



The Pylon Racer's Official Voice

NMPRA

HIGH PERFORMANCE

National Miniature Pylon Racing Association • Since 1965 • AMA Affiliated • February 2004

A Word from the President

Happy New Year everyone! I hope that your wishes were granted over the Holiday season and that the New Year will bring health and prosperity to all.

I'm sure everyone else has been hard at work at the next "world beater" version of whatever airframe you have decided upon to campaign next year. I for one haven't touched anything as of yet and I am starting to panic at the thought of not being prepared for the Gold Cup in Phoenix.

The NMPRA Board has decided to provide each newsletter through the website for download by anyone interested in our events. Granted, there may be a few existing members who will not join but still benefit from the information passed through the newsletter, and this of course would be unfortunate. But we, the NMPRA are charged with fostering, mentoring and developing the sport of RC air racing in the US ... and this seems to be a very good way to do it. I think we will find that the true members and supporters of the NMPRA will continue to join, and as the new people find that they have benefited from the organization, they too will eventually join to support the organization that first supported them.

I want to take this opportunity to welcome the USRA, (Unlimited Scale Racing Association – Giant Scale guys) as part of our publication. The USRA had previously been aligned with the publication RC Excellence.

This publication has decided to cease operations effective Jan 1, 2004, and we have stepped forward to offer the USRA our forum to get their message out. What this means is that our newsletter will now be read by about 100 more people than it currently is circulated to, and the USRA will pick up the tab for the additional printing and mailing costs. Our members will now be exposed to another area of RC air racing that they may or may not have found before. Win /win for both organizations. Please read what Scott Hanbury (President of the USRA) and the other USRA contributors have to offer, and don't hesitate to compliment them on their contributions and help with their efforts! We are all in this racing arena together.

The next issue I would like everyone's opinion on is this years' Championship Race. While I do not have a venue to announce with this issue, we are very close to choosing the site and will provide that information to all as soon as we have it available. As to the format of this years Championship Race, I would like to offer the following ideas: I suggest that we hold a combined Q500 and QM40 Championship Race on the same weekend, at the same site, in order to provide the best and finest RC racing in the world on one weekend. The format would be similar to the NATS, with 1-1/2 to 2 days for Q500 and the next 1-1/2 to 2 days devoted to QM40 (3 or 4 day race format – your choice). The annual banquet would be held on the Saturday evening of the event,

and hopefully we would all be in good enough shape on Sunday morning to continue racing. I for one believe that this would be a mini "NATS" held in November, with similar entries.

Speaking of entries, no matter the format for the Championship Races this year, we will make these invitational races open only to NMPRA members who have scored at least 1 NMPRA point during the season (ends Sept. 30, 2004). Invitational letters will then go out immediately following the end of the year along with Pre-registration forms. We want to reward the individuals who have supported our organization throughout the year and this is the best way to do this.

I look forward to hearing from your District VP's on all of these issues so don't hesitate to call them, e-mail them, or generally pester them to get your opinion heard. We are striving to be an organization that promotes racing, and responds to the needs of our members ...the only way we can do this is to communicate with each other. Use the NMPRA website forums, telephone calls or mail your opinions to your VP's. This organization will only be as good as the membership wants it to be. We (the Board) are here to serve you, the members, and to help you grow our event.

For those of you going to Phoenix, I'll see you there.

Pete

District 1, Bill Vargas VP

Howdy all!

Well if you didn't get the chance to make it out to this years Winterfest Race... You miss a Good One! The largest turnout ever in the History of the Winterfest Race was held on January 17th, 18th and 19th here in the city of Surprise, Az., a suburb of Phx. This Race is normally a 2 one day event but because of the larger than expected turnout, the Race was stretched out into a 2 day Race. Some may call it second to the NATS but I don't think so because it just doesn't get any better than here at "Fest"... Great lunch time food, lunch time turbine jet show, lunch time F5D flight, great people from all around this great country of ours and the best ever playing of the National Anthem!

The 428 class had 52 entrants and APRA had 11. The 428 class flew 8 rounds and the 424 APRA guys flew 9 rounds. In APRA, Gale Enstad has once again shown the way to Victory, flying his Racer 2.5 Ken Busse came in 2nd and scored the Fast Time trophy with a 1:39.28 James Russo came in 3rd. In 428, Trophy places went to the top 6 Racers. Mike Helsel scored the top honors and missed a perfect Race by 1 point. Travis Flynn was 2nd and Big Bruce de Chastel was 3rd. A flyoff between Randy Bridge, Gary Freeman Jr. and Gary Freeman Sr. ended the remaining respective place finishes with Randy taking 4th, Gary Jr. 5th and Gary Sr. 6th. The complete list of the final standings can viewed at the www.NMPRA.org website.

New things for this years Race was the Light and scoring system. The lap count lights, located on the start line cage, were a BIG help and very easy to read during the Race, they even let you know which lap you cut on. Thanks to Stan Douglas for his efforts and development on the scoring system. Everything was practically a push button operation, performed smoothly and kept things moving along rather nicely for this large gathering of Racers!

There's a New National Junior Q500

Record holder here in District 1... Tanner Pacini. This young gun broke the record and then reset again with a 1:09.92 Way to go Tanner!

New Planes making their debut were the "Force", by Lee Ulinger and the "Shotgun", by Bruce de Chastel. Both these planes were flown by their respective designers and did very well for times posted. Lee posted a 1:10.01 with his Force and Bruce posted a 1:11.52 with his Shotgun... Good show guys! So if your looking to get into a High Performance "woodie" or a composite Race plane at a good price... contact them ASAP because I'm sure there building list just got BIGGER! Another Plane that did well was the Neme Q+ and I heard from Terence that his order list went from 24 to 35. I wonder how big the Vortex list is now? ☺

Last, A BIG THANKS to "ALL" the folks there at SpeedWorld for all your time and efforts spent to make this Race Possible... Job Well Done! And Thanks to the manufactures of PowerMaster Fuels for providing us with a Fuel for "When Quality Counts"...

Other District 1 News,

Be sure to checkout the NMPRA website, www.nmpr.org for the Basin Race schedule. The Basin Races start up again in April. These Races will be 2 one day Races for the weekend scheduled. And don't forget about the monthly SpeedWorld Races incase you need that extra FIX. - J

The 1st Jr. Cup Race is just around the corner... Feb 28th and the 29th Practice is on Friday along with check in and tech inspections. This is #1 of 4 Jr. Cup Races that's going to be held at the SpeedWorld site.

I received word the other day from Dennis Moran and Steve Shahagian that they are going to be putting up the Pylons at the Whittier Narrows field for those wishing to come out and practice. This should make for the perfect opportunity to get those helpful hints and tips from the BIG DOGS! The times for practice will be every 4th weekend of each month starting at

High Performance Information

High Performance is published 8 times per year. Information for publication can be forwarded to:
NMPRA Editor, Darrol Cady
PO Box 14723
Portland, OR 97293
Phone: (360) 903-3520
Email: 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"x10", lpi=133, halftone permitted. Ads for upcoming issues must be received by the deadlines published below.

Size	Single	Annual
Full Page 7.5"x10"	\$ 50	\$ 350
1/2 Page 7.5"x5"	\$ 35	\$ 245
1/4 Page 7.5"x2.5"	\$ 20	\$ 140
Card Ad 3 5/8"x2 3/8"	\$ 10	\$ 70

Wanted

Interesting photos of planes and events. Send photos by electronic format to the editor.

ALL Current Pylon Records were set using

POWERMASTER

FOR THE GOLD CUP SERIES
AND THE 2000 AMA NATIONALS

**Special price for races only
\$10.00/gallon plus shipping**

Order 24 gallons for your next pylon race and receive 12 "Race Official" Hats for Course Workers

See us "on the web" at
www.powermasterfuels.com

**POWERMASTER
HOBBY PRODUCTS, INC.**
PO Box 650, Elgin, TX 78621
Phone (800) 847-9086
Email: sales@powermasterfuels.com



District News



District 1 cont'd

1430hrs till??? for both Saturday and Sunday. If by chance the field has another event scheduled on those days, either Dennis or Steve will let me know so I can get it posted on the NMPRA website. The same message will be posted at the www.torqueroll.com website under the Q500 Pylon forum.

Safety Note, Preflight and Postflight your plane!

See you at the Races!

BV

District 2-Patt Poinsett

Great! Fabulous! Fantastic! Warm & Friendly! Fun!Fun!Fun! All describing the Quickie race January 17th and 18th in Phoenix, AZ. 52 Pilots in 428 and another 11 in APRA! Many thanks go out to many people for putting on such a spectacular race. Thank you, Randy Dauer and Jim Allen and the SpeedWorld crew for putting together such a terrific event, thanks to Speedworld RC Flyers for allowing us to overtake the site and for taking such good care of us (GOOD food ALL the time!), thanks to the course workers who made taking off every 5 minutes possible, thanks to Jan and Guy for feeding almost ALL of us Saturday night – YUM! And so many more I cannot think of at this moment. I had not been to an event of this size since the Medford North-South Shootout many, many years ago. The organization is the key to having everything in place and ready to go ahead of time. They made it look so easy! Dan and I took a lot away from this race and will be working to institute many of their practices into our races. I had a great time meeting many, many of the people I have been emailing and talking to over the years, but never met face to face. And, of course, seeing some old friends I had not seen in a while. If you missed it this year, put it on your calendar for next. It was well worth the trip! And Congrats! go out to our own Bruce de

Chastel who took 3rd place in 428. The competition was intense, to say the least.

Around our neck of the woods, we continue to get ready for the 2004 race season. We have so much going on. It is really exciting! Our local racing group, PROPS, has a new website – <http://nwprops.com>. It is brand new, so be patient while we get all of the information on board. We will have schedules, maps, scores and general info. PROPS will have a booth downstairs at the NW Model Expo at the Puyallup Fairgrounds January 31st and February 1st. Normally, we are upstairs with the clubs, which are provided by the Model Expo free of charge. In past years we have not seen enough traffic upstairs. So, it was decided to pay for a booth and be downstairs and get the word out about pylon racing to as many people as possible. I hope you get (or got) to come by and see us! We are covering a lot of ground at our monthly meetings. If you would like to attend, let me know, I will get the info on when and where to you. I can be reached at 425-271-5268 or patt@wininfo.com. Several other things in the works include, new racing sites, a possible winter season schedule, a promotion show to local clubs and much more. Come to a meeting and find out all that is going on – and we feed you too!

2004 District 2 Schedule

May 22nd and 23rd, 2004 Spokane, WA Contact Mike Bergan 509-928-1597

June 19th and 20th, 2004 Wenatchee, WA CD Stan Davis 360-598-5444

July 24th & 25th, 2004 Whidbey Island, WA ****TENTATIVE DATE****

August 21st and 22nd, 2004 Medford, OR Contact Mike Del Ponte 541-535-8800

September 11th and 12th, 2004 Arlington, WA JR Cup Contact Dan Nalley 425-271-5268

October 2nd and 3rd, 2004 Spokane, WA CD Mike Bergan 509-928-1597
TENTATIVE DATE

October 23rd and 24th, 2004
District Championship Ephrata, WA

The race schedule for 2004 in the Northwest is looking GREAT! Come race with us – we would love to see ya!

Blue skies to you...

Patt – 22e

Nalley Racing Team

NMPRA District 2 VP

PROPS Secretary

District 3-Chuck Swaney

Hi Everyone,

This month there's nothing going on and zero racing activity. So I have solicited my fellow racers to provide some handy Racing Tips for your reading pleasure. Perhaps most of you are aware of these handy hints but hopefully this will provide useful new information for some. Read on and enjoy.....

From Jim Henderson :

Clean your bubble-less fuel tank at the end of the season before putting the plane away for the winter. This will prolong the bladder life and ensure trouble free operation when the flag drops next season!! Also, change the silicone fuel tubing at the same time. Extreme vibration at fuselage exit points can wear the tubing wall thin and cause air leaks while running. I had this happen during a contest and could not figure why my motor changed needle setting. I did find it two races later...luckily there was no motor damage from a lean run.

Tape all control surface gaps. On the wood built models it's important to tape all the hinge gaps. This will reduce drag and help stop flutter of the control surface.

We should always use a good quality after-run oil in your engine. Also, flush all the fuel from the engine after every



JR Gold Cup Series 2004

February 28/29 **Phoenix, AZ**

April 24/25 **Apopka, FL**

June 5/6 **Bowie, MD**

September 11/12 **Arlington, WA**

**NMPRA Championship/JR
Gold Cup**

(Date and location to be announced)

***A Very Special
Thank You
To Our Sponsors***





District News



District 3-cont'd.

Nitro from the fuel will attack the steel surface finish of your balls [bearings that is] and cause reduced performance. Applying after-run oil liberally to the engine will coat and protect the parts from corrosion during storage between races and particularly through the winter months.

For those who race off of grass fields, drill a 1/16th inch hole in the center of the head of your 1/4-20 nylon landing gear bolts. In the event of a rough landing or a touchdown at Mach 1, this will ensure that the bolt head breaks cleanly rather than ripping out your landing gear blocks. The hole then provides a handy insert point for an Exacto knife blade to unscrew the broken stud.

From Randy Smith:

Less is More! Set up your primary control throws (elevator and aileron) with as little throw as you can be comfortable with. If you traditionally like lots of response, try to get used to using only enough elevator so that you have to bottom out the stick to pull a proper turn at the #1 pylon. For ailerons, you should have only enough throw to do little more than one complete roll from pylon #3 to #1 on low rate. The point of all this is that fast racing is smooth racing. You want your plane to fly smoothly around the course. The biggest thing slowing down your plane is YOU over controlling it. The shortest distance between two points is a straight line and every control input is not only drag but takes you off that straight line path. To assist in smoothing out your flying, program your primary functions with about 25% to 30% exponential control in your transmitter program. This will create a "soft center" on the control stick and dampen out the effects of that nervous thumb. Having done all of this, you might find that you don't have enough control for landing with certain models. For this reason, dual rates are important. Set up a "flying" setting using low rates. Then set up a "landing" setting using high rates for more control.

Most Q40 engines use a counter-balanced spinner/backplate assembly. It is critical that the counter-balance of the back plate is aligned properly relative to the position of the crankshaft intake. There have been a couple of methods suggested for doing this but they generally involve removing the glow plug, positioning the intake so it's visible in the venturi port, then trying to align a very hard-to-see mark on the spinner backplate with the venturi, etc, etc... The best method I have adopted is to first take the time in the workshop to properly align the spinner backplate with the crank intake as per the manufacturers instructions, and align the propeller such that it will stop horizontal when the piston comes up to compression. Once the crank, spinner backplate, and prop are all aligned, scribe a small reference mark on the outer diameter of the spinner backplate that corresponds to your propeller alignment. This will become your prop alignment mark every time you put your prop on. Now carefully remove the propeller making sure nothing moves. Make a small mark with a felt pen on the inside face of the spinner backplate right behind propeller and carry that mark down on to the crankshaft. Now disassemble everything and use a high speed Dremel tool to permanently mark both the spinner backplate and the crankshaft (lightly) where your felt pen marks were. These two marks now allow you to mount the counter-balanced backplate relative to the crankshaft with precision every time. There is no need to remove the glow plug, position the crank with the venturi, yada, yada, yada.

From Chuck Swaney:

Use blue Loctite on the servo output screw when running servos with metal gears. The fine thread screw used to secure the servo arm to the output shaft can vibrate loose and allow the output arm to pop off of the output shaft.

Close one eye when flying through the sun.

Use building jigs and incidence meters for lining up tail surfaces, wings and motor mounts.

Watch your own airplane when taking off with others during a race, let them look after their own. If you don't, you'll come back from #1 pylon flying someone else's plane.<G>

Do not bump the throttle when your electric racer is armed and the prop arc is through your wrist.

Prepare a check list well before the race day. The list should include a change of clothes and your transmitter. Change of clothes you might need for those exciting, head to head, ten lap races. Transmitter..... Well, you might find this handy in pretty much every race.<G>

Randy Smith for Chuck Swaney

District 4 - John Sandusky

Most of us are now in the midst of the "building season" and therefore the words that usually occupy this space (race reports) are scarce. Our newsletter editor, Darrol suggested we, the district VPs put together articles containing racing hints and tips. I was prepared to write about how I modified my 12 volt electric starter for use with NiCd batteries when I learned of the situation outlined below. I'll postpone my starter modification for another time.

Just two days ago, I received the following email message from my good friend and caller Duane Gall. He was kind enough to copy me in on the message he sent to his coworkers. It follows...

Despite my best efforts at "hiding out" for a few days, enough folks have been asking about my new Phantom of the Opera look that I



District News



figured I should say something. Skip this if you have more important things to do.

Last Saturday I was “breaking in” a racing model aircraft engine by running it on a test bench using a small, high-airflow propeller to keep it cool. This is a familiar procedure among those who, like me, are addicted to speed but don’t have the \$2 million for an Indy car or a war surplus Grumman Bearcat. The engine is about the size of a russet potato, and generates about 3.5 horsepower at 27,000 rpm. The tip speed of the propeller is somewhere around 400 mph.

I was wearing earplugs and a pair of polycarbonate wraparound sunglasses from Performance Bike Shop. I always wear some sort of eye protection because you can never be sure the propeller won’t fling a grain of sand or something. There’s also the remote possibility the propeller itself could fail, although in 30 years of messing with these things I’d only seen that happen twice. And of course the odds are that if a blade did come off, it would find some other spot to land – with 360 degrees of arc to choose from and all the aerodynamic forces pulling it forward, not back behind the plane of rotation to where I was standing.

Do I even need to finish this story? Direct hit. Fate is the hunter. Polycarbonate works. Wear your seat belt, hug your children, etc.

But now, I need some help finding a more socially acceptable cover story – something a little more macho, a little less Jimmy Neutron-like. I have come up with the following candidates so far. Your additional suggestions are welcome.

1. Tae Kwon Do class, first day with the nunchaku.

2. Answered casting call for Siegfried & Roy. Tryout did not go as well as hoped.

3. That Mike Tyson can get SO mouthy sometimes.

4. Second place, 2003 Miller Genuine Draft Longneck Sparring Championships.

5. Pierced tongues out, pierced eyeballs in.

6. Recruited as third Blues Brother. Got the shades, still shopping for a guitar and 310 slightly used police cars.

Eh’ll be bock.

Thank you for your support!

Sincerely,
Duane

I was quite shocked to learn that this had happened despite his good natured reassurances. I emailed him and asked for more detail. Here is his personal reply to me...

J,

I’ll be fine. I’m still planning to go to Phoenix next month. I am not fine now. Today’s entertainment has consisted of re-learning to focus, since I’ve been doing close work one-eyed (with the left) and there’s a blind spot in the exact middle of my right eye’s field of vision so my brain doesn’t have an image to “hook onto”. The blind spot sort of shimmers and twirls, so I know I’m focused when the thing I’m looking at with my left eye has the shimmer & twirl from my right eye. If I were flying an airplane, I’d actually have a little Terminator-style “target frame” thing goin’ there. With luck, the shimmery thing will gradually go away, or the rest of my right-eye image will sharpen up enough that I

can disregard it. The ophthalmologist is going to have a look on Thursday to check for retinal damage, since by then the blood & stuff will have cleared out enough to see back there. At the moment, he says, “I don’t know of anything that will definitely keep you from having a complete recovery.”

There was no warning, of course. I had run that prop on that engine a week ago. I wasn’t directly in line with it but apparently close enough that all it needed was a small detour. It felt like a Sammy Sosa line drive & sounded like a bomb. The guys on the flight line heard it & came running. My eyebrow was gashed down to the bone, took 11 stitches. The folks at the ER were all quite jovial until they lifted the eyelid, then they got real quiet & called an ambulance to take me across town to the ophthalmologist. I showed him the sunglass lens with the crease and the gouge and the 1/8” deep cone-shaped indent, and he was very impressed.

Right now I look like something out of Night of the Living Dead — glowing red eyeball, puffy black lids, blood & stitches hanging every which way, shaved eyebrow, etc. But, my embarrassment at having something like this happen at all is tempered by the knowledge that my good judgment in always having something on my face, plus the latent wisdom to buy shatterproof lenses from the bike shop instead of grabbing some \$5.00 knockoffs down on the mall, quite literally saved my eye and possibly my life.

“If we all could sell our experience for what it cost us, none of us would have to work.”

D.

I called Duane later that evening to wish him well, and to talk some more



District News



about what had happened. He is sore but optimistic. He is grateful that this accident wasn't much worse as it easily could have been. He is doing well.

I asked for even more detail as to how this happened. He was breaking in a Nelson Q40 motor using a cut-down Master Airscrew 10 X 6 propeller. He was standing to the right (exhaust) side of the motor behind the propeller arc in a position with convenient access to the remote needle valve. He was behind the motor but obviously not far enough. Duane's been doing the R/C airplane thing a very long time and he is careful. He was comfortable with his position behind the prop. Let this serve as a warning to everyone that when you think you are behind the propeller arc and out of danger, you probably should move even farther back. You are wearing eye protection aren't you? I thought so.

Duane isn't one to seek sympathy but I'm sure he would appreciate it if you would send him a note and wish him a speedy recovery. Send email to duane.gall@state.co.us or cards to:

Editor's note: All that is black is not carbon. The Master Airscrew props are made of black nylon. The APC Black Q40 prop is made of a special combination of carbon and resins to withstand the power and high RPM of our racing engines. The Master Airscrew should never have been used for a run up prop.

Duane Gall
1267 S. Beeler Court
Denver, CO 80231

That does it for this month. Maybe next time I'll write about how my 12 volt starter is now powered by 16.8 volts.

"Keep those body parts clear!"

John Sandusky

District 6-Steve Bakler

There is much to pass on to District 6 NMPRA members and those that wish to race here in 2004. Of note, the PGRC held its annual racer's meeting to establish its schedule for 2004.

First and foremost, it was decided there will be a JR GoldCup Race in Bowie, MD. The dates are Friday, June 4 through Sunday June 6, rain, monsoon or shine. We will put on a steak party, again, rain, monsoon or shine. Contact Rick Moreland (301) 261-7366 to book your frequency. Dan Myer and I will put on the steak party.

We will again host the following Q500 contests, featuring 424 and 428 on the following days. All 1 day contests will have 424 and 428. The September Race is a full day of each.

For a complete listing of all District 6 racing events, refer to our website at: www.aero-sports.com/pgrc or WWW.NMPRA.ORG

On the topic of rules, after a thorough discussion of the pros and cons of changing, our group this year voted to fully adopt the NEPRO set of 424 rules

for 2004. This translates into the following: Stock engines and mufflers, with no shimming or de-shimming of the head and/or cylinder assembly. Our club will also supply all contestants with stock APC 9-6 props to use – no need to bring your own! It is hoped that these changes will inspire the Northeast contingent (and anyone else that wants to fly) to attend our races.

Many new airplane offerings are on the market. Of note, two 428-capable offerings caught my eye. One is an all-composite design of Bruce DeChastle called the SHOTGUN. Bruce's design features a conventional tail, is sold pre-painted and can be ordered with a trim-scheme of your choice. The other plane is designed by Lee Ulinger called THE FORCE. Lee's design is a balsa/foam V-tailed design that comes ready to finish. Both can be had for a very reasonable price. For additional information on these designs, go to www.DarrolCady.com

I received a Great Planes VIPER ARF as a Christmas gift (Thanks Warren). The airframe's construction and overall quality appear excellent.

2004 PGRC RACING SCHEDULE			
Date	Event	CD	Phone Number
May 1	NEPRO 424, AMA 428	Steve Baker John Albritton	(240) 481-3676 (703) 938-1084
June 4-6	JR GoldCup, AMA 422	Rick Moreland	(301) 261-7366
June 19	NEPRO 424, AMA 428	Neal Rehm Dave Beazley	(540) 592-3060 (434) 589-4886
September 11-12	NEPRO 424, AMA 428	Dan Myer Art Edsall	(301) 251-5284 (410) 286-3274
October 9	NEPRO 424, AMA 428	Warren Gillette Gene Bass	(410) 799-8575 (610) 494-4833

2004 NEPRO Race Schedule				
May 2	Hadley, MA	424 Std and Exp	Dave Fogg	413-593-5454
June 13	Farmington, CT	Same	John Hinze	860-677-1688
June 26	Bridgewater, MA	Same + beginners	Don McStay	508-286-9234
Aug 7-8	Ellington, CT	Same-2 one day	Kevin Cyr	860 871-8316
Sept 19	Hadley, MA	Same	Dave Fogg	413-593-5454



District News



District 6-cont'd.

I intend to get it outfitted and ready to fly over the winter, and if the temperature will ever rise above 11 degrees, I may even get to fly it!

Until then, just try and stay warm!

Steve Baker

AMA 68276
NMPRA 15R

District 7- Tom Dobyans

The annual Tangerine event was held on December 5-7th and hosted by RCACF at the Tangerine field. The weather was cold and windy for Friday and Saturday's events. Friday held the QM-40 with 18 entrants braving the cold weather... Well at least those who visited from the north were only slightly chilly. Saturday held 428 and 424 and Sunday held SEMPRA and 424 under a blue and warming sky. A lot of fun was held by all and Dennis O'Brien and his family held another wonderful dinner for all on Saturday night.

We look forward to a hot racing season in 2004 and it starts first at Markham Park in Fort Lauderdale on February 28-29. MPPA will be hosting 422, 424 and 428 events. For more information contact "Rocket" Ray Brown @ 305-205-9500. Hope to see you there.

422 12/5/03

- | | |
|---------------------|----------|
| 1. Randy Bridge | 1:03.13 |
| 2. Fred Burgdorf | 1:04.22 |
| 3. Gary Freeman Jr. | 1:06.65 |
| Tom Scott | 1:02.31* |

428 12/6/03

- | | |
|--------------------|----------|
| 1. Gary Freeman Jr | 1:08.97 |
| 2. Travis Flynn | 1:03.16* |
| 3. Bob Brogdon | 1:14.25 |

424 12/6/03

- | | |
|--------------------|----------|
| 1. Matthew Fehling | 1:50.32 |
| 2. Lance Metcalfe | 1:56.75 |
| 3. Jim Courtney | 1:49.94* |

District 7 cont'd..

SEMPRA 12/7/03

- | | |
|-------------------|----------|
| 1. Tom Dobyans | 1:10.34 |
| 2. J.D. Glass | 1:06.87* |
| 3. Mario Travieso | 1:13.71 |

424 12/7/03

- | | |
|-------------------|----------|
| 1. James Creech | 1:35.45 |
| 2. Lance Metcalfe | 1:35.55 |
| 3. Mike Powers | 1:35.97 |
| Ray Coletto | 1:29.55* |

Tom Dobyans

District 8 VP- Dennis Cranfill

NMPRA District 8 held their annual meeting to discuss the upcoming race season, Saturday November, 15. The meeting was held in Hearne, Texas about 20 miles north of College Station. Before the meeting, we met at the Hearne Municipal Airport for some test and sport flying. We then went on to lunch and to carry on with the business part of the meeting. In the meeting we discussed issues such as who would assume what responsibilities, preliminary contest dates and locations, and the entry level class or sportsman quickie class.

So far we have at least three confirmed race locations with hopefully more to follow. The dates are not nailed down just yet in order to avoid conflict with club interests and the JR races. I will be spending time over the next few weeks trying to come up with a few more locations for races to be held along with confirming dates.

Next we went on to discuss who would assume the different responsibilities needed to keep the district and the races running. Mike Hammett asked to be replaced as VP due to family issues. As a result, I was appointed by NMPRA President, Pete Bergstrom to be District 8 VP for 2004. As suggested, we decided to break up

the chore list to relieve the pressure on one single person. Mike Hammett offered to continue to take care of the race equipment. Mike Walther took over as secretary and treasurer. Rich Beers and Chuck Anderson will be taking care of the news letters and communication issues. Fuel has been donated again by Ritch's Hobbies and Ritch's Brew, with the friend of the flying man (Ray Saenz) making sure it makes it to the races. Thanks to Randy for the donation. We have decided to relieve the burden of trophies from the clubs. The district will be taking care of awards for each race. Dub Jett offered to take care of the awards. This will allow the clubs to make a little more money, and hopefully they will be a little more interested in having races. Thanks to all of these guys who have volunteered to help out.

We then moved on to discuss the layout of the races and the sportsman class. We have decided to try running fewer classes per day. Currently we fly all three events per day, which cause fliers and callers alike to be in a mad rush all day. To remedy this, we are going to fly sportsman class in the mornings on both days. Then we will run Quickie on Saturday, after Sportsman, and Q40 on Sunday, after Sportsman. We may also try running Quickie and q40 on Saturday, after sportsman, and just Quickie on Sunday, after sportsman. We are trying to come up with a layout that is more enjoyable for both club workers and racers.

As far as the Sportsman event is concerned, we have decided to make several changes this year in order to hopefully attract more interest. A couple of years back a local group organized 4-star 40 racing, which evolved to guys flying scat cats with TT 40s around a two pole course. This group had pretty good success. We have decided to adopt basically the same rules. Sportsman will be flown

on a two pole course. We are only allowing the predator kit (built as per instructions) with the TT Pro 40 (STOCK w/ STOCK muffler) and APC 9X6 sport props. However, if a new competitor shows up with different equipment to race, he will be allowed to do so until he breaks out of a certain time bracket. At that time, he will be required to follow the equipment rules. This will keep from sending any newbie's home who do not have the right equipment. The two pole course will give the pros a new challenge, and make it a little more interesting for them. Also it will allow clubs who can't host AMA races, due to space requirements, the opportunity to host sportsman races. We are looking forward to a great season.

Dennis

Quickie National VP
- Gary Freeman JR

I hope everyone is doing well. I just got back from winter fest, and we had a great time. Randy Dauer, Jim Allen and the SpeedWorld crew ran a great race. I will let the District 1 VP give you the details on the event. One thing I would like to mention is up and coming (I THINK HE IS ALREADY THERE) racer Tanner Pacini. This kid is good he went out and killed the old JR. record in 428 by 2 seconds, great job Tanner - you and your Dad make a great team.

There have been quite a few races already this year so I will try and do my best on getting the points so far into the next newsletter. I would really like for CD's to send the race reports as soon as they can it makes my job a lot easier. I will not accept the entire racing season at the end of the year so make sure your CD's send the reports a week or two after the race.

It is nice to see a new inexpensive and competitive composite Q500 on the market. The Shotgun! I watched some of them fly at WinterFest and they seem like a great way to go. This is a great quickie to try if you have been holding out for a cheaper priced

(UNDER \$350) composite Q500. You can see them at WWW.DarrolCady.com.

Everyone needs to go to their club meeting this month and take a Q500 or a Q40 and do a show and tell. Things like this will help spark some interest in the potential racer. Try it you will be surprised on the amount of interest people will have.

That is all for this month....
Gary Jr.

JR Gold Cup-Randy Bridge

We just got back from an awesome time in Phoenix, racing with all the top Q500 folks. I had a brand new Neme-Q that I unfortunately destroyed in the fourth heat. Never the less, I had so much fun and I'm really looking forward to kicking off the JR Gold Cup series in Phoenix this February 28/29, 2004.

We have 4 the dates and places scheduled for the 2004 JR Gold Cup series.

Phoenix, Arizona
February 28/29, 2004

Apopka, Florida
April 24/25, 2004

Bowie, Maryland
June 5/6, 2004

Arlington, Washington
September 11/12, 2004

There is still discussion of counting another race as a JR Gold Cup event. Most likely it will be the NMPRA National Championship Race. We are not trying to take anything away from the Championship Race in itself, but we are looking at it as a way to have a throwaway race in the JR Gold Cup series. That way one could have a bad race early in the year, or even miss a race and still earn enough points to win or do well in the series. Again, this is just under discussion for now.

I've been working hard on season trophies in the off-season. I haven't had much luck, but the search continues. I'm searching for something that would be different? Any ideas send me email... It will be appreciated.

I also wanted to get the word out about NMPRA Q40 points. I will be handling that as well. Please make sure that all of the results are forwarded to me by email or USPS, so I can keep the totals up to date and be able to publish the standings during the racing season. If your points are not sent in to be counted, it is your fault. Make sure that your results are reported by your CD or VP. Please stay on top of that. None of this last minute stuff.

Have them sent to me at:
randycbridge@aol.com
or

Mail a copy of the race results to:
Randy Bridge
662 Stanhope Dr,
Casselberry, FL 32707

See ya in Phoenix,
Randy Bridge
"REV IT UP"

The Pylon Racer's
Official Voice
Next Article
Due Date
March 20, '04

NMPRA FINANCIAL BALANCE SHEET
As of December 31, 2003

Assets	
Current Assets	
Checking/Savings	
NMPRA Checking	13,958.56
Total Checking/Savings	<u>13,958.56</u>
Other Current Assets	
Certificates of Deposit	9,297.62
Total Other Current Assets	<u>9,297.62</u>
Total Current Assets	<u>23,256.18</u>
TOTAL ASSETS	<u>23,256.18</u>
LIABILITIES & EQUITY	
Equity	
Retained Earnings	25,865.03
Net Income	<u>-2608.85</u>
Total Equity	<u>23,256.18</u>
TOTAL LIABILITIES & EQUITY	<u>23,256.18</u>

NMPRA PROFIT AND LOSS STATEMENT
January 1, 2003 to December 31, 2003

INCOME	
Membership Dues	4653.00
Interest	233.20
NMPRA Championship Dinner	1035.00
JR Gold Cup Series	
Entry Fees	1,942.00
Sponsorship (PENDING)	<u>0.00</u>
Total JR Gold Cup Series	1,942.00
TOTAL INCOME	\$ 8,355.20
EXPENSES	
JR Gold Cup Series	
Banners, trophies, cash awards (excludes 2003 awards)	3,241.29
National Points	1,203.95
District Championships, Q-500	899.00
NMPRA Champ	1,885.51
Awards, Q-40	605.00
Donations (FAI Team)	500.00
Newsletter	
Postage	592.84
Printing	<u>1,603.93</u>
Total Newsletter	2,196.77
Office	
Administration (Web Site Fees)	265.41
Postage	126.38
Supplies	<u>40.74</u>
Total Office	432.53
TOTAL EXPENSES	<u>10,964.05</u>
NET INCOME (Pending receipt of sponsorship funds)	<u>(\$2,608.85)</u>



Starting Line

USRA President-Scott Hanbury

This is the first of hopefully many USRA President's reports published in the NMPRA/USRA newsletter. Both of our organizations have a common love for going fast and turning left and Pete Bergstrom and I feel that by adding the USRA to the existing NMPRA newsletter we can improve and grow both organizations.

We've heard a lot of rumors of one organization taking over the other, but the truth is we are just sharing a newsletter. It's our hope that the Giant Scale folks will be exposed to the NMPRA racing scene, the NMPRA troops will get a chance to check out the big racers. Maybe both groups will get some people to crossover and try out a different form of R/C aircraft racing. The USRA racers feel like we've picked up a bad rap in the past concerning Giant Scale Racing. We've heard we're rich snobs who play our cards close to the vest and don't help others learn to compete. We also suffer from the misconception that it costs too much to go racing in Giant Scale. Well I can assure you that our current group is one of the friendliest and most hospitable groups I've ever met in the R/C hobby. The costs of racing has come down with the addition of classes like F-1GT which uses a stock Zenoah GT-80 running race provided gas and APC props. Insurance from the AMA and sponsorship from inside and outside the hobby, have lowered the costs to put on a race which in turn has lowered entry fees. I have no doubt you'll be seeing some USRA folks try their hand at NMPRA racing, and I hope the NMPRA crowd will at least look at us with fresh eyes and maybe try us out. We have a lot of folks that will go out of their way to help you get started and have a good time. OK, OK....I am jumping off my soapbox now....Here's what else is going on in the USRA.

It's the beginning of a new year and the time when many of us are

prepping for a new racing season. Hopefully everybody got through the holidays safely and Santa bought you everything you need to compete this year for a USRA Championship Ring. After talking to several people at the 2004 AMA Convention it became apparent that quite a few people were building F-1's. It seems that there has been quite a resurgence in the appeal of the Formula 1 F-1 classes. The Parker race had 31 total F-1s, 13 in F1-GT and 18 in F-1 alcohol. I think that the \$1500.00 Rookie of the Year bonus courtesy of Lopez Construction and California Research Tabulations, and the \$1500.00 contingency cash put up by Ed Rankin Designs and Team/Extra, have kicked people in the pants to get building. This, in addition to the \$3000 a race Tom Easterday and California Research Tabulations are rewarding the top finishers in F1 alcohol at every race this year has inspired new building in the F-1 ranks. The support of the USRA Championship Series sponsor Zenoah and their \$15,000.00 commitment to the series, especially the F-1 GT class, has been a driving force in the rise of entries at the races! Thanks to all of our sponsors!

Quite a few of our members have been actively recruiting new pilots and team members. With the growth in our sport and the thrill of racing a big bird many of our dedicated crew members are stepping up and building their own planes for next year. This is fantastic but this leaves our teams at a loss for help. I have spoken to many people that used to be crew members years ago and they would love to help but they are not familiar with any of the current teams. Some are guys interested in coming to one of our races but want to participate in a hands-on manner. In February, we will be adding a "So you want to be a crew member" link to our web page. This will contain a brief overview of what a crew member's tasks might be and a sign up sheet for all of our race venues so that we can place potential crew members with teams in need of help. If

this works, not only will be able to man some of our short handed teams but, we can also cultivate some interest in Giant scale Racing.

I want to take this time to thank everybody that made the 2004 AMA Convention a huge success! We had so many of our members stop by our booth. It was nice to see them jump right into selling raffle tickets and answering questions not only about GSR but also about our series sponsors Zenoah and JR products. Horizon Hobbies didn't have a booth at the show so we handed out literature on Zenoah engines and JR Radios for them. Special thanks to Pete Bergstrom and Peter Goldsmith for their donations of the Zenoah G-62 and JR 6102 Radio for our raffle. Other donated prizes were: 3 \$100.00 gift certificates from series sponsor Tru-Turn, 3 \$100.00 gift certificates off the purchase of an Ed Rankin Design Kit courtesy of Ed Rankin, and 3 cases of Performance Plus Fuel donated by John Creagh. Archie Snider let us use his show pylons and Dave Presta brought them down to Ontario for us. Jose Macias' AT-6 was on top of one and Tom Easterday's GR-7 was on top of the other. But the biggest draw again this year to our booth was Scotty Baker's engine displays. One display had a stock G-62, a stock GT-80 and an alcohol modified GT-80. The other had a Husky In-Line and a 290 Herbranson. Ken McSpadden did a great job coordinating the booth. He also put together a blown up layout of this month's article in Model Airplane News on the Parker Race. Vice President Fred Sargent came down from Oregon to make sure everything was done right. Thanks again for everyone's help and look forward to next year.

During the convention some of our board members sat down with our primary sponsors Zenoah and California Research Tabulations to gain some insight into their goals for this racing season and how the USRA can help meet them. In attendance was Pete Bergstrom from Zenoah, Tom Easterday from CRT, V.P. Fred

Who Says Racing Doesn't Pay?



Giant Scale Air Racing Does!

\$15,000.00 in prizes courtesy of USRA Champion Race Series sponsor ZENOAH

Over **\$3000.00** per race given to the top finishers in the Formula 1 class courtesy of California Research Tabulations

Over **\$1,500** in year end contingency bonus money for the F1 and FIGT classes courtesy of Ed Rankin Designs and California Research Tabulations

\$1,500.00 "Rookie of the Year" prize. Courtesy of California Research Tabulations and Lopez Construction

For more information visit us at www.usrainfo.org

USRA
Championship Series
2004

Jun. 24-27
Wings Over Eldorado
Eldorado, KS

Aug. 19-22
North Coast Challenge
Ashtabula, OH

Oct. 14-17
The Blue Water
River Run
Parker, AZ



Sponsored by

ZENOAH
NUMBER ONE IN GIANT SCALE POWERPLANTS

BLUEWATER
RESORT & CASINO



Performance
Plus
Fuels

JR



Hanbury, cont'd...

Sargent, West Coast Rep Scotty Baker, Past President Ken McSpadden and myself. Many ideas on how to acquire potential sponsors were discussed. Tom had a great idea on how we can give potential sponsors a list of different cost levels of sponsorship and what would be included in each. Pete explained how Horizon Hobbies was going to promote the series with posters distributed to Hobby Shops in each race event region. Zenoah is also planning new advertisements promoting Zenoah and the USRA.

The March issue of Model Airplane News is out and it has John Reid's article on October's Blue Water River Run race held in Parker, AZ. This is a fantastic article and is sure to generate interest in Giant Scale Racing. Model Airplane News was so excited about the article that they gave us a great deal on advertising in that issue. Thanks again to John Reid and Model Airplane News for all their continued support.

I will be attending the JR Gold Cup Q-

40 races in Phoenix February 28 and 29 with a group of fellow USRA racers. We are looking forward to the camaraderie and competition! If you see us there, come by and say Hi! Until next time, see you at the races!

Scott Hanbury
USRA President

Guest article-Ken McSpadden

A typical USRA race weekend

When it comes to a race weekend, there are quite a few similarities between the USRA and the NMPRA. Both organizations roll in a day or two before the weekend and set up a small city at the flying site. Planes go through tech inspection. Test flying is done to trim aircraft and hone pilot and caller's timing. Racing starts and heat racing points are added up over the next three days to see who makes the trophy races on Sunday afternoon. After the awards ceremony, people tear down the pits as fast as possible and head for home. Sounds a lot like the Q-40 racing I have done. Here is a

closer look at a typical USRA weekend.

A majority of the race teams show up late Wednesday or early Thursday morning. Pit sites are issued ahead of the race and are marked off by the promoter. After finding your team's assigned site, tents and canopies are erected to keep the summer sun off of you, your equipment and the planes. Many teams operate with EZ-ups or the car canopies you can purchase at your local warehouse store. Some of the larger teams will rent tents ahead of time and they will be in place when the team arrives at the venue. The size of your pits depends on the size of your team.

Tech inspection starts early Thursday morning and is performed by the USRA technical staff. Each new aircraft is issued a logbook and a set of inspection numbers to be applied to the wing and the fuse and recorded in the logbook. The logbook will remain with the plane throughout its racing life. The numbers are used to verify that the wing and the fuse are the same pieces that had been initially



Starting Line

inspected. An entry is made for each race and any damage and repair incurred at that race will be re-inspected and logged in by a USRA tech inspector. After an inspection of the airframe and an engine running radio range check is completed the airplane is ready to race. Most teams spend the rest of the day prepping equipment and practicing on the course.

Some giant scale racers can be started and launched by the pilot and the caller. This would include the Dominators and the stock gas classes consisting of AT-6 and F1-GT. The alcohol classes usually use more equipment on the starting line such as two glow igniters and a hand held data-logger, necessitating the need for more help. Most teams have a launcher and a starter so the pilot can get set in the pilot's station before the call to fire them up is given. The planes are launched one at a time and fly high on the course until all five racers are in the air. They are then put on the one minute clock meaning they have one minute to set up for the beginning of the race. During this time a pilot will use the marks he has set up on the course to place the racer at the start finish line as the count-down clock hits zero. A heat consists of 6 laps. When the race is done the race starter will tell you what order you will land.

Points for the USRA Championship Racing Series are accumulated by your finishing positions in all the heat races for the three-race year. The points are totaled at the end of the year and the Champion for that class is crowned. The trophy races do not count towards the final point tally. The trophy races determine the top five finishing positions in a specific class for that event. Prizes and money are awarded per finishing order. Computer generated matrix's are posted on sandwich boards around the pits and are given to each pilot after every round.

Friday starts with a pilot's meeting and

a first round at about 9:30 am. Ideally, we like to get in at least 5 rounds before the Sunday trophy race. We usually fly two rounds on Friday, two or three rounds on Saturday and one round on Sunday before the trophy races in the afternoon. I know to the NMPRA guys this is a sluggish pace but teams need the turnaround time to get equipment and people safely to the next round. Some teams like the Speed Demons race team have up to 10 planes and it is important to go over each aircraft prior to each heat.

Saturday morning starts with a pilots meeting and racing again at about 9:30. The weather conditions dictate how many rounds we get in. By now we know what we have to do to get into the trophy races and whom we have to beat to get there. Typically, during the Saturday afternoon lunch break there is a flying demonstration by various invited pilots to give the spectators a taste of other facets of R/C. After the Saturday rounds are done and all of the prep work for Sunday is finished, it's off to the Saturday night banquet. At all of our venues there is Saturday night banquet. It's nice to have one dining event during the weekend where all of the race teams are in attendance. The banquet affords everybody a chance to sit and talk without the pressures of prepping for races. This is where you will hear some greatly embellished stories that have been told one too many times, but everybody seems to enjoy them again and again. (I'm guilty of this)

Sunday starts much like every other race day with a pilots meeting and flying at about 9:30. If you haven't made the trophy race for your class this is your last opportunity to get in. Making the trophy race is the goal of every racer at the event. It says a lot just to make the trophy races and I believe people like the bragging rights more so than the prizes, although the prizes are nice too. All of the airplanes are quarantined after the trophy races. They are then weighed and engine

inspected to make sure that they meet the USRA guidelines. The awards ceremony starts after the inspections are done. After the trophies and prizes are awarded everybody says their good-byes and then they high tail it home to recuperate and rebuild for the next race.

As you can see, our race weekends are a lot alike. For race team and I, the planes and flying them are a means to see our extended family. It's important to us that guys on our team have a will to win, but more importantly it's about everybody having fun! We are so lucky to be in a hobby where the people that we interact with are as important as the hobby itself.

Until the next race,
Ken McSpadden

Report on Parker, AZ race-Scott Hanbury, racer

Boy... did we go out of the 2003 season with a bang!

What a great event we had in Parker, AZ. Barb and Denny Baker along with all of their race workers did a fantastic job of putting on a smooth running and a well attended event. It was the best-attended USRA event in recent years. The airport was perfect for racing and the Bluewater Resort & Casino was an oasis in the Arizona desert. The rooms were beautiful and restaurants were all top notch. On top of that, the resort was only a mile from the airport.

There were 63 total entries: 18 F1, 13 F1-GT, 12 Unlimited, 5 T-6, 5 Experimental, 5 Bipes, and 10 Dominators. The Gold trophy round winners were, John Lockwood in Dominator, Johnny Westerbrook in Biplane, Diego Lopez in F1-GT, Archie Snider in T-6 (also flew a new world record), Ken McSpadden in F1, Dave Smith in Unlimited and Fred Sattler in Experimental. I want to congratulate all the winners. What a good time and something to look forward to next year. Great Job!

We also crowned the 2003 USRA champions at the Parker race. They are:

Terry Williams is the 2003 Biplane Champion. Terry was the class of the field again this year. With a fast airplane and attending all of the events was able to remain your Biplane Champion. Unfortunately, Terry lost his Bipe at Parker. I know he will be back out there tearing up the skies!

Archie Snider is the 2003 T-6 Champion. Archie came out of the gate in Kansas kickin' butt and never looked back! He won 9 out of 14 heat races and took the Gold at all three events. I hear Archie is going to add a F1-GT to the stable for next year. GT guys look out!

Fred French is the 2003 F1 Champion. Fast Freddie lived up to his name this year. Racing in one of the most competitive classes Fred won the Championship with his impressive flying and steady consistency. With his wife Linda as his caller, Fred will be tough to beat in the 2004 season!

Archie Snider is the 2003 Unlimited Champion. Archie and his NA-50 are a tough combination to beat. With a super fast airplane and smooth flying, Archie scored the second of two Championships this year.

Fred Sattler is the 2003 Experimental Champion. One of the nicest and knowledgeable guys in the organization is also one of its' most competitive. Fred makes flying the 240 mph Lancair look easy and exciting. The title of USRA Champion, perfectly describes this gentleman ambassador of Giant Scale racing.

Congratulations to all of our 2003 USRA Champions!

As many of you know, the USRA has voted in a new board. You will find all their names addresses and email addresses listed on the USRA Officers page listed in this and every newsletter. Their phone numbers are there as well. It is important to express your views and ideas to your district reps. They all want to direct our organization in the direction of the best of racing. They need your input. I would like to thank all of the outgoing board members for their dedication and hard work. It is through their determination and guidance that the USRA is seeing it's current growth.

As a whole, the 2003 Race Season was a big success! We saw our entry

numbers grow with each race starting with the Wings Over El Dorado, followed by North Coast Challenge and ending with the Blue Water River Run with a whopping 63 entries. With the help of major sponsors such as Pete Bergstrom with Zenoah and Tom Easterday with CRT, we as an organization we are able to draw more entries in the 2003 season and the 2004 racing season looks even better.

Pete Bergstrom informed me that Zenoah will be back next year as the title sponsor of our race series and again will be handing out over \$14,800 in prizes! If you get a chance to talk to Pete, please thank him for his continued support of our organization.

Tom Easterday has once again stepped up to the plate and agreed to sponsor the Formula 1 class. This year Tom and California Research Tabulations have pledged \$3000.00 per event for the Formula1 class. New this year is the "Rookie of the Year" award. Tom and CRT, along with Diego Lopez and Lopez Construction have introduced the \$1500 prize to be awarded to the top finishing rookie at the end of the year. A rookie is defined as: 1) someone that has flown in three or fewer Giant Scale races. 2) Competes in at least 2 events in 2004 and 3) Must fly in a scale class i.e., not in Dominator class. As if this was not enough, Tom is putting up \$500 for each F1 class (F1 & F1-GT) as a year end contingency bonus for the highest point scorer flying a Team Extra/Kelley F-1D. This to be awarded at the end of the year. Ed Rankin has also put in \$500.00 for the highest finishing rookie flying an Ed Rankin Design F1 (Polecat, Proudbird or Shoestring) this is also an end of the year award.

I hope that you guys are excited about the up coming racing season as I am. As an organization we are growing and with the help of our very generous sponsors will continue to do so! Take the time to tell a friend about all the great things going on in the USRA. Direct them to the Kit Manufactures page at the USRA web site. Then they can get an idea of prices and what's out there.

We will be sending out the membership renewals before the end of the year. The deadline for the renewals is March 1, 2004. Getting your money in early is important so we can have a good idea of the resources we have to work with for the coming year.

Until next time,
Scott

USRA 2004 Officers

Scott Hanbury- President
6327 Tall Oaks Dr
Mentor, OH 44860
hanburys@ameritech.net
440 257-0177

Fred Sargent-Vice President
P.O. Box 1930
Grants Pass, OR 97528
sargfs@internetcds.com
541 476-9489

Kevan Avery-Treasurer
454 Roscoe Road
Modesto, CA 95357
kevan_avery@prodigy.net
209 575-2829

Stacy Hanbury-Secretary
6327 Tall Oaks Dr
Mentor, OH 44860
hanburys@ameritech.net
440 257-0177

Tom Keating- Eastern District Rep
28523 Wolf Road
Bay Village, OH 44140
PMKTPK@compuserve.com
440 871-2882

Tony Husak-Eastern District Promoter
6029 White Oak Drive
Mentor, OH 44060
thusak@ameritech.com
440 257-2948

Julius Miller-Central District Rep
20925 Re-Bar Lane
Hensley, AR 72065
millerjulius@hotmail.com
501 888-5789

Loren Tregalles-Central District Promoter
3003 S. Everett
Wichita, KS 67217
barontreg@juno.com
316 943-3463

Scott Baker-Western District Rep
40354 Racquet Lane
Palm Dale, CA 93551
topthumb@earthlink.net
661 722-4956

Denny Baker-Western District Promoter
901 ORCHID CT
Brentwood, CA
Race690@aol.com
925 513-1224

Academy of Model Aeronautics
Attention: NMPRA
P.O. Box 3028
Muncie, IN 47302-1028

First Class
Dated Material

To:

The Pylon Racer's Official Voice

NMPRA

JETT Engineering, Inc.

VISIT JETTENGINEERING.COM

NEW!!! 6OZ. "CG" TANK

JUST LIKE THE ORIGINAL BUBBLE-JETT EXCEPT ONLY 7/8" HIGH AND 2.25" WIDE.
FITS PERFECTLY ON THE WING. \$18.00

- ⇒ **JETT ENGINES FOR QM AND Q500 - \$275.00.** THEY'RE TOUGH, FAST, DON'T BREAK, AND DON'T SHAKE, AND GUESS WHAT, THEY WIN MORE THAN THEIR SHARE. (LIST TOO LONG TO PRINT)
- ⇒ **BUBBLE-JETT TANKS - \$15.00.** NEW TOUGHER LINER, GUARANTEED NOT TO EXPLODE OR WEAR OUT.
- ⇒ **JETT-TANKERS - \$30.00.** UPGRADED WITH LARGER OUTLET FOR EASIER FUELING. COMPLETE WITH TUBING AND FILTER.
- ⇒ **SAVE YOUR HAND AND BUY JETT REMOTE NEEDLE.** BOTH BACKPLATE AND Q500 STYLE - \$25.00. FITS ALL.
- ⇒ **BEST MOTOR MOUNTS AND SPINNERS GOING - FITS ALL.**

JETT Engineering, Inc.

6110 Milwee, Suite J - Houston, Texas 77092

Phone 713-680-8113 - Fax 713-680-8164