

The Pylon Race's Official Voice

NMPRA

HIGH PERFORMANCE

National Miniature Pylon Racing Association Since 1965 AMA Affiliated February 2001

A Word from the President

Rhonda and I are in Phoenix as I write this month's column. The weather here is not as nice as usual. It was looking bad for the Winterfest, but the Gods prevailed on our side and we had a good race weekend. There were no records set, but the quality of fliers and aircraft was superb. Drew will have a report on the race in his District 1 column.

Stan Douglas and the SpeedWorld crew made more improvements in the off-course system. The hardwired version is just about completed. While the race was going on, one of the Race Officials had some wonderful ideas. Among the retired people down here is some great technical information. When you start asking what many of the retired did before they quit working and came to Arizona, you get some interesting answers. There are many high skilled computer and electronics experts here. An example of this will be the next step in our progress of designing off-course equipment.

How does this sound? When you go to the line, you plan on flying 11 laps. Each lap as the lap-counters count the laps; they also trip the clock that times each lap. After the race, you can find out what any of your lap times were and the 10th and 11th lap times will always be recorded... Fewer missed times and much more accurate timing. While we are thinking outside of the box, how about this? Eliminate the turn lights on Pylon One and only count the cuts? At first you might take a strong negative position on this idea. This could save up to three Race Officials... Not bad and it would not effect the racing.

As long as we are out of the box, how about another idea that came to me from Dub Jett. Move the timer's cage 100' closer too one and call the finish of the race there. It would give the lap-counters a better view on the takeoff to find their aircraft. To make up the difference in the course length, we could move #1 5' closer to the starting line. The course length would then be the 2-½ miles that it is now. By doing this, the lap-counters could also call the cuts on the pit side 2 or 3 pylon. Whichever is closest to the safety line. They are watching their airplanes at that time anyway and will know if their airplanes cut that pylon. This will again save one to two race officials and not make a negative impact on our racing, as we know it today.

We are in a time of change right now. We are doing what needs to be done to keep our racing traditions and at the same time make our racing better than ever.

Now on to more racing participation. It is necessary for all of us seasoned racers to pass on our knowledge to those that are not as experienced as we are. Take the time to help those that need help in choosing a prop or setting up an engine. It only takes a few minutes and it is very much appreciated by those that do not have the knowledge that many of us take for granted. Be an active member in the clubs that you belong. I have noticed that clubs that sponsor the best races are the ones that the racers are also active members. Take the time to introduce racing to clubs and fliers that do not know what we are doing. Put on a pylon race. Not a full-blown race like we thrive on. Make it a beginner's type race. 424 would be nice, but a Stick race would be a good place to start or just race anything in a race around the pylons. If we are not attracting new racers, racing is dying. We must all do our part to keep the ball in the air. The few cannot do it for the many. The job is too big.

NMPRA National Points. In order to be eligible for the National awards, you must be a current member of the NMPRA when you earn the points. Any points earned before you join or renew, will not be counted. If you have not paid your dues, do it now. If you were a member in 2000 and have not paid your dues, you have a grace period of only until February 1, 2001 to have your dues paid. Any points earned before your dues are paid, will not be counted 2001. Get your check in the mail.

While on the subject of National Points, another thing you should know. If you are in an area that you do not have enough local racing to be counted in the National Points for local races, you may change your home district. No one is going to do this for you. If you want to be counted in a different district where you are racing, you can call it your home district. It is your responsibility to notify Cliff and Barry to let them know where you want to call your home district.

We hope to see many of you at the Phoenix Gold Cup Race. It will be a good one for sure.

Darrol

**Your membership is
due. Please renew today.**

Nationals 2001 - Mike Condon

Fellow Racers,

At this time the preparation for the Nats are coming along very well. I attended the 2001 Nats planning meeting in Muncie on Oct.28, 2000. It appears we will have everything we need to assure a very successful 2001 Nats.

We still have a few key positions that need to be filled. Chic White has "ram-rodged" Q40 for the past few years, has informed us that he will be flying Q40 at the 2001 Nats. Chic will be missed at this position. We are looking for someone who is flying Q500 to step up and CD Quarter 40. All of the preliminary work will be done. We just need someone that will run the race.

We are also in need of a qualified person to handle the computer duties. Art Edsal performed this duty at last years Nats. He would like to pass this duty to someone else for this year. This duty is a paid position, regardless if you are flying or not.

Bill Gallagher will be attending the 2001 Nats to assume starter duties. He is one of the best starters in the country... if not the best... I think that he is the best.

At this time we plead with the membership to offer their continued support of for a successful 2001 Nats, by offering their services at a time when they are not flying. Also if you know of someone that would like to come to the Nats and be a race official for the week throughout the week, we are still paying \$50 per day.

We need everyone's cooperation in filling any areas of officiating that are needed during the race week. Remember, that this "your" Nats and a joint effort by everyone are needed and will be appreciated by all.

This joint effort by everyone will assure the continued success of the "Greatest Pylon Race of the year".

We are also looking to book 50 rooms at one hotel in Muncie for Pylon only. Could this lead to a big party? Count on it!!!

We are counting on you.

Mike Condon

Official AMA Records

Event	Record Holder	Time	Date
421-F1-Op	Richard Verano	1:03.16	03/28/92
421-F1-Sr	Henson Bartle	1:07.94	10/10/98
421-F1-Jr	Matt Van Baren	1:10.81	08/18/96
422-Q40-Op	Tom Scott	59.38	05/27/
422-Q40-Sr	Henson Bartle	1:04.90	10/09/98
422-Q40-Jr	Matt Van Baren	1:03.15	06/11/00
422-QM15-Op	Craig Grunkemeyer	1:10.89	09/11/93
422-QM15-Jr	Thomas Doe	1:26.78	09/29/92
423-1/2A	No record		
427-FAI-Op	Richard Verano	1:03.31	11/11/94
427-FAI-Jr	Henson Bartle	1:20.19	07/12/96
428-Q500-Op-2m	Chip Hyde	0:56.49	05/29/94
428-Q500-Sr-2m	David Wright	1:01.36	07/10/94
428-Q500-Jr-2m	Bucky Miller	1:10.43	06/13/92
428-Q500-Op-2.5	Chip Hyde	1:03.98	01/17/00
428-Q500-Sr-2.5	Jonathan Baker	1:10.71	09/23/00
428-Q500-Jr-2.5	Matt Van Baren	1:13.19	05/24/98

High Performance Information

High Performance is published 8 times per year.

Information for publication can be forwarded to:

NMPRA Editor, Darrol Cady
10711 NE 37th Ct.,
Vancouver, WA 98686
Phone: (360) 573-0987
E-mail dcady@pacifier.com

If possible, please submit information in Microsoft Word format.

Race Announcement Policy

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

Advertising Rates

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

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

Wanted

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

When corresponding with the NMPRA, please use this address:

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

To receive an electronic version of the newsletter via e-mail, please contact Darrol Cady via e-mail at dcady@pacifier.com
Or visit the official NMPRA website at www.nmpra.net

Article Due Dates
March 30, 2001

JR

2001 Gold Cup Series

2001 Schedule of Events

*Thank you to
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Phoenix Arizona
February 24th & 25th, 2001
Contest Director : Jim Allen
Phone: (480) 513-9848
E-mail: jamesea@uswest.net

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

Bowie, Maryland
May 19th & 20th, 2001

Toledo, Ohio
August 25th & 26th, 2001

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

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District News



District 1 – Drew Telford

Well folks, we're off to a great start for 2001, having had our first district event in Phoenix at the SpeedWorld R/C Flyers Winterfest for Q500/APRA on January 13th and 14th. This is an annual event, and each day is a separate race. Mother nature washed the field on Friday, but the diehards were taking advantage of the gaps in the downpour for 10 minutes every hour to practice, but Saturday and Sunday were absolutely beautiful. The top finishers for each day are listed here, and full results can be found at www.darrolcady.com thanks to our Prez who kindly provided them to the public at his website.

Winterfest Results – Sat Jan 13th

424 APRA

1. Paul Neves, Fast Time 1:49.50
2. Mike Farnsworth
3. Doug Killebrew

428 Q500

1. Chip Hyde, Fast Time 1:04.65
2. Tim Lime
3. Lyle Larson

Winterfest Results – Sun Jan 14th

424 APRA

1. Howie Wayne, Fast Time 1:46.09
2. Mike Farnsworth
3. Paul Neves

428 Q500

1. Ed Coker
2. Tony Lopez
3. Drew Telford, Fast Time 1:07.85

Elsewhere in this newsletter should be the

2001 racing schedule for District 1. Note that some of these dates are still tentative, and I am looking for confirmation of the events. If you ever have any questions, I will always let you know what I know on dates for the events if you e-mail me at drewford@san.rr.com, and I welcome your comments on racing in general whenever you care to share them, or write if you just want to say "Hi"!

This year we were fortunate enough to not conflict the Winterfest race dates with the AMA tradeshow in Pasadena, which was Jan 19th – 21st. This is always a great show where you can buy merchandise for good prices, and see what the manufacturers have been working on over the winter. Put this on your calendar for next year. At \$8 admission with your AMA card (and \$7 for parking) it's a deal!

The next district race is Feb 4th in Los Angeles at the Valley Flyers field, a one-day event for 424 APRA, 428 Q500 and 422 Q40. See ya there!

Don't cut, Drew

District 2 – Dan & Pat

It seems like a very long time since we have had a race in the Puget Sound area. With the loss of our primary winter racing field this past year, we have been relegated to summertime racing around here. And that means a very long, cold, winter. Even though the sun is shining and the sky is blue as I look out the window right now. We have several members of our local racing group looking for new site options. We will keep you posted if/when

changes are made to the posted schedule.

If you need any more information on the Northwest contest dates, you should be able to find the CD's contact info in your NMPRA roster. If not feel free to contact Dan or myself for a phone number or other information.

We would really like to promote racing in our surrounding states, but to date, no one from Idaho, Canada or Oregon has contacted us. If you would like some out of towners to boost the attendance number at your races, give us a call. We have an awful lot of anxious pilots around here that would love some other races to go to.

The meeting attendance has been good in the past few months, but we would still like to see more bodies. I send out a notice and a reminder the week before the meetings. If you want to get on the list (I also send out race info, meeting notes, etc.) drop me a note to: patt@seanet.com. I will add you to our District 2 mailing list. And no, you do not have to be a District 2 member to be included - we will talk to anybody!!!!

Hope to get a chance to see you at the NW Model Expo at the Puyallup Fairgrounds February 3rd and 4th. If not, 'til next time...

Blue Skies to Ya!

Dan - 2e - District 2 VP / PROPS President

Patt - 22e - His faithful and invaluable partner who isn't allowed a title

Nalley Racing Team.

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E-MAIL dagored@rapidnet.com

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

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

BIRD OF PREY Q500

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

Quality/Price with my BIRD OF PREY.

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

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



District News



District 3 - Terence Palaschuk

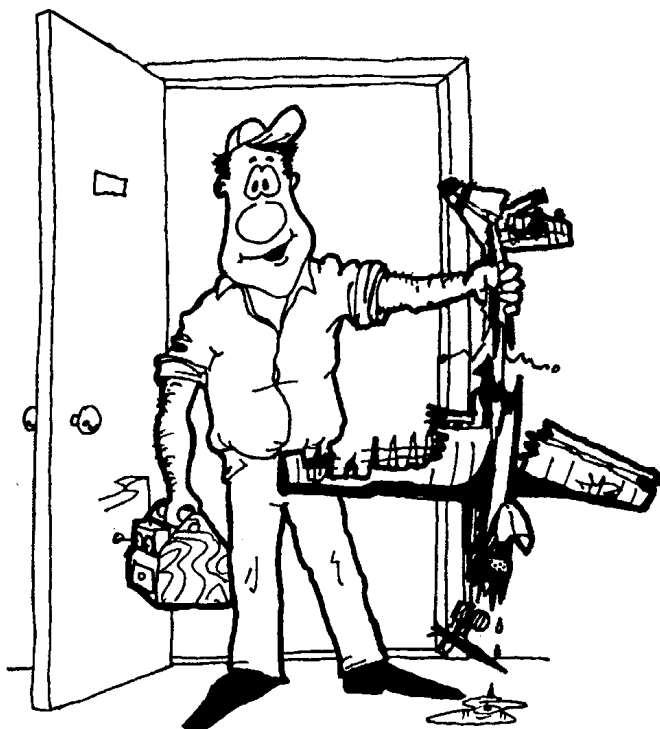
There is not a whole lot to report from the great white north. Everyone is busy building for the upcoming race season.

I believe that we will have a new District VP in place for the next issue of the NPMRA Newsletter. Due to my busy schedule, I am resigning from the position. I am not resigning from racing. Harold Sattler will be appointed to take on the task. The duties will be a good fit for Harold and Mabo as they all already doing a considerable amount of work for pylon racing in Canada through Mabo's web site, superminnow.com.

Mabo is a real supporter of the sport. His site contains a lot of information on racing in Canada and abroad. Mabo's most recent endeavour was the production of a Q40 calender to raise funds both Canada & US FAI Teams.

I wish my successors all the best, I know they will do a great job.

Fly Fast....Terence



... Yes, but I was declared the winner !!!

District 4- John Sandusky

Given that I am a new District V.P. and that this is my first article for High Performance, let me introduce myself. My name is John Sandusky. I have flown R/C airplanes on and off for about 22 years and have been racing since 1994. I've focused primarily on flying the 424 flavor of Q500 however last season was my first attempt at competing in 428. This year I plan to fly both 424 and 428 with the eventual goal of competing in Q40.

As I write this, most of us are deep into the building season. I imagine pylon racers all over North America buried in shops, garages, and basements frantically preparing planes for upcoming races. While avoiding inhalation of balsa dust, epoxy and paint fumes, we must not forget that there is one vastly important issue that should not be ignored, that is the pending rules proposals that are before the contest board for this rules cycle. We are out of time to let the board members know how we

feel about each proposal. The individual board members must have their votes to the Contest

Board Chairman postmarked no later than April 1, 2001. This means that if you want to influence the decision process, you must notify each board member before then. Please be kind and give them at least a couple of weeks to organize all the responses they will receive.

This subject has been addressed a number of times in past issues of High Performance and on the pylon forum. In most instances, the article or post told you where you could find contact information for the board members. I will go one step further and give you the pertinent information now. This is copied from page 164 of the February 2001 issue of Model Aviation.

- District I:
 - Pete Reed, 49 Anvil Dr., Avon, CT 06001
- District II:
 - Ernest Nikodem, 407 Willow St., Lockport, NY 14094
- District III:
 - Tom Scott, 10073 Spring Beauty Ln., Cincinnati, OH 45231
- District IV:
 - Richard Moreland, 726 Hillmeade Rd., Edgewater, MD 21037
- District V:
 - Gail Jacobson, 6205 Rivercliffe Dr. NW, Atlanta, GA 30328
- District VI:
 - Dan Kane Jr., 5237 N. Canfield, Chicago, IL 60656
- District VII:
 - Steve Metzger, 7160 Willobee, Coloma, MI 49038
- District VIII:
 - Mike Helsel, 7 Stillmeadow, Round Rock, TX 78664
- District IX:
 - Duane Gall, 1267 S Beeler Ct., Denver, CO 80231 (Board Chairman)
- District X:
 - James Allen, 4235 E. Ellis Circle, Mesa, AZ 85205
- District XI:
 - Tom Strom, 1420 SW 160th, Seattle, WA 98116

y



District News



District 4 cont'd

Remember, these are AMA districts and not NMPRA districts.

In the interest of space I'll not include the specifics of the rules proposals in this report. However, you can view the detailed text of each proposal and cross proposal by pointing your Internet browser to the Competitions/Technical Department of the AMA website at www.modelaircraft.org.

I cannot stress this enough; you must contact each and every member of the Racing Contest Board and inform him of how you feel regarding every issue that is under consideration. Please take the time to write a letter explaining your stance on each proposal.

Elsewhere in this newsletter you will find the 2001 race schedule for District 4. These are all of the races of which I am aware. I implore all Contest Directors within District 4 to let me know if you are sponsoring races this season. Do this and I'll make sure that your information appears in the next issue of the NMPRA newsletter.

My contact information on the NMPRA website lists my phone number incorrectly. You may contact me at:

6765 Nelson Street
Arvada, CO 80004

(303) 424-1856

js3deuce@home.com

jsand@jefferson.lib.co.us

I would like to congratulate all the racers from District 4 who traveled to Phoenix for the Winterfest Q500 race held on January 13th and 14th. I'm sorry I couldn't make the trip and help you all represent our district. I would also like to extend my personal congratulations to Dave Martinelli who finished in the top five. Way to go Dave!

Thank you, John Sandusky

District 5 - Rolland Roberts

What a winter! I was a kid when it last snowed like it has this year. It's a good time for airplane building and I have yet to build even one Quickie. The best part about this winter is it's January and in a couple of months "the big warm-up" will be upon us. Something else is needed. Please get your race dates to me. Below is a list of what has been sent to me.

Terry Frazier is hosting the opening pylon race of the season again this year, May 5th and 6th. If you have never flown in Lucasville, Ohio then you have got to make sure you don't miss your chance this year. Terry and Sandy do an excellent job every year and have great club support. The weather has always been

perfect, and the food is always great. What more do you need to know? it is a great race.

Ben Martin's race in Dayton is the next 19th and 20th of May. 428 STD/EXP, pre-registration and 3 pilots per frequency are some of the things to keep in mind.

The Toledo Weak Signals will hold a race on June 2nd and 3rd. 428/Std and Exp.

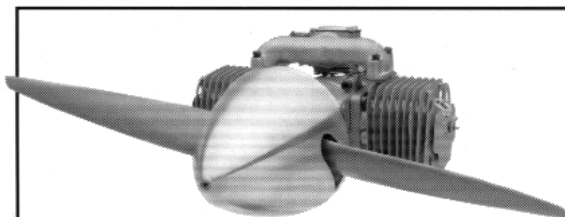
June 9th and 10th the Hamilton Hawks hosts their annual pylon event. Bruce Seifriet will be the CD.

The CAPS Classic is slated for Aug 4th and 5th. The location of this race has been moved this year. Muncie Indiana will be the sight of this year's competition. I understand some things will be changed but as of yet I have no firm information to pass along.

Our District Championships will again be held in Michigan at the Signal Seekers field. The date is September 22nd and 23rd. Last years constant rains the entire week before the race has compelled us to decide to add a rain date of the 29th and 30th. If we should have the same bad luck weather wise the race will be cancelled by Thursday the 20th and I will personally notify as many people as possible. It's much better to call a race early then wait until race day. I'm hoping for a great turn out this year and I want to make it as easy and stress free as I can for everyone.

Until nest time, take care and be safe.

Rolland



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District News



District 6 – John Fike

Happy New Year and all that good stuff. I must start off with an apology for not having an article in the last two newsletters. In October there was not much going on and I virtually had nothing to report. I did however have some info for the November letter, but technology being what it is, the e-mail did not transfer to Darrol and we missed that one also. Soooo..... Here ya go.

Our racing season is over for 2000 and our friends in Florida are just beginning theirs.

What a topsy-turvy world we live in. At least our elections went smoothly. 'Nuff said. The people in Florida have taken enough grief these past months. That's a cut, no it isn't, well, it looked like a cut. I think I saw a chad come off that plane. I intended not to cut but the course was confusing and I thought the other guy cut.

Having said all of that, let's get to the good stuff.

District 6 Q-500 Championship Race
September 22 & 23, 2000 Bowie Maryland.

Contest Director for this event was Dan Myer. We wish to express our thanks to Dan for his

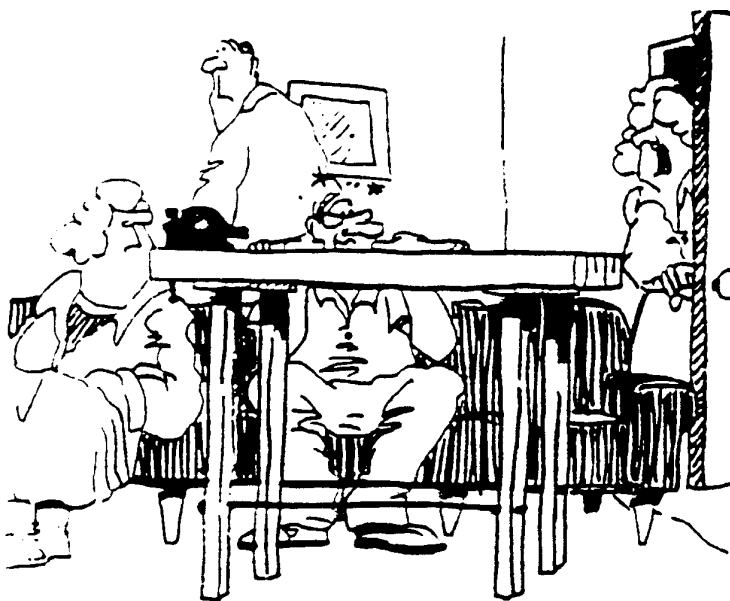
usual great job. Preparation is paramount to success and everything went very smoothly and as planned. We constantly hear the same story over and over again regarding course officials for races but we have been very fortunate this year. Steve Baker has done a tremendous job in recruiting good help. The Championship race was no exception. Nice work Steve.

Our turnout was a bit light. We had only 15 contestants for the event. Although we had a couple of our friends from up north on hand, there were a few that were conspicuously absent and we missed them.

We are hoping that the predicted poor weather for that weekend was the contributing factor for the turnout. Rains were predicted for all of Saturday and then to get heavier on Sunday. As it turned out, we experienced only a one-hour delay on Saturday and Sunday turned out to be fairly nice. (Go Figure)

Listed below are the top 10 finishers.

1. Rick Moreland
2. Dave Latsha
3. John Fike
4. Vern Smith
5. Steve Baker
6. Alex Nyere
7. Pete Reed
8. David Binger
9. John Albritton



"The doctor will now see the gentleman who glued his hands to his workbench".

Jonathan Baker Items of note: Fast time of the event went to Mr. David Latsha. 1:07.45 Also of note is the fast time of Jonathan Baker. We have submitted our official data and applied for a National Record (Sr.) for Jonathan Baker. Jonathan's fast time was 1:10.71 and was set with a scratch built, low wing airplane built by his father Steve Baker. The engine used was an Edmunds. Airplane, Engine, Course, etc. have all been checked for accuracy with the Contest Director present for confirmation. We now await the official ruling from AMA. Congratulations to Jonathan who by the way has just entered pylon racing this year.

Certificates of place were awarded at the conclusion of the event. An official Championship wooden plaque will be presented to the top 5 finishers.

Q500 424 Race

October 14, 2000 Bowie, Maryland

Weather for our last race of the season was spectacular. A bright warm sunny fall day fell upon Bowie for our final Q-500 424 race of the year. A great time was had by everyone in attendance. It looks as if we have brought Dave Beazley out of hiding in Charlottesville, Virginia to do some racing. Dave has been away from the pylons for a couple of years and has jumped back into 424 for a couple of races this year. Nice to have ya back Dave.

Consistency was the name of the game for the 424's. When the smoke cleared and the debris cleaned up, it was Alex (Mr. Cool looking hard hat) Nyere on top. Alex's partner in crime, Skip Smith skipped out on us and retired to Florida. (counting ballots, no doubt)

Top 5 424 finishers were

1. Alex Nyere
2. Jonathan Baker 1:26:41 Fast time
3. Vern Smith
4. Dave Beazley
5. Gene Bass



District News



District 6 cont'd – John Fike

Q500 428 Race
October 14, 2000 Bowie, Maryland

As with the 424 race above, this marked the final race of the season for the 428 crowd. Enjoying the fine weather of the day were 13 entries. We had a great day of racing and all in all, we had a fun time. I can't recall any hardware that was torn up and I think everyone went home with everything in one piece. The top 10 finishers were:

1. Dave Latsha (he's baaackk)
2. Vern Smith (the legend)
3. Dave Binger
4. Art Edsall
5. John Albritton
6. John Fike
7. Steve Baker
8. Warren Gillette
9. Alex Nyere
10. Gene Bass

A special request was made by Pete Reed to announce the following. Upon his return home from our Q500 Championship Race in September, Pete noticed that the tachometer in his case was not his. Someone with the same type tach has mistakenly switched there's with Pete's. Pete would like to have his returned. His has a stand and the one he now has does not. Pete's name is also on his. So if you all could be so kind as to check your equipment and get Pete's tach back to him, he would greatly appreciate it. I think he said

something about a \$1,000 reward, but you'll have to take that up with him.

For Sale: (2) National Balsa Intimidator Q-500's Finished and ready to cover. Currently configured as V-Tails, but can be re-configured with one week's notice. \$200 plus shipping. Wheels and hardware included. Please contact Pete Reed.

The PGRC racers will held a race meeting on November 12 to recap this years events and to discuss our schedule for next year. We are

looking forward to a great year of racing in 2001 and hope our New England friends can do a bit more racing with us. Our schedule will be posted soon and I am hoping to get a schedule from NEPRO. And yes, back by popular demand, PGRC will hold a Q-40 JR Gold Cup event again this year. Keep an eye out for the info.

*Kindest regards,
John Fike*

District 7 – Gary Freeman

I hope that everyone had a great Holiday season, got everything they wanted, and will have a prosperous year in 2001.

Picking up where we left off last newsletter, we headed to Jacksonville, Florida for two days of racing hosted by Pete Rickard and the Gateway RC Club. As anticipated, Pete and his crew had their new off-course race equipment in place and tested, so we were ready to "go racing." Pilots came from various parts of the district for this race for various reasons with one being it is "billed" as the race between the North and the South. Pilots came from Georgia, South Florida, and Central Florida to square off and go for the District Championship trophies.

Continued on Page 9

**ALL Current Pylon Records
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District News



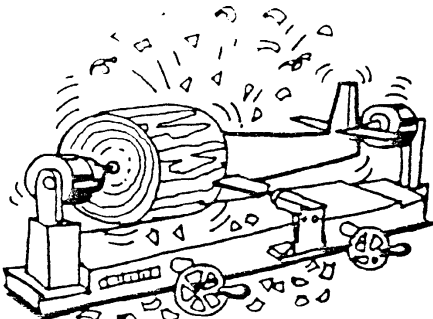
District 7 cont'd – Gary Freeman

This race also drew some out some pilots we do not get to see often. It is always a pleasure to see Bruce Richmond and even though he does not have the opportunity to race as often as he would like, his race skills are always sharp. Bruce, do you have a flight simulator on your laptop for those long business trip flights?? Just kidding. Great to see you out when you can.

At the Jacksonville race, we had a new racer. Stephan Valcav comes from the St. Cloud, Florida area. Stephan went through the Melbourne Florida "training" of Tom Bogut and Tom Pownall and then came over to Apopka, Florida to work with Gary Freeman, Jr. at out Pylon practice day. The results speak for themselves. Stephan entered as a Standard the first day and moved to Expert by the end of the day with course times consistently around the 1:12's. Gary Jr. and Stephan continue to work together, so be aware. Results of the Jacksonville race are in this report.

From Jacksonville, went to the 2000 Tangerine SEMPRA race. As always, the Remote Control Association of Central Florida (RCACF) hosted the race and the CD was yours truly. The weather could not have been better with temperatures in the mid to upper 70's and sunshine. The racecourse utilized a couple of new procedures for the RCACF race crew. The first was the off-course judging and the second was the brightly colored paint mask (some with stripes) for identification. Let me make sure I give credit where credit is due.

This identification system was an idea from Texas. It is simple, it worked, and I had no complaints, and only heard positive input from the course workers. As some of you know, this system was used at races including the JR



If it was only this easy.....

Gold Cup in LA. The only variation I did was to use fluorescent pink paint. I did use the black vinyl stripes in the appropriate lanes. Since that race, Jerry Small and I discussed a suggestion that a RCACF course worker offered. He suggested we use a combination of the florescent pink and florescent yellow (with appropriate stripes). We are still "thinking" about this one, but it provides an interesting concept for lane identification with clear distinction. For heat one, each plane was shown to the course workers. All remaining heats only required pilots to the line, the starter verified proper pilots were on the line (strictly a safety measure Apopka did), and the clock was on. Using this system, allowed all heat races to complete, no refls, and the race day was done early/mid afternoon.

On to racing. Both Saturday and Sunday provided intense racing in all classes. The attrition rate increased on Sunday as planes either mid-aired or tested the 3" PVC pylons at #2 and #3. At the end on Saturday, Jacksonville's Pete Rickard and Orlando's Gary Freeman, Jr. tied for first place and it was decided by a coin toss. Gary Jr. is Pete's caller so they chose to use this scientific decision maker. Pete also took fast time for the event on Saturday. On Sunday, Gary Jr. had a perfect score of 20 also took fast time for the event.

The annual SEMPRA business/award meeting took place on Saturday night. Roland Perez, from Tampa, Florida, provided an interesting opportunity (challenge) to the other areas of SEMPRA. Last year, we lost the Tampa area for hosting races. Rolando took the "bull by the horns" and did whatever it took to get Tampa back into actively hosting races. Rolando shared one of the ways he as "sparked" the interest of racing was by going to schools and talking about the hobby, showing airplanes, and offering an open invitation to anyone who wanted to come to the flying site. Additionally, they actively participate in mall shows and anywhere else they can get positive exposure.

Great job Rolando and SEMPRA looks forward to attending the upcoming races.

Although this is not the Q40 column, I will give you some brief highlights of the Tangerine JR Gold Cup race hosted by the Remote Control Association of Central Florida. Contest Director, Dennis O' Brien and his workers

were prepared to give the pilots another quality race as they have the past few years.

This year was going to be even better as the race would utilize Jerry Small's course equipment and the new identification system. Since the RCACF workers had "practiced" using the identification system during the SEMPRA race the previous weekend, they were very comfortable with it. Jerry's course equipment was the icing on the cake. Between the two systems, Dennis was able to get started about 9:30-10:00 and finish five rounds of racing without any refls by early/mid afternoon. This allowed the pilots to a full day of racing, go back to the motel with plenty of time to get together for supper, talk, see who could tell the biggest race story, etc. and still get to bed at a decent time. The racing was just what you would expect for the final Gold Cup race. Again, so I do not take away from the race report elsewhere in the newsletter, I will share some "things" from the race I remember. The course was set up the day before for practice day and as it always seems to happen, race day was downwind takeoffs. This did not seem to be a problem for the pilots. Attrition seemed to be high for some pilots, but overall it was a "normal" Q40 race. I know "Grunk" lost both planes almost back-to-back heats. Beautiful airplanes, so I was sorry to see that.

When Sunday came around, what a change in the weather! The wind was gusting 25-30 mph and it was getting cold fast. Dennis O'Brien waited until 9:00 A.M. and held a pilots meeting to call the race. Not one pilot disagreed since they watched a couple of "brave" pilots test Mother Nature with a test flight. Although they got off the ground, the flights were a test of pilot skills especially landing. Trophies were handed out and the field was put back to sport flying readiness, as people packed and left.

As many of you are aware, next year the Gold Cup Race will be hosted by the Ft. Lauderdale Markham Park club in October.

Continued on Page 10





District News



District 7 cont'd – Gary Freeman

This gave Apopka an opportunity to start thinking about. Before the JR Gold Cup at Tangerine, we provided 3 days of racing giving everyone an opportunity to race in any event they wanted too. The schedule was 1 day each of AMA428, Q40, and SEMPRA. With the Gold Cup moving to Ft. Lauderdale, Apopka is looking at hosting Tangerine as it used to be for the 2001 Tangerine. More details will follow as they become final. To ensure there is enough interest, pre registration may be required. The Club has received some requests over the past couple of years about, "When will Tangerine be hosting AMA428 racing again," So this new schedule gives us that opportunity. Again, stay in touch with me and watch this newsletter for details.

Top ten places for District races:

Markham Park – October 28, 2000

1. Ray Brown
2. Pete Rickard
3. Cliff Telford
4. Gary Freeman Sr.
5. John Sanders
6. Rich Holt
7. Richard Rosenberg
8. Don Wilbur
9. Gary Freeman Jr.
10. Dennis O'Brien

Markham Park – October 29, 2000

1. Gary Freeman, Jr.
2. Cliff Telford
3. Mario Traviesco
4. Pete Rickard
5. Henry Hillcoat
6. Don Moody
7. Gary Freeman, Sr
8. John Sanders
9. Tom Jenkins
10. Jeff Bristol

Jacksonville – November 18, 2000

1. Ray Brown
2. Gary Freeman, Jr
3. Joe Linsangan
4. Cliff Telford
5. Stephen Vaclav
6. Gary Freeman, Sr
7. Tom Jenkins
8. Rich Holt
9. Joe Llanos
10. Mario Traviesco

Jacksonville – November 19, 2000

1. Bruce Richmond
2. Gary Freeman, Jr
3. Joe Lisangan
4. Joe Llanos
5. Brian Wilbur
6. Ray Brown
7. Gary Freeman, Sr
8. Cliff Telford
9. Gail Jacobson
10. Tom Jenkins

Apopka – December 9, 2000

1. Pete Rickard
2. Gary Freeman, Jr
3. Steve Vaclav
4. Jim Bartels
5. Cliff Telford
6. Ray Brown
7. Rich Holt
8. Brad Clayton
9. Rolando Perez
10. Victor Diaz

Apopka – December 10, 2000

1. Gary Freeman, Jr
2. Joe Linsangan
3. Brad Clayton
4. Joe Llanos
5. Stephen Vaclav
6. James Creech
7. D. Torre
8. Don Moody
9. Dennis O'Brien
10. Steve Kovach

Gary

District 8 - Randy Ritch

No Report Submitted

District 9

No Report Submitted

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District News



Quarter 40- Barry Leavengood

The racing season in the West is well under way. Sonia and I attended the Winterfest in Phoenix a couple of weeks ago and had a great time. I believe Jimmy and the SpeedWorld crew had about 37 entries, a few less than normal probably due to the rain threat, and as usual put on a good race. There were some new Q500 designs at the race, which made things interesting.

Our first local race is Feb 4th and we expect our usual turn out of about 40 split between 3 classes. It will be a great warm up for the Feb. JR Gold race in Phoenix. Hopefully the local Q40 guys won't be paranoid about losing their stuff and come race. It looks like we will run FAI class planes along with Q40, 428 and APRA at our big June race. We will run them using standard Q40 points and course. I believe we can get seven or eight racers, which will be enough. Should be real interesting and be a great tune up for the Worlds. I may even try it myself.

The 2000 JR Gold standings will be published in another section of this newsletter. I would like to thank JR, Power Master, Anchor Bond and all the other associated sponsors for backing this event. All in all it was a good year for Q40. We need additional input from racers and course officials regarding future JR Gold event structure. Some think we have too many races, some think all races should count for the championship while others think only three of the current five should count. My own feeling is only three should count, as most of us can't make many more than that.

Along with the big JR Gold races in 2001, Lyle Larson is putting on a big Q40 race in South Dakota over Labor Day weekend. The race is sponsored by Futaba as well as local businesses and is being advertised as having substantial prize money for the racers. I think it's great to see more manufacturers getting involved. Sonia and I will probably attend and take a couple of extra days for some site seeing. Unfortunately, the South Dakota race is only a week after the August JR Gold in Toledo so some of us will probably have to make a tough decision.

I have heard considerable grumbling by the racers about cut judging in the last 6 months. Having judged myself I tend to agree that it is harder to judge cuts off course but easier to tell which plane cut. We have started instructing our judges to always give a close one the benefit of the doubt and not call it. I do think, however, we must adjust our flying style a little. It's my belief that if you fly a perfect course ten feet over the top of pylons two and three you will get at least one cut so loosen up a couple of feet and all will be well. Remember the judges are over 300 feet from the pylons and are doing the best they can.

Till Next Time
Barry

Q-500- Cliff Telford

Last issue we published the Q-500 standings for 2000. It has been brought to our attention that three of the positions were omitted inadvertently. The list should be corrected to show that Russ Levy was in 50th place with 329.1 points; Doug Houston was # 111 with 134.4 points; Richard Oliver was # 173. We apologize for the error.

The new year is off to a good start. Six races have been held in District 7 and 4 in District 1. The Top Twenty list is heavy with flyers from those districts as follows (1/26/2001):

Name	District	#Races	Points (best 6)
1. Gary Freeman, Jr.	7	6	524.5
2. Cliff Telford	7	6	453.6
3. Ray Brown	7	5	373.5
4. Joe Linsangan	7	4	326.0
5. Tom Jenkins	7	6	282.6
6. Pete Rickard	7	4	282.0
7. Gary Freeman, Sr.	7	4	280.1
8. Fred Burgdorf	1	3	271.6
9. Joe Llanos	7	4	269.9
10. Drew Telford	1	3	268.9
11. Ritchie Holt	7	6	268.4
12. Don Moody	7	3	199.4
13. Randy Bridge	1	3	248.6
14. Rich Rosenberg	7	6	189.6
15. Ed Coker	8	2	179.6
16. Tony Lopez	1	2	179.3
17. Paul Neves	1	5	178.1
18. Darrol Cady	2	2	177.9
19. Mario Travieso	7	3	175.7
20. Brad Clayton	7	2	165.4

Please keep the race reports coming in. Reports should contain the following information:

Contest name; Site (city); Type of event (AMA 424, 428, etc); Date; number of rounds flown; C.D. name and phone; Complete list of flyers who entered, from first to last.

Please remember to pay your dues. NO DUES = NO POINTS. If you are not a member when you earn the points, you will receive no points. All dues must be paid by the first of February to be counted for the year totals.

Cliff





District News



JR Gold Cup 2000 - Mike Helsel

We had a great year for the JR Gold Cup in 2000. I would like to personally thank **JR, Horizon Hobbies, PowerMaster and Anchor Bond** for their support. They are the ones who make it all possible. I would also like to thank the clubs that put on the races this year for their work and dedication assure we have quality events.

It was a season of records – a world record by Tom Scott in Bowie, an all time record heat wave in Seguin, Texas for the September race and we got blown out of the second day of the last two races in Los Angeles and Florida. None of these had ever happened before.

Overall we had 103 different participants for the JR Gold Cup races with most of the majority people attending more than one race. I hope we can top that in 2001.

Thanks too, to all the participants. Here are the final season championship results:

Place	Entrant	Tot Pts	# Races
1	Mike Helsel	405.7	5
2	Tim Lime	347.8	5
3	Randy Bridge	331.0	5
4	Drew Telford	325.4	4
5	Travis Flynn	283.7	3
6	Tom Scott	282.2	3
7	Richard Beers	274.5	3
8	Dub Jett	270.4	5
9	Lyle Larson	262.4	3
10	Jerry Small	248.5	5
11	Jim Lime	243.7	5
12	Dennis Cranfill	218.8	3
13	Tony Lopez	218.4	3
14	Gary Freeman JR	210.2	3
15	Chip Hyde	207.1	2
16	Darrol Cady	196.0	3
17	David Doyle	187.4	3
18	Craig Grunkemeyer	186.6	3
19	Fred Burgdorf	183.1	3
20	Brian Wilber	175.2	3
21	Rich Holt	154.0	4
22	Chuck Anderson	144.8	3
23	Ray Brown	141.1	4
24	Robert Brogdon	134.6	5
25	Norm Johnson	132.4	2

JR Gold Cup 2001 - Mike Helsel

The Gold Cup for 2001 is ready to go with our primary sponsors JR and PowerMaster. We have a full schedule this year and two new locations. As last year the entry fee will be \$70 for pre-entry, with \$20 going into the end of the year awards. We will count the best 4 races for each participant and crown the champion of the series at the last race of the year in October.

Each race will be a two-day event with Friday a practice day. Hope to see you all there.

Date	Location	Contact
February 24-25	Phoenix	Jim Allen
April 21-22	Las Vegas	Nelson Segal
May 19-20	Bowie, MD	Rick Moreland
August 25-26	Toledo, OH	Wayne Yeager
October 20-21	Ft. Lauderdale, FL	Ray Brown

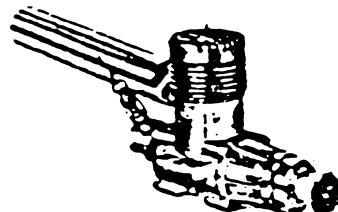
Notes:

- As with all Gold Cup events the Friday before the contest will be a practice day.
- The August race in Toledo will be in conjunction with the Silver Cup Trophy Dash.
- The October race in Ft. Lauderdale will also be the NMPRA Q40 Championship race.
- Gold Cup Championship Rules
 - Points for each race will be given to each participant depending upon the total entries and finish order. We will use the NMRPA point matrix.
 - The best 4 races during the calendar year will be counted toward the Gold Cup Championship for each pilot.
- Trophies will be awarded for the top 5 positions and fast time, at each event.

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2001 District Race Schedule

Unless otherwise indicated, please contact the District VP for further information and race details. DISTRICT VP's are listed on the back inside cover of this publication. (?) tentative, (B) Beginner, (S) Standard, (E) Expert, (AMA) – AMA 428

District 1

Jan 13 th Sat	Q500/APRA	SPEEDWORLD R/C FLYERS, PHOENIX AZ Winterfest	Jim Allen (480) 513-9848 jamesea@uswest.net
Jan 14 th Sun	Q500/APRA	SPEEDWORLD R/C FLYERS, PHOENIX AZ Winterfest	Jim Allen (480) 513-9848 jamesea@uswest.net
Feb 4 th Sun	Q40/Q500/APRA	VALLEY FLYERS, SEPULVEDA, CA	George Finch (310) 315-8234 gwfinch@aol.com
Feb 24 & 25 th	JR GOLD	SPEEDWORLD R/C FLYERS, PHOENIX AZ	Jim Allen (480) 513-9848 jamesea@uswest.net
Apr 21 & 22	JR GOLD Cup Q40	LAS VEGAS R/C, LAS VEGAS, NV	Nelson Segal meadiator@anv.net
May 6 th Sun	Q40/Q500/APRA	VALLEY FLYERS, SEPULVEDA, CA	
May *26 th , Sat	Q500/APRA/Q40	Whittier Narrows State Park, L.A., CA	
May *27 th Sun.	Q500/APRA/Q40	Whittier Narrows State Park, L.A., CA	
Jun 16 th Sat	Q40/Q500/APRA	VALLEY FLYERS, SEPULVEDA, CA H-Reed	Barry Leavengood (818) 998-4564 bl10@aol.com
Jun 17 th Sun	Q40/Q500/APRA	VALLEY FLYERS, SEPULVEDA, CA H-Reed	Barry Leavengood (818) 998-4564 bl10@aol.com
Aug 19 th Sun.	Q40/Q500/APRA	VALLEY FLYERS, SEPULVEDA, CA	
Nov 18 th Sun.	Q40/Q500/APRA	VALLEY FLYERS, SEPULVEDA, CA	

District 2

May 6 th ,	APRA & 428	Marymoor Park - Bellevue, WA - One Day Quickie Race	CD Stan Davis
June 9 th & 10 th	Q-40, APRA, 428 Race	Spokane, WA	CD Mike Bergan
July 14 th & 15 th	Q-40, APRA, 428 Race	Whidbey Island, WA	CD Al Watson
August 11 th & 12 th	Q-40, APRA, 428 Race	Ephrata, WA	CD Matt Mikko
Sept 8 th & 9 th	Q-40, APRA, 428 Race	Arlington, WA -	CD Nelson Eddy

District 3

June 2 nd & 3 rd	Q500 & Q-40	Regina Windy Flyers, Regina, SK	CD: Russ Bouchard 306-522-3779
June 23 rd & 24 th	Q500 & Q-40	Calgary, Alberta	Info: Randy Smith 403-547-1156
Aug. 11 th & 12 th	Q500 & Q-40	Prince Albert, Saskatchewan	CD: Les Wessel
Aug. 25 th & 26 th	Q500 & Q-40	Saskatoon, Saskatchewan	
Sept. 15 th & 16 th	Q500 & Q-40	Winnipeg, Manitoba	

District 4

May 6	422/424/428	Airpark Elite Field, Aurora, CO	CD=Tom Neff 303-366-3253
June 9	422/424/428	Airpark Elite Field, Aurora, CO	CD=Tom Neff 303-366-3253
June 10	422/424/428	Airpark Elite Field, Aurora, CO	CD=Steve Barker (Tom Neff 303-366-3253)
August 4	422/424/428	Airpark Elite Field, Aurora, CO	CD=Doug Clancy 303-772-8470
August 5	422/424/428	Airpark Elite Field, Aurora, CO	CD=Mike Del Ponte 303-693-7519
September 16	422/424/428	Chatfield State Park, Littleton, CO	Info=Art Baker 303-936-4105

2001 District Race Schedule Cont'd

District 5

No schedule submitted

District 6

No schedule submitted

District 7 – Q5 is SEMPRA Sport except where indicated

Date	Event	Place	Contest Director
Feb. 17	SEMPRA	Ft. Lauderdale – Markham Park	Don Moody 954-749-8078
Feb. 18	SEMPRA	Ft. Lauderdale – Markham Park	Don Moody 954-749-8078
Nov. 17	SEMPRA	Jacksonville – RC District Championship	Pete Rickard 904-565-9256
Nov. 18	SEMPRA	Jacksonville – District Championship	Pete Rickard 904-565-9256
Dec/Nov	AMA428	TANGERINE - Apopka, Florida	TBD
Dec/Nov	Q40	TANGERINE - Apopka, Florida	TBD
Dec/Nov	SEMPRA	TANGERINE - Apopka, Florida	TBD

District 8

No schedule submitted

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➔ *Thanks to: Chip Hyde, Drew Telford, Darrol Cady & Mike Tallman who debuted the Neme-Q at Winterfest. Congratulations to Chip and Drew on setting fast time. And to Chip for first place finish.*



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| <input type="checkbox"/> Renewal | <input type="checkbox"/> Please donate excess remitted monies to the FAI Team Fund. |
| <input type="checkbox"/> Change Address | |

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☐ Q40 ☐ Non-flying membership - \$20.00
☐ Q500 ☐ Outside USA - \$33.00 (US Funds)
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Chic White
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703-768-6347
E-mail: redtailracer@aol.com

Or

Academy of Model Aeronautics

Attention: NMPRA
P.O. Box 3028
Muncie, IN 47302-1028

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E-mail: bl10@aol.com

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NMPRA Gold Cup Coordinator

Mike Helsel
7 Still Meadow, Round Rock, TX
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