

The Pylon Racer's Official Voice

NMPRA

HIGH PERFORMANCE

National Miniature Pylon Racing Association • Since 1965 • AMA Affiliated • August 2002

A Word from the President

Fellow Racers,
I would like to start this issue off with something different, a product endorsement. At this year's Nats, I stress tested my left index finger with a Q40 propeller. Propeller won. It took off about 3/16 from the tip of my finger and about 1/3 of the nail. The propeller also took a licking. 50% of the blade was missing on both blades. There is a relatively new product on the market in the Band-Aid line of products. They are called "Advanced Healing". They work! After only 10 days, the tip was completely replaced with new tissue. I was amazed. It is still very tender, but it is healed. I am glad I was still using a wood prop. The wood prop gave before there was more damage to my finger. I am also going to go back to using remote needles.

The Nats was a great event this year. There were very few crashes. For the 5 days, I think that there were less than 10 crashes. The event was perfectly choreographed by Mike Condon. The more times that he runs the event, the better it gets. Thank you, Mike, for another job well done. Rhonda and I are already looking forward to next year. The AMA Nats is an event that every racer in the country should attend. It is the grandest event of all.

There were also some nice changes made to the museum this year. The AMA is doing a great job of preserving the history of modeling.

The controversial plastic prop rule for Q40 is going to the Pylon Contest Board again. It is different than the last rule, but is flawed. The flawed parts of the rule as proposed is as published in the July 2002 of Model Aviation are:

1. Material:

"Material: either wood or a chopped carbon fiber filled injection molded compound with tensile strength at least equivalent to that of Ticona Celstran PA-CF35-15."

Comments on rule change. The tensile strength of the material is not the only important factor. Glass has great tensile strength, but I am sure that you would not like to be around a glass propeller turning 24,000 RPM's on the ground.

I asked the question of an injection molder as to what would have to be considered in selecting resin for a plastic racing prop. The following is the response I received:

When choosing the type of plastic to be used for any given product, there are many things to consider, other than just tensile strength. For an example, glass (window) has a very

high tensile strength. It would not be good for a propeller.

For a plastic racing propeller the material needs to have very high flexural modulus, high impact strength and most important a high flexural strength. Impact strength would withstand a projectile or violent vibration. Other materials that would do well with tensile strength, would not stand the rigors that our propellers are put through.

The characteristics of the material should have a technical description of all of the following to describe the material used:

1. Stiffness very high (Flexural Modulus)
2. Chemical resistance
3. Good Hardness
4. High (Compressive Strength) the force to dent it
5. Very high (Impact Strength) vibration and shock load.
6. Most importantly a very high (Flexural Strength) a fairly new standard that combines many of the above to represent the strongest over all materials.

...Continued on Page 2

President's Message continued ...

Bottom line is that this part of the rule is incorrect and is not a viable description of what a plastic racing propeller should be made of.

This part of the rule whether it is too little or too much does not matter. What it does do is shift the liability of the propeller from the manufacturer to the AMA. If it is the AMA that is determining the material used and will therefore point the liability of any propeller accident to the AMA. Not only, if a blade is thrown, but if a finger is lost, or if an airplane should strike someone and the propeller does excessive physical damage because it did not give or break on first strike.

2. Dimensions:

"No limit for wood. Injection-molded propellers shall have a diameter, pitch, blade width, and blade airfoil identical to that of the approved part number at every measurable station."

The manufacturer is the only one that knows what it is supposed to be. There is no provision in the rule to define what the approved prop is. Any prop that looks the same from an "eyeball" examination would be accepted. What the prop looks like from a glance has nothing to do with its' legality or performance. This could lead to lots of speed creep and cheating.

3. Availability:

"Injection-molded molded propellers shall be commercially available and stock except for balancing, etc 7.5.2 under General Model Aircraft Requirements." Comments on this portion of the proposed rule change: This is not enforceable. The plastic props can be modified by heating

and changing the pitch of the blade. It is not expressly prohibited, so it would be legal under the general rule. The CD will not be able to detect an illegal prop and will allow cheating to take place. A rule that is not enforceable is not an acceptable rule. "

4. Prior approval:

"APC part number LP07480C, bearing the raised markings '7.4X 8' on the blade is approved."

What is stamped on the blade has no bearing that the prop will always be the same. It can have a diameter of 7.4" and a pitch of 8" on some part of the blade, yet be nothing like the intended prop. There is nothing in the rule as written to hinder the manufacturer to continue to develop the LP07480C propeller and stay inside the rule as written. Some have said that he would agree not to make any changes. That is not the point. Again, this rule cannot be enforced as written. If everyone promised not to cheat, we could get rid of the AMA rulebook and just go on what is right. NOT!

5. Eligibility for competition:

"A propeller once approved shall be eligible for competition so long as it remains commercially available as defined in section 2 "Defined Terms"

The beginning of this controversial issue was to help attract new racers to our great event. That reason has long passed. Now the experienced fliers have found that the plastic prop gives them much more speed. This has happened because of allowing them to be run at various contests across the Nation. Now there is no more concern for the new guy, just the experienced like the faster speed

that they are getting from the plastic props. Rusty Van Baren, Randy Bridge, and our Contest Board Chairman, Pete Reed, have all set their personal best times with the plastic props this year. I am sure that there are more, but these are the ones that I know for sure. This is speed creep!

We should thank Mike Condon for trying to solve this controversial problem, but this rule as written should not pass. It is a flawed rule before passage.

It is well known that I oppose the plastic prop in any version. My reason is that it is faster than the wooden props available under most conditions. This leads us to a change of the rules that will make our Q40 airplanes faster than they are with the current wood prop rule. We should not pass any rule that makes our current equipment faster. The AMA EC stood up for us and gave us the responsibility to control our speeds. If we do not, I am sure that the slow down problem will once again become a major issue. If a plastic prop rule passes, we deserve to be mandated.

Darrol

The Birth of a NMPRA Pylon Enthusiast

Darrol,
I thought you might like to hear a success story. My name is Mark Briggs and I live in El Paso, TX. I am, to the best of my knowledge,

... Continued on Page 3

President's Message continued ...

the only NMPRA member (69i) for a 250 mile radius. Check a map - Phoenix is closer than Dallas and LA is closer than Houston.

In any event, I have followed your column in the Newsletter and read the column in Model Aviation and thought about the lack of beginners. Beginners! Heck, I was just looking for someone, anyone, to race with. I realized that the only way I was ever going to get to race was to organize the race myself. It has been some seven years since anyone even attempted to have a race here in El Paso. There was some interest from the younger guys at my club, the El Paso Radio Controllers (clever huh?). The old guys said they'd back us up, so I volunteered to develop rules with help from our club president and to be the CD. The theory was to come up with a race that first timers can handle. My detractors referred to me as the "Race Nazi", when I didn't immediately agree with their suggestions.

Quickies are easy to fly but no one ever believes that until they try flying one. So in short order we decided that the airframes would be 424/428 airplanes. The agonizing decision was engines. I have flown quickies with everything from .25's to Quick Jett's. I knew that if the planes were too quick, attrition from exceeding piloting skills would doom the project. We also decided that expense was an issue. We chose OS .40 LA's, plain bearing, tiny carb and all. (13,250 with an APC 9x6 is a good one). Plane and engine could be had for about \$175.00 if they bought an ARF. Our local hobby shop (we

have one for a city of 600,000) agreed to put together a package for us. We also decided to run two matrixes, Expert and Novice and let the pilots decide who would run where. We set a date four months down the road and invited the other two local clubs.

Last Sunday, 21 racers from the El Paso area, thirteen of whom had never flown a race before, came to race. There were 12 in expert and 9 in novice. I tried to use the new NMPRA matrix program, but ended up doing the matrixes by hand. We flew four rounds with three heats in each class starting at 9:00 a.m. and were done racing, including time off for lunch and two fly-offs, at 1:30. (You would be that fast too if you knew it was going to be 103 in the shade later that afternoon). Every single Novice racer flew a Predator ARF. I can unequivocally state that without this plane we would not have had a race. (Are the other manufacturers getting the message?) We had Concourse for kit-built, ARF and all around. We had only one mid-air and both fly-offs went down to the last turn on the last lap while the other pilots and visitors yelled encouragement. By the end of the race there was enthusiastic support for doing it again at the end of September (when it starts to cool down in the afternoon in the middle of the desert) with the same rules. There was even talk of making the race a quarterly event next year. Great fun was had by all. When all was said and done, even the "experts" agreed that the engine choice, about which there was much grumbling, was a good one.

IT WORKED. If they come back and they will, I've got them hooked. It's going to be a while before I have anyone to race my two Jett's against but what the heck; it is fun just to have a chance to race.

Just thought you might like to know. If you'd like to know more, have any suggestions or just want to argue, email me at mbriggs@dz.com.

Mark B.

High Performance Information

High Performance is published 8 times per year.

Information for publication can be forwarded to:

NMPRA Editor, Darrol Cad y
Box 14273
Portland, OR 97293
Phone: (360) 903-3520
E-mail dcady@pacifier.com

If possible, please submit information in Microsoft Word format.

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

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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:

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Hi Racers,

I'm running for the office of President of the NMPRA. I'm about 44 years old, with a wife of 12 years, and a nearly 8 year old son. Until 2000, I had been away from modeling for quite a while. Since coming back into it, I've been educating myself on most aspects of RC and participating in the joys of everything from backyard and park flyers to AMA class racers, and from electric airboats to monster trucks. My pre-teen and teen years were filled with pylon racing exposure. My father Jim Stegall designed, built and sold the Stegall Minnow for Formula 1 racing in several versions from around 1970 to 1977. I started laying up Stegall Minnows when I was about thirteen, and over the next few years I laid up many if not most of the Minnows, as well as the Telford and Violet designed BobCat that we also produced.

One thing that was true in the 70's is still true today. The NMPRA is made up of an extremely diverse group of people with extremely diverse opinions and goals. The role of President of this organization often does not make a person especially popular from what I have seen and been told. It is difficult to please most people, most of the time, if any of the time.

So why would I want the position? Because I believe I can bring a new style of leadership to the organization. The by-laws allow for the president to make executive decisions, but they also allow the President to delegate authority to other officers. If I'm elected, the significant decisions will be made by votes of the District Vice Presidents, not by myself. One thing I have heard from many people is that they want a say in the organization. Complete membership votes will be conducted, so that an accurate representation of the membership's wishes can be obtained. One thing that must be remembered is that the AMA Pylon Racing Contest Board ultimately makes the decisions for all AMA rule-

book events. An accurate showing of the membership's wishes goes much further than some phone calls and emails. The District VP's will be heard and they will play a very active and major role in the direction of the organization. Even though I am a relative newcomer to modern racing, I have some opinions on things that need to be done and things that need to remain as they are. These are my opinions, or opinions formed by talking to people about what they want for pylon racing. Space does not permit listing them here, so please visit www.PylonWorld.com for my full platform statement.

I have a lot of experience managing large diverse groups of people. I believe that I can help pylon in many ways by being the President of the NMPRA. The driving force behind my efforts with the PylonWorld.com web site and the PylonWorld forums over the last year has been to help pylon racing by making it more accessible. I have already been working very hard for pylon racing and I have the energy and the will to continue working as hard as I can for pylon racing. I will not be at every race. But I will keep my finger on the pulse of all aspects of pylon racing. When executive decisions are needed, I will make them with the best knowledge I have been able to obtain from the VP's and the membership. The NMPRA will be your organization, and I will serve you tirelessly. Don Stegall



Dear NMPRA Members,

I am running for the position of the President of the NMPRA for 2003.

For the last 25 years, my main hobby interest has been aero modeling. The last 14 has been dedicated to Pylon racing exclusively. Over the last 10 years I have competed both nationally and internationally. I have

traveled and competed nearly everywhere in the United States and in 2001 represented the United States at the World Champs in Australia where I finished second. Over the last 14 years I've had the good fortune of competing against and being associated with such people as Clarence Lee, Bob Smith, Dave Shadel, Ron Schorr, Lyle Larson, Dub Jett, Pete Reed, Lloyd Bunham, Cliff Telford and numerous others (too many to list). I have learned many valuable lessons as well as respect and humility from these people that have and continue to make pylon racing so appealing.

The NMPRA must continue to strongly support the entry-level pylon racing events. By doing this we can insure our continued success in the future. It is my opinion that the NMPRA should do more to promote its' image and promote racing at different modeling events such as trade shows and various other aero modeling events. In 2000 I organized and ran a booth at the IMS (International Modeling Show) in Pasadena, CA. The interest received there was very encouraging and I feel would be very beneficial to the NMPRA if this could happen more often across the nation at some of the other shows.

It is not my intention to run the NMPRA as a dictatorship. Our VP's will have a strong voice in the running of the NMPRA. In fact I would like to try to implement a system of polling the racers at the contests as the way of making decisions that will affect our racing. I feel we should listen to the racers who are actually attending and participating at the contests.

When I ask for your vote, I am trying to make sure that racing, as we know it, continues to run smoothly in the future and insure we still have a venue to play with our toys when the weekend comes.

Thank you for your support.
Stu McAfee



District News



District 1 – Drew Telford

Hi Everyone, Bill Vargas here Simply put, The NATS was Awesome! Great turn out, Great flyers and Great people to compete against! Our District was well represented by Randy Bridge, Travis Flynn, Rusty and Mathew Van Buren, Tim Lime, Stu McAfee, Gary Schmidt, Fred Burgdorf, Lee Ulinger, Jim Allen and Me. If I missed anyone please forgive me. :)

Congratulations to those that brought Home, Some NATS Wood!

OK, next on the list,,, I am currently working on a new Race site for us there at the old El Toro Marine Jet Fighter Base. The Pylon Flight Demos were flown for the Orange County Modelers Association Board members, by Barry and myself, and the green light was given to lay down some ground work for Pylon Racing there at MCAS El Toro. The whole course will be set up over runway 16L, there on the over shoot portion of the runway. The good thing about this place,,, Landings! You should be able to land in just about any direction! This place is huge and all I can again is AWESOME! More to follow as the plans develop.

One last, Here's an idea that I would like to float onto you. See what you think and submit ideas to me and let's help out the 424 APRA Racers and NMPRA,,,

*Have a separate point standing for the 424 class.

For some reason I think when the new guy figures out he ain't got a snow balls chance in hell, competing for NMPRA Points, against those that fly 428,,, they leave and disappear from NMPRA.

*424 Racers want a Championship Race at the end of the season.

There are alot of 424 people (future NMPRA Members) out there, NMPRA should cater to them,,, they will come!

1) The one Ruling I would suggest,,, is not to ALLOW ANY Top 40 428 NMPRA Members to compete in this class at the National Championship Race or at any 424 race for that matter. If that one person chooses to fly 428 and does well (top 40 or better) and yet still flies 424 then the exception to the above should be permitted for the 424 flyer in his first and only 424 National Championship Race,,, after that, he's to be considered a 428 Racer for the rest of his Racing venture as a NMPRA member. I know for some that 424 is the only game in town,,, That is why I am floating this idea, to keep the Points standings separate.

2) NMPRA membership is required to compete at a NMPRA/APRA 424 Championship Race and for the NMPRA/APRA Points standings.

3) The current top 40 NMPRA members and from the previous year standings shall not be allowed to enter the inaugural Championship Race.

4) The encouragement of District VP's and the President is highly recommended to put this together for it to work.

Well that's my 2 cents, Let's Race!
Bill Vargas

Hello Racers!

I am running for the District 1 VP position! My goal, if elected, will be to promote Pylon Racing in the entire District. I will do my best to continue to support the 424/APRA Class of Racers in our district. The objective is to further compliment the 428 and 422 classes with the introduction of

new dedicated racers from the 424 ranks. By doing this, it will keep the Competitive Fire Burning in our sport of Pylon Racing.

The new season is just around the corner! I look forward to teaching the new guys and to be meeting all of you in the up coming season,,, Remember to vote for me, Bill Vargas.

I want to be your District 1 VP
Let's Race!
Bill Vargas

District 2 – Marty Hoppe

Hey there all you fast guys,

We are well into the race season and I must say that the APRA class of racing is doing better than we hoped. We have had 24 contestants in the class. Most of them are new flyers.
(Keep Up the Good Work, You are the Future)

Now back to the veterans. The head count is not doing that great this year. Pylon racing needs its 428 and 422 pilots also. In order for the contest to work we need to show up to as many races we can. I know we all have lives other than model aircraft but, just look at a schedule and attend the races you can. It will help us all and you might just have some fun. Besides We Miss You.

There are a few of us that are heading down to the North South Shoot Out. It looks like it will be an outstanding race! Looking forward to see you there. Marty

District 3 – Brett Rupert

Hello all.

I am happy that I cannot report on any more bad weather here in Calgary. It seems whenever I write this column there's a weather crisis



District News



going on. No so this time. The weather in western Canada has been extremely hot and dry. For the most part it's been great for racing.

On June 23, 24th we held our annual district race here in Calgary. We had 19 entries in Quickie 500. We run the Webra-Q pylon engine on the two mile course. Popular Quickie kits are the Neme-Q, Revlution, and Hornett. Because our Calgary dub does not yet have a set of electronics for the off course judging, we ran a hybrid version. We continued with on-course judging but we implemented the fluorescent wing band marking system for the judges. This seemed to make the judges' job a lot easier.

As always in Quickie 500 the racing was very close with lots of good races between pilots. When the smoke had cleared, six rounds were completed. The results were as follows:

1. John Bamsley of Saskatoon flying a Revlution
2. Rod Kelln of Regina flying a Neme-Q
3. Jim Henderson of Calgary flying a Hornett

Fast Time: Brett Rupert of Saskatoon flying a Revlution 1:13.6

I would like to point out the performance of both John Bamsley and Jim Henderson. John has been racing pylon for several years, but over the last five to seven years John has taken a sabbatical to pursue a family and a career. John is just recently working his way back into racing and pulled off the win in Calgary with some consistent tight racing.

Jim Henderson is our local Hornett designer and manufacturer and always a keen competitor. Jim has been actively racing now for about five years and has been chomping at our heels ever since he started going around in circles. Jim has participated in the Canadian Nats in Vancouver and the US Nats in Muncie to learn from the best. His keen desire to improve and hours of practice and attention to detail are

paying off for him. Jim pulled off the third place to take what I think is his first trophy in our district. Great job Jim! There's more where those came from. Your caller's not bad either.....

On Sunday we flew Q40 with 14 entries. Race times in Calgary tend to be slower due to the altitude (3500 ft) and the fact that, with our grass flying field, we must use plywood sheets as takeoff boards. This results in a steeper than desired takeoff from the ground and, of course, a slower ten lap time.

Q40 was a disaster for myself. I ended up losing two of my Miss Candaces. One to a mechanical pushrod failure on the elevator (dumb) and the second to a mid air collision. The damage from the mechanical failure is repairable but she'll never be the same. Lyle Baker from Saskatoon and myself tagged each other over the number one pylon yet again. Lyle and I have been racing each other for over 20 years and whenever we meet each other at the line we cringe and pledge to stay out of each other's way. It never seems to work out.....

We completed six rounds of racing and were in the middle of seven when the thunderstorms rolled in and the skies opened up. The race was called and winners declared:

1. Delbert Godon of Calgary flying a Miss Candace
2. Brett Rupert of Saskatoon flying a Foxy Lady
3. Cecil Graval of Calgary flying a Miss Candace

Fast Time: Hank Kaufman of Calgary flying a Miss Candace 1:13.57

That's all for now. My next report will include our district races from Prince Albert and Saskatoon. Fly fast – fly safe.

Randy Smith
For Brett Rupert

District 4 – John Sandusky

Greetings Racers!

I did not receive any race reports for District 4 since the last new sletter was issued so unfortunately there is nothing new to report. With that being the case, I'll take this opportunity to give a brief description of a new flying site located within District 4.

The site is new, however the club that flies there is not. It is the Arvada Associated Modeler's new field located northwest of Denver Colorado. The new field is approximately five miles west of their former flying site. The new location became necessary when their old field began to be developed for housing, a situation that is all too common these days.

I've included a couple of photos that I snapped of this site late last year. Open your web browser and surf to <http://www.coloradohobbies.com/clubsites/arvadaclub.htm> for more pix and information.

It is too bad that this site does not lend itself to a racing program. The site is beautiful.

I have heard a rumor that the Montana group in Billings is talking about starting a racing program again. It has been several years since they have raced and there is much interest in going around the pylons again.

Until next time, have fun and GFTL!
John



District News



District 5 – Terry Fraser

Dayton race 6-22-23-02 report.
Ben and Carolyn Martin sponsored
a super race and a great time.

Saturday Standard Class:

1st Gary Helton
2nd Mike Eden
3rd Dave Torre.
Fast time Gary Helton 1:18.33.

Expert 428:

1st Dan Kane
2nd Dave Martin
3rd Mike Weaver
Fast time Dave Martin 1:04.07.

Sunday Standard class:

1st Gary Helton
2nd Joe Lemley
3rd Kirk Eden
Fast time Gary Helton 1:17.87.

Expert:

1st Dan Kane
2nd Mike Weaver
3rd Mike Condon
Fast time Marcus Blanchard
1:02.39.

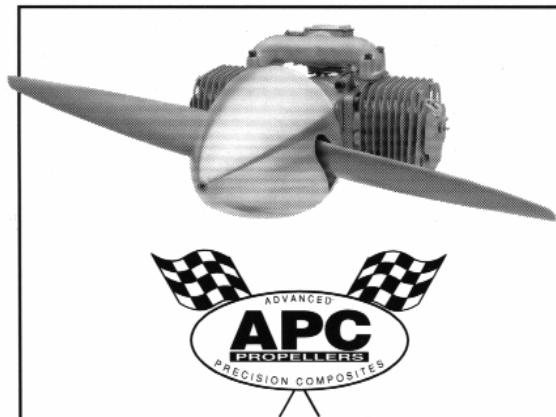
The next District race is the Summer
CAPS CLASSIC in Muncie, IN
August 10th-11th 2002.

Wow ! What a great Nats. The
competition was just awesome.
Thank you to all who gave up their
time to work so that we can race.
The Starters did a great job as al-
ways. Ed, may I say the Rum
worked. Allen at the timers cage and
to Gary at the number 1 cage you
guys make Mike's job very easy.
Thank you from all of us. This was
my best Nats ever. In Q-500 Marcus
Blanchard 1st, Terry Frazer 2nd, Mike
Helsel 3rd, Randy Bridge 4th, and
Matthew Van Baren 5th, and to beat
Mike Helsel and Randy Bridge in a
fly-off for second with a 1:07.65
these guys are TEAM JR. Q-40
what can you say good job guys.
Randy Bridge 1st Jim Allen 2nd
Mike Helsel 3rd Travis Flynn 4th and
Dub Jett 5th. Jaime De La Vega buy
an alarm clock Ha Ha. Don't forget
the Silver cup August 24th-25th
2002. For info Call Wayne Yeager
517-547-4430 or Keven Matney
734-848-8195.
"GO FAST TURN LEFT" SK
RACER TERRY

District 6–Stephen Baker

Pylon racing is now well underway
in the Mid-Atlantic and the Northeast
regions. The NEPRO group for-
warded a copy of their newsletter to
me, and it appears they have been
very active in promoting the 424
event using the Thunder Tiger
Pro .40 engine. A number of us from
the PGRC look forward to crossing
the Mason-Dixon Line and doing
battle the weekend of August 3-4 in
Ellington, CT. Hope to see you
there.

A number of us from District 6 at-
tended the 2002 Nationals in Mun-
cie. The competition was indeed
fierce, with 77 entries in Q-500, and
68 in Q-40, both up from last year.
The level of competition in these
events was outstanding, with tough
matrixes, no matter which one you
ended up in. The number of mid-air
and crashes was well below the pre-
vious year, thanks in part to lower
winds, less crosswind, and tougher
to hit pylons (no rope supports)
thanks to Don Stegall. All I can ask
is, "where were your pylons last
year, Don?"



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District News



Several typical "shoe-ins" for the finals failed to make the cut in their matrix. Lloyd Burnham however, made it into the finals in both events; My son Jonathan made it into Q-40, and missed the Q-500 cutoff by only .03 seconds. We'll get you next time, Darrol!

All in all, the Nats experience serves as the best way to benchmark your abilities and knowledge against a tough field of racers, and I highly recommend it. We all came away from it with a much clearer idea of our strengths and weaknesses, and the lessons learned will no doubt pay big dividends in our local races.

Locally, the PGRC Club of Bowie, MD has already hosted 3 Quickie500 contests (both 424 and 428) as well as the JR Gold Cup Series race in May. Our 424 program seems to be growing; the June race was attended by 19 contestants; the July race had 21 contestants, with 4 plane heats. We have also had several new flyers take up racing including Greg Brewer, Steven Poretz, and 18 year old Tom LeCour, who has only been **in the hobby** since *February*! Chalk that last one up to lots of time on the Realflight.

District 7 – Gary Freeman Jr.

No Report Submitted.

District 8 – Ed Coker

It's up to us as individuals to promote our sport. One person will not make a difference but a team effort will control our future. The core group of racers we now have is strong. We will survive and grow. You have to decide what role you

will accept during this growth period and support your District.

The segmentation the AMA has undergone in the last several years has created some exciting classes and world class flyers. We can satisfy our need for toys by piloting a competition big bird, impressing the onlookers by steadying our helicopter inches above the ground, chewing the ribbon off another competitor's control line combat plan, or bending the poles on a pylon course.

However, segmenting the market also seems to have segmented the pilots. When I first started flying about 10 years ago, I felt like I belonged to a special group. All R/C pilots were a part of one singular group. We visited with each other at the fields, talked one common language, and loved all airplanes. We might not have understood each other's choice of R/C, but we knew we shared a common experience and attitude.

But as the market divided into special segments, pilots seem to have narrowed their concepts of community. I fly sport airplanes as much as possible and the old friendships are still there, but I can't seem to shake the feeling that I am regarded differently now that I race.

Unless we show interest in other disciplines, we should never expect them to show interest in ours. We may conceive control line flyers as old stuff while they think flying around poles can't be fun, or the average sport pilot as too slow and boring while they feel we are crazy for risking a thousand dollar airplane just to go fast. It's not until we make our presence known with interest in them that they will open up to us and begun to understand how much fun we have.

Personally, I wonder how anyone can continue his interest in R/C by concentrating on only one segmentation. You need to experience several of these disciplines to enjoy what the world of R/C has to offer.

Recently at the flying field, there was one guy demonstrating his expertise flying gliders. His launcher would catapult his plane high in the air as he struggled to catch thermals needed to extend his flying time. I could tell this was very technical and required excellent building skills, flying ability, and the understanding of currents to be successful. How can we expect this person to show interest in racing unless we show interest in him? This is what I mean by promoting our sport. We need to be a group that looks as if we are having fun and that joining us is the cool thing to do.

So the next time you go to your field, visit with a different group, fly a different pattern, show interest in something you never paid much attention to before. Who knows, you might make a new friend while developing respect for a new discipline. The next time you see an R/C pilot demonstrate his skills you will know that he is having as much fun as you are. It may not be with the same equipment but with the same heart.

Now is the time to step up and become an active member of your district and the NMPRA. Each one of us possesses unique qualities that can benefit the growth of your district. With the inception and push to promote 424 racing throughout the country, we have a good start to make pylon racing the envy of all AMA SIG groups.



District News



It starts with each individual and his desire to see that we do not become stale, but stay focused on growth, fun, and excitement. Don't ask what the NMPRA can do for you, but what you can do for the NMPRA.

My future is my responsibility.

The number of entries in 424 directly relates to our future success. Unless all racers are committed to increasing these numbers, our future may already be here. It takes a total group commitment to insure victory. (This report will continue next issue.)

June 8-9, Brazoria, TX
Brazoria County Modelers Association is blessed with a great group of hard working members who support racing with enthusiasm and look forward to the income possibilities of these events. This year they will host three events, two sportsman races, and one district race. Besides being a dependable racing supporter, they have a great flying field. The closest tree has to be at least a mile away. The only drawback is landing outside of the fenced flying area; the mosquitoes are more aggressive than a toothless dog in a dogfight. Their second race this year was held

June 8-9th. Our turn out was disappointing with only 33 entries for both days. Many thanks to those who drove long distances to attend the event. Saturday crashes kept Sunday's entries low, but the fun continued.

Rick Cranfill, encouraged to return to racing with the inception of our Sport Racing events, took his first 428 victory on Saturday after a three way fly-off with Mike Helsel who finished second and Mike Hammett who finished third.

The 424 class finished with Ricky Cranfill taking top honors and Dafydd Bevil and Tony Dupaquier finishing their day early with crashes.

Brazoria, June 8th Sportsman Class

Ricky Cranfill	1 st
Dafydd Bevil	2 nd
Tony Dupaquier	3 rd
Q500	
Ricky Cranfill	1.14.69 1
Mike Helsel *	1.08.64 2
Mike Hammett	1.10.75 3
Red Cranfill	1.16.75 4
Steve Baggett	1.14.15 5
Jason Duda	1.10.59 6
Wilson Shuptrine	1.20.97 7
Richard Jones	1.14.19 8

Dick Davidson	1.20.89	9
Ed Coker	1.10.06	10
Dennis Cranfill	1.11.06	11
Tom Prescott	1.24.56	12
Jim Agnew	1.27.37	13
Rusty HigginBotham	1.18.88	14
Mike Walters	1.26.75	15

Q40

Mike Walters	1.19.46	1
Red Cranfill *	1.13.28	2

Brazoria, June 9th Q500, 428

Mike Hammett *	1.12.50	1
Ricky Cranfill	1.13.16	2
Richard Jones	1.15.03	3
Mike Walters	1.14.09	4
Red Cranfill	1.15.28	5
Jim Agnew	1.17.38	6
Wilson Shuptrine	1.18.25	7
Steve Baggett	1.14.08	8
Tom Prescott	1.17.24	9
Jerry Athey	1.20.97	10
Dick Davidson	1.22.22	11

Q40

Red Cranfill	*1.09.47	1
Mike Walters	1.15.75	2

Until next time, keep your wings level with the gear facing down.
Ed Coker



The NATS is once again in the record books and District Eight had a fine showing. There were 19 entries from our district with six placing in the top ten standings. Congratulations to all of the winners.

The District Eight wrecking crew. Back row, left to right- Ed Coker, Mark Parker, Dub Jett, Chuck Anderson, Mike Hammett, Richard Beers, Jerry Small, Mike Tallman & Dennis Cranfill. Front row- Jason Duda, Mike Helsel, John Shannon & Red Cranfill. Ricky Cranfill was not available for picture.



District News



District 9 – Manuel Martiarena

No Report Submitted.

JR Gold Cup – Mike Helsel

No Report Submitted.

Q-500 – Cliff Telford

If you missed the the 2002 AMA Nationals for Pylon Racing at Muncie, IN you missed a great contest. CD Mike Condon and the CAPS crew again put on a well organized meet. Of the 80 people who pre-registered, 76 entered and processed their airplanes. 63 of the competitors were NMPRA members. CAPS President and NMPRA member from District 5, Marcus Blanchard, won the Q-500 event flying a "Vortex" kitted by Chuck Bridge. Randy Bridge of District 1 also flew a "Vortex" to set Fast Time at 1:06.74.

The National Top 20 List as of August 1, 2002.

Name	Dist	#Races	Points (best 6)
1. G Freeman, Jr	7	9	594.0
2. Mike Helsel	8	8	566.6
3. Travis Flynn	1	10	563.3
4. Ed Coker	8	9	562.0

5. Bill Vargas	1	14	561.1
6. Fred Burgdorf	1	7	547.7
7. Randy Bridge	1	7	546.8
8. Mike Hammett	8	11	532.4
9. Dennis O'Brien	7	9	526.8
10. Gino Del Ponte	2	8	495.3
11. Dub Jett	8	8	491.3
12. Jim Allen	1	9	470.1
13. Cliff Telford	7	8	469.8
14. Darrol Cady	1	6	469.0
15. Ray Brown	7	7	468.4
16. G. Freeman, Sr	7	9	431.6
17. Gale Enstad	1	10	429.3
18. Warren Gillette	6	7	400.4
19. Tom Dobyrs	7	9	391.3
20. Rick Moreland	6	7	373.4

Cliff

Quarter 40 – Barry Leavengood

The 2002 Pylon Nats are a done deal. I was unable to attend due to business commitments but was informed by all I asked that it was a great well run contest. I would like to thank the AMA, Mike Condon and his staff for putting on this contest each year. Great job guys. Q40 was won by Randy Bridge followed by Jim Allen, Mike Helsel and Travis Flynn. The complete results for both Q40 and Q500 can be found on the NMPRA web site. I believe the Nats is the single most important contest of the year and we should all try and attend. Sonia and I are already

making plans for next year.

The next JR Gold race is scheduled for the weekend of Sept 7th and 8th at Whittier Narrows California. There were rumors circulating at the Nats that the Whittier race was being cancelled due to an incident a couple of months ago when a pylon pilot got a ticket for a safety violation while flying around himself. The ticket was due to a misunderstanding of the safety regulations and will have no affect on the race. The San Gabriel Valley RC League is looking forward to putting on the race. Additional information may be obtained by calling Steve Sahagian (626) 791-2719 h4oskier@earthlink.com or Barry Leavengood (818) 998-4564 bl10@aol.com. The Whittier field is one of the nicest around and it should be a fantastic race. A flyer for the race will be posted on the NMPRA web site shortly. APC carbon fiber props will be permitted at this race.

I have yet to receive the results of any Q40 races with the exception of a single report from district 8. It is up to event CD's to insure the results of their races get shipped off to the district VP's. Let's get them in guys so I can compile the points for year-end awards.

A couple of new or revised Q40 products have surfaced lately.

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!

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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



Bruce de Chastle is producing a Pole Cat along with two versions of the El Bandito. Bruce's product line may be viewed at bigbruce.com. Lyle Larson is continuing to evolve his product line with revised airfoils for his models. Lyle's web site can be found by searching on California Speed Pros (the URL is tough to type). Dub Jett has made improvements to the porting in the Bar Stock Q40 engine. According to Dennis, Jett shop manager, it adds about 400 rpm at the expense of some torque. Dubs web site is located at jettengineering.com.

As most of us know Darrol Cady, present NMPRA president, is looking to move on. At the present time Stu McAfee and Don Stegall have candidacy for president. This is a perfect opportunity for some of you to get more involved in the NMPRA. So how about it guys? Step up and put a little back in the sport that you enjoy so much.

Till Next Time Barry

2002 Nats - Mike Condon

~~I would like to thank everyone who participated in the Nats for 2002. The workers were second to none. Most of them worked all week, all day. This made my job much easier. The pilots and callers did just about everything that was asked of them. These are the~~

some reasons why I will continue to undertake the task of hosting the Nats. I would like to say in my defense that some of the demands made by me were handed down by the AMA safety regulators. They have a job to do to satisfy their insurance representatives on site. I feel this is a small sacrifice on our part to assure the success of the greatest race of the year. Your continued 100% cooperation on this issue (with a smile) will be greatly appreciated.

I will not single out any one person who helped with the responsibility of working the Nats, for fear of leaving someone out. Everyone did an excellent job. There are two people that I will mention due to the fact that they made a greater sacrifice than most. During the process of splitting the matrix into two groups, I overlooked the Starter assignments for A/B in QM40. I had both Starters in the A matrix. Rick Moreland and Chic White offered to withdrawal from flying and take on the position of Starter and Assistant Starter. They did a great job. We owe them both, "big" thanks!!

There was a little grumbling about the splitting of the matrix as far as pilots were concerned. This issue will be addressed next year with a select committee to over seeing that the A/B are split more evenly.

As for the 2003 Nationals, your input for making the Nats a continued success will be appreciated. I have listened in the past to your input and have used all that I felt was good for the events. Next year will see some new ideas that are planned to make the Nats an even better event. We are looking on having pre-registration on-site rather than at the school as before. A catered dinner onsite after flying is also being looked into. The selected CAPS committee that puts all of this together, will continue to assure that all is being done to make sure that all of you that take the time to attend the greatest pylon race of all, have a good week.

"2002 Pylon National Champion"

After the smoke cleared and the points were added up, we had Pylon National Champion by the smallest of a margin.

Mike Helsel finished with a total of 220.9 over both events. This great performance was second to the total set by the winner with 222.8. A difference of only 1.9!! On this note we congratulate the defending National Pylon Champion for 2002....RANDY BRIDGE!! His name will be added to the trophy being displayed in the trophy in the AMA museum.



**The Top Ten Finishers
In Q-500
At NATS 2002**



NATS News



2002 AMA Nationals RC Pylon QM 40 Final Results

Name	Best Time		
1. Randy Bridge	1.04.73 FT	48. Steve Baker	1.10.75
2. Jim Allen	1.05.22	49. David Doyle	1.16.51
3. Mike Helsel	1.05.17	50. Pete Reed	1.17.31
4. Travis Flynn	1.04.88	51. Dennis Cranfill	1.07.77
5. Dub Jett	1.06.75	52. Mario Travieso	1.22.40
6. Lloyd Burnham	1.06.46	53. Jim Lyons	1.14.44
7. Jaime DeLaVega	1.05.19	54. Dave Martin	1.09.27
8. Darrol Cady	1.10.34	55. Bennie Martin	1.12.68
9. Stu cAfee	1.06.83	56. Jerry Small	1.13.82
10. Bill Johanson	1.07.02	57. Brian Willbur	1.19.05
11. Roy Andrassy	1.05.45	58. Paul Benezra	1.10.27
12. Mark Parker	1.06.15	59. Alan Booth	NT
13. Hank Kauffman	1.10.46	60. Melvis Cranfill	NT
14. Mike Tallman	1.06.59	61. Tom Dobyns	NT
15. Gary Schmidt	1.05.04	62. Michael Hammett	NT
16. Rusty Van Baren	1.05.31	63. Richard Moreland	NT
17. Lyle Larson	1.09.87	64. Don Stegall	NT
18. Jonathan Baker	1.06.20	65. Chic White	NT
19. Lee Ulinger	1.06.62		
20. Matt Van Baren	1.06.87		
21. Terry Frazer	1.06.00		
22. Fred Burgdorf	1.07.13		
23. Mike Weaver	1.07.83		
24. Ed Smith	1.10.55		
25. Terence Palaschuk	1.08.11		
26. Tom Scott	1.05.91		
27. Marcus Blanchard	1.05.24		
28. Rich Beer	1.07.87		
29. Gino Del Ponte	1.08.45		
30. Gary Freeman, Jr.	1.08.10		
31. Mike Deneve	1.09.30		
32. Charles Anderson	1.10.87		
33. Michael Masi	1.11.07		
34. Ray Hendriksma	1.12.06		
35. Bob Brogdon	1.15.11		
36. Gary Freeman, Sr.	1.11.07		
37. Pete Bergstrom	1.08.78		
38. Rick Paine	1.10.18		
39. Mike Condon	1.10.22		
40. Harold Sattler	1.07.98		
41. Dennis O'Brien	1.08.37		
42. Tim Lime	1.10.80		
43. Robert Brandow	1.17.14		
44. David Norman	1.12.63		
45. Bill Brandow	1.13.66		
46. Jerome Bednark	1.14.43		
47. Nicholas Maxwell	1.19.1BJ		

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NATS News



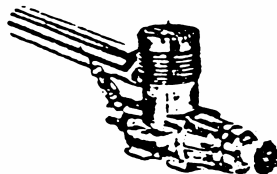
2002 AMA Nationals RC Pylon Q-500 Final Results

Name	Best Time		
1. Marcus Blanchard	1.07.10	48. Jim Allen	1.12.32
2. Terry Frazer	1.10.00	49. Harold Sattler	1.09.11
3. Mike Helsel	1.09.28	50. Dave Martin	1.12.73
4. Randy Bridge	1.06.74F T	51. Michael Spencer	1.14.16
5. Matt Van Baren	1.08.99BS	52. Gene Bass	1.15.23
6. Dub Jett	1.10.67	53. Richard Paine	1.18.02
7. Ed Coker	1.07.28	54. Mike Tallman	1.13.09
8. Gary Freeman,Jr.	1.09.08	55. Randy Etken	1.16.99
9. Mark Parker	1.10.01	56. Michael Eden	1.12.72
10. William Vargas	1.10.16	57. Mike Hammett	1.13.31
11. Darrol Cady	1.10.52	58. Bennie Martn	1.14.59
12. Roy Andrassy	1.10.50	59. Art Edsall	1.19.16
13. Travis Flynn	1.09.33	60. Hank Diepenbroek	1.22.41
14. Mike Condon	1.08.83	61. Tom Dobyns	1.20.44
15. Gino Del Ponte	1.10.26	62. Jim Lyons	1.13.43
16. Jaime DeLaVega	1.09.41	63. Brian Neff	1.15.74
17. Dennis O'Brien	1.12.08	64. David Doyle	1.20.33
18. Bob Brogdon	1.14.79	65. Bill Brandow	1.20.68
19. Stuart McAfee	1.09.74	66. Jason Duda	1.13.56
20. Mario Travieso	1.12.64	67. Brian Wilbur	1.15.55
21. Michael Deneve	1.10.88	68. Rick Moreland	1.19.15
22. Lloyd Burnham	1.12.40	69. John Fike	1.14.10
23. Michael Weaver	1.12.09	70. Nick Maxwell	1.20.12 BJ
24. Charles Andracka	1.12.23	71. Chic White	1.20.41
25. David Norman	1.12.51	72. Robert Brandow	1.26.64
26. Richard Beers	1.12.05	73. Ed Smith	1.18.60
27. Melvis Cranfill	1.10.99	74. Don Stegall	1.36.80
28. Charles Anderson	1.13.44	75. Alan Booth	1.29.04
29. Jonathan Baker	1.11.69	76. Mike Del Ponte	1.13.61
30. Steve Baker	1.13.53		
31. Gary Schmidt	1.09.59		
32. Vern Smith	1.09.74		
33. Rusty Van Baren	1.12.64		
34. Rickey Cranfill	1.13.01		
35. Fred Burgdorf	1.13.18		
36. Michael Masi	1.15.09		
37. Jerome Bednark	1.15.52		
38. Terence Palaschuk	1.12.10		
39. Lyle Larson	1.12.28		
40. Lee Ulinger	1.14.47		
41. Ray Hendricksma	1.16.56		
42. Gary Freeman,Sr.	1:17.10		
43. Cliff Telford	1.12.93		
44. Hank Kauffman	1.13.66		
45. Warren Gillette	1.15.26		
46. Paul Benezra	1.11.01		
47. Tom Scott	1.14.44		

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