



The Pylon Racer's Official Voice

NMPRA

HIGH PERFORMANCE

National Miniature Pylon Racing Association • Since 1965 • AMA Affiliated • December 2012

President's Corner

NMPRA hats and T-shirts: With the holiday season just around the corner, the NMPRA has stocking stuffers available. Moe Vereecke has volunteered to handle shipping of T-shirts and hats. If you are interested in purchasing a hat or T-shirt, please contact Moe for details. Moe's contact information is: moev@ymail.com or (816)810-6551; details will be listed on the NMPRA forums in the "FOR SALE" section.

AWESOME VIDEO: <http://vimeo.com/53478913>
Bob Tarlau of the Valley flyers attended the champ race this year and produced this short video that describes pylon racing VERY well. The video is first class, and I would recommend using this video to promote racing to your local club. Bob, thank you for spending the time and thank you for making such a great video!!

2013 US NATIONALS: Recently Gary Freeman Jr. stepped down as the NATS CD, thus leaving a void that needed to be filled. Gary has done an outstanding job running the NATS, and I would personally like to thank him for his hard work over the past several years. As the world turns and old becomes new, the NMPRA is very pleased to announce that Mike Condon has agreed once again to run the US nationals. Mike is no stranger to pylon racing and was previously the president of the CAPS organization. He has been away from racing for the past couple of years but still keeps in touch with his buddies from the racing circles. Stay tuned for NATS updates. The first update is that EF-1 entry fees will now be collected by the AMA. The entry fee for EF-1 is \$25, and details are located on the UN-OFFICAL EVENT entry form. EF-1 will be flown on Monday 7/15/13, which represents the practice day for the "OFFICIAL" AMA events. 426 will be flown first and then 422. Saturday is our official rain day. Unlike last year, if a rain day is needed, we will be using it; please plan accordingly.

I have heard several comments about running EF-1 on Monday, some good and some bad. All I can say is that we are doing our best to accommodate everyone. If you have any questions or concerns, please send them to me; I love to read them. Lastly, we will be having a "BEST OF SHOW" judging for EF-1 on Sunday evening. The judging will take place at the pylon site starting at 5:00 pm. Judging will be handled slightly differently from in the past. Each registered contestant will vote for best of show; we will then have a small 3-member judges panel that will determine the final winner. The winner must use the "B.O.S" airplane in at least 3 rounds of the NATS to win the prize.

2013 and Beyond

The NMPRA is still searching for a Webmaster. If you have any interest at all, please contact me.

2012 Champ race

Congrats to the 2012 winners. Jim Allen 1st, Gary Schmidt Fast Time, Richard Verano 2nd, Chuck Andraka 3rd, Lee VonDerHey 4th, Rusty VanBuren 5th. A huge thank you goes out to the Valley Flyers for making the event one of the best races I have been to in several years. Several other individuals need to be thanked as well: Travis Flynn, for organizing the event in such short notice; Doug Killebrew, for helping Dennis on the start line and giving up flying; and Dennis for sitting on the line all day and putting up with Doug; Dave Gavin for his computer skills; Mario Salazar for helping everywhere; (and NO, I haven't forgotten about your stand), Dan Thordarson for working #1; and everyone else who made the race so perfect. And those who did not attend - shame on you for missing this one; it was perfect! Also a huge thank you to Tom Scott and his crew for coming up with some the coolest trophies ever! FYI - the banquet was AWESOME!!! Sorry you missed it.

2012 Season Point Champions

Rusty, Sorry, I don't have a Jacket for you yet. In the 100 years that Rusty has been competing, he has never won an NMPRA jacket, and needless to say he is a little bitter; just ask him. It seems that when he should have won one, the president decided not to give out jackets. Next time you see Rusty, ask him how his jacket feels. BTW, I have two; should I share with Rusty?

Congrats to the winners!
AMA 422, Mike Helsel
AMA 426, Craig Korsen
AMA 424, Mike Masi

SpeedWorld RC

Quick update: The future is not as grim as we first thought. In the future it may be possible for SpeedWorld to host events again. Time will tell. Preliminarily, the state has agreed to open discussions with the RC club after the dispute is settled. As more information becomes available, Jim Allen has agreed to post information on the NMPRA forum.

Winterfest:

Jim Allen and crew are working on a new venue to continue this race. As of today, it will **NOT** be held at the Speedworld site. Jim is working with another club in the area to pick up the event. When more details are available, they will be posted on the NMPRA forum.

QM February race:

As of right now, the QM race will **NOT** be held at the SpeedWorld site. Most likely it will not be held in AZ either. Stay tuned to the NMPRA forums for updates.

Final Thoughts

When was the last time a pylon racer graced the cover of the AMA magazine? (Serious question that I don't have an answer to). This is an open challenge to everyone to get pictures of your model or

model with a model to me so I can push to get pylon the coverage it deserves.

With 2013 right around the corner please get your event schedules in to Mike Helsel early.

Remember to spend time with family and friends during the Holiday Season, and may you receive all that you wish for.

Happy Holidays to all,

Dan Kane

District 1, Tom Hegland

"Here We Go" District One! We were treated to two very different Champ races since our last Newsletter. In mid-October Lee Von Der Hey and the San Gabriel Valley Radio Control League got racing started with the California Quickie 500 and Electric Quarter Midget (EQM) Championship Race. Following the California Champ Race, the San Fernando Valley Flyers and Jim Allen teamed up to make the 2012 Quarter Midget Championship Race a success the weekend of November 3rd and 4th. The California Quickie and EQM racing format is different from other national events as it is flown on a 400-foot course with no turn or cut lights. If you should get one cut during your heat, no matter where you finish you get one point. Two cuts and you receive the dreaded "BFZ". This format virtually eliminates re-flies and minimizes "post heat" bickering with the starter. Saturday's turnout was strong with 12 in EQM and 14 in California Quickie 500. Sunday the numbers were down with 6 in EQM and 12 in Quickie. On Saturday Mr. Von Der Hey made it clear who the person to beat this weekend would be. Lee was untouchable all day and captured 1st place in EQM and Quickie 500 and also fast time in both classes. After completing 5 rounds on Saturday the results were

High Performance Information

High Performance is published 6 times per year. Information for publication can be forwarded to:
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If possible, please submit information in Microsoft Word format

Race Announcement Policy

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

EQM

1 st	Lee Von Der Hey	15	1:14.08
			Fast Time
2 nd	Larry Stotts	14	1:15.82
3 rd	John Powell	12	1:22.62

Quickie-500

1 st	Lee Von Der Hey	15	1:09.93
			Fast Time
2 nd	David Hill	13	1:10.67 FO
3 rd	Tom Hegland	13	1:14.78

On Saturday there was a Rick Marquez sighting. Rick dusted off his "mature" Revolution, slapped a new plug in his ThunderTiger, and came out to join in the California Quickie fun. Rick was hard to beat all day and was one of only four pilots to break 1:12.00. Congratulations, Rick. Saturday also saw Paul Smith compete in his first 3-pole pylon event. I watched Paul get more comfortable with his



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Shoestring and tighten up his line during each proceeding round.



Unfortunately during Saturday EQM, Ted Burns lost his immaculate scratch-built Shark in 5th round mishap.



Rick Marquez reminiscing about Formula One days with Larry Stotts. I recall trying to catch that Revolution 7-8 years ago.

Again on Sunday Lee dominated EQM by finishing up in 1st and with fast time. However, California Quickie was a different story as Lee lost two planes, enabling Gary Long to bring home the 1st place wood. One of Lee's forgettable Sunday's heats is documented below and I'm calling it The Good, The Bad, and The Ugly.



The Good: Mario Salazar gets first flag and receives a good push by Dan Coe. Travis releases Lee's Viper in lane one, and in lane three we have Pietro Palumbo about to get into the action.



The Bad: Mario (in third) will have nothing to do with Lee and Pietro leading the pack and decides to mix it up.



The Ugly: Mario and Lee did mix it up. Unfortunately, Lee got the worst of this "wing slapping" heat.

Dave Hill with his red Nemi-Q was the fastest Q500 setup on Sunday. Dave came home with the California Quickie Fast Time trophy with a run of 1:11.27; that was a half second better than Pietro Palumbo. Dave was "clean" in the air (no mid-air); however, the runway did get a bit crowded as shown below.



This is how Sunday's round 5 heat

ended up. Everybody nailed the runway centerline. Dave Hill was the winner; however, Dan Coe and Dave Gavin displayed the attitude "If you can't catch-um on the course, let's get it done on the runway." I've never seen 3 planes get tangled up in a 3-plane heat. After completing 5 rounds on Sunday the results were

EQM

1 st	Lee Von Der Hey	15	1:12.84
			Fast Time
2 nd	Larry Stotts	11	1:13.33
3 rd	John Powell	8	1:21.58

Quickie-500

1 st	Gary Long	14	1:13.03
2 nd	David Hill	12	1:11.27
			Fast Time
3 rd	Mario Salazar	12	1:13.27

Congratulations to Paul Smith who finished 4th in his second EQM race.

The first weekend of November was a special one for those who attended the 2012 NMPRA Championship Race. Great racing, perfect weather, superb banquet, and just "plane" great camaraderie. Special kudos to Jim Allen, Travis Flynn, Danny Kane, and the Valley Flyers for making this event happen. The Valley Flyers really stepped up at the last minute after the announced closure of the SpeedWorld Racing facility. The club actually cancelled a previously scheduled event to host this NMPRA Champ Race. THANKS, VALLEY FLYERS! Special thanks must also go to fellow District 1 racers Doug Killebrew, Dave Gavin, Mario Salazar, and Dan Thordarson for volunteering their time working the course. On Saturday racing was fast and furious from heat 1 through heat 36. Round 1 didn't see Gary Schmidt get off to the start he was looking for as he and Travis got



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tangled up. Gary's right wingtip was no match for Travis's prop. Travis suffered no damage and finished the heat, while Gary had to shut things down and land. Round 2 highlights included an incredible battle between Jim Allen and Travis Flynn with Jim narrowly taking the win. Another Round 2 heat between Richard Verano, Lee Von Der Hey, and Matias Salar was also intensely contested until all three cut out. Ouch! Zeros across the board. By the end of Round 3, three sub-1:01 times were on the board with Gary Schmidt leading that fast crowd with a 1:00.13. Six rounds were completed Saturday with Jim Allen, Richard Verano, Gary Schmidt, Travis Flynn, and Rusty VanBaren rounding out the top five. Jim was the only one clean with 18 points.



Round 7 Heat 1 - Gary Freeman Jr. and Jim Allen do battle. Gary getting on the needle.



Flag drops during a Round 7 heat between Dave Gavin, Jim Lime, and Joanne Coffey.



Just a little concentration going on here! This heat highlighted two of best.



Round 7 - Gary Schmidt, Travis Flynn, and Matias Salar are off on another extremely competitive heat. Fun stuff to watch!



Gary Schmidt showing how it's done, getting Jim Allen another hole-shot

Sunday continued to produce some "fast air" which made for some awesome racing. It's rare to see Gary Schmidt lose one plane during a race, but two just can't be so. Well, unfortunately for Gary, Round 7 saw him dump his backup II Sweet between poles two and three. Gary was just behind Rusty and admitted taking a quick peek to calibrate Rusty's lead, and that was the end of Gary's day. On the good side, Gary's Saturday run of 1:00.13 held up as Fast Time for the weekend.



Lap 8 action - Jim Allen with a 10 foot (or 0.03 seconds) lead over Jr.

David Lloyd's Round 9 heat was one to forget as his Endeavor took a quick exit from the course and ended up somewhere near Woodley Blvd. Q40's are tough to fly with no elevator response. Also during Round 10 Gary Freeman experienced a crank failure that sent his spinner and prop off into the wild blue yonder.



Doug Killebrew takes a break from his Starter duties to call for long time teammate Rusty VanBaren.



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Tom Scott had his hand in supplying these classic standout "Ole Tiger" trophies. Stealthy.



Mr. Lee (I don't work less than 80 hours/week) Von Der Hey had to hit the road before the trophy presentation. Congrats to Lee for finishing 4th Place.



Jim Allen (1:00.64) - another well-deserved 1st Place major race trophy

On Sunday the final 4 Rounds were completed by early afternoon and final results were

1 st	Jim Allen	1:00.64	27
2 nd	Richard Verano	1:00.27 FO	26
3 rd	Chuch Andraka	1:01.26 FO	26
4 th	Lee Von Der Hey	1:03.42	25
5 th	Rusty VanBaren	1:01.63	24
6 th	Travis Flynn	1:01.00	21
7 th	Dan Kane	1:01.89	20
8 th	Tom Hegland	1:03.92	20
9 th	Gary Schmidt	1:00.13	16
		Fast Time	
10 th	Matias Salar	1:00.99	15
11 th	Gary Freeman Jr.	1:01.31	15
12 th	Mike Tallman	1:03.95	15
13 th	Joanne Coffey	1:08.60	15
14 th	David Gavin	1:18.25	12
15 th	Robert Holik	1:03.66	11
16 th	Jim Lime	1:11.75	11
17 th	David Lloyd	1:06.01	10
18 th	Bruce Coffey	1:04.97	7



Chuck Andraka (1:01.26) finished the weekend in 3rd Place. Another top five finish for Chuck



Despite losing two planes Gary Schmidt managed to come out with a Fast Time of 1:00.13.



Richard Verano 1:00.27 fast and consistent all weekend, 2nd Place



Top five finishers (minus LVDH) with callers



Rusty VanBaren (1:01.63) accepting 5th Place congratulations from Dan Kane



District News



District 2, Allie Russell

Hello all! I apologize for missing last month's news and for the brevity of this month's. As I'm sure it has for everyone, fall snuck up and got busy on me. School is back in session and everything seems to need attention at once. Hopefully everyone is finding time to focus on family and making memories with those they love now that the holidays are (already!) upon us again.

I know for families like ours, racing brings us together. It can be hard to find time to do things together, and family friendly racing is something we can always enjoy and learn from. The teamwork and communication Dad and I have learned from competing together have served us well in the rest of our lives. Although our focus lately has been on full-sized aviation as I wrapped up my private pilot checkride (another reason I have been busy), we always look forward to time racing or building together.

Families have always made up a big part of racing in the Northwest, and that is where we have seen some major growth lately. I will hopefully touch more on racing from a teen/preteen's perspective in a later article, but remembering to include younger racers and make it fun for them to be on the course and at the field is a crucial part of growing numbers, which is always our goal as an organization.

As it starts to get cold again here in the Northwest, our racing season has largely wrapped up. We enjoyed some different racing this year with the new class, and in conjunction with the folks from Montana, we have seen a promising increase in numbers. Hopefully we will continue to see growth and attract new racers through building

season and into spring.

I wish you all a wonderful Christmas season with family and friends. I wanted to congratulate Tom Strom Jr. on his improving health; he says he is doing well and feeling better. We will be keeping him in our thoughts and prayers as he continues to work hard taking care of himself and look forward to seeing him on the course kicking our butts again soon! I am thankful this season for my racing family, both in the Northwest and around the world; you all mean so much to me. Everyone enjoy your holidays and happy building season!

Allie

District 3, Randy Smith

Introducing a new event: International Q40 (F3X)

In my column this time around I would like to address a topic outside of both the NMPRA and the AMA. Over the past several months, in fact almost a year, Q40 flyers from around the world have exchanged ideas for a Q40 event that would be more inclusive of flyers from regions around the world. The event has an objective to address some of the unique factors that Q40 flyers from these regions face while learning from all of the good work done by the NMPRA and AMA in developing 422 to where it is today.

Rob Metkemeijer led event proposals and discussion of rules from the F3D technical sub-committee. Rob did a great job of asking for input on the rule proposals and in filtering all of the various inputs that were provided. Representing North America were Jim Allen and myself. Jim provided valuable input to Rob on lessons

learned in AMA422. Jim had multiple conversations and a lot of email with Rob regarding the components of AMA422 that have led to an extremely successful event in the USA as well as the hurdles that have been overcome in the past regarding model design approvals, speed creep, unchecked motor innovations, etc. I provided my Canadian perspective on how to take the AMA422 event and give it a bit of an international spin. This included allowance of other motors into the event and to adopt some aspects of the European FAI racing so that these countries would be more willing to embrace the event, rather than feel as if they had to adopt 422 as-is without consideration for their racing needs.

In mid-November Rob concluded the discussions with a proposed set of rules that I think is a very good start to an international Q40 event that could catch on and generate healthy growth in Q40 pylon racing worldwide. Rob will take the proposed rules to the CIAM board in April of 2013 for ratification. If the proposal is accepted, we will have a new pylon event officially recognized on the world stage. The rules aren't perfect but they are a great start. Also, I want to be clear that AMA422 has not been compromised in any way. This is a totally separate event. AMA422 remains intact in the USA.

Countries around the world are beginning to embrace the rules and run contests according to them. Australia has held at least one contest under the new proposal and more contests are scheduled. Japan and Italy also intend to give the new event a try. The UK is fully on board as are France, Czech, Mexico, South Africa, and others.



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In Canada, the Q40 race in Calgary during July of 2013 may be run under the new F3X rules depending on interest shown from countries outside of North America.

So what do these rules for F3X look like, you ask. In short, the rules look like this:

AMA422 Q40 rules with the following modifications:

- 1) Any motor is allowed if it meets the engine specifications of F3X. This is primarily a commercially available Q40 motor with 9mm venturi. A 12mm venturi is allowed if FAI fuel is used. That is fuel with 0% nitro content. The motor is allowed to have a maximum diameter crankshaft gas passage of 12.7mm. (Nelson, Jett, and Drake Tuned motors meet this specification.)
- 2) Fuel allowed is a range from 0% nitro to maximum 15% nitro. Fuel used is to be determined by the host club. A nitro range was allowed to make concessions for Germany who do not run nitro in their fuel because it is difficult to obtain.
- 3) Race course geometry is FAI dimensions. The FAI race course is 21 feet shorter and 31 feet wider than the AMA race course.
- 4) Method of scoring is to be optional - FAI scoring or heat points scoring (4,3,2,1 based on heat finish as in North America). Scoring is to be determined by the host club's choice. This was an important factor because many clubs in Europe and countries overseas do not run a heat matrix. They do not score by heat placing. This concept is very foreign to them, and their entire starting and timing system is setup around FAI scoring, which is by lowest time.
- 5) A model design committee is proposed to be implemented, similar to the AMA committee; as

well as a motor approval committee to ensure that motors allowed in the event are of equivalent performance and so that speed creep does not occur.

For the most part, all of the other details around motor, muffler, and airframe specifications remain the same as AMA422. The good news is you could take your current 422 Q40 and go race in Australia, Italy, Japan, etc. Likely the only difference would be flying on the FAI racecourse.

I'm excited about this new event. I think it has the potential to increase Q40 participation worldwide and to bring more international competitors into North America for exciting pylon racing.

Randy
pylon.guy@shaw.ca

District 4. Travis Elbert
- no article submitted

District 5. Jim Nikodem



Racing action in Bloomington IL,
Mo Vereecke in motion



424 winners Saturday, L to R: Jay Cappis 2nd, Duane Hulén 1st, Jim Nikodem 3rd



426 winners Saturday L to R: Lonnie Finch 2nd, Mo Vereecke 1st, Duane Hulén 3rd

The 2012 season is now in the record books. The Bloomington IL late September race once again determined at least one of the season winners. With no clear lead in 424, six racers were in the running and with a good placing either day could have brought home the district 5 Lead Goose season trophy. All six attended those final two 424 races of the season (one Saturday and one Sunday), so the pressure was on to perform well. Those six were in order of points prior to that race: Jim Nikodem, Duane Hulén, Darwin Larson, Mo Vereecke, Jay Cappis, and Kevin Matney. All had six or more races already. That is important since just like NMPRA points, only the best six count. Now it is not all about these six or the Lead Goose. Everyone is striving to do his best and post a good time or two. The perpetual trophy is a nice recognition of the



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season points winner now in its twelfth year. Saturday was very windy all day. Five rounds of 424 and 426 were flown in rather challenging conditions. Landings were the tough part. We must be dealing with a very skilled group of pilots because there were very few landing problems (a grass runway helps). When the day was over, Duane Hulen was on top followed by CD Jay Cappis and a tie for third between Kevin Matney and Jim Nikodem. Kevin cut in the flyoff giving him 4th for the day. Earlier in the day Kevin had set the fast time. This changed things a bit putting Duane in the lead for season points and moved Jay into second for the season.

In 426, the Minnesota guys with eight 426 races in the season did very well. AJ Hemken was the District 5 Caudron Trophy leader followed by Mo Vereecke (last year's winner) and Lonnie Finch. It turns out AJ had a big enough lead that it was already not possible for Mo or Lonnie to get ahead of him. So the winner of the Caudron Trophy for 2012 was AJ Hemken. Congratulations, AJ! Doing well at the NATS really helps District and NMPRA points, another good reason to go to the NATS. 426 flying was exciting as usual with Mo Vereecke and Lonnie Finch dominating. At the end of the day it was a Kansas City sweep with Lonnie in first, Mo in second, and Duane Hulen in third. In fact, it was the same Sunday with Mo in first this time, Lonnie in second, and Duane once again in third. The times were much better Sunday, most likely due to the much reduced wind. Mo got the fast time Sunday with a 1:02.82!

424 also had some improved times and much more normal airplane behavior and easier landings. Lots

of exciting racing as usual. In one of the last heats of the weekend, Mike Wilson ripped off his landing gear on the PVC pylon 3. That was lap 6, and the airplane didn't even slow down. Mike continued flying a terrific heat, slowly catching his teammate Jay Cappis. It was looking like a photo finish in the making when Mike and Jay had a midair a few laps later at pylon three on their tenth lap. None of the wreckage crossed the finish line. Kevin Matney dominated Sunday with all firsts for the day. One point down was Darwin Larson and Mick Warning (brothers-in-law and teammates). Darwin cut in the fly-off giving Mick second for the day. Duane Hulen was fourth, but his best six races totaled 524.41 points, about 23 points ahead of second place for the season which was Kevin Matney. Kevin went from 6th to 2nd with his first place finish on Sunday. That's how close the top 6 were.



424 winners Sunday L to R: Mick Warning 2nd, Kevin Matney 1st, Darwin Larson 3rd

Congratulations to Duane Hulen on a great season and being the twelfth name on the Lead Goose perpetual trophy. Congratulations also to AJ Hemken for being the second winner of the 426 Caudron Trophy! AJ had 588 points which should land him in a really high place for national 426 points also.



Duane Hulen with the 424 Lead Goose trophy with caller Lonnie Finch

NORTH CENTRAL PYLON LEAGUE
presents
THE B & E NATIONALS
Saturday, October 6th
Grassfield RC field, Brooklyn Park, MN
(for map, go to www.grassfieldrc.org)
Racing Class AMA-426
\$1800 dollars in prize money!
(Awarded to Top Ten Finisher)
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First Heat: 10:30 (6 rounds)
Contest Director: Jerry Elert
For more information, contact Del Berryman
612.799.6247 del31@charter.net
NCPL Shoot-Out to follow race

Race flier from the season finale in Minnesota. Cash prizes!!! no entry fee!!!



District News



Starting the new season in District 5 were two one-day races on October 6th. One was the re-scheduled Minnesota shootout - see flier. This is a one-day 426 race with cash prizes! The way it works is the top 10 finishers are in the money. There are 10 unmarked envelopes with varying amounts of cash. First place picks first, etc... There was also a drawing for two new Quickey Jett motors. Sounds good, right? That's not all, no entry fee and pizza and a keg of beer when it's over. These guys know how to put on a race! Here are the top ten out of 17 in order:

- 1st Don Luce
- 2nd Randy Etkin
- 3rd Lee LaValey
- 4th Darwin Larson
- 5th Pat Galenault
- 6th Jesse Platt
- 7th Mick Warning
- 8th AJ Hemken
- 9th Tom Brockman
- 10th Al Schwartz

The same day (Saturday) was a Kansas City 424 and 426 race. The following day was another one-day Kansas City race. Nice to get two races in one trip. That trip from Colorado paid off for Duane Gall, Ken VanTuyl, and relatively new racer Hank Diepenbroek. Hank took first in 424 Saturday and second on Sunday. Ken took second in 424 on Saturday and Duane Gall took third. Then on Sunday Duane took first in 424 in a flyoff with Hank. In 426 on Saturday Lonnie Finch took first followed by Duane Hulen and Jay Cappis. On Sunday there was a three-way tie for first settled by a flyoff. The result was Duane Hulen, Eddie Jump, and Lonnie Finch in that order. Many thanks to Duane Hulen and the KCRC club for putting on another great race!

District 6, Peter Tani

Hello all,
 Hope everybody had a great Thanksgiving. On Saturday, November 17, 2012, we had our annual NEPRO Awards Banquet dinner at a new venue in Farmington CT that was attended by members from as far away as Maine. As always, a fun time was had by all with Club President Joe Tropea heading up efforts as Master of Ceremony. As part of the usual and annual shenanigans, Joe noted how pylon racing is truly a two-man sport and how important it is to have a good caller and how much a good caller is crucial to both the success and a strong finish come year's end.

To make a point Joe arranged to have two trophies awarded for both him and his caller of many years - Mr. Mike Masi. Here is a picture of Mike Masi (left) and Joe Tropea (right) holding their respective award trophies for calling for one another yet again in our 2012 racing season. Noting the great disparity - 1) it is obviously good to be King, and 2) Mike (with obvious great help from Joe) placed first nationally in AMA 424. Mike also placed third in AMA 424 within our little group missing first place by only four points. Congratulations, Mike.



National AMA 424 First Place finisher Mike Masi (left) and NEPRO President Joe Tropea (right) with their respective trophies for calling

On a more serious note, Joe commended his Vice-President Craig Korsen for his spectacular performance throughout 2012. Craig swept the field with first place wins in both NEPRO AMA 424 Expert and NEPRO AMA 426, while also capturing fast-time in AMA 424. Congratulations, Craig! Joe also noted that we as a group placed very respectfully nationally and commended everyone for their participation and support of NMPRA, noting 13 of our ranks in the top 27 for 424 and 5 of the top 26 for 426.

Joe also wished congratulations to NMPRA/ NEPRO member and the 2012 424 Standard Season Points Champion, Roy Meyer! Congratulations too for winning the elusive 2012 Most Improved Pilot Award. Bravo!

Congratulations also to Mainers Jeffery Linscott and Eric Waterman for capturing both Second and Third Place finishes respectively in our AMA 424 Standard class competition. Yesterday's Sportsman racers are tomorrow's Experts.

This year we marked the first year ever that we conducted AMA 426



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aces as a non-demonstration-for points event. As such, we needed to come up with a NEPRO AMA 426 Season's Points Champion Perpetual Trophy. Lloyd Burnham came up with the great idea to commission fellow NMPRA/ NEPRO member and master craftsman Keith Palmer to come up with a trophy. I have seen some of Keith's works in miniature which included three tiny racers that appeared on David and Gloria Doyle's lifetime achievement awards cake, but Keith certainly out did himself this time. The new 426 trophy is topped with a one-seventh-scale quickie race plane on a ball joint, complete with miniature engine and detachable wing. It will certainly be the envy of all who compete for it for many years to come.



The new 2012 NEPRO AMA 426 Perpetual Trophy

New for 2013

Planning and continued diplomacy for our 2013 racing season is coming close to completion. As such, we will retain both of our two-day events. First, our season opener event at Salem, CT and second our mid-season Ellington, CT event with cookout. In addition, we are planning for a possible second two-day event at Salem and a second, single day, event at Ellington. We also plan a Bridgewater, MA race and, most recently, have negotiated for a possible race date at the Wintonbury Flying Club Field located in Bloomfield, CT. Of special note too are plans for a possible multiple-day high-speed event at the nation's largest Air Force Reserve Base, Westover Air Force Base located in Chicopee MA. While this former venue pre-dates my involvement in racing, I understand and have heard many tall tales from the days of yore spoken by fellow local flying club members when the Nats were held there

prior to the AMA obtaining their national site.

Lastly, the annual Nepro Business meeting will be held on January 26, 2013. It will be held at "Countryside Park," 335 Huckleberry Hill Rd., Avon, CT 06001 and doors will open at 9:00 am. All prospective members are welcome to attend. If there is any hair-pulling to be performed during the year, you will certainly see it then. We generally manage to keep the peace for the remainder of the year. Also a good time with plenty of revealed race secrets, construction demonstrations, and lots of racing goodies on hand in past years.

Peter Tani
NMPRA 23J



District News



District 7, Scott Smith

Hello fellow race pilots! We have had a lot going on in SEMBRA for the past couple of months, so let's jump right in. The FAI team trials for the team USA 2013 FAI F3D selection took place on September 27-30. We ran open practice and testing all day Thursday and Friday with typical gorgeous sunny and warm weather in central Florida. Almost all of the guys showed up on Thursday and took advantage of the extra time adjusting to the weather and learning the flying site. Saturday began just after 9 am, and we put in 8 rounds with 12 pilots with just a few technical glitches with the wireless Judgeman system loaned to us by CAPS. Sunday we completed the final 4 rounds shortly after lunchtime and began the teardown and verification process. Once it was all done, we announced the new team for 2013, which is Travis Flynn, Randy Bridge, Ray Brown, and Gary Freeman as the alternate. Thanks to the Imperial R/C Club who once again allowed us to use the facility for 4 days, the commemorative pilc Medallions, and the free lunche each day. Thank you to Fran Tiano of FTE for the free C adhesive for each pilot. All th results are below, and addition; photos can be found on the SEMPR website (www.sempra.org) in th pictures section of the website.



Contestants for the 2012 FAI F3D USA Team Trials

Ordered By Total Score
FAI Pilots - FAI F3D USA Team Trials - Foreign

Name	Total Score	Heat Detail											
Gabriel Tahhan	559.42	069.12	200.00	200.00	062.49	061.62	060.87	060.19	061.63	061.44	062.41	059.65	200.00
Julio Quevedo	582.96	068.97	068.59	065.55	200.00	064.35	063.12	063.59	065.51	064.31	063.95	063.99	069.63
Eddie Melville	591.29	068.11	066.11	065.22	071.73	064.50	063.33	063.29	072.34	071.07	070.79	066.34	063.60

Ordered By Total Score
FAI Pilots - FAI F3D Team Trials - USA

Name	Total Score	Heat Detail											
Travis Flynn	549.52	064.10	062.67	061.12	060.99	061.47	061.68	060.95	060.37	061.76	063.35	060.35	060.83
Randy Bridge	552.59	061.34	200.00	060.34	061.12	200.00	063.27	060.21	061.49	061.10	200.00	061.89	061.83
Ray Brown	555.53	064.21	061.20	061.48	061.08	062.07	061.15	062.39	062.17	063.57	062.42	062.00	061.99
Gary Freeman Jr.	561.07	200.00	200.00	063.55	064.39	062.21	061.61	061.49	068.66	069.29	060.75	058.58	059.83
Richard Verano	562.98	063.82	200.00	064.87	061.01	071.80	063.23	062.58	062.74	060.71	063.78	060.24	064.91
Gary Schmidt	568.62	066.52	064.29	062.47	060.69	061.99	073.51	064.66	200.00	064.18	088.22	062.04	061.78
Robert Holik	579.28	065.50	062.83	063.15	064.78	062.84	200.00	066.18	066.52	066.58	062.69	064.79	068.02
Mario Travieso	597.34	067.92	067.41	071.76	200.00	200.00	066.64	064.23	200.00	066.42	063.68	063.09	066.19
Mark Parker	621.13	067.38	068.74	067.83	068.89	069.26	067.62	066.16	066.64	200.00	078.61	200.00	200.00



District News



2012 FAI F3D Team USA
(R-L – Ray Brown, Randy Bridge and Travis Flynn with caller Robert Holik)

Old Julian Airport in Julian, N.C. also ran their fall Gold Cup and 424 events on the same weekend, but their weather was a little more challenging! Mike and Jim had to deal with rain showers that washed out Saturday, but they were able to get 5 rounds in on Sunday to make it an official event. The results are posted below.

Fall2012OJA424

Ordered By Points

After 5 Rounds			
424	Name	Low Time	Points
1	James Barr	** 1:38.64	15
2	David Ellis	1:43.17	14
3	Trey Witte	1:44.77	14
4	Mike Rutchka	1:46.86	13
5	Seth Nagy	1:49.81	12
6	Dean Stone	1:43.05	11
7	Jack Fehling	1:45.23	11
8	Greg Doe	1:45.80	11
9	Brad Clayton	1:52.86	10
10	Marshall Sanderson	1:54.98	10
11	Clyde Long	1:53.69	8
12	Barry Reade	1:55.94	7
13	David Gay	2:14.27	7
14	Vic Welland	2:02.73	4
15	Jerry Salisbury	2:08.27	2
16	Bob Harris	0:00.00	0

Fall2012OJA422

Ordered By Points

After 5 Rounds			
Q40	Name	Low Time	Points
1	John Mcdermont	** 1:01.55	15
2	Mike Helsel	1:03.39	15
3	Mike Langlois	1:03.41	13
4	Joe Hodgins	1:04.39	13
5	Joe Tropea	1:04.70	13
6	Mike Tallman	1:03.53	12
7	Steve Baker	1:04.03	11
8	Mike Masi	1:04.09	11
9	Dub Jett	1:03.63	10
10	Terry Frazier	1:06.17	10
11	Mike Spencer	1:06.56	10
12	Jim Katz	1:06.47	9
13	Rich Beers	1:06.58	9
14	Bob Brogdon	1:08.55	9
15	Marcus Blanchard	1:06.14	8
16	Dean Stone	1:07.05	8
17	Mike Eden	1:10.17	8
18	Rick Moreland	1:08.14	6
19	Matthew Fehling	1:03.17	5
20	Bryan Blanchard	1:06.31	5
21	Jerry Small	1:06.86	5
22	Billy Johanson	1:06.41	4

Our next event was the 8th Annual Mulberry 500 in Mulberry, Fl. on October 19-21. This is the opening event for the 2013 SEMPRA racing series and covers 424, 426 & 422 classes. Only 3 weeks later than the FAI event, the weather was still sunny and warm, but the winds were beginning to pick up some signifying that winter was coming! We run Saturday as an all short-course day, alternating rounds between 424 & 426. After awards on Saturday, the field is reset for the long course, and both 424 & 422 alternate rounds on Sunday. Although attendance was slightly down this year, we did gain 3 new pilots in 424, so I would never complain about that! The final results are also listed next.

Mulberry 500

Ordered By Points Within Class

After 5 Rounds			
424	Name	Low Time	Points
1	Trey Witte	1:29.06	13
2	Dennis O'Brien	** 1:17.71	F0 12
3	Jack Fehling	1:36.80	F0 12
4	Barry Reade	1:36.70	11
5	Richard Tucker	1:41.55	11
6	Curtis Switzer	1:37.71	9
7	Larry Loucks	2:07.37	5
8	Steve Schuler	0:00.00	0

Mulberry 500

Ordered By Points Within Class

After 5 Rounds			
426	Name	Low Time	Points
1	Mike Helsel	** 1:05.02	15
2	Dub Jett	1:05.58	14
3	Dennis O'Brien	1:05.93	F0 13
4	Ray Brown	1:10.04	F0 13
5	Bob Brogdon	1:15.86	12
6	Matthew Fehling	1:05.78	10
7	Richard Tucker	1:15.36	9
8	Scott Smith	1:12.76	6
9	Ray Coletto	0:00.00	0
10	Joe Linsangan	0:00.00	0

Mulberry 500

Ordered By Points Within Class

After 5 Rounds			
424	Name	Low Time	Points
1	Richard Tucker	1:48.80	F2 11
2	Curtis Switzer	1:51.63	F1 11
3	Trey Witte	** 1:48.48	F0 11
4	Jack Fehling	1:55.92	10
5	Barry Reade	1:53.41	8
6	Larry Loucks	2:12.65	5



District News



Mulberry 500

Ordered By Points Within Class

After 5 Rounds			
Q40	Name	Low Time	Points
1	Mike Helsel	** 1:02.12	15
2	Dub Jett	1:03.80	14
3	Dennis O'Brien	1:03.16	F0 13
4	Tim Yousey	1:03.21	F0 13
5	Bob Brogdon	1:14.44	11
6	Ray Coletto	1:06.49	10
7	Matthew Fehling	1:04.79	8
8	Mario Yravieso	1:05.77	7
9	Ray Brown	C 1:09.16	1
10	Gary Freeman, Sr	0:00.00	0
11	Gary Freeman, Jr	0:00.00	0

Our next article will cover the Tangerine event in Apopka, Fl. If you are looking for a good excuse to get away for the weekend, check out our upcoming events and plan on having a great time racing with us. We will see you all on the starting line soon...

Scott Smith
NMPRA 86t

Upcoming SEMBRA District pylon racing events

<u>Location</u>	<u>Date</u>
<u>Event Name</u>	<u>Classes</u>
Apopka, Fl.	December 7-9, 2012
Tangerine	422, 424, 426, EF-1
Mulberry, Fl.	March 15-17, 2013
9th Annual Southern 500	422, 424, 426

District 8, Jim McGuinn

– no article submitted

District 9, Alejandro Vazquez

– no article submitted

District 10, Joe Luxford

The Australian team for Holland in 2013 has been settled: Rangit Phelan, Beau Murphy, and Tyler Mees. The final team composition was not settled until the very last race of the Victorian State Championships when Tyler Mees had to do a sub-60-second time, which he did to displace Leigh Hocken from the team.

In addition to the senior team, it looks as if Australia may send a junior to Holland next year as well. If the young Victorian can raise the money for the trip, Bruce de Chastel has offered to help set up planes and be his caller.

The Australian team looks as if it will be very competitive this year. Rangit has finished on the podium at numerous world championships without quite managing to hold the ultimate prize. Beau Murphy was a very strong second at Bundaberg, and Tyler Mees, while competing at Bundaberg as a junior, placed 4th outright in the overall contest. As far as the world championships go next year, Chris Callow continues to perform at a level in Australia that no one else can match. It will take a mighty effort from the competition to take the crown off him next year.

At a local level in Queensland, we hosted another successful international Q40 event. International entries came from the US and Japan. All up we had 20 entries in Q40. This year we ran the event at Dalby, a farming town 220 km west of Brisbane on the Darling Downs. We ran 9

rounds of Q40 and 9 rounds of F3D over the weekend. The highlights of the weekend were the several 59-second times by Bruce de Chastel and Chris Callow running Drake engines in GR7 airframes. Wishing you all the best for Christmas and the New Year from Australia.

Joe Luxford



District News



Q40 Points, Doug Killibrew

QM		
	Location	Date
1	Mulberry	10/21/12
2	Champ Race-Basin	11/3-11/4/12

	NAME	Races Flown	Total of Best 6 Races
1	Allen, Jim	1	99.04
2	Helsel, Mike	1	94.11
3	Verano, Richard	1	93.29
4	Andraka, Chuck	1	87.53
5	Jett, Dub	1	84.82
6	Von Der Hey, Lee	1	81.78
7	Van Baren, Rusty	1	76.02
8	O'Brien, Dennis	1	75.53
9	Flynn, Travis	1	70.27
10	Kane, Dan	1	64.51
11	Hegland, Tom	1	58.76
12	Brogdon, Bob	1	56.95
13	Schmidt, Gary	1	53.00
14	Fehling, Matthew	1	38.36
15	Tallman, Mike	1	35.73
16	Coffey, Joanne	1	29.98
17	Gavin, Dave	1	24.22
18	Brown, Ray	1	19.78
19	Holik, Robert	1	18.47
20	Coffey, Bruce	1	1.20

Quickie 500 Points, Lonnie

Finch

– no input submitted

424 Points, Dave Gavin

– no input submitted

National Points Director, Mike Helsel

November, 2012.

This is the current master schedule for NMPRA races currently scheduled. These are the only races that have been communicated at this time. Please forward to me your racing schedule ASAP so we can work any potential conflicts.

Thank you,
Mike Helsel



District News



NMPRA Master Race Schedule 2013

Date	Location	Events	Comments	Contact	Other Info
11/25/2010					
January					
19th - 20th	Phoenix, AZ	424/426/428	Tentative	Jim Allen	jamesea1@earthlink.net
February					
March					
16th - 17th	Mulberry, FL	424, 426, 422	Southern 500	Scott Smith	Southern 500
April					
May					
4th - 5th	Old Julian Airport, NC	424, 426, 422		Jim Katz	mrjrkatz@aol.com
18th - 19th	Woodland, CA	EF1		Robert Holik	apcprop@aol.com
June					
1st - 2nd	Cincinnati, OH	424/426/422	Moon Shot	CAPS - GCRC	askus@scottmodels.com
July					
13th - 14th	Muncie, IN	426/422/428	NATS	NMPRA/AMA/CAPS	
Aug					
September					
7th - 8th	Woodland, CA	422, 426	Burgdorf Memorial	Robert Holik	apcprop@aol.com
October					
5th - 6th	Old Julian Airport, NC	NMPRA Champ Race for 422		Jim Katz	mrjrkatz@aol.com
November					
2nd - 3rd	Old Julian Airport	EF1, 424,	May add 426	Trey Witte	treywitte1@gmail.com
December					



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Mail Address _____ Phone Cell _____

City _____ State _____ Zip _____

Date of Birth _____ AMA number _____ NMPRA Number _____

Occupation _____ E-mail _____

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Lonnie Finch
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Kansas City, MO 64133
(816) 694-7546

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