

*The Pylon Racer's Official Voice*

# NMPRA

# HIGH PERFORMANCE

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## Presidential Notes

Hello everyone!

We're running a little late this time as I decided we should wait until after the NMPRA Q-40 Championship Series in Bowie, MD, so that we could include the results in this newsletter plus we have a race date change, or two, in district 7 that we wanted to include so we allowed a couple more days for that input. Must be the editor's fault! (ed. note: NO WAY! – I always get the "last word" - in the newsletter at least!)

## NEW MEMBERS

I want to welcome and recognize a new member to NMPRA. If you know Jason, be sure to thank him for joining NMPRA and helping to support pylon racing. While you're at it, ask him if he needs any help with his racing efforts.

Jason Oliver of Rockwall, TX

Thanks for joining us, Jason!

## SPECIAL THANKS

I wish to extend a special thank you to David Doyle for being CD of the 2007 AMA Pylon NATS. Great job, David! Also, thank you, Pete Reed, for assisting David with the NATS.

A big thank-you to Hank Kaufman and Jim Allen for developing and building the light and lap-counting system used at the World's and at the Nats - GREAT JOB!

I also want to thank Tom Scott for collecting money to donate to the Cliff Telford Scholarship Fund. I received a nice thank you letter from the AMA thanking NMPRA members for the donation.

## CONTEST DIRECTOR FOR THE NATS

Yes, I know I had the same heading in the last newsletter, but that was to announce that David Doyle would CD the

2007 pylon NATS. Now that the smoke has cleared and the 2007 NATS is history, we need to find someone to run the show in 2008. David and Pete say that they have retired so we need a replacement. We need to find someone now rather than later. Who is it going to be? Do you have any suggestions? **Maybe you!**

## WORLD F3D

We left for the NATS early so that we could watch, and help, the World F3D event. I have to tell you two weeks in Muncie, or any place, is a long time and we were ready to get home before Q-500 completed on the 4<sup>th</sup> of July. We did stick it out until the end.

Congratulations to Randy Bridge for winning first place for individuals and to Travis Flynn for second in individuals. Randy and Travis called for each other and flew as if the airplanes were on rails; very impressive. Things were so close that the final placing wasn't decided until the final round; Randy's total score was only 0.53 seconds better than Travis' score. Ranjit Phelan finished in third place and only 0.45 seconds behind Travis. Chris Gallow, the winner of the previous three world championships finished in fourth place; Chris also flew very well.

Congratulations to Australia for taking the top team position followed by Italy and the Czech Republic.

Over-all the F3D event was an impressive show; the opening and closing ceremonies were great, the racing was great, and I met a lot of nice people. The weather was good for the most part with a few showers here and there; we had a major rain shower during the closing ceremonies; fortunately we were under the big tent!

## 2007 NATS

After the World F3D event completed, we moved right into the pylon NATS. As most everyone knows, we ran Q-40 before Q-500 this year so that some of the foreign

competitors could stay and see or fly Q-40. I will have to admit it that seemed a bit strange flying Q-40 first; I hope we never do that again!

Congratulations to Fred Burgdorf for winning first place in Q-40; Fred and Chris Callow were tied for first after the scheduled five rounds and met for a fly-off, and a great fly-off it was. Fred led most of the way with Chris flying low and close to Fred; Chris moved ahead for maybe one turn or two, but Fred fought back into the lead and held on for the win. Both Fred and Chris posted 1:02.xx times in the fly-off. Gary Freeman Jr. finished in third place.

We then moved on to Q-500. David Doyle asked for a vote as to whether we wanted to use the A/B matrix or a single matrix; the vote was in favor of a single matrix. If so many people had not left early, we would have voted again at the end of racing; I believe it would have gone in favor of the A/B matrix.

Congratulations to Gino Del Ponte for winning Q-500 with a perfect score and fast time for the contest; to say that Gino had it hooked up would be an understatement; Gino had everyone covered. It was nice to see Mike Del Ponte back on the flight line and calling for Gino. Roy Andrassy finished second, and Ray Brown finished third.

#### **Q-40 CHAMPIONSHIP SERIES RACE AT BOWIE**

I'm sure Steve Baker will cover this race in his article so I won't steal his thunder, but I will mention that we had only 18 entries, but we had some really good races. Congratulations to Gary Freeman Jr. for winning first place. Dan Kane took second and Gary Freeman Sr. won the fly-off to finish in third place.

Thanks to the PGRC crew for hosting the race!

#### **Q-500 SLOW DOWN PROPOSAL**

Since the last newsletter, I have received another input on this subject. I want to thank Bernie Vanderleast for taking the time to write. Bernie

covered quite a bit in his email and addressed each of the suggestions listed in the last newsletter; I will include only part of what he sent:

*"The 428 slow down issue is a complex one. Changing the event in a significant way always runs the risk of losing some of the existing racers in an effort to gain a much greater number of new ones. I am primarily a 424 racer. I do have a tired Nelson that I bought used and have entered a few 428 races in Rockford, IL before they stopped having them. For me the major obstacles in moving to 428 are the lack of a decent field to practice, a lack of local races , and the cost, not necessarily the speed. I don't think slowing down 428 with one of the proposals mentioned would make that much difference to me or some of the 424 flyers I fly with.*

*As a racer I do think the higher speed events are great. However, we have a very competitive group of guys flying 424 locally using TT Pro .40s. We are having a lot of fun with a low cost formula. Why should we move up to an event that costs a lot more and has even less speed differential? All of the proposals try to address the speed but do little or nothing to address the cost.*

*Removing the pipe from inside the muffler has the advantage of possibly making the engines easier to operate with a possible slight reduction in cost. In the newsletter Randy Smith says they radar gunned this configuration in the 125 to 135 mph range. At our last race in our Midwest climate we were getting 112 mph readings on a strict 424 configuration with a TT Pro .40 in straight and level flight. That is not that much of a speed differential for an engine that costs 5 times as much. We have certainly not found it necessary to buy 10 engines to get a competitive one either. With a careful break-in the majority of them run well. We could also make 424s run faster without spending a lot*

*I am not convinced that any of the three proposals would have a significant positive impact on 428*

#### **High Performance Information**

High Performance is published 6 times per year.

Information for publication can be forwarded to:

NMPRA Editor, Linda Brogdon  
5251 Hermitage Dr.  
Powder Springs, GA 30127  
Phone: (770) 421-8838  
Email: [brogdonlh@comcast.net](mailto:brogdonlh@comcast.net)

If possible, please submit information in Microsoft Word format

#### **Race Announcement Policy**

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1/2 Page 7.5"x5"	\$ 35	\$ 180
1/4 Page 7.5"x2.5"	\$ 20	\$ 95
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Interesting photos of planes and events. Send photos by electronic format to the editor.

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# District News



racing. 428 has evolved into a high end, high tech, and high cost event where even in the local races it is mostly only the hard core racers who compete. Unfortunately, even some of these pilots are not participating in the local races and only participate in the bigger national races. It will be interesting to see what kind of comments you get from others."

Well said, Bernie, and thanks again. Bernie's statement, "Why should we move up to an event that costs a lot more and" is only 10 or 20 mph faster, made me think that maybe we shouldn't mess with the event. Originally, I was in favor of getting more speed differential between Q-500 and Q-40, but after hearing the views of a 424 racer and seeing the Q-500 event following the Q-40 at the NATS this year, I'm not convinced we need to slow down Q-500. As I mentioned last time, we will give you an opportunity to vote when the election ballots go out in October. In the meantime, please give it some thought.

## 2008 OFFICERS

Election time is coming again! The ballots will go out in October. I need nominations for the President position and any district positions that you might care to fill. If you are currently a V.P. and wish to continue in your position, great; if not, maybe you can find someone who is willing to take over. Please get the nominations in to me or David Doyle so that we can get them on the ballot.

## RULES, RULES, RULES!

You know the drill!

Until next time, happy flying!

Bob

## **From Nancy Telford:**

*I want to thank all of the NMPRA pilots at the Nats that contributed to the AMA Scholarship Fund in memory of Cliff Telford. Drew, Cathy, Todd, and I especially wanted to thank you for remembering him on the two-year anniversary of his passing. His spirit is with you all.*

*Nancy Telford and family*

## **From your Secretary/Treasurer...**

### **THE NATS PYLON EVENT DIRECTOR**

She said, "As soon as it was announced that Mike Condon would not run it, I knew he would do it". To know someone that well is just not right. But it is all history now, and I feel as if I retired a second time. Very glad to have done it and more glad that it is done.

Peter and I are a little disgruntled about some of the actions of the AMA, but on the whole, they provided a wealth of equipment, knowledge, help, and support for our event.

Our hats are off for those in charge at AMA who allowed us to use the best site in the USA for our event. Start with collecting the money for the event and keeping track of channels, and calling those who needed to change frequencies because the limit of six was reached. Keeping track of the dates that the entry forms and checks came in so that we knew who to have change without favoritism. They supplied the trophies, out houses, not to mention the bathrooms with hot and cold running water, garbage cans (with mostly daily pick up), the food truck, sound system, scale, scanner, chairs, tables, daily iced water for workers and contestants, transportation to and from the line, power for the computers, even a copier and copy paper, a daily newsletter in full color, and a row of

fine tents for the contestants. Their maintenance staff was the best ever and always friendly and ready to help. Wayne Yeager and Ron Morgan kept close, attending to our needs. Wayne was always present and if not, immediately available by radio.

We found out about Mike Condon in late March and decided to pick up the slack sometime in May. In retrospect, we were late in getting started, but had hoped that we could convince Mike to finish in style as we planned at the end of the NATS last year. One of the things we liked best about working with Mike was that he was true to his word. If he said something would happen, it did. If he promised you something, he always came through. It was not a big surprise when we found the reasons he stepped down. Thank you, Mike, for running the NATS in past years and for the good advise and help you gave Peter and me for us to be successful.

The hardest part for me was to put my "in charge hat" back on after having just sold my business and retiring this past November. The second hardest part was trying to communicate with a bunch of "Type A" personalities not used to being told what to do. In this regard, I pass my thanks to the NMPRA membership who attended and gave me the support to carry out the tasks and for providing the "fill in" volunteers who helped when we needed it most. In all, we had 35 people plus the AMA staff help run the races. Special thanks to Jim Allen, Hank Kaufman, and Paul Herman for putting in the hundreds of hours it took to replace the stolen AMA equipment and to write the new FAI and NATS scoring and timing systems.

We now know that there is an annual NATS planning meeting that the Event Director or the NMPRA President should attend so that there are no surprises when the task is at hand. If one of you plans to run the NATS next year, we suggest you start early and



**NMPRA Q-40  
Championship  
Series**

**2007 Schedule**

- |                       |   |
|-----------------------|---|
| <b>February 23-25</b> | <b>Phoenix, AZ</b>                                    |
| <b>April 20-23</b>    | <b>Ft. Lauderdale, FL</b>                             |
| <b>July 28-29</b>     | <b>Bowie, MD</b>                                      |
| <b>Oct. 13-14</b>     | <b>Wichita Falls, TX</b>                              |
| <b>Nov. 9-11</b>      | <b>Ft. Lauderdale, FL</b><br><b>Championship Race</b> |



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# District News



call Ron Morgan to find out when and where the meeting is held. Peter and I can give you a list of items that need addressing to make the experience less frustrating and more enjoyable.

Next year it will be Peter Reed and David Doyle putting planes in the long line for practice. You can count on it!

David Doyle

## ***District 1, Travis Flynn***

Hello, District One. Well, I have to say it's been an active last couple of months since the previous newsletter. So I will try and keep the recaps short.

The first contest that a handful of guys from our district went to was out of the country to the Czech Republic over the first weekend of June. Gary Schmidt, Jim Allen, Robert Holik, and I met up with Randy Bridge and Gary Freeman. Fred Burgdorf and Lyle Larson were already there because of a race in Italy a week earlier where Fred won for his second year in a row. We all had a full day of practice before the start of the first round, and we could already tell this year would be better than last. Well, we were right in our thoughts. The European contests are different from ours. You will compete in a six-round qualifier dropping your worst time. The 12 people with the lowest combined times advance to the semi-finals. Seven of our group of eight made it to the semi's. That only left 5 spots to fill from all of the other European countries. In the semi's the 12 guys then fly two times trying to get one time good enough to make the top three. It came down to the very end with only a 10<sup>th</sup> of a second difference between making it or not. Randy, Gary Schmidt, and I had the three fastest times in the semi's. The three of us had a great battle in which we all had one cut. The final order was Randy, I, and then Gary all within a second of each other. Once the

contest was over, we could see the entire results with all 7 of us taking the top 7 spots. One interesting note for guys on the bubble about the new 2.4 GHz radios; all 7 of us were using either the new Spektrum DX7 or the Futaba 6 channel. Over the three days of flying there wasn't even a glitch with any of the systems.

The next weekend was the Howard Reed Memorial Race at the Sepulveda Basin. This was one of the smaller contests that we have had. It really worked out ok because many of us would be heading to the Nats only a few weeks later so this gave all of us a laid back race where we could try out the new LS Nelson. This was also the contest where the new course equipment that Jim Allen was involved with would be tested. Unfortunately, there were a few bugs, but it was again a good weekend to get things all figured out - which they did. Saturday's contest ended with Dan Coe winning 424. Matias Salar won 428, and went 1:06 for fast time with the new LS engine. In Q40 Gary Schmidt took the top spot. On Sunday a newer guy from the Castaic group, Sean Ekins, won 424. In 428 Fred got the win, but a congrats needs to also go to the guy in second. Gale Enstad, who dominated the 424 class, is now making his way up the ladder with the Nelsons. In Q40 we had a three-way tie with Fred, Scott McAfee, and the all grown up Matt VanBaren. I am sorry, but I am not positive of the finish order after the flyoff, but they all did well, and Matt did have the fast time for the contest with a 1 minute flat. An honorable mention needs to go out to Mark Parker who came out to participate in one of our contests. Unfortunately, his planes got damaged in shipping; we did get them back in the air, but they were really not what he wanted. Maybe we can get him out here again next year.

Here are the results from the Howard Reed Memorial:

## **Saturday June 9<sup>th</sup>**

### **424**

- 1<sup>st</sup> Dan Coe F/T 1:28:22
- 2<sup>nd</sup> Jim Padelt
- 3<sup>rd</sup> Vince Wiegel

### **428**

- 1<sup>st</sup> Matias Salar F/T 1:06:04
- 2<sup>nd</sup> Scott McAfee
- 3<sup>rd</sup> Norm Teague

### **422**

- 1<sup>st</sup> Gary Schmidt F/T 1:00:13
- 2<sup>nd</sup> Travis Flynn
- 3<sup>rd</sup> Fred Burgdorf

## **Sunday June 10<sup>th</sup>**

### **424**

- 1<sup>st</sup> Sean Ekins
- 2<sup>nd</sup> Dave Gavin F/T 1:38:50
- 3<sup>rd</sup> Tim Williams

### **428**

- 1<sup>st</sup> Fred Burgdorf
  - 2<sup>nd</sup> Gale Enstad
  - 3<sup>rd</sup> Norm Teague
- F/T Matias Salar 1:04:04

### **422**

- 1<sup>st</sup> to 3<sup>rd</sup> Fred Burgdorf
- 1<sup>st</sup> to 3<sup>rd</sup> Scott McAfee
- 1<sup>st</sup> to 3<sup>rd</sup> Matt VanBaren

F/T 1:00:00

All right - the next contest was a few weeks later in Muncie, Indiana, for the F3D World Championships. What an experience this was to be at a world level contest at our home field. I think that it has been about a dozen years since the worlds last took place in the USA, and I was extremely excited to be part of the team this year. The contest was run second to none being CD'd by Wayne Yeager and Jim Allen with help from a lot of other people who all did a fantastic job. There were



# District News



16 countries and a total of 43 entries that all came to try and win a World Championship. Our team, made up of Fred Burgdorf, Randy Bridge, and I with our team manager Lyle Larson, was very prepared and had a fantastic shot at finishing well. It was a really long contest with a total of 14 rounds flown and 3 scores being dropped. The three of us did really very well, and in the end my teammate Randy Bridge would be the new World Champion. For all you Nats guys who came a little early to watch the worlds, I personally want to thank you because it made it even better having all of you guys cheering us on.

Last part about the worlds - I really want to thank Fred Burgdorf and Lyle Larson for helping me have extremely competitive equipment. Without your support I would not have been that close to getting the title. I also need to thank Randy for doing a great job calling, and I think it was extremely cool for us to finish really that close. The last round of the contest is one I know I will never forget.

Ok, the last race for this article is the AMA Nationals. We once again had a great turnout of guys from our district with a few new guys making it for the first time. My guess is next year we will get even a few more....Ken Busse, Mitch West, and Jim Padelt - I am talking about you.

I can't think of all the guys who made it, but I have to shout out to the new guys: Clark Leadbetter, who finished in the top 10 for Q40; Norm Teague; and Dave Gavin. It was great to see you guys all make the trip. Spread the word for next time. I also need to mention that Mr. Fred Burgdorf won his first nationals in Q40. He had a great flyoff with Chris Callow to get the title.

That's about it. Our next race is in Medford, Oregon, the middle of

August and then Whittier in September. I am not sure of the dates, but hopefully I will have them for the next article.

Until next time, keep practicing.

Travis

## **District 2, Dan Nalley**

Greetings from the Great NW!!!! Unfortunately, "great" equals rain this racing season. We have had more than our fair share of it, and it seems the only sunny days we have managed this summer have been practice days.

We attempted the Whidbey Island race June 9<sup>th</sup> and 10<sup>th</sup>, but lost out Saturday to the wind and rain. We did squeeze in a day of 428 and APRA on Sunday, but had to concede to a glo-plug spitting contest for the Q40 trophies. Thank you to Marty Hoppe for CD'ing again and to the Whidbey Island RC Club for allowing us to rent their beautiful Naval station site.

The July Spokane race and the Wenatchee race were both cancelled, not due to weather, but due to lack of registration. Very unfortunate as we have had so little racing due to rain outs this season.

The next race should happen before this newsletter hits print. The Shelton 2-day race (pray for sunshine!) is August 4<sup>th</sup> and 5<sup>th</sup>. Always a good site as this is a small airport, and the race is on a paved strip.

Next month brings elections, for not only your national but for local organizations. All year long we hear great ideas about how to improve racing locally and nationally – well, now is your chance! Many of your elected officials do the job not because of their desire for greatness,

but out of absolute necessity. Volunteers are hard, and sometimes impossible, to come by. There is always a shortage. So step up to the plate! Run for office! Vote!!!! Use some of that enthusiasm for good. The NMPRA and your local club can always use fresh people to jump in.

The next District 2 races are Medford, OR - August 18<sup>th</sup> and 19<sup>th</sup> Arlington, WA - September 22<sup>nd</sup> and 23<sup>rd</sup> – PROPS Championship race All are welcome – check out [www.nwprops.org](http://www.nwprops.org) for details

Until next time –

Dan Nalley

## **District 3, Randy Smith**

Time for another column in Linda's newsletter. What to write this time around? Well, racing is in full swing, and the US Nats is history. By the time this article hits the presses, the racing season in Canada will be setting on the horizon. The Regina Windy Flyers are looking at scheduling a make-up race for the weekend that was mostly rained out in May. Tentative plans are for Sept 29, 30<sup>th</sup> in Regina. If we are close to the cut off date for NMPRA points, then this contest will count towards your 2008 total.

Roy Andrassy, myself, Hank Kauffmann, and Terence Palaschuk attended the US Nats in Muncie. Another good time with most of the same old suspects in attendance. Mike Condon was missed, but David Doyle and crew did a great job in the organization, and things went very smoothly. Hank's JudgeMan light system worked well but was not without its moments of technical support. This is to be expected in a period of extended real-world use and abuse. We all got through it, and everyone was pretty patient. I know



# District News



Hank sacrificed a lot of his personal focus on flying to support the system – so thank you again, Hank, for your efforts and dedication to success.

Muncie is always interesting in its own way. Roy (and his caller – me) turned in a great performance in 428 Quickie placing second with some good, consistent, smart flying. It was a bit weird racing 428 after Q40, but it worked out well for us. We just had a little trouble getting motivated in the morning. Roy was using the Nelson LS in 428 and just carefully made adjustments after each flight. A little more patience and care is required here.

I took a double blow square in the crotch when I lost my two race-ready and almost-virgin Polecats in practice. I've been doing this for 30 years, and there is always something to learn. If you are cutting away the area above the fuel tank and the vertical bulkhead in front of the wing and you have motor that's haulin' @ss, make sure you reinforce the wing hold down blocks with lots of cabasil and glass...and that's all I'm going to say about that.

I was happy to qualify to the Q40 finals with my second back-up bird, but I felt compelled to fly carefully and conservatively so that there wasn't too much empty space in the van coming home. Speaking of vans, I wonder if Mike Tallman has pried Roy's Honda emblem out of the rear bumper of his Dodge Caravan yet. Sorry, Mike. Thanks for taking one in the tush for the Canadians. Roy owes you a big honkin' cigar at the next Nats. Ah, yes, the Nats....never a dull moment in Muncie. I had to go back to work for a rest.

Time to get back into the workshop and get the remaining Polecat race ready. Looking forward to always a

great contest in Saskatoon August 25, 26 hosted by the Hub City Radio Control Club.

Tighten it up until you hit a pole. Then back off just a bit – you'll be fine.

Randy out...



**Roy Andrassy secures a high end rental van to get through the US Nats.  
Honda's got nothin' on this baby!!!!**

**District 4, John Williams** – no article submitted

**District 5, Bernie Vanderleest**

Tom Scott held the CAPS Moonshot race in Cincinnati, OH, on June 2 & 3. There was a good turnout, and the weather cooperated well enough to get in 6 rounds of racing on both Saturday and Sunday. Up and coming 3rd generation racer Steven Nikodem earned his first podium finish on Sunday in 424. Final results were as follows:

**Saturday, June 2 – 424**

J. Nikodem  
S. Panzardi FT 1:39.97  
D. Larson  
D. Ellis  
M. Feist  
S. Nikodem  
R. Vogelsang  
R. Blake

N. Klotz

**Saturday, June 2 – 428**

M. Tallman  
G. Helton FT 1:09.29  
A. Seaholm  
T. Frazer  
C. Grunkemeyer  
A. Feist  
S. Causey  
M. Watts  
D. Ulledahl  
D. Cady  
D. Ellis  
M. Spencer  
M. Eden  
J. Nikodem  
R. Blake

**Sunday, June 3 – 424**

J. Nikodem  
D. Larson  
S. Nikodem  
M. Watts FT 1:41.00  
D. Ellis  
M. Feist  
R. Vogelsang

**Sunday, June 3 – 422**

M. Tallman  
A. Seaholm FT 1:06.13  
S. Causey  
D. Cady  
M. Eden  
B. Johanson  
M. Spencer  
T. Frazer  
G. Helton  
C. Grunkemeyer  
R. Blake  
D. Ulledahl

The final CAPS race for 2007 is the 3rd Annual Indy Shootout in Muncie, IN, at the AMA Site on September 29 & 30. This is a great race; sign up now at [www.capsracing.com](http://www.capsracing.com).



# District News



Orv Steinmetz and Ron Monk held the second race of the WIPRO 424 series in Rockford, IL, on June 9 & 10. There was near perfect weather for racing on both days. Orv & Ron have worked tirelessly running pylon races in Rockford for many years. Ron was out working the starting line both days with his foot in a walking cast from a torn Achilles. It was disappointing to see a lack of support for these guys from the local club; they were unable to get a full complement of workers for the event. Since there was a worker shortage, we tried a new technique of having the callers count laps and keep time. This actually worked well once the callers got used to it. With some further refinement it may be an alternative to reduce the worker count in local races.

On Saturday Darwin Larson and I had two mid-air collisions. The first resulted in only minor damage to Darwin's airplane, and we both finished the heat. The second at pylon 1 was much more spectacular with both airplanes completely trashed. At the end of regulation rounds Mick Warning & Jim Nikodem were tied for first. The first fly-off resulted in both pilots cutting out so they ran it again with Jim getting the win. Another up and coming 2nd generation racer, Malcolm Reynolds, took his first podium finish by virtue of a faster time over his dad George. After a lot of encouragement from fellow racers after the race, Malcolm and George went back to the line for a bragging rights fly-off with Malcolm destroying his airplane in a spectacular crash around pylon 3. The racing was close on Sunday, and fortunately there were no crashes. George Reynolds won a Predator in the pilot raffle on Saturday, and Steven Nikodem won a second Predator in the pilot raffle on Sunday. Final results for both days were as follows:

## Saturday, June 10 - 424

Jim Nikodem FT 1:33.6  
 Mick Warning  
 Malcolm Reynolds  
 George Reynolds  
 Darwin Larson  
 Bernie Vanderleest  
 Steven Nikodem  
 Mark Warning  
 Steve Methe  
 Orv Steinmetz

## Sunday, June 11 - 424

Jim Nikodem FT 1:36.88  
 Mick Warning  
 Bernie Vanderleest  
 Darwin Larson  
 Mark Warning  
 Steven Nikodem  
 George Reynolds  
 Malcolm Reynolds  
 Steve Methe



Mick & Mark Warning displayed some of their other technology after the race. First they brought out their big Dominator powered by a Moki 2.10. They had been down at Rantoul, IL, and flown in the USRA race for one day before withdrawing to fly at Rockford (another schedule conflict in the District). It was interesting that this combination was flying at the same speed as the TT Pro .40 powered Q500s (112 MPH on the radar gun). After the post race flying was finished, they also demonstrated their blender re-powered with a two cycle engine for high performance mixing.

The final WIPRO race for 2007 will be in St. Charles, IL, on September 22 and 23. Check out [www.q500424.com](http://www.q500424.com) for pictures on the Rockford race and details on St. Charles.

Lee LaValley sent me some comments on the NCPL Q500 Big Race (OS .46) held on Saturday, July 21. It was a great day for racing with the wind right down the course at about 10 mph. There were quite a few mid-air collisions with some planes lost in the 6'+ high corn. Turnout was good with 22 fliers, and everyone had a good time. Top finishers were as follows:

1<sup>st</sup> – Dave Norman 21 pts  
 2<sup>nd</sup> – Randy Etken 20 pts (fly-off winner)  
 3<sup>rd</sup> – Lee LaValley 20 pts

The NCPL has 6 more races on their schedule in August, September, and October. Check out [www.ncplracing.org](http://www.ncplracing.org) for more details.

I was able to make it down to the F3D World Championships in Muncie for the first day of the competition on Tuesday. I noticed several of our District 5 racers helping out. It was a big time commitment with the Nationals immediately following the World Championships. Thanks for all your help. I also want to congratulate the U.S. team on an outstanding effort.

Regards,

Bernie

## ***District 6, Steve Baker***

**IT NEVER RAINED IN BOWIE**  
 By now, the rescheduled installment of the Bowie, MD, NMPRA Q-40 race is in the history books. My thanks go out to the many folks who were able to attend our event on such short notice. As you may know, it was hastily



# District News



sandwiched between the Nats and the North-South Shootout in Washington state when it was apparent that not too many of us were planning to attend in June, as originally scheduled. An aggressive communication plan ensued which resulted in a dedicated core of competitors from New England, Florida, South Carolina, Pennsylvania, Georgia, Illinois, and Ohio making the trip, including the new FAI World Champ, Randy Bridge. This was Randy's first Q-40 contest using the new Nelson Long stroke engine and his first race since winning the World Championships in Muncie.

In order to maintain a reasonable pace in the heat and humidity, we opted for 3 plane heats and took frequent breaks throughout the first day of racing. A total of eight rounds were flown on Saturday and two rounds on Sunday. The lone flyoff for 4<sup>th</sup> through 6<sup>th</sup> place rounded out the flying. The Polecat and Loki continue to be the all-around favorite designs, though several competitors had Miss Ashleys, Proud Birds, and there was one nice looking GR-7.

As the contest commenced, carnage came early to several otherwise capable competitors. Randy lost his GR-7 while chasing Grunkemeyer through the 2-3 turn. Dave Latsha and Grunkemeyer had a midair in the first lap at the number one pylon, and Bob Brogdon had his share of mishaps on landing, hitting number two pylon in one incident, and a Luis Ocoa's Stiletto in another accident. Jon Baker tried to get too close too soon to Gary Freeman Jr.'s Loki and didn't make two laps before falling out of the sky through the 2-3 turn.

The lead changed hands several time throughout the meet, but when the dust settled, Gary Freeman, Jr. (or just 'Junior' to us) was the hands-down

winner, also taking fast time with a 1:00.98. Danny Kane gave him a run for money, but had a lean needle late in the event that cost him points.

The final standings follow:

Place	Name	Points	Fast time
1	Gary Freeman, Jr.	27	1:00.98
2	Danny Kane	25	1:02.98
3	Gary Freeman, Sr.	24	1:03.49
4	David Doyle	23	1:05.67
5	John McDermitt	23	1:03.38
6	Richard Moreland	23	1:05.88
7	Randy Bridge	22	1:03.35
8	Tom Scott	17	1:04.10
9	Mike Masi	17	1:07.84
10	Craig Grunkemeyer	15	1:02.88
11	Jonathan Baker	15	1:05.92
12	Stephen Baker	15	1:07.27
13	Bob Brogdon	14	1:08.12
14	Richard Berner	14	1:16.84
15	Luis Ochoa	11	1:20.09
16	Dave Latsha	7	1:05.91
17	Ray Blake	0	0:00.00



## Bowie winners -

**Front: Gary Freeman, Sr.,  
Gary Freeman, Jr., Dan Kane  
Back: John McDermott,  
Gloria Doyle, David Doyle**

Speaking of lean runs, how about that new Long Stroke Nelson engine? Seriously though, the black art of setting up and operating the new beast was all the talk. More confusing still is that it seems there is no longer any commonality in characteristics from one engine to the next with regard to optimal prop, sleeve height, and head clearance. Each engine seems to have its own profound

peculiarities, strong points, and preferences. How hot it gets on the line, what you do to the needle prior to launch, and even the attitude you hold it while awaiting the flag can influence whether it comes on the pipe or not. I admit there's a great sense of satisfaction in hearing "yours" come on the pipe at the right moment, but the days of "needling for the day and don't touch it" are over.

I guess it's time we all got much better acquainted with our hardware.....

The PGRC will host two more contests this season, notably the NMPRA District 6 Championship Race for Quickie 500 (AMA 424 and 428) on September 15 and a Quickie 500 (AMA 424) race on October 6.

Steve Baker  
District 6 VP

## District 7, Tom Dobyns

With the summer quite well upon us down here in District 7, we haven't been outside racing much. The heat and humidity are sometimes more than one can stand, and we just seek the shelter of indoors during this time of year. So there has been nothing of interest to report on in our district... until the World's and NATS were completed!

Congratulation's to our very own Randy Bridge for taking first place in the World's. This is a very big accomplishment for him, as I know that he has been practicing hard and really wanted to win! He is also the first person from our district to win such an accomplishment, and even though judging from his past racing wins in other races including being a 5-time winner at the NATS, you would think that the World's would have been an easy step. But the reality is that it is monumentally different from our racing in either Q500 or Q40. Of



# District News



course, it is not just Randy who did well, but the entire USA team! It is about time that we again put our foot into the winner's circle and showed the world that we still can race and win!

The NATS followed the World's with Q-40 racing first and then Q-500 last. There has been a lot of talk over this decision by the AMA to run the NATS in this format, and I hope that it accomplished what they wanted as they stepped on a lot of feet to do so. A great big hand out to David Doyle for stepping up to be the CD, and thanks to all of his help, including Miss Nancy! Getting help at any race is a hard thing to do, so thank your workers and take care of them. Without them, we can't play!

Here are the Q-40 winners and place from our district:

3rd	Gary Freeman Jr.
6th	Gary Freeman Sr.
22nd	Ray Brown
30th	Dennis O'Brien
41st	Bob Brogdon
43rd	Ray Coletto
46th	David Doyle
49th	Matthew Fehling
55th	Jonathon Perdue
57th	Mario Travieso
59th	Jim Perdue

Our racers did much better in the Q-500 class with 3 in the top 10 and Mario having his best finish at a NATS:

4th	Mario Travieso
6th	Dennis O'Brien
10th	Gary Freeman Jr.
18th	Jonathon Perdue
20th	Gary Freeman Sr.
23rd	Bob Brogdon
28th	Matthew Fehling
32nd	David Doyle
35th	Ray Coletto
38th	Jim Perdue

Within the last few weeks we have had some date changes for our-end-of-season races as well as a different race for October date than previously scheduled. The race in August in Mulberry was canceled and moved to October 20-21<sup>st</sup>. They are taking the spot that was originally held for the first race at our new field in Cocoa. There were some runway problems that proceeded to take way too long. We hope to have a race there soon, perhaps early in 2008 as well as one near the end of 2008. The race in September has changed from a Q-500 only race to Saturday with Q-500 and Sunday with Q-40 and 424 will be run both days. Hope to see everyone there.

Speaking of which, I bring up this rather important point, *again!* It is important for as many people as possible to show up to races. Many clubs do not want to hold a large event like a race if not many people are going to show up. Many club members have complained to their club if they see that 2 days of their weekend flying time are used for a small event, regardless of the money it might gain. So PLEASE! Show up to your local races and make them count

so that we can have more of them. Plan ahead by consulting your district's calendar if it has one. I try to send out the schedule as soon as I know it and flyers when I get them. I also now use the NMPRA calendar to post race dates for our district. And remember, "The more the merrier!"

September 29<sup>th</sup>-30<sup>th</sup>, 2007  
Q-500 Saturday  
Q-40 Sunday  
424 both days

Markham Park  
Sunrise, FL  
[www.mppaonline.net](http://www.mppaonline.net)

Jim Perdue  
954-683-2600  
Ray Brown  
305-205-9500

October 20-21<sup>st</sup>  
Q-500 and 424 both days

Imperial R/C Club  
Mulberry, FL  
[www.imperialrcclub.com](http://www.imperialrcclub.com)

Scott Smith  
863-670-5141

November 9-11<sup>th</sup>  
Q-40 Championship Race

Markham Park  
Sunrise, FL  
[www.mppaonline.net](http://www.mppaonline.net)

Jim Perdue  
954-683-2600  
Ray Brown  
305-205-9500

See you at the races!  
Tom Dobyns

**District 8, Dennis Cranfill** – no article submitted



# District News



## **Championship Series and Q40 Points VP, Joanne Coffey**

### **2007 CHAMPIONSHIP RACE SERIES**

(NMPRA Members only)

### **Point Standings**

Phoenix Race - Feb07

Ft. Lauderdale - Apr07

<b>Place</b>	<b>Name</b>	<b>Points</b>
1	Dan Kane	200.40
2	Randy Bridge	195.60
3	Craig Grunkemeyer	166.00
4	Thomas Scott	162.30
5	AJ Seaholm	151.80
6	Gary Freeman, Jr	143.40
7	Mike Helsel	135.50
8	Gabriel Tahhan	124.10
9	Patrick Galarneauilt	118.30
10	Gino DelPonte	114.20
11	Travis Flynn	112.70
12	Lyle Larson	111.10
13	Matthew Van Baren	109.50
14	Jerry Small	109.00
15	Dave Shadel	108.00
16	Lee Ulinger	104.80
17	Scott McAfee	101.70
18	Matias Salar	<b>Fast time</b> 100.10
19	Gary Freeman, Sr.	100.00
20	Dennis O'Brien	99.70
21	Gary Schmidt	98.50
22	Dave Norman	96.10
23	Mark Parker	93.80
24	Julio Quevedo	92.30
25	Jim Allen	90.70
26	Lee Von Der Hey	89.10
27	Clark Leadbetter	87.50
28	Jarrett Cangie	86.00
29	Oscar Mijares	85.10
30	Rusty Van Baren	84.40
31	Tony Pacini	82.80
32	Dan Nalley	79.70
33	Darrol Cady	78.10
34	Frank Wong	76.60
35	Dennis Cranfill	76.00
36	Fred Burgdorf	75.00
37	Scott Causey	74.20
38	Jaime De La Vega	73.40
39	Jerry Bednark	71.80
40	Doug Killebrew	70.30

41	Luis	Ochoa	68.70
42	Roy	Andrassy	67.10
43	Randy	Smith	65.60
44	Tony	Huber	59.30
45	Matt	Russell	56.10
46	Robert	Holik	53.00
47	Joe	Llanos	52.30
48	Murray	Hamula	51.40
49	David	Doyle	50.40
50	Michael	Tallman	49.90
51	John	McDermott	48.60
52	Jim	Lime	48.30
53	Gerald	Elert	47.80
54	Manuel	Martiarena	46.70
55	Paolo	Mucedola	45.20
56	Tom	Strom Sr	43.60
57	John	Perdue	41.30
58	Tim	Lime	40.40
59	Bob	Brogdon	39.40
60	Martin	Van Doesburg	38.90
61	Ray	Brown	37.70
62	Bruce	De Chastel	37.30
63	Pete	Reed	35.70
64	Robert	Metkemeijer	34.20
65	Joe	DeAscentis	32.60
66	Ray	Blake	29.50
67	Doug	Houston	27.90
68	Ray	Coletto	26.70
69	Peter	Van Doesburg	26.30
70	Jeryl	Smith	23.20
71	Dub	Jett	21.60
72	Bert	Metkemeijer	20.00
73	Bryan	Batch	16.90
74	Mario	Travieso	15.80
75	Eric	Ide	15.30
76	Barry	Leavengood	13.80
77	Tanner	Pacini	12.20
78	Matthew	Fehling	12.10



# District News



## 2007 Q40 Points 4 Races - NMPRA Members only \*\*\*

**Championship Race 2006,** Medford, Oct. 21 & 22. 24

**Championship Race 2006,** Tangerine, Dec. 2 & 3. 23

**Championship Race 2007,** Phoenix, Feb. 24 & 25. 73

**Championship Race 2007,** Ft.L'dale, Ap. 21 &22. 29

**Nationals, Muncie, July. 65**

Place	First Name	Last Name	Points	Fast Time
1	Dan	Kane	395.70	1.00.53
2	Craig	Grunkemeyer	360.30	1.01.99
3	Gary	Freeman, Jr	344.60	1.01.88
4	Mike	Helsel	315.60	1.02.42
5	Thomas	Scott	313.70	1.01.78
6	Gary	Freeman, Sr.	305.10	1.01.88
7	Fred	Burgdorf	271.70	1.02.28
8	Jim	Allen	266.40	1.05.10
9	AJ	Seaholm	253.80	1.00.94
10	Jerry	Small	249.00	1.03.18
11	Scott	McAfee	242.60	1.03.30
12	Matias	Salar	241.00	1.01.89
13	Travis	Flynn	219.90	1.05.99
14	Patrick	Galarneau	219.60	1.02.50
15	Gabriel	Tahhan	217.40	0.59.24
16	Dub	Jett	204.40	1.09.09
17	John	McDermott	204.40	1.01.40
18	Lyle	Larson	201.00	1.07.05
19	Randy	Bridge	195.60	1.02.18
20	Gary	Schmidt	191.40	1.04.17
21	Clark	Leadbetter	184.30	1.06.86
22	Lee	Von Der Hey	168.90	1.00.29
23	David	Doyle	167.60	1.01.76
24	Lee	Ulninger	163.40	1.02.70
25	Ray	Brown	160.40	1.10.46
26	Randy	Smith	150.20	1.00.74
27	Dennis	Cranfill	143.30	1.08.97
28	Rusty	Van Baren	141.20	1.06.22
29	Dave	Norman	137.80	1.03.34
30	Roy	Andrassy	132.60	1.03.31
31	Darrol	Cady	132.00	1.02.34
32	Scott	Causey	129.30	1.02.37
33	Michael	Tallman	129.30	1.05.35
34	Jaime	De La Vega	121.50	1.06.89
35	Oscar	Mijares	117.60	1.03.45
36	Mark	Parker	115.90	1.04.18
37	Matthew	Van Baren	109.50	1.07.25
38	Joe	Llanos	108.10	1.03.88
39	Dave	Shadel	108.00	1.03.98
40	Tom	Strom, Sr	97.20	1.04.35
41	Mario	Travieso	95.80	1.01.84
42	Pete	Reed	95.60	1.07.14

*Fast time*

43	Jason	Duda	95.10	1.06.56
44	Julio	Quevedo	92.30	1.11.81
45	Matt	Russell	92.20	1.02.91
46	Terrence	Palaschuk	88.10	1.01.93
47	Eric	Ide	86.40	1.02.51
48	Jarrett	Cangie	86.00	1.07.03
49	Bob	Brogdon	83.50	1.08.84
50	Jeryl	Smith	83.50	1.03.78
51	Tony	Pacini	82.80	1.02.63
52	Gerald	Elert	79.90	1.03.65
53	Dan	Nalley	79.70	1.08.69
54	Frank	Wong	76.60	1.07.52
55	Jerry	Bednark	71.80	1.15.64
56	Joe	DeAscentis	70.70	1.08.64
57	Doug	Killebrew	70.30	1.09.61
58	Luis	Ochoa	69.90	1.15.20
59	Ray	Coletto	66.10	1.03.97
60	John	Perdue	59.90	1.08.47
61	Tony	Huber	59.30	1.02.95
62	Robert	Holik	53.00	1.17.10
63	Matthew	Fehling	51.40	1.05.80
64	Murray	Hamula	51.40	NT
65	Michael	Masi	51.20	1.10.81
66	Paul	Holma	50.80	1.09.35
67	Jim	Lime	48.30	1.05.13
68	David	Latsha	47.50	1.05.28
69	Manuel	Martiarena	46.70	1.06.02
70	Daniel	Ullendahl	44.70	1.13.82
71	Bryan	Batch	44.30	1.08.12
72	Tim	Lime	40.40	1.10.21
73	Bruce	De Chastel	37.30	1.08.83
74	Ray	Blake	29.50	1.13.25
75	Marcus	Blanchard	28.50	1.22.20
76	Doug	Houston	27.90	1.09.71
77	Bruce	Coffey	23.00	NT
78	Richard	Berner	20.30	NT
79	Jim	Perdue	20.10	1.24.57
80	Barry	Leavengood	13.80	?
81	Rick	Moreland	13.40	?
82	Tanner	Pacini	12.20	?
83	Peter	Thannhouser	10.60	?
84	Mike	Bergen	9.90	?
85	Nelson	Eddy	5.60	?
86	Martin	Hoppe	4.30	?
87	Lee	LaValley	4.10	?
88	Tony	Lopez	2.80	?
89	Michael	Stewart	1.20	?



# District News



## **Quickie 500 Points VP, Barry Leavengood**

Here it is August already. As they say, "time flies when you're having fun." Sonia and I were unable to attend either the World's or Nats this year, but from what I'm told it was quite a show. Congrats to Randy Bridge and Travis Flynn for the one, two finish in the individual FAI competition. Unfortunately, Fred Burgdorf had some trouble with the result being the US team missed the podium. All in all, it was a great effort for the US team. Great job, guys! The overall team and individual results are posted on the NMPRA web site.

Fred redeemed himself in spectacular fashion a couple of days later by winning a great fly-off with Chris Callow from Australia to pick up 1<sup>st</sup> place in Q40. Great job, Fred! In case anyone is interested, Lee Ulenger posted a video of the fly off on the NMPRA forum. The Q40 and Q500 results are posted on the NMPRA web site.

As many of you know, there was a bit of controversy over the sequence of events at the Nats. Historically Q500 has been flown before Q40. This year Q40 was flown before Q500. The AMA decided to change the sequence in the hope of exposing the FAI guys to Q40 and maybe even get some of them to fly Q40. In the end, there were several FAI pilots who did fly Q40, and I think that's a good thing.

The new pylon system, developed by Hank Kauffmann and Jim Allen with lots of help from Stan Douglas, Len Gilmore, Scott McAfee, Lee Von Der

Hey, and Matt Russell as well as I'm sure many others I'm not aware of, was used both at the World's and Nats and worked pretty well. We tested it at the June WPS Basin race, and there were a couple of issues that were worked out before the World's. Many thanks, guys, for all your hard work.

A couple of new Q40 kits are on the market. Terence Palaschuk of Fly Fast Composites, [flyfastcomposites.com](http://flyfastcomposites.com), is now producing Jim Allen's Proud Bird and Jerry Small's II Sweet (Miss Ashley II). Matt Russel, [russellracin.com](http://russellracin.com), is selling the highly successful GR7 manufactured by Bruce De Chastel, [bigbruceracing.com](http://bigbruceracing.com). Actually, Matt's been selling the GR7 for a while now, but I don't think I mentioned it.

The Bowie Q40 Champ Race was this last weekend. Congrats to Gary Freeman Jr., Dan Kane, Gary Freeman Sr, David Doyle, and John McDermott for placing 1<sup>st</sup> through 5<sup>th</sup>. The complete results will be posted soon on the NMPRA site.

That's about all for now.

Barry



# District News



## Don't Compromise The Takeoff!

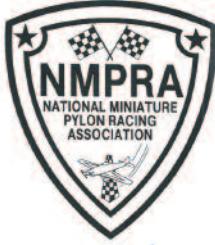
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Please check all appropriate boxes.

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City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Date of Birth \_\_\_\_\_ AMA number \_\_\_\_\_ NMPRA Number \_\_\_\_\_

Occupation \_\_\_\_\_ E-mail \_\_\_\_\_

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**Make Check Payable To: NMPRA**

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David Doyle  
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The Villages, FL 32162  
(401) 640-4317

### President

Bob Brogdon  
5251 Hermitage Dr.  
Powder Springs, GA 30127  
770-421-8838  
[R.A.Brogdon@comcast.net](mailto:R.A.Brogdon@comcast.net)

### Secretary/Treasurer

David Doyle  
1622 Abernethy Place  
The Villages, FL 32162  
(401) 640-4317  
[Davidandgloria@aol.com](mailto:Davidandgloria@aol.com)

### District 1 VP

Travis Flynn  
1424 N. Naomi St.  
Burbank, CA 91505  
(818) 843-4107  
[tflynn@supertrc.com](mailto:tflynn@supertrc.com)

### District 2 VP

Dan Nalley  
14718 SE 185th Place  
Renton, WA 98058  
425-271-5268  
[dan@wininfo.com](mailto:dan@wininfo.com)

### District 3 VP

Richard Moldenhauer  
50 Chomyn Crescent  
Saskatoon, SK S7K7R4  
Canada  
306-242-7102  
[rmoldenhauer@shaw.ca](mailto:rmoldenhauer@shaw.ca)

### District 4 VP

John Williams  
1906 Logan St.  
Longmont, CO 80501  
303-884-1130  
[John.Williams@arraybiopharma.com](mailto:John.Williams@arraybiopharma.com)  
[Racer1Pylonplane@netzero.net](mailto:Racer1Pylonplane@netzero.net)

### District 5 VP

Bernie Vanderleest  
1711 Heinze Drive  
Racine, WI 53406  
262-886-4876  
[bvanderleest@wi.rr.com](mailto:bvanderleest@wi.rr.com)

### District 6 VP

Steve Baker  
12215 Malin Lane  
Bowie, MD 20715  
301-352-4580  
[Sbaker6827@comcast.net](mailto:Sbaker6827@comcast.net)

### District 7 VP:

Tom Dobyns  
2115 Manor Dr. NE  
Palm Bay, FL 32905  
321-722-1914  
[tdobyns@cfl.rr.com](mailto:tdobyns@cfl.rr.com)

### NMPRA Nats Coordinator

Mike Condon  
9335 Eastwind Dr.  
Livonia, MI 48150  
734-464-7027  
[mcondon@twmi.rr.com](mailto:mcondon@twmi.rr.com)

### NMPRA Webmaster

Stan Douglas  
1500 Wilson Heights Dr.  
Austin, TX 78746  
512-306-1761  
[standouglas@sbcglobal.net](mailto:standouglas@sbcglobal.net)

### NMPRA Championship Series and

**NMPRA Q40 Points VP**  
Joanne Coffey  
2031 Stoneglen Dr.  
Newman, CA 95360  
209-862-0550  
[coffeyjoanne@sbcglobal.net](mailto:coffeyjoanne@sbcglobal.net)

### Quickie 500 Points VP

Barry Leavengood  
10855 Remmet Ave.  
Chatsworth, CA 91311  
818-988-4564  
[bl10@yahoo.com](mailto:bl10@yahoo.com)



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