

The Pylon Racer's Official Voice

NMPRA

HIGH PERFORMANCE

National Miniature Pylon Racing Association

Since 1965

AMA Affiliated

March 2000

Presidential Pontification

There are several items that should be of interest to everyone developing as we speak. Irwin Funderburk is writing the code for a user friendly Windows based matrix program. His initial plan is to include access to the NMPRA membership database to simplify entering information. He also thinks he can include District and National points accumulation capabilities as well. This will be a lot of work and I'm very grateful to Irwin for accepting the challenge.

The Texas boys, lead by Jerry Small, are building a very sophisticated electronic system to move all the course workers 300 feet or more from the centerline of the course. Duane Gall's group in Denver have done this and proved its validity. Jerry is integrating the concept with information gathering and feed back electronics. If this equipment can be produced for a reasonable amount of money we can get our local clubs back into the pylon business without having to haul 4000 lbs of cages hundreds of miles.

The CAPS pylon racing association, led by President Mike Condon, is making good progress in their efforts to manage the 2000 AMA Nationals. Mike has asked for worker volunteers on the Internet, offering \$50.00 per day. If you know someone who would be interested in spending a week sitting in the sun in July in lovely Muncie please put him or her in touch with Mike. The NMPRA will provide timing equipment, and the airplane identification system used at last years Nats. if the CAPS want to use them.

PowerMaster, the NMPRA fuel sponsor, has come to the plate once again with another great program for pylon racing. Any club or organization can get a great fuel price of \$8.00 per gallon to put on a pylon race as long as they order at least 24 gallons. You all know how tough it is to recruit course workers. PowerMaster feels that a little recognition for our course workers will help the situation. Commencing immediately, all pylon race fuel orders over 24 gallons will include twelve hats with "RACE OFFICIAL" embroidered on the hat. These hats are free of charge and look great.

Our recent efforts to provide this newsletter electronically over the Internet have been a mixed success. Some are very pleased with the color, timeliness, and saving \$10.00. Others have had big problems downloading, viewing, and printing the newsletter. Please let me reiterate, if you do not want to get the newsletter with a computer just

say so and we will mail it to you. Unfortunately, with mailing and printing costs going up, we will be left with two unpleasant options for those who insist on getting their newsletter by mail. We will be forced to raise the dues for these recipients to cover the increasing costs and/or reduce the number of pages and the printing quality.

If at all possible, try to find a way to get the newsletter from the NMPRA web site, NMPRA.net. When you get to our web site, go to "the member's only" area. Put 1999 in the User Name block, and rarebear in the Password block. When the members only screen appears you will see a little yellow block on the top of the page. This will get you the Adobe Acrobat Reader you will need to view and print the newsletter. If you do not have Acrobat Reader 4 on your computer download it for free by clicking on the yellow block. You will only need to download the reader one time. Follow the instructions to download and install Acrobat 4. It can take almost an hour to download, depending on your equipment, the phone lines, etc. You may have to try it several times. Unfortunately, the phone lines sometimes disconnect on their own.

These problems can also happen when downloading the newsletter, and the newsletter can take fifteen to twenty minutes to download. Do not try to print the newsletter until it has completed downloading. Have some patience, start the process and go do something else. You can do other things on the computer while it's downloading a file. If an hour goes by and nothing has happened start over. If you can only get a partial screen display, or the pages are blank, empty the cache folder in your browser. Newsletter Editor Darrol Cady is working very hard to make the Newsletter and our web site as good as they can be. I think the color, the graphics, and getting the newsletter the day it is created will make all of the above well worth doing. We will post the availability of each new issue on RC Airplanes.com.

I have noted some discussions on the Internet about SFA insuring pylon races. Let me offer a word of caution about this area. It does not matter what the SFA, the AMA, or for that matter your insurance agent tells you about insurance that you are depending on to protect you from potential financial harm. The ONLY source you can count on for accurate information on insurance coverage is the policy, it's amendments and exemptions. I know they are very dull reading but this is where the legal obligations of the insurer are spelled out. Don't believe it until you see it in the policy.

A handwritten signature in black ink that appears to read "Vern".

Continued on Page 4...

Bad Air (Editorial Comments from Darrol Cady)

Support Your Local Races and Potential Racers.

Contrary to the popular belief, Pylon racing, as we know it today has more interest and participation than at any other time including the early 70's. We hear of the great 100 airplane races that there used to be at Bakersfield. Yes there were 100 entries in Formula One, but there were two classes of Formula One being flown, Expert and Novice. There were about 40 Experts and 60 Novices. Notice the numbers, and compare it to the numbers of entries that we get at the Nats where both 428 Quickie, and 422 Q40 are being flown.

Currently we have about 90 Nats entrants in 428 Quickie and about 70 Nats entrants in 422 Q40. This is a total entry of 160 racers at the Nats. Now I recognize that there are some of the same racers racing in both classes, but the numbers are still there. 160 racers is a bigger number than 100.

When we have two racing events that are as popular as we have, there is no need to make rule changes that affect these events, other than for safety. The current safety requirements have been put in place and approved by the AMA and the NMPRA, for these two classes.

There are some things that need to be done to help the 424 Quickie class, but notice there are no new proposals in the current rules cycle for the beginners class. This is where we should be putting our rule-making efforts.

There should be a different set of safety cage specifications for the 424 Quickie class. There should be a proposal for off-course race officiating for all classes. This will give us a better pool of race officials and better judging. The time has come for a combined effort to get a design and specifications for the equipment for off-course judging that will be easy for a local club to build and transport. It must be reasonable in cost. These are important issues that should be being considered by all racers, as well as the contest board.

When we have two successful racing events that we have like 422 and 428, we should be attracting more racers to our sport. When the experienced racers, including myself, have as much interest in promoting the 424 racing class and making it as successful as the rest of the classes, then we will have the new racers and our sport will be even more popular than it is now. 424 is the only entry level racing class that we have. We have to make it successful if we are going to attract entry-level racers that will move up and race with us.

We have to promote local racing in the 424 racing class so that the local racers will progress and move up to the faster classes. If we all do our part, we can insure that we will replace the racers that are leaving with new blood. Until we do this, pylon racing as we are currently enjoying it, will die a slow death.

Rhonda and I have just returned from Phoenix and a wonderful seven weeks. The members of the Speedworld R/C Club are a great group. They adopted Rhonda and I and we were part of their group for most of the time we were there. They did so many things for us, that I couldn't tell you how much we appreciated it.

The Speedworld Club put on two great races. They had plenty of willing Race Officials and did a great job. The field was prepared for racing and the positions were filled with qualified Race Officials. They should be the "Poster Boys" for race promotion in the country. They set a tough example for others to follow. The Winterfest also promoted the 424 event. After the event, the Race Officials are ready to race. They are currently building 10 Quick-VIII's as a group project. They are going to start racing them selves. They saw it was not so tough, and they can do it. They are going to have some fun.

Thank you very much for your efforts and attitudes. We are looking forward to returning to Phoenix for next year's race... Or maybe sooner and for more time...

Darrol

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NMPRA Editor, Darrol Cady

10711 NE Ct.,

Vancouver, WA 98686

Phone: (360) 573-0987

E-mail dcady@pacifier.com

If possible, please submit information in Microsoft Word format.

Race Announcement Policy

High Performance will publish announcements of upcoming races free of charge, on first come, and space available basis. Also, camera-ready copy no larger than 7.5" wide by 2.5" high (border dimension). Copy must be received by the Editor no later than the announced due date.

Advertising Rates

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

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| 1/2 Page | 7.5 X 5 | \$ 70 | \$ 490 |
| 1/4 Page | 7.5 X 2.5 | \$ 40 | \$ 280 |
| Card Ad | 3 5/8 X 2 3/8 | \$ 20 | \$ 140 |

Wanted

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

When corresponding with the NMPRA, please use this address:

Academy of Model Aeronautics

Attention: NMPRA

P.O. Box 3028

Muncie, IN 47302-1028

**Article Due Dates
April 15**

To receive an electronic version of the newsletter via e-mail, please contact Darrol

Cady via e-mail at

dcady@pacifier.com

Or visit the official NMPRA website at www.nmpra.net

2000



Gold Cup Series

What's Next???

The Next JR 2000 Race is:

- May 27th & 28th
Bowie, Maryland
Contest Director: Art Edsall
(410) 257-3919 (evenings)
(301) 236-1540 (work)
E-mail: arthur.c.edsall@bellatlantic.com



JR Gold Cup Race Schedule for 2000

Bowie, Maryland
May 27 and 28, 2000

Seguin, Texas
September 2 and 3, 2000
(Note the change in dates to Sunday and
Labor Day Monday)

Sepulveda Basin, California
October 21 and 22, 2000

Apopka, Florida
December 16 and 17, 2000

JR Phoenix Results

- | | |
|---------------------|-----------|
| 1. Tony Lopez | 1:03.59 |
| 2. Chip Hyde | 1:01.18** |
| 3. Travis Flynn | 1:06.82 |
| 4. Tom Scott | 1:06.46 |
| 5. Randy Bridge | 1:03.43 |
| 6. Jaime De La Vega | 1:05.50 |
| 7. Mike Helsel | 1:06.11 |
| 8. Lyle Larson | 1:05.44 |
| 9. Roy Andrassy | 1:09.16 |
| 10. Drew Telford | 1:09.20 |



“Special thanks
to Anchor Bond
for their
sponsorship of
the prize for the
workers.”

Fuel supplied by



Presidential Pontification...

Continued from Page 1...

Pylon racing has lost another one of its good friends. Les Haddad, Toledo hobby shop owner, and sponsor of the famous Silver Cup quarter midget race passed away a month ago. Pylon racing was born in the middle sixties, thirty-five years ago. Most of the guys who got in on the ground floor are collecting social security now.

I am currently 38 months into a 24-month tour of duty. No one ran for this office in 98 or 99. Those of you with the interest and ability to do the job know who you are. I'm going to resign the Presidency May 31st. The By Laws do not provide for a situation like we have had for the last 14 months. I have chosen May 31st because the person or persons who pick up the responsibility of this office will find it a lot easier to make 2001 a success if they start at the beginning of the 2000 racing season. This year is set up as well as I know how to do it. The Gold Cup is scheduled and financed. The newsletter and web site is in the very capable hands of Darrol Cady. Chic White has the Secretary/Treasurer job well in hand, and the CAPS are on their way to making the Nats happen. I don't foresee any problems with the AMA, the treasury has over \$20,000.00 in it with most of the 2000 membership dues still on the way, and Duane Gall is doing an excellent job with the Pylon Contest Board.

I've enjoyed model airplanes and racing since the age of 11. When asked to take the NMPRA presidency I felt I owed the hobby a debt for all the enjoyment, friendships, and skills it had given me and accepted the job. Hopefully, some other people out there will have similar feelings.

Vern Smith, President

Attitude Is Everything!

By Jim Allen

The first major QM race of year 2000, the Phoenix JR Gold Cup QM race, is history. There were 53 entries from 4 different countries and 16 U.S. states. Nine rounds of 14 heats were flown and finished before 2:00 on Sunday. Weather was typically perfect for Phoenix in February. The efficiency of the contest was largely due to the cooperation of the racers and hard work of the Speed World Race Officials. As a whole the contest was great, but left some concerns in my mind that I feel I need to comment on.

Competition was excellent with 23 of the entries flying in the sub 1:08 range and 40 of the 53 racers under 1:11. On the surface, that is a good thing. With competition so close, regretfully there were quite a few mid-air's and individual crashes in the tight heats. Several racers who crashed early in the contest or received zeros, decided to not continue, stating that "They couldn't finish high enough any more so it wasn't worth getting their back-up out and risk loosing it too". Several of these racers were fast competitors and could have had a significant impact on the outcome of the top finishers in later heats. From an individual standpoint, I can understand, due to the amount of work in finishing some of these planes. This attitude though is not healthy for this sport we all enjoy.

I am concerned because there are racers participating in this sport that may never be serious contenders for the top spots at a contest of this

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NMPRA Statement of Profit and Loss For the Year Ended December 31, 2000

| | |
|--------------------------|------------------|
| Income | |
| Advertising | \$ 1,660 |
| Nationals | \$ 2,609 |
| Interest | \$ 615 |
| Membership Dues | |
| Flying | \$ 8,057 |
| Foreign | \$ 594 |
| Non-flying | \$ 320 |
| Accessory Sales | \$ 491 |
| Total Income | \$14,346 |
| Expenses | |
| D & O Insurance | \$ 1,000 |
| Event expenses | |
| Championship Race | \$ 1,750 |
| Gold Cup Races | \$ 2,004 |
| National Points Awards | \$ 1,257 |
| Newsletter | |
| Postage | \$ 724 |
| Printing | \$ 5,439 |
| Sales Tax | \$ 54 |
| Supplies | \$ 60 |
| Office | |
| Administrative | \$ 257 |
| Bank Fees | \$ 150 |
| Postage | \$ 61 |
| Printing | \$ 50 |
| Sales Tax | \$ 203 |
| Supplies | \$ 93 |
| Misc. | \$ 366 |
| R & D Elec. Pylon Course | \$ 2,000 |
| Total Expenses | \$15,468 |
| Net Loss | (\$1,122) |

level. If they all developed this "win or quit" attitude, we wouldn't have enough racers left to hold contests. If all that matters is winning, we have a pretty bleak future. All of us need to approach this sport for the fun of each heat in addition to going for "the win".

Our focus as we go forward this year and beyond needs to be on supporting the smaller events in your area and racing as much as possible. If we don't have fun and competitive local contests, we soon will not have enough racers left for these big events either. In many areas we are already seeing this problem due to many factors, but the above-mentioned problem is a contributor. Those of us that have a passion for this sport MUST continue to fly in the local contests and finish the ones you start, if possible. If that means risking another plane, maybe we all need to learn to pick a lane and stay in it to reduce the number of mid-air collisions. Just food for thought. How does it taste to you?

Jim Allen, Contest Director, Phoenix Gold Cup QM Race



The Crap Trap

By Dub Jett

I'll make this one short and sweet.

The real article I wrote deals with the need for slowing the events down. (No dammit, I'm not suggesting we all run Jett's), but I couldn't get it out without offending every single member. I had to put it away for a while.

###LET'S TALK THE SAME LANGUAGE###

Crap Trap 2, I think, talked about testing and taking data. It would not hurt to go back and read it about once a week. It is obvious that some of you were not listening. You must take good, solid, consistent data. I have a radar gun, temperature gage, humidity gage, air density gage, and wind velocity gage. Still, things are confusing at times and you must have many data points to make sense of it all.

I suggest that we all use the same engine unload-propeller. Jett's, Nelsons, and Edmunds. This is easy to do. Take the APC QM practice propeller, 7.4 x 8 Carbon Fiber, PN LP 07480C, and cut it off to 6.375". Do not work the prop down in any way. Cut the tips off square and deburr only enough to avoid cutting yourself. Put no more than 1/16 radius on the leading and trailing edges of the tips. Unless you go hog-wild, the above is not critical, except for the length—this must be right.

What should it TACH? Ok, read the Crap Trap II. Use a test stand and a good tank. Use a good plug and a known fuel. If you use your airplane, don't bother to read the rest.

Taching results depend upon where you are, but expect RPM's above 27000. Under certain conditions I have seen close to 28000 in Houston, but generally expect between 27000 and 27500. This includes all brands of engines. The important thing is to have your group of flyers, and as many others as you can get, to use the same prop. Do not loan your prop, except for calibration purposes, and store it in a cool, dry place.

Finally: Work safe. Don't stand in front of the propeller when you tach. Use a remote NV on your test stand. You can use a remote,

even when you have the standard NV up front, just open the NV a few extra turns. Do not allow anyone to stand in front of your propeller (or to the side) when you run!!!! Don't be really stupid and stick your finger in the venturi.

I had a propeller blow a blade. In an instant, the engine rotated 45 deg. and broke one of the lugs. If my hand had been on the NV or in the venturi, I would be fingerless. A word to the wise...

I suggest this propeller because it is cheap, reliable, consistent, and easy to replace.

Food for thought: You can be yourself around your caller because he already knows you are an idiot.

Special Announcement...

NMPRA announces added sponsorship from

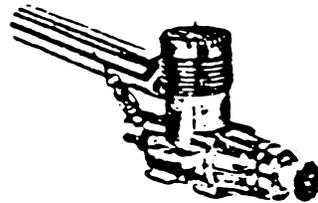
POWERMASTER

Any club that orders a minimum of 24 gallons of fuel from POWERMASTER for a pylon race will receive a special price of \$8.00/gallon. In addition, POWERMASTER will ship 12 "Race Official" hats along with the order. The hats are intended for the race officials in recognition of their efforts.

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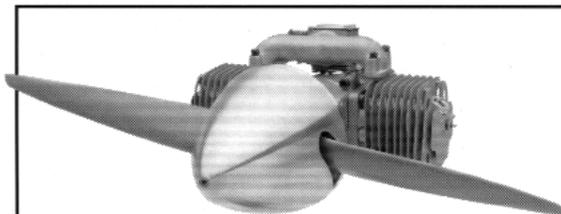
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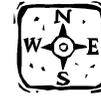
Landing Products, ph: (530) 661-0399 or our convenient web site.



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District News



District 1 - David Ferrell

Sorry about last month, I was helping my Mom and Dad move into an Adult Retirement Home, up in Klamath Falls Ore. and really did not have my mind on the NMPRA newsletter.

We did have a race of sorts at the Basin, Nov. 21. Strong winds only let us get in 3 rounds of "racing?". NMPRA only recognizes 4 rounds as an official race so there were not any National points earned. Being that I am keeping "District Points" this year, I elected to count this race for Dist. One points. Barry Leavengood and the Valley Flyers did their best to put on a race and those that tried to fly in those windy conditions deserve recognition.

Sepulveda Basin - December 21st, 1999

| | |
|-----------------|-----------|
| 428 | |
| 1. Gary Long | 1:17.49 |
| 2. Chris Hoyer | 1:20.49 |
| 3. Dave Ferrell | 1:20.50 |
| 4. Jay Replogle | 1:33.24 |
| 5. Travis Flynn | 1:14.15** |

| | |
|---------------------|-----------|
| 422 | |
| 1. Tony Lopez | 1:08.73 |
| 2. Mark Lattimore | 1:07.49 |
| 3. Barry Leavengood | 1:12.45 |
| 4. Dave Ficacell | 1:12.70 |
| 5. Chip Hyde | 1:06.57** |

| | |
|-------------------|-----------|
| 424 APRA | |
| 1. Matt Trani | 1:40.05** |
| 2. Dan Coe | 2:06.70 |
| 3. David Curtis | 2:04.81 |
| 4. Joanne Coffey | 2:10.24 |
| 5. Terry Williams | 2:26.71 |

It was good to see 10 424 APRA pilots at this race. This is where the AMA 428 Quickie and AMA 422 Quarter 40 pilots will come from.

Phoenix Winterfest, 2000

Jim Allen and the Speedworld R/C Flyers put on their annual winter race for 428 pilots and this year had 424 APRA on the long course. Sadly to say, there were not too many 424 APRA pilots in attendance, only 7 on Saturday and 5 on Sunday. As usual, it was a good race. Chip Hyde told me on Sat. morning, "If clouds come in, there will be fast air". Clouds did come in and Chip set a new AMA record with his new V-Max II of 1:03.98. Well done, Chip. Randy Bridge flying his dad's Vortex had a perfect 20 points on Saturday and Chip a perfect 20 points on Sunday.

Phoenix always gets fast times and hard crashes. Saturday wasn't too bad but by the 4th heat in the first round on Sunday, 4 planes were history (one of mine included). The rest of the day wasn't much better.

Phoenix - January 15, 2000

| | |
|-----------------|-----------|
| 428 | |
| 1. Randy Bridge | 1:06.47 |
| 2. Chip Hyde | 1:03.98** |
| 3. Tim Lime | 1:11.11 |
| 4. Tony Lopez | 1:12.96 |
| 5. Tim Lawlor | 1:11.37 |

| | |
|--------------------|-----------|
| 424 APRA | |
| 1. Tom Neff | 1:47.66 |
| 2. Matt Trani | 1:43.25** |
| 3. Mike Farnsworth | 2:19.33 |
| 4. Paul Herman | 2:04.53 |
| 5. Tony Pacini | 1:55.00 |

Phoenix - January 16, 2000

| | |
|----------------|-----------|
| 428 | |
| 1. Chip Hyde | 1:07.95** |
| 2. Stu McAfee | 1:11.97 |
| 3. Mark Parker | 1:13.52 |
| 4. Darrol Cady | 1:10.81 |
| 5. Tony Lopez | 1:13.13 |

| | |
|--------------------|-----------|
| 424 APRA | |
| 1. Paul Herman | 2:05.36 |
| 2. Mike Farnsworth | 2:00.32 |
| 3. Joanne Coffey | 2:05.23 |
| 4. Tom Neff | 1:54.38** |
| 5. Dean McBoumie | 2:34.04 |

This has been an annual event for many years and I for one am looking forward to next years Winterfest.

Racing this year has gotten off to a slow start (not counting Phoenix) the Basin has had the last two races shut down. The first due to wind. The last due to rain. Hang in there, Valley Flyers!!

As most of you know, I will be putting out a District One report after most all races in Dist. 1. I will be keeping track of points in 428, 422 and 424 APRA on a district only level. At the end of the year, I hope to have a Dist. championship race at Castle. I do not have dates or format yet but I will keep you posted. If you are not getting the "District One" report, e-mail or snail-mail me and we will see what we can do, I am asking a \$10 donation to me for printing and postage.

District 1 points - Top 5

| | |
|-----------------|-------|
| 428 (3 races) | |
| 1. Randy Bridge | 221.2 |
| 2. Gary Long | 220.8 |

| | |
|-----------------|-------|
| 3. Chip Hyde | 207.3 |
| 4. Tony Lopez | 188.8 |
| 5. Dave Ferrell | 161.2 |

| | |
|---------------------|------|
| 422 (1 race) | |
| 1. Tony Lopez | 82.0 |
| 2. Mark Lattimore | 61.8 |
| 3. Barry Leavengood | 41.6 |
| 4. Dave Ficacell | 21.4 |
| 5. Chip Hyde | 1.2 |

| | |
|--------------------|-------|
| 424 APRA (3 races) | |
| 1. Matt Trani | 166.6 |
| 2. Joanne Coffey | 119.7 |
| 3. Dan Coe | 82.8 |
| 4. David Curtis | 72.6 |
| 5. Terry Williams | 52.2 |

The race schedule as I have it at this time is published in the Schedule. However, I have not heard from several clubs.

I know that Merced will host one race at their field and hopefully a Championship race at Castle; also Modesto will probably host a race.

*Till next time, bank-n-yank
Dave*

District 2 - Matt Mikko

No Report Submitted

District 3 - Terence Palaschuk

This month's column is courtesy of fellow racer and the former District VP, Randy Smith.

Nifty Racing Tip #1:

I recently tested four of my used switch harnesses and discovered three of them required replacement or repair. In all cases the switch itself was not the problem. To my surprise the problem was with the wire that was crimped to the pins in the connectors.

To test if your switch harness or aileron extension connectors are faulty, plug in a receiver battery at one end and plug your ESV meter into the other end of the wire. Wiggle and tug on the wires near the connectors. If you have any erratic movement of the ESV read out, you have a problem.

Continued on Page 7.....





District News



District 3 Report continued

To repair, carefully remove the connector pins from the plastic housing and re-crimp with a pair of small pliers. Put it all back together and retest with the ESV. If you are not happy with the result, gently hold the switch harness in your bench vice and hit it as hard as you can with a hammer – problem solved! Replace the whole harness with a new one. Remember to check the NEW harness with the ESV too.

Nifty Racing Tip #2:

Since simplicity is the name of the game in Q40, I have found a way to make painting these birds a little easier. We all like to have a nice finish on our Q40 planes just because a plane of that caliber deserves such a finish. However, to achieve it, hundreds of dollars in expensive hobby or automotive paints, a compressor, ventilation and breathing equipment is necessary. I have managed to reduce this expense and bother by using readily available paint in spray cans.

Go to your local Home Depot or equivalent home improvement superstore and look for *Krylon Colorworks Epoxy Enamel* paint in spray bomb. The cans come with a high quality nozzle, which applies the paint very smoothly and in a nice fan pattern. It sprays on and flows out very nicely. I just wait for a nice sunny day and spray the model outside in the back yard or in the garage. Because of the low-pressure spray bomb, there is very little over spray and fog.

It takes a day or two to set up hard but when it

does it is fuel proof up to at least our 15% Q40 fuel. I performed a raw fuel test on an old wing painted with the Krylon epoxy enamel brand and it passed the test. Make sure it is the epoxy enamel type.

Many colors are available depending on your store's local stock. If you have trouble finding the Epoxy Enamel version, you can use the standard "Fast Dry" Krylon but this is not fuel proof. If you choose to go this route, then you'll have to spray a hobby or automotive clear coat over the non-fuel proof colors to seal it from the nitro. There are no compatibility problems spraying the automotive clear over the Krylon

The same strategy applies for the primer. I found Motocraft acrylic lacquer primer in white or light gray goes on nicely and wet sands to a really smooth finish. It is compatible with Krylon or other epoxies. Motocraft is a product from Canadian tire stores, but the equivalent acrylic lacquer primer can be found at Wal-Mart or other general-purpose home supply store.

Randy Smith

District 4- Mike Sperry

Nothing very exciting to report about in District 4 for this issue. We get a real winter in the northland.

I got a newsletter from the Utah racing group and they are experiencing the same problems that the rest of us are. Sounds as if no one

wants to CD the races. They may not schedule many races if someone doesn't step up to the plate. I hope they can get things worked out, as that area has been pretty active in promoting entry-level racing

I have been building a new wing mold for my Q40. I'm taking the prototype to Phoenix to see if it helps my times. I know that I am looking for an improvement that would come if I would just get out and **PRACTICE** instead of changing equipment. I like to build though, and it's a challenge to see if I can make a better mousetrap.

Hal Garwood is still out **MONEY**. Please, lets not take advantage of Hal Garwood and his great effort to transport the cages to our district from Muncie. Send him a check. Or send one to me and I will make sure he gets it.

Buy the time you read this the Phoenix race will be history. It's always a premier race and if you have never been, make plans for the next one. We are traveling Las Vegas this year. I need to make a deposit. I tell myself someone has to pay the light bill for them, and that is why I never win.

Phoenix will be a great time, the toxic twins will get to play, I will get to "Ooh" and "Ahh" the beautiful planes and the flying ability of the top pilots. Its always a great time, see you there.

Mike

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BIRD OF PREY Q500

This is an all composite airplane. It comes with a 7 oz. Fiberglass fuselage with firewall, landing gear and the wing is installed to the fuselage for you. It comes with high-tech designed one-piece composite V-tail. The ball links are already instaled on the elevator horns. This airplane is pre-built for you! Just attach the V-tail and bolt on the landing gear. Fuselage needs to be painted. No other composite Q500 kit can compare

Quality/Price with my **BIRD OF PREY.**

ALL COMPOSITE KITS... \$375.00. FOAM WING KITS...\$125.00

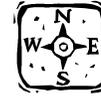
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LL PROP BALANCERS..\$5.00—ON LINE FUEL SHUT OFFS...-\$5.00—PRICES DO NOT INCLUDE SHIPPING

Kits are also available custom-built, in prime or completely painted. Call for price.



District News



District 5 - Rolland Roberts

No Report Submitted

District 6 – John Fike

Hello guys and gals. Well, here it is March and the racing season is upon us. It seems as though it was just yesterday that we were discussing what we were getting for Christmas. Wait a minute. That was in the last newsletter I sent.

Folks, for that I apologize. It's pretty difficult to get into the writing of newsletters when you're out shoveling snow. It's also pretty hard to do when you don't get any input from anyone in the District. (Hint, hint) How about helping me out here so I can write a more informative column.

It's time to go racing. There are some minor tweaks to our schedules but it looks like it is in place and we will kickoff the season in Bowie on April 29th with a Q-500 424 race in the morning and the 428 Q-500 in the afternoon. Steve Baker and John Albritton are assuming the CD responsibilities for this race.

The following week the NEPRO guys jump into the fray on May 7th with a NEPRO S&E race at Hadley. Not to be outdone, John Zanghi is putting on an "ANYPLANE" race on May 11. Doesn't sound like a bad idea just to shake out the cobwebs, but I wonder what "ANYPLANE" really means. Mountain motor rules?

FULL RACE SCHEDULE The full race schedule will be published elsewhere in this issue. There are still some blanks left notifying us of who the CD is and the CD contact information. We will make an effort to complete that data as quickly as possible.

JR GOLD CUP SERIES comes to Maryland: Once again, the Bowie racers are proud to present the second in a series of 5 JR Gold Cup Races. The date is May 26, 27, & 28. The race will be at the same location as last year, PGRC field just south of Bowie. The CD for this year's race is Art Edsall. For hotel information, please contact Rick Moreland at (301) 261-7366. Rick has done some footwork on setting aside a block of rooms relatively

close to the site. PLEASE, PLEASE register early. We anticipate an even greater turnout than last year. Chic White has taken personal responsibility for the good weather.

JACKSON RADIO CONTROL CLUB: The JRCC will sponsor races this year. The catalyst in this group is John Zanghi. Bowie (PGRC) and Jackson have split the season race schedule to accommodate the proper use of safety cages. Jackson will begin their regular season on July 9th with Deflippo as the CD of a Q-500 428 race. Please note the following 428 Engine Rules used at Jackson races.

Engines: Supertigre GS40, K&B4011, Fox & OS

- 1.) Use of Nelson mufflers allowed or you can use any muffler sold WITH that engine.
- 2.) Use of any available APC Propeller.
- 3.) The "Engine Claiming Rule" is in effect. Any engine can be claimed for \$100.

District 8 - Randy Ritch

It is race time again and I think that everyone is ready for another great year. I don't know about the rest of the country, but we could have raced all year long in District 8. We have not had much winter at all. Since we have had such good weather there has been a lot of flying going on so you guys better be ready for the boys in District 8.

It took a longer than normal to set our race schedule this year in District 8. We lost one of our race sights where we have raced for many years in Dallas. I think they will be back with us next year. Hopefully, we also got one of our old race sights back in San Antonio. I guess everything worked out in the wash.

If any of you traveling racers are planning to make a trip to Texas, all of our sites are a great place to race. We guarantee that you will have a good time. With the "Famous Southern Hospitality" "Yaaall come, ya hear!"

It is almost race time and I need a trim flight!

So until next time go fast and turn left.
Randy

Letter to the Editor

Please circulate this --it might help someone in the future.

In Phoenix last night, Dennis and I checked our too boxes and airplanes on Southwest Airlines- no problem. Then a supervisor walked up.

"What's in the box?," he asked as he put them on the conveyor.

"Model Airplanes."

"Do they have engines?"

"Yes"

"Oh really, do they run on fuel?"

"Yes"

"Are they new?"

"No. We have been here in Phoenix at a model airplane race."

"Then, we can't take them."

"What!!!!!"

"They have fuel tanks. Anything that has had any kind of fuel, even when empty, we are not allowed to take. Dangerous Vapors. Sorry, we will go get them and bring them back upstairs."

They did, and gave us no help whatsoever. He was very sorry that they brought them out to Phoenix, but two wrongs don't make a right. Take them to someone else. We thought we were going to miss the flight when it hit us what to do--we aren't too smart.

They allowed us to unpack the airplanes and remove the tanks, which were taken by them because they were afraid we would carry them on.

Then the agent started on the engines. Where are the engines? They have vapors too. You cannot take the engines. Finally, his supervisor thought, enough was enough and let us go.

We lost about an hour in the process. From here on out, we better not tell them what we carry. Pretty bad for FAI teams and overseas travelers. We can probably lie domestically for a while longer. The problem is that lying to them is a felony.

Dub Jett



District News



2000 District Race Schedule

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

District 1

- April 1-2 Castle AFB, CA, 428, 422, APRA
- April 13-16 Jean NV, Giant Scale
- May 27-28 Whittier CA, 428-422-APRA
- June 10-11 Sepulveda CA, 428-422-APRA
- July ?, Reno NV, 428-422-APRA
- July 9-14 AMA Nats, Muncie
- Aug. 20 Sepulveda CCA, 428-422-APRA
- Sept. 28 Oct 1, Castle CA, Giant Scale
- Oct 21-22 Sepulveda CA, JR Gold 422
- Nov. 19 Sepulveda, CA, 428-422-APRA

District 2

- Feb. 13- Kent field Q500 424/428
- Mar. 5- Kent field Q500 424/428
- Apr. 2 Kent field Q500 424/428
- May 7 Kent field Q500 424/428
- Jun 10/11 Spokane, WA Q40/422 Q500424/428
- Jul 8/9 Ephrata, WA Q40/422 Q500 424/428
- Jul. 29/30 Canadian Nats Q40/422 Q500/428
- Aug.9/20- Shelton, WA Q40/422 Q500 424.428
- Sept. 9/10 Whidbey Island Q40/422 Q500 424/428
- Sept 30 & Oct.-1 Arlington, WA Q40/422 Q500 424/428
- Oct 14/15 Dist 2 Champs Kent Quickie 424/428
- Nov 5 Kent field Q500 424/428

District 3

- May 27-28 Calgary, AB Hank Kaufmann (403) 278-4403
- June 3-4 Regina, SK

- Jun24-25 Red Deer, Alberta John Bampfield (403) 346-0239)
- Jul 15-16 Swift Current, SK Glen Chase (306) 773-1436
- Jul 29-31 NATS, Vancouver BC Andrew McKindoe (604) 590-4693 <http://www.members.home.net/nats2000>
- Aug. 12-13 Prince Albert, SK Contact: Les Wessel
- Aug. 26-26 Saskatoon, SK – Lyle Baker (306) 382-2794
- Sep. 16-17 Winnipeg, MB Doug Sewell (204) 334-5603

District 4

- May 21 Jefco Aeromod'lrs, Chatfield , 424/428/422 Hal Garwood (303) 526-2900
- Jun 11 Longmont R/C, 424/428/422 Howie Wayne / Steve Barker
- July 1-2 Mile Hi R/C, Aurora, CO 424/428/422 Tom Neff
- Sept. 23-24 Jefco Aeromod'lrs, Chatfield , 424/428/422 Duane Gall (303) 671-5688
- Oct. 15 Longmont R/C 424/428/422 Howie Wayne / Steve Barker

District 6

- Apr 29 AMA 424, Bowie, MD Steve Baker
- Apr 29 AMA 428, Bowie, MD John Albritton
- May 7 NEPRO S&E, Hadley, MA
- May 20/21 AMA 428 & NEPRO, Hartford CT
- May 26-28 AMA 422 JR Gold cup, Bowie, MD Art Edsall
- June 4 NEPRO S&E, Farmington, CT
- June 10/11 AMA 428, Hartford CT
- June 24 AMA 424, Bowie, MD John Fike
- June 24 AMA 428, Bowie, MD Derrick Schreiner
- July 9 424, JRCC ,Deflippo
- July 23 424, JRCC, Zanghi
- Aug. 6 424 & AMA 428, JRCC Deflippo
- Aug 20 428 & AMA 428, JRCC Deflippo

District 7 – Q5 is SEMPRA Sport except where indicated

- Jan. 22-23 Markaham Park, Ft. Lauderdale, FL Ray Brown (305) 205-9500 (Cell)
- Apr. 29-30 Gateway, Jacksonville Pete Pickard (904) 565-9187
- May 27-28 Markaham Park, Ft. Lauderdale, FL Ray Brown (305) 205-9500 (Cell)
- Nov. 4-5 Markaham Park, Ft. Lauderdale, FL Ray Brown (305) 205-9500 (Cell)
- Nov. 18-19 Gateway, Jacksonville District Championship Pete Pickard (904) 565-9187
- Dec. ?? RCACF, 428/Q40/SEMPRA Apopka, Tangerine, FL

District 8

- April 15/16 Scobee Field,-Space City, TX
- May 6/7 Brooks Airforce, Base San Antonio, TX
- June 3/4, Scobee Field,- Bayou City, TX
- July 10-15, AMA Nationals,- Muncie, IN
- Aug.12/13, Ft. Worth Thunderbirds, Ft. Worth, TX
- Sept. 2/3 JR Gold Cup QM, Seguin, TX
- Sept. 30/1 Brazoria, TX.

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Race Results

Quarter 40- Barry Leavengood

I've finally got the 1999 Q40 points compiled and published below. The results are based on the best five races or less. I hope we did not forget anyone. One of the reasons it took so long is that I didn't have some of the local race results and there was some question about whether or not some were NMPRA members the entire year. This year I plan to generate a spreadsheet which all district VP's or CD's can use to assure standard format when submitting results. As you can see, we had 166 members compete during the year plus a few who were not members and are not included in the list. Good job everyone and I'm sure 2000 will be even better.

On the local scene we attended the 2000 Phoenix Winterfest Q500 race put on by Jim Allen and crew. They did their usual great job and the combination of great flying and good weather resulted in a new record of 1:03:98 by Chip Hyde. I watched the race and it was some incredible flying. Way to go Chip!

Speaking of speed, the proposed rules changes were published in the March 2000 Model Aviation. The proposed changes cover a wide spectrum of items of which 2 or 3 are aimed directly at slowing both Q40 and Q500. We should all review these proposals and make our feelings known about them to the Pylon Contest Board members. It is the Contest Board's responsibility to vote on each proposal based on input from AMA members in their district. The more input we provide the more likely we will see rules we want. Each district's Board Member's address and phone number are published in every issue of Model Aviation.

Our local club season is just beginning with the first race on Feb 13th. We will be using AMA

provided cages for the first time. Man, are they huge. Any club planning on towing these cages to races should check ahead of time to insure they have the proper towing equipment. Don't try and tow them with a half-ton pickup.

We went to the Gold Cup race. It was great. If you missed this one you missed a good one.
Till Next Time
Barry

1999 NMPRA Q40 National Points

| | |
|-----------------------|-------|
| 1. Darrol Cady | 518.0 |
| 2. Rusty Van Baren | 497.3 |
| 3. Mike Helsel | 479.7 |
| 4. Dub Jett | 477.5 |
| 5. Craig Grunkemeyer | 466.5 |
| 6. Jaime De La Vega | 454.0 |
| 7. Matt Van Baren | 449.0 |
| 8. Tom Scott | 444.1 |
| 9. Matt Mikko | 435.2 |
| 10. Tony Lopez | 432.1 |
| 11. Al Watson | 424.1 |
| 12. Bruce Richmond | 416.1 |
| 13. Bob Dible | 411.5 |
| 14. Randy Bridge | 400.9 |
| 15. Dennis Cranfill | 397.8 |
| 16. Lyle Larson | 392.2 |
| 17. Barry Leavengood | 387.8 |
| 18. Luis Garcia Blake | 385.2 |
| 19. Bob Miller | 381.8 |
| 20. Marcus Blanchard | 378.9 |
| 21. Richard Verano | 375.3 |
| 22. Chuck Anderson | 371.9 |
| 23. Harold Sattler | 366.6 |
| 24. Santiago Panzardi | 364.5 |
| 25. Trey Farran | 362.2 |
| 26. Mark Lattimore | 356.5 |
| 27. Roy Andrassy | 353.3 |
| 28. Norm Johnson | 348.2 |
| 29. Cecil Graval | 347.8 |
| 30. Vern Smith | 345.8 |
| 31. David Doyle | 344.4 |
| 32. Jerry Small | 339.7 |
| 33. Travis Flynn | 331.9 |
| 34. Red Cranfill | 327.8 |
| 35. Randy Ritch | 327.5 |
| 36. Lee Von Der Hey | 323.6 |
| 37. Carl Silva | 322.8 |
| 38. Terry Frazier | 319.6 |
| 39. Bill Johanson | 316.1 |
| 40. Steve Milos | 300.9 |
| 41. Bruce Coffey | 280.1 |
| 42. Bill Hager | 279.6 |
| 43. Jarrett Cangie | 276.6 |
| 44. Mike Condon | 276.1 |
| 45. Chip Hyde | 275.5 |
| 46. Chris Fry | 260.5 |
| 47. Gail Jacobson | 253.6 |
| 48. Keith Davidson | 252.8 |
| 49. John Albritton | 252.0 |
| 50. Stu McAfee | 250.2 |
| 51. Richard Oliver | 242.9 |
| 52. Fred Burgdorf | 242.8 |
| 53. Robert Brogdon | 227.9 |

| | |
|------------------------|-------|
| 54. Andrew McIndoe | 204.1 |
| 55. Richard Paine | 196.7 |
| 56. David Martin | 190.8 |
| 57. Gary Shmidt | 186.0 |
| 58. Scott McAfee | 183.5 |
| 59. Ralph Rinaldi | 179.6 |
| 60. Lloyd Burnham | 178.0 |
| 61. Pete Reed | 177.8 |
| 62. Elifson Jack | 176.5 |
| 63. Jim Allen | 175.7 |
| 64. Dan Kane JR | 175.4 |
| 65. Dave Ficucell | 174.1 |
| 66. Petro Lugo | 171.9 |
| 67. Richard Moreland | 171.5 |
| 68. Ray Brown | 162.5 |
| 69. Jeff Carpenter | 158.0 |
| 70. Jerry Salisbury | 155.0 |
| 71. Drew Jearina | 154.1 |
| 72. Randy Smith | 152.2 |
| 73. Glen Wierschke | 151.7 |
| 74. Steve Baker | 149.2 |
| 75. Joe Dodd | 146.5 |
| 76. Fred Johanson | 145.0 |
| 77. Dave Hill | 143.3 |
| 78. Irwin Funderburk | 142.9 |
| 79. Tom Hart | 140.7 |
| 80. Don Moody | 137.0 |
| 81. Lyle Baker | 136.8 |
| 82. David Binger | 134.5 |
| 83. Jose Calderon | 133.4 |
| 84. Ed Smith | 130.7 |
| 85. Jeff Adamison | 123.2 |
| 86. Mike Tallmann | 122.1 |
| 87. Augustin Alva | 121.1 |
| 88. Dick Schweitzer | 117.5 |
| 89. Bob Brassel | 115.5 |
| 90. Doug Houston | 111.4 |
| 91. Mike Sperry | 105.8 |
| 92. Dave Shadel | 103.8 |
| 93. Ray Blake | 96.6 |
| 94. Chuck Lee | 96.2 |
| 95. Gary Freeman JR | 94.1 |
| 96. Drew Telford | 92.7 |
| 97. Mark Parker | 86.8 |
| 98. Duane Gall | 85.3 |
| 99. Dan Tips | 83.0 |
| 100. Eric Myers | 81.5 |
| 101. John Stossel | 80.7 |
| 102. Gary Long | 79.6 |
| 103. Tim Lime | 79.2 |
| 104. Angelo Defilippo | 77.3 |
| 105. Jose Barrios | 73.1 |
| 106. Ben Martin | 72.3 |
| 107. Alan Green | 69.1 |
| 108. Tim Just | 65.1 |
| 109. Brad Clayton | 63.1 |
| 110. John Zanghi | 61.6 |
| 111. Manuel Martiarena | 59.4 |
| 112. Wayne Webb | 58.9 |
| 113. Mike Masi | 56.4 |
| 114. Art Edsall | 56.3 |
| 115. Howard Viana | 56.0 |
| 116. Brian Wilber | 52.8 |
| 117. Salvador Barrios | 52.6 |
| 118. Terence Palaschuk | 52.3 |
| 119. Larry Murphy | 52.0 |
| 120. Paul Benezra | 45.7 |
| 121. Welsh John | 45.5 |
| 122. Mike Bergan | 43.2 |
| 123. Bill Petterson | 43.2 |
| 124. Bryan Richmond | 43.2 |
| 125. Richard Beers | 42.5 |
| 126. Allen Booth | 41.1 |

| | |
|------------------------|------|
| 127. Bob Beaudette | 37.3 |
| 128. Steve Cameron | 36.3 |
| 129. Orville Steinmetz | 35.9 |
| 130. Jaime Morales | 35.5 |
| 131. Ernie Nikodem | 34.8 |
| 132. Forrest Terral | 34.8 |
| 133. Jim Henderson | 32.9 |
| 134. Ray Hendriksma | 31.0 |
| 135. Floyd Anglin | 26.8 |
| 136. Rehm Neal | 25.7 |
| 137. Greg Genge | 25.0 |
| 138. Mike Luzzi | 24.9 |
| 139. Dave Torre | 22.8 |
| 140. Bob Hisey | 22.2 |
| 141. Don Miller | 21.8 |
| 142. Jerry Kunze | 21.5 |
| 143. David Bowman | 20.1 |
| 144. Russ Levy | 17.0 |
| 145. Mike Massy | 16.5 |
| 146. Dean Stone | 14.1 |
| 147. Raymundo Platas | 13.9 |
| 148. Dave Carpenter | 13.8 |
| 149. Mike Stuart | 13.4 |
| 150. Gustavo Pastrana | 11.5 |
| 151. Rick Landers | 10.4 |
| 152. Bill Clarkson | 9.9 |
| 153. Kevin Matney | 9.6 |
| 154. Archie Adamison | 8.9 |
| 155. Jaun S Sanchez | 8.1 |
| 156. Rex Knepper | 7.3 |
| 157. Bill Northcut | 6.4 |
| 158. Leroy Webb | 6.2 |
| 159. Hal Garwood | 5.3 |
| 160. Aurelio Castro | 4.6 |
| 161. Larry Murphy | 2.4 |
| 162. John Delk | 1.2 |
| 163. Mike Deneve | 1.2 |
| 164. Dennis Obrien | 1.2 |
| 165. Dave Torre | 1.2 |
| 166. Terry Wegman | 1.2 |

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NMPRA OFFICERS

President
Vern Smith
180 Leader Heights Rd.,
York, PA 17402-4742
(717) 747-0707
E-mail: vsmith@blazenet.net

Secretary/Treasurer
Chic White
8104 Bainbridge Rd.
Alexandra, VA 22308-1422
703-768-6347
E-mail: chic@gateway.net

Editor NMPRA
Darrol Cady
10711 NE Ct.,
Vancouver, WA 98686
(360) 573-0987
E-mail: dcady@pacifier.com

District 1 VP
Dave Ferrell
1565 Echo Dr.,
Merced, CA 95340
(209) 722-0655
E-mail: pylonflyer@aol.com

District 2 VP
Matt Mikko
4521 126th Ave Ct E
Edgewood, WA 98372
(253) 863-6478
E-mail: matthew.d.mikko@boeing.com

District 3 VP
Terence Palaschuk
39 Tremaine Ave.,
Regina, SK 24R 6N6
(306) 585-1465
E-mail: tppchuk@sk.sympatico.ca

District 4 VP
Mike Sperry
1614 11th St.,
Cody, WY 82410
(307) 587-5870
E-mail: sperrym@mail.nwc.whecn.com

District 5 VP
Rolland Roberts
31545 Taylor
Wayne, MI 48184
734-728-8447
E-mail: rrober9864@aol.com

District 6 VP
John Fike
12706 Beaverdale Ln,
Bowie, MD 20715-3912
(301) 262-1486
E-mail: jfike@feido.com

District 7 VP
Gary Freeman Sr.
1005 Taproot Dr.,
Winter Springs, FL 32708
(407) 695-1855
E-mail: gafreeman@solutions.att.com

District 8 VP
Randy Ritch
4104 Lark Lane,
Houston, TX 77025-5831
(713) 661-5458
E-mail: rrproducts@twistercom.com

District 9 VP
Luis Garcia Blake
Palmas 735-406
Lomes Barrilaco, 11010
Mexico DF
(525) 569-2739
E-mail: lgb@pegaso.com.mx

**Quarter 40 VP & Points
Coordinator**
Barry Leavengood
10855 Remmet Ave., Chatsworth,
CA 91311
(818) - 998-4564
E-mail: bl10@aol.com

**Formula One VP & Points
Coordinator**
Mike Hesel
7 Still Meadow,
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(512) 244-2133
E-mail: Mike_Hesel@dell.com



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**Quickie 500 VP & Points
Coordinator**
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1512 S Greenleaf Ct.,
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Fax: (407) 359-5063
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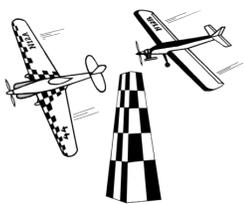
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