

The Pylon Racer's Official Voice

NMPRA

HIGH PERFORMANCE

National Miniature Pylon Racing Association • Since 1965 • AMA Affiliated • August 2003

Words from the Editor:

It is now the time of the year that we choose the leadership for our NMPRA. If you have the time, dedication and the desire, I would urge you to run for an office in the organization that supports the sport of racing that you enjoy. Do not be afraid to put a little of yourself in the mix. You will enjoy it and it does not pay well. You will also become a target. You will be expected to leap buildings in a single bound. You will have to be faster than a speeding bullet to duck all of the flying barbs that come your way... Even so, it is self rewarding to know that you are putting something back that has given you so much enjoyment.

Letters of intent to run for an office are sent to the Secretary/Treasurer, Bob Brogdon. They must be in his hands by September 15, 2003 for this upcoming election. Please keep them at 400 or less words. The letters of intent and the 2004 ballot will be mailed out to all the membership shortly after the due date. There is also a full printed membership list sent out at that time. This one will contain name, mailing address, home phone numbers, and email addresses.

Bob will tally the votes and then we will post the names of the new officers. The new NMPRA President and all next year's officers will be introduced at the Championship Race on November 8th at the banquet in Phoenix.

The 2003 AMA Nationals were a huge success this year. Mike Condon did a superb job of contest management. The weather was the enemy. Even with this powerful adversary, the weather, he kept us on schedule everyday. We got all the planned rounds in on the days that were scheduled. One night we were still flying at 7:30, but it worked.

When we talk about weather, it was not a sprinkle that created a little dampness. These were torrential storms that came every night and made the Nats facility a virtual lake. At night when the storms hit, they were awful. The winds were in the 40 to 50 MPH range and it looked like a bomb went off 4 out of 5 days when we looked at the site in the morning. There were tents and pop-ups scattered everywhere. During the time that Rhonda and I were there, almost 10 inches of rain fell in Muncie. Most of the pits were mud bogs. We always pit on the uncomfortable hill side of the officials tent. This year, it was comfortable. It seems that water runs down hill. Our feet were dry and our pits were still grass instead of mud...

Here is a hint for holding your tents in place in windy weather. If you go to the nearest pet store, they have the perfect tent stakes. They sell them to tether big dogs. They are a giant cork screw with a loop on the top... You just screw them into the turf and then tie your tent corners down... They are the best...

This letter is going to be very close to being on time. Most of the VP's have done their job very well for this edition. Thanks guys! I did have one call me a "Newsletter Nazi". I did lots of reminding to get back on schedule.

Darrol

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

Ex-President Pontification

Too much of a good thing

Having served my time as NMPRA President during the period of time that the most current version of the pylon rules and race procedures were written, I feel like I have more than a passing familiarity with them. I also was part of the e-mail list of all the participants on the committee that authored the current version so I have a pretty good background on the thought processes that went into them. While these rules were created or revised during a rather turbulent period in pylon's short history, many of them proved to be prescient in their positive contribution to the solution of future issues.

The procedure I would like to pontificate on now is the 1-3, 2-4 take off sequence. At the time of its creation, the problem it was meant to alleviate was mid air collisions immediately after, or during take offs. Narrow take off areas coupled with the rapid acceleration and directional control problems due to the steadily increasing power and torque of pylon engines were making take off mid airs a persistent and expensive problem. It was particularly maddening to have your own racer well under control and heading to number one in a straight and predictable path only to be mowed down by an out of control competitor.

The prescient part of the 1-3, 2-4 take off procedure was how well it lent itself to the wing color identification system we have adopted to make off course judging possible. Almost every competitor I've talked to thinks the off course system is much better than what we had previously and it keeps the AMA and their insurance carrier at bay as well. We have to thank the Texas boys for laying the ground work for off course officiating after coming very close to killing a course worker who was inside a very stout cage. The cage penetration took place on Saturday, and racing resumed the next day with an instantly improvised off course system.

Now, for the "too much of a good thing problem". If you refer to page 117 of the current AMA rule book, Section 13.1.9, you will see the following sentence serving as instructions to the race starter. "The starter shall use two distinct motions of the starting flag to signal both groups" (group 1-3 or 2-4) "approximately one-half to one seconds apart". In what I consider a misguided attempt to promote fairness, our starters have been encouraged to sequence the two distinct motions

High Performance Information

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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

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<u>Size</u>	<u>Single</u>	<u>Annual</u>
Full Page 7.5"x 10	\$ 50	\$ 350
1/2 Page 7.5"x 5"	\$ 35	\$ 245
1/4 Page 7.5"x 2.5"	\$ 20	\$ 140
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Ex-President Pontification Continued.....

as close together as possible. Saving the fairness issue for a later paragraph, let's look at this development and what it had brought us. First, it obviously flies in the face of the intent of the procedure as written. Assuming the original logic was correct in that the more separation you have between airplanes the less likely they are to come in contact; then it only follows that the opposite is also true. Second, we have created a great situation to get into confrontations with our over paid course workers when a premature launch is called on one or both of the second group.

Lets assume one of the callers in the first group has poor reflexes or more likely, is not paying attention, and launches a split second late, or maybe the other caller in the first group is close to superhuman or is one of those guys the photographers love to catch as they launch themselves as well as the airplane. Either way, the result is a noticeable time difference between the two launches of the first group. Now the fun starts, with our improved politically correct Kung Fu flag motion we have a situation that looks to the starter like somebody in the second group has launched early. And to make matters worse, if the launcher(s) in the second group are both paying attention it will look like this every time somebody in the first group is a couple tenths of a second late. When you add in all the variables and commotion of launchers wheeling around and running away, similar plane colors and launcher clothing, etc. etc. it's easy to see how mistakes can happen. Finally, I would hate to think that any racer would try to take advantage of a situation, but this is an ideal set up to invite it.

The issue here isn't who, if anyone, launches early, but that we have allowed the confusing situation to arise at all. Let's go back to the 1/2 to one second delay and an early launch

will be easy for all to see, including the poor bloke who screwed up. Fairness can be addressed by running even numbers of heats if you feel it's a big issue. Personally, I think the take off delay pales in comparison to the luck of the draw inherent in the matrix and frequency ganging. If for no other reason, let's not discourage any course workers with arguments because they are becoming a near extinct species.

A suggestion to help our callers is elegantly simple. Most of us have taken to writing our heat numbers on the color sticker we now put on our wing. My partner Dave Latsha and I add a "1" or a "2" after each heat number so we have a ready reference for our launch sequence right up to the last couple seconds. Dave tells me I have no excuse for screwing up the launch with this system and he's right.

The other alternative is to go back to the simultaneous start which I guarantee will make it much more difficult for the course workers to identify their airplane for the first lap plus the price of pylon racing will go up.





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 racers,

By now you're in the heat of the summer and hopefully enjoying many race events! Things in District 1 will continue busily into the fall, and we will host the NMPRA Championship race this year in Phoenix, November 8,9, 2003. More on that in a bit, but first, some words from my man in the trenches, Bill Vargas:

WE'rrrrrrre BAAACK! In case you didn't know,,, the newsletter machine threw a rod,,, right after the main bearing and crankshaft stopped turning due to the over-enlarged Carb Hole and 60% nitro mixed with a weeeeeeeee bit of propylene oxide :)

A few things have happened this summer thus far worth mentioning,,,

The runway at SpeedWorld has been resurfaced and it has been reported that its very smoooooth! The folks out there have done a great job this year putting on monthly APRA and 428 races for most months. I've said this before,,, the racing out there just doesn't get any better thanks to the volunteers who have sat out on Pylon 1 :)

Stan Douglas has departed from District 1 and now resides

In Austin, Texas. A big "Thank You" to Stan, for his hard and tireless efforts for the races. He is the man responsible NMPRA website. He gives us the opportunity to bitch on the Forum.

Safety. A couple things to note here.

A few weeks ago an individual at a local So. Cal. field was starting up his 24" carbon fiber prop IMAC airplane... Alone! Well his arm got in the way right after the plane started and lurched forward nearly amputated (80%) of his left arm above the elbow., He was quoted saying that, "It looked like a chunk of ham with the bone in the middle just hanging there",,, EEEK! After almost a third of his blood and maybe his life, members at the field were able to apply a tourniquet. About 15 minutes later he was airlifted and spent over 12hrs in surgery to re-attach his arm. As of now all I know is that his arm is slowly recovering and It's not known to what extent his disabilities will be.

Another individual fell on a spinning Q40 C/C prop with his knee and took a bunch of stitches to close him up. My point is... "BE CAREFUL OUT THERE!"

Another Thanks and round of applause goes out to Chris

Hoyer for putting on the June Race at Sepulveda Basin in L.A. back in June,,, thanks Chris and thanks again to the volunteers!

There's a new NEME Q on the streets,, and Jimmy Allen of Phoenix, Arizona took it to the NATS and came home with some 2nd place wood,,, way to go Jim!

Travis came home with some NATs wood also,,, 4th in 428 Quickee and 10th in Q40. Good job Travis! Many other District 1 NATS flyers also attended,,, Chris Hoyer, Danny Coe, Gary Schmidt, Lee Ulinger, Darrol Cady, Fred "APC" Burgdorf and Matias Salar to name a few.

To all those 424 Racers out there, keep up the Good Flying and practice those smooth turns! Practice on holding your line,,, REMEMBER, smooth input (on the sticks) results smooth output on the plane,,, more on that later in the next Newsletter!

The 2003 season is rapidly coming to a close (Sept 30) and the NMPRA elections are coming,,, So don't forget to VOTE! and I'll see you at the Races! Danny Coe, will your plane have a name this next time out? :)

BV



District News



District 1 - Drew Telford Cont...

Thanks Bill, great words as always! On the international front, as you read this, many teams around the world are gearing up for the 2003 F3D World Championships, to be held in Melnik, Czech Republic. Pilots for Team USA are Bruce DeChastel, Richard Verano and Lyle Larson, so wish them the best of luck as they go up against the world. Another NMPRA member, Jaime De La Vega, will represent Mexico. Bueno suerte Jaime! More info is available at www.wcf3d.cz

On the industrial front, the chatter in the forums indicates many folks around the country are making more and more Q500 designs for 424 and 428. It is great to see such a variety of designs available to the racers! Many of them have come from 424 racers that didn't find kits to their liking and ventured out to produce their own design, and some of them have become quite popular and are doing well in many different hands!

On the electric front, the team trials for the F5D electric pylon racing USA team will be held in San Diego, CA September 19-20th. These guys have these small planes running only a few seconds off the pace of their F3D methanol-powered brethren, so this event will be gathering interest as technology has delivered a variety of equipment and airplane designs for this event also, making it more attractive all the time. They fly the same FAI course as F3D (very similar to 422/428 long course with a few feet more width between pylons 2 and 3). Some of our NMPRA members will vie for a spot on the team. Good luck guys! Until next time, go fast, turn left and don't cut!

Drew Telford
NMPRA 1B

District 2 – Marty Hoppe

It is approaching August as I write this in the Great Northwest and I will say that we are going through a bit of a heat wave, The temperature is in the 90's, much ahoooter than we are used to. Our next race is in Ephrata, Washington. For those of you that do not know the area that is in the middle of the desert in Eastern Washington. It should be plenty hot for us for the race. We will be flying all three classes. It has been great watching the Q-40's fly this year. For the last couple of years the entries had dropped off some but, it looks like it is on the way up. I hope that it is even better next year. Those are pretty airplanes and I miss the looks of the semi scale racers with the great paint jobs.

In Northwest the main club that promotes and organizes the races is the PROPS. (Pylon Racers Of Puget Sound). We have changed the way that the organization does business. We now have a board of directors. What this means is that the five board members are deciding the way things are ran now and in the future. The board members can be from different parts of the District and not just from the Seattle area. This way, decisions can be made with influence from the entire area. Sometimes you need to just try something and see if it works. Hopefully we can spark more interest with new racers and old. Back to racing, August 23, 24 is the **North South Shoot Out** in Medford Oregon. From what Mike DeIPonte told me, the Medford race will have even more entries than last year. This is a great field and organization for pylon racing. All the racers in District 2 should to check it out! Remember, this is the North South Shoot Out. The racers from District 1 always seem to have more entries in Medford than we do. The Medford race is a District 2 race. We should be able to overwhelm them with our number of racers.



District News



District 2 – Marty Hoppe continued.....

It is much closer to Medford, Oregon from Seattle than it is from LA. We just cannot let those Southern guys walk away with all that fun, bragging rights and trophies. On Saturday night after the races the club hosts a steak fry at a nominal cost. The local members bring potluck dishes with enough for all...It is great! I hope to see all of you there!

Marty

424 Quickie 500 Saturday

- | | |
|----------------|---------|
| 1. Dick Salter | 1:42.42 |
| 2. Dick Bergan | 1:57.28 |
| 3. Stan Davis | N/T |

428 Quickie 500 Saturday

- | | |
|-----------------|---------|
| 1. John Calhoun | 1:18.50 |
| 2. Dan Nalley | 1:16.64 |
| 3. Jon Packer | 1:18.99 |

422 Q40 Saturday

- | | |
|-------------------|---------|
| 1. Henry Bartle | 1:05.10 |
| 2. Tom Strom SR | 1:05.13 |
| 3. Andrew McIndoe | 1:10.40 |

428 Quickie 500 Sunday

- | | |
|--------------------|---------|
| 1. Tom Strom JR | 1:16.06 |
| 2. Tom Strom SR | 1:13.61 |
| 3. Bruce DeChastel | 1:21.74 |

422 Q40 Sunday

- | | |
|------------------|---------|
| 1. Tony Huber | 1:12.26 |
| 2. Tom Strom SR | 1:09.08 |
| 3. Jerret Cangie | 1:06.91 |

District 3 - Chuck Swaney

Hello all,

Well, we're in those Dog Days of summer and the weather has been beautiful ever since our Calgary race meet where we were rained out of Q40 and struggled to get in 5 rounds of Quickie. Go figure... Anyway, we just returned from the District 3 race in Saskatoon, Saskatchewan where we had 22 entries in Quickie 500 (Webra Q's) and 20 entries in Q40. The weather was mostly fantastic with temps around the low 80's. The Hub City Radio Control Club with key individuals Lyle Baker and my father, Jim Smith did a great job of organizing the race once again this year. Lyle left the planes in basement for the weekend to act as head CD, starter's assistant and general guy-that-does-everything. Lyle said that it was not a lot of fun and that he's not making that mistake again. "It's really, really hard being on the other end of the stick". He said that every racer should have to CD and start a race and there would be no more complaining from anyone.

The Hub City club once again hosted the "FAST 4 DASH FOR CASH". This is a fly-off at the end of the regular matrix where the guys with the top four fastest posted times in the regular matrix fly off for \$200 cash in Quickie and \$300 in Q40. This year, a twist was added where each pilot running in the Dash drew a course helper's name out of a hat prior to the race. The helpers names were kept secret until after the fly off was over so that there would be no bias on the race course. The pilot who one the Dash would also earn an additional \$50 that would go to the helper whos name was drawn by the winning pilot.

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District News



District 2

Pylon racers at work

Pylon racers at work, helping others. What a great thing they have done for our friend and his wife. They all volunteered some of their weekends, on some of the hottest weekends in the Northwest, and they are going back to put on the railings and the pretty stuff!

Mike Brownlee is very ill. He recently made the request to Marty Hoppe that he really wanted to replace the old worn out deck on the back of his house, for his wife, but no longer had the energy. Marty organized a group that had the energy and they went to work. Two weeks ago Marty Hoppe and Thom Martin ripped out the old deck. Saturday and Sunday of this past weekend Marty Hoppe, Tom Strom, Dan Nalley and Bruce Teel installed a mammoth 28 ft deck.



This is the work crew! From left to right, Marty Hoppe, Tom Strom SR, Thom Martin, Bruce Teel, and Dan Nalley. Good Guys all!

We miss you Mike - hope to see you back going fast and turning left soon. We wish you a speedy recovery.



The before project!



The almost finished project!



District News



District 3– Chuck Swaney cont

This certainly added for extra excitement for all at the end of the day. Many thanks to the cash sponsors for the Fast 4 Dash For Cash. The sponsors were H&M Racing, Brentwood Dental Clinic, Draganfly Innovations, Horizon Computer Solutions, Redline Hobby, Gizmo Geezer Products, and Lyle Baker.

In Quickie 500, the results were as follows:

1st. Terence Palaschuk from Regina

2nd Steve Landry from Regina

3rd Russ Bouchard from Regina

Fast time was Terence with a 1:08.58

The Dash for Cash in Quickie was battled by Terence, Steve, and Russ all with 1:08's and also by Cecil Graval of Calgary with a 1:10. The winner was Terence.

In Q40, the results were as follows:

1st Cecil Graval of Calgary

2nd Harold Sattler of North Battleford

3rd Doug Houston of Calgary

Fast time was Delbert Godin 1:06.56

In the Dash for Cash, Terence Palaschuk and Delbert Godin qualified with 1:06's, followed by Randy Smith with a 1:07 and Harold Sattler with 1:08. Delbert kept the pressure on through whole race and stayed clean to win. Delbert happily drove home with \$200 in his jeans and gave \$100 to his caller Dave Sawers. What a great sportsman – Delbert.

That's all I have for this issue. I gotta get this out into cyberspace as Darrol is hounding me to meet the deadline for articles. I do have one small racing tip that I found out in Saskatoon... You know how much of a pain it is to

get those friggin' sticky wing labels off of your wing after a race - even if you use lighter fluid or brake clean to soften the adhesive? I was told to wax your wing with car polish prior to the race meet and this makes removing the labels a lot easier. Give it a try. See you in the corners. Next race is our District Championship race held in Prince Albert, Saskatchewan. Cheers.

Randy Smith
for Chuck Swaney

District 4 - John Sandusky

Hello fellow racing addicts,
This month's article begins again with a report on the racing at Airpark in District 4 by Kurt Bozarth.

Airpark Elite Pylon Race, July 19, 2003

Our third pylon race of the season is now history...and so are Duane Gall's and Jon Williams' Q40 planes. More on that later. Can you say "hot and humid?" The weather felt more like a lovely Louisiana summer day rather than a cool Colorado one. Fortunately the winds were calm most of the day with the exception of a small and isolated microburst occurring exactly over the field just as Kurt Bozarth was landing his Q40. Turn out was good with three in AMA 424, eight in AMA 428, and five in AMA 422 (reduced by almost 50% in less than a lap – but more on that later). The Civil Air Patrol was there in full force so all judging stations were manned. Once again, the off-course judging and lighting system worked great.



District News



District 4-John Sandusky cont

Our day began with a delightful pilots meeting conducted by our club founder, prez, and den mother, CD Tom Neff. After the typical pre-race berating, a standard set by our infamous and celebrated Hal Garwood, the meeting ended with "let's race and have fun!" Hal Garwood immediately protested – he had issue with the last two words. Racing started shortly thereafter with two rounds of back-to-back 424, followed by one round of 428. What happened next can only be described by one word: horrific, ghastly, wife-curdling and finally, emotionally scarring. After completing only one lap of the first race in Q40, Duane Gall and Jon Williams mid-aired coming out of turn #3 – stage center for all spectators, young and old. As expected, Jon and Duane exchanged insurance information, dusted themselves off, and forgave and forgot. Unfortunately, Jon only entered Q40 so his race day was somewhat short – but he did an excellent job judging #3.

428 has become highly competitive, and we love it! Our times have dropped and no races are "gimmies" for anyone. Right when we thought everything was going fine, Hal "Double-cut" Garwood had issues. Seems he received two cuts from pylon #1 on the same lap. The rest of us didn't really have an issue with it, and simply wrote it off as deliberate "friendly fire" from the CAP cadets judging pylon #1 - seems they've gotten to know Hal just like the rest of us. However, CD Tom Neff did some token investigating and offered Hal a re-fly. Hal, satisfied with the opportunity to protest something, declined the offer, and things were back to normal just like one big happy family.

With only one heat remaining in 428, it looked as if season points (at Airpark) leader Brian Neff had everything wrapped up. However, Duane "call a cut on me and I'll have you audited" Gall, fully recovered from his Q40 incident, was only a point back. Duane won his final heat. All Brian had to do was win his last race– but like I said, no "gimmies" around here anymore. During take-off, Brian's plane and another hit, causing Brian's plane to cartwheel down the runway. He fell from 1st to 4th. To help Brian feel a little better, Duane was overheard telling Brian not to worry about those little speeding tickets. Congratulations to Duane! Especially since nobody knew Duane even had a Q500 plane anymore, let alone a fast one.

Q40 was a bust. Duane and Jon mid-aired, Doug Clancy had engine problems, and Kurt either couldn't keep his engine running or couldn't stop from double-cutting (I honestly don't think the lights were working because both times I got double-cuts, I never got lights at #1). Here are the results:

AMA 424 (3)

1st: Hank D.
2nd: Bob Gerner
3rd: Alan Thovson

AMA 428 (8)

1st: Duane Gall
2nd: Tom Neff
3rd: Kurt Bozarth

AMA 422 (5)

1st: Brian Neff
2nd: Kurt Bozarth
3rd: Doug Clancy

See ya next month!!!!

Kurt Bozarth



District News



District 4-John Sandusky cont

Regrettably, I (John Sandusky) did not attend the July Airpark race. Balancing family life and R/C racing can be difficult. I simply couldn't justify spending nine days traveling to and racing at the NATs then again being away from my family while I attended a local race the very next weekend. If only we all had more time.

With that being said, I must say that my experience at this year's NATs, which was my first ever, was simply wonderful! I'm sure there is a detailed NATs report elsewhere in this issue so I'll just give an overview of my experience.

It was great to meet in person people whom I've interacted with only electronically by phone, in email, or on the Internet. It was great to meet completely new people. It was great to renew previous acquaintances and friendships. But best of all, it was great to meet so many of the icons of Pylon Racing that I've been reading and hearing about for years and years. There are simply too many people to name individually, but I do want to mention what a pleasure it was to meet both Ed Smith and Pete Reed and thank them both for performing the starting duties on the line for 428.

I had heard about the National Flying Site at Muncie. I had seen pictures of the venues. Until I actually experienced it for myself, I couldn't fully appreciate what it was really like. What a privilege it is to have been able to compete in such a wonderful environment (weather notwithstanding).

Mike Condon really knows what he is doing and seems to summon order out of chaos. I

am amazed that with the bad weather we experienced, he was able to keep everything on schedule. Great job Mike!

Personally, my goals were to fly every heat I was scheduled to fly, not cut, not crash, not finish last in 428, better my personal fast time, and not screw up while calling for my partner Duane Gall in Q40. I'm very pleased to say that I met almost all of my goals. I did have two cuts. Unfortunately they were both during the same heat. During the SAME LAP even!

Hopefully the High Performance newsletter is back on schedule to stay.

Keep it fun!
John

District 5- Terry Fraser

No report submitted

BRUCE RICHMOND ENDOWMENT

An endowment fund has been established at Georgia Tech University in the name of Bruce Richmond. Bruce got his degree from Georgia Tech and was an avid and loyal fan. The fund will award a scholarship(s) annually to a student of engineering in memory of Bruce.

If you would like to send a donation in Bruce's honor, please note that the donation is given in Bruce's name and send to:

Georgia Tech Foundation (make the check payable to this foundation)
Attn: Mark Long
760 Spring Street
Atlanta, GA 30332-0182

If you need additional information about the endowment, please contact Mary Birks at
Mary.G.Birks@accenture.com



District News

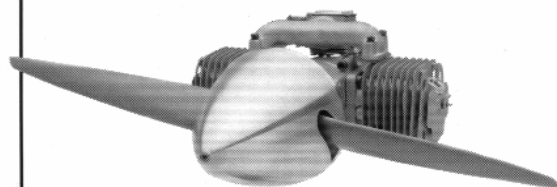


Top 28 2003 Nats Quickie

PLACE	NAME	TIME
1	Randy Bridge	106.35
2	Jimmy Allen	109.88
3	Terry Frazer	108.95
4	Travis Flynn	108.27
5	Gary Schmidt	108.95
6	Marcus Blanchard	108.32
7	Mike Helsel	107.07
8	Gary Freeman JR	107.45
9	Darrol Cady	107.98
10	David Binger	109.16
11	Fred Burgdorf	109.75
12	Mike Tallman	110.79
13	Mario Travieso	112.69
14	Chuck Anderson	109.48
15	Dub Jett	110.45
16	Rich Beers	110.83
17	Steve Baker	113.35
18	Lee Ulinger	111.30
19	Mike Hammett	113.02
20	Vern Smith	112.27
21	Gary Freeman SR	111.06
22	Brian Wilbur	109.40
23	Jonathan Baker	109.60
24	Cliff Telford	112.00
25	Paul Benerza	112.95
26	Mike Condon	110.38
27	Ralph Rinaldi	111.26
28	Mark Parker	112.31

Top 28 2003 Nats Q40

1.	Tom Scott	103.26
2.	Jaime De La Vega	105.27
3.	Billy Johnson	104.12
4.	Randy Bridge	104.94
5.	Marcus Blanchard	106.05
6.	Lee Ulinger	105.20
7.	Dub Jett	105.00
8.	Jimmy Allen	105.13
9.	Gino DelPonte	105.59
10.	Travis Flynn	104.27
11.	Danny Kane	104.80
12.	Mike Helsel	105.42
13.	Gary Freeman JR	105.07
14.	Darrol Cady	105.03
15.	Ralph Rinaldi	104.86
16.	Fred Burgdorf	106.34
17.	Mike McConville	105.40
18.	Jim Henderson	108.30
19.	Jonathan Baker	106.59
20.	Matias Salar	107.77
21.	Dave Norman	106.30
22.	Gary Schmidt	105.84
23.	Terry Frazer	106.52
24.	Mark Parker	108.26
25.	Mike Condon	108.65
26.	Lloyd Burnham	104.66
27.	Pete Bergstrom	107.44
28.	David Binger	109.42



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District News



District 6 - Steve Baker

Much has happened since the last column, most notably, the 2003 Nats. Seems racing in Indiana failed to spare us from the wrath of foul weather, and we competed under the endless threat and reoccurring promise of torrential rain and winds. Several mornings began with competitors gathering the remains of their pop-up tents, and re-erecting even so-called Circus-grade tents. In spite of the weather, enough good weather was available to allow 78 Q-500 pilots to fly 7 rounds and 68 Q-40 pilots fly 6 rounds of qualifying heats. Both events culminated in 5 rounds of finals for the top 28 competitors. Mike Condon and his crew did a great job keeping the show on schedule. The AMA also did an excellent job of disseminating the weather forecasts that in time proved to be more accurate than most of us are accustomed to.

District 6 members continued to increase their Nats presence, with more of us qualifying and making the finals than ever. This is not an easy trend to continue, as the competition is always fierce. Topping the heap was Dave Binger who finished 10th in Q-500, and qualified in Q-40. Jon Baker also qualified in both events and was Best Senior in Q-500. I survived as the bubble guy in Q-500, and Vern Smith, Ralph Rinaldi and Lloyd Burnham also qualified in one event each. Congratulations, everyone.

While there are many reasons why attending the Nationals is such a great experience, for competitors and enthusiasts it provides a chance to observe firsthand the steady and relentless pace of advances in airframe technology and experimentation. More competi-

tors are developing their own composite airframes, and many established designs are being revamped and refined to further optimize their performance. Jim Allen flew (along with Gary Schmidt) with a Proud Bird that featured a 430 square inch wing. Fred Burgdorf's variant of the Proud Bird is has been updated for the 3rd time, and proved to be extremely fast and stable. The Q-40 Pole Cat flown by 5 finalists (including the winner Tom Scott) also caught everyone's attention (I know Danny, it's not a cowl, its an engine cut-out fairing'). I expect Bruce DeChastle to be quite busy very soon, as I heard more than my share of 'wait until next year' coming from those that don't take losing lightly. I guess that's what keeps it interesting.

In response to the need to stay competitive, several Q-500 pilots in our area now recognize the need to re-think the airfoil we have been flying from those used in the days of the short course to the faster flying NACA 66012/66212 sections. Ironically, these NACA sections have been around much longer and yet folks often refer to them as 'new' airfoils. Many of the popular composite kits have incorporated them for some time, and the resulting perception has been that they can only be accurately replicated using the composite construction method. Last winter, I conspired with John Albritton to make foam and balsa wings of the double-reflexed 66012 and 66212 sections and found it to be much easier than we imagined. The results are well worth the effort. Son Jon and I flew the 66012 on our Q-500 planes this year and are impressed with its flight characteristics.



District News



District 6 - Steve Baker continued...

For the past 5 years, I have made use of the following procedure to grade balsawood, and am passing it along.

Tech tip

Knowing what a piece of wood weighs is important, but knowing its density tells even more. In response to my inner need to know the truth about how good a piece of wood really is. I have developed a fast and accurate way of solving for the density of wood. The following table translates a given size of wood

(such as 1/16" x 3" x 36") into its equivalent weight if it were a cubic foot of wood, then converts it into pounds per cubic foot. So, each time a shipment of Ecuadorian timber arrives, the first thing I do is write the weight (in grams) on every piece, and then multiply each board's weight in grams by the appropriate factor. The product is its density in cubic pounds. It takes a little time, but saves time later when you are selecting wing skins or fuselage sides.

I'm already way behind schedule, so that's it for now. Any questions regarding the table or the NACA air foiled Q-500 wings can be directed to my email.

Until then, try to keep it out of the dirt.

Steve Baker
15R

District 7 - Cliff Telford

Summer is a slow time for races in District 7 because of the heat. Only one race has been held since our last report. That was a 2-day race for AMA 422,424, and 428 at the Tangerine Field in Apopka, FL (RCACF Club). We were disappointed that only three racers showed up for the 424 race on Saturday and none on Sunday. Sixteen people entered 428, and eleven in QM-40.

Wood size	Factor
1/16" x 3" x 36"	.56437
1/16" x 4" x 36"	.42328
1/16" x 4" x 48"	.31746
1/16" x 10" x 30"	.20317
1/16" x 12" x 48"	.10582
3/32" x 3" x 36"	.37625
3/32" x 4" x 30"	.33862
3/32" x 4" x 36"	.28219
3/32" x 10" x 30"	.13545
1/8" x 3" x 36"	.28219
1/8" x 4" x 36"	.21164
3/16" x 3" x 36"	.18812
3/16" x 4" x 36"	.14109
1/4" x 3" x 36"	.14109
1/4" x 4" x 36"	.10582
3/8" x 3" x 36"	.09406
3/8" x 4" x 36"	.07055
1/2" x 3" x 36"	.07055
1/2" x 4" x 36"	.05291
1" x 3" x 36"	.00353

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Attn: NMPRA
PO Box 3028
Muncie, IN 47302-1028**



District News



District 7 - Cliff Telford continued....

Race results for the winners appear below. Our next race, the " Summer Broiler ", is scheduled for Apopka on August 30-31, with the same events as above.

Apopka, FL (RCACF)

May 10th AMA 424

1. Don Willbur
2. Robert Holbrook
3. James Rogers

May 10th QM-40

1. Brian Willbur 1:03.47 FT
2. Ray Brown
3. Joe Llanos

May 10th Q-500

1. Randy Bridge 1:07.82 FT
2. Gary Freeman, Jr.
3. Mario Travieso

May 11th QM-40

1. Ray Brown 1:06.61 FT
2. Dennis O'Brien
3. Randy Bridge

May 11th Q-500

1. Brian Willbur
2. Ray Brown
3. Gary Freeman, Sr.

District 8- Mike Hammet

It has been a tough year for a number of people in District 8. We have had illnesses, busy schedules and just everyday life. Thanks to some of our dedicated people, we have had

three races this year so far with fair attendance but we need more flyers which means we need to get new people interested in our sport, we are talking about the 424 Sportsman class. If we don't fill those ranks with new racers, us old farts won't have anyone to play with.

We all need to thank Mike Hammett for his work to put together our race schedule for 2003. He has really stepped in and done the job for us. When you see him, remember to tell him thank you for a job well done. There are others in dist. 8 who do work behind the scenes as well. Without their contribution to our district we would not have any racing. Thanks to all of you that see a need and see that it is taken care of.

We in dist.8 mourn the loss of Bruce Richmond. He was a man who did everything with passion. Racing was one of those passions and because of his friendship with Dub, we in dist. 8 saw him at races often. We will miss him.

Our first race this year was at Scobie Field in Houston, May 17-18. The weather was good, racing was close and the times were fast. There were no easy heats and all the new equipment seems to be going fast for everyone.

Day one results:
Sportsman Q-500

1. Hornsby
2. Saenz
3. Anglin



District News



District 8— Mike Hammet **continued.....**

Day one results:

Sportsman Q-500

1. Hornsby
2. Saenz
3. Anglin

428 Q-500

1. R Cranfill
2. Beers
3. Anderson
4. Hammett

Q-40

1. Miller
2. Hammett
3. Jett
4. Doyle

Day two:

Sportsman Q-500

1. Seanz
2. Hornsby

428 Q-500

1. M Cranfill
2. R Cranfill
3. Beers
4. Helsel

-40

1. Small
2. D. Cranfill
3. Hammett
4. Duda

The next race was at Brazoria and ended up only a one day race because of bad weather on Sunday they only got in

three rounds because of rain but here are the results from Saturday.

Sportsman Q-500

1. Steve Baggett
2. Mike Walters
3. Ray Saenz

428 Q-500

1. R Cranfill
2. Helsel
3. Jett

Q-40

1. Helsel
2. Small
3. Miller

Our next race will be at Brazoria Aug2-3. They have new pavement on the runway and I hear it is even a better place to race now.

Our last race of the year will at Sequin TX. September 6-7.

Well, the 2003 AMA Nats has come and gone. District 8 had a good turnout In Muncie. There were 11 racers from our district that showed up to compete. I will let others give the details of the Nats, but I would like to encourage those of you who want to improve your flying and lower your times to think about planning a trip to compete in the Nats next year. At the Nats you can learn lot's by paying attention to what

others are doing to go fast. The setups, the course the fast guy's fly, what equipment works the best etc. You get to rub elbows with people from all over the country of every skill level and disposition. Plus it is the greatest Pylon Racing Show anywhere. Make the trip and have a great fun time!

Do you like big tents? We do. Allot! Having a bright idea at last year's Nats, we called the local tent company and arranged to have a 20 x 20 party tent brought to the field for this year's week long event. We bragged about it all year. We had a rope and a sign for "Jake and Chucky" that said, "Do not feed the Nelsons".

We will be the envy of all the racers. In fact, we will have it set up so early that we can block the whole flying field. We will WIN the tent war. We will finally have enough room for all the trophies.

Well, plans of men and boys! The tent was blown down when we got there. The tent blew down another four times. We had to move our pit area outside the tent most days because we picked the lowest spot on the field and it was hogs to the wallow. Next year we will get a bigger tent so we can park our amphibious golf carts out of the rain.



District News



District 8– Mike Hammet continued.....

I'm in the shop trying to get ready for our race next weekend at Brazoria, TX. I hear their field has a new runway and is a first class flying site. If you couple that with the great people and good workers, it will be a great race. Oh? Did I mention that the times are usually fast there and if the weather is just right it is as fast as anywhere in the country? I know that by the time you get this newsletter the race will be over, but think about coming down and playing with us in Texas next year we have lots of fun and lots of great racing as well.

This tech tip is from Chuck Anderson and Dub Jett:

Chuck first:

Like many of you, I stumbled a few times while trying to pot the wing to the fuse. My problem was finding a technique that will let me easily pop the wing loose from the wing saddle once the filler cured. I'm sure everyone has their personal horror story. I have a shelf full of waxes and products that didn't work very well.

I finally tried a technique that seems very easy and reliable. I don't use any wax or parting agent. I spread a thin layer of water on the wing in the area of the saddle. Then spread a piece of saran wrap (any brand) over the same area. Poke holes for the torque rods. Wrap it around the leading and trailing edges. Squeegee the water out with a playing card or credit card until the saddle area is smooth. With an Exacto, open up the wing bolt holes. Then mix up your favorite version of gunk (I use epoxy and micro-balloons with a little Cabosil) and apply to the saddle. Bolt the wing on as usual. When cured, remove the bolts and peel the saran loose from the wing. The wing will pop off very easily with no sticking.

If I'm potting a wood wing, I'll temporarily cover the saddle area of the wing with a scrap piece of Monokote first. With this technique, you don't have to try to remove wax or parting agent before painting.

Now Dub:

It is interesting that Chuck talks about his technique for water and Saran Wrap. At the same time, I, who have never been able to do any kind of decent potting job, decided to try a wax mold release Red Cranfill suggested.

Before I get to that, I would like to waste your time with a story. Potting wings, first with epoxy and micro balloons, then Silicone was standard for the old PITA F-1s. Getting the wing to pop off with the epoxy was not too difficult, but after the airplane was painted and cleared many of us

wanted the extra seal of Silicone to stop the rubbing of the paint surfaces. PITA.....

I tried Vaseline, motor oil, Silicone tire shine, Saran Wrap, and Johnson's floor wax, wax with Vaseline on top, PVA, and KY, just to name a few. Every time you would pry, hammer, and pray. Most of the time it would finally pop off, but only after a final Hail Mary. Sometime with the paint. Well, I finally found the solution and ordered a 20.00 can (in 1985) of Teflon spray release. Guaranteed that nothing would stick. I sprayed two coats on my newly cleared wing and squeezed out the Silicone rubber.

After 24 hrs to dry this stuff would not even come close to releasing. I even tried a heat gun. Nothing would work. Finally, in a fit of anger, I placed the wing between my legs and pushed. When it popped off, the Silicone was firmly stuck to the paint and still attached to the fuse. It also sticks very well to clear, if you want to try a Teflon coating on your model. I have almost a full can, if anyone would like to buy it.

Finally, the punch line: Trewax. Brand name, it is a paste wax. Put several coats on your wing, let each dry, then put the last one on wet and squeeze out the Silicone rubber on the wing saddle. Bolt the wing down and let dry 24 hrs. It will pop right off. Maybe there are other products that work, but I can only tell you ones that don't.

Now: Why? Besides the rubbing and paint, a general rule of thumb in drag reduction is "no leaks". Plug as many as you can. Don't let the air in, or out. Dub Jett

Editor:

I use a simpler method. Clear packaging tape on the wing where the saddle will hit it in the middle. A quick coat of almost any wax and make your file. The tape is so non-porous that nothing sticks to it. When you remove the bolts, the wing will just pop off. Simple and it works. Dub, maybe even your Teflon spray might work this way

Thank you Chuck and Dub for the tip on sealing the wing saddle till next time remember to help the new racers out by throwing them a bone a tip now and then may be all they need to get them hooked on racing.

Rich Beers for Mike Hammett



District News



Q500 News - Cliff Telford

The AMA Nationals for Pylon Racing at Muncie was a huge success in spite of the weather 76 people entered Q-500 and 66 entered QM-40. Randy Bridge won Q-500 and placed 4th in QM-40 to earn the overall High Point Award and the rights to be called "Pylon King" for the 4th consecutive year.

Mike Condon and his CAPS crew did a superb job in working around the thunderstorms that practically destroyed the flying site three times. One round in the QM-40 qualifying matrix was sacrificed to the rain gods. Results are reported elsewhere in this issue.

The Q-500 Top Twenty list was changed a lot by the outcome of the Nats event. Randy Bridge earned 115.3 points for the Nats win and now trails Gary Freeman, Jr. by only 7.4 points.

Q-500 Top Twenty (7/28/03)

1.	Gary Freeman, Jr.	584.7
2.	Randy Bridge	577.3
3.	Stephen Vaclav	498.9
4.	Mario Travieso	483.1
5.	Vern Smith	481.6
6.	Fred Burgdorf	481.2
7.	Tom Dobyns	462.7
8.	Ricky Cranfill	462.4
9.	Jonathan Baker	460.0
10.	Lloyd Burnham	416.7
11.	Ray Brown	413.7
12.	David Doyle	411.2
13.	Gary Freeman, Sr.	400.5
14.	Steve Baker	396.5
15.	Travis Flynn	389.2
16.	Doug Killebrew	388.4
17.	Bob Brogdon	387.9
18.	"Red" Cranfill	380.3
19.	Dennis O'Brien	371.4
20.	Cliff Telford	369.2

Q500 NATS Winners

1st- Randy Bridge
2nd- Jim Allen
3rd- Terry Frazer

Congratulations!!!!!!!!!!!!!!

Q40 News - Barry Leavengood

It's late July as I write this and the dog days of summer are in full swing. Sonia and I are just back from a 3 week vacation to Europe, primarily Italy. While there we spent some time with Paolo and Maria Mucedola. While Paolo and Maria's primary interest is F3D they have ventured to the US for two JR Gold races in the last couple of years. I believe they set fast time at PHX this year. Paolo and Maria showed us a great time and our thanks go out to them. Upon reflecting on our visit some things come to mind. We don't realize how good we have it in the US with our Q40 stuff. For Paolo virtually everything is imported or home made which makes it very pricy and time consuming. There are only a few other pylon racing pilots in Italy and therefore very few races. Most of the races they attend are outside Italy. In order to practice they have to drive for about three hours or so. As I see it if you want to race the top classes in Europe it requires a level of dedication and sacrifice we seldom approach. Again thanks to Maria and Paolo.



District News



Q40 News - Barry Leavengood (continued)

While things are pretty much status quo on the national "big" race scene I am still seeing a general decline in the number of local Q40 races. I'm not certain what we can do about improving the current situation but certainly we, the racers and the NMPRA, have not been very pro active in the last couple of years. Seems to me if we don't get going and effect some changes soon 3 pole racing will continue in a slow downward spiral. I don't know about most of you but I would like to see some of the NMPRA money pumped into racing. Possibly helping fund off course equipment and such. Some place else the use of a little money would be beneficial would be booths at the large RC hobby shows. We did a booth at the LA IMS show a few years ago to promote both the US F3D effort and the NMPRA. I was pleasantly surprised by the reception and attention we got at that show not to mention picking up several new and returning racers. Enough of my soap box stuff.

The final JR Gold race will be at Muncie. This will be a good one and it would be great if 50 or so of us can make it.

That's about all for now.
Barry

JR Gold Cup Series - Randy Bridge

Right now we have all have some time before the 4th and final round of the JR Gold Cup Series. This would be the time to get that new Q40 built and make your travel plans to Muncie, IN. We are heading to the AMA site on September 26-27-28. Dan Kane will be our CD and I'm sure he will put on a great show.

I should take a few moments and give out some "past due" thanks. In April we raced the 2nd round in Van Nuys California at the Sepulveda Basin where Barry Leavengood and his crew of volunteers hosted the race.. We battled some weather that was due to arrive on Sunday. Therefore we raced as many rounds as possible on Saturday. We raced 9 rounds before calling it a day. We came back on Sunday and raced the final two rounds. Thanks for the hard work Barry!

In May we traveled up to Bowie MD for the 3rd leg of the series. Bowie has become a regular stop on our schedule,

and for good reason. The boys up there do put on an outstanding race. Once again we struggled to get Mother Nature to cooperate with us. We were forced to cancel Sunday's competition due to high winds and stormy conditions. I'll throw a big congrats to Tom Scott for taking it to us. I think he was just giving us a taste of what was to come at the Nationals (which he won). Special thanks to the CD, Neal Rehm. Big thanks to Steve Baker for taking care of the sign up's. The entire clubs efforts were outstanding. Thank you PGRC.

As we move through this season it is time to think of next years JR Gold Cup schedule. Nothing is set in stone, so if you know of a club or great flying site that would be interested in hosting a race in 2004, please contact me at your earliest convenience. Maybe someone up in the Pacific Northwest might be willing??
Like in Arlington.

Many thanks as always to our JR Gold Cup Series sponsors, Horizon Hobby & JR Radio and Powermaster Fuels.

Listed below is the top 20 for the series. Remember, we are counting all four races towards the points this year:

Randy Bridge
JR Gold Cup VP

- 1 Randy Bridge
- 2 Fred Burdorf
- 3 Gary Freeman JR
- 4 Pete Bergstrom
- 5 Darrol Cady
- 6 Mike Helsel
- 7 Bob Brogdon
- 8 Gino DelPonte
- 9 Tom Scott
- 10 Scott McAfee
- 11 Dub Jett
- 12 David Doyle
- 13 Craig Grunkemeyer
- 14 Lee Ulinger
- 15 Lloyd Burnham
- 16 Matis Salar
- 17 Danny Coe
- 18 Tony Lopez
- 19 Jim Allen
- 20 Travis Flynn



No Schedule Submitted



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