

*The Pylon Racer's Official Voice*

# NMPRA

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## HIGH PERFORMANCE

National Miniature Pylon Racing Association Since 1965 AMA Affiliated June 2001

### A Word from the President

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We have lost one of the true Pioneers of pylon racing on May 22, 2001. Ron Schorr, one of our NMPRA Hall of Famer's, passed away. He was one of the driving forces that kept the rules the same in Formula One for so many years. It was this stability that made the event last so long. We should take a lesson. I served two terms as District VP when Ron was President. He made sure that we were all in lock step. His many years of knowledge, his dedication and his devotion to racing will be missed.

To all in the racing community, I am well again. I have not flown an airplane since February, so it is time to start burning fuel. The Nats is getting close and I will have to get my thumbs in shape. I would hate to be easy meat...<G>

There has been a long and heated thread crossing back and forth across the country concerning the use of APC props in the Q40 class. It has been stated that Zinger will no longer be making the blanks for our racers in the quality of the past. All of the props that I have been getting have been second to none, including the old Rev-Up propellers. I think that there was part of that story left out of the conversation. Doesn't matter, short story, there is no shortage of good wood for our Q40 class propellers. Zinger is making good wood for carving Q40 racing propellers.

The discussion has been to allow the APC molded carbon propellers to be raced in Q40. The "pro side" basically are saying that Q40 should be easier and it will attract more racers to the class. The "con side is contending that if you do not have the modeling skills to carve a propeller, then you should buy one. It is \$20 for a carved wooden prop and \$10 retail for an APC. Not enough to make a cost decision if you only go through two or three props in a season... We should only be breaking props in crashes. The mufflers make good prop guards.<G>

Mike Condon has the Pylon Nats under control, but he still needs some help. Please if you can let Mike know that you are willing to help him to make our Nats special again this year. Mike has been spending a lot of time and effort to make sure that the Nats comes off with out hitches like he did last year. It is our Nats, and we must be willing to do more than just show up to race. Mike is the leader, but he needs a little help from the fliers for our Nats to be successful. Take part in the process, then the work will be spread out and not fall on the shoulders of a few. Mike's

Email address is in the officer's section of this newsletter. Send him a note that you are willing to help and want to make his job easier.

After not being able to attend the Las Vegas and the Bowie Gold Cup races, I am feeling out of the loop. I missed seeing all of you at those last to events. Rhonda and I should not miss any more of them this year. We still have Toledo and Ft. Lauderdale left in the 2001 JR Gold Cup Season. Along with the Nats and the Caps Classic in Muncie, it will be a full year with the races left on the calendar.

It is time that we start looking for the host club for the 2002 Championship Race. If your club has good weather (usually) in October and would be interested in hosting the NMPRA 2002 Championship Race at your facility, please let me know. We will give consideration to all sites that are interested. Unless you tell us you would like to do it, we do not know. It is nice to have some other locations across the country. The 2001 Championship Race is in Ft. Lauderdale and should be a great race and a good time. "Rocket" Ray Brown is promoting the race and I am sure that it will be an event to remember. We have had some great times at Florida races in the past.

Don Moody has built a complete set of off-course equipment for District 7. I have not seen it, but have had some very nice reports on the way that the equipment works. Don is planning on having a "Christmas Tree" starting system for the Championship Race. He is also drawing up a set of plans for the system that will be on the NMPRA website soon. H will have a parts list and drawings as well as pictures of the finished product...

September 15, 2001 is the deadline for nominations for the offices of the NMPRA. All of the qualifications for running for an office are posted on the NMPRA website at [www.NMPRA.net](http://www.NMPRA.net) under "By-Laws". Check it out and consider helping the racers in your district and the nation by putting your name on the ballot. Send a letter of intent to Randy Bridge and he will see that your name is placed on the ballot for 2002.

I am reminding you of this to give all of you the opportunity to give a little back to the sport that you enjoy so much. I have given 2 years as District 4 VP. Three years as District 2 VP and now at the end of my term, 1.75 years as President.

..... Continued on Page 2

## President's Message continued....

I have also been editor of the newsletter for the last two years. I am tired and do not think that I have the energy to meet the needs of the organization for next year. I will not be a candidate for the office this fall. There is much work to be done and fresh blood will get it done much better than I can.

There will be an Awards Banquet at the October Championship Race in Florida. I will pass the office to the President Elect at the Awards Banquet. If you have any questions about any of the positions, please contact me and I will give you the straight skinny as I see it. The NMPRA is in good condition, both financially and organization. It just needs new fresh ideas and enthusiasm. It is time for some changes.

Darrol

### Ron Schorr:

*Ron died of complications from his long bout with Diabetes on Tuesday, May 22, 2001. He is currently in the NMPRA hall of fame because of his long time devotion to pylon racing and his induction to the hall of fame was well deserved. Most people will never know the extent of his contributions to NMPRA and to pylon racing. Ron was totally dedicated to his principles and never wavered. Because of his confrontational style many people thought Ron was only working for personal gain, but this could not be further from the truth. You may not have always agreed with him, but he worked for the good of all. He spent a considerable amount of his own money and time to promote pylon racing and set a standard of dedication and support for the sport that we should all try to emulate. We all owe him a great debt of gratitude.*

*He will be missed.*

### High Performance Information

High Performance is published 8 times per year.

Information for publication can be forwarded to:

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If possible, please submit information in Microsoft Word format.

### Race Announcement Policy

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

### Advertising Rates

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

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

### Wanted

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

To receive an electronic version of the newsletter via e-mail, please contact Darrol Cady via e-mail at [dcady@pacifier.com](mailto:dcady@pacifier.com) Or visit the official NMPRA website at [www.nmpra.net](http://www.nmpra.net)

## Article Due Dates July 5, 2001

**If you have not sent your e-mail address to the NMPRA to have your e-mail address changed, please e-mail it to: [dcady@pacifier.com](mailto:dcady@pacifier.com)**

**When corresponding with the NMPRA, please use this address:**  
**Academy of Model Aeronautics**  
**Attention: NMPRA**  
**P.O. Box 3028**  
**Muncie, IN 47302-1028**

**"RICHEST PYLON IN THE WEST!"**

# **RENO PYLON RACES**

**EVENT: 422 & 428 @500**

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**JERRY KUNZE (775) 852-0321**

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# District News



## **District 1 – Drew Telford**

Here we are in the junction between Spring and Summer, and racing is in full swing. In District 1 we had the 2<sup>nd</sup> JR Gold Cup Q40 event in Las Vegas April 21<sup>st</sup> and 22<sup>nd</sup>. Mother nature handed out a dose of wind, but there was a lot of close racing as is typical in the Gold Cup series. Thanks to the Las Vegas R/C Club for hosting this event, and for providing that periodic excuse to travel to Las Vegas! Results can be seen at either [www.superminnow.com](http://www.superminnow.com) or at [www.darrocady.com](http://www.darrocady.com).

Next was a one day race at Sepulveda Basin for Q500 and Q40 May 6<sup>th</sup>, and the Valley Flyers did their usual great job of hosting this event. We made it though most of the day without too much attrition, but some close heats near the end proved costly for some. In typical L.A. and Hollywood fashion, we had a couple of visitors show up that came out to learn R/C but had to wait until the race was over to get the trainers into the air, but this time it turned out to be Tom Green and Derek Harvie (of the Tom Green Show and more recently the movie Freddy Got Fingered), and Tom's lovely wife Drew Barrymore. They decided to stay and watch the end of the racing, so many of us got to hit them up for autographs and some friendly conversation. Congrats to Rusty Van Baren for the win in Q40, Travis Flynn for the win in AMA Q500, and Paul Neves for the win in APRA.

Most recently, we had the Bob Downey Memorial at Whittier Narrows for Q500 and



Sun Winners:  
Gary Freeman Sr., Cliff Telford, & Gary Freeman Jr.

Q40 May 26<sup>th</sup> and 27<sup>th</sup>. It is great to see Whittier Narrows back on the racing calendar this year, as the air is usually fast and the people are great. This has traditionally been a Formula 1 annual race, and has now become a Q40/Q500 race with each day a separate race. A big thank you goes out to the San Gabriel Valley Flyers for accommodating the new off-course judging requirements, and also to the Valley Flyers for providing most of the race course equipment and some training to get the SGVRL crew racing again. Congrats to Fast Fred Burgdorf who reigned supreme both days in Q40, to Randy Bridge who won AMA Q500 both days, and to Bill Vargas who won APRA Q500 both days. Also notable was an outstanding run by Matthew Van Baren in Q40 on Sunday, setting a new Senior class record (age 19 and under) with a 1:03.06, his new personal best.

Looking ahead, the Valley Flyers will host their annual Howard Reed Memorial for Q40/AMAQ500/APRAQ500 on June 16<sup>th</sup> and 17<sup>th</sup> at Sepulveda Basin. Come on out to this one, as it should be a good turn out, and many folks will be testing their best stuff in preparation for the AMA Nationals held the second week of July in Muncie, IN.

*See you there! Drew*

## **District 2 – Dan & Pat Nalley**

The weather was spectacular for the opening race in the Northwest. We all enjoyed a splendid day at Marymoor Park in Redmond.

There was a good turnout, clean racing and sunshine! Thanks go to the Marymoor Club who hosted the event and extra-special kudo's to Stan Davis and Mike Brownlee, without them the event would not have happened. This was our second year at Marymoor Park and we

hope to be back for a third. We had lots of spectators and it is good for race promotion in our area. Thanks again guys!

Expert – 428  
1<sup>st</sup> – Nelson Eddy  
2<sup>nd</sup> – Marty Hoppe  
3<sup>rd</sup> – Bruce Teel

APRA – Standard  
1<sup>st</sup> – Jerrett Cangie  
2<sup>nd</sup> – Kodi Knutsen  
3<sup>rd</sup> – JR Fisk

Welcome to the newcomers who came out for Marymoor!!! We hope to see you at Wenatchee.

Speaking of Wenatchee – June 9<sup>th</sup> and 10<sup>th</sup> – hosted by the Red Apple Flyers – CD is Stan Davis and I have a flyer with a map, directions and motel accommodation information. You can reach me at [patt@seanet.com](mailto:patt@seanet.com) or 253-566-8860 if you need more info. Dan Nalley and Mike Brownlee took a drive out to the Wenatchee Field the day before Mothers Day and tested out the runway. They flew quickies and a Q40 and had no problems. The Q40 did need a little more elevator to take off, but apparently the runway is a lot smoother than Marymoor (yes, it is grass). It looks great, they say.

A special note to all CD's – please note that when you are filling out your sanction paperwork there have been some recent changes to the forms. There is now an addendum that has to be signed and returned before your sanction is returned to you. Al Watson has more information on this. Part of the new requirement involves needing more hard hats at our races. We will need to have everyone bring any extra hard hats to Wenatchee to loan to the course workers. Please, if you have a spare one hanging around, throw it in with the planes before you head for the race – and Thanks!

Lastly – Bill Pettersen has asked me to put out the word that he is selling a Q40 motor and his Wild Turkey. Anyone interested should contact Bill at 425-348-5727.

Take care all and Blue Skies To Ya!  
*Patt – 22e, Dan – 2e*  
*Nalley Racing Team*



# Gold Cup Series 2001

## 2001 Schedule of Events



Toledo, Ohio  
August 25<sup>th</sup> & 26<sup>th</sup>, 2001

Ft. Lauderdale, Florida  
October 20<sup>th</sup> & 21<sup>st</sup>, 2001

**POWERMMASTER**

*Fuel supplied by*



# District News



## **District 3 - Harold Sattler**

Our greetings to all of you, from the "Blustery North Country" racers. For nearly six weeks in a row the wind has not stopped blowing long enough to get your wing bolted down. Of course, Monday to Friday the weather is manageable but come the weekend it's a howling gale. For the most part, this has only affected our ability to test fly new birds for the season, which is now upon us. Our District 3 contest season begins June 2, 3 in Regina, Saskatchewan hosted by the Regina Windy Flyers - their club name says it all. Doesn't it?

There are a number of new Quickies and Q40s emerging from workshops around the district. The all-composite Neme-Q Quickie 500 from Fly Fast Composites is now out in full volume production and a number of guys are racing it this season. It will be interesting to watch the close racing between the Neme-Q's and the traditional foam and balsa Revolution and Hornet kits. I'm sure there will be foam and composite bits flying in every direction. Quickie entries look to be promising again this year with even a few new pilots from Calgary and Saskatoon entering the fray. Growth is small but it is growing. The Webra-Q engine is in good supply and it seems to have maintained its acceptance within the district as a good compromise between AMA 424 engines and the Nelson 428 engine. Everyone enjoys Quickie and the rules have been stable for a number of years now. It's not broke guys, so let's leave it alone.

On the Quarter 40 front, some district members have already warmed up at the Phoenix JR Gold Cup while others hone their course for the first race in Regina. While Jim Henderson has produced a fleet of Foxes and Lokis, the rest of us have to be content with one new bird to replenish existing ammunition. The most talked about new threat in the district is the Miss Candace Q40 from H&M Racing. Demand has been strong for this new kit and if you have one keep it in good shape for race day. I have been very impressed with mine so far. Not only was it easy to build (I am not a great builder) - it flies smooth, groovy, and stable. Mine is set up with the flaperon function, or spoileron

function, depending on how you look at it. Due to the very windy conditions on most of my test days, I haven't had much chance to play with the spoilerons. Knowledgeable experts feel that, for the Candace airfoil, the ailerons should go upwards with application of elevator. This is how I've got it set up on mine and it does make a difference in the turns. What I don't know is how much aileron to mix with how much elevator. I guess I will keep experimenting.

Mabo has volunteered to keep track of the district standings so all host clubs in the district need to get your event results to Mabo so that he can send them into the NMPRA. All district results will be kept updated on the superminnow.com website. And remember to pay your dues. No dues, no points.

See you all on the start line in Regina. Next race, Calgary on June 23, 24th

*Randy Smith for Harold Sattler*

### **Regina Race Report... by Jack Hamilton**

*Reprinted from:*

*<http://communities.msn.com/NorthDakotaPylonRacingTeam>*

As the Sun broke over the skies of Regina, knowing the inevitable racing experience was about to take place. Q-500 and QM-40 Teams from Canada and the US met at the Windy Flyers Airfield for a show down of talent.

Everyone rolling out of bed, morning breath, butterflies. Some looking for a Cup of Coffee, Some trying to find there cigarettes, Some wondering, "What"! am I doing here? Others Nursing Hangovers from meeting other Pylon Pilots the night before. As now it's approx. 8 am 2 June Mountain SDT. Pilots are arriving at the Field, Planes. Flight Boxes, Canopies and other little trinkets that we as modelers think we may need. Safety Inspection was taking place, as the Pilots were re-newing Old friendships and making new ones. Some Pilots were on the Field running their Engines for the Races that will take Place at 10 am. First Incident of the day Jack Hamilton test fly's a New design, with a Revolution Wing and a Radical V-Tail set @ 84 Deg. Well back to the Drawing board, This was so pitch sensitive

that Jack put it in before it could cause a bigger problem. As for how great the Comaraderie is, Tim Sass of Team Regina loaned Jack of Team Minot his third Back-up aircraft and assisted in helping him clean an Mount his own engine on the aircraft.

1st Heat of 7 Heat Rounds of 4 Aircraft per Heat is about to start the Pilot Meeting is taking place. Butterflies and Stomach knots are starting to kick in, everyone looking around and wondering who their opponents will be. Matrix is up 49 Pilots; Pilots are handed their Random starting heat and lanes for all 56 heats.

Winds are starting to come up, it's 10 Am. Wind's blowing constant at about 15-Mph Beautiful clear day. Regina's Field and all the Pylon Workers are ready to go. 1st Heat is called here we go.

Starter tells the pilots to have their Aircraft Identified, The Lights on 1st Pylon identify they have regonized their lanes Aircraft. Starter tells all the Pilots to turn on their radios and aircraft checking movement of control surfaces. All were identified as being ready, The Starter asks is all Pilots ready, Pilots Indicate by Nodding or yes. The Starter now say's 60 Sec. Clock is in, 4 Webra Q-500 Speeds all turning 18K + come alive. 10 Sec on the clock the Pilots are setting up in position between turns 2 and 3. Zero the Starter Drops the Flag and Aircraft 1 and 3 take off on the first Drop then the Flag goes back up and 2 and 4 Aircraft take-off. Caller yelling in each pilots ear one, two, set, turn as they round turn three. My caller telling me that two of the other pilots have already got a cut (Wheew! They have to take another lap) One Pilot double cut he's out as my Caller tells me between counts. 10th Lap coming up keep it clean listen to your caller don't anticipate the call. Oh Yea! 1st Heat done only 7 more rounds to go. UUUUGH! By the 33rd heat the winds were up to 25+ and gusting, weather was Clear and Sunny about 72 Deg. What a Great day All the Pictures I have are posted in the Regina Windy Flyers Photo Album. Enjoy and thanks again Regina for such a Great time!



# District News



## District 4- John Sandusky

Hello Racers!

The racing season is upon us in full force now all across the continent and the race reports are starting to trickle in. I'm seeing announcements of upcoming events on the World Wide Web too, which is great!

On to the district 4 race reports...

This report is from Dave Reiber of Lincoln, Nebraska:

*Our first race in Mead (April 29) was hairy to say the least. We flew the first round of all three classes. The wind was around 25 mph to start and was 35 mph and rising after the last heat. Three airplanes were lost. We took a vote, gave everyone their entry fee back, made a refreshment run, and flew the bull from lawn chairs.*

That sounds like the kind of luck we've had in Colorado lately where our last four (FOUR!) races were cancelled due to bad weather. Our luck did finally change, as we were able to complete four rounds of the first race of the season at the Airpark club on May 20th. We narrowly escaped the elements however, because about one hour after the race ended,

the wind really picked up and a cold front moved in. Later that evening, we had four inches of snow on the ground!

This not only was the first race of the season around here, it was actually the first race ever at the new "Airpark Elite" flying field. As can be expected, there were a few kinks that needed to be worked out but all in all, it was a huge success. Congratulations to the Airpark club members for hosting your first successful race! I'm sure that as time goes on, the races will run more smoothly and hopefully, we can begin to expect a bigger turn out of competitors.

For details about the Airpark Elite R/C club, see the last issue of High Performance for a letter from Duane Gall regarding this venture. You may also view their web site at <http://www.airparkelite.com>. If you have broadband Internet capability, there is a video of the first race available on the web site as well.

Here are the results of this race:

Event #424:

1. Hank Diepenbroek
2. Mike Farnsworth
3. Gary Johnson

Event #428:

1. Brian Neff
2. Tom Neff
3. John Sandusky

Trainer Race:

1. Alan Thovson

I want to point out that the winner of event #428, Brian Neff, is an excellent up-and-coming racer. He is a mature nineteen years old and has been flying since he was about six years old. He likes racing and he is very good at it. He is what is needed most in this sport— young, enthusiastic talent. I hope he continues to hone his skills and perhaps venture into racing Q40 at the big national contests as well as compete in Q500. How 'bout it Brian? Don't let the girls ruin your racing.<G>

I've included three pictures in this month's article. Picture number one shows the field of contestants for the Airpark race near Denver. In it you'll notice several different Q-500 airplanes. A couple of people flew the V-Max. There were three Neme-Qs and several models of at least two different "home brew" kits such as the X1S by Craig Farthing. Also notice the trainer class entry that is displayed on the left.

*Continued on Page 7.....*



Group of Q-500 Racers from the Minot Event



Award for Fast Time at the Minot Race





# District News



## District 4 - Continued

Pictures two and three are from the Minot ND race and show the hardware that the winners received. It looks like the trophies for each class are engraved beer mugs. The wall plaque is the ND State Fast Time trophy that is hand made. Very nice indeed!

The following is a report from Loren Moen reporting on the race in North Dakota.

The Minot aircraft modelers hosted an excellent Q-500 race on May 12th & 13th. The club did an excellent job of working the course, and we were able to complete 6 rounds on Saturday and 5 rounds on Sunday. The weather was excellent on Saturday, with light winds, but on Sunday we finished up in winds gusting 40+ MPH. The winds did account for some mishaps, but the spirits weren't dampened.



We flew by the Canadian prairie rules, which allow '91, and earlier Q-500 motors, and standard Q-500 airplanes. As always, the guys from Regina were fierce competitors, and at the end of day one, Rod Kelln was in first place, and Steve Landry posted a fast time of 1:08.7 The Novice class was a first for us, and there was some good competition there too, with Troy Lapp in first place after day one.

I think every race should offer a novice class, as I believe we hooked a couple of racers by doing this!

Day two started out earlier, due to a windy forecast. Rod Kelln kept on course, and had everyone else chasing him. We were done with 5 rounds by 2:30.

The final results were:  
Q-500

1. Rod Kelln
2. Steve Landry\*--1:08.7
3. Jeff Tarr
4. Russ Bouchard
5. Terry Truelove
6. Ralph Fettig
7. John Hamilton
8. Loren Moen
9. Troy Lapp
10. Jeremy Moen

Novice

- 1st! Charles Cushing
- 2nd Troy Lapp
- 3rd Jeremy Moen

Novice

4th Mark Pearson

I wholeheartedly agree with Loren that some sort of "Novice" class should be flown during our races. Even if it is just a "Trainer Race" flown during the lunch break, there is no better way to encourage newcomers who want to find out if they might be interested in racing. Some will discover that racing really isn't what they thought or hoped it would be. This is only natural. How do you know if you'll like something until you try it? But others will find out what you and I already know; that pylon racing really is great fun and has a lot to offer.

I want to remind the CDs of district 4 to give me the total heat points earned by each racer for each event along with your race report. I will forward the points earned to the Points Coordinator for the year-end tally. Even if you don't earn the most points and take the trophy, it's nice to see your name in the national standings list.

One last item of note... Dave Reiber's letter points out an error in the district 4 race schedule. The CD for the August 26 race in Hillsdale KS is Carl Melin, 11544 South Lennox Street, Olathe KS 66061 phone 913-894-4465. Contact Carl for information regarding this race.

*Until next time,  
John*

**LYLE LARSON, CALIFORNIA SPEED PROS**  
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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.

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

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

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

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





# District News



## District 5 - Rolland Roberts

No Report Submitted

## District 6 – John Fike

Welcome Race Fans. We have completed the first three races of the 2001 season in Bowie. On April 28, we held a Q-424 and a Q-428 race. On May 19, & 20, we were fortunate enough to host the JR Q40 Gold Cup Series Race.

I have not received any information regarding any races elsewhere within district 6 as of this date.

April 28, 2001.

Weather- Warm enough, but windy, windy, & more wind. The race turned out to be more of a survival contest with Mother Nature rather than head to head competition. Nonetheless, we had a great time. It was fun to get back in the saddle again.

### RACE RESULTS

Q-500 – 424

1. Jon Baker
2. Alex Nyere Fast Time 1:28:19
3. Frank Donnely Jr. (Welcome back)
4. Neal Rehm
5. Dave Latsha
6. Vern Smith
7. Rick Moreland
8. Gene Bass
9. Dave Beazley
10. Warren Gillette
11. John Albritton
12. Regis White
13. Frank Donnely Sr. (Welcome back)

Q-500 – 428

1. Dave Latsha Fast time 1:13:69
2. Vern Smith
3. Dave Binger
4. Steve Baker
5. Warren Gillette
6. John Fike
7. Gene Bass
8. Alex Nyere (Mr. Fancy Helmet)
9. Art Edsall
10. Neal Rehm

11. Rick Moreland
12. Jon Baker
13. John Albritton

### JR RACE Bowie, May 2001

OK, I'll sum it up in a few words. WELLLL... Maybe not a few. It was great, it was fun and all contestants had a terrific time. Let's start where it began.

Q-40 is waning in our district. At the 2000 NATS, Mike Helsel said, " You guys in Bowie have simply got to run another JR Gold Cup Series race. We loved your last race and you guys do such a good job, you just have to". Having said that, Rick Moreland accepted the challenge. At our PGRC annual "racers meeting", where we define our local racing schedule and race duties, I accepted the role of CD for the JR Q40 race.

And at this time, I want to make it known that because of my current wacky work schedule; I was unable to do perform some (many) of the primary functions normally associated with the CD role. So, without even having to ask, Art Edsall and Rick Moreland took on a lot of the duties that would normally fall on the shoulders of the CD.

The complete results of this race are posted at [WWW.DarrolCady.com](http://WWW.DarrolCady.com). I wanted to expound on my accounts of the weekend. And, just in case they miss the print deadline, here is the top 5

Tom Scott	1 <sup>st</sup> Place	102.92 * Fast Time
Dan Kane	2 <sup>nd</sup> Place	103.03
Fred Burgdorf	3 <sup>rd</sup> Place	103.12
Dub Jett	4 <sup>th</sup> Place	103.24
Craig Grunkmyer	5 <sup>th</sup> Place	104.79

First off, the weather. It had not rained in Bowie for 28 DAYS. Then, they said only a chance of a brief chance (if any) showers. Well.... Bulll...\$#%^%. It rained a lot on Friday night and into Sat morning and enough to delay the start of the race until 9:30. Then we rocked.

Now, my commentary on the race stops at this point and I talk about TEAMWORK. A tremendous effort was put forth by a lot of people to ensure that we would have a

successful event. I mention a few, but many of our PGRC members realize the importance of this event and helped out. But.... A special thanks to Art Edsall who did the Matrix, (a couple of times), received and logged the entries, kept a log of the financial aspects of the race, and Rick Moreland who did the advertisements and promotions (and honcho of the Steak Dinner on Sat nite (2" Steaks? Holy Moly!!!!) And also to Greg Edmunds who manufactured our pylon one light boxes (worked great), and to Steve Baker, who without his efforts in getting Race Officials (Good course workers & experienced) this event would not have been possible.

And having said that, I want to extend a thank you to our PGRC member Ricardo, who cooked the lunches for Sat and Sun. We had Prime Beef burgers, hot dogs, half smokes, hot wings Beef Kabobs, on Sat, and went to Shimp Kabobs on Sunday. Of course, it came with all the trimmings. Our Chef received the biggest round of applause when we were announcing the awards and congratulations for the weekend.

Let me finish by saying that I have been involved with Pylon racing for about 10 years. I have attended many races in and out of town, and in other districts. One of the most impressing things I have noticed is the level of constraint shown by the pilots at the end of the race. Having been the starter (flagger) of many events, including this one, I have noticed (and appreciated) a dramatic decline in contestant disputes and arguments. And for this, I applaud the pilots for their understanding, but more importantly must consider giving credit to our efforts in improving our on course/ off course judging systems. So, as a starter, and speaking for all starters, I want to say thank you and let us please continue to strive for perfection.

NOW: Back to the race: We accomplished 7 rounds on Saturday, and were trying for 4 on Sunday. We did finish 3 on Sunday before lunch and we encountered some irritating minor rain. I say minor, but it was just enough to hamper those pilots wearing glasses. I called the race complete at 10 rounds.

*Continued on Page 10....*



# District News



## District 6 - Continued

The race in a nutshell. Fast and furious. MINIMAL CARNAGE. We used a light system at Pylon 1, and the TWO-color tape ID on the planes and it was great. We had only one refly in the entire event.

A special **Thank You** to Horizon Hobbies and JR for sponsoring the Gold Cup Series and NMPRA who works closely with Horizon to keep this fine event running.

*Cheers,  
John Fike, The Fikester*

## District 7 - Gary Freeman

Tangerine 2001 ...

I am getting some questions about what events will be hosted by RCACF for Tangerine this coming December. The plan is to give race entries three days of low stress and high level of fun, which will include one day of AMA428, one day of Q40, and one day of SEMPRA. Remember the way it used to be? The race days are December 7<sup>th</sup>, 8<sup>th</sup>, and 9<sup>th</sup>, 2001. The event schedule is shaping up to be AMA428 on Friday, Q40 on Saturday, and SEMPRA on Sunday. I will keep you posted.

SEMPRA racing just finished a great weekend in Ft. Lauderdale with a race hosted by the Markham Park Pilots Association. Contest Director Don Moody and Starter Ray Brown ran a flawless two days of racing utilizing a new total off-course information center. Let me explain what I mean by that. Through the dedication and long hours of Don Moody, he developed a system that provides callers with all the information needed without complex high tech "stuff." Don has a system that is hard wired, powered by standard AC power, uses parts that are available at retail stores/Radio Shack, and is portable. The system has 4 individual lane "information centers" that show the callers what lap they are on in a digital like display as well as a light for 1 cut and another (total of 2) if you cut out. Don's creative idea for a digital like display for the lap numbers is produced using Christmas tree lights divided into 7 segments for each lane's digits just like digital displays are. Rotary switches, operated

by the lap counters, energize appropriate segments to display a "0" to begin the race through an "E" when each pilot has ended or finished the race. Each lane's information center is housed in a custom built cabinet which has a sliding front shadow panel to allow bulbs that burn out to be replaced. The pylon 1 turn lights are still located at the #1 pylon. For two days of racing the system worked flawlessly!! A big thanks goes out to Don and crew for the ideas, hard work and countless hours you put into this system.

On to the racing. The weather was perfect (OK, maybe it was a little hot). The paint mask identification system again proved to be a great idea developed by the Texas race group. The matrix was not kind to anyone. Close plane-to-plane heat races was the common thing which tells me the skill set of the SEMPRA pilots is pretty even and provides intense close racing. The results are:

### Saturday - May 19

- 1 Gary Freeman, Jr (f/t)
- 2 Gary Freeman, Sr.
- 3 Stephan Valcav
- 4 Cliff Telford
- 5 Don Moody
- 6 Richie Holt
- 7 Dennis O'Brien
- 8 Don Miller
- 9 Chris Mahnken
- 10 James Creech
- 11 Richard Rosenberg
- 12 Henry Hillcoat

### Sunday - May 20

- 1 Gary Freeman, Jr. (f/t)
- 2 Cliff Telford
- 3 Gary Freeman, Sr.
- 4 Dennis O'Brien
- 5 Chris Mahnken
- 6 James Creech
- 7 Henry Hillcoat
- 8 Don Moody
- 9 Richard Rosenberg
- 10 Fred Kilian
- 11 Mario Travieso
- 12 Richie Holt
- 13 Don Miller

I just received a phone call from Ft. Lauderdale's Don Moody with some real exciting news. At the latest club meeting, he

proposed initiating a change from the "Run what you Brung" to a modified AMA424 class. My understanding is they will use a Q500 airframe with Thunder Tiger 40 size. When Don proposed this to the club, he told me he got 10 orders immediately. This is great news!! It sure would be nice if all club had people like Don. Thanks, Don for your ongoing dedication to racing and keeping it alive for the future.

Several District 7 members will be attending the 2001 NATS and are looking forward to seeing our friends. Following the NATS, we have several SEMPRA races scheduled including Ft. Lauderdale, Apopka, and Jacksonville.

Gary

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# District News



## District 8 - Randy Ritch

We now have 2 races under our belt in dist 8. There are a lot of guys doing there homework because everyone is going fast. A lot of people are behind the new sportsman event and it is growing. Our next race is in Brazoria, TX. and rumor has it there might be as many as 12 sportsman planes. Let's everyone across the country push our new guys along so that we get the new blood that we need. Without these new guys we can't survive. The next race in Brazoria should be a good one with a get together planned for Sat night. This should be a lot of fun with a lot of bench racing going on. At our second race of the year in Houston we had a clean sweep of fast times going to the famous Bar-X racing team. These guys always have fun and always go fast. What could be better going fast and having fun. Let's all go race and have fun and think about our future, we need to work together to keep our event alive. Until next time go fast and turn left. Randy

## District 9 - Manuel Martiarena

We have had good participation for our races in Mexico this year. In the last two months we have had two races in two different places in Mexico. The first was at Pegasus in Toluca, outside of Mexico City.

The race was held on the 31<sup>st</sup> of March and

was well attended. We race a special class at some races in Mexico. In the US, you call it "fly what you bring" and it is a beginners class. In Mexico, it is a class where you can fly anything. The airplanes that race in this class can have any size engine, any size airplane, and any fuel... Anything goes. Just go fast. It is an interesting class. Not for beginners...

We had 33 anxious racers for the contest. All had a good time and the results of the contest are as follows:

428 Quickie 500 31 de marzo del 2001.

Place	Pilot	Total Points	Best Time
1.	Jaime De La Vega Grjales	20	1:19.14
2.	Manuel Martiarena Alamo	20	1:22.49
3.	Pedro Marin Lugo	17	1:22.17

Formula Libre 31 de Marzo del 2001

Place	Pilot	Total Points	Best Time
1.	Manuel Martiarena Alamo	20	1:16.21
2.	Pedro Marin Lugo	19	1:14.07
3.	Drew Telford	17	1:15.18

On the weekend of May 19th and 20th many racers traveled to Guadalajara for

the race there. There were 34 racers in attendance and it was also a good time. The results are as follows:

428 Quickie 500

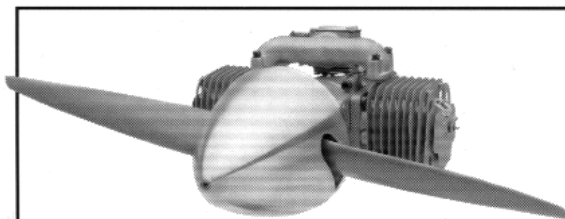
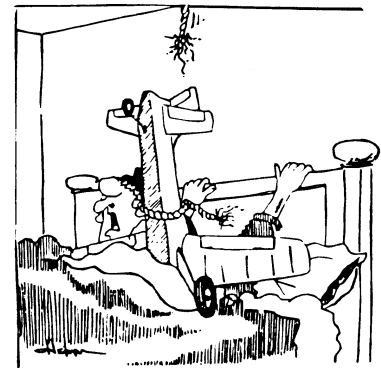
Place	Pilot	Best Time
1.	Pedro Marin	1:21.79
2.	Jose Calderon	1:22.17
3.	Salvador Barrios	1:22.10

QM40 (Libre)

Place	Pilot	Best Time
1.	Pedro Marin	1:14.81
2.	Xavier Salgado	1:32.12
3.	Juan Manuel Salgado	1:46.19

We invite all of you Americans to attend a race in Mexico. You will have all the competition that you are used to.

*Manuel*



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# District News



## Quarter 40- Barry Leavengood

The 2001 racing season is well under way and we in the West are very busy. The first three JR Gold races are history and as usual very successful. Sonia and I attended both the Phoenix and Las Vegas events and other than a bad case of "cutitus" had a great time. Both clubs did a great job putting on the races.

I would like to welcome the San Gabriel Valley RC League back to the racing fold. Steve Sahagian and his crew ran the first Whittier 40 size race in a couple of years. It was this past weekend and they did an outstanding job. It was a good event for the racers and the club made a decent return on the event. Several flyers set personal bests in the good "Whittier air". Fred Burgdorf won Q40 both days and Matt Van Baren set the senior Q40 record. Way to go Fred and Matt.

The Q40 environment has settled down for the time being. No rules changes that would change aircraft, engines or props passed the final round of voting. From my perspective this is a good thing. Now that we have a stable class we may attract a few more racers.

One of the highlights for me this year will be the FAI F3D world competition in Australia. I have the honor of being appointed team manager and am looking forward to it. The 2001 team consists of returning champion Chip Hyde and caller Tony Lopez, Henry Bartle and caller Bruce DeChastle, Stu McAfee and caller Lyle Larson, Bob Smith and caller Bruce Thompson and team manager yours truly. The race takes place the last week of July. We are in pretty good shape at this point. We have some new Nelson engines that are running better than the old design along with updated aircraft. The Los Angeles Valley Flyers are adding the FAI event to their June 16<sup>th</sup> and 17<sup>th</sup> race. We will use it as a tune up for the worlds. I expect the entire team will be there along with some local flyers and possibly the Mexican team. Should be a great show. Interest in FAI is on the upswing with several flyers in this area planning efforts for next year.

On a sad note Ron Schorr, one of racing's long time mover and shaker's and past NMPRA president passed away last week. Ron you will be missed. We send our condolences to Ron's family.

*Till Next Time  
Barry*

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

## *Fly Fast Composites*





# District News



## Q-500- Cliff Telford

*Ron Schorr*

NMPRA has lost a true friend with the passing of Ron Schorr. Ron was a member of NMPRA from the early days of the organization and president for several years. Q-500 flyers in particular owe Ron a debt of gratitude, for it was his foresight that caused Q-500 to be recognized as a national event. In 1983 Ron, then president of NMPRA, appointed me to be chairman of a committee to generate a unified set of rules for Q-500. Before that time Q-500 existed as a local event with rules and procedures that varied throughout the country. During the winter of 1983-84 the committee reviewed the rules used by various groups in NMPRA and compiled those rules into a form that was acceptable to most districts. NMPRA adopted the rules in 1984 and about a year later they were adopted by AMA with some minor modifications. The evolution of the equipment we use has changed the Q-500 event we have today, but the rules have changed very little.

Ron Schorr supported NMPRA through some lean times. When NMPRA was financially broke Ron quietly donated money to keep the organization alive and to purchase awards so that the annual NMPRA Championship race could be held. We will miss Ron's friendship and dedication to the sport we love. Our condolences go out to Linda and the Schorr family.

### The Top Twenty ( Best 6 races as of 5/25/01 )

Pilot	District	# Races	Points
1. Gary Freeman, Jr.	.7	10	584.3
2. Cliff Telford	7	10	531.4
3. Gary Freeman, Sr	7	8	495.4
4. Ray Brown	7	7	469.6
5. Steven Vaclav	7	5	429.9
6. Joe Llanos	7	6	346.2
7. Don Moody	7	6	329.7
8. Joe Linsangan	7	4	326.0
9. Mario Travieso	7	6	321.0
10. Richard Holt	7	10	319.6
11. Richard Rosenberg	7	10	302.1
12. Vern Smith	6	4	297.1
13. Paul Neves	1	7	289.4
14. Tom Jenkins	7	6	282.6
15. Pete Rickard	7	4	282.6
16. Fred Burgdorf	1	3	271.6
17. Dave Latsha	6	4	270.0
18. Drew Telford	1	3	268.9
19. Alex Nyere	6	4	251.6
20. Randy Bridge	1	3	248.6

Cliff

## 2001 Nationals – Mike Condon

*No Report Submitted*

## JR Gold Cup 2000 - Mike Helsel

### JR Gold Cup Standings After 3 Races

Position	Name	Points
1	Craig Grunkemeyer	293.8
2	Lyle Larson	259.0
3	Mike Helsel	251.7
4	Tom Scott	250.5
5	Fred Burgdorf	248.6
6	Dave Latsha	196.2
7	Travis Flynn	193.5
8	Randy Bridge	190.2
9	Dub Jett	181.4
10	Tim Lime	152.1
11	Pat Galarneault	132.2
12	Stu McAfee	127.4
13	Dan Kane	124.7
14	Jett Carpenter	120.4
15	Bill Johanson	119.0
16	Gary Long	117.0
17	Scott McAfee	114.4
18	Jeryl Smith	105.9
19	Jerry Small	104.7
20	Drew Telford	98.1
21	Darrol Cady	95.7

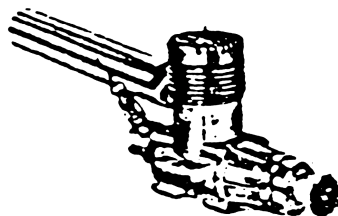
We will have a total of 5 races, 4 of which will be counted toward the championship. The next race is Toledo, OH August 24-25.

*Mike*

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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

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

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

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

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

## District 2

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

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

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

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

## District 3

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

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

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

Aug. 25<sup>th</sup> & 26<sup>th</sup> Q500 & Q-40  
Saskatoon, Saskatchewan

Sept. 15<sup>th</sup> & 16<sup>th</sup> Q500 & Q-40  
Winnipeg, Manitoba

## District 4

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

## District 4 Continued

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

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

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

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

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

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

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

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

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

## District 5

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

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

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

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

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

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

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

## District 6

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

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

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

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

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

## District 6 Continued

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

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

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

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

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

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

## District 7 – Q5 is SEMPRA Sport except where indicated

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

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

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

Dec/Nov AMA428  
TANGERINE - Apopka, Florida TBD

Dec/Nov Q40  
TANGERINE - Apopka, Florida TBD

Dec/Nov SEMPRA  
TANGERINE - Apopka, Florida TBD

## District 8

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

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

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

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

## District 9

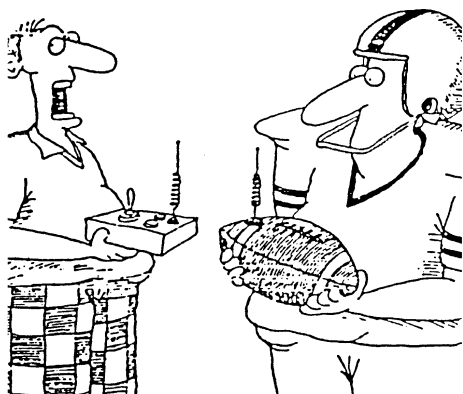
June 9 428/Q40 PEGASO(Toluca, MEX)  
SR. JORGE HERNÁNDEZ 527-279-0322

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

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

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

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



"Forget about your aim. Just kick it toward the goal post and I'll take care of the rest..."



## 2001 NMPRA Membership Application

Please check all appropriate boxes.

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|---|---|
| <input type="checkbox"/> New Member     | <input type="checkbox"/> I am a current Contest Director                            |
| <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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Mail Address \_\_\_\_\_ Phone Work (\_\_\_\_) \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_ E-mail \_\_\_\_\_

Date of Birth (MM/DD/YR) \_\_\_\_\_ AMA number \_\_\_\_\_

Occupation \_\_\_\_\_ NMPRA Number \_\_\_\_\_

- I currently fly ☐ Q40 ☐ FAI ☐ Q500
- I am purchasing a: ☐ USA. membership with mailed newsletter - \$30.00  
☐ Outside USA with mailed newsletter- \$36.00 (US Funds)  
☐ All Memberships with newsletter delivered by Internet only \$20.00 anywhere in the world.

**Make Check Payable to: NMPRA . Mail to: Secretary/Treasurer OR Academy of Model Aeronautics**

Randy Bridge  
603 Ironwood Way  
Sacramento, CA 95831  
916-424-1803  
[E-Racer@email.msn.com](mailto:E-Racer@email.msn.com)

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

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