

The Pylon Racer's Official Voice

NMPRA

HIGH PERFORMANCE

National Miniature Pylon Racing Association Since 1965 AMA Affiliated April 2001

A Word from the President

Rhonda and I have been home a month. Phoenix is a great place to spend the winter months. It seems more like just a week or so. Time flies when you are having fun. We are having fun right now. We have decided to make a lifestyle change. We are in the process of selling our home and our motorhome. We want to buy a bigger motorhome and go full time in it. We started figuring out how little time we were spending in our home and how much time we were spending in the motorhome... It did not make sense to keep supporting the house and the motorhome. Motorhome won! We are going to go full time in the motorhome for the next year or two. We are looking forward to it. We will have the opportunity to spend more time making shorter day trips than we have in the past. Instead of making the 600 to 700 miles a day while we are going somewhere, we will make it in smaller more leisurely days. It will give us the time to stop in different places and go to different races than we normally do. We are looking forward to the adventure. It is going to be wonderful. We will even stop and see our many friends across the Nation

We have four of our racers also going on an adventure this summer. Bob Smith, Stu McAfee, Henry Bartle and Chip Hyde are all going to Australia for the World Championships to represent us. Just like the Olympics. There has been much talk about having some FAI races in the US. I think that it will happen. There are many others that would like to be part of the US Team. It has a lot of prestige and it is probably harder to get on the US team than it is to place in the top 10 at the World Championships. We have very good pilots in the US. We race more with fast airplanes than anywhere else. That is practice and experience. We have lots of both here.

Please support the US Team. When one of the members has raffle tickets or a colander to sell, help them out. It costs many dollars for our US Team to go to the World Championships. They are your representatives, and need your support. The only way that many of their expenses are covered; are by the support of you the racers, they are representing. For example: They will need 4 vans to transport planes and their equipment while they are in Australia. The vans are \$360 per day, and they need them for 10 days. AMA pays \$700 for airline tickets. The tickets to Australia are \$1200 each. The AMA pays for the rooms, but only for the actual contest days. That will be four out of the ten days that they have to be there. You can see from this, that the expense for fielding a US team is a high dollar project. You can make a donation direct, by sending your check made out to the NMPRA to:

NMPRA/Randy Bridge
603 Ironwood Way
Sacramento, CA 95831

Please put a note with your check so that Randy can get it to the right place.

Randy is our new Secretary/Treasurer for the NMPRA. He has taken over for Chic White who has done a fine job of "temporarily" taking the position for 2 and one half years, after we lost Paul Page to cancer. Thank you Chic for the time you have spent promoting racing and the NMPRA. Now you can use the time to make racers. Thank you Randy Bridge for taking on the responsibility of doing the job now. Maybe that you will have less time to prepare for the races, you will not be so tough on us at the races.<G>

Speaking of changes in our officers, we have another one. Our District 3 VP has gotten so busy making Neme-Q's, he had to retire from the VP position. Terence, THANK YOU for a job well done. It has been a pleasure working with you for the last couple of years. You have become a good friend.

Another old time competitor of mine has vouteered to take on the position of District 3 VP. Harold Sattler, thank you very much for stepping up and taking on the job. I have read your first column, and I can see that you see the need to make a few changes in the Canadian Prairie... Any way the NMPRA can help you, let me know.

Speaking of how the NMPRA can help. I sent out a notice that the NMPRA would help financially with a small part of building new equipment. We have helped a little so far, but I am disappointed that I was not deluged for request for \$\$ help to build local equipment. The offer is still open. We need more of the off-course equipment through out the nation if we are going to get our racing program growing again. The Texans have the idea, now it must spread. Read this months column.

We have also approved the nomination of Pete Reed to the NMPRA Hall of Fame. Pete, you have earned this honor. Thank you for the many years of contributions you have made to the NMPRA and racing. We appreciate your efforts and dedication that you have demonstrated for the last 30+ years of involvement in our hobby sport, more commonly known as addiction.<G>

President's Message continued....

In order for us to keep in touch with the Internet members, we need your current email address. When you change addresses, please notify me at: dcady@pacifier.com If you did not get a mailing from me as a test and you are a 2001 paid up member or a 2000 that has not sent your dues in as of yet, I have a bad or no address for you. Please send me an email with your name and current email address.

Please take special note to the project outlined in the District 8 column by Randy Ritch. What they are doing down there is so important to the continuation of racing in the US as we know it now. We must encourage new racers. Yes, beginners to join us. There are some of us that are getting long in the teeth, and will need to be replaced by new racers in the future. Some racers just might quit racing. (I do not understand that). Anyway, if we are not getting new racers into our community, we are dying. Encourage someone new to race. Give a hand and some recognition to someone new that comes to race. Share the knowledge. We all know that there are no secrets, but we must not forget to pass on what we know to help those that do not know. They may learn something and come back and help you later. Support your local club, racers, racing and the NMPRA. These are the best things we can do to make sure that we have races to go to.

I for one would miss not seeing our many friends that come to the races and play with us. If you do not understand what I am saying, go to my website, www.DarrolCady.com and go to "about us". Scroll to the bottom and read the letter that Rhonda wrote to me several years ago and it is still true today. Have your spouse or significant other read it also. You may get more understanding of your modeling time away from home.

The best people I have ever met are modelers. Racers are just one step up.<G>

Darrol

**No Membership Paid -
No More Newsletters**

If you have not sent your e-mail address to the NMPRA or have changed e-mail address, please e-mail it to: dcady@pacifier.com

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

Advertising Rates

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

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

Wanted

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

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

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**Article Due Dates
May 5, 2001**

JR **2001 Gold Cup Series** **PGRC**

Bowie, Maryland

MAY 19TH & 20TH, 2001

John Fike, *Contest Director*

Phone: 301-262-1486

E-Mail: jfike@feico.com

Art Edsall, *Registration*

Phone: 301-855-8707

E-mail: bfkp8lj@bell-atl.com

Entry Fee \$70  Entries Limited to 52

Registration Form and Fees Must Be Received

Frequencies Will Be Limited to 3. First Come, First Fly

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Phone #, Email Address and Frequency to:

Art Edsall, 9580 Howes Road, Dunkirk, MD 20754

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Rick Moreland, *Additional Information*

301-261-7366

E-mail: R.MORELAND@worldnet.att.net



District News



District 1 – Drew Telford

Hi there fellow racers! By now I hope you're enjoying some warmer weather, and have at least done some practice flying or entered a contest or two this year. The season is off to a good start here in District 1, and like last month's Q500 Winterfest, the JR Gold Cup Q40 series for 2001 started off with a bang in Phoenix thanks to a great effort by the Speedworld R/C Flyers, Stan Douglas, Jim Allen and their SpeedWorld crew doing an outstanding job – a big thank you to you all! A big "Thank You" to our Sponsors, Horizon Hobbies and PowerMaster Fuels. With out their support, our JR Gold Cup series would not be...

There were 47 registered entries, but Mr. Jacobson couldn't make it so 46 flew in the matrix, representing pretty much the whole continent with our frozen pals from Canada thawing out during the long drive south, and our tan pals from Mexico coming northward. Even Bruce DeChastel of Australia joined in, although commuting from Washington State was easier than the overseas jaunt would have been. Bruce has a new Q40 El Bandito design which he hoped to campaign, but unfortunately his bird suffered a broken wing prior to the contest.

The racing began in earnest, as many folks already had a good two days of practice in honing their skills and fiddling with propellers. Many of the regulars were going fast as usual, and some unsuspected sleepers stood up and kicked some butt! Most notable was Gino

DelPonte of Colorado and soon to be Merced, Oregon (move over Dave Ferrell), who flew a Larson Dago in spectacular fashion doing many 1.07s, then 1.06s and several 1.05s winding up in 11th, and making Daddy Mike VERY happy by not crashing any airplanes (they lost 4 Q500s in January)! Way to go Gino! Had you not had that zero, you would have been well up in the top 10! Watch for him in Las Vegas, and be afraid...be very afraid! Team Ohio escaped the snow, and Tom Scott and Craig Grunkemeyer did their normal impressive performance giving Randy Bridge and Stu McAfee some trouble on the home turf. After 5 rounds on Saturday, 3 of the above were clean in a tie for first and Stu was a point down in 4th.

Now, if you've ever raced the course in Phoenix and fly in the 'groove' around pylons 2 and 3 just above the poles, you have, or you will, experience the strange phenomena that I believe is a permanent inverted thermal that seems to linger right between the poles. Many times you'll go through the turn, not even near any other planes, and get a wing wobble, but other times it seems like the gravity machine got turned up to 1000% and your plane just descends on knife edge into the hardened desert floor going around pylon 3. This invisible black hole force grabbed Lyle's Dago and Gary Schmidt's Ashley in round 2, and probably played a role in the demise of Dubb Jett's Sidewinder in round 2 and Darrol Cady's Ashley on Saturday. Call it bad air or whatever, the trashcans started to fill. Many of the Sun City retirees started showing up to

watch the races mid morning Saturday (friends of many of the Speedworld club members that live there), so this gave the NASCAR fans some familiar excitement, and a few midairs occurred as well causing more than a few 0's to appear on the scoreboard. On Sunday, the carnage continued. Chuck Anderson's beautiful Wild Turkey landed in a bush, but came out unscathed, only to be T-boned in flight later on. Norm Johnson's veteran war hero 'Scarred Turkey' met an untimely (but spectacular!) demise in a similar mating of birds around the 2-3 turn. Newcomer Brian Buaas showed some flair by posting a some good times and a 1.03 in his 2nd Q40 race ever, but suffered a midair, as did Gary Long on Sunday, downing two nearly identical Lawlor Ashleys (hey Tim Lawlor, turn on production again...). Poor Jaime De La Vega lost two Van Baren Ashleys in the race, and a third in practice! He's hoping an Ashley tree will grow out there somewhere, as is Mike Tallman and John Gerheart who planted two more (Rusty, whats your stock ticker symbol?). From my vantage point I recall at least 22 losses or major damages, but others had a count of 27 during the race. At least 3 were lost prior to the race during practice, making this one of the biggest crunchfests in a long time. Photos elsewhere will indicate that it was at least a 4-bagger for the garbage man.

When the dust settled, Tom Scott and Randy Bridge were tied for 1st, and Randy cut in the flyoff giving Tom the biggest trophy, but he kept fast time for himself with his 1.02.18. The traditional Kachina doll trophies returned this year, which are always popular. In conclusion, I am hoping the proud warriors of the Q40 sport have enough resources (and desire) to rearm for the next race in Las Vegas on April 20-22. Results from the JR #1 in Phoenix are available at www.superminnow.com and www.DarrolCady.com. The top 10 were:

1. Tom Scott
2. Randy Bridge
3. Stu McAfee
4. Craig Grunkemeyer
5. Drew Telford
6. Darrol Cady
7. Mike Helsel
8. Jim Allen
9. Henry Bartle
10. Dub Jett

Don't cut, Drew



JR Gold Cup #1 Top 10, Phoenix, AZ, Feb 2001

Rear LtoR: Jim Allen, Darrol and Rhonda Cady, John Shannon, Mike Helsel, Dubb Jett, Henry Bartle, Bruce DeChastel.

Front LtoR: Drew Telford, Lyle Larson, Stu McAfee, Tom Scott, Randy Bridge, Gary Schmidt, Craig Grunkemeyer.



Gold Cup Series 2001

2001 Schedule of Events



Las Vegas, Nevada
April 21st & 22nd, 2001

Bowie, Maryland
May 19th & 20th, 2001

Toledo, Ohio
August 25th & 26th, 2001

Ft. Lauderdale, Florida
October 20th & 21st, 2001



Fuel supplied by

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District News



District 2 – Dan & Pat Nalley

District 2 held their annual awards banquet on the Saturday night of the Northwest Expo at Puyallup. The turnout was good and the get-together was wonderful. Tony Huber made the awards again this year and as you can see from the picture, they are works of art. Thank you Tony for your effort and all of the time that you put into designing and building the awards. Everyone appreciates it. Last year's NMPRA VP, Matt Mikko, presented the awards. While you are looking at the picture, note that Jon Packer even dressed for the occasion. He is wearing his national Quickie award from the NMPRA. JR, it is time for you to step up to 428. You have the experience and are flying very well. Congratulations and thanks to all of the District 2 racers that have been attending all of the races. It is this kind of participation, from the faithful that will keep the program going in the Northwest.

- APRA 428
- | | |
|---------------|----------------|
| 1. JR Fisk | 1. Darrol Cady |
| 2. Stan Davis | 2. Eric Ide |
| 3. DickSalter | 3. JonPacker |

- Q-40
1. Matt Mikko
 2. Tom Strom
 3. Andrew McIndoe.

Our next race is the Quickie race in Marymore Park and is followed by the new race in Wenatchee. It has been several months since our last race, but the season is just starting. Loosing the Boeing Field and our winter season was not a nice thing for us, but maybe it was a good thing. Most of us did not appreciate what we had. What loosing the field did was eliminate our extra racing season. This year, we are like the rest of the country and have a more defined shorter racing season. This may give more everyone more incentive to seek out some other locations. Support all of our summer races in the District and be on the lookout for other sites for more races. Finding more race site is not just the responsibility of the few; it is the responsibility of all the racers, even you. The committee checking out the Fort Lewis should be encouraged and helped. That is where next year's winter season will probably be. Remember, the winter season is where all of our new racers come from... Like anything else, attrition must be covered or we are falling behind.

Bring a new racer to Marymore on May 6th.

Dan Nalley, VP

District 3 - Harold Sattler

I am not sure how I got this job, but I guess after 25 years of racing it's my turn to step up to the plate.

First, I would like to thank Terence Palaschuk for being our district President and for serving as our NMPRA VP for the past 2 years. You did a great job.

My first priority as VP is to bring the off course judging into Canada. As of yet we have not been asked by MAAC of Canada to do so. I have just heard that the FAI worldwide will be converting to off-course officiating as of now. After seeing how well this has worked in Phoenix, I highly recommend that we consider doing this in Canada even before we are forced to. I am confident that we can make the necessary changes without a lot of expense for the clubs.

The one thing I wish was that the lap counter cards would be more visible. The lap counters used in Muncie last year were great. They are a little on the expensive side, but it is a goal.

The idea of upper and lower wing identification is a good idea and we should also look at adopting this. It makes the race officials jobs much easier. They do not have to remember all the different paint jobs. All they have to remember is "green top wing", "Red top wing" or the same thing on lower wing. With this system and staying in the same lane all day, it makes their jobs much easier and more accurate. Example, the #1 judges only have to look at the one 4th of the airplanes all day. With the 1/3,2/4 take off and rotating the starting order, it even makes it easy for the racers. After the first round, there is no reason for identifying the airplanes. The officials know their airplanes and the markers are easy to see.

We are going to be using the Internet for our district points, standings and membership lists. Rather than waiting for a newsletter the racers can go to the site and see their standings in a couple of days. The page will of course be posted on: www.superminnow.com

Our first race of the season is in Regina. See you all there. *Fly Safe!*

Harold



Front (L to R): Andrew McIndoe, Eric Ide, Bobby Arledge,
Back (L to R): Stan Davis, Matt Mikko, Tony Huber, Jon Packer



District News



District 4- John Sandusky

Hello Racers!

The deadline for VP articles for this issue of High Performance is March 26th and here I am writing this on that very evening. It's a good thing that I procrastinated because just yesterday I received an email message from Loren Moen of North Dakota informing me of their first race for this year. Then today I received a letter from Dave Reiber of Nebraska stating their race schedule for 2001. Please see the District 4 race schedule elsewhere in this issue. In addition, Darrol Cady indicated that the race schedule for each district would soon be posted on the NMPRA web site. This will be a welcome addition because I know there are racers who are not NMPRA members that visit the web site for just this sort of valuable information. It only makes sense that to encourage new racers, one must make things as easy as possible for them. Allowing them to access race information is one way we can encourage new racers. Perhaps some of them will even become NMPRA members.

The email message from Loren included an Internet URL for information about the North Dakota contest. You can access it by pointing your web browser to: http://www.geocities.com/earnhardtsr3/pylonch_amp.html. Essentially, they are traveling back in time ten or more years to the land before Nelson and Jett.

For this race they will be flying the short course and disallowing Nelson and Jett motors. Dust off your old Rossis, Webras and MVVSs! This is an AMA sanctioned event (# 01-1033).

The letter from Dave lists five races in Nebraska and one in Kansas. He states that their neighbors in Kansas often travel to Nebraska to race and visa versa. I will include the Kansas race in the District 4 race schedule even though Kansas isn't in District 4 simply because it came to me in conjunction with the races being held in Nebraska. They will fly three classes of Q500: "Sportsman", "Quickie", and "Q500-428". Dave didn't outline the exact rules and differences for each class, but he did indicate that "Sportsman" uses the Thunder Tiger motor and an APC 9X7 prop. Their "Quickie" class allows, "Any engine except Nelson or Jett—most are using Rossi or MVVS." It looks like the standard AMA #428 rules apply to their "Q500-428" class. If you need more information, contact the Contest Director listed in the race schedule or you may contact me and I'll put you in touch with the appropriate person.

In last month's newsletter, Barry Leavengood stated in his Q40 column that there would be a race in South Dakota over Labor Day weekend--September 1st through the 3rd. I contacted Lyle Larson and asked that he please forward the information to me so that I could include this race in the schedule for District 4. Here is his response:

"The race is going to be held Labor Day weekend which is the Saturday, Sunday & Monday. Saturday & Sunday will be a traditional race which will have trophies for first, second, third, & fast time. On Monday we will hold races for purse of \$5,000. Your personal fast time will determine which heat race you are in, ie: A-Main will be the first four fastest times. B-Main - next four fastest, etc....If you have the absolute slowest time, you will be in a race with three others with comperable times. If you win this, you will still make approximately \$50. Also, we will not have turn judges on pylon 1 - only cut judges."

This race is strictly for Q40. The CD is Ted Bozanich - phone 605-343-6527...email: tedboz@hills.net.

Entry has to be pre-entered four per frequency at a cost of \$50 per person. Good deal - huh!!!!

We are printing up a flyer & there will be a web page shortly. We are getting many sponsors and I hope the flyers stay at the hotels and use the car rentals and restaurants that have supported us with the money for this event. Thank you, Lyle

The website for the race is now active. You can access it at www.hills.net/~tedboz.

..... Continued on Page 7

LYLE LARSON, CALIFORNIA SPEED PROS
 HC 80 BOX 475, PEIDMONT, SD 57769 PHONE/FAX 605-787-6340
 E-MAIL dagored@rapidnet.com

NEW IMPROVED.....DAGO RED AND NAPIER HESTON KITS

QM kits include a fiberglass vertical fin and fiberglass rudder. The wing is a 56 1/2" skinned-hinge wing, 3/8" plywood firewall, elevator horn, fuel shut off, 1/4" balsa stabilizer and elevators that are slotted for 64th plywood. Kit contains wheels, axles, landing gear and wing bolts. These are the most complete kits available!

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
 CUSTOM MADE LIGHTENING Q40 PROPS.. \$20.00 – BAG OF 6 HAND PICKED (NO LEMONS) PROPOS .. \$20.00
 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 4 - Continued

The official name of this event is the "First Annual Futaba Black Hills Pylon Classic." Judging from the time and effort put forth on the web site, the race will be well organized and enthusiastically supported by many local businesses. I want to emphasize that this is the first occurrence of this race. If it is to truly be an annual event, it must be well supported by the racers as well as the sponsors. I hope that the Q40 faithful will travel to and support what should be a very competitive, fun-filled and exciting contest.

Wow! When I look at the current race schedule it seems like there will be racing aplenty in District 4 this season. With that in mind I want to strongly urge all of the Contest Directors for each race to notify me of the place standings for each and every race. This should be done promptly because I will then forward that information on to the appropriate points coordinator and those NMPRA members will receive credit towards the NMPRA National Points award.

Also in last month's article, I mentioned that one of District 4's members did rather well in #428 at the Winterfest race in Phoenix by placing in the top five. I was negligent in that I overlooked the fact that a racer from District 4 placed first **AND** set the fast time in #424 at this same contest. I extend my congratulations

to Howie Wayne for this achievement and I extend my apologies to Howie and to you all for my embarrassing oversight.

In closing, I'd like to invite anyone to contact me with comments or suggestions on what sort of information you would like to see in this space. I want to be supportive to the racers of District 4 and I want to know what you think. Let this be your article.

Thank you, John Sandusky

District 5 - Rolland Roberts

By the time this arrives we may have already raced in Lucasville. Hopefully not and I can use this chance to remind you to attend. The date for the race is May 5th and 6th. Standard and Expert 428, and 424 Sport class will all be flown.

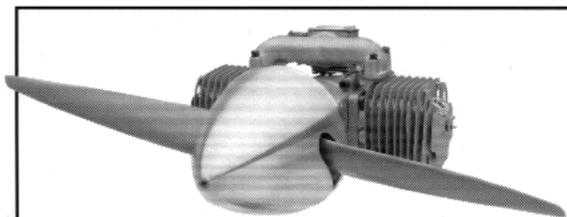
The Announced date for the CAPS Classic in the last newsletter was incorrect. As was Ben Martins race dates. The Caps Classic race is August 11th and 12th. Ben's race in Dayton has not been re-scheduled at this time. While I'm on this subject of scheduling race dates. Please keep in mind that if you set a date the week before or the week after an event then you are taking the risk of losing participants for both events. The traveling racers go through allot to make these events and so do their spouses. You depend on them to show up.

Why on earth would you choose a date that gives them no time rest, recuperate and prepare for the next race. One more comment on scheduling. If you don't call me to let me know your dates I can't publish them.

Would you sit down to a game of cards if you knew the deck had been stacked? The answer is pretty obvious. Racing in events where 4, 5 or 6 pilots have all chosen the same frequency is the same thing. Until last year I thought it was more of a convenience thing for guys who traveled together. Most of the time it is, but sometimes frequency stacking is an attempt for some to avoid racing against a particular pilot or group of pilots. If you want to race you should be willing to race anyone. If you want to pick and choose whom you race find another hobby and quit screwing up mine. The District race in September will only allow a max of 4 pilots per frequency, no exceptions.

I have finally glued the tail on my latest Quickie. I hate setting the tails. Every time I build a new airplane I seriously consider going to a conventional tail just to avoid the hassle of trying to align the V tail.

This will be the first time I more or less trusted the fuse builder to make sure the tail notch is at the correct incidence. In the past I have relied on the fuse to be square and well built. This is not always the case so be diligent when you build and make sure you check everything. ...Continued on Page 9



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District News



District 5 - Continued

Last year I built an airplane that I knew would fly well. I made sure everything was right. I raced it all year and it flew like crap. It was sensitive and jumpy. It acted like it was tail heavy. No matter what I did, where I balanced it, or where I taped the quarter, it was a handful to fly.

Quite by accident I found the problem in the place I least suspected. One day in the pits I noticed that in my effort to minimize the gap between the sides of my airions and wing I had actually made it too close. The airions in the neutral position would hang up because of the tight clearance. I used sandpaper and opened the gaps. The difference before and after was amazing. I had a totally different airplane; unfortunately I wasted all of last season before I found the problem.

Another phenomena some of us have experienced is how an airplane will fly different from one day to the next with everything else being equal. I think I have found a way to help. I now drill a hole between the front wing hold down bolts. I drill it straight down through the wing and the wing mount block. I then take a small dowel rod of the same diameter and push it down through the wing and into the block then I glue the rod to the wing. I repeat this between the rear wing bolts. After both rods are installed remove the wing and trim them to appx 1/4 and round the edge. Now when you assemble the airplane the wing will always be in the same place it was the last time. Wear and tear on wing boltholes will eventually create clearances. Even with 4 of them the wing may be seated and tightened down in a slightly different place then the last time.

We will be trying some new things this year in this newsletter. I will include Race announcements, photos, for sales, questions, comments and suggestions. If I get none of those then I will be jotting down quotes and quips and smart----- remarks overheard at the races. This may prove to be the most interesting.

Until next time, take care and be safe.

Rolland

District 6 – John Fike

Hello all,

Have patience guys. Spring is almost here. There was two inches of snow on the Maryland Eastern shore last night 3/25/01 but none here. I think we have seen the last of it and can look forward to some decent weather. The PGRC club had a field cleanup last weekend and they are getting the field ready for you. I had to work last weekend and could not help, so I suppose I owe them one. I would much rather have been with them though.

I will include what I have for the 2001 race schedule and ask that everyone take a look at it to make sure there are no errors. It may be listed here or perhaps Darrol did a cut and paste to another section of the newsletter. Some is good news and some is bad news stuff.

Good news: John Zanghi and the NJ guys are holding some races this year. PGRC / NJ / and NEPRO have all agreed to run Thunder Tiger engines.

Bad news: The only 428 races in District 6 will be at PGRC. The only 422 Q-40 race in our district will be the JR race at PGRC.

Misc.

428 Q-500's for sale: Pete Reed has only two Intimidators left. These are built and ready to be covered. Pete is asking \$200 each. This is the type of plane flown by Lloyd Burnham when he captured the 1999 NATS championship.

There's not a great deal of newsworthy information this early on in the year. I predict that we'll see some interesting items in the next newsletter. By then, we should have a race or two in the books and we'll see who was preparing over the winter and we'll see who is still scratching around to get ready. (Besides me that is)



JR Q-40 Race in Bowie Maryland

Back by popular demand: The PGRC club is once again hosting one of the JR Gold Cup races. It will be held on May 19th & 20th. We will follow last years format. Registration and test flying will be all day on Friday May 18th. Competition begins early Saturday, May 19th and finishing up on Sunday, the 20th. There will be THE steak party Saturday, late afternoon.

Please contact Rick Moreland or Art Edsall for pre-registration and additional information. I am the CD of the race but since I travel quite a bit in my job, we felt it more suiting for Rick and Art to be the contact persons. I can be contacted through email at jfike@feico.com

Register early and get your frequency. It is very important to make hotel reservations well in advance.

Continued on Page 10

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District News



District 6- Continued

PYLON 1 LIGHTING SYSTEM

We at PGRC are working on a light system for pylon one. It is the same one used at other races and will hopefully become the standard. Instead of Shutters, each lane will have a light located at pylon one. At this time, we intend on continuing with the lap counting and cut posting at the lapcounter cage just as before. As things progress at other locations and all the bugs get worked out, I assume we will adapt to more electronics.

But, in the meantime we're taking it one step at a time and are enforcing the KISS method. Keep It Simple Stupid

*That's all for now.
John Fike*

District 7 – Gary Freeman

No report submitted.

District 8 - Randy Ritch

It has been some time since we have had a report for dist 8. With the lack of things happening in 2000 and the cancellation of the last two races, there was not much to write about. 2001 is here and a new season brings new enthusiasm. We are in a much more positive mode.

The first part of February, we had our annual District 8 meeting in Conroe, Texas. We had a very good turn out, a good time and solved most of the world's problems. Those of you

that missed the meeting missed a very good one.

We made our racing schedule for the year and ended up with 12 races. We also spent a great deal of time talking about the promotion of the 424-class racing. With everyone's input we decided how to work on getting new blood in to our sport. I think we all have known that this has needed to be done, but we have not taken it very serious in the past. We are now committed to making this beginners class special in District 8. We hope that the rest of the Nation does the same thing. It is needed everywhere. Several people volunteered to go to area clubs and talk about racing to new people. At the first presentation we had about 20 people interested. Just think. If everyone went to their local clubs and interested only five (5) new people. It would not take long to build our racing events to have numbers to be proud of. Without all of us working together to get new blood we will never grow. If we do not grow, racing as we know it will not survive.

We need everyone's help. Two or three people cannot do this job alone. The ultimate goal is to have one-day races at different clubs just for the 424 class of racing. If we get enough people interested soon enough we will have the first race in May. Hopefully this will get us some new 428 and 422 pilots. Once again please get involved. We should schedule the race now, knowing "if we build it, they will come

March 17 and 18 was our first race in Seguin, TX. This is a great place to race. Too bad the weatherman did not take very good care of us.

Saturday was cold and windy, but we did get in all of our rounds. Sunday was a different story. We wish it would have been better, but the rain came. So needless to say it was a washout on Sunday. Our next race is scheduled for

April 28 and 29 at Houston. The weather for this one will be good for sure. Make your plans to be there. I have heard rumors of a big purse at this race. Any of you out of District racers that want to come and "cherry pick" we would love to see (aka beat) you in Texas.

Until next time you guys keep up the good work and promote 424 racing at your local clubs.

*See you at the races!
Randy Ritch*

District 9 – Manuel Martiarena

Racing south of the US border seemed like it was a little on the decline. That was the bad news and it was old news. The good and current news is that we had over 30 contestants at the Apollo contest. Even more good news is that have several new racers wanting to learn how to race. It is a good feeling to have new people interested in what we are doing.

This is the first year that Mexico has fielded a Mexican Team for the World Pylon Championships. Your Team has been practicing and getting familiar to the new equipment. The FAI airplanes are completely different than anything that we have ever raced in Mexico. We have gone to the US to practice and we learned from the US Team Trials last November. The US is one of the strongest countries in World Pylon Competition and they invited us to Phoenix to help learn and practice using the new equipment. We thank them for the invitation and the help.

Your Mexican Team will be going to Australia in July to represent all of Mexico at the contest. Please wish us well and we will do our best for you. The World Championship is like the Olympics for Pylon Racing. We are anxious to be there and do our best.

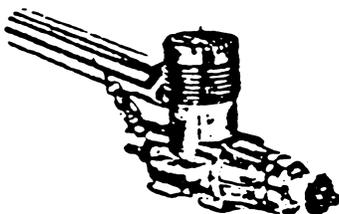
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District News



Quarter 40- Barry Leavengood

The 2001 racing season is well under way. The first two big South West races, the Winterfest and Phoenix JR Gold Cup Race, are in the can as well as several local races. Sonia and I attended both the Winterfest and Phoenix JR Gold Cup races.

The JR race really stands out. As close as we can count, about thirty planes were lost Saturday and Sunday with several pilots losing two. I have never seen so much carnage. If this keeps up we will quickly run out of competitors. Most were lost to mid-air's or bad-air. After discussing this with fellow competitors a couple of things come to mind. The first is the quality of equipment and pilots. Seems like at these big races almost everyone there is fast which by definition results in very close racing. Even though the official times may not show it, because of cuts, most everyone there was capable of a 1:04 or so. The only way to go that quick, is to fly tight. Especially going around two and three. I was in a couple of heats where there wasn't twenty-five feet between the planes for the entire heat. We were all living on borrowed time. It's been my observation that most of us don't know how to fly in traffic. We hold our line no matter what resulting in a lot of composite confetti. Both the pilots and callers need to be more aware of the other planes and pick another line. It doesn't make much sense to loose a \$1,200.00 plane racing for a \$20.00 trophy when it can be avoided. The second thing is bad-air.

Probably a dozen planes went in because of bad air. Most often turning around two and three. You could see it coming. A close race with someone following ten feet behind and five feet below and in he went. The vortexes generated by the current tight turning generation of Q40s are very powerful and will put your plane in the ground before you know what happened. The obvious answer to this is to fly at different altitudes or again move away a little before getting to the corner. Remember also that a touch of rudder while going around the pylons acts like an elevator to change your altitude.

The off-course judging system that the SpeedWorld Club built and used at Phoenix was great. They had it set up so each pylon judge signaled cuts directly, which really cut down on bad calls. This system is fairly simple and inexpensive. We are building one like it for Los Angeles and will be using it for our May race. Complete plans for building the SpeedWorld equipment will be posted on the NMPRA website soon.

We are getting ready for the Las Vegas JR Gold in April. Hope to see you there.

Till Next Time
Barry

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→ A special thank you to Chip Hyde, Drew Telford, Darrol Cady & Mike Tallman who debuted the Neme-O at Winterfest. Congratulations to Chip and Drew on setting fast time.

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District News



Q-500- *Cliff Telford*

By the time you read this Newsletter the final ballots for the rule-change your representative on the AMA Contest Board will have cast his ballot. We hope that you expressed your thoughts to them. The rules will be in place until the year 2005.

There have been just a few races reported since the last newsletter so the Top Twenty list has not changed much but here is an update:

Q-500 Top Twenty (Best 6 races, as of 3/27/01)

	Points
1. Gary Freeman, Jr.	571.7
2. Cliff Telford	509.1
3. Ray Brown	469.6
4. Gary Freeman, Sr.	462.1
5. Steven Vaclav	351.9
6. Joe Llanos	346.2
7. Joe Linsangan	326.0
8. Ritchie Holt	296.9
9. Richard Rosenberg	294.8
10. Paul Neves	289.4
11. Tom Jenkins	282.6
12. Pete Rickard	282.0
13. Fred Burgdorf	271.6
14. Drew Telford	268.9
15. Randy Bridge	248.6
16. Don Moody	228.1
17. Barry Leavengood	214.5
18. Tim Lime	213.6
19. Jim Lime	212.2
20. Brian Willbur	185.5

Cliff

2001 Nationals – *Mike Condon*

The 2001 Nats will be run with a split matrix, A & B. All areas of this are being looked into to assure the best possible race. Due to the size and the complexity of the week's events, the AB split is the only option. Some of the glitches that occurred last year will not occur this year. The issue of an easier flight then the other is being approached so that should not to happen again.

There are two choices:

- (1) A single matrix will only allow for five rounds per class. This format allows no contestant help if for some reason we have a worker shortage.
- (2) A split matrix allows fly 5 to 7 rounds with the top 28 flying 5 more rounds in the finals. This format also allows for filling any gaps in the work force.

The responsibility of putting a work force all day all week is a large undertaking. I can promise you that by the time the Nats arrive there

will be a full work force committed. What I cannot promise you is that all will show. Unexpected personal things happen. This is where the split matrix is necessary.

This year we will have the addition of an "Aggregate Champion". This is the pilot who has the highest combined point total after both events are completed.

I would hope at that you continue to show your support of the Nats Pylon event by seeking volunteers to help with the work force. We are still offering \$50 a full day of work as a Race Official.

A Hotel block under "CAPS" is offered at the Ramada Inn.765-288-1911.

Please send any worker information to me at 734-464-7027 or email: mcondon46@hotmail.com

*Thank you,
Mike Condon*

JR Gold Cup 2000 - *Mike Helsel*

No Report Submitted

**BEWARE
of this
Racer!**



**You probably do not know him.
You probably have not seen him.
He will quietly go to the line
and beat up on you!!**



District News



Newest Member in the NMPRA Hall of Fame

A little pylon ancient history....

Once upon a time in the middle sixties a bunch of RC flyers in Southern California thought it might be fun to race RC airplanes around pylons, just like the real airplane racers did. The activity was wildly popular and the NMPRA was organized to put out a newsletter so everybody would know what everybody else was doing, and to petition the AMA for official event status.

By 1968 those of us unfortunately enough to be living on the East Coast started to hear rumors about RC pylon racing. Mike Helsel, Austin Leftwich, and myself decided to build racers in the South Central Pennsylvania area. Harold DeBolt, Jim Keck, Bob Nole, and Harold Wallace, to name a few, built racers in lower New York State, and Pete Reed, Sam Griswald, Jerry Wagner, Allen Sager, Stu Richmond, and Harold Goldclank, also to name a few, built racers in the New England area. The first time Mike and I ran into the rest of these guys was at a race in Endicott NY in the spring of 1968.

At the Philadelphia Nats in 1969 we all got to see how it was done when Larry Leonard, Jim Stafford, John Upton, and Cliff Wierick came east from LA and blew our doors off. This was the first time I ran into Cliff Telford and Bob Violet, from the D.C. area. There is some method to the madness of this little historical rumination. At this years Nats I fell into a rather melancholy mood after flying my Q40 into the ground and got to thinking about old times and who was still standing. At that moment, and for the last five or six years as best as I can remember, only Mike Helsel, Cliff Telford, myself, and Pete Reed are still actively participating in pylon racing from the group that was active in the late 1960's. Helsel's winning Q40 was really depressing because I could no longer blame age for my deteriorating abilities

Pete Reed is the same eccentric today that he was thirty plus years ago. Floppy hat and no shoes are just a few of his commendable idiosyncrasy. Pete has been a tireless worker for the betterment of pylon racing. Active in establishing pylon racing on an international scale, Pete was the AMA liaison to the FAI for many years. The New England area has been blessed with a strong and durable regional pylon organization (NEPRO) and Pete has been one of its stalwarts for thirty plus years, taking official positions in NEPRO time and again.

The AMA Pylon Racing Contest Board has numbered Pete as one of its eleven members for many years. Pete was the first director of Pylon at the new Muncie site, and has directed one of the events each of the last four years. The NMPRA turned to Pete twice for presidential duties, and I used him extensively for information and input while I served. At his local club field Pete has been the chief instructor pilot for decades, and has always encouraged people to go pylon racing. If there is a Mr. Pylon in the USA it's Pete Reed.

I welcome Pete Reed into the NMPRA Hall of Fame. I can think of no one more deserving. Besides that to be given honorary recognition, Cliff Telford is still too young.

Vern Smith

A Note from Duane Guall

If you build it, they will come ... Those of us who try to promote racing locally know how hard it can be. With only a handful of racing pilots in every club, it's often impossible to get a majority of the membership to vote in favor of closing down the field for a day or a weekend to put on a racing event. Even after clearing that hurdle, it can be equally difficult to scare up enough workers to officiate. Sometimes it seems as though a better approach would be to start a whole new club from scratch, and include racing as one of its primary aims from the get-go. That's what Tom Neff and Dean McBournie (Aurora, Colorado) decided to do, starting just about one year ago today.

Tom has been racing for years; Dean is an enthusiastic newcomer. They looked around and decided there were enough racing pilots scattered among the clubs here in the Denver area that if they all pulled together, they could form the core of a new club that would be racing-friendly. If the effort "jelled" in a big way, it would create a major racing power like the SpeedWorld R/C Flyers of Phoenix, where big national races could be hosted regularly. If not, at least it would provide a reliable practice site for the die-hards.

The first thing was to find a site. Tom, who instructs new R/C pilots and who had been keeping his ear to the ground for at least 5 years prior, learned of a development company in town whose officers included an R/C-friendly individual. The company was willing to allow use of a rural parcel on which construction was planned, but had not yet begun. They were waiting for zoning approval from the county commissioners.

Tom and Dean called a meeting of the local racers, explained the situation, and passed the hat for contributions. To make a long story short, they were able to sell 10 "life memberships" at \$1,000 each to finance the construction of a paved runway, plus a number of regular annual memberships. To honor this select group and to note the site's location near a small airport called Aurora Airpark, they chose the name "Airpark Elite". But there is absolutely NO truth to the rumor that the club has ordered custom hard hats in the shape of Army Rangers berets.

Now, a \$1,000 ante may sound like a lot, but it's about the price of two composite racing planes -- that is, less than most of us hard-core types are used to spending on airplanes in a season, or sometimes even in a weekend! If the owners got their zoning approval and we lost the field the following year, that \$1,000 would represent one fairly expensive season of good racing practice. But with every additional year of use, it would look like a better and better investment. As it turned out, the initial zoning application was denied, and the owners have gone back to the drawing board with no immediate plans to do anything more with the property.

We have tentatively scheduled 5 races at the new site for 2001. Time will tell whether local interest will continue to flare or whether it will drop back to a simmer once again. But if you're within a day's drive of Denver, check the schedule in this issue and come join us one of these days! You'll be pleasantly surprised!

Duane Gall



2001 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. (?) tentative, (B) Beginner, (S) Standard, (E) Expert, (AMA) – AMA 428

District 1

Apr 21 & 22 JR GOLD Cup Q40
LAS VEGAS R/C, LAS VEGAS, NV
Nelson Segal mediator@nv.net

May 6th Q40/Q500/APRA
VALLEY FLYERS, SEPULVEDA, CA

May *26th Q500/APRA/Q40
Whittier Narrows State Park, L.A., CA

May *27th Q500/APRA/Q40
Whittier Narrows State Park, L.A., CA

Jun 16th Q40/Q500/APRA
VALLEY FLYERS, SEPULVEDA, CA H-Reed
Barry Leavengood (818) 998-4564

Jun 17th Q40/Q500/APRA
VALLEY FLYERS, SEPULVEDA, CA H-Reed
Barry Leavengood (818) 998-4564

Aug 19th Q40/Q500/APRA
VALLEY FLYERS, SEPULVEDA, CA

Nov 18th Q40/Q500/APRA
VALLEY FLYERS, SEPULVEDA, CA

District 2

May 6th, APRA & 428 Race
Marymoor Park - Bellevue, WA
CD Stan Davis

June 9th & 10th Q-40, APRA, 428 Race
Spokane, WA CD Mike Bergan

July 14th & 15th Q-40, APRA, 428 Race
Whidbey Island, WA CD Al Watson

Aug. 11th & 12th Q-40, APRA, 428 Race
Ephrata, WA CD Matt Mikko

Sept 8th & 9th Q-40, APRA, 428 Race
Arlington, WA - CD Nelson Eddy

District 3

June 2nd & 3rd Q500 & Q-40
Regina Windy Flyers, Regina, SK
CD: Russ Bouchard 306-522-3779

June 23rd & 24th Q500 & Q-40
Calgary, Alberta
Info: Randy Smith 403-547-1156

Aug. 11th & 12th Q500 & Q-40
Prince Albert, Saskatchewan
CD: Les Wessel

Aug. 25th & 26th Q500 & Q-40
Saskatoon, Saskatchewan

Sept. 15th & 16th Q500 & Q-40
Winnipeg, Manitoba

District 4

April 29 Q500, Sportsman, Q500-428
Mead, NE
CD= Randy Tentiger 402-734-0947

May 6 422/424/428
Airpark Elite Field, Aurora, CO
CD= Tom Neff 303-366-3253

May 12 & 13 Q500 Novice & 428 Amend
Minot Aircraft Modelers Spring Opener
(Nelson & Jett motors disallowed)
CD= Loren Moen 701-228-3825
CD= Ralph Fettig 701-852-6453

May 20 Q500, Sportsman, Q500-428
Mead, NE
CD= Randy Tentiger 402-734-0947

June 9 422/424/428
Airpark Elite Field, Aurora, CO
CD=Tom Neff 303-366-3253

District 4 cont'd

June 10 422/424/428
Airpark Elite Field, Aurora, CO
CD=Steve Barker
Tom Neff 303-366-3253

June 24 Q500, Sportsman, Q500-428
Mead, NE
CD= Randy Tentiger 402-734-0947

July 22 Q500, Sportsman, Q500-428
Grand Island, NE
CD= John Board 308-382-1727

August 4 422/424/428
Airpark Elite Field, Aurora, CO
CD=Doug Clancy 303-772-8470

August 5 422/424/428
Airpark Elite Field, Aurora, CO
CD=Mike Del Ponte 303-693-7519

August 26 Q500, Sportsman, Q500-428
Hillsdale, KS Dave Reiber 402-483-5696

Sept 1, 2 & 3 422/Q40
First Annual Futaba Black Hills Classic
Visit: www.hills.net/tebeez
CD= Ted Bozanich 605-343-6527

Sept 16 422/424/428
Chatfield State Park, Littleton,
COInfo=Art Baker 303-936-4105

Sept 23 Q500, Sportsman, Q500-428
Mead, NE
CD= Randy Tentiger 402-734-0947

District 5

May 5 & 6 428Std, 424 Exp
Lucasville, OH
Terry Frazier 740-574-6840

June 2 & 3 428Std, 424 Exp
Toledo, OH Garry Webber 419-382-2140

June 9 & 10 428 Std & Exp
Hamilton, OH Bruce Seifriert 513-474-1265

June 10 428 Exp Only
Rockford, IL
Glen Wierschke 815-234-3285

August 11 & 12 422 & Q40 only
Caps Classic, AMA Muncie
Mike Condon 734-464-7027

Aug 24/25/ 26 422 & Q40 Only
Toledo, Oh
Wayne Yeager 517-547-4430

Sept. 15 & 16 428 Exp
Rockford, IL
Glen Wierschke 815-234-3285

Sept. 22 & 23 428 Std, 424 Exp
Westland, MI
Rolland Roberts 734-728-8447

District 6

April 28 424 (Morning)
Bowie MD John Albritton (703) 938 – 1084

April 28 428 (Afternoon)
Bowie MD Steve Baker (301) 434 – 3568

May 6 424
Hadley CT Mike Masi 203-322-0779

May 19 & 20 422 (JR) Q-40
Bowie MD John Fike 410-729-274

June 3 424
Farmington CT P. Reed 860-673-7883

June 23 424 (Morning)
Bowie MD Dave Latsha 717-737-7577

District 6 cont'd

June 23 428
(Afternoon)
Bowie MD Vern Smith 717-846-7916

August 4 424
Hadley CT. Mike Masi 203-322-0779

August 5 424
Hadley CT. Mike Masi 203-322-0779

August 18 424 (Morning)
Bowie MD Chic White 703-768-6347

August 18 428 (Afternoon)
Bowie MD Warren Gillette 410-799-8575

Sept 9 424
Hadley CT. Mike Masi 203-322-0779

Sept. 23/ 24/28 Dist. Champ.
Bowie MD Dave Beazley 804-589-4886

October 13 424 (Morning)
Bowie MD David Binger 410-672-6561

October 13 428 (Afternoon)
Bowie MD Art Edsall 301-855-8707

District 7 – Q5 is SEMPRA Sport except where indicated

Oct. 20 & 21 Q40 Championship/JR Race
Ft. Lauderdale, FL Ray Brown:
TeamFutaba@aol.com

Nov. 17 SEMPRA
Jacksonville – RC District Championship
Pete Rickard 904-565-9256

Nov. 18 SEMPRA
Jacksonville -District Championship
Pete Rickard 904-565-9256

Dec/Nov AMA428
TANGERINE - Apopka, Florida TBD

Dec/Nov Q40
TANGERINE - Apopka, Florida TBD

Dec/Nov SEMPRA
TANGERINE - Apopka, Florida TBD

District 8

April 28 & 29 424/428/422
Scobie Field Houston, TX
Dick Davidson 281-759-8842

June 2 & 3 424/428/422
Brazoria, TX Red Cranfill 979-345-1499

Sept 8 & 9 424/428/422
San Antonio, TX TBA

Sept 22 & 23 424/428/422
Dallas, TX Scott Kalmus 972-240-7380

Oct 6 & 7 424/428/422
Scobie Field Houston, TX
Dick Davidson 281-759-8842

District 9

May 6 424 APOLO(TIZAYUCA,MEX)
SR. MARCOS VERGARA 525-530-6957

May 19/20 428/Q40 GUADALAJARA, MEX
SR. JOSE CALDERON 523-810-6260

June 9 428/Q40 PEGASO(Toluca, MEX)
SR. JORGE HERNÁNDEZ 527-279-0322

July 7 424 APOLO(TIXAYUCA, MEX)
SR. MARCOS VERGARA 525-530-6957

Sept. 15/16 428/Q40 GUADALAJARA, MEX
SR. JOSE CALDERON 523-810-6260

October 14 424 APOLO(TUZAYUCA,MEX)
SR. MARCOS VERGARA 525-530-6957

Nov 10/11 428/Q40 PEGASO(TOLUCA,MEX)
SR. JORGE HERNÁNDEZ 527-279-0322

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