



The Pylon Racer's Official Voice

NMPRA

HIGH PERFORMANCE

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

President's Corner

Welcome to the 2011 pylon racing season! This year has already started with a flurry of activity. I hope you all received some new racing goodies over the holiday season. Right now, the only activity you should be engaged in is building new racers and honing your course on the simulator. Of course, I hope you have better luck with that logic than I did with my wife.

This coming year is going to be a transition year for us in pylon racing. The cessation of manufacturing of Nelson engines has forced us to seek alternatives and learn new engines. Fortunately, the performance and availability of Jett engines has reached the levels needed to continue racing at the high levels of performance we have become accustomed to. The switch to the new 426 class in Q500 has taken place in most of the country, but there are still areas where the changeover will take longer and 428 racing will continue for some time. The latest news as we go to press is that there might be an interruption of availability of the Thundertiger .40 Pro motor used in 424, which will force us to deal with this issue should this occur. So far, the supply seems to be stable and secure, but we need to keep an eye on this as well. There is a lot to cover this month so let's get started:

Electric Formula One (EF-1) Rules Finalized

After two years in development and an enormous amount of research and effort, the rules for EF-1 have been finalized. So far, EF-1 has created more interest in pylon racing than we have seen in many years. We have heard that E-Flite has sold thousands of Pogo's and more ARFs are scheduled to follow. Every manufacturer I have talked to has indicated that their sales have migrated towards a majority of electric aircraft over gas and glow powered aircraft, and that the trend is accelerating. Certainly, with

the dramatic reduction on the cost of components, the electric revolution is upon us, and I am proud that the NMPRA has taken the lead in electric pylon racing with EF-1. By the time you read this, the new rules should be posted on the NMPRA website under competition regulations.

Nelson Short Stroke/Long Stroke Conversion

Some of you may not be aware that although Henry Nelson is no longer selling new engines, he is offering to convert older short stroke engines to new long stroke configurations. Since this engine is not available to purchase unless you first send an old short stroke case to Henry, there has been a raging controversy over whether this engine is legal to run under our current rules. To clarify the issue, the Pylon Racing Contest Board has voted to make an emergency rules modification to allow this particular engine to be used in racing. The following was received from Jim Allen and hopefully can clear up some of the confusion over the legality of the engine:

Using the newly effective rules change (as of Jan 1) to the Commercially Available definition, the RCP Contest Board has voted 11 of 11 to allow the Nelson LS, SS, and SS conversions to continue to fly along with Jett engines. These engines will be allowed to compete at the upcoming QM race here in Phoenix on March 5th and 6th and going forward. We are working on some clarifications to the rules that we will be submitting as an emergency proposal, but the vote taken by the contest board covers defining the Nelson engines as legal immediately. The contest board will develop the changes to be made immediately and will be discussing revisions for the future as well.

Jim Allen
R/C Pylon Contest Board Chairman

2011 Nationals Schedule

Because of the adoption of the new 426 class of racing in Q500 and the predomination of the new event around the country, the NATS this year will feature 426 quickee, along with Q40, 422 as the primary events. However, due to the high levels of interest in racing both the older 428 class of quickee and the huge and growing interest in Electric Formula One, we will try to hold races for those events as well. Contest Director, Gary Freeman, has provided the following information for this year's NATS:

Here is the schedule for the 2011 Pylon Racing Nationals to be held in Muncie IN at the AMA National Aero modelling Site on July 4-9.

Monday July 4th Official practice and processing

Tuesday July 5th AMA 426 (A) group 5 rounds in the a.m. (B) group 5 rounds p.m.

Wednesday July 6th AMA 426 (B) group 2 rounds in the a.m. (A) group 2 rounds a.m. ---426 Finals 5-6 rounds p.m.

Thursday July 7th AMA 422 (A) group 5 rounds in the a.m. (B) group 5 rounds p.m.

Friday July 8th AMA 422 (B) group 2 rounds in the a.m. (A) group 2 rounds a.m. ---422 Finals 5-6 rounds p.m.

Saturday July 9th AMA 428 5 rounds heads up / E-Form 1 (5) rounds unofficial event, but there will be trophies.

**THIS TIME SLOT IS
UNDETERMINED AT THIS
POINT AS 428 ENTRIES
KEEP DROPPING. I WILL
DECIDE THE TIME SLOT
WHEN WE GET CLOSER TO
THE NATS.**

There will more than likely be a practice field set-up for the weekend before the pylon NATS. It will be the grass field where the helis and combat fly. They are rolling out a nice grass runway for us. Thank Wayne Yeager for working this for us.

If anyone has any questions please let me know.

Thanks
Gary Jr.

FAA Proposed 100 mph Speed Limit for Model Airplanes

If you have not yet heard or have read the coverage in Model Aviation, the latest draft of the NPRM (Notice of Proposed Rulemaking) from the FAA contains a reference to a proposed 100 mph speed limit for model airplanes. The AMA has been working with the FAA on the creation of a set of rules that will cover the operation of all Remotely Piloted Vehicles (RPV's), including model airplanes, as the demands on the national airspace by RPV manufacturers and users grow. There has been a desire to develop a distinction between commercial RPV's and recreational model airplanes, but the increasing level of sophistication of model airplanes calls the concept of regulation into question. Some of us attended a meeting with the FAA at the AMA Convention in Ontario, California, in January and were somewhat concerned by the complete lack of information offered to us by the FAA with regard to the state of any proposed regulation. While the AMA maintains that they will support a policy of "No modeler left behind" which means that they will not abandon pylon racers, turbine pilots, giant scale, rockets, or FPV's, there exists a degree of uncertainty as the FAA representatives declared that they will not discuss the status of any regulation until the NPRM is published this summer for public review; however, they did indicate that there would be operating restrictions on model airplanes along the lines of the draft NPRM, which had the 100 mph speed limit. They also seemed relatively uninterested in the satisfactory safety record that model aviation has earned under the AMA's Safety Code over the years. Currently, pylon racing operates under a waiver system whereby we individually waive our rights in recognition that

High Performance Information

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If possible, please submit information in Microsoft Word format

Race Announcement Policy

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

Advertising Rates

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

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

Wanted

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

we operate our racers outside the realm of normal model operation. It is unclear whether it is a good thing or a bad thing that we have the waiver system in place. Clearly, since pylon racing has moved to off-course judging, our safety record has been exemplary despite our ever-increasing aircraft speeds, and hopefully, this will carry some weight in any deliberations over regulating pylon racing. Please carefully read the articles on the FAA NPRM in the March issue of Model Aviation magazine. I urge you to pay close attention to this issue and make your opinions known to your local AMA representatives.

**THIS IS A BIG AND IMPORTANT ISSUE
FOR US!!!!**



District News



AMA Convention

The NMPRA once again hosted a booth at the 2011 AMA convention in Ontario, CA over the weekend of January 7-9th. Although the attendance at the show was down from earlier years, we had an exceptional level of interest and steady flow of people to our booth. It is clear that Electric Formula One is a huge hit with the modeling community, and those of us manning the booth gave a steady dialogue about the new event to interested modelers. This year, we had Scot McAfee, Jerry Small, Mike Tallman, Dave Gavin, Travis Flynn, and Steve Westerfeld manning the booth. We are also planning to host a booth at the Toledo show, so if you can spare a day or three manning the NMPRA booth, please let me know.



Winterfest 2011

Apart from the NATS, the biggest Quickee 500 race every year is undoubtedly Winterfest hosted by the Speedworld RC club in Surprise AZ. The Winterfest race is considered to be one of the "Major" pylon races of the year, and this year was no exception. Winterfest is one race where you can actually win more than a \$12 plaque, as the trophies are genuine American Indian Kachina dolls.



This year, Winterfest was held on the weekend of January 15-16. The weather was absolutely perfect, and there is no better run race than a Speedworld event. This year marked the first time that 426 quickee was held in addition to 424 and 428, and there was a strong turnout of 18 racers in the new event. The race was run by holding several rounds of 424 and 426, then switching to several rounds of 428. This worked perfectly and although there were few "back-to-back's," the race was run with the traditional Speedworld efficiency and the pace was pretty quick.



With the nice turnout, there was a very impressive West Coast debut for the 426 class, and it gave everybody an opportunity to observe the event. Clearly, 426 combines the best of 424, with easy-to-run engines, with the better flying characteristics of the 428 class. The racing is certainly exciting enough for anybody, and we were happy to see some new faces along with some happy old hands participate in the new event.



In 424, Big Jim Padelt was the winner and also set fast time. David Grantham who was in Arizona for work, shipped his Viper out and gave the perennial top dogs, Jim Padelt and Tom Skavinski, a real run for the top spot and missed fast time by less than 3/100th of a second! I hope we see David at some more races out here; the competition is good for Jim and Tom!

In 426, we learned that they can be pretty fast if they are flown well, as Travis Flynn set a fast time of 1:12.74. The racing was super exciting and close and really puts a premium on flying skill and consistency. It is obvious that there is a lot for us West Coasters to learn about which props to use. Randy Bridge (Mister WC) was essentially unbeatable and was the winner.

Of course, the big event was 428 with 27 entries, and the racing was as fast and hotly contested as ever. What stands out to me from this year was the outstanding performance of Dan Thordarson and Chuck Andraka, and the performance of Sam San's Sam Rai airplane. Chuck has been coming to Winterfest for years, and last year said to me that he was tired of coming to Phoenix and getting beaten. He searched out lots of advice and spent a lot of practice time with Sam San, and this year Chuck did the beating! Dan Thordarson also has been putting a lot of effort lately into racing, and it too really showed, with Dan and

NMPRA Gold Cup Series

2011 Schedule

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

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District News



Chuck in a flyoff for second place. Dan got the holeshot on the launch in the flyoff and led by that amount from wire to wire with Chuck never more than a heartbeat behind. Fast time was set by Jim Allen of 1:06.31 in a heat where Dub Jett did a 1:06.39! The winner was none other than yours truly as I had a flawless performance from my Ninja all weekend.



APRA Name	Low Time	Points
1 Jim Padelt	1:39.20	29
		Fast Time
2 Tom Skavinski	1:40.46	28
3 David Grantham	1:39.47	27
4 Dave Gavin	1:44.62	26
5 Mario Salazar	1:46.73	20
6 Don Leonard	1:56.41	8
7 Tom Dooley	1:48.19	6

426 Name	Low Time	Points
1 Randy Bridge	1:15.11	35
2 Dub Jett	1:13.01	34
3 Mike Helsel	1:16.98	33
4 Tom Hegland	1:22.13	28
5 Scott McAfee	1:16.32	27
6 Mike Tallman	1:17.62	27
7 Jim Lime	1:21.54	23
8 Jim Padelt	1:27.57	23
9 Travis Flynn	1:12.74	22
		Fast Time
10 Robert Rau	1:28.59	21
11 Darrol Cady	1:20.22	20
12 Coffey Joanne	1:20.62	18
13 Jack Hinkle	1:32.67	18
14 Jim Nikodem	1:25.90	17
15 Bob Dible	1:27.44	16
16 Tim Lime	1:17.07	15
17 Mitch West	1:28.65	13
18 Jack Hinkle Jr	0:00.00	0

428 Name	Low Time	Points
1 Scott McAfee	1:08.80	34
2 Dan Thordarson	1:09.57	31
3 Chuck Andraka	1:10.90	31
4 Dub Jett	1:06.39	30
5 Mike Tallman	1:09.57	30
6 David Uthoff	1:15.11	30
7 Matt Russell	1:10.88	28
8 Jim Allen	1:06.31	25
		Fast Time
9 Mike Helsel	1:08.02	25
10 Anthony Pacini	1:10.67	25
11 Alexandria Russell	1:19.89	24
12 Doug Clancey	1:20.21	20
13 Mike DelPonte	1:11.52	18
14 Dave Gavin	1:26.13	18
15 Bryan Batch	1:17.50	16
16 John Busse	1:19.74	16
17 Jim Nikodem	1:15.78	14
18 Mitch West	1:21.46	13
19 Sam San C	1:20.23	12
20 Tanner Pacini	1:09.70	11
21 Tom Hegland	1:15.57	9
22 Jim Russo	1:18.09	9
23 Robert Rau	1:19.11	7
24 Randy Bridge	1:12.35	3
25 Tony Lopez	1:20.78	2
26 Mario Salazar	1:21.11	2
27 Travis Flynn	0:00.00	0



2011 NMPRA Championship Race

I just received word that the 2011 Championship race will be in Ft. Lauderdale at Markham Park on October 21-23. Ray Brown has more info and will be posting a flyer to the website soon.

Gold Cup Races

I am excited to announce that there will be Gold Cup races at Ft Lauderdale on April 15-17 and at Old Julian on October 1-2. Start making travel plans early to make these races.

New Members

Please welcome new members Bob Schultz from Windsor, Colorado; Stan Jackson from Miami, FL; Rick Grim from Harvest, AL; Bill Ervin from Henderson, NV; Don Corum from La Jolla, CA; Ralph Mietz from Manlius, NY; Calvin Stewart from New London, CT; and Robert ("Red") Jensen from Santa Rosa, CA.

Also a big welcome back to returning members Sam San from Tempe, AZ; Lewis Schwab from Melville, NY; Mitch West from Hayward, CA; and Gordon Mc Williams from Paola, KS

And thanks to Tom Dooley, Bruce Coffey, and Bill Ervin for their generous contributions to the general fund and the FAI team fund. You guys cannot imagine how appreciative I am for your support.

Election Results

The results of the officer elections have been tabulated and are as follows:

President	Scott McAfee
District 1	<i>no candidate</i>
District 2	Dan Nalley (by write in)
District 3	Kevin Umbach (by write in)
District 4	Darrol Cady
District 5	Jim Nikodem
District 6	Dino Spadachini (by local vote)
District 7	Gary Freeman Jr.
District 8	Eric Desardi
District 9	Manuel Martiarena
District 10	Luis Ochoa.

Submitted by David Doyle

We need a District 1 VP! This is a great opportunity to get involved; it takes very little effort, so get me your names!!



District News



District 1

– no article submitted

District 2, Dan Nalley

– no article submitted

District 3, Randy Smith

Well, we all survived Christmas and New Years. Here we are approaching the 2011 racing season. I find that this is the time of year is the hardest time to write articles about racing. This time around my column may take the form of miscellaneous ramblings.

So what's all the hoo-ha about motors?! I simply don't understand what all the fuss is about. For me, more motors are a good thing. I am happy that the SS to LS conversion for Nelson motors was approved by the Contest Board. It's the right thing to do. There is certainly NO shortage of Nelson cases or complete motors in the after-market. This was confirmed by my own request for Nelson SS motors over a year and half ago when some new guys in our district were looking for motors. I was flooded with private messages after I put out a call for motors on the NMPRA forum. The same situation exists today. Look at all the "yard sales" on the forum advertising Nelson motors for sale. I would propose that it is very easy to obtain a case that would allow Henry to do the conversion.

As for 428 vs. 426, why don't we just let nature take its course? 428 is an approved AMA event. Clubs can choose to host it or not. They can run 426 or 428 or both depending on interest shown. If 428 dies a natural death, then let it die. [Hence more Nelson motors available to convert to Q40] If 426 takes off, then the desire to slow

down Quickie has been successful. So goes the evolution of pylon racing. Remember when Q40 started to become a popular event? Some wanted to hang on to Formula One. F-1 lasted a year or two and then it died. I've never had so much fun since Q40 became a national event. I look forward to the same with 426.

New rules for E-F1 have been proposed for 2011, and I assume they will become adopted somehow. I don't think 427 as an event is officially recognized by the AMA, but the NMPRA is clearly supporting E-F1 and it will be flown at the Nats. It's good to see that both the Turnigy and the EFlite motors remain approved for the event. Again, if the Turnigy motor turns out to be junk, then it will die a natural death among the racers. No one wants to lose a motor during a race or worse – on takeoff or during a critical moment when power is required. It doesn't take long for the guys who race regularly to sort out what works and what doesn't. Usually, others follow suit.

2010 was the year of the Pogo in E-F1. It was successful for Horizon Hobby and for the birth of the new event. We would really like to see more kits available to choose from. There is some scratch building of various designs going on in our district, but we anxiously wait for the appearance of an ARF in the form of a Proud Bird or Miss Outrageous in the spring of this year.

Kevin Umbach is our new VP for 2011. Thanks, Kevin, for stepping up to take on this role. Kevin will be putting together our complete district racing calendar. Kevin and the rest of the Umbach boys have put together a really good slide show of our district racing in 2010. Just Google "CPPRA" and the first

hit will take you to our district website. You can see the link to the video on the first page.

That's all for now. See you in Phoenix at the Q40 Classic. I'm sure it will be a good time as always.

Randy Smith

District 4, Darrol Cady

2011 WinterFest Quickie Race 1-15,16-11 Phoenix, AZ

What a great weekend. Even the weather could not have been better. 70+ degrees both days. The Winterfest Quickie race was a great event, but even more special for me. I have been battling macular degeneration for the last four years. I had lost my confidence in flying the racers. I was even reluctant to sport fly aggressively. This year when we came to Phoenix in late October, I made up my mind to fly and fly and fly. I did it and it made such a difference. I pushed myself to fly even when the sky was not perfect. Tony Lopez was one of my biggest supporters and flying partners. Well, it worked. I found out that my biggest problem was the fear that the airplanes would go out of my sight range. With all of the trips to the race course, my confidence came back. I flew all 9 heats without any fear of the airplanes going out of my vision. It did not happen. Thank you Tony, Dave, Jack, and Jack Jr. for the encouragement; it is appreciated.

The hugs and kind words from NMPRA President Scott McAfee brought tears to my eyes. I hid them behind my sunglasses from him.

The race was the first race on the West Coast for the new 426 class of racing. At first Jim Allen was



District News



worried about getting enough entries to support the class. He put a minimum entry limit of 12 entries in order to run the class. We ended up with 19. There were several who flew both 426 and 428. I was ready to fly both classes, but Rhonda has to hide from the sun because of potential skin cancer. She had a terrible time with the dermatologist in Montana last summer. We decided to support the new class. It is a perfect class for the future. It is 20 miles faster than the 424 class and about the same slower than the 428 class. Now it will be an easy step up from the 424 class as the airplanes fly so much better than the 424 with the additional speed. Then when the racers feel the need for more speed, they can move up to Q40 and continue on with their racing.

We had 54 entries at the Winterfest, about the same as we have always had. The economy did not seem to have a negative effect on the travelers. We were glad to see all of them. Travis Flynn set the fast time for the race, and it was a 1:12+ on the long course. It is not often that we have the opportunity to turn the clock back to a better time. This was one. This time was on the long course and was about the same time that we were turning when the first Nelsons came out in the early 90's. At that time, many were claiming that they were too fast. With speed creep in the engines and prop development, the Quickies got to the point that it took the same skills and cost to race the fast Quickies and Q40. Now there is a separation in both speed and cost. The event should really improve participation in AMA pylon racing in the future. Full racing results are posted on the NMPRA website.

Pylon racing has been a very important part of our lives for many years. I am glad that it is not over for Rhonda and me.

Darrol Cady

District 5, Jim Nikodem



The 2010 District 5 Lead Goose Bernie Vanderleest - Happy New Year!

We start off this month with a review of last year's District 5 424 top finishers. We have a very competitive group of 424 racers who have been racing the Thunder Tiger 40 pro now for eight years. We held thirteen 424 races in the district in addition to 7 Quickey Jett Races. At this point the 2011 schedule looks the same which is outstanding. Anyway, in 2010 Bernie Vanderleest got an early lead, but as the season drew to a close, Darwin Larson, last year's Lead Goose, came on strong.

Duane Hulen also came close and with another District 5 424 race or two, could have taken the Lead. Some great competition, and good times on Friday and Saturday nights at the field.

NMPRA District 5 - 424 Season Championship Point Totals

2010 Lead Goose Trophy Current Standings - Final			
Place	Name	NMPRA District 5 Best 6 Races	NMPRA #
1	Bernie Vanderleest	556.95	7w
2	Darwin Larson	552.28	25u
3	Duane Hulen	510.84	12v
4	Jim Nikodem	491.88	22v
5	Lonnie Finch	488.51	21v
6	Jay Cappis	484.79	16v
7	Mick Warning	444.14	22w
8	Dan Ulledahl	397.81	22u
9	Mark Warning	342.04	15w
10	Darwin Ulledahl	251.96	

This year we had some fliers who traveled a considerable distance to race with us or travel within the district over 8 hours to race. A friendly rivalry has developed between the MOKAN (Missouri/Kansas) racers and WIPRO (Wisconsin/Illinois Pylon Racing Organization). This has increased the turnouts a bit and made for some very competitive racing. Jay Cappis has run four races now over two seasons in Bloomington, Illinois. It is at a crossroads of highways two hours south of Chicago. Jay and his club run an outstanding race at their very nice field. They have two races scheduled for 2011, one of which is two weeks prior to the Nats. Jay got a call recently that a group of racers from Russia was interested in warming up at the Bloomington race for the Nats in Muncie three



District News



hours away. This group had competed in Muncie last summer at the Electric World Champs held right before the Nats. Hopefully this will all work out! In any case the word is out that Jay and the SIRS club put on a great race!

It is now building season for those of us in District 5. I had the good fortune to win an Electric Form 1 kit from Super T RC last summer at the first Bloomington Race. They make a Tom Cat and a Little Toni short kit including laser cut balsa, foam cores, and plastic cowl and canopy. All other balsa (wing skins) and parts are not provided. I printed off a copy of the E Form 1 rules and got started. The kit goes together very quickly because of the close tolerances of the interlocking fuse parts. The wing is a normal foam core with no surprises. If you build an Electric Form 1, there are a few things to look out for when building. First, resist the urge to taper the tail feathers - the rules do not allow it. You can only round the edges. Also resist the urge to paint more than the plastic parts. The rest of the airplane must be covered by plastic film. Also, the wing trailing edge must be at least 1/16 inch thick. There are a few others, but the bottom line is checking the rules before building. These are nice sized airplanes. They must have 375 sq inches of wing area minimum (1/4 40's are 400) and turn out just slightly longer than a Quickey wing. They are more scale than the current 1/4/40's, which I find attractive, and no oily mess. These electric racers are a pretty nice size. I flew Dan Kane's Little Toni E Form 1 last summer in Muncie and was very impressed. It looked to be going about 424 speed and is intended to be flown on the short course. It looks like a great event that hopefully will

catch on throughout the NMPRA! Last week I sent off my entry for Winterfest. I am looking forward to another trip to Speedworld where the pylons are always up. If there are enough entries, 426 (Quickey Jett) will be flown.

Jim Nikodem

District 6. Dino Spadaccini

Hello racers in District 6, here is the list of races for the 2011 season. Please come and join us. A NOTE to all racers in Nepro and anyone who plans on coming to a race this year. Nepro has passed a rule for all Nepro members that you must pre-register the night before on the Nepro website at www.neproclub.org in order to keep

things moving at the race. We also have a cutoff time of 8:00 a.m. the day of the race. If you are new and will be coming to a race, please pre-register on the web or call someone if you are going to be late.

Also for anyone in the District 6 who is in the need of Jett 426 motor or parts or any other type of parts, Joe Tropea has them in stock; he can be reached at jtropea@rollease.com

HADLEY MA APRIL 30 424

SALEM CT MAY 22 424/426 - YOU WILL ONLY BE ABLE TO FLY IN ONE CLASS THAT DAY NOT BOTH. ON THE 21 SAT THERE WILL TEACHING SESSION ON THE HOW TO'S OF RACING.

2011 RACING SCHEDULE

Date	Location	Event	Contest Director
April 30, 2011	Hadley, MA (Spring)	NEPRO 424	Dave Fogg
		Sportsman	413-693-5454
		Standard	DF.Fogg@verizon.net
		Expert	
May 21 & 22, 2011	Salem, CT (Spring)	NEPRO 424	Dennis Duplice
		or 1 AMA 426	dduplice@comcast.net
		Sportsman	
		Standard	
June 5, 2011	Farmington, CT	NEPRO 424	John Hinze
		Sportsman	860-677-1688
		Standard	jhinze@comcast.net
		Expert	
June 25 & 26, 2011	Bridgewater, MA	Two NEPRO 424's and 2	Elie Houayes
		AMA 426	vanoalex@comcast.net
		Sportsman	
		Standard	
August 6 & 7, 2011	Ellington, CT	Two NEPRO 424's and 2	Dennis Thibodeau & Kevin Cyr
		AMA 426	860-749-6965
		Sportsman	buffet@cox.net
		Standard	kmcyr@yahoo.com
September 11, 2011	Hadley, MA (Fall)	NEPRO 424	Dave Fogg
		Sportsman	413-693-5454
		Standard	DF.Fogg@verizon.net
		Expert	
October 1 & 2, 2011	Salem, CT (Fall)	NEPRO 424	Dennis Duplice
		or 1 AMA 426	dduplice@comcast.net
		Sportsman	
		Standard	

1 At this Two-Day Race you must choose either Nepro 424 or AMA 426.

2 At this Two-Day Race you can race both Nepro 424 and AMA 426.

FARMINGTON CT
JUNE 5 424

BRIDGEWATER MA
2 DAY JUNE 25/26
424 426

ELLINGTON CT
AUG 6/7 2 DAY
424 426

FALL HADLEY MA
SEPT 11 424

SALEM CT 7 FALL
RACE OCT 2

That's all for now
from District 6.

Dino Spadaccini



District News



District 7, Gary Freeman, Jr.

Well, not much racing has been going on, but a lot has been going on behind the scene and on the forums. I am sure most of you have read what has been going on and heard the buzz. While we might not all agree with each other, I think we all need to sit back and look at pylon racing and start to think about what the future may hold for it and what we can do to make sure it is still here for a long time to come. There are a lot of issues especially with Q40 and the way the rules are written. 428 has many of the same issues, but I think with 426 it will be a moot point. I also think there needs to be more of an open forum on rules or situations that may arise within the rules. I feel there is a dictatorship type mentality being held by a few individuals on the AMA board and think that the majority should have a say-so, not just one person. Enough of that - there is plenty to read on this on the net as said before.

Nats 2011. I have sent a schedule to be published in the NMPRA to give everyone a clear heads up on the Nats and what the plan is for each day. I did a survey and the numbers were OVER whelming for 426 to be the Q500 event for the Nats this year. At this point we have 52 which is 10 more than we had in 428 the year before. I think it goes to show that most were ready for a change and were happy with the new event. I expect to see many more entries to come with the Nats not happening until July; there will be many races to see and try 426, and I think those who have not yet made the move will when they see how great this event is.

We will also be having Electric

Form 1 (E1) at the Nats this year as an unofficial event. We already have 35+ entries in this event, and a lot of people are very excited to give this a go. We will be racing this on Sat. and try and do as many rounds as possible. I hear there will be a few more planes out very soon so keep your eyes on the NMPRA.com site.

We will still hold 428, but with only 23 entries we will only be racing for half a day on Sat. I expect this will take only about 3-4 hours to complete 5-6 rounds. If the numbers keep dropping, we will reevaluate the time slot.

This year's Nats is going to be one of the best. I am working on getting a lot of prizes and also planning a HUGE mid-Nats party...Going to be a lot of fun.

Gary Freeman Jr.

District 8, Eric Desardi
— no article submitted

District 9, Manuel Martiarena
— no article submitted

District 10, Luis Ochoa
— no article submitted

Q40 Points, Doug Killibrew

QM Points Standings				
	NAME	NMPRA #	Races Flown	Total of Best 6 Races
1	Allen, Jim		3	233.66
2	Jett, Dub		3	233.35
3	VanBaren, Rusty		3	215.30
4	Flynn, Travis		3	191.34
5	Von Der Hey, Lee		3	183.58
6	Small, Jerry		2	162.50
7	Killebrew, Doug		3	161.54
8	Salar, Matias		3	127.11
9	Helsel, Mike		2	114.11
10	Baker, Steve		2	109.49
11	Scott, Tom		2	106.95
12	Pacini, Tanner		1	100.55
13	Lloyd, David		2	97.46
14	McDermott, John		1	95.07
15	Batch, Bryan		1	93.70
16	Bridge, Randy		1	88.02
17	O'Brien, Dennis		1	86.53
18	Russell, Matt		1	83.42



District News



19	Teague, Norm	1	81.97	66	Calderon, Jose			
20	Yousey, Tim	1	80.12	67				
21	Coffey, Bruce	2	75.83	68	Carvalho, Marcello			
22	Lime, Tim	1	73.14	69	Castro, Aurelio			
23	Brown, Ray	2	71.65	70	Chavarin, Ruben			
24	Pacini, Tony	1	69.72	71				
25	Johanson, Bill	1	69.47	72				
26	Beers, Richard	1	56.01	73	Coronado, Eduardo			
27	Holik, Robert	1	52.59	74				
28	Lopez, Tony	1	49.16	75	Del Ponte, Gino			
29	Langlois, Mike	1	43.87	76	DeLaVega, Jaime			
30	McAfee, Scott	3	42.19	77	Deneve, Mike			
31	Brogdon, Bob	1	35.33	78	Doyle, Dave			
32	Galerneault, Pat	1	32.03	79				
33	Jump, Eddie	1	28.61	80				
34	Vogelsang, Rick	1	26.80	81	English, Dave			
35	Uthoff, Dave	1	25.18	82				
36	Freeman Sr., Gary	1	24.88	83	Fehling, Matthew			
37	Hegland, Tom	1	23.23	84	Ficucell, Dave			
38	Elert, Jerry	1	21.75	85	Fuzaro, Emanuel			
39	Vaclav, Stephen	2	19.47	86				
40	Hartman, Scott	1	18.33	87	Gravel, Cecil			
41	Causey, Scott	1	11.48	88				
42	Moreland, Rick	1	9.73	89				
43	Grunkemeyer, Craig	1	9.09	90				
44	Tallman, Mike	1	8.05	91	Hebestreut, Chuck			
45	Freeman Jr., Gary	1	4.63	92	Hill, Dave			
46	Frazier, Terry	1	1.20	93	Houston, Doug			
47	Kane, Dan	1	1.20	94				
48				95	Hulen, Duane			
49	Anderson, Chuck			96				
50				97	Kaufmann, Hank			
51	Andrassy, Roy			98				
52				99	Landsman, Bruce			
53	Baker, Lyle			100	Latsha, Dave			
54	Barrios, Salvador			101	LaValley, Lee			
55	Bednark, Jerry			102	Martin, Jeff			
56	Bergan, Mike			103	Masi, Mike			
57				104	Metkemeijer, Bert			
58				105	Metkemeijer, Rob			
59	Blanchard, Bryan			106				
60	Blanchard, Marcus			107				
61	Bucher, Igor			108				
62	Bucher, Raul			109				
63				110	Nalley, Dan			
64	Burgstrom, Pete			111	Nikodem, Jim			
65	Burnham, Lloyd			112				



District News



113 Palaschuck, Terence

114

115 Parker, Mark

116 Pedro Marin, Jesus

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118

119 Picelli, Hudson

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121

122 Redekop, Henry

123

124 Rinaldi, Ralph

125

126 Sattler, Harold

127 Schmidt, Gary

128

129 Seaholm, AJ

130 Smith, Randy

131

132

133

134

135 Tahhan, Gabriel

136

137 Thordarson, Dan

138

139 Tropea, Joe

140 Ulinger, Lee

141 Ulledahl, Dan

142 Umbach, Al

143 Umbach, Kevin

144 Vasquez, Alejandro

145 Verano, Richard

146 Vergara, Marco

147

148

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150

date. I will have 428 results next newsletter.

We will count 426 separately from 424 this year.
The season starts Oct 1st 2010 and ends September 30th 2011.

Remember you have to be an NMPRA member to get your points counted.

So get your dues in ASAP!!! Support the NMPRA!!!

426 Points

Bridge, Randy		2	168.51
Helsel, Mike		2	159.78
Jett, Dub		2	137.16
Scott, Tom	y	1	95.07
Finch, Lonnie		1	91.69
Grunkemeyer, Craig		1	86.53
Tallman, Mike	y	2	82.78
Vereecke, Maurice	y	1	80.38
Uledahl, Dan	y	1	69.07
Padelt, Jim	y	2	59.96
Seaholm, A.J.	y	1	57.76
Rau, Robert	y	1	47.24
Jump, Eddie		1	46.44
Cady, Darrol		1	41.49
Coffey, Joanne		1	35.73
Brown, Ray		1	35.33
Miller, Rick	y	1	35.13
Hinkle, Jack		1	29.98
Doyle, David		1	26.80
Nikodem, Jim	y	1	24.22
Hulen, Duane		1	23.82
Dible, Bob		1	18.47
Baker, Steve		1	18.27
Lime, Tim		1	12.71
West, Mitch	y	1	6.96
Hinkle, Jack		1	1.20

424 points

Padelt, Jim	3	229.11
Tallman, Mike	2	195.60
Jump, Eddie	2	166.20
Hulen, Duane	2	149.40
Fawcett, Paul	2	120.00
Hartman, Scott	2	115.80
Masi, Mike	1	102.00
Barr, James	1	92.90
Nikodem, Jim	1	89.40
Baker, Steve	1	79.80

11/6-11/7/10	10/17/10	10/2/10	10/3/10	12/4/10
Phoenix Champ Race	Old Julian Race	Whittier Race	Whittier Race	Tangerine Race

Quickie 500 Points and 424 Points.

Dave Gavin

Here are the points standings for 424 and 426 to



District News



Doyle, David	1	78.00
Burnham, Lloyd	1	76.80
Rinaldi, Ralph	1	51.60
Gavin, David	2	45.86
Vogelsang, Rick	1	44.87
Wilson, Michael	1	43.20
Cappis, Jay	2	40.20
Spadaccini, Dino	1	39.00
Greer, Robert	2	37.33
Moreland, Rick	1	27.40
Tropea, Joe	1	13.80
Brown, Irl	1	9.60
Rourk, Pete	1	5.57
Dooley, Tom	1	1.20
Melin, Carl	1	1.20

Contest Calendar, Mike Hesel

Please send your racing schedules to mhesel@entouch.net so that I can include them in the master schedule.

NMPRA Master Race Schedule 2011

1/22/2011

Date	Location	Events	Comments	Contact	Other Info
------	----------	--------	----------	---------	------------

February

5th - 6th
12th - 13th
19th - 20th
26th - 27th

March

5th - 6th	Phoenix, AZ	422		Jim Allen	jamesea1@earthlink.net
12th - 13th					
19th - 20th					
26th - 27th					

April

2nd - 3rd					
9th - 10th					
16th - 17th	Ft Lauderdale, FL	422, 424	Gold Cup	Markum Park	
23rd	Kansas City, MO	424/426		Mokan - KCRC	
23rd - 24th					
30th - 1st	Old Julian Airport	424, 428, 422		Jim Katz	mrjrkatz@aol.com

May

7th - 8th					
14th - 15th					
21st - 22nd	Muncie, IN	424/426/422		CAPS	
28th - 29th	Hillsdale, KS	424/426		MOKAN - RC Barnstormers	



District News



June

4th -5th	Cincinnati, OH	424/426/422	Moon Shot	CAPS - GCRC	askus@scottmodels.com
11th - 12th					
18th - 19th					
25th - 26th	Bloomington, IL	424/426		WIPRO - SIRS	-

July

2nd - 3rd					
4th - 9th	Muncie, IN	426/422/428	NATS	NMPRA/AMA/CAPS	
9th - 10th					
16th - 17th					
23rd - 24th					
30th - 31st					

Aug

6th - 7th	Hilbert, WI	424		WIPRO - Calumet Flyers	
13th -14th	Hillsdale, KS	424/426		MOKAN - RC Barnstormers	
13th -14th					-
20th - 21st					
27th - 28th	Muncie, IN	424/422		CAPS	

September

3rd - 4th					-
10th - 11th	Wichita, KS	424/426		MOKAN	
17th - 18th					
24th -25th	Bloomington, IL	424/426		WIPRO - SIRS	-

October

1st - 2nd	Kansas City, MO	424/426		WIPRO - SIRS	
1st - 2nd	Old Julian Airport	422	Gold Cup	Jim Katz	mrjrkatz@aol.com
8th - 9th					
15th - 16th					-
22nd - 23rd					
29th - 30th					

November

5th - 6th
12th - 13th
19th - 20th
26th - 27th

December

3rd - 4th
10th - 11th
17th - 18th
24th -25th



District News



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- DarrolCady.com

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Please check all appropriate boxes.

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

Name _____ Phone Home _____

Mail Address _____ Phone Cell _____

City _____ State _____ Zip _____

Date of Birth _____ AMA number _____ NMPRA Number _____

Occupation _____ E-mail _____

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

Make Check Payable To: NMPRA

I currently wear _____ size shirt

Mail To: NMPRA Secretary/Treasurer

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