

The Pylon Racer's Official Voice

NMPRA

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Presidents Corner – Scott McAfee

AMA Exposition

The New Year has begun and already it has been busy. On January 9 – 11, the NMPRA hosted a booth at the AMA show in Ontario, CA. We were fortunate to have a prime location in the exposition hall and were able to showcase our sport to thousands of modelers. It was exciting to see guys who had given up racing years ago due to job and family expressing great interest in coming back into racing. It was obvious that the sight of the racing airplanes and the exuberance of our staff in the booth really got the juices flowing for a good number of people. Speaking of the booth staff, I want to thank Gary Schmidt, Travis Flynn, and Dave Gavin for joining me in the booth for the weekend.



Scott McAfee, Gary Schmidt, Dave Gavin and Travis Flynn in the NMPRA booth

Winterfest

The following weekend, January 17-18, was the annual Winterfest Q500 race at Speedworld in Phoenix. As usual, the Speedworld RC Club and Jim Allen the CD did a magnificent job putting on one of the premier racing events of the year. A total of 50 entrants attended the race, which was blessed with the finest weather you could possibly imagine. Practice began in earnest on Thursday, as there were already long lines to test-fly on Thursday morning.



Perfect weather and the line for test flying

By Saturday, most had dialed in their equipment, and the racing began fast and furious. There was some really great racing in both 428 and 424, and when the dust settled, Gail Enstadt had won 424 and Jim Allen had won 428. It is really amazing how well Jim and the Speedworld club run races. Although the weather co-operated fully, we had completed 10 rounds of racing and fly-offs by 1:00 pm on Sunday. This made the workers really happy as they dashed home to watch the local Phoenix Cardinals win the NFL Divisional Title which began at 1:30 local time! Full results are elsewhere in this issue.

Items of interest at the contest included the debut of the new Jett Q500 motor. Dub Jett and Mike Helsel had the new motor really performing well with Mike turning a blistering fast 1:06 in one of his few heats (more on that later). Dub and Mike had onboard telemetry systems in their racers to analyze the performance data of the new engines, and it looks as if the new motor is a winner. It also looked to be a very user-friendly motor to run as well.



New Jett Q500 motor – Note the telemetry probe

As I mentioned, they got only a few flights on the new motor because there seemed to be a black cloud hanging over the Jett pit area – an area which I also shared with them! Between Dub, Mike, and myself, we had 7 midairs and lost 7 airplanes on the weekend! After each incident, we were sure that the bad luck had to be over, but noooo.... There seemed to be no end to the misery!



Mike Helsel and Dub Jett – Hard luck pit area. Every plane you see in this picture was lost!



The sun isn't even up yet and there's a line to fly!



Gail Enstadt winner of 424 and Clark Ledbetter, 3rd in 428

2009 Dues Are Due

It is officially 2009. Are you late in paying your NMPRA dues? You have until February to renew to receive the full year membership benefits. Please do not delay, and send your dues to David Doyle. We have made it really easy for you by including a renewal form right in this very newsletter!

NATS Hotel

Pete Bergstrom, NATS CD, has informed me that there is a new Hampton Inn on hotel row in Muncie. The Hampton is a definite step up from some of the dives that pass for hotels in Muncie, and Pete has arranged a block of rooms there at a very attractive rate. Drop Pete a line if you are interested.

USA F3D Team Raffle

The USA team of Gary Freeman Jr., Travis Flynn, and Richard Verano plus defending world champion Randy Bridge has arranged a raffle to raise money for the team's trip to Germany in July this year. The team receives virtually no financial support at all and must foot the entire cost of the trip on their own. To help offset this, they are holding a raffle with some truly awesome prizes including ready-built racing airplanes, radios, engines, and much, much more. Please be sure to contact one of the team members and buy some tickets.

Speed Secrets Column

In the last issue of the newsletter, the article on preparing and racing the Thundertiger Pro .40 was so well received that we will continue similar articles each issue in the new **Speed**

High Performance Information

High Performance is published 6 times per year. Information for publication can be forwarded to:
NMPRA Editor, Linda Brogdon
5251 Hermitage Dr.
Powder Springs, GA 30127
Phone: (770) 421-8838
Email: brogdonlh@comcast.net

If possible, please submit information in Microsoft Word format

Race Announcement Policy

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

Advertising Rates

Rates are for camera ready artwork. Artwork, composition and typesetting will be charged at cost. Printable are 7.5"x10", lpi=133, halftone permitted. Ads for upcoming issues must be received by the deadlines published below.

Size	Single	Annual
Full Page 7.5"x10"	\$ 50	\$ 275
1/2 Page 7.5"x5"	\$ 35	\$ 180
1/4 Page 7.5"x2.5"	\$ 20	\$ 95
Card Ad 3 5/8"x2 3/8"	\$ 10	\$ 45

Wanted

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

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Secrets column. In each issue we will examine some aspect of pylon racing and offer hints and tips for our readers. Please send me some articles and ideas for this column so we can keep it interesting.

Contest Calendar

We are working to improve the contest calendar on the website, but the calendar program is not as user friendly as we would like it to be. Mike Helsel, the National Event Coordinator, will present the calendar in spreadsheet form until we can work out a better solution. Still, Mike has not received many of your contest dates yet. It is really important that you get your contest dates to Mike ASAP! There should be no excuse for a conflict in contest dates with our system, and the success of your contest could depend on scheduling it on a clear date.

2008 National Points

There were so many discrepancies in the points submitted that the 2008 final points had to be recalculated, so disregard last month's published standings. The new 2008 seasons point standings are presented elsewhere in this newsletter. Please ensure that you get your race results submitted to the appropriate points coordinator in a timely fashion. There were some hard feelings due to the sloppy nature of the reporting and bookkeeping of this year's points and you owe it to the contestants in your events and your buddies to make the effort to get this done right. Nuff said....

Gold Cup Series and Q40 National Points

Due to the fact that there is no longer a corporate sponsor for the Q40 Gold Cup Series, there will no longer be a separate point series for Gold Cup races. There will still be races designated as Gold Cup races, which will be run according to the standards set for the Gold Cup series, but the points will count towards the national annual Q40 point standings. As such there will be no separate awards for the Gold Cup Series points. Gold Cup races will still be races of a higher stature, geared towards a national

contestant base, which by the very nature of the higher number of competitors will be worth significantly more towards the national Q40 points standings.

New Members

We wish to welcome the following new and returning NMPRA members:

Steve Nikodem	Cary, IL
Trey Witte	Mint Hill, NC
Mac Ryan	Burbank, WA
Eddie Jump	Wichita, KS
Victor Kirkpatrick	Wichita, KS
Jim Katz	Mathews, NC
Todd Ryan	Spokane, WA
Fred Goff	Anchorage, AK
Mike Langlois	Julian, NC
David Yost	San Diego, CA
John Reid	Hesperia, CA
Duane Hulan	Lee's Summit, MO

KEEPING TRACK OF YOUR SEASON POINTS -DAVID DOYLE

It is that time of year again when we start afresh with the hope that by the end of the year we will have accumulated enough season points to be included in the coveted top twenty of one of the three racing venues. Our season points coordinators are ready to get your race results and record your points.

In recent years, it has been our tradition to award the top twenty fliers in 422, 424 and 428 with recognition in the form of cash, jackets and shirts, and your name in the record book. To get there, you first must be a current member by February 28 unless you are a new member. After the end of February 28, only scores posted after your dues have been paid will be counted.

We have been asked by many of the new members how the system works and how they can track their own points in the system. We respond with this article in the newsletter.

The scoring system was first developed by a committee headed by Bob Smith in 1972. Ed Rankin of Fort Worth, Texas, was a member of that committee

and provided us with some of the history of the scoring system and a copy of the 1972 NMPRA newsletter that explained it as a modification of an older scoring system. Ed started flying pylon in 1964, and at age 82 is still active with his son and Randy Rich flying a 42% AR-6 Endeavor F-1 that set a new USRA F-1 record of 1:23.1 in August of 2007.

The 1972 newsletter explained the system and gave the formula that was developed. A chart was developed using the formula and put into the NMPRA race procedure guide.

The formula that was developed is

$$P = 100 \times \frac{A - 1}{E} + .2A + 1$$

Where A = Basic points by the old NMPRA system
E = Number of entries
P = National points

In 1993, Dan Kane gave the formula as $(100/(\text{number of entries} + 0.2) * (\text{number of entries} - \text{pilots finish place}) + 1.2) = \text{points}$. This formula produced the same result as the formula given in the newsletter in 1972.

Since then, others have developed charts and user-friendly spread sheets to allow fliers to track their local and national points. In 1993 Danny Kane of Illinois reverse-engineered the points chart and created a DOS program to allow him to look up points more easily than using the printed chart. He later placed the formula into an Excel file. Jim Allen of Arizona took the formula one step further and developed a very comprehensive spread sheet that is used by the points coordinators today.

The printed chart and the spread sheet are available on the NMPRA website to anyone interested in tracking his points. They are listed as "[Spreadsheet of NMPRA Points matrix \(lookup\)](#)" and "[Spreadsheet for Western Series NMPRA points Calculations](#)" by clicking on "Software" on the www.nmpira.org web site. The chart on the website does not include



NMPRA Q-40 Championship Series

2009 Schedule

February 21-22 Phoenix, AZ

April 18-19 Ft. Lauderdale, FL

TBD Bowie, MD

TBD Championship Race

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the lower attendance races so we have printed it here for your use. In using the chart, be aware that NMPRA will not record points for races with attendance below five. These events are considered "practice sessions" by NMPRA. We show the scores in case your local group wants to track points for a low turnout event.

The points coordinators use the best 6 races for each pilot in calculating the national points standings.

USING THE CHART ([Spreadsheet of NMPRA Points matrix \(lookup\)](#))

Notice that at the top of the chart there are numbers representing the number of contestants in the race. Be aware that this means the number of racers included in one matrix and not necessarily a total of all racers for that day. You can count only racers you actually compete against. If they are in the same lane as yours, they still count even though you may not actually fly against them in a heat. In the normal race day with 30 racers and five rounds, you will fly only against a maximum of 15 other fliers in a five round event (3 fliers per round times 5 rounds.)

If the matrix contains a mix of standard and expert fliers, then all fliers will count. If two separate matrixes are run, then only those in your matrix will count.

One rule that many scorekeepers miss is that only those who actually competed in at least one heat will count. If a racer crashes in practice and pulls out of the event, he will not count as a competitor even though his name may still be in the matrix and listed in the final standings.

The left column on the chart is your finish position at the end of the race day. Follow down from the number of racers to your finish position. The number at the intersection of the two is your season points for that race. Using the spread sheet is a little more difficult as it must be modified to suit your location and national rules. Jim Allen has set the spread sheet to use the best 8 races in his district. To use the

spread sheet for national points or your own district, it must be revised to use the appropriate number of races. Once set up, it will compute the race day points and the season points automatically.

NUMBER OF CONTESTANTS IN THE RACE

* NMPRA will not track points for races with fewer than 5 contestants.

PLACE	1	2	3	4	5	6	7	8	9	10	11	12
1	*1.20	*51.40	*68.27	*76.80	82.00	85.53	88.11	90.10	91.69	93.00	94.11	95.07
2		*1.20	*34.73	*51.60	61.80	68.67	73.63	77.40	80.38	82.80	84.82	86.53
3			*1.20	*26.40	41.60	51.80	59.14	64.70	69.07	72.60	75.53	78.00
4				*1.20	21.40	34.93	44.66	52.00	57.76	62.40	66.24	69.47
5					1.20	18.07	30.17	39.30	46.44	52.20	56.95	60.93
6						1.20	15.69	26.60	35.13	42.00	47.65	52.40
7							1.20	13.90	23.82	31.80	38.36	43.87
8								1.20	12.51	21.60	29.07	35.33
9									1.20	11.40	19.78	26.80
10										1.20	10.49	18.27
11											1.20	9.73
12												1.20

Speed Secrets **-Scott McAfee**

The Perfect Pushrod

Our pylon racers are among the highest performance model airplanes ever constructed. They travel at high rates of speed and must be maneuvered precisely on the racecourse to be competitive. To allow us to do this, we need to have the most solid and precise control system and linkages possible. It always amazes me that someone would go to the expense of using digital servos only to hook them up to a worn out clevis!

Over the next few issues, **Speed Secrets** will focus on illustrating how to produce and implement the best possible control systems in your racers to give you the most solid control of your airplane. One of the most overlooked yet critical parts of the control system is the pushrod.

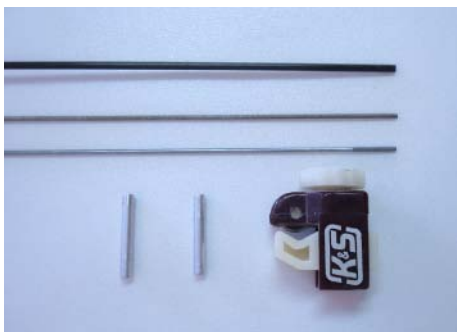
The pushrods for a racing airplane need to be strong, rigid, light, and provide slop-free links on either end. The ideal material for pushrods is a carbon fiber tube. Be careful to avoid black fiberglass tubes, as they are often marketed as carbon fiber but have only a fraction of the rigidity of carbon fiber. On my racing airplanes, I use 1/8" carbon tubes for the elevators on Q500's and for the rudder on Q40's. For the elevator on a Q40, use a 5/32" carbon tube. To make the pushrods, you will need the carbon fiber tubes, 1/8" i.d. aluminum tube, 2-56 threaded fully threaded rod, and control rod wire with 2-56 threaded ends. The pushrods can be ordered from Aerospace Composites (<http://www.acp-composites.com/acp-cat.htm>) or from Darrol Cady at www.DarrolCady.com.

Darrol also stocks all the threaded rods and tubing you will need to make the pushrods. Central Hobbies (<http://www.centralhobbies.com>) also carries a line of carbon fiber pushrods and some really nice titanium rod ends.

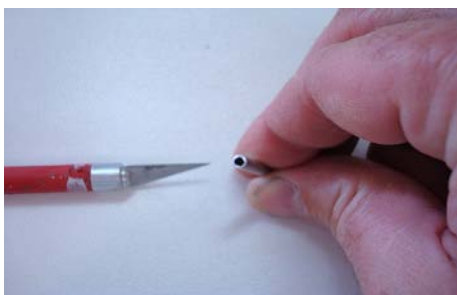
To cut the carbon fiber tube, use a cutoff wheel in a Dremel tool, and wear breathing protection. Carbon fiber dust will stay in your lungs until long after you are dead.



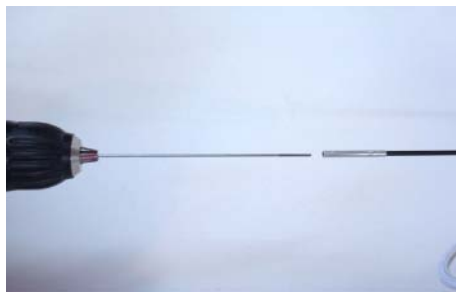
Next, cut two pieces of 1/8" ID aluminum tube about 1 1/8" long.



Use a knife to debur the inside of the tube.



Use CA and glue the piece of aluminum tubing onto the end of the carbon tube. Next, take a piece of 2-56 threaded rod about 3" long and chuck it into a drill.



Use the drill to thread the rod about 1" into the carbon tube. If your tube is too small, use a 2-56 tap to pre-thread the inside of the tube. Coat the threads with CA or epoxy for a permanent bond. The aluminum tube will keep the carbon rod from splitting and produce a very secure pushrod end.

Cut off the threaded rod, leaving about 1 1/4" exposed.



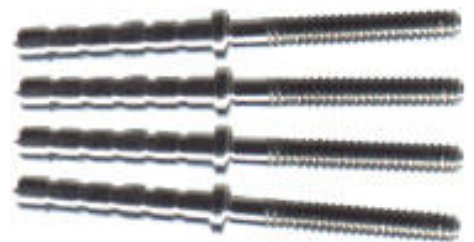
You have completed the threaded end of the pushrod, and it is ready for the ball link or clevis to attach to the surface.

For the other/servo end, use a plain rod with a threaded end, and again use a drill to thread the threaded end into the carbon rod, leaving the unthreaded portion exposed. Now, measure the rod to your servo arm and put a Z-bend in the rod.



To ensure that the Z-bend fits perfectly into the servo arm, use a piece of the wire you cut off in your drill and drill the servo arm hole with cut end of the wire. You will end up with a perfectly sized hole with no slop.

When using the 5/32" carbon tubes, obviously, the 2-56 rod is not a thread fit into the tube. There are two ways to make acceptable pushrod ends in this larger carbon tube. One is to order the titanium pushrod ends from Central Hobbies, which can be CA'ed or epoxied into the rod. I recommend this for the threaded end of the pushrod which will attach to the elevator horn. For the non-threaded portion, you can take the wire rod and using your Z-bend pliers, put a slight bend in the wire, then spin the wire and in the pliers and bend the other way.



Keep putting small Z-bends into the wire until you have a squiggly portion of wire about 1 1/4" long. Now the wire will fit perfectly into the carbon tube. Using epoxy, fill the end of the carbon tube about 1" deep and put the wire in.



Once the epoxy cures, you will have a pushrod end that will never fail.



District News



District 1, Gary Schmidt

The start of the new year has been rather busy. The first event for district one was the AMA Expo in Ontario, CA. The NMPRA had a booth for the first time in several years. Scott McAfee, Travis Flynn, Dave Gavin, and myself each spent time in the booth, with our president spending the most time in it. Feedback from show attendees was positive, but it also showed the NMPRA's need to have a more informative website for possible new racers. Hopefully we'll be able to see some changes in that direction in the future.

The following weekend was the annual Winterfest Q500 race at Speedworld. Once again Jim Allen and the Speedworld club showed their world-class ways of running a contest. Jerry and Greg on the starting line were really clicking off the heats and keeping everybody in line. There were 39 entries in 428 and 10 in APRA, with 10 full rounds of racing being completed by about 1:30 on Sunday. Due to my recent move to Sierra Vista, AZ (as in starting my new job on Tuesday following the race), I don't yet have the full order of finish for the contest, so hopefully they'll be listed elsewhere in this newsletter. Jim not only ran the show, he stole the show in the contest, with the only perfect score of the event at fast time, with Gino DelPonte coming in second. Third and fourth were decided by an outstanding flyoff with Clark Leadbetter edging out Travis "SuperT" Flynn. APRA saw Gale Enstad make a triumphant return to Speedworld by taking the win, followed by Tom Skavinsky and Sam San, with Tom also taking Fast Time.

Next up is the great Phoenix Classic towards the end of February. As of right now, Jim's busy keeping track of entries, and the race looks as if it's going to be maxed out with 76 entries.

With Jerry and Greg once again running the starting line, it should be another typically world class Speedworld race.

See you there!

Gary

District 2, Tom Strom, Jr.

Not much going on here in the northwest right now. We are continuing to work on improving our course equipment, prep for our upcoming winter tune up races, and constantly working on promoting racing. We will be hosting two West Coast Racing Series races this summer, and I have submitted the flyers to be included in this issue of the newsletter. Both flyers will also be available on the NMPRA website. Hope all of you are having a great winter season, and I look forward to seeing all of you this summer!

Tom Strom Jr.

District 3, Randy Smith

Not much to write about other than the weather. It's -23 degrees C outside and Club 20 in Calgary has been cancelled for today. That's just a little too cold for man, beast, and receivers.

We are eager to head to Phoenix in February for the Q40 Classic. A downsized group from Canada will attend this year. Roy Andrassy, Hank Kauffman, and myself will visit the valley of the sun to compete in the race once again. I don't think anyone from Saskatoon, Regina, or Edmonton will attend.

So far we only have three district races scheduled. Prince Albert has yet to declare a date, and we are

hopeful that Edmonton will host a race this year. So far we have the following dates:

Regina, SK	June 13, 14
Calgary, AB	July 25, 26
Saskatoon, SK	Aug 29, 30

[All races are Quickie 500 on Sat. and Q40 on Sunday.]

That's it from frosty District 3. Stay warm and we'll see you in Phoenix!

Randy Smith

District 4, John Williams

- no article submitted

District 5, Jim Nikodem

For those of us lucky enough to live in a Northern snow-covered climate, building season is upon us. Hopefully everyone is getting ready for this coming season with new airplanes or repairs/modifications to existing ones (or should I say surviving ones). As always, I save a few airplane projects for this time of year and end up with hours in the workshop from time to time. Almost makes you feel sorry for those with so many outdoor things to do (like fly or practice racing) with their year-round nice weather!

Talking about winter projects, I would like to encourage seasoned racers to try 424. Just because it is a slow event does not mean it is easy. I have personally flown the faster events, but still like 424 best. That's all we fly locally now, and it is very competitive and a lot of fun! These airplanes are easy to practice with because they fit in with the sport flyers who typically do not like to see the fast racing planes show up at the flying field. They are relatively quiet and inexpensive also! In my area we prefer the long course. It adds only 20 seconds or so to a race



District News



over the short course, and although it doesn't sound like much, that's more racing after all that work to get everything together. It doesn't add much time to the racing day either. If 422 or 428 is also being raced, you do not have to change the course length for one event to the other. 424 (Quickly with a Thunder Tiger 40 pro) is a lot of fun and definitely challenging!

Talking about 424, Scott McAfee wrote a great article on the break-in of the Thunder Tiger motors. I have had a similar experience with them. There are not many bad motors. I have had a few well-run motors with bearing retainers that have come apart, so now I change rear bearings after a couple of seasons of heavy use. We push them much harder than a sport flier would. This is very apparent with the muffler. I have tried a few different fixes: safety wire and bigger threaded rod holding it together, JB Weld, and sheet metal screws through the overlap of the two muffler halves. I have had success and failure with each. One of our local racers has great success (for a long time and plenty of races) with a totally stock muffler. After losing a muffler or two, I ordered two for \$35 a piece. I always bring an extra muffler so that I do not have to rob from my backup airplane. We all hate the idea of losing a race due to the muffler coming apart. I have seen more than one race finished by throttling back a bit when you hear that dreaded sound. You are out a baffle at this point which will be really hard to find. That muffler is no longer "Stock" even if you do find the rear end of the muffler. It is now good only for sport flying or practice flying. I have a couple of these with an X etched into the aluminum so that I know not to race them. The bottom line is that I do not think there is any perfect fix - it is just an item to keep an eye on.

Bernie Vanderleest has been working

on behalf of District 5 with Mike Helsel to publish a master list of contests for 2009. You will see it somewhere in this newsletter. Everyone interested in non-locals at their race should have it included in the next newsletter. Many thanks to Bernie and Mike for working out conflicts and putting a master schedule together. Until racing season starts again (at least up here in the land covered by snow) - happy building season!

Jim Nikodem

District 6, Steve Baker

The Mid-Atlantic race crowd is presently in hibernation, but will soon be developing its racing schedule for 2009. While attendance of our local races has been down in recent years, we are hopeful that the trend will be improving. A few folks who dropped off our rolls have returned to the area. Son Jon Baker and Gene Bass have both relocated to the area, and Dan Myer promises to get back into Q-500 as well as supporting his son Kevyn's racing program. That said, and in light of the nation's weak economy, local racing may prove to be a decent entertainment value for racers. Time will tell.

In the meantime, I suggest everyone cycle their batteries, oil their engines, stoke up on 2.4 ghz receivers, plugs, pistons and sleeves, and think warm thoughts.

Steve Baker

District 7, Tom Dobyys

The weather in the Southeast has so far been mild compared to the rest of the country. Due to this we had a really nice weekend of weather at this year's Cliff Telford Memorial race. Although the race was hastily put

together, there were still quite a few racers from "out of town." For those who missed it, you missed a really great time!

The Remote Control Association of Central Florida held the race in Apopka. The rose bushes were gone, but in their place was a new highway to the Northeast, which presented a problem only if you had the need to fly your plane very far away. Although I have not gotten the results from the race, I understand there were a lot of good races to watch, or better yet, be in! I hope to hear about the 2009 race date so everyone can make plans to attend.

There was one issue brought up at the race, and this concerned 424 and how to perform our R.P.M. check. We currently have a 16,500 rpm limit with the Thunder Tiger Pro .40 and an APC 9x6 propeller. The problem came with the fact that our rules in our district were a little vague on how to check for this rpm limit. There is a rules-change proposal being worked up which will clarify how to properly check for this so that it will not cause confusion. Members of SEMPRA will receive the proposal for the rules change prior to our race in March, where we will have a vote to accept the change.

I have received final dates from the Mulberry and Ft. Lauderdale races groups for next year:

March 21-21, 2009 in Mulberry. Will fly 424, 428 & 422 (open practice on Friday the 20th).

April 17-19, 2009 in Ft. Lauderdale. Gold Cup 422.

September 19-20, 2009 in Ft. Lauderdale. Will fly 424, 428 & 422.

October 17-18, 2009 in Mulberry. Will fly 424, 428 & 422 (open practice on Friday the 16th).

There are two other clubs that we are



District News



also talking with about holding some races as well. I will get the word out when we have some dates. See you at the races!

Tom Dobyns

District 8, Dennis Cranfill

– no article submitted

District 9, Manuel Martiarena

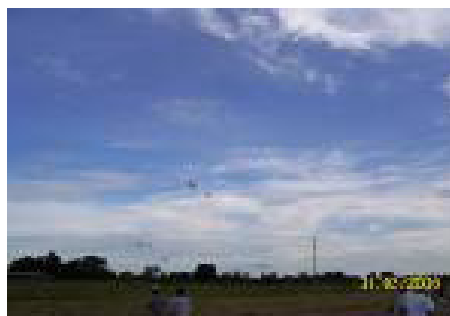
– no article submitted

District 10, Luis Ochoa

District 10 was formed 3 years ago to include Venezuela in NMPRA in order to promote pylon racing and to have the needed representation in NMPRA in different races across the USA due to the participation of Gabriel Tahhan, Oscar Mijares, Juan Baez and others including myself. Pylon racing in Venezuela had large participation back in the 70's and 80's through Formula 1 and Q500, especially after the introduction of the Rossi's, Webra's, and the Nelson engines. As has been the case in other places, participation dwindled significantly and is now again picking up through the introduction of 424 racing throughout Venezuela. The Maracaibo metro region has begun to hold weekend races and will hold the first of 4 national races in the weekend of March 15th and 16th. The remaining races will be held in Caracas, Barquisimeto, and another city to be determined, with all points adding up to a final championship race to determine the local district champion.



Gustavo Acosta will be hosting the initial Maracaibo race in March, and we look forward to having a large participation and excellent results from this year's calendar. These pictures illustrate the enthusiasm and close racing in Maracaibo.



Championship Series and Q40 Points

2008 NMPRA Q40 National Points Standings

Place	Pilot	Races	Points
1	Fred Burgdorf	8	604.5
2	AJ Seaholm	6	547.5
3	Gary Freeman, Jr	7	520.2
4	Scott McAfee	8	517.6
5	Gabriel Tahhan	6	517.3
6	Jim Allen	7	494.9
7	Dub Jett	6	482.4
8	Roy Andrassy	6	463.7
9	Scott Causey	7	459.2
10	Randy Bridge	6	427.9
11	John McDermott	6	420.0
12	Thomas Scott	8	415.2
13	Matias Salar	6	401.9
14	Gary Freeman, Sr.	6	398.0
15	Randy Smith	6	397.9
16	Lee Von Der Hey	5	388.3
17	Mike Helsel	6	376.2
18	Travis Flynn	5	369.3
19	Tom Strom Sr	5	346.7
20	Dan Kane	4	342.8
21	Jarrett Cangie	5	337.7
22	Ray Brown	5	328.1
23	Dennis O'Brien	5	323.6
24	Doug Houston	5	308.7
25	Gino DelPonte	4	302.8
26	Mark Parker	3	286.7
27	Rusty Van Baren	4	282.4
28	Doug Killebrew	5	273.3
29	Craig Grunkemeyer	5	271.9
30	David Doyle	7	269.0
31	Tom Hegland	6	256.2
32	Dan Nalley	5	245.9
33	Steven Vaclav	3	239.9
34	AJ Hemken	4	239.8
35	Lyle Larson	3	232.7
36	Lyle Baker	4	232.2
37	Tim Yousey	4	230.6
38	Pete Reed	6	214.8
39	Patrick Galarneault	4	211.0
40	Mario Travieso	5	208.7
41	Lee Ulinger	3	206.8
42	Eric Ide	4	206.0
43	Hank Kaufmann	4	205.0
44	Tony Lopez	2	191.9
45	Henry Redekop	3	189.9
46	Matt Russell	5	184.0
47	Jerry Small	6	181.6
48	Paolo Mucedola	2	180.8
49	Tim Lime	3	173.0
50	Michael Masi	4	172.3
51	Dennis Cranfill	3	170.3
52	Cecil Graval	3	169.0
53	Peter Thannhouser	2	167.9
54	Michael Tallman	3	163.5
55	Rod Kelln	5	158.8
56	Terry Frazer	3	154.1
57	Daniel Ulledahl	4	152.2
58	Richard Moldenhauer	3	150.6
59	Jason Duda	2	149.3
60	Rick Moreland	3	149.0
61	Marcus Blanchard	3	145.0
62	Murray Hamula	3	140.3
63	Rich Beers	3	138.4
64	Joseph Tropea	4	132.2
65	Bob Brogdon	4	129.9
66	Matthew Fehling	3	127.9
67	Joe Llanos	3	127.5
68	Oscar Mijares	3	126.7
69	Bryan Blanchard	4	126.1
70	Bill Vargas	2	124.8
71	Gerald Elert	4	118.8
72	Bill Johanson	3	117.6
73	Danny Coe	2	114.6
74	Clark Leadbetter	2	111.0
75	Dave Norman	2	105.4
76	Gary Schmidt	1	105.1
77	John Perdue	5	104.2
78	Ray Coletto	4	96.7



District News



79	Bob	Smith	1	95.8
80	Russ	Bouchard	2	95.4
81	Jonathan	Baker	1	91.5
82	Allan	Umbach	5	90.5
83	Mike	Deneve	2	90.4
84	Robert	Holik	1	89.6
85	Chuck	Swaney	2	89.4
86	Dave	Shadel	1	83.4
87	Jerry	Bednark	2	78.6
88	Jason	Oliver	4	75.7
89	Jaime	De La Vega	1	74.1
90	Jesus	PedroMarin	1	71.0
91	Bruce	Coffey	1	69.5
92	Darrol	Cady	2	69.1
93	David	Raul	1	69.0
94	Tony	Pacini	3	66.2
95	Richard	Berner	3	66.1
96	Ray	Vande Klok	1	64.8
97	Joe	DeAscentis	1	63.3
98	Steve	Baker	3	63.2
99	Delbert	Godon	1	63.0
100	Lloyd	Burnham	2	62.3
101	Jack	Ellefson	2	59.8
102	Julio	Quevedo	1	56.9
103	Bryan	Batch	3	55.4
104	Phillip	Zudema	1	53.4
105	Robert	Metkemeyer	1	52.4
106	Mike	Spencer	2	48.9
107	David	Latsha	3	47.5
108	Terrence	Palaschuk	1	47.2
109	G	Helton	1	39.9
110	Chuck	Anderson	2	38.6
111	Jim	Nikodem	1	38.4
112	Luis	Ochoa	2	37.4
113	Salvador	Barrios	1	35.3
113	Kevin	Umbach	1	35.3
115	Rodrigo	Quevedo	1	32.7
116	Enrique	Licea	1	32.2
117	Javier	Gonzales	1	30.7
118	Jim	Perdue	3	28.3
119	Ray	Blake	2	28.2
120	Jeremy	Voth	1	26.8
121	Bill	Petersen	1	26.6
122	Loren	Moen	1	26.0
123	Mickey	Jakob	1	24.5
124	Tanner	Pacini	2	21.0
125	Rick	Miller	1	19.8
126	Alvaro	Jop	1	18.2
126	M	Eden	1	18.2
128	Mark	Anderson	2	16.9
129	Lee	LaValley	1	15.7
130	Ruben	Chavarin	1	15.2
131	Walt	Chikmoroff	1	14.9
132	Jose	Calderon	1	13.6
133	David	Hill	1	12.1
134	Bert	Metkemeyer	1	10.5
135	Manuel	Martarena	1	9.0
136	Aurelio	Castro	1	7.4
137	Michael	Stewart	1	6.0
138	Ralph	Rinaldi	1	4.9
139	Joanne	Coffey	1	2.8
140	Edge	Curthers	2	2.4
141	Jeff	Martin	1	1.2
141	Kevin	Moorehouse	1	1.2
141	Tom	Strom Jr	1	1.2
141	Matthew	Van Baren	1	1.2

Quickie 500 Points VP, Kim Vaclav

428 Q-500 Points NMPRA Members			
Place	Last Name	First Name	Total
1	Flynn	Travis	548.7
2	Allen Jr	Jim	547.5
3	Burgdorf	Fred	524.8
4	Strom Sr	Thomas	515
5	McAfee	Scott	489.2
6	Strom Jr	Thomas	460.8
7	Russell	Matt	454.1
8	Batch	Bryan	435.3
9	Nalley	Dan	419.1
10	Bridge	Randy	417.8
11	Del Ponte	Gino	403.2
12	Andrassy	Dr Roy	383.7
13	Von Der Hey	Lee	367.7
14	Salar	Matias	365.6
15	Houston	Doug	349.2
16	Hegland	Tom	330
17	Vaclav	Stephen	325
18	Hamula	Murray	295.7
19	Brown	Raymond	290.1
20	Smith	Randy	267.8
21	Freeman Sr	Gary	263.7
22	Grunkemeyer	Craig	261.7
23	Lopez	Anthony	255
24	Cady	Darrol	251.1
25	O'Brien	Dennis	238.3
26	Graves	Eddie	237.9
27	Fehling	Matthew	234.9
28	Freeman Jr	Gary	226.3
29	Haack	Jody	225.6
30	Padelt	Jim	221.8
31	Graves	Tom	221.2
32	Jett	Dub	219.6
33	Perdue	Jonathan	217.9
34	Helsel	Mike	217.6
35	Causey	Scott	206.3
36	Blanchard	Marcus	196.4
37	Teague	Bliss	190.4
38	Seaholm	A.J.	180
39	Tallman	Mike	175
40	Martin	Jeff	174.3
41	Graval	Cecil	170.5
42	Scott	Tom	164.7
43	Killebrew	Doug	162.9
44	Yousey	Tim	159.1
45	Albritton	John	151.5
46	Thordarson	Dan	147.8
47	Travieso	Mario	132.5
48	Small	Jerry	126.1
49	Kauffmann	Hank	120.4
50	Dobyns Jr	Tom	119.5
51	Schmidt	Gary	112.7
52	Norman	David	107.9
53	Ellefson	Jack	100.9
54	Nikodem	Jim	99.6
55	Coletto	Raniery	99

56	Rinaldi	Ralph	98.7
57	Moldenhauer	Richard	97.2
58	Thannhauser	Peter	91.5
59	Leadbetter	Clark	89.7
60	Mijares	Oscar	82.6
61	Baker	Stephen	82.1
62	Blanchard	Bryan	81.6
63	Llanos	Joe	78.6
64	Parker	Mark	78.5
65	Gavin	David	77.6
66	Lime	Tim	75.9
67	Duda	Jason	74.8
68	Pacini	Tanner	74.1
69	Larson	Darwin	73
70	Hill	David	72.4
71	Pacini	Anthony	69.4
72	Bednark	Jerry	69.3
73	Richmond	Brian	68.9
74	Smith	Vern	68.5
75	West	Mitch	66.7
76	Johanson	Bill	63
77	Telford	Drew	62
78	Burnham	Lloyd	61.9
79	Beers	Richard	52.7
80	Schelling	Don	51.8
81	Hemken	Anthony	41.7
82	Doyle	David	41.6
83	Lyon	Denis	39.2
84	Perdue	James	39.2
85	Masi	Mike	38
86	Vogelsang	Rick	36.7
87	Anderson	Charles	36.1
88	Cranfill	Dennis	32.5
89	Reiber	David	28.7
90	Tahhan	Gabriel	27
91	Richmond	Alex	25.6
92	Tropea	Joseph	25.1
93	Oliver	Jason	17.8
94	McDermott	John	15.9
95	Moreland	Richard	14.1
96	Brogdon	Robert	8.6
97	Enstad	Gale	7.9

424 Q-500 Points NMPRA Members			
Place	Last Name	First Name	Total
1	Rinaldi	Ralph	509.5
2	Burnham	Lloyd	504.11
3	Haack	Jody	461.2
4	Nikodem	Jim	458
5	Larson	Darwin	420.9
6	Fehling	Jack	415.9
7	Masi	Mike	401.72
8	Padelt	Jim	387.4



District News



9	Doyle	David	311.69
10	Handegard	Chris	300.1
11	Warning	Mick	280.2
12	Johanson	Bill	260.7
13	Vanderleest	Bernard	260.2
14	Warning	Mark	251.8
15	Russell	Alexandria	237.4
16	Barr	James	181
17	Gavin	David	177.3
18	Tropea	Joseph	175.99
19	Batch	Bryan	155.6
20	Graves	Eddie	155.2
21	Zisa	Richard	151.3
22	Pettersen	Bill	138.3
23	Vogelsang	Rick	102.7
24	Seaholm	A.J.	97.3
25	Baker	Stephen	93
26	Quevedo	Julio	93
27	West	Mitch	88.1
28	Lyon	Denis	83.8
29	Reed	Pete	77.33
30	Tallman	Mike	71.1
31	Moreland	Richard	62.4
32	Reiber	David	55.5
33	Melin	Carlyle	23
34	Graves	Tom	22.6
35	Dooley	Tom	21.6
36	Scott	Tom	18.1
37	Romero	Edgar	11.4
38	Normoyle	Rob	1.2

Contest Calendar, Mike Helsel

NMPRA Master Race Schedule

1/26/2009

Date	Location	Event	Comments	Contact
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Other Info

January

3 rd -11 th	Phoenix AZ	424, 428	Winterfest	Jim Allen
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February

31 st -1 st	Phoenix AZ	422	QM Classic	Jim Allen
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March

28 th -1 st	Mulberry FL	All	Southern 500	Scott Smith	863-
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April

4 th -5 th	Ft. Lauderdale	422			
11 th -12 th	Kansas City MO	424	Short Course	A.J. Seaholm	

May

2 nd -3 rd	Muncie IN	424,428,422	CAPS Classic	Terry Frazer	
9 th -10 th			home 740-574-6334	Cell 740-250-3546	
16 th -17 th	Godard KS	424	Mike Tallman	Short Course	

June

6 th -7 th	Cincinnati OH	All	Moon Shot	Tom Scott	
13 th -14 th	Spokane WA	All		flyboy23e@aol.com	
20 th -21 st	Bloomington IL	424		Mike Wilson	

July

4 th -5 th	Muncie IN	428, 422	NATS		
5 th -10 th					
11 th -12 th					
18 th -19 th	Shelton WA	424, 428, 422		flyboy23e@aol.com	
25 th -26 th	Manitowoc WI	424		George Reynolds	

August

1 st -2 nd	Hibert, WI	424		Mick Warning	
8 th -9 th	Whidbey Island WA	All		flyboy23e@aol.com	
15 th -16 th					
22 nd -23 rd	Muncie IN	All	Indy Shootout	Terry Frazer	
29 th -30 th	Shelton WA	All	home 740-574-6334	Cell 740-250-3546	
			N vs S Shootout	flyboy23e@aol.com	

NMPRA Members,
Due to an executive decision by the president, the 2008 Q500 final points were recalculated with race results submitted after the deadline. I would like to apologize to the individuals whose standings have changed. To ensure this does not happen with the 2009 season, those responsible for sending in race results please do so in a timely manner.

Thanks and good luck to all in 2009!

Kim

Continued on page 14



District News



2009 West Coast Racing Series

July 24th – 26th

Site: Sanderson Field R/C Flyers site in Shelton, WA

Take I-5 to HWY 101 North. Follow 101 North through Shelton, and look for the airport on your left shortly after passing the Wallace Kneeland Blvd exit. Turn left onto Sanderson Way, and look for Model Aircraft Race signs.

Note: This is a full scale, active airport. There will be NO flying except for Friday, Saturday, and Sunday. There is a 300ft ceiling.

Entry Fee: \$35.00 per event/per day

Entry fee is payable by cash or check only. Make checks payable to **Jon Packer** (PROPS Treasurer)

There is a four pilot per frequency limit. All entries must be current AMA.

Contest Director: Dan Nalley

PattDan@comcast.net

(360)357-2328

Co-Contest Director: Eric Ide

Hotel Info: Super 8 Motel

2943 Northview Circle

P.O. Box 267

Shelton, WA, 98584 US

360-426-1654

Little Creek Casino

91 West State Route 108

Shelton, WA 98584

360-427-7711

Camping Info: Camping is available at the field. There are no hook-ups.

Food: Breakfast and lunch will be available Saturday and Sunday only.

Schedule:

Friday July 24th

10am – 6pm Inspection Open

10am Test Flying Open

6pm Test Flying Closed

Saturday July 25th

7:30am Test Flying Open

8:15am Test Flying Closes

8:30 am Pilots Meeting

9am First Heat

Sunday July 26th

8:30am Pilots Meeting

9am First Heat

Please note that this schedule will be followed to the minute and no deviations will be made.

Also, the field is not shut down to sport flying on Friday so please be courteous of any club member wishing to fly.

Name: _____

AMA: _____

NMPRA: _____

Address: _____

City: _____

State: _____

Zip: _____

Frequency: _____

Alternate Frequency: _____

Class: APRA _____

AMA 428 _____

AMA 422 _____



District News



2009 West Coast Racing Series



August 28th – 30th

Site: Sanderson Field R/C Flyers site in Shelton, WA

Take I-5 to HWY 101 North. Follow 101 North through Shelton, and look for the airport on your left shortly after passing the Wallace Kneeland Blvd exit. Turn left onto Sanderson Way, and look for Model Aircraft Race signs.

Note: This is a full scale, active airport. There will be NO flying except for Friday, Saturday, and Sunday. There is a 300ft ceiling.

Entry Fee: \$35.00 per event/per day

Entry fee is payable by cash or check only. Make checks payable to **Jon Packer** (PROPS Treasurer)

There is a four pilot per frequency limit. All entries must be current AMA.

Contest Director: Tom Strom Sr.

Co-Contest Director: Eric Ide

1420 SW 160th St
Burien, WA 98166
206-246-4258

Hotel Info: Super 8 Motel

2943 Northview Circle
P.O. Box 267
Shelton, WA, 98584 US
360-426-1654

Little Creek Casino

91 West State Route 108
Shelton, WA 98584
360-427-7711

Camping Info: Camping is available at the field. There are no hook-ups.

Food: Breakfast and lunch will be available Saturday and Sunday only.

Schedule:

Friday August 28th

10am – 6pm Inspection Open

10am Test Flying Open

6pm Test Flying Closed

Saturday August 29th

7:30am Test Flying Open

8:15am Test Flying Closes

8:30 am Pilots Meeting

9am First Heat

Sunday August 30th

8:30am Pilots Meeting

9am First Heat

Please note that this schedule will be followed to the minute and no deviations will be made.

Also, the field is not shut down to sport flying on Friday so please be courteous of any club member wishing to fly.

Name: _____ AMA: _____ NMPRA: _____

Address: _____ City: _____ State: _____ Zip: _____

Frequency: _____ Alternate Frequency: _____

Class: APRA _____

AMA 428 _____

AMA 422 _____



District News



Contest Calendar, Mike Helsel Continued from page 11

September				
5 th -6 th	Bloomington IL	424		Mike Wilson
12 th -13 th				
19 th	Goddard KS	424	Mike Tallman	Short Course
19 th -20 th	Ft. Lauderdale	All		
26 th -27 th	Wenatchee WA	All	Props Champs	flyboy23e@aol.com
	Muncie IN	All		Terry Frazer

October				
3 rd -4 th				
10 th -11 th	Kansas City MO	424	Short Course	A.J. Seaholm
17 th -18 th				
24 th -25 th	Julian NC	428, 424, Q25, Q40		Jimmy Katz

November				
31 st -1 st				
7 th -8 th				

2009 Winterfest

APRA	NAME	LOW TIME	POINTS
1	Gale Enstead	1:33.95	35
2	Tom Skavinsky	** 1:32.11	30
3	Sam San	1:34.03	FO 29
4	Jim Padelt	1:35.10	FO29
5	Spencer Wallace	1:33.79	28
6	Allie Russell	1:40.06	22
7	Tom Dooly	1:47.79	20
8	Dave Gavin	1:47.99	19
9	Mark Lyon	1:36.91	18
10	Denis Lyon	C 1:48.75	9

428	NAME	LOW TIME	POINTS
1	Jim Allen	** 1:05.42	40
2	Gino DelPonte	1:05.95	36
3	Clark Leadbetter	1:08.55	F1 35
4	Travis Flynn	1:08.38	FO 35
5	Matias Salar	1:07.40	F1 33
6	Tony Lopez	1:06.47	F0 33
7	Darrol Cady	1:09.53	F0 32
8	Dan Nalley	1:11.75	F0 32
9	Bill Vargas	1:08.90	30
10	Bob Ponek	1:10.09	30
11	Craig Grunkemeyer	1:06.87	27
12	Randy Bridge	1:07.32	27
13	Matt Russell	1:11.64	27
14	Mike Tallman	1:12.65	27
15	Lee Von Der Hey	1:07.03	26
16	Norm Teague	1:09.88	26
17	Dave Hill	1:12.44	25

428	NAME	LOW TIME	POINTS
18	Dan Thordarson	1:12.55	25
19	Tom Hegland	1:10.47	22
20	Chuck Andraka	1:13.15	22
21	Paul Holma	1:15.56	22
22	Don Schelling	1:22.24	22
23	Mike Helsel	1:06.87	21
24	Mike DelPonte	1:09.25	20
25	Bryan Batch	1:14.57	17
26	Bruce Landsman	1:15.94	17
27	Eddie Jump	1:17.24	17
28	Jim Padelt	1:18.76	17
29	Scott McAfee	1:07.39	16
30	Gary Schmidt	1:08.34	16
31	Mike Bergan	1:14.70	15
32	Dave Gavin	1:23.54	15
33	Doug Clancey	1:16.01	13
34	Bert Hahn	1:20.69	12
35	Dub Jett	1:12.15	7
36	Martin Hoppe	1:14.57	6
37	Mark Lyon	1:30.29	1
38	Sam San	0:00.00	0
39	Denis Lyon	0:00.00	0



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- SuperTRC.com

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2009 NMPRA Membership Application

Please check all appropriate boxes.

- ☐ New Member ☐ I am a current Contest Director
☐ Renewal ☐ Please donate excess remitted monies to the FAI Team Fund
☐ Change Address

Name _____ Phone Home _____

Mail Address _____ Phone Cell _____

City _____ State _____ Zip _____

Date of Birth _____ AMA number _____ NMPRA Number _____

Occupation _____ E-mail _____

- I currently fly ☐ Q40 ☐ FAI ☐ Q500 I am purchasing a: ☐ USA membership with mailed newsletter \$40.00
☐ Outside USA with mailed newsletter - \$50.00 (US Funds)
☐ New membership and Internet Newsletter - \$15.00
☐ Renewal membership and Internet Newsletter - \$25.00

Make Check Payable To: NMPRA

I currently wear _____ size shirt

Mail To: NMPRA Secretary/Treasurer

David Doyle
1622 Abernethy Place
The Villages, FL 32162
(401) 640-4317

President

Scott McAfee
440 Rivera Terrace
Corona Del Mar, CA
Home (949) 644-9761
Cell (949) 375-0125
smacfe@yahoo.com

Secretary/Treasurer

David Doyle
1622 Abernethy Place
The Villages, FL 32162
(401) 640-4317
Davidandgloria@aol.com

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13605 Tiverton Rd.
San Diego, CA 92310
(858) 663-2046
garyeschmidt@hotmail.com

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Tom Strom, Jr.
1420 SW 160th St.
Burien, WA 98166
206-246-4258
Flyboy23e@aol.com

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587-785-2644 Canada
druce@telusplanet.net

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Longmont, CO 80501
303-884-1130
John.Williams@arraybiopharma.com
Racer1Pylonplane@netzero.net

District 5 VP

Jim Nikodem
202 Meadow Lane
Cary IL 30013
847-516-2566
jdikodem@juno.com

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12215 Malin Lane
Bowie, MD 20715
301-352-4580
Sbaker6827@comcast.net

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Tom Dobyns
2115 Manor Dr. NE
Palm Bay, FL 32905
321-722-1914
tdobyns@cfl.rr.com

District 8 VP

Dennis Cranfill
110 Birch
Lake Jackson, TX 77566-4214
979-482-6270
dennis.cranfill@airliquide.com

District 9 VP

Manuel Martiarena
15 de Mayo #10
Planetario Lindavista,
Mexico City, Mexico
07300 Mexico
525-754-4894
LMOtv1.2000@yahoo.com

District 10 VP

Luis Ochoa
5448 Moravian Heights Lane
Clemmons, NC 27012-8357
336-712-0584
mmartiarena@fregon.com.mx

Quickie 500 Points VP

Kim Vaclav
4880 Old Oak Trail
St. Cloud, FL 34771
321-437-8550
Q500points@gmail.com

NMPRA Webmaster

Stan Douglas
1500 Wilson Heights Dr.
Austin, TX 78746
512-306-1761
standouglas@sbcglobal.net

National Contest Director

Mike Helsel
1235 Lake Grayson Dr.
Katy, TX 77494
512-244-2133
mhelsel@entouch.net



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

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