



The Pylon Racer's Official Voice

NMPRA

HIGH PERFORMANCE

National Miniature Pylon Racing Association • Since 1965 • AMA Affiliated • April 2011

President's Corner

Wow! Another hectic month of activity for me means that I am sitting here at 34, 000 feet sandwiched between two screaming babies hoping that my new Ipad is drool-proof as I try to summarize what is going on in the world of pylon racing! Although the racing season has yet to get fully underway, a lot has been going on that will shape our sport not only for this coming year, but for years to come. For me the most exciting news is that the new classes of racing seem to be catching on and creating a lot of genuine interest. Although I am writing this on the first official day of spring, there is already a resounding level of acceptance for the new 426 Quickee class. Already, there are more pre-entries for the NATS than we have had competitors for the old event in the past few years. It is also thrilling to see lots of new names as well as some returning old names who haven't been racing recently make their way back to the scene. There is also a huge amount of interest in the new Electric Formula 1 class as we are beginning to see more and more people try their hand at racing. While there is not a lot of news this month, what there is significant, so let's get to it!

Nelson Engines To Resume Production

The biggest news this month is that the rights to the Nelson 40 engine have been acquired by Mike Langlois, and he will be resuming production and service of the Nelson 40 shortly. As some of you may know, Mike's company, **Aero Precision Machining**, has been a major supplier of parts and machining to Nelson and is by far the person most capable of ensuring that the Nelson 40 will continue in its current state of excellence. Mike is also one of the nicest and most competent people you will meet, and he is committed to maintaining the standard of quality and performance we

have come to expect from Nelson engines. I understand that the new venture will be a family affair as Mike's wife and sons will all be pitching in to the new venture. Drop Mike a line at: ml@aeroprecisionmachine.com and stay tuned here for the latest news as it becomes available.

Update on Pending FAA Regulation

While there has been little news released from the AMA beyond what has been reported already, as we are waiting for the release of the FAA's NPRM (Notice of Proposed Rulemaking), we have heard that there is the feeling that lawmakers are leaning towards de-linking the rules for RPV's from recreational model airplane activity. While what we hear is potentially good, we need to do all we can to convince our lawmakers and elected officials to protect model aviation from pending potentially damaging federal regulations by the FAA. I ask that each of you use the AMA link below to generate your own email letters to your representatives. AMA has made the process extremely easy via a simple on-line form and submission process from their system. This process takes less than 2 minutes to complete and send via email. Please take this short amount of time to help make sure that our hobby is protected from these onerous regulations. Also, please make sure that you have as many of your friends and family submit these letters as well.

Here is the link to the form: <http://amagov.modelaircraft.org/4077/this-is-placeholder-call-to-action/> In case you think that your input is not important, I am reprinting below a letter to Mike Langlois from his congressman:

March 21, 2011

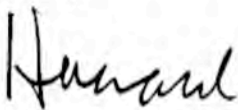
Mr. Mike Langlois
 PO Box 216
 Julian, North Carolina 27283

Dear Mr. Langlois:
 Thank you for contacting our office regarding the Federal Aviation Administration (FAA) reauthorization. We appreciate hearing from you.

As you know, the Senate passed version of this measure (S. 223) contains a provision that would prevent the FAA from including model airplanes in regulations affecting Small Unmanned Aircraft Systems. The Transportation and Infrastructure committee recently reported its version of this reauthorization (H.R. 658), but it has not yet been slated for floor consideration. While it does not include a provision on model aircraft, I've noted your thoughts should the issue be debated on the House floor. I concur with your assessment that the rulemaking by FAA is counter-productive and yet another example of federal agencies overstepping their boundaries.

As always, we appreciate hearing from you. If our office may be of further assistance, please do not hesitate to contact our office.

Sincerely,



HOWARD COBLE
 Member of Congress

2005 Capitol Building
 Annapolis, MD 21403-0002
 Phone: (410) 526-3340
 Fax: (410) 526-3333

1041931 E. 4th Street
 P.O. Box 1700
 Oklahoma City, OK 73101-0170
 Phone: (405) 229-2100
 Fax: (405) 229-0934

200 North Main Street
 P.O. Box 100
 Albany, GA 31702-0100
 Phone: (706) 229-2100
 Fax: (706) 229-0934

1100 Transportation Building
 Raleigh, NC 27603-3306
 Phone: (919) 485-4800
 Fax: (919) 485-4801

1000 Capitol Building
 Annapolis, MD 21403-0002
 Phone: (410) 526-3340
 Fax: (410) 526-3333

Phoenix Q40 Classic Race

In what has become the premier race of the year, the Phoenix Q40 Classic was held this year the first weekend in March as opposed to February. As usual, this race brings together at Speedworld in Surprise AZ, the best and most competitive racers for a weekend of intense, hardcore racing. This year, the Speedworld RC club led by President Randy Dauer and Contest Director Jim Allen once again put on a clinic on how to run a pylon race. Although the attendance was down from the last two years, it allowed a full ten rounds of racing to be run.



What has become very obvious is that the advancements in racing equipment

have produced an extremely high level of competition. This year, there was no dominant piece of equipment used by the top racers. The top 10 were pretty evenly divided between Nelson and Jett motors, and there were no dominant brands of airplanes or radios. What we have seen is that the equipment is now readily available for those who want to go fast, and it is reliable enough that it has allowed the level of flying to rise for the entire field.



In fact, the level of flying ability has improved so much that most everybody is going the same speed and flying similar courses. The result, however, is CARNAGE! That's right; we have entered an era of racing where the

High Performance Information

High Performance is published 6 times per year. Information for publication can be forwarded to:
 NMPRA Editor, Linda Brogdon
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 Powder Springs, GA 30127
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 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 25th of the month preceding newsletter publication.

Advertising Rates

Rates are for camera ready artwork. Artwork, composition and typesetting will be charged at cost. Printable are 7.5"x10". Ipi=133, halftone permitted. Ads for upcoming issues must be received by no later than the 25th of the month preceding newsletter publication.

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.

goal is not only to get off the ground and around the poles as quickly as possible, but also to survive the entire 10 laps! The number of mid-air and "bad-air" crashes has skyrocketed. Each heat now feels more like a WWF cage fight than a race, with the possibility of some form of altercation foremost in each racer's mind at takeoff.



Even the most skilled pilots are not up the task of seeing and avoiding traffic at the speeds we are travelling now. For, example, I watched a top pilot try



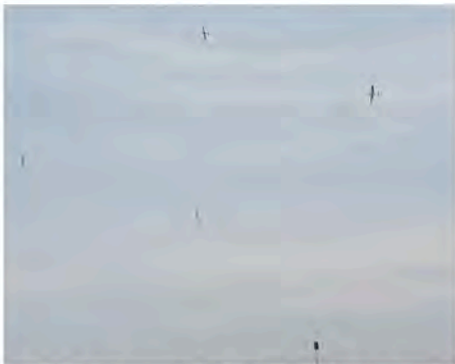
District News



to avoid a mid-air by moving 10 feet up only to slam into another plane in that space! One of the best pilots in racing, Dan Kane had 4 midairs with the same airplane!



In one heat, I landed with the tip of my propeller missing and a heavy exhaust streak out on the outer portion of my wing! And, there was not a single heat in which I did not get slammed by dirty air down at 2 and 3 or coming out of pylon one at some point during the heat. I remember one heat with two really good pilots which reminded me of the old western movie where they tied the Indian warrior and the cowboy together and put them in a circle; but instead of giving them each a knife like in the movie, they handed each of them an Uzi machine gun!



Four Airplanes stacked up on pylon #1

Ultimately, the dust settled, and those who possessed the greatest racing and survival skills this weekend made it to the podium!

Place	Pilot	Pts.	Engine	Radio	Airplane	Fast Time
1)	Lee Von Der Hey	38	Nelson	Futaba	Too Sweet	1:02.15
2)	Gary Freeman Jr	38	Jett	JR	Sweet Vee	1:04.15
3)	Scott McAfee	37	Nelson	JR	Sweet Vee	1:02.62
4)	Travis Flynn	37	Jett	JR	Larson Proud Bird	1:03.51
5)	Rusty Van Baren	35	Nelson	Futaba	Miss Ashley	1:02.43
6)	Dubb Jett	35	Jett	JR	Too Sweet	1:02.16
7)	Robert Holik	34	Nelson	JR	Larson Proud Bird	1:04.20
8)	Randy Bridge	32	Jett	JR	Miss Ashley	1:02.08
9)	Doug Killebrew	32	Nelson	Futaba	Miss Ashley	1:03.91
10)	Roy Andrassy	32	Nelson	JR	Sweet Vee	**FAST TIME 1:01.86**



This race is always a great race as the weather in Phoenix is usually terrific this time of year, and the Speedworld facility is awesome, and the club is the best at running a race. Some of the highlights of this year's race were seeing guys like Darrol Cady, Mike Del Ponte, and Jim Lime flying again and having fun; the great comeback from early disaster by Randy Bridge and Doug Killebrew; the enthusiasm of the really great bunch of guys who make up Team Mexico; the

NMPRA Gold Cup Series

2011 Schedule

Phoenix, AZ	March 5-6
Ft. Lauderdale	April 15-17
Nats	July 5-9
Old Julian, NC	October 1-2
Ft. Lauderdale (Championship Race)	October 21-23

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District News



outstanding feast put out on Saturday night by the club and coordinated by Darrol and Rhonda Cady; the father-daughter team of Matt and Allie Russel, with Allie getting to weigh her airplane; plus all the friendships that get made and renewed.

New District 1 VP – Tom Hegland

I am excited to announce that the new NMPRA District 1 VP is Tom Hegland. Tom has been a stalwart of racing in the district for a number of years, and I look forward to his input. You can contact Tom at
Tom Hegland
3430 May Lane
San Jose Ca 95124
Cell; 408-660-7695
Home: 408-369-1413
Work: 650-604-6045
Primary: thomas.e.hegland@nasa.gov
Secondary: t.hegland@sbcglobal.net

Racing In Australia

The following was submitted by Henry Bartle and is an account of his trip to race in Australia:

G'day Bruce:

Now that I am home, back in the U.S.A., I thought I would reflect on a great trip to Australia. When you called me in November 2010 to let me know that you were going to put on a Memorial race in honor of your Dad, I was more than happy to contribute financially. After hanging up the phone, I came to realize that your father, Ron deChastel, was always there for me and my family on the 3 visits we made to Australia. He opened his home to us and was there to do any errand I needed. He was a Prince of a man and always made me feel special. I decided that my memory of him warranted me and Donna to come to Australia and participate in the first annual "Ron deChastel Memorial Pylon Race." This is a sport that he nurtured and loved. The only problem was I had not touched a transmitter in 10 years and I had zero equipment. I called Scott McAfee, the president of the NMPRA, National Miniature Pylon Racing Association; he got me a couple of motors that had burned

down at the last contest. I called Henry Nelson and asked him to rebuild them both. He replaced a piston and sleeve, ran them and over-nighted them back. I came over to two great GR7's.

Now, the dilemma was whether I could still fly & race. The day before the race I put 2 flights on one airplane. The second GR7 flew great till lap 3. Going to pylon one, the 2.4ghz radio quit. Bruce, you got a great needle on that one as it soared past 5,000 feet and flew away. Two minutes later we heard the motor whining down but couldn't see it. I was now down to one plane, so I decided I would just wait and fly in the race on Saturday. I was hoping not to embarrass myself. I believe you had about 40 competitors, 9 of whom were from Japan, 4 from New Zealand, and 3 of Australia's 6 States were represented as well as me from the U.S.A.

At the end of the weekend I was very surprised and happy to be leading. Sunday was hot 38c and 95% humidity. I was glad to get the racing over. Not only did I not embarrass myself, I am honored to be the first winner of The Ron deChastel Memorial Pylon Race. I believed that your father was looking down and smiling a big smile. "The Fastest of the Fast Race" after the contest was great fun. Although taking off 3 seconds behind the first airplane made for a little bit of challenge, playing catch-up made for an interesting time!

I hope that the Australians adopt the QM40 rules of 15% nitro and APC propellers. That would help level the playing field. I saw most everyone get up flying and have a good time. With the 15% nitro the small venturi and standard glow plugs (not the glow bees) work best and last a long time. It was Tony Singleton's first QM40 pylon contest. Not only did he get up every flight, but by the end of the contest he turned a 67.8. That was very impressive. I hope all the pylon racers in Australia enjoyed how much fun and lack of frustration a little nitro in the fuel can be.

In closing, I am sure that your father would be proud of your first-class race, racing officials, and race site that you and your crew put together.

Take care,

Henry Bartle

5 time F3D team member

5 time USA National Champion

*Former USA F3D record holder
And retiring after Japan (maybe)*

NMPRA Membership

Please welcome new members:

- Ralph Mietz from Manlius, NY
- Stan Sweet from Cedar Falls, IA
- Jerry Stafford from Plano, TX
- Leonard Cloninger fro Helena, MT
- Arthur Adamisin from Muncie, IN
- Fred French from Bertram, TX
- Calvin Stewart from New London, Ct.
- John Gibson from Charlotte, NC
- Tim Redelman from Winamac, IN
- Ben Galloway from Tracy, CA.
- Marc Winz from Federal Way, WA
- Rick Porter from Corona, CA
- Barry West from Apopka, FL

Please welcome back returning members:

- Keith Palmer from Somers, CT
- Charles Swaney from Calgary Alberta, Canada
- Mike Eden from Scott Depot, WV
- Mike Spencer from Poca, WV

Also, a very special thank you to Adam Grim for his generous donation to the FAI team fund.

Electric Formula One Events

The weekend of March 19-20 saw EF-1 events in both California and Texas. Thirteen entries showed up at each event, and there was plenty of excitement for all who participated. It was really neat to see both a lot of new names and faces as well as some whom we have not seen at the races in a long time. It is clear that EF-1 is a truly great event and going to part of the racing scene for a long time!



District News



*1st Annual Austin, TX E-F1 Pylon Race
ARCA Field - March 20, 2011*



NMPRA Participation

Over the past four years, I have enjoyed greatly the role of president of the NMPRA. We have seen dramatic changes to our sport caused both by the technology of racing and by the ravages the recession has wrought on all leisure-time activities. While there has been a toll taken on racing, I am extremely happy to report that it appears that the worst is over and that we are seeing a resurgence in racing activity and participation. A lot has happened in the last four years, and hopefully we will all enjoy the benefits of these changes as things improve. An organization such as ours can thrive only as long as the members are continuously looking to see it improve and stay fresh. Over the past couple of years, we have spent a great deal of effort and energy debating the issues that were forced upon us. We have dealt with the issue of restructuring Quickee to make it a better event, and we have dealt with significant issues concerning safety and supply with engines and propellers in Q40. We have also attempted to be proactive by addressing the growing popularity of electric flight by taking the lead in creating an electric pylon event. Now that we are hopefully emerging from some difficult times, it is time to once again look to re-energize our organization with fresh visions and enthusiasm. Our sport is completely propelled by the efforts of its participants. We have no corporate sponsorship and generate no financial interest to any outside group that would support most activities. If you are a racer, then you **MUST** be a contributor to the sport or racing will die. Effective immediately, if you do not contribute back to racing, then you have no right to participate! You need to understand that there is nobody to do this for you, and you are **as** responsible to contribute to the maintenance of the sport as you are to charging your batteries or oiling your engines. If you have contributed in the past, then you have not discharged your responsibility and can sit back and wait for others to do the work.



Paul Stenberg accepts 2nd place Award from CD Dave Gavin at the EF-1 race at Whittier Narrows, CA. A great return for Paul who has not been to a pylon race in 263 years!



District News



The simple fact is that there are only enough of us racing to support racing! We all need to pitch in or nothing gets done.

I will expect a greater degree of participation from all of you this year, and I will not be afraid to make examples of those of you who only take from racing and give nothing in return. That being said, it is also time for myself and David Doyle to move on and pass the leadership role of the NMPRA to someone with the desire to contribute and to have their vision incorporated into the future of racing. Please give this some thought and make an effort to identify the areas where you can contribute.

NMPRA Electric Formula One - List of Approved and Recommended Components
- Randy Smith

Approved Motors

Event rules state: All motors shall be approved for use by the EF1 Committee prior to their being entered in competition.

As of Feb-2011 the following motors are approved

E-Flite Power 25 1250kV outrunner motor Product number: EFLM4025B
<http://www.horizonhobby.com/Products/Default.aspx?ProdID=EFLM4025B>

Turnigy AerodriveXp 25 SK Series 35-42 1250Kv. Product number: SK3542-1250
http://www.hobbyking.com/hobbyking/store/uh_viewItem.asp?idProduct=7072

Arrowind 2820-07, 1300 Kv motor. Product number: BH-1834
http://www.brodak.com/shop_productdetail.php?ProductID=9066

Approved Propeller

Event rules state: Propeller shall be the APC 8 x 8 Thin Electric Propeller, part number LP08080E
<http://www.apcprop.com/ProductDetails.asp?ProductCode=LP08080E>

Recommended Batteries

Event rules state: Lithium Polymer (Lipo) chemistry, maximum four cells, maximum battery pack weight is 325 grams

There are numerous manufacturers and sources of distribution for batteries that meet this requirement.

Two common battery packs used to date are:

Turnigy 4S-2650mah 30-40C
http://www.hobbyking.com/hobbyking/store/uh_viewItem.asp?idProduct=9266

Thunderpower 4S-2650mah G4 Pro Power 45C
Part #: TP2650-4SP45

Recommended Speed Controller

Event rules state: Minimum 60 amps capacity, BEC is optional

Turnigy Plush 60A Product number: TR_P60A
http://www.hobbyking.com/hobbyking/store/uh_viewItem.asp?idProduct=2166

Castle Creations Phoenix 60A Product number: PHX-60
<http://www.castlecreations.com/products/phoenix-60.html>
Castle Creations Phoenix Ice Lite ESC 75A 25V Product number: 010-0070-00
http://www.castlecreations.com/products/phoenix_ice.html

EFlite 60Amp Pro Switch-Mode Controller Product number: EFLA1060
<http://www.horizonhobby.com/Products/Default.aspx?ProdID=EFLA1060>

Approved Kits

Event rules state: All designs, past and future inclusive, shall not be entered in competition until three (3) accurate views or photos of the model and the full-scale prototype aircraft have been submitted to the NMPRA EF1 Approval Committee and approved.

ARF kit:

LR-1A Pogo Product number: EFL4200
<http://www.horizonhobby.com/Products/Default.aspx?ProdID=EFL4200>

Laser Cut Wood Kits:

Little Toni and TomCat from SuperTRC.com

<http://www.supertrc.com/results.asp?category=14>

Nemesis from Red Jensen
<http://www.rcgroups.com/forums/showthread.php?t=1385632>

Fandango from Doug Sewell, Winnipeg, Manitoba, Canada
Contact Doug at: Doug Sewell <dugsewl@mts.net>

Miss Lynn from Matney Models
<http://www.matneymodels.com/index.html>

Treasurer's Report NMPRA 2010

The attached profit and loss report is direct from our books. It shows a net income for the year 2010 of \$216.12.

We close the year with a checking account balance of \$10,625.14 and a certificate of deposit valued at \$5,687.64 including interest paid during 2009. We had one journal entry of \$.38 to balance the books. Our net worth stands at \$16,312.40.

Submitted by
National Miniature Pylon Racing Association
David Doyle
Secretary/Treasurer

Balance Sheet
as of December 31, 2010

Dec 31, '10

ASSETS

Current Assets	
Checking/Savings	
NMPRA.CK	<u>10,625.14</u>
Total Checking/Savings	10,625.14
Other Current Assets	
Certificates of Deposit	5,687.64
Undeposited Funds	<u>-38</u>
Total Other Current Assets	<u>5,687.26</u>
Total Current Assets	<u>16,312.40</u>

TOTAL ASSETS 16,312.40

LIABILITIES & EQUITY

Equity	
Opening Bal Equity	553.00
Retained Earnings	15,543.28
Net Income	<u>216.12</u>
Total Equity	<u>16,312.40</u>

TOTAL LIABILITIES & EQUITY 16,312.40

Profit and Loss
January through December 2010

Jan - Dec '10

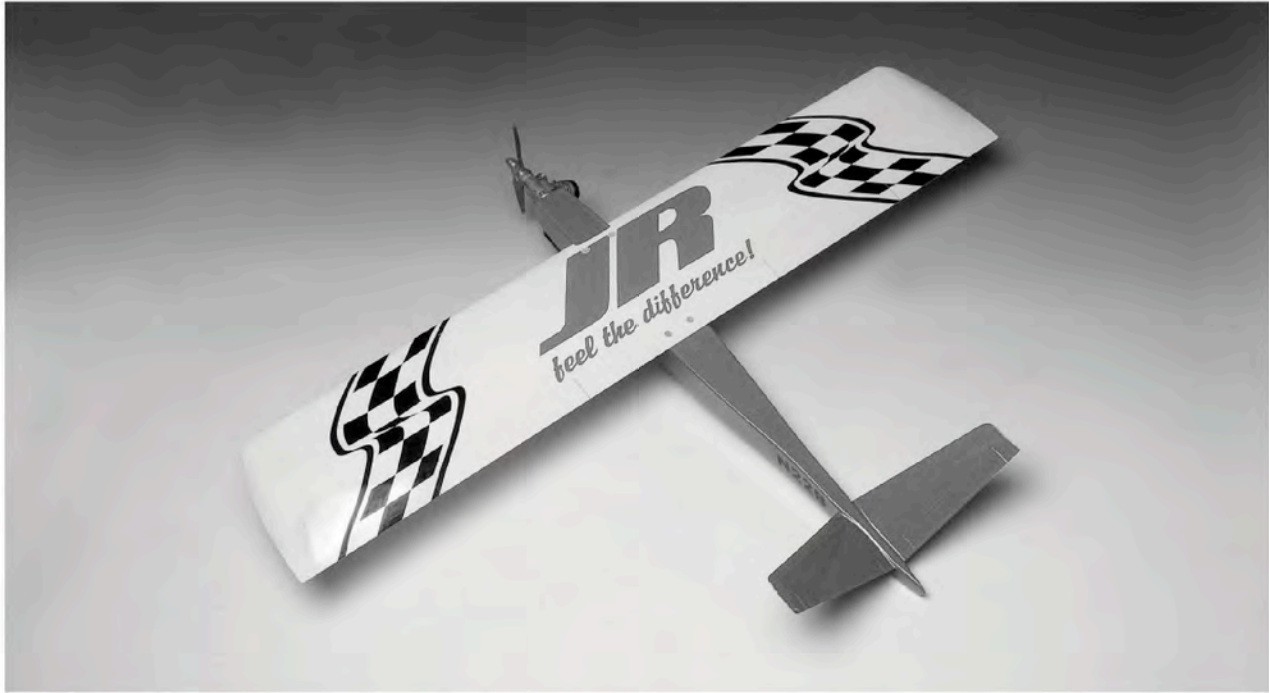
Ordinary Income/Expense	
Income	
ADVERTISING	100.00
Donations received	1,322.90
EVENT INCOME	
NATS	6,175.00
NMPRA Champ	620.00
Q40	<u>65.00</u>
Total EVENT INCOME	6,860.00
FAI Team Fund	135.00
INTEREST	5.44
MEMBERSHIP	4,721.91
OTHER	<u>160.00</u>
Total Income	13,305.25
Expense	
EVENT EXP	
Event Supplies	145.95
Hobby Show	125.00
Nat'l Points	2,454.00
NATS	6,661.85
NMPRA Champ	298.00
EVENT EXP - Other	<u>150.00</u>
Total EVENT EXP	9,834.80

Membership Refund	30.00
MERCHANDISE	
Decals	200.00
Hats	<u>638.95</u>
Total MERCHANDISE	838.95
NEWSLETTER	
Printing	982.67
Supplies	71.64
NEWSLETTER - Other	<u>508.02</u>
Total NEWSLETTER	1,562.34
OFFICE	
Bank Charges	8.11
INTERNET WEB SITE	382.42
Misc	143.00
Postage	132.00
Printing	76.80
Supplies	<u>44.93</u>
Total OFFICE	787.26
Uncategorized Expenses	<u>0.00</u>
Total Expense	<u>13,053.35</u>
Net Ordinary Income	251.90
Other Income/Expense	
Other Expense	
Pay Pal Service Charge	<u>35.78</u>
Total Other Expense	<u>35.78</u>
Net Other Income	<u>-35.78</u>
Net Income	<u>216.12</u>

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2010 424 NMPRA National Points
2010 424 Nepro Exp Class Championship
2010 424 Nepro Fast Time Record 1:13.76

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- One-Piece Balsa Wing Sheeting
- 0.125 in. by 1 in. T6 Aluminum Gear
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Kit Layout



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Email: Balsabug1@AOL.com



District News



District 1, Tom Hegland

Greetings Fellow District 1 Pylon Racers.

Before I bore you and introduce myself, I'd like to thank Dan Thordarson for his support as District 1 VP for the last couple of years. Dan has been instrumental in coordinating and interfacing with the San Gabriel Valley Radio Control League (SGVRCL) at Whittier Narrows and the San Fernando Valley Flyers at Sepulveda Basin insuring AMA 3-pole Pylon Racing continued at these flying fields.

I've been involved in model aviation for over forty years; however, I am relatively new to pylon racing as I started racing in 2002. As a 10-year-old kid growing up 2 miles from the Sepulveda Basin, I remember being dropped off there by my parents with a U-Control Nobler and a couple of Q49 free flights and enjoying a day flying u-control stunt and chasing free flights through the corn fields. It was on one of those Sundays when I saw my first Formula One Pylon Race. For those of you who are Basin veterans, that's when the R/C field was located where Woodley and Burbank Blvd. intersect today. After experiencing that excitement, it was always in the back of my mind to someday give this racing thing a try. Model aviation was a catalyst for a career in aeronautics research and development. I attended college at Cal Poly San Luis Obispo and in 1981 obtained a BS degree in Aeronautical Engineering. After graduating I went to work for Northrop Grumman as a wind tunnel test engineer. What do wind tunnel test engineers do? They test model airplanes in wind tunnels, only these model airplanes are made out of stainless steel and can cost upwards of \$2,000,000. After 15 years at Northrop, I made a career change and hired on with NASA at Ames Research Center as a wind tunnel nerd. Currently, I'm Branch Chief of Wind Tunnel Operations at Ames Research Center. Yikes! How boring.

Lets get back to Pylon Racing. As District 1 VP I'm hoping to help this

district maintain and grow pylon participation and pylon racing events. It was great to see so many new names participating at the EF-1 Race at Whittier last March. Although I currently don't have a EF-1 setup and have no experience with electric radio control aircraft, I'm looking forward to doing some fumbling and bumbling and attending the next District 1 EF-1 race.

A quick look at the Valley Flyers and SGVRCL websites indicate some races are in our near future. The Basin has scheduled the George Finch Memorial Race on April 9th -10th and the Tribute to Fred Burgdorf Race on June 25th - 26th. SGVRCL has scheduled a race on May 4th - 5th.

District 2, Dan Nalley

March in the Pacific Northwest - spring has sprung and not much racing going on. Soon to change though!

We have a solidified schedule for 2011.

April 23rd (Sat) - 1 day race, Shelton, WA

May 21st & 22nd - 2 day race, Spokane, WA

June 25th & 26th - 2 day race, Shelton, WA

July 23rd & 24th - 2 day race, Shelton, WA

August 20th & 21st - 2 day race, Shelton, WA - North/South Shootout

Sept 24th & 25th - 2 day race, Shelton, WA - District 2 Championships

As you can see, we definitely have a pattern this year. The Sanderson Field Flyers (Shelton club) have been incredibly generous not only in allowing us to utilize their site, but also they provide course help and set up a

barbeque that feeds us! It is wonderful to have experienced course workers who are happy to have us there and take such good care of us.

APRA, 428, 422 and/or EF-1 will be flown at these events. It was recommended at the last PROPS meeting that all pilots should bring all of their aircraft and that the number of pilots registered will determine what events will be flown that day and/or weekend.

CD's are still being rounded up, so for the time being, all questions can be directed to me at DRNalley@comcast.net or 425-306-3730.

The recent elections brought to light how few people are actually re-joining or joining for the first time the NMPRA. I encourage you, and anyone who races with you, to support our national organization. Your very small annual membership fee helps to strengthen the foundations of pylon racing around the country. During a time when so many issues abound with radio control aircraft, we need the NMPRA to be strong and influential. Otherwise, we won't be racing anywhere. JOIN UP!! SUPPORT!!! STAY INVOLVED!!! It is important so that we can keep going fast and turning left.

And finally, a blast from the past. Here is a picture from the Arlington (remember what a nice site that was), JR Gold Cup race in 2004. These are our course workers, many of them racers, who sacrificed and did not compete during this race weekend, so that the course would be fully manned. Fun, fun times!!!

See you all at the races!
Dan Nalley





District News



District 3, Randy Smith

Greetings from District 3 in Canada. Six of us just returned from the Q40 Classic in Phoenix, AZ hosted by the Speedworld RC Flyers and CD Jim Allen. A big "thank you" is in order to all the Speedworld volunteers and course helpers who worked during the two-day contest. Thank you also to the people in charge of organizing and managing the famous Flight Line Café and the Saturday evening barbeque (mmm-good). Also a big thank you to all the sport flyers at Speedworld during our few days of practice prior to the contest. Thanks for allowing us to share your field and air time.

Six of us attended the annual race that has become the season opener and a place to try out all the newly constructed winter ammunition. For us Canadian racers, this contest has become an annual winter holiday and a great season opener. Those attending from Canada were Roy Andrassy, Doug Houston and myself of Calgary, Lyle Baker of Saskatoon, Henry Redekop of Regina, and Harold Sattler of Meota, SK. Roy flew his Nelson powered Sweet-V to capture the event's fast time award with a ten-lap course of 1:01.86. Four of us finished in the top 20 and went home with all of our planes. This in itself was an accomplishment. Unfortunately, there were quite a few casualties during the contest as a result of mid-air, pole strikes, and bad air located over the "valley of death" (just outside pylon #3).

Personally I had a great time. Every year I learn a little more about how to improve my racing. If you recall AJ Seaholm's past article on the aggressively conservative racing strategy, I have been trying to set up my models to perform the "full pull" at pylon #2 and #3. A key component of the success of the full pull is the requirement to be setup properly going into pylon #2 before executing the full pull. I am happy to report that I completed 10 rounds (300 turns) without one cut during the competition. I credit the AJ's full pull tip for this small success. Thanks AJ.

A final note on the Phoenix Q40

Classic; it's nice to see women participating in this exciting racing event. Of course, Rhonda Cady calls for hubby, Darrol. Rhonda is a fixture around major racing events. Joanne Coffey was competing as pilot and also calling for hubby Bruce. Joanne and Bruce often participate in the Phoenix contest. This year, father and daughter team of Matt Russell and daughter Allie were in the matrix. Both were pilots and were also calling. Allie, a veteran of 424 racing, competed in Q40 in Phoenix for the first time. I recall a heat where Allie was racing against two other pilots and me. She didn't back down when things got hot and heavy, and she pushed all of us to fly as hard as we could. Great racing, Allie! One of these days I'll have Lana calling for me. The two of us just need more practice together at the district level before jumping into the pool with the big sharks.

Allow me to switch gears now to Electric Formula One. There have been a lot of developments in electric Formula One over the winter:

-The new 2011 rule set was created and approved by the NMPRA committee. We will use these rules to govern the event.

-A third motor has been approved for the E-F1 event. The new motor is the Arrowind 2820-07. This motor is 1300 Kv and priced at \$75.00 from Brodak Manufacturing and Distributing in Carmichaels, PA. See www.brodak.com. I have not yet tested this motor, but I'm sure the E-F1 boys will be giving it a try and reporting on results in the RC Groups High Performance forum.

This third motor is another option to the two motors already approved - the EFlite Power 25 (1250 Kv), and the Turnigy AerodriveXp 25 SK Series 35-42 1250Kv - New batteries continue to hit the market providing a range of choice in battery performance and price. Scott McAfee is working on some sort of deal with Thunder Power USA in order to promote the event. We may hear more on this deal from Scott in this issue.

- More and more distributors are getting on board the E-F1 event by coming out with ARF kits. These are in high demand because no one has time to build any more and the price from overseas sources is very reasonable. Word is that one or two more ARF kits will be available by July of this year. This will give us an alternative from the one and only ARF by Horizon Hobby - the LR-1A Pogo. It's hard to say who will be offering what design and when, but popular scuttle-butt says that we can look forward to ARF models in the form of a Shoestring, Miss Outrageous, Proud Bird, and Miss Dara.

This year we should get lots of experience with power systems in terms of motors and batteries. There has been talk of experimenting with limiting rpm to level the playing field. At this point the APC 8x8E propeller is the one and only approved prop for the event. This in itself is a good step towards leveling the field, but variables in battery characteristics from one manufacturer to another are the biggest wild card; particularly internal resistance and ability to discharge lots of watts quickly. As I have said before, 2011 will be another learning year for this event.

Winter is over in the great white north, and the contest season is upon us. Here is a listing of the RC Pylon contests currently scheduled in District 3:

May 28, 29 Calgary: Fun 426 (no points) on Saturday and E-F1 race on Sunday

June 11, 12 Regina: 426 Saturday and Q40 race on Sunday

June 25, 26 Edmonton: 426 race Saturday and Q40 race on Sunday

July 23, 24 Calgary: 426 race Saturday and Q40 race on Sunday

August 27, 28 Saskatoon: 426 race Saturday and Q40 race on Sunday

Randy Smith



District News



Canadian RC pylon racers and their team supporters thaw out from the cold winter as competition heats up at the Phoenix Q40 Classic pylon race in Phoenix, AZ. Roy Andrassy, kneeling left, captures contest fast time award with a time of 1:01.86.

District 4, Darrol Cady

What a weekend! As usual, we had many contestants from all over the US and many from other countries. The Mexicans were here and really looking good in their very special team uniforms. I never realized how far they come to race with us. Their drive was 22 hours. They have good equipment and were very competitive. We also had Gabriel Tahhan from Venezuela, Bob and Bert from The Netherlands, and of course our Canadian contingency. Then we had racers from all over the US. What a great mix of people. Those of you who missed the race missed a great time and hard racing.

Our number of entries was down this year from the years past, but in a way that was a good thing. This race is still the largest in the nation and is capped at 80 entries. The last couple of years, the entries maxed out. This year, we had 60 entries and did get to fly a full 10 rounds. Just a sign of the times. The competition was keen. There were 21 airplanes lost at the race. Way too many, but at this level of competition, most let it all hang out going for the wins in each heat. Jim Allen had a tough weekend. He lost one airplane in practice and two more during the weekend. He kept smiling and said it was time for some new airplanes. We have to live with the crashes as well as the successes. It is part of the game.

This was the first Q40 race that Rhonda and I had participated in for two years. It took a while to get all of our stuff in a group, but as the weekend progressed,

we felt better and did better heat after heat. It really felt good being confident in flying again. Cherish and take care of your eyesight. As I can attest, it is one of our most important senses. Ears are very important as well. I have been listening to these noisy racers for many years and always have done my best to protect my ears. Even so, Rhonda gets rather irritated of my answering "What?" so many times when she speaks to me.

The Saturday night BBQ came off wonderfully. The butcher at Safeway produced some of the best New York steaks that I have ever had. They were tender and very flavorful without any marinating. We have done this many times for other events here in Phoenix, but have never had so many compliments. We fed 83 people in 45 minutes and had no complaints on the cooking of the steaks. Rob Rau furnished the beer for the group. It appears that PBR is becoming very popular again. Even the bars around here are pushing it.

The whole crew at SpeedWorld, led by club President Randy Dauer, deserves big kudos for the way that they step up and make sure that we have not only a good race, but a good time as well. Jim Allen as CD ran a very efficient turnaround of heats. Nothing new there; he is probably the most experienced race CD in the US. He is really an important asset to SpeedWorld.

We also applaud Randy Ritch for his support of the NMPRA and the sponsorship of the Gold cup races. Whenever you have the opportunity to support his products, please do so. He is making a great product. An email to him thanking him for the support would be nice as well. Randy's email address is srritch@sbcglobal.net
Darrol



District News



District 5, Jim Nikodem



This is the brand new District 5 event 426 Caudron trophy. Mick Warning started the Lead Goose Trophy in 2001 and then ended up winning it in 2005 and 2006. This trophy recognizes the season winner of the very popular 424 event. Mick also was the CD and organizer of a Central Wisconsin race for ten years! A simple thank you is hardly enough for all that Mick has done. Recently, Bernie Vanderleest thought with the popularity of the new 426 event that 2011 was a good time to start a season trophy for that event also. We had seven 426 races in our district last year and will have the same seven again this year, plus five in Minnesota. The same rules apply as the District 5 event 424 Lead Goose trophy. The best six races in the event in the district count toward this season's champion award. By the way, the Caudron is one of the most famous racing airplanes in history. Brought from France to Los Angeles in 1936 to compete in the National Air Races, it dominated the competition, going a max of 312 mph. It was 12 mph faster than the 1932 winner, the famous Gee Bee R-1. I got the following info from the president of the Grassfield R/C club, Phil Zuidema.

Check their web site: <http://www.grassfieldrc.org>. *"Below is the tentative schedule for racing in Minnesota. It is subject to change, so before anyone gets ready to pack their bags for a trip up here, it's always a good idea to call somebody. There are 5 OS 46 races and 5 AMA 426 races. Last year we had two races with cash prizes totaling over \$5,000. No races are announced as cash races; it's at the whim of an anonymous benefactor. We'd love to have anyone come race with us. Our O.S. .46 class uses a quickee airframe not to exceed \$250, which is mostly Vipers, old Predators, and the R200 (Randy Etken's plane). Then, we're racing the new 426 with the Sport Jett motor. The races are pretty low-key. We have pylon judges, but no lights or timers (typically). If you'd like to know more before investing in a trip, you are welcome to call me, 612 269-3285; Dave Norman, whom you may know, or Dick Steine. We would love to have some visitors come race with us. I think we may see AJ Seaholm this year, as he lives closer now than he used to."*

OS 46 races	AMA426
April 23	May 21
May 7	June 11
June 25	July 23
July 16	July 30
Sep 24	Aug 20

A very active group! They also have a Warbird Race on June 18th.

I was lucky enough to get a chance to go to Winterfest again this January. Held at Speedworld near Phoenix Arizona, it is a really outstanding set up for racing. CD Jim Allen and the Speedworld R/C Fliers do an outstanding job putting on a very fast-paced two days of racing. It was great to have the West Coast debut of the new Quickey Jett event 426 this year. The weather was as good as we have come to expect. I don't count on it, but I got some good race practice in the Chicago area a couple of weeks prior to the race with a brief warm-up melting all our snow. Anyway, at Winterfest all three events (424,426, and 428) were run on the long course, which many prefer for all events. Mick Warning has said it best about choosing the short vs. the long course. He likes the long course in 424 because..... it's harder. Isn't that what it's all about? Keeping the cadence the same for all events (meaning short course for slower events) might make it easier for seasoned racers, but that is not what it is all about in my opinion.

I am excited about the new Electric Form 1 event. A lot of work and time have gone into getting the rules hammered out, and I think we will all benefit from it. I have a Super T R/C Tom Cat done and now only need the electronics. I got some assistance from the NMPRA Forum and ended up ordering everything from Hobby King.com. They have an easy-to-navigate website and really good prices. It took me a while to figure out that some things are available from a US warehouse and some things from an overseas warehouse. I ended up being able to have the heavy stuff shipped from the US warehouse (3 batteries and charger), and everything else from overseas (which was the lighter, motor, esc, 2.4 rx, and 3 servos). The bottom line is all the electronics cost a little over \$300. That, plus an airplane and prop, and I am ready to race E-Form 1! Not bad at all!

Jim Nikodem



District News



District 6, Dino Spadaccini

Hello Racers, it's race time again. The list shows NEPROS's race schedule for 2011 - hope to see you out on the course.

2011 RACING SCHEDULE *

Date	Location	Event	Contest Director
April 30, 2011 Saturday	Hadley, MA (Spring)	NEPRO 424	Dave Fogg
		Sportsman	413-593-5454
		Standard	DF.Fogg@verizon.net
May 22, 2011 Sunday	Salem, CT (Spring)	NEPRO 424 <u>or</u> 1AMA 426	Dennis Duplice
		Sportsman	dduplice@comcast.net
		Standard	
June 5, 2011 Sunday	Farmington, CT	NEPRO 424	John Hinze
		Sportsman	860-677-1688
		Standard	jhinze@comcast.net
June 25 & 26, 2011 Saturday & Sunday	Bridgewater, MA	Two NEPRO 424's <u>and</u> 1AMA 426	Elie Houayes (Lap-a-Saurus)
		Sportsman	
		Standard	vanoalex@comcast.net
August 6 & 7, 2011 Saturday & Sunday	Ellington, CT	Two NEPRO 424's <u>and</u> 1AMA 426	Dennis Thibodeau & Kevin Cyr
		Sportsman	860-749-6985
		Standard	buffvet@cox.net
September 11, 2011 Sunday	Hadley, MA (Fall)	NEPRO 424	Dave Fogg
		Sportsman	413-593-5454
		Standard	DF.Fogg@verizon.net
October 2, 2011 Sunday	Salem, CT (Fall)	NEPRO 424 <u>or</u> 1AMA 426	Dennis Duplice
		Sportsman	dduplice@comcast.net
		Standard	
		Expert	

Sunday

¹ At this One-Day Race you must choose either Nepro 424 or AMA 426 [One event (either/ or) only].

² At this Two-Day Race you can race both Nepro 424 [Twice!] and AMA 426 [Once]

*The 2 races at Hadley and the 1 race at Farmington will be NEPRO 424 combined standard and expert 9-10 laps and separate sportsman (beginner) heats as in 2010.

The 2 Salem races will be sportsman and 424 OR 426. Because of time constraints you will be able to enter 1 event. 426 is one class only. 424 will be the 9-10 lap format.

Bridgewater and Ellington will be 2 separate 1-day 424 events and one 5 round 426 event, spread over 2-days, as time allows.



District News



Q40 Points, Doug Killibrew

QM	
Location	Date
Phoenix Champ Race	11/6-11/7/2010
Old Julian Race	10/17/10
Whittier Race	10/2/10
Whittier Race	10/3/10
Tangerine Race	12/4/10
Phoenix Classic	3/5-3/6/2011

District 7, Gary Freeman, Jr.

– no input submitted

District 8, Eric Desardi – no

input submitted

District 9, Manuel Martiarena

– no input submitted

District 10, Luis Ochoa – no

input submitted

Contest Calendar, Mike

Helsel – no input submitted

QM Points Standings

	NAME	NMPRA #	Races Flown	Total of Best 6 Races				
1	Jett, Dub		4	335.35	38	Barrios, Salvador	1	75.87
2	VanBaren, Rusty		4	319.17	39	Metkemeijer, Bert	1	74.00
3	Flynn, Travis		4	297.07	40	Lime, Tim	1	73.14
4	Von Der Hey, Lee		4	294.91	41	Raquet, Jacob	1	72.60
5	Allen, Jim		4	274.06	42	Calderon, Jose	1	72.13
6	Killebrew, Doug		4	257.94	43	Brown, Ray	2	71.65
7	Small, Jerry		3	221.57	44	Tallman, Mike	2	70.85
8	Helsel, Mike		3	204.91	45	Pedro Marin, Jesus	1	70.27
9	Bridge, Randy		2	186.28	46	Coronado, Oscar	1	68.40
10	Pacini, Tanner		2	154.02	47	Kane, Dan	2	67.73
11	Holik, Robert		2	152.72	48	Tahhan, Gabriel	1	64.67
12	McAfee, Scott		4	149.79	49	Travesio, Mario	1	64.34
13	McDermott, John		2	139.20	50	Galerieault, Pat	2	61.23
14	Russell, Matt		2	133.15	51	Houston, Doug	1	60.93
15	Batch, Bryan		2	128.50	52	Metkemeijer, Rob	1	57.20
16	Salar, Matias		3	127.11	53	Colletto, Ray	1	56.45
17	Scott, Tom		3	124.95	54	Beers, Richard	1	56.01
18	Freeman Jr., Gary		2	114.09	55	Amezcuca, Pedro	1	55.33
19	Baker, Steve		2	109.49	56	Lopez, Tony	2	54.09
20	Johanson, Bill		2	108.00	57	Cady, Darrol	1	51.60
21	Jump, Eddie		2	106.34	58	Hulen, Duane	1	47.87
22	Coffey, Bruce		3	103.16	59	Garcia, Angel	1	46.00
23	Lloyd, David		2	97.46	60	Hegland, Tom	2	43.10
24	Andrassy, Roy		1	94.53	61	Gall, Duane	1	42.31
25	Pacini, Anthony		2	93.32	62	Uthoff, Dave	2	37.58
26	Smith, Randy		1	92.67	63	Russell, Alexandria	1	36.67
27	Ponek, Bobby		1	89.31	64	Brogdon, Bob	1	35.33
28	Sattler, Harold		1	88.93	65	Parker, Mark	1	32.93
29	Grunkemeyer, Craig		2	88.69	66	Elert, Jerry	2	32.29
30	Redekop, Henry		1	87.07	67	Lime, Jim	1	31.07
31	O'Brien, Dennis		1	86.53	68	Peterson, Troy	1	30.57
32	Langlois, Mike		2	86.13	69	Vogelsang, Rick	1	26.80
33	Cranfill, Dennis		1	85.20	70	Corum, Don	1	25.47
34	Vasquez, Alejandro		1	83.33	71	Freeman Sr., Gary	1	24.88
35	Teague, Norm		1	81.97	72	Baker, Lyle	1	21.73
36	Del Ponte, Gino		1	81.47	73	Vaclav, Stephen	2	19.47
37	Yousey, Tim		1	80.12	74	Hartman, Scott	1	18.33



District News



QM Points Standings

75	Hinkle Jr., Jack	1	16.13
76	Hebestreut, Chuck	1	14.27
77	Causey, Scott	1	11.48
78	Moreland, Rick	1	9.73
79	Chavarin, Ruben	1	8.67
80	Del Ponte, Mike	1	6.80
81	Rau, Robert	1	3.07
82	Frazier, Terry	1	1.20
83	Coffey, Joanne	1	1.20
84	Busse, John	1	1.20

Quickie 500 Points and 424 Points, Dave Gavin

Here are the Results that have been submitted so far.
Here is the list of races that are included.
All results are included whether you have paid your dues or not. The next one will only have results for paid NMPRA members, so please get your dues in and be included for this year's points!!!

428

424

Whittierfall	10/2/10	Whittierfall424	10/3/10
Whittierfall	10/3/10	Whittierfall424	10/3/10
OldJulianFall428	10/9/10	KCRC 10-2-2010 424 -	10/3/10
Winterfest428	1/15/11	KCRC 10-3-2010 424 -	10/3/10
		OldJulianFall424	10/9/10
		Tangerine424	12/4/10
		MacHodgesFall424	#####
		Salem_oct3_2010	10/3/10
		Winterfest424	1/15/11

426

Tangerine
Winterfest
KCRC 10-2-2010 426
KCRC 10-3-2010 426

426 Quickie

	NAME	NMPRA #	Races Flown	Total of Best 6 Races
1	Bridge, Randy	Y	2	168.51
2	Tallman, Mike	Y	3	160.18
3	Helsel, Mike	Y	2	159.78
4	Jett, Dub	Y	2	137.16
5	Vereecke, Maurice	Y	2	132.38
6	Finch, Lonnie	Y	2	130.99
7	Jump, Eddie	Y	2	111.14
8	Scott, Tom	Y	1	95.07

9	Seaholm, A.J.	Y	1	91.69
10	Grunkemeyer, Craig	Y	1	86.53
11	Uledahl, Dan	Y	2	82.97
12	Hegland, Tom	Y	1	81.78
13	Mcafee, Scott	Y	1	76.02
14	Lime, Jim	Y	1	64.51
15	FreemanSR	Y	1	60.93
16	Padelt, Jim	Y	2	59.96
17	Flynn, Travis	Y	1	53.00
18	Rau, Robert	Y	1	47.24
19	Cady, Darrol	Y	1	41.49
20	Coffey, Joanne	Y	1	35.73
21	Brown, Ray	Y	1	35.33
22	Miller, Rick	Y	1	35.13
23	Hinkle, Jack	Y	1	29.98
24	Doyle, David	Y	1	26.80
25	Hartman, Scott	Y	1	26.60
26	Nikodem, Jim	Y	1	24.22
27	Hulen, Duane	Y	1	23.82
28	Dible, Bob	Y	1	18.47
29	Baker, Steve	Y	1	18.27
30	Lime, Tim	Y	1	12.71
31	Lyons, Jim	Y	1	9.73
32	West, Mitch	Y	1	6.96
33	Hinkle, Jack	Y	1	1.20
34	McWilliams, Gordon	Y	1	1.20
35	West, Barry	Y	1	1.20

424 Quickie

	NAME	NMPRA #	Races Flown	Total of Best 6 Races
1	Padelt, Jim		3	229.11
2	Helsel, Mike		2	196.70
3	Tallman, Mike		2	195.60
4	Finch, Lonnie		2	191.40
5	Jett, Dub		2	175.07
6	Jump, Eddie		2	166.20
7	Hodges, Mac		2	165.42
8	Skavinsky, Tom		2	163.73
9	Uledahl, Dan		2	157.80
10	Hulen, Duane		2	149.40
11	Torres, Dave		2	144.82
12	vanTuyl, Ken		2	132.60
13	Shimizu, Sam		2	124.23
14	Uledahl, darwin		2	120.00
15	Fawcett, Paul		2	120.00
16	Hartman, Scott		2	115.80
17	Brogdon, Bob		2	114.57
18	Casteel, Jesse		2	111.60



District News



19	Clayton, Brad	2	103.64
20	Masi, Mike	1	102.00
21	Johnansson, Bill	1	97.27
22	Barr, James	1	92.90
23	Hobbs, Rick	2	90.60
24	Cianciolo, Jimmy	1	89.40
25	Nikodem, Jim	1	89.40
26	Brown, Kelly	2	86.40
27	Nagy, Seth	1	84.17
28	Baker, Steve	1	79.80
29	Doyle, David	1	78.00
30	Miller, Austin	2	78.00
31	Busse, Ken	1	77.40
32	Burnham, Lloyd	1	76.80
33	Vereecke, Maurice	1	76.80
34	O'Brien, Dennis	1	75.43
35	Vess, robert	1	71.07
36	Homenda, Steve	1	69.47
37	McDermott	1	66.70
38	Sweany, Dave	1	64.70
39	Degroot, Tom	1	64.20
40	Rayne, Pat	1	64.20
41	Helmke, Rick	2	62.45
42	Lewis, Larry	1	62.33
43	Hodgin, Joseph	2	61.20
44	West, Barry	1	60.93
45	Grantham, David	1	59.14
46	Rutchka, Mike	1	57.97
47	Salizar, Mario	2	56.77
48	Tani, Peter	1	55.80
49	Keats, Dave	1	53.60
50	Switzer, Curtis	1	52.40
51	Shelling, Don	1	52.00
52	Rinaldi, Ralph	1	51.60
53	Sanderson, Marshall	1	49.23
54	Gavin, David	2	45.86
55	Vogelsang, Rick	1	44.87
56	Mcfarland, Mike	2	44.40
57	Lindwell, Bradley	1	43.87
58	Wilson, Michael	1	43.20
59	Brewer, Bill	2	41.86
60	Weiland, Vic	1	40.50
61	Cappis, Jay	2	40.20
62	Polumbo, Peitro	1	39.30
63	Spadaccini, Dino	1	39.00
64	Greer, Robert	2	37.33
65	Creech, James	1	35.33
66	Doe, Greg	1	32.77
67	Williams, Robert	2	31.80
68	Miller, Rick	2	31.80
69	Long, Clyde	1	31.77
70	Moreland, Rick	1	27.40
71	Trevieso, Mario	1	26.80
72	Stevens, Mike	1	24.88
73	Brown, Ray	1	18.27

74	Mollyhorn, Allan	1	16.98
75	Leonard, Don	1	15.69
76	Landers, Rick	1	14.30
77	West, Mitch	1	13.90
78	Rayne, John	1	13.80
79	Tropea, Joe	1	13.80
80	Jones, Jack	1	9.93
81	Smith, Scott	1	9.73
82	Brown, Irl	1	9.60
83	Rourk, Pete	1	5.57
84	McWilliams, Gordon	1	5.40
85	Dooley, Tom	1	1.20
86	Hooten, Trey	1	1.20
87	Jackson, Stan	1	1.20
88	Melin, Carl	1	1.20
89	Myer, Dan	1	1.20

428 Quickie

NAME	NMPRA #	Races Flown	Total of Best 6 Races
1	McAfee, Scott	2	169.98
2	Allen, Jim	2	157.34
3	Andraka, Chuck	2	140.15
4	Helsel, Mike	2	124.27
5	Thordarson, Dan	1	98.79
6	Jett, Dub	2	98.64
7	Vaclav, Stephen	1	97.95
8	Salar, Matias	1	96.66
9	Johanson, Bill	1	91.50
10	Leadbetter, Clark	1	89.31
11	West, Mitch	2	88.93
12	Tallman, Mike	1	87.08
13	Vogelsang, Rick	1	85.05
14	Uthoff, David	1	83.18
15	Russell, Matt	1	79.27
16	Myer, Dan	1	78.60
17	Teague, Norm	1	74.63
18	Frazier, Terry	1	72.15
19	Pacini, Tony	1	67.56
20	Barr, James	1	65.70
21	Russell, Allie	1	63.66
22	Flynn, Travis	2	61.14
23	Gavin, Dave	2	60.49
24	Clancey, Doug	1	59.76
25	Baker, Steve	1	59.25
26	Del Ponte, Mike	1	55.85
27	San, Sam	2	48.32
28	Batch, Bryan	1	48.04
29	Hegland, Tom	2	47.85
30	Langois, Mike	1	46.35
31	Nikodem, Jim	1	40.24
32	Moreland, Rick	1	39.90
33	O'Brien, Dennis	1	33.45
34	Polumbo, Peitro	1	30.57
35	Pacini, Tanner	1	28.53
36	Brogdon, Bob	1	27.00
37	Russo, Jim	1	20.72
38	Weiland, Vic	1	20.55
39	Keats, Dave	1	14.10
40	Bridge, Randy	1	12.91
41	Lopez, Tony	1	9.01
42	Salizar, Mario	1	5.10
43	Myer, Kevin	1	1.20
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