

The Pylon Racer's Official Voice

NMPRA

HIGH PERFORMANCE

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A Word from the President

In 2003, the NMPRA is making a concerted effort to support the Quickie flyers as much as they have supported the QM40 flyers in the past. In an effort to back up these words, the NMPRA is offering money to each of the districts to sponsor a "District Q500 Championship Race". This is nothing new; in fact it has been available for the past several years. In the past few years very few districts have actually taken the NMPRA up on this offer. The NMPRA would like to see that change. Quickie is by far the most popular event the NMPRA oversees. This is obvious by looking at the numbers. At most races, the Quickie flyers vastly outnumber the Quarter Midget flyers. A look at the various Internet discussion forums also indicates this by the amount of Quickie activity versus the amount of Quarter Midget activity. We need to keep promoting Q500 events (especially beginner level). My advice to each of the District VP's is; keep track of the NMPRA members in your district and get them out to the contests and organize a NMPRA sponsored shootout at the end of the season. This is a great chance to get the activity up and the competitive juices flowing.

The folks at Horizon have committed to sponsor the Quarter Midget "Gold Cup" series again in 2003. This year the Gold Cup series will consist of four races instead of the usual five. This was done in order for the NMPRA to host its own Championship race separate from the Gold Cup series. The schedule for the Gold Cup series is as follows: Phoenix, Arizona February 22-23; Los Angeles, California April 12-13; Bowie, Maryland May 30-June 1; and Muncie Indiana September 27-28. In the past three years there has been a

steady decline of attendance in this series. This lack of attendance has led Horizon to cutback its sponsorship. This year Horizon will no longer guarantee \$1500 to the hosting clubs. The NMPRA feels that this commitment to the hosting clubs is an absolute must; therefore, the NMPRA will stand behind that guarantee to the clubs. A date has been set for the 2003 Quarter Midget Championship Race. It will be held in Phoenix, Arizona on November 8-9. Our friends at the Speedworld Flyers have graciously volunteered to host the event. The folks at Speedworld are no strangers to big contests and are well known for the awesome job they do year after year at the Winterfest Q500 and the QM40 race in February. The weather in Phoenix at that time of year should be just about perfect for holding a Championship race. I expect that there will be a large turnout for this one. Saturday evening will be the Awards Banquet for 2003 season points. Everyone is encouraged to attend the Banquet (It should be great fun).

Last and definitely not least, I need to personally thank a bunch of people for taking up some (actually most) of the load for me. Mark Parker has stepped up to put the newsletters together for us. Darrol Cady has agreed to continue as newsletter editor. Bob Brogdon has been absolutely invaluable in the assistance he has given me, and the job he does for this organization. Mike Helsel and Randy Bridge for handling the Gold Cup series. Stan Douglas for managing the NMPRA website. Barry Levensgood and Cliff Telford who handle the season points for QM and Q500 respectively. And to all the district VP's for keeping it together in their part of the country. Without all your assistance there would be no NMPRA.

Stu

President's Message continued

LOST and FOUND at Speedworld, Phoenix, Arizona

Left at the JR Gold Cup Race in February

- One Plaid Shirt
- One White Hooded Jacket

Please contact Darrol Cady for additional details

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

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JR Gold Cup Series 2003

2003 Schedule of Events

***February 21, 22 & 23
Phoenix, Arizona***

***April 11, 12 & 13
Los Angeles, CA***

***May 30, 31 & June 1
Bowie, Maryland***

***September 26, 27, & 28
Muncie, Indiana***

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POWERMASTER



District News



District 1 - Drew Telford

Hello fellow racers! We've had a busy month to kick off the year here in the west! The annual Winterfest for Q500 was held by the Speedworld club in Phoenix, and a terrific job was done to get 5 rounds in for both 424 and 428 both days, with a record setting 44 entries in 428 and 9 in 424! This time of year the daylight hours are limited, and the beginning and end have that killer sun to contend with, but everyone kept things going to get all the planned racing in and still be able to see to clean up before dark! The weather was fantastic both days, sunny, calm and around 80 at noon. The only complaint was from Terrence, saying it was too hot for his Canadian bones! Both days featured

killer fly offs in 428. On Saturday, Randy Bridge, Tony Lopez and Gary Schmidt tied for first, and Randy took Gary out with a landing gear tap to the wing and kept on going, but he couldn't catch Tony who finished first to take the big trophy. Jim Allen cruised his new NemeQ to fast time of 1:05.83. On Sunday, Jim Allen fought off the lions to stay clean and was the only one to do so, and ran the fast time of the day at 1:06.76 to keep from losing a point. Then, a fearless foursome wound up tied for 2nd: Fast and Furious Fred Burgdorf with a trusty Bird of Prey, Gary E. Freeman Junior (E is for Earnhardt!) with a Vortex, Bill Semper Fi Vargas (one darned fast Marine!), and Mike the Lead Foot Lederer who made his first debut outside of Los Angeles but

didn't bring the Porsche. The first two laps were mundane, only because all four planes looked like one as they were so close I don't know how you could tell which was which, and on the backstretch Mike got bad air and probably someone's wingtip and his plane did the left 90 into the dirt before he could say 'huh?' The other 3 kept on trucking no more than 2 plane lengths apart all the way to the final turn. It was like hearing a Nelson 40Q tri-motor going around the turns they were all in synch, and you'd have thought one pilot was controlling all three planes. Somehow they avoided hitting each other, and also avoided any cuts! At the end, it was Fred, Gary and Bill for 2nd, 3rd and 4th, with Mike and impressive 5th but out one heckuva



Congratulations to Winterfest Competitors

- **Jim Allen**
 - 1st Place on Sunday
 - Fast Time Saturday
 - Fast Time Sunday
- **Gary Schmidt**
 - 3rd Place on Saturday
 - 2nd Fastest Time Saturday



"Thanks to the organizers of Winterfest 2003 for hosting a very enjoyable, well organized event."

Visit the "NEME-Q Winner's Circle" at www.flyfastcomposites.com

Terence Palaschuk

39 Tremaine Avenue Regina, Saskatchewan Canada S4R 6N6
Phone (306) 585-1465 or e-mail flyfastcomposites@sk.sympatico.ca



District News



good airplane. In 424, Saturday saw Gale Enstad reign supreme to take first place, and a four-way fly off for 2nd with Martin Hoppe, Doug Killebrew, Hank Diepenbrook and Sam San finishing in that order. Fast time was Martin Hoppe at 1:37.19. On Sunday, Martin Hoppe showed 'em how taking first place and fast time at 1:37.43, with a fly off for 2nd and 3rd with Doug Killebrew and Hank Diepenbrook finishing in that order. Danny Coe and Paul Herman were 4th and 5th.

All in all, lots of great hear races took place with many folks getting pressured by pilots they didn't know from other districts. This race is a great mixing bowl of pilots from all around our great North American continent; so if you didn't make it, try to get to Phoenix next January for some fun in the sun! Full results are at www.nmpira.org. The next District 1 activity is a one-day race for 422, 424 and 428 at Sepulveda Basin on Sunday February 2nd, with practice Saturday afternoon before. The Valley Flyers host a fun time, and Barry Leavengood keeps things running so we all get to fly a lot! See you there! For Q40 enthusiasts, the JR Gold Cup series for 2003 kicks off with the first race in Phoenix February 22nd and 23rd, with practice on Friday the 21st. This race also pulls entries from all around North America, and we expect not only some Canadian and Mexican competition, but at least one transplanted Australian, and possibly some friends from Italy, Japan, perhaps even Holland or the U.K. again, or even Greece and Hong Kong as we had last year. We've been promoting this race as a chance for the international FAI F3D folks to come over and have some

Q40 fun and try to beat up on us Yanks, so it should be a great time as all the best flyers get together to 'round the poles trying to be in front. The second JR series race is being hosted by the Valley Flyers at Sepulveda Basin in April, so don't break everything in Phoenix, and stay tuned for more on that one in the next edition!

Race Hard and Play Fair,

Drew Telford, 1B

District 2 – Marty Hoppe

Well fast guys, we are smack in the middle of our Winter Season. I'll say so far it has been going well. The local 428 fliers are getting used to flying APRA instead of 428 and the short course is working well for the class. We have three more races still scheduled for our Winter Season and I am hoping to see even more of the local racers at the event. The next race will be on February 9th.

We have a hero and a good citizen in our North West district. A big thumbs up to Tom Martin for leading the police to man who is a suspect in a multiple murder. This country could use more good citizens like him.

Bruce Teel, Paul Holma and myself went on another road trip. This time it was to Phoenix AZ. We attended the Winterfest Quickie race. This was the biggest event we ever attended. Once again I met more of those famous fast Guy's I have only read about and a couple that I have been chatting with on the net. I wish I could say that we placed well in 428 but that is the way things go. Maybe we will do better next time. On the other hand in APRA one of

us won the event, (Editor note: It was Marty. He even set fast time) I'll let you figure out which one of us it was. The racing was fast paced both days. There were over 70 heats per day.

I can't mention all the new friends we made but one of them was Danny Coe. He is a very fair and honorable racer, we had a heat that the judges messed up a little and Daniel help set it straight even though it dropped him one place in the heat. Thanks Dan, and don't think I won't take you up on that Tuna dinner we talked about. (Marty, Danny is one of many that will take a drop in position to make sure that it is right. Most of the racers will do the same. Thank you for pointing this out. Winning by error is not a win.)

Well I'll call this a wrap. I need to get some planes ready for North West Expo...

Marty

District 3 – Chuck Swaney

Just a brief report this month from District 3 in Canada. While most of the Northeast US and Canada are presently locked in a deep freeze, we enjoy the warm Chinook winds of Alberta. I just returned from the racing field where we completed another successful day of our Club 20 Winter Racing.

Club 20 originated from the United Kingdom. The model is a small .20 sized V-tail racer with full wave tuned pipe. It is our "entry level" racing here in the winter but the boys have optimized the rules and the equipment over the years and I would have to say a beginner would have a hard time competing successfully without a few years on a



District News



District 3 — *continued*

Quickie under his belt. Anyway, fun is the name of the game and on every second weekend about eight to ten pilots have lots of it. We also allow Webra-Q powered Quickie to compete in a maximum of three weekends out of a total of 10 weekends over the winter. This encourages most to build and fly the .20 size racer. Use of the Quickie is intended to allow time for re-building if need be.

Both the Club 20 and the Webra-Q Quickie are quite closely matched in speed. A radar gun would put these planes around 120 or 130 mph. All the standard mid-air, pole strikes, and bad air apply... Lots of fun for sure... I have attached a few pictures of the Club 20 boys in our district and their models.

All of this is just a distraction until we make the big journey down to Phoenix for the JR Gold Cup Q40 race. Harold Sattler, Roy Andrassy, Jim Henderson and myself are planning to compete. We look forward to mixing it up with the best in the land. A report on our personal experience at the JR Gold Cup in the next issue. Until then, stay warm and keep the shiny side up.

Randy Smith for Chuck Swaney

A few of the Club 20 boys after a winter afternoon of G.F.T.L. in Calgary

**HAVE YOU
PAID YOUR
MEMBERSHIP?**



Cecil Graval and Ted Ellefson ready their Club 20 racers for another heat.



District 3 VP, Chuck Swaney, proudly displays his Club 20 racer.





District News



District 4 – John Sandusky

No report submitted

**HAVE YOU
PAID YOUR
MEMBERSHIP?**

District 5 – Terry Fraser

No report submitted

District 6 – Steve Baker

We are having an unusually cold winter in the Mid-Atlantic and New England. Since our first Q-500 contest is a mere 13 weeks away, its a good time to take stock of the assets of racing, get radio and engine repairs out, building materials ordered and feign the appearance of an r/c pylon competitor. Before we know it, we'll be walking out to the flight line for a heat. At least that's what I keep saying to myself...

While reading one of the many varieties of modeling forums on the Internet, friend and co-conspirator to r/c pylon John Albritton learned that many IMAC modelers are using a urethane-based adhesive made by Elmer's named "Pro-Bond" (not to be confused with their aliphatic variant or their concrete bonder) to attach wing skins to foam cores. The glue is available at Home Depot and other hardware stores. It comes in a soft plastic bottle capable of doing 3 or 4 Q-500-sized wings for about \$7.00. John's early experiments revealed it had tremendous adhesion and worked well with full-chord

wing sheeting methods that use lightweight fiberglass cloth between the sheeting and the core at the trailing edge. It has excellent wicking properties and can be easily applied with a small disposable roller. It has no offensive odor, cures faster than the slow-cure epoxies we use for the same purpose, and is very light. Working time is 15 minutes. A light coat is applied to the wing skins. Then the foam core is lightly wiped down with a cloth dampened with water. Assemble the parts in the cradle, weight or vacuum bag the assembly, and in 4 hours you have a sheeted wing panel. We are now sold on the stuff, and I recommend it for any laminating application such as wing skins, fuselage doublers, and the like.

As requested last month, I received a NEPRO newsletter containing the schedule of racing events for the New England region. Below is a table of their activities for 2003 (perhaps someone could tell me who the CD is for the June 28-29 race):

Until next time,
Steve Baker
15R

District 7 – Cliff Telford

The only race in District 7 since the last newsletter was the Tangerine Race on December 6-8. Twenty pilots entered QM40, 26 in AMA 428, and 26 in SEMPRA. AMA 424 attracted only eight pilots, about half as many as in 2001. On Friday it was cold (for FL). The high temperature for the day was only 51 degrees. On Saturday and Sunday the temperature reached a balmy 67 degrees and our northern visitors were glad they left the snow and ice at home to come south. The Radio Control Club of

Central Florida (RCACF) was the host club and they did a great job, as they always do. Results below.

The Sanford, FL club will hold a SEMPRA and AMA 424 race on February 1-2, and the Markham Park Pilots Association (Ft. Lauderdale) will hold a race for QM40, AMA 428, and AMA 424 on March 22-23. All three events will be held each day. We have tried to schedule one race per month but we have had some difficulty in scheduling around the big races like the Winterfest and the Gold Cup.

In the past three years there have been no QM40 races in District 7 except the Tangerine and the Gold Cup. The CDs at RCACF, MPPA, and Jacksonville have agreed to offer more QM40 in 2003.

Cliff Telford

AMA 428 12/7/02

1	Tom Scott	1:07.99
2	Dan Kane	1:09.19
3	Freeman, Jr.	1:12.97
4	D. O'Brien	1:12.07
5	Randy Bridge	1:07.79** FT
6	Fred Burgdorf	1:09.5
7	M. Travieso	1:11.99
8	Grunkemeyer	1:09.33
9	Mike Masi	1:19.1
10	S. Vaclav	1:12.03
11	R. Brown	1:12.53
12	T. Dobyns	1:16.5
13	C. Wright	1:18.31
14	David Doyle	1:13.27
15	Jim Lyons	1:16.63
16	C. Telford	1:12.8
17	Pete Reed	1:24.62
18	R. Brogdon	1:13.59
19	C. Mahnken	1:20.25
20	D. Moody	1:16.94
21	P. Benezra	1:14.01
22	J. Bartels	1:20.75
23	B. West	1:21.44
24	J. Llanos	1:25.75
25	V. Diaz	0:00.0
26	G. Jacobson	0:00.0



District News



District 7—continued

<u>SEMPRA 12/8/02</u>		
1	G. Freeman, Jr.	1:09.55
2	M. Travieso	1:12.86
3	D. Doyle	1:10.3
4	B. Willbur	1:10.8
5	S. Vaclav	1:11.4
6	D. Moody	1:12.53
7	R. Bridge	1:05.64** FT
8	T. Dobyns	1:15.78
9	C. Telford	1:11.43
10	C. Mahnken	1:15.21
11	R. Brogdon	1:10.16
12	Jim Lyons	1:11.25
13	J. Bartels	1:13.18
14	J. Llanos	1:16.91
15	V. Diaz	1:13.71
16	D. O'Brien	1:10.31
17	B. West	1:14.8
18	C. Wright	1:15.24
19	M. Masi	1:15.66
20	J. Creech	1:20.78
21	Skip Smith	1:23.84
22	P. Benezra	1:19.23
23	G. Jacobson	1:18.15
24	P. Shaffer	1:24.09

<u>AMA 424 2.5 mi.course</u>		
1	J.D. Glass	1:50.66
2	Jim Perdue	1:53.65
3	Jon Perdue	1:53.03
4	Mike Powers	1:55.09
5	Tim Yousey	1:59.20
6	K. Kruszeski	2:15.35
7	M. Kruszeski	2:01.69

AMA 424 2.0 course

1	J.D Glass	1:33.87
2	Jon Perdue	1:34.83
3	Tim Yousey	1:43.59
4	Jim Perdue	1:39.62
5	Don Willbur	1:48.33
6	Mike Powers	1:41.89
7	M. Kruszeski	1:57.97
8	K. Kruszeski	0:00.0

Tangerine results for 422 Q40

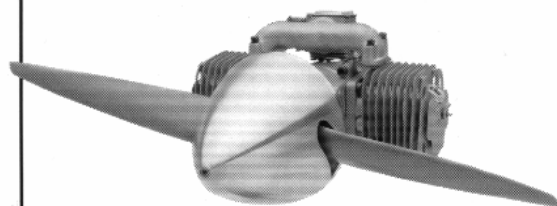
1.	Tom Scott	1:02.65
2.	Gary Freeman, Jr.	1:05.01
3.	C.Grunkemeyer	1:04.75
4.	R. Bridge	1:04.19
5.	F. Burgdorf	1:04.88
6.	Bob Brogdon	1:09.10
7.	Tom Dobyns	1:08.00
8.	Mikr Masi	1:09.42
9.	Jim Lyons	1:10.03
10.	M. Travieso	1:10.75
11.	Clayton Wright	1:15.32
12.	Dan Kane	1:00.93 ** FT
13.	Gail "Jake" Jacobson	1:10.19
14.	Jeryl Smith	1:10.00
15.	Ray Brown	1:05.88
16.	David Doyle	1:08.89
17.	Victor Diaz	1:10.01
18.	Dennis O'Brien	1:08.98
19.	Joe Llanos	1:18.16
20.	Pete Reed	Crash

District 8— Ed Coker

Yet another year has past and many things that we hoped to have accom-

plished have eluded us. I guess it's not any different from last year or the year before. One of the bright sides of the year past was the proactive discussion of rebuilding and promoting the beginner class. I have continued to see the heavy promotion at the top with many people providing their support. At a time when the roles need to be reversed, very few show interest or time to commit to the rebuilding process. Dub Jett made one of the most compressive statements that I have heard anyone say in my pylon-racing career, "If you take care of the bottom end the top end will take care of itself". District Eight racers have done a great job of supporting the Sport Racing program and many have driven far to insure its success. However, it takes more than patriotism to rebuild, it takes commitment and a driving team spirit by the district as a whole to insure the building process is guaranteed.

One of the on-going questions that any person in a leadership position is faced with is how to encourage the people he is responsible for to step up, take control, and be a part of the solution and not part of the problem. When you have control of someone's pay check it



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District News



is easier to get their attention, but in the case of a District VP, it is difficult to motivate, build enthusiasm, and create desire with out driving some away. I not sure what the answer is to the rebuilding process, or how to encourage support or help, but I do know that it will take a group effort and commitment to be successful. Let this be a request from all VP's, "Please volunteer"! Don't wait on someone else to do the work. It's time for each of us to be a productive team member.

The final race of the year was held at the Dallas R/C club field on Sept 28th and 29th. It is a good location and a great place to race. Many thanks, to the sponsoring club for supporting our district for many years. We had 11 entries for both days in sportsman, 26 in 428, and 14 in Q40.

Sportsman racing was at its best with average times less than a second apart. Mike "107" Hammett took the honors on Saturday with Ricky Cranfill making a strong comeback on Sunday.

428 Q500 was as competitive as always. An early midair between Mike Helsel and myself not only finished our chances for podium places but hurt our chances for a good national standing. We are both extremely competitive but have agreed that replacing airplanes is not what we want to do. Mike Tallman finished 1st with consistent flying that impressed those that watched. Mark Parker finished second with Mike Hammett pursuing them all the way to the end.

Sunday saw continued serious competition with Mike Hammett and I coming out on top with a perfect score. The tiebreaker went to me with a fast time of 107.35 against Mike's best of 1:08.85. Mike

Tallman followed with a close third. Q40 saw Jerry Small, Chuck Anderson, and Richard Beers tied for first with Small coming out on top with a fast time of 1:04.72 for the weekend. Sunday found Mike Helsel in the lead and fast time of 1:05.92. Jason Duda finished 2nd and Dub Jett followed in third.

Saturday 28th

Sportsman 500

- 1st Mike Hammett
- 2nd Ed Coker
- 3rd Ricky Cranfill

Q500

- | | |
|------------------------------|---------|
| 1 st Mike Tallman | 1:10.63 |
| 2 nd Mark Parker | 1:16.56 |
| 3 rd Mike Hammett | 1:11.72 |

Q40

- | | |
|--------------------------------|---------|
| 1 st Jerry Small | 1:04.72 |
| 2 nd Chuck Anderson | 1:08.19 |
| 3 rd Richard Beers | 1:09.10 |

Sunday 29th

Sportsman 500

- 1st Ricky Cranfill
- 2nd Red Cranfill
- 3rd Mike Hammett

Q500

- | | |
|------------------------------|---------|
| 1 st Ed Coker | 1:07.35 |
| 2 nd Mike Hammett | 1:08.85 |
| 3 rd Mike Tallman | 1:08.06 |

Q40

- | | |
|-----------------------------|---------|
| 1 st Mike Helsel | 1:05.93 |
| 2 nd Jason Duda | 1:06.87 |
| 3 rd Dub Jett | 1:07.72 |

District Eight Championship Top 10

Q500

- 1st Mike Hammett
- 2nd Mike Helsel
- 3rd Ed Coker
- 4th Ricky Cranfill
- 5th Red Cranfill
- 6th Dub Jett
- 7th Michael Walther
- 8th Steve Baggett
- 9th Richard Jones
- 10th Wilson Shuptrine

Sorry, no total points for Q40. Will post next time.

To a good year
Ed Coker

Q-500 - Cliff Telford

The 2003 racing season is off to a good start. 15 events have been reported since October, mostly in Districts One and Seven. In January the Winterfest in Phoenix had exceptional attendance (see District One column). The 35th Tangerine Pylon Race in Florida had 32 entries (AMA 424 and 428).

Please be sure to pay your dues so you don't lose any points you may have earned since October.

The Top Twenty list will resume in the next issue.

Cliff Telford

To receive an electronic version of the newsletter via e-mail, visit the official NMPRA website at www.NMPRA.org

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Academy of Model Aeronautics
Attn: NMPRA
PO Box 3028
Muncie, IN 47302-1028**

**Next
Article Due Date
March 30**



2003 Race Schedule



District 1

*NO
SCHEDULE
SUBMITTED*

District 2

*NO
SCHEDULE
SUBMITTED*

District 3

*NO
SCHEDULE
SUBMITTED*

District 4

*NO
SCHEDULE
SUBMITTED*

District 6

NEPRO RACING SCHEDULE FOR 2003

May 4	424, Std & Exp	Hadley, MA	Dave Fogg	413-593-5454
June 8	424, Std & Exp	Farmington, CT	John Hinze	860- 677-1688
June 28-29	424, Std & Exp	Bridgewater, MA	Not specified	
August 2-3	424, 428	Ellington, CT	D. Thibideau	860- 749-6985
Sept. 14	424 Std & Exp	Hadley, MA	Dave Fogg	413- 593-5454

PGRC RACING SCHEDULE FOR 2003

April 26	424, 428	Steve Baker	301-434-3568
May 30- June 1	JR Gold Cup 422	Neal Rehm	540-592-3060
June 21	424, 428	Art Edsall	301-855-8707
August 16	424, 428	Chic White	703-768-6347
September 20-21	424, 428	Dave Beazley	434-589-4886
October 11	424, 428	Warren Gillette	410-799-8575

District 5

*NO
SCHEDULE
SUBMITTED*

District 7

*NO
SCHEDULE
SUBMITTED*

District 8

*NO
SCHEDULE
SUBMITTED*

District 9

*NO
SCHEDULE
SUBMITTED*

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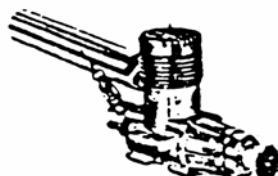
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| <input type="checkbox"/> Renewal | <input type="checkbox"/> Please donate excess remitted monies to the FAI Team Fund. |
| <input type="checkbox"/> Change Address | |

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Occupation _____ NMPRA Number _____

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