	Mike Mungavin	1:37
4	Tom Rebenclau	1:32
5	Lewis Schwab	1:34



District News



On August 14-15 the Northern Ct. club went back to an old format and had a real two day race for our NEPRO Quickie both Expert and Standard and the AMA 428 event. There was to be a steak fry banquet on the field Sat night. Cookers were light and the corn shucked. Then GOD must have gotten pissed because he wasn't invited and he laid on up the most impressive thunder storm seen in a long time. Some tents were anchored by racers and some blew down. Everything and everyone got drenched. We couldn't boil the corn water again but the steaks were great. It was Bob Beaudette's last hurrah cause he is emigrating to Florida.

Results NEPRO Expert - 33 entrants

- 1 Lloyd Burnham 1:29
- 2 Tom Rebenclau 1:26
- 3 Ralph Rinaldi 1:29
- 4 Lewis Schwab 1:33
- 5 Pete Reed 1:35

Results AMA 428 - 20 Contestants

- 1 Mike Bumbaca 1:07.00
- 2 Ralph Rinaldi 1:01.69
- 3 Stew McAfee 1:08.5
- 4 Joe Sera 1:11.45
- 5 Lloyd Burnham 1:02.00

We had our last F1 race at Westover on August 22 with 12 contestants.

- 1 Dave Chapdelaine 1:15
- 2 Craig Korsen 1:13
- 3 Stew McAfee 1:13
- 4 Dave Doyle 1:14
- 5 William Glode 1:20

The last race of the year was held on a beautiful day September 12 in Hadley Mass. It was Ralph Rinaldi's first try at CD ship and it was the race we elected to use to award our district Q500 Championship trophy. I had been carrying it to all the races I could to get the interest up and I was glad that part of it was over.

We had some great races with a turnout of 54 racers which was a record for a one day race for us. The memorial tree just to the right of pylon 3 ate its usual quota of planes with a total of nineteen going in with midairs and one thing or another.

When the smoke cleared it gave me a great deal of pleasure to award the championship trophy to the guy who may have done the most over the years to get the Northeast Racing program where it is, Mr. Don McStay. His car may have broken down on the way to the race but the rest of his act worked just great.

Pete

District 7 - Tom Bogut

3479 Florida Palm Ave, Melbourne, FL
32901 (407) 729-6682

In lieu of my regular report, the article on p. 1 is substituted

Tom

District 8 - Drew Jerina

3109 Bluffview, Garland, TX 75043
(214) 240-7725

On August 21-22 in Georgetown, TX Fast Freddy's Georgetown Modeler's Association had a Quickie 500 race which featured some rather fast times even though the weekend was rather warm.

Saturday Q500 AMA class

- 1 Norm Johnson 1:00.94
- 2 Richard Oliver 1:03.72
- 3 Paul Sandoval 1:02.97
- 4 Mark Parker 1:01.27
- 5 Jeff Horn 1:07.05

Saturday Q500 District class

- 1 Bruce Edge 1:26.03
- 2 Rusty Higginbotham 1:24.65
- 3 Mike Lewis 1:28.26

Sunday Q500 AMA class

- 1 Richard Oliver 1:05.09
- 2 Mark Parker 1:03.55
- 3 Tim Edwards 1:09.09
- 4 Norm Johnson 1:00.57
- 5 Gary Roberts 1:07.49

Sunday Q500 District class

- 1 Bruce Edge 1:21.40
- 2 Robert Hughes 1:28.58
- 3 Mike Lewis 1:24.73

Labor Day weekend was the Dallas RC Club's traditional Formula One race at Seagoville, TX. (By the way, the temperature was 60 degrees above freezing!). We were invaded by Lloyd Burnham and his Yankee friends for the weekend.

Sunday's race was owned by District 8 with no crashes, no mid-air's and no re-flies. I guess these Yankees had a plan which was to lay back, watch and learn.

Our plan was to divert their attention as much as possible in any way we could, don't let them win, and draft Dave Doyle to help with the Race software.

F1 Sunday

- 1 Norm Johnson 1:15.24
- 2 Sam Womack 1:19.51
- 3 Dave Layman 1:09.21**
- 4 Richard Oliver 1:10.77
- 5 Hubert Wills 1:16.85



District 6 VP Pete Reed presents Q500 District Championship Trophy to Don McStay at NEPRO season final race in Hadley, Mass. There were a total of 54 entries

1993-94 Racing Schedule

District 1 - Dave English

1195 S Thompson, Hemet, CA 92543 (714) 765-0922

9/18-19	Sepulveda - Valley Flyers Gene Sidwell (213) 465-5836	F1 (2)
1/22-23	Phoenix AZ - Winterfest Q500 Raceway Park Jim Allen (602) 464-1443	Q5AMA(1) Calzona Q5(2) Arizona Q5(2)

District 2 - Tom Strom

1420 S W 160th St, Seattle, WA 98166 (206) 246-4258

9/18-19	Spokane - Barons JR Wilbur (509) 466-2749	F1 (2) Q5,AMA(2)
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District 3 - Orlan Dowdeswell

2238 Newis Bay, Regina, Saskatchewan, Canada S4V0S5
(306) 789-3302

District 4 - Leon Elbert

PO Box 73, Jefferson City, MT 59638 (406) 933-5666

District 5 - Karen Yeager

15387 Forriser Rd, Clayton, MI 49235 (517) 547-4430

9/19	Flying Tigers	Q5
10/3	Bolton Airport Columbus, OH Craig Grunkemeyer (614) 898-0460	Q5SE

District 6 - Pete Reed

49 Anvil Dr, Avon, CT 06001 (203) 673-7883

District 7 - Tom Bogut

3479 Florida Palm Ave, Melbourne, FL 32901 (407) 729-6682

9/19	Valkaria, Fl - Airport Tom Bogut (407) 729-6682	F1 Q5
9/25	N Nashville, KY - Madison Club	QM, Q5
9/26	Pealer Park, off Neeleys Bend Rd Greg Doe (615) 459-6845	Q5, AMA

End of 1993 Season

10/9-10	Atlanta, Ga - Club Field Rick Landers (404) 389-8720	Q5, AMA(2)
10/16-17	NMPRA F1 Championship Valkaria, Fl - Airport Tom Bogut (407) 729-6682	F1(1)

10/24-25	Sport Pylon Q500 Championship Brandon, Fl - Club Field Lucian Miller (813) 980-2685	Q5(2)
10/30-31	Ft Lauderdale, Fl Don Moody (305) 749-8079	Q5(2)
12/5	Brandon, Fl - Club Field Lucian Miller (813) 980-2685	Q5

District 8 - Drew Jerina

3109 Bluffview, Garland, TX 75043 (214) 240-7725

9/25-26	Space City	F1 (2)
10/23-24	District Q500 Championship Lake Benbrook Paul Sandoval	Q5,AMA(1) QMs(1)

Non-District

9/17-26	FAI World Championship Notsch, Austria	FAI
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(1) one race per date period
 (2) separate race(s) each date
 (?) tentative
 (B) Beginner, (S) Standard
 (E) Expert, (AMA) AMA 428
 (Q5) District rules unless otherwise noted
 EXAMPLE:
 Q5SE,AMA - Q500 Standard and Expert District rules plus Q500 AMA 428

2nd Annual

Phoenix Winterfest Q500

January 22nd & 23rd, 1994

Site: Pro-Flyers, Phoenix Raceway Park, Phoenix, AZ
 (See map on back)

Three classes will be flown:

- AMA #428 (One 2 Day Race)
- CALZONA Quickie (Two separate 1 Day Races)
- Arizona Quickie Sport (Two separate 1 Day Races)

Rules available upon request

**TIME SCHEDULE
 WILL BE STRICTLY
 FOLLOWED!!!**

Entry Fees: AMA - \$20
 Calzona & Sport - \$15 each day

- 7:00 Registration Opens
- 8:30 Registration Closes
- 8:45 Test flying Closes
- 9:00 First Heat Starts

C.D. JIM ALLEN, Ph. (602)-464-1443

**COME ENJOY THE WARM PHOENIX
 WEATHER AND THE RACE OF THE WINTER**

Pre-entry Form

Name _____ AMA # _____
 Address _____
 City _____ State _____ Zip _____
 Frequency _____ NMPRA # _____

CLASSES TO BE FLOWN

AMA _____
 CALZONA _____
 QUICKIE _____
 SPORT _____

Return to: Jim Allen
 956 E. Huber
 Mesa, Az 85203

Make Checks Payable to:
 PRO-FLYERS

TOTAL
 ENTRY FEES
 ENCLOSED _____

NMPRA OFFICERS

PRESIDENT - Lloyd Burnham - 715 Avery St., South Windsor, CT 06074 Tel Home (203) 644-9072, Tel Work (203) 728-5575, Fax (203) 724-1468

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DISTRICT 2 VP - Tom Strom - 1420 South West 160th St, Seattle, WA 98166 Tel (206) 246-4258

DISTRICT 3 VP - Orlan Dowdeswell - 2238 Newis Bay, Regina, Saskatchewan, Canada S4V0S5 Tel (306)789-3302, Fax (306) 522-6848

DISTRICT 4 VP - Leon Elbert - PO Box 73, Jefferson City, MT 59638 Tel(407) 933-5666

DISTRICT 5 VP - Karen Yeager - 15387 Forrister Rd, Clayton, MI 49235 Tel (517) 547-4430

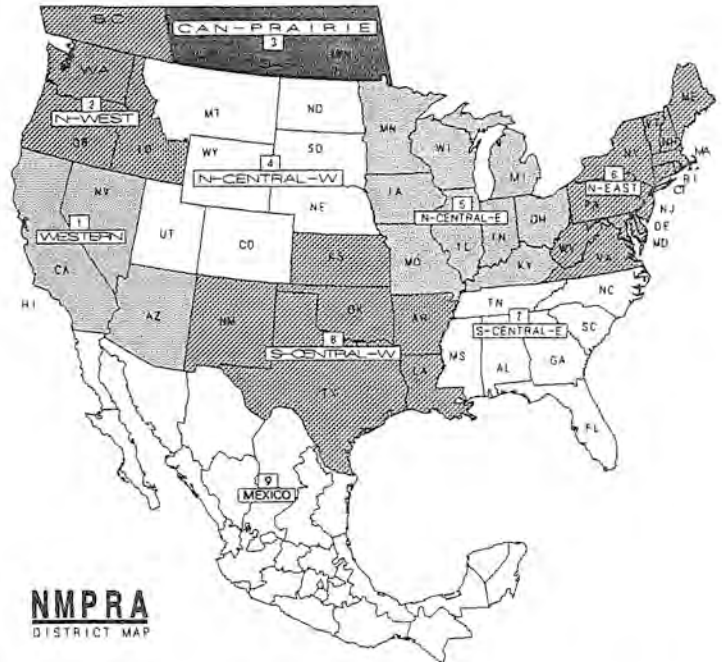
DISTRICT 6 VP - Peter Reed - 49 Anvil Dr., Avon, CT 06001 Tel (203) 673-7883

DISTRICT 7 VP - Tom Bogut - 3479 Florida Palm Ave, Melbourne, FL 32901 Tel (407) 729-6682

DISTRICT 8 VP - Drew Jerina - 3109 Bluffview, Garland, TX 75043 Tel (214) 240-7725

QUICKIE 500 VP - Cliff Telford - 1512 S. Greenleaf Ct, Winter Springs, FL 32708 Tel (407) 359-9958

QUARTER MIDGET VP - Dan Kane Jr. - 6302 W Giddings, Chicago, IL 60630 Tel (312) 481-2561



NMPRA
DISTRICT MAP

NMPRA MEMBERSHIP APPLICATION

- Check here if Address change
- Check here if you are or ever were an AMA or NMPRA Official
- Check here if you are a current CD

Name _____ Phone: Home () _____ - _____
 Address _____ Work () _____ - _____
 City, State, Prov., Zip _____
 Date of Birth ___ / ___ / ___

AMA Number _____ NMPRA Number _____
 Interest: F1 ___ QM ___ Q500 ___ FAI ___

Circle Appropriate: Non-Flying \$15.00 Flying \$30.00 Outside U.S \$33.00(U.S. Funds) New Renewal

Make Check Payable to: **NMPRA**
 Send To: **David Doyle**
133 Shannon Dr.
Warwick, RI 02889

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Paul Page
49 Debra Lane
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NMPP



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