



The Pylon Racer's Official Voice

NMPRA

HIGH PERFORMANCE

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

President's Corner

As 2012 gets underway, I would like to welcome all our new members. We also have a few changes in the district VP ranks. Starting in the NEPRO area, Peter Tani will be taking over for Dino Spaduccini. Dino, thank you for all your help over the last couple of years and welcome Peter. Peter and the NEPRO group have been working hard, and their efforts will be worth it in 2012. Next, in the Texas area Jim McGuinn has stepped up to lead this district. Recently, the Texas group had a sit-down meeting to discuss the future of pylon racing in the Texas area. Jim and Freddy French took the lead to organize and discuss scheduling and events. Look to Jim's article for more information. One of the underlying tones of the meeting is that everyone is in favor of all forms of pylon racing. This includes Club 40 and Q-25, as well as 2-pole and 3-pole racing. To me this concept is huge; we as an organization need to promote all forms of pylon racing. I for one want to see the sport I love grow, and fostering all forms of racing is a great start.

A change for the 2011 award winners is in place. Similar to 2010, the top 5 winners will receive Polo shirts as they have in the past. Places 6 through 20 will receive new NMPRA t-shirts without their finishing position. The first place winners in each category were given a choice between \$200 cash and a trophy of equal value. This year, I would like to pay out the top 5 positions and continue the t-shirt distribution for the remaining top 20. More than ever it is important to get race results submitted in a timely manner. Lonnie and Moe V have really stepped up and taken the bull by the horns to get the 2011 awards finished. Thanks, guys!!! Awards are being produced as we speak and will most likely be shipped within the next few weeks.

Mike Helsel has put together the contest master schedule. Please review the listings for races in your

area and let your District VP know of any errors. Mike and I discussed the Gold Cup series briefly. Right now there are only two races on the schedule. We need some other races to step up and support the "BIG" race concept. The NMPRA will be supporting these clubs with prizes in 2012. Please let Mike or myself know if you have any ideas on how to improve the Gold Cup series.

AMA rules are always hot topics. Therefore, Jim Allen, our contest board chairman, has agreed to publish an article that summarizes any recent changes as well as discuss the goings-on of the board itself. Please review Jim's article and KNOW THE RULES!!

EF1 news: It disappoints me to announce that Hobby-Lobby has pulled the plug on the Outrageous ARF. This means they will not be producing the kit due to business decisions. This leaves us with the New Shoestring from Horizon, the Pogo from Horizon, and the soon-to-be-released Miss Dara from NitroPlanes with regards to ARF airplanes. Jerry and I will now offer the Outrageous to other ARF manufacturers and will not announce anything until something comes to reality. Even though the ARF availability seems slow, the NMPRA is working extremely hard to get this moving forward. I feel that there are several options of airplanes available; kits are available for several different designs as well as the two ARF offerings from Horizon. Now we need clubs to step up and have EF1 only events or include it with other offerings. This can be informal, and this is a grass roots movement. Remember the charter of EF1 is to have fun. The difficulty is trying to combine EF1 with a full schedule. Too many times one person runs every aspect of a contest. This ONE needs help; we as competitors need to step up and help the organizing clubs.

Lastly, throughout the 2012 season we need your help to spread the word. This means taking pictures

and writing articles about contests or new discoveries. AJ can publish articles and pictures in the AMA mag; the NMPRA can publish articles in the newsletter; and our forums can also provide space for information. This information is critical to the advancement of pylon.

Dan Kane

For those of you who don't know me, I'm Jim Allen, the RC Pylon Contest Board Chair and the Board representative for AMA District X. Our NMPRA President, Dan Kane, contacted me recently to ask my thoughts about doing an as-needed column in the NMPRA newsletter to talk about the RCP Contest Board activities and rules issues. I thought it was a great idea. Since that conversation, I've thought quite a bit about what the article should include and what my criteria should be for deciding whether to do one for the next issue of the newsletter. That decision was pretty easy this time as we've just completed the incorporation of an Emergency Proposal to correct some problems found in our rules and to make some changes to the QM engine rules that we (the RCP Contest Board) thought couldn't wait. I'll get into those shortly. As for down the road, we'll see how things evolve. With this being a year for proposals to be accepted for the next cycle, I may have some good subject matter to discuss.

As for the mentioned Emergency Proposal, it became apparent last year that we had some issues within our rules that should be addressed. These were items that had the potential to damage our sport if not addressed quickly. They contain items that included:

- Clarification of "Commercially Available"
- Addition of definition for a "Converted Engine"
- Clarification of "Availability of Engines and Parts"

- Correction of 426 engine rules
- Changing QM engine rules to limit the event to engines from two engine manufacturers and the creation of a committee to oversee those two engine manufacturers to maintain the current level of performance and parity.

The Emergency Proposal, while incorporated earlier in January, is still available for viewing on the AMA web site at <http://www.modelaircraft.org/files/2011RCpylonEmergencyRulesProposal.pdf>

It was posted on the AMA web site after extensive review by the entire Board prior to a final vote, which it passed with a 10 for and 1 against result.

I won't get into the exact wording of the proposal as you can read it for yourselves, but I wanted mostly to touch a bit on the reasons behind the change to the QM engine rules. There was a feeling within the Board that our QM event was in a very fragile position. We learned a lot back in 2007 about how our community reacted to the introduction of new model engines with notable increases in performance by one manufacturer and the appropriate response by the other active manufacturer, resulting in everyone who wanted to remain competitive buying new engines. While those events are water under the bridge, we felt we had to learn from that and try to prevent similar losses in participation in the future.

This discussion resulted in agreement among a large majority of the Board that our QM engine market was not big enough for more than two engine suppliers. Spreading the market even thinner with additional manufacturers would only make it even more difficult for any of them to justify continuing to manufacture and support engines for the event. In addition it was agreed that it would be appropriate to take steps that would try to maintain the current level of performance and parity between the two current manufacturers. If at some point, one of the current manufacturers were to decide to cease manufacturing and support of engines for the event,

High Performance Information

High Performance is published 6 times per year.

Information for publication can be forwarded to:

NMPRA Editor, Linda Brogdon
5251 Hermitage Dr.

Powder Springs, GA 30127

Phone: (770) 421-8838

Email: brogdonlh@comcast.net

If possible, please submit information in Microsoft Word format

Race Announcement Policy

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

there would be an opportunity for another manufacturer to replace the departing supplier. We are very fortunate to have two manufacturers building the quality of engines for our event that they do. I can tell you from my professional experience in the aerospace industry that we are getting an amazing value for our dollar in what they build for us. To maintain the consistency of performance that they do, the tolerances are extremely tight and very costly to maintain. Their efforts are greatly appreciated by me and should be by all of us. They are doing us all a big favor out of a love for our sport. I will be appointing the required sub-committee members for the Q500 426 and QM 422 engine committees soon and hope to have



District News



them listed on the AMA web site sometime in the first half of the year. The AMA web site is the appropriate place to list that information with the NMPRA web site including that information as well. I've discussed this with Greg Hahn and he supports doing it this way.

That should be about it for this issue. Remember, basic proposals are accepted up to March 15th. Get your ideas submitted and communicate with your Contest Board Representative with your opinions. They will appreciate your input, whether your opinion is the same as theirs or not. We the Contest Board members represent you the pylon racers, but we can't do that without knowing your opinions. Talk to us.

Jim

District 1, Tom Hegland

Happy New Year, District 1. For me, some things seem never to change as January is pretty much dedicated to breaking New Year's resolutions, watching way too many college football bowl games, the joy of tax preparation, and long hours in the shop getting Quickies ready for Winterfest. This year was a JIT (Just In Time) building frenzy to get a couple new Quickies in the air before packin' and truckin' to Phoenix. Unfortunately for me, one of my new 426 rides didn't make it to the dance (neither did a never-raced just broken-in Jett motor). Pounding them before you race them really does sting a bit. I'm sure most of us have been down that path before.

Winterfest 2012 saw 29 entries in 426 and 18 entries in 428. Unfortunately, with fewer than 4 entries in APRA, Jim Allen cancelled that venue earlier in the week

leading up to Winterfest. Saturday's weather exhibited typical brutal Phoenix winter conditions with highs in the mid to upper 70's and a slight breeze from the north.



A typical Speedworld sunrise that greets you as you're unpacking



It's always nice to see a light cloud cover in the mornings. This helps mitigate (at least for me) a serious sun issue rounding pylon 1 and heading to pylon 2.



It was good to see Gary Schmidt back safely from Iraq and giving a little attention to his Neme-Q Plus.

Saturday's racing was executed at the typical Speedworld pace as 6 rounds of 426 and 428 were completed. The first round of 426 saw Tony Lopez, Jim Allen, and Gino DelPonte post times below the current long course record of 1:16.15. Tony's fast time in round 1 was 1:15.09. Travis Flynn got round 1 of 428 off to a fast start with a 1:05.72. Round 2 of 426 identified Gino DelPonte as the man to beat as he bettered Tony's round 1 fast time by over 1 second, posting a 1:13.83. As Saturday's rounds progressed, Gino continued to shave chunks of time off his round 2 run and by day's end his fast time in 426 was down to 1:12.88, more than 2 seconds better than Jim Allen's 1:14.90. The crisp pace of heats kept people's attention as relating to identifying and preparing for back-to-back heats. Without the APRA class providing that short break, I noticed more than a couple of people really scrambling not to miss the transportation trailer and get that blood-pressure-rising "no show" zero. At the conclusion of Saturday's 426 rounds the top 5 on the leader board were Dub Jett, Chuck Andraka, Mike Helsel, Gino DelPonte, and Jim Allen.



Tony Lopez heading towards a very familiar post heat rendezvous with the Speedworld scale

NMPRA Gold Cup Series

2012 Schedule

Ft. Lauderdale April 14-15

Old Julian, NC Sept. 29-30



***A Very Special
Thank You
To Our Sponsors***

www.DarrolCady.com



JETT Engineering, Inc.



District News



In 428, the end of Saturday's rounds had Gino DelPonte in first place and fast time with a 1:05.27. Gino was followed by Dub Jett, Tony Lopez, Sam San, and Jack Hinkle Jr. Saturday was a day Travis Flynn would like to forget as he lost two beautiful Vortex's due to midairs on takeoff.



Dub Jett and Mike Helsel turning some wrenches in the pits. It's rare these days not to see this pair in the top 3 or 4.



Round 7, Sunday morning 428 starting line action



Mike DelPonte off clean with help from a Gino launch



Gary Schmidt launching Jim Allen's Neme-Q Plus

When the dust settled Sunday, Dub Jett was the 2012 426 Winterfest champion with Gino bringing home the fast time trophy and a new 426 national record of 1:12.88. In 428, Gino captured first place and fast time with a 1:04.60. Congratulations, Dub and Gino!! Next are the final 2012 Winterfest results.

AMA 426 Results

After 10 Rounds			
426	Name	Low Time	Points
1	Dub Jett	1:17.36	37
2	Jim Allen	1:14.48	F0 36
3	Mike Helsel	1:16.90	F0 36
4	Chuck Andraka	1:18.74	33
5	Anthony Pacini	1:18.29	31
6	Gino DelPonte	** 1:12.88	30
7	Jack Hinkle Jr	1:21.04	30
8	Tony Lopez	1:15.09	28
9	Gary Schmidt	1:15.99	28
10	Jim Lime	1:17.07	27
11	Robert Rau	1:20.88	27
12	Tanner Pacini	1:19.63	25
13	Jim Russo	1:23.76	24
14	Jim Padelt	1:27.41	24
15	Don Schelling	1:27.89	24
16	Dan Thordarson	1:17.98	23
17	Coffey Joanne	1:19.23	22
18	Dave Gavin	1:18.10	21
19	Mario Salazar	1:21.02	21
20	Travis Flynn	1:16.88	15
21	Mike Tallman	1:21.89	15
22	Mitch West	1:21.49	14
23	Darrol Cady	1:21.11	11
24	Tim Lime	1:18.23	8
25	Mike DelPonte	1:18.66	8
26	John Reid	1:39.71	6
27	Tom Hegland	1:22.91	5
28	Sam San	C 1:43.82	2
29	Jack Hinkle	1:25.65	1



District News



AMA 428 Results

After 10 Rounds			
428	Name	Low Time	Points
1	Gino DelPonte	** 1:04.60	40
2	Dub Jett	1:07.75	38
3	Tony Lopez	1:06.24	33
4	Sam San	1:09.81	32
5	Dan Thordarson	1:10.11	28
6	Mike Helsel	1:11.75	28
7	Jack Hinkle Jr	1:14.08	27
8	Chuck Andraka	1:09.94	26
9	Mike Tallman	1:12.53	25
10	Mike DelPonte	1:10.11	21
11	Jim Russo	1:12.58	21
12	Robert Rau	1:18.89	20
13	Mario Salazar	1:16.95	16
14	Dave Gavin	1:20.69	11
15	Tom Hegland	1:18.57	7
16	Travis Flynn	1:05.72	4
17	Coffey Joanne	1:15.54	4
18	Mitch West	1:24.77	3

Of course a special thanks to Jim Allen for all his hard work coordinating and running another great Winterfest event and as usual another excellent job by the Speedworld course workers who volunteered their time so that we could have fun.



Great job, course workers!! Thanks again!!

See you all in February.....
Tom Hegland

District 2, Dan Nalley

This month we have a guest writer – Tom Strom Jr. He also attached a copy of the NW race schedule.

Well, it is definitely winter here in the Northwest! This January storm just brought with it close to 24" of snow, heavy winds, and ice, knocking out power for seven days now; this is why I am sitting here at Starbucks writing this newsletter article. Got my cup of hot chocolate and a fire burning so here we go! Couple of things we are looking forward to are the Northwest Hobby and Model Expo coming up in early February, as well as our first winter EF1 race the end of February at Sanderson Field in Shelton, WA. The Pylon Racers of Puget Sound will have a booth at the model expo in the attempt to teach and spread the word about our great sport and hobby. We will be armed with flyers, banners, various models, and a slide show to try and peak some interest in what it is that we do. This is a two-day event, and I will be sure to let you all know how it goes. The winter EF1 race should be a blast! We have quite the number of local EF1 pilots, and it continues to grow! These one-day races are great for many reasons, among them is that it allows new racers to come out and try their hands at turning the poles while being supported by veteran racers. This seems to help new-racer progression greatly! When you have a veteran behind you constantly feeding you tips and talking you around the race course, it also keeps the newer racers from getting frustrated. Another reason is that we try to finish up the five rounds of racing by lunch, which allows us to hold an afternoon fun fly for all the racers and the helpers who came out from the local club to man the course equipment. This is huge for the morale of the local club guys who spend all winter and two summer weekends running the



District News



course so we can race without worry! As far as aircraft in the EF1 class locally, it has been dominated mostly by LR-1A ARFs from EFlite, but that is starting to change. Along with the LR-1As, we are starting to see Little Toni kits, the EFlite Shoestring ARF, and I have just finished working on a couple Wagner Solution kits. All of these are great looking airplanes, and I can't wait to fly the new Shoestring and Solutions! There are so many great kits available right now if you don't mind a little building, and all of the kits can be found on the NMPRA site as well as RC Universe in the High Performance Electric area. I hope all of you are surviving the winter well and look forward to racing with all of you this season!

- June 2/3, 2012 -
Helena, MT Classes:
APRA/EF1/?
- June 30/July 1, 2012 -
Shelton, WA Classes:
APRA/EF1/428/Q40
- July 28/29, 2012 -
Spokane, WA Classes:
APRA/EF1/Q40
- August 18/19, 2012 -
Shelton, WA Classes:
APRA/EF1/428/Q40 North
vs. South Shootout
- September 1/2, 2012 -
Helena, MT Classes:
APRA/EF1/?
- October 6/7, Spokane,
WA Classes: APRA/EF1/
Q40

Tom Strom Jr.

District 3, Randy Smith

The Electric Formula One event is sparking interest in a new group of RC flyers. Many in this group have never raced before nor have they even seen a race. They want to try pylon racing, but they have no idea where to start. I'm a firm believer that pylon racing must begin at the club level with the very simplest setup possible. I was asked to write an article in our Canadian Model Aviation magazine explaining how to get started at the club level in pylon racing. The following article was written for this purpose and is intended for the club or a group of pilots that would like to try pylon racing but have no idea where to begin. All you experts can skip the next several paragraphs. If you're interested in getting started in pylon racing, read on.

The following racing setup is accomplished with only a Starter and two pylon judges. The easiest and most simple race course to begin pylon racing on is a two-pole course. If you have never raced pylon at your club before, I would recommend starting with a simple two-pole race course. Make a couple of pylons from 1.5 inch or 2.0 inch PVC pipe about twelve to fifteen feet long. Put a flag at the top of each pole and anchor them into the flying field vertically. The distance between the two poles should be about 400 feet. The two poles should be oriented on a line parallel to your normal runway line. The pilot positions, takeoff, and landing should be approximately midway between the two poles. The poles should stand off out on the runway line away from the pilot positions by about 225 feet to allow for the turn toward the pit

area. We don't want anyone flying over the pilot line or the pit area so a standoff distance of about 225 feet is recommended.

Let's say there are three competitors in a race. Each pilot lines his model up on the runway for takeoff into the wind. The three models are separated from each other by about 15 to 20 feet. The preferred start sequence is to have each pilot's caller hold the tail of the model in preparation for takeoff. Each caller has a stopwatch in hand. When each pilot and caller is ready to begin the race, the Starter declares "Time In." On this signal, each caller starts his stopwatch. The Starter then counts down the race from ten. At about three seconds prior to the start, each pilot advances the throttle on his model. The caller holds firm on the tail of his pilot's aircraft. At the zero mark, the caller gives the model a slight push to get the wheels rolling, and the pilot takes off towards the far pylon. The caller resumes a position behind his pilot and helps him navigate the poles at each end of the race course. The pilot is watching the aircraft. The caller should be watching to see the model approach the upwind and downwind pylons. The caller should tell the pilot to turn just before the model reaches the pole. The pilot should be banking the model at this point for a nice smooth 180 degree turn and then heads back to the next pylon. The caller keeps track of the number of laps completed by the pilot. After ten laps are completed and the model crosses the start/finish line, he stops the time on the stopwatch. We don't need to worry about the extra time on the watch that accumulated prior to takeoff. It is the same for each pilot. As long as that interval is the



District News



same for each heat, the contest is equal for all.

There need to be a couple of pylon judges to watch that the models make their turns on the outside of each pylon. A "cut" is assessed to the pilot if he makes the turn inside the pylon course before the model reaches the pole. A judge is located along the pilot line and positioned perpendicular to each pole. The judge just watches along an imaginary line extending vertically upwards from the pole. The model must pass the imaginary vertical line of the pole before it makes its turn. If the pilot does cut inside the course on any turn, he is assigned a cut. A cut amounts to a 10% time penalty added to the course time kept by the caller. After the race is over and all pilots have landed, the starter records the ten-lap race time kept by each caller. If a pilot has one cut, the ten-lap course time is increased by 10%. If a pilot has more than one cut in a race, he receives a score of zero for that heat. Scoring is based on the lowest time after adding any cut penalty. The winner of the heat is the pilot with the lowest non-zero race time.

For example, pilot Joe has a ten-lap time of two minutes (120 seconds) and no cuts. Pilot Bob has a ten lap time of 1 minute and 50 seconds (110 seconds) but has one cut. Pilot Steve has a time of 1 minute and 25 seconds (85 seconds) but has two cuts. So Joe has a total race time of 120 seconds. Bob has a time of 110 seconds plus 11 seconds penalty for a total of 121 seconds. Steve has a time of 85 seconds, but he received two cuts from the judges. Steve receives a score of zero for that heat. Joe is the winner of his heat with a low time of 120 seconds. Bob is second place with a time of 121 seconds (ooh, close race!!!).

Based on three pilots in each race, the heat winner receives three points. The second place finisher receives two points. Steve receives zero points for his race because of his two cuts. If he had legally finished the race with one cut or none and if he came third, he would receive one point for that heat. You can race as many heats as you like in a day. Mix up the pilots in terms of who races against whom. After all the heat races are complete, the big winner for the day race is the pilot with most number of total heat points scored.

So that's an overview of how a simple race can be organized with very few helpers. Pylon racing must begin at the club level with a few guys interested in giving it a try and with a few helpers acting as Starter and pylon judges.

Randy Smith

District 4, Travis Elbert

Hello fellow NMPRA members. I would like to introduce myself and give a brief rundown of what is going on in Montana.

I have been involved in RC for as long as I can remember. My father (Leon Elbert) introduced my younger brother (Shane) and me to flying almost as soon as we could walk, so this is a family disease. I have a wonderful wife and three great children, two of whom are already flying small electrics.

My father raced for years; growing up we spent our summers going to races all over the Northwest and Canada. Sometime in the mid-nineties racing collapsed in our area.

About seven years ago my family

and I moved back to Montana after several years in the Chicago area, and it was not long before members of our local club started tossing around an idea to build a small electric war bird racing class. This idea festered for a couple of years, but drawing a consensus on how to go about it never appeared. At a Thursday night club meeting Mell Reed (a well-known area racer) tossed a NMPRA newsletter on the table containing an article about the new EF1 class Small and Kane were trying to put together. Mell informed us that this was what we needed to spark a revival in racing. As the news spread, I saw an excitement that had been missing from RC in our area for years. The phone calls started rolling in from old racers my father had not heard from since the nineties. About this time I contacted Jerry Small and asked for a hand up; what we needed was something to fly. Jerry and Dan were very helpful, and I hastily built a tomcat, which we flew at every club event we could, and that was the spark we needed. Everywhere we took that tomcat, guys went nuts. (Most younger RCers never have seen a formula one, q40, or q500.) Leon and I built what equipment we needed and started setting demo races up at fun flies or wherever we could, 424 and EF1. Along the way we reconnected with old friends and made new ones. Brian Batch (Spokane) gave us a great deal of encouragement and introduced us to Matt Russell, whose enthusiasm is infectious.

WE ARE RACING! Again, thanks to old friends and new ones. Old racers I thought would never pin a pylon again are back at it: Elbert, Tulburg, Seaholm, Longmire and new ones Leonard and Mike Cloninger, Ed Alve (Billings new Hammer).



District News



After holding several races and attending races in Billings and Spokane, the decision was made to purchase a lighting system and attempt to coordinate the races in the Northwest with other clubs. This is going well and I am very excited. I would like to thank Darrol Cady for the opportunity to be the district 4 VP. I am going to attempt to do a racer profile from our area in every newsletter. Any suggestions would be welcome. Sadly Mell Reed never got a chance to see the excitement, that spark reignite among us. He passed away, and we lost a great source of information and a great friend.

Thank you
Travis A Elbert
District 4 VP
Box 53 Jefferson City MT 59638

District 5, Jim Nikodem

Happy building season! I know it is considered unusual, but I do enjoy building, as long as I am not put in a position (by myself usually) to be rushed. One reason not to be in a rush is that when I paint, I use Rustoleum spray cans. The advantage is that it is a nice consistent no mixing, no compressor paint and is not a problem with glow fuel. I know most other spray-can paint is not. If you want to do the same, here are a few tips. First I use Rustoleum clean metal primer because it is colored white and easiest to cover. As for the paint, I do a light coat and then come back a few minutes later with a second coat. It dries quickly, but best to let it dry overnight. Here is what to watch out for. If you are going to paint over the paint, like applying a second or third color or a touch-

up, you need to wait 48 hours after sanding before you spray new paint on old paint. That applies even if the old paint has been dry for years! Primer can be painted on in less time than that, but if paint is involved, you need 48 hours. The consequence for not waiting long enough is the underlying paint bubbling up and setting you back. Another problem has to do with keeping spray tips operating. Now, there is a lot of paint in each can, which means the spray tip on the can will be used five or more times. I have tried all types of things to keep spray tips clear, but they eventually get filled with dried paint. I finally searched the internet and purchased extra spray tips. I went to Art Primo and got 10 tips for \$4. Rustoleum switched recently from male to female caps (also called spray can tips).

E Form one is a great event, and I am sure many of you are considering getting into it this season. It will be flown at the NATS again this year. There are plenty of ARF's these days, but if you are building an E Form 1, read the rules before you do. The two biggest mistakes that I can see are that the majority of the airplane needs to be plastic film covered, so do not fiberglass and paint anything. Of course, you can paint any plastic parts, but that's it. Number two is do not taper the tail surfaces as you are used to on all other racers. Also the trailing edge of the wing needs to be at least 1/16 of an inch thick. These are the biggies, but I always like to check the rules before building.

I would highly recommend E Form 1, not only for racing, but for fun flying also. I now have 240 flights on my Super T Tomcat. Most of these flights are 10 minutes long

at my local park. I use an E 9x6 prop for sport flying and have a great time doing aerobatics with it. With three batteries, that is almost 75 charges per battery, with no sign of decreased performance. Next year's schedule for District 5 is almost a carbon copy of last year. That is a really good schedule with lots of racing opportunities. Bernie Vanderleest has done a great job de-conflicting race dates. Thank you, Bernie! I would also like to thank the CD's who put on the races we all enjoy: Darwin Larson, Tom Scott, Mike Spencer, Phil Zuidema, and for two races every year Duane Hulen and Jay Capps! These guys set things up before the race, organize workers, and keep things going on race day, and then get everything cleaned up when racing is done. Many thanks to other big contributors like Rick Vogelsang who often solves computer problems or works on the matrix. This season just like last, 424 and 426 are the big events. Minnesota will fly all 426 with 10 races scheduled. Southern District 5 will have nine 426 races plus the NATS with the chance to win the Caudron Trophy. In 424 there will be 13 opportunities to win the top spot and possibly the Lead Goose Trophy. Just like NMPRA points, the best six races count. Good luck to everybody!

Jim Nikodem

District 6, Peter Tani

Hello all, from Peter Tani your current District 6 Vice-President. Here is some brief background:

- First flew RC in 1991 in Staten Island with Control-Line Speed Pilot George Brown



District News



- Former Secretary of the Richmond Model Flying Club, enjoyed fast sport planes
- Joined Northern Connecticut Radio Flying club in 1998
- First competed with Nepro in 2006
- Nepro Standard Class Champion & Most Improved Pilot 2009
- Currently Nepro Webmaster and Points Coordinator

I took a five-year hiatus while I successfully and twice beat cancer and a great many other things. One fateful day, Lloyd Burnham called me up and asked me if I wanted to try this thing called pylon racing. I had a very slow start. Former Nepro President Bill Jensen wisely pointed out at our annual Awards Banquet that I could not make it around the course more than about three times without crashing, but that I seemed to have since figured it out. I have had the honor and great pleasure of flying with both Pete Reed and David Doyle during my tutelage.

2011 was a honeymoon year for us at Nepro. Our ranks have grown, borrowing from the Giant Scale 3D and general sports communities from places as far away as Maine and Syracuse, NY. We have been growing fast, and at times it is a little hard to keep up with our new-found successes. At our January Business Meeting we re-elected current Nepro President Joseph Tropea, current Nepro Vice-President Craig Korsen, and current Treasurer Russ Levy. We also welcomed 2011 Standard Class Champion Bob Triggs III, and Contest Director Dennis Duplice to our officership as Nepro Secretary and Nepro Deputy Treasurer, respectively.

Thank you to former District 6

Vice-Presidents Steve Baker and Dino Spadaccini for all of your work before me. I have had a chance to work with some of the NMPRA officership along the years with David Doyle and recently in my capacity as Nepro Points Coordinator.

We have an even bigger schedule for 2012. Specifically, we have scheduled ten AMA 424, eight AMA 426, and eight Sportsman Races. In addition, we have scheduled two separate, "workshop/ practice" days. The first is on "opening day" May 5, 2012 at the Salem Propbusters field one day prior to the first race of the year which is on Sunday, May 6, 2012. This includes one entirely new venue -- a two-day race at the Bowie, MD's Prince George's Radio Control Club field in September of this year. We will highly promote this race from within our ranks and look forward to a great turn out and a lot of fun come race day.

Please check our website www.nepro.org for current updates to our schedule.

A large part of our success in Nepro is due to continued support from the contest directors at the clubs in our area through the years. During my tenure we have added three new venues and have gone from four races (with only one of them being a two-day event) to seven races, three of which are now two-day events. Many of our CD's are also racers, and the time and effort spent by these individuals is hard to imagine. It largely goes unnoticed especially when things go well, and I would like to commend these individuals as follows:

- Salem Prop Busters Club President and Contest Director Dennis Duplice for providing

your field for four days this year and for stepping up as Nepro Deputy Treasurer. Monica Duplice for your race-day help.

- Past President of the Central Connecticut Radio Control Club and Contest Director John Hinze. For flying back from business trips to host our races in years past and for borrowing a tent from every person you know.
- Past President of the Hampshire County Radio Controllers and Contest Director Dave Fogg. For your entire family's support on race day and your quick and decisive action in 2011 in switching venues due to storm damage.
- Northern Connecticut Radio Control Club Contest Director Kevin Cyr for such great effort that you needed a mountain bike to get around while getting it done. Marcia Cyr for your help with our annual cookout for many years.
- Former NCRCC Contest Director and recent lifetime Nepro Members Dennis Thibodeau and Patty Thibodeau. For all your additional work and effort as Starter and Assistant Starter and for traveling to races to lend a hand when your schedules will allow.
- NCRCC Activities Director and fellow racer Irv Thurrott for all your support and coordination efforts. For your foresight, quick action, and presence of mind during times of crisis and natural disaster.
- South Shore Radio Control Club Contest Director Elie (Lap-a-Saurus) Houayes for the Continental Breakfast at the field by your predecessor and for your great hospitality and



District News



yes, if you can believe it –even belly dancers.

- Thank you in advance Prince George's Radio Control Club Contest Director and current Club Treasurer Steve Baker for opening your field up for two days of racing in September.
- Lastly, to Contest Director At-Large and 2010 Pylon Triple-Crown Nat's winner Ralph Rinadi. For stepping in as Emergency Contest Director and doing such a flawless a job that we ran six rounds with no fly-offs.

The current success of Nepro is also largely due to advance planning and great vision. We are in great debt to past Nepro President Bill Jenson. It was he who forged our current "Sportsman Class" of competition. Thank you, Bill. Thank you too for your great generosity sponsoring many years of Sportsman prizes. In the beginning, for most the learning curve is steep and just a little terrifying. Since no Standard or Expert pilots are racing during this class, the entire force of Nepro is allowed to mobilize to ensure success. We have had as many as eight Sportsmen show up to a race unannounced. By the last race of 2011, seven Sportsman broke out into Standard and joined our combined matrix. This is true progress.

I say that Lloyd Burnham is the hardest working man in pylon racing. I often fear that if he gets hit by a meteorite we will be sunk. Thank you, Lloyd. All others, please continue to follow his lead by figuring out how best to help and then do a good job at it. Many hands make light work.

At our 2012 business meeting we elected to have the AMA 424 "Sport Quickie" rules formally govern our races. Our prior "Nepro Quickie 500 rules" did not cover every last detail. For example, the National rules have an entire section on landing gear, we simply stated bicycle or inline wheels are prohibited. Nepro will continue to use the Thunder Tiger Pro40BB engine. Nepro's suggested engine claim will be \$500.

In addition, in 2012 we have increased the number of races that Nepro Final Standings are drawn from. Specifically, in AMA 424 we will change from best five races to the best six races. In 2012, Nepro will no longer conduct AMA 426 as a demonstration, and we will be competing for National points in this class. We will draw from the best five races in AMA 426 to calculate the Final Standings at the end of our 2012 racing season.

Lastly, I would like to thank my two secret weapons M. and L. You may have read about these two individuals on our Nepro website. These are Monica Duplice, the wife of Dennis Duplice, and Louisa Newman, the girlfriend of Bob Triggs. These two ladies run the race computer so that I have a chance to enjoy racing. Thank you both very much.

Peter Tani
District 6 Vice President

2012 RACING SCHEDULE

<u>Date</u>	<u>Location</u>	<u>Event</u>	<u>Contest Director</u>
Saturday, May 05, 2012	Salem, CT on Saturday	Work Shop/ Open flying	- Dennis Duplice 860-376-6230 dduplice@comcast.net
<u>Practice</u> on Saturday	Salem, CT (Spring)	Combined Matrix AMA 424	
Sunday, May 06, 2012		and AMA 426	
<u>Race</u> on Sunday		and Sportsman	
Sunday, May 20, 2012	Hadley, MA	Combined Matrix AMA 424 (only)	Dave Fogg 413-593-5454 DF.Fogg@verizon.net
		and Sportsman	



District News



Sunday, June 03, 2012	Farmington, CT	Combined Matrix AMA 424 (only)	John Hinze 860-677-1688 jhinze@comcast.net
		and Sportsman	
Saturday, June 23, 2012 <u>Practice</u> on Saturday	Bridgewater, MA on Saturday	Work Shop/ Open flying	Elie Houayes (Lap-a-Saurus) vanoalex@comcast.net
Sunday, June 24, 2012 <u>Race</u> on Sunday	Bridgewater, MA	Combined Matrix AMA 424	
		and AMA 426 and Sportsman	
August 4 & 5, 2012	Ellington, CT	Combined Matrix AMA 424 (both days)	Kevin Cyr kmcyr@yahoo.com
Saturday & Sunday		AMA 426 (both days)	
		and Sportsman (both days)	
September 8 & 9, 2012	Bowie, MD	Combined Matrix AMA 424 (both days)	Steve Baker Sbaker6827@comcast.net
Saturday & Sunday		AMA 426 (both days)	
October 13 & 14, 2012	Salem, CT (Fall)	Combined Matrix AMA 424 (both days)	Dennis Duplice dduplice@comcast.net
Saturday & Sunday		AMA 426 (both days)	
		and Sportsman (both days)	

District 7, Gary Freeman, Jr.

We are back in full swing here in District 7. Here is the report from the 2011 Cliff Telford Memorial Tangerine.

Well, I want to start off by thanking everyone who made it to the 2011 Cliff Telford Memorial Tangerine. It was a HUGE success, and we had the largest turnout we have had in years. Also I want to thank the RCACF club members who took their weekend and gave it to us so that we could have fun and race. Ray Brown, Dennis O'Brien, and Dave Doyle are also key to this race and without them it could not happen. Thanks to you all. Saturday had 9 in 424 and 25 in 426. We lost a few as a result of crashing in practice or last-minute schedule conflicts, but still in just 1 year we more than doubled the participation in Q500. There were some great races in both classes. I would have to say that the highlight of 426 was the record-breaking heat between Dub and Tom Scott. Both did a minute and change with Tom taking the win. Got to feel for Dub, doing a minute and getting second had to sting a little. Tom again went out and did a 59.49 in the last round. GREAT JOB, Tom Scott and to your caller Ray Brown, too. 424 had some new faces, and Trey Witte was one of them. Trey is very good and will be a strong force when he decides to move up to 426 and 422. Great flying, Trey; how was the sushi? In the end there were no fly-offs in 424, and in 426 there was a fly-off for 3rd and 4th between Mike Helsel and Mario Travieso. It was a great fly-off, and I do have to say that even though Mario cut in the fly-off, this was one of the best flying I have seen from Mario EVER. He did a great job all weekend. Again he did cut in the fly-off so the win and the third place trophy went to the travel man Mike Helsel from "somewhere in the US" - LOL. The second fly-off was for 1st and 2nd between Dub Jett and Steven Vaclav. It wasn't much



District News



to watch as Steven missed the needle, and Dub sailed away with an easy win and the first place trophy.

Saturday night was the O'Brien party, and I would love to talk about it, but I can't remember much...Thanks for hosting... Sunday was 424 and 422 long course, and we had 8 in 424 and 24 in 422. Again another day of great racing. In 424 we saw some faces from the past with Barry West and Paul Benezra in the matrix. 422 was one of those crash fests you hate to see at races and this one was ugly. In the end there was only one fly-off, between Rocket Ray and a fairly new racer Joe Hodgins. Unfortunately, Joe cut and Ray walked away with the win. Joe did a great job of flying all weekend, and he, like Trey from NC, is a very good flyer that we need to keep an eye on because they are no slouches. Tim Yousey took second place and had to do so with his back-up as a result of Matt Fehling and he having a mid-air AFTER their first round. On top was a familiar name that has been gone for a while, but he is back and reminded everyone that he still has it. Gary Freeman Sr., aka Dad/Grandpa, took the win. Great job, Dad. Ray Brown took fast time honors with his JETT powered Strega with a 101. Great job, Ray. We had an overall champion for the most points between 426 and 422, and Tim Yousey took this award. Great job, Tim. The results are posted below; keep in mind that we have an expert and standard class format in 424 so please look closely for the break down.

Well, that is all - I hope everyone had a great time and will make it back next year. Because of the large turnout for this year, I will be sure to get raffles and other giveaways to make it an even

better race.

Thanks
Gary Freeman Jr.

11TANSAT424

Ordered By Points

After 5 Rounds			
424	Name	Low Time	Points
1	Robert Vess	** 1:22.63	F0 12
2	Chris Handegard	1:23.24	F0 12
3	Mario Travieso	1:24.97	F0 11
4	Jack Fehling	1:36.24	F0 11
5	David Doyle	1:38.38	9
6	Trey Witte	1:32.90	8
7	Richard Zisa	1:35.57	8
8	Lindwell Bradley	1:35.89	5
9	James Creech	1:50.71	3

11TAN424SUN2

Ordered By Points

After 5 Rounds						
424	Name	#	Class	Low Time	Points	Channel NMPRA
1	Paul Benezra	8	424	1:38.19	14	105 12A
2	Mario Travieso	1	424	1:45.96	13	101 43S
3	Trey Witte	3	424	1:51.50	12	47
4	Jim Lyons	11	424	1:33.72	11	106 50S
5	Barry West	7	424	1:40.42	9	105
6	Richard Zisa	5	424	1:44.42	8	103
7	Jack Fehling	10	424	1:45.41	8	31 59T
8	Chris Handegard	2	424	1:45.59	7	102

District 8, Eric Desardi

– no article submitted

District 9, Manuel Martiarena

– no article submitted

District 10, Luis Ochoa

– no article submitted

11TAN426

Ordered By Points

After 5 Rounds			
428	Name	Low Time	Points
1	Dub Jett	1:00.83	F0 14
2	Stephen Vackav	1:04.66	F0 14
3	Mike Helsel	1:03.72	F0 13
4	Mario Travieso	1:04.29	F0 13
5	Tom Scott	** 0:59.29	12
6	Marcus Blanchard	1:03.00	12
7	John McDermott	1:04.39	11
8	Matthew Fehling	1:03.27	11
9	Tim Yousey	1:03.70	11
10	Mike Massi	1:06.20	11
11	James Katz	1:06.78	11
12	Joe Hodgins	1:12.94	11
13	Mike Langlois	1:04.17	10
14	Joe Tropen	1:09.77	10
15	Ray Brown	1:02.77	9
16	Gary Freeman Sr	1:05.01	9
17	Chris Handegard	1:13.18	8
18	Scott Smith	1:15.24	8
19	Randy Bridge	1:04.47	5
20	David Doyle	1:15.62	5
21	Gary Freeman Jr	1:10.47	3
22	Dean Stone	1:13.83	3
23	Dennis O'Brien	1:17.45	2
24	Jerry Small	0:00.00	1
25	Bob Greer	0:00.00	0

11tan422A

Ordered By Points Within Class

After 5 Rounds						
428	Name	#	Low Time	Points	Channel	NMPRA
1	Gary Freeman Sr	25	1:04.46	19	103	20T
2	Tim Yousey	14	1:03.37	18	109	58S
3	Ray Brown	4	** 1:01.25	F0 16	103	15T
4	Joe Hodgins	16	1:06.68	F0 16	109	14R
5	Mike Langlois	13	1:01.75	15	109	12 R
6	Robert Vess	2	1:03.13	15	102	14Q
7	Mike Massi	21	1:04.56	14	102	37T
8	Ramery Coletto	24	1:06.09	13	101	53S
9	Gary Freeman Jr	11	1:06.43	13	103	16S
10	Tom Scott	3	1:04.92	12	103	26P
11	David Doyle	8	1:11.33	12	109	11T
12	Mario Travieso	7	C 1:11.17	11	103	45S
13	Mike Helsel	22	1:08.43	9	101	5A
14	James Katz	12	1:02.55	8	109	4Q
15	Dub Jett	15	C 1:08.33	7	101	4T
16	Dean Stone	17	1:06.82	6	109	19R
17	Paul Benezra	23	1:20.47	6	102	12A
18	Jerry Small	10	1:08.28	5	101	5H
19	John McDermott	5	0:00.00	3	102	1R
20	Randy Bridge	1	0:00.00	0	101	38B
21	Joe Tropen	6	0:00.00	0	102	28T
22	Marcus Blanchard	9	0:00.00	0	101	15P
23	Matthew Fehling	19	0:00.00	0	102	59S
24	Dennis O'Brien	20	0:00.00	0	103	2S



District News



Club 40, Jim McGuinn

The Club 40 & Q-25 Race Scene

Greetings to all pylon racers. I have been asked by Dan Kane Jr. to start writing a newsletter report covering what is going on in Club 40 & Q-25.

First a brief introduction: my name is Jim McGuinn; I live in central Texas. I have been flying RC for about 10 years and have been racing Club 40 for about 5 years. I will be reporting on Club -40 and Q-25 racing all across the country. Obviously, I will not be able to travel to all of the events, so I will be relying on reports from CD's and other racers for information on what is going on in your part of the world of racing.

If anyone has photos and information they would like to share here in the NMPRA newsletter, please forward them to me at jimmcguinn@live.com.

As a new season is fast approaching and clubs are scrambling to get their race schedule set up, I would like to encourage all Club-40 & Q-25 CD's to sanction their events with the AMA. There are several advantages in doing so. Mainly it is to get the word out that your club is having the event. Club -40, and to some extent Q-25, has been written about in Model Aviation and other RC magazines. Often times when people read these articles and are interested, the first thing they do is go to the contest announcements to see if any events are near them.

I would also like to encourage all NMPRA members that if you know of an event near you to attend, if not to race, then to lend a hand. They all need experienced course workers and your assistance will be greatly appreciated. Encourage

these new racers and educate them; some of them will move up to other events. This is where the 424 and 426 racers of tomorrow will come from. We will all benefit from your involvement, and you will have a great day of racing as well.

I would like to report on the pylon race meeting held here in Waco TX on January 14, 2012. It was a great success and attended by 32 racers from the Texas area; most were not NMPRA members. Jerry Small and I encouraged everyone to become NMPRA members and support pylon racing.

Fred French addressed the group and asked for a vote to have me replace the current NMPRA district 8 VP Eric Desardie. The vote was unanimous, and I am waiting for conformation from Dan Kane Jr. I have also spoken with Eric and have his approval.

Dub Jett addressed the group telling the differences between 424, 426, 428, and 422 events. He also brought along some planes to show.

Bob Petranick from the Georgetown area is a member of the RCPRO rule committee and spoke of rule changes. There are no changes in the 2012 rules, but they are considering eliminating bubbleless tanks in 2013.

John Shannan of the Georgetown Aero Modelers addressed the group and explained that Bob Brown, the new AMA President, and Jim Rice, the district 8 Vice President, were both friends to racing and supported all forms of pylon racing.

George Parks of Austin TX proposed that each club set aside a day each week for practice as this has worked very well in the Austin area.

Gene Hodges of the Fort Worth

Thunderbirds talked about Q-25 Quickie racers and activities in his area for Club- 40, Q-25 and EF-1. He stated that the course will be 2 pole 400 feet. He stated that they will run Q-25 and EF-1 on the same day alternating between rounds of EF-1 and Q-25. This will give time to charge batteries and make the day flow smoothly. Here Waco will be doing the same by running Club-40 and EF-1 alternating rounds.

To eliminate some of the stress on the sponsoring clubs, I have proposed that the lap counters and cut judges will be made up of pilots and callers. If you are racing EF-1, expect to be a course worker for the Club-40 and vice versa. If you plan on running both events, try to bring someone with you that can help out. This will make more clubs willing to put on a race, and we will benefit by having more experienced workers

Randy Rich from Houston stated that he had been in contact with a California man who is perfecting a GPS system that could be installed in planes and would eliminate the need for many of the course workers.

Dub Jett gave a run down on where the 426 and 428 events were run and how they came to be. He stated that as the 428 speeds were approaching the 422 quarter midget speeds, the need for a new class was recognized and the 426 had its birth about two years ago. This class has a lower-cost engine that sells for \$250.00 at this time. It is the only engine approved for 426 racing.

Richard Moll and I went to the Phoenix Winterfest held on January 21 & 22, 2012 on the 2.5 mile 3 pole course. The fast time for the 426 was posted by Gino Del Ponte with a 1:12.88, and in 428 Gino



District News



also had the fastest time of 1:05.27. As we had to leave on Sunday before the races concluded, these times could have been beaten.



Fred French asking for a show of hands to elect me to be district 8 VP



Fred French and me, Jim McGuinn, in red shirt standing



Dub Jett, John Shannon, Gary Fisher, Steve Fabianke, & Richard Moll



myself addressing the group



Dub Jett giving the history of NMPRA pylon racing



Bob Petrinec, standing, giving history of club 40 racing and how it all began



Randy Rich offering support for Club 40

The Club-40, Q-25, and EF-1 race schedule for 2012 as I know of looks like this:

- March 24 Georgetown Field Club 40 2 pole 400 feet
- April 15 Richardson RC club Q-25 & EF-1 2 pole 400 feet
- May 12 Waco Hotmac field Club-40 & EF1 2 pole 400 feet
- May 20 FTW Thunderbirds Q-25 & EF-1 2 pole 400 feet.
- June 3 Hawk Field Mansfield TX Q-25 EF-1 contact Gary Pannell atgarpannell@gmail.com for information.
- June 17 Golden Triangle R/C club Q-25 EF-1 2 pole 400 feet
- Sept 9 Richardson R/C field Q-25 EF-1 2 pole 400 feet



District News



Q40 Points, Doug Killibrew

QM			
	Location	Date	
1	Old Julian	10/2/11	
2	Whittier	10/1/11	
3	Whittier	10/2/11	
4	Champ Race Florida	10/23/11	
5	Tangerine	12/11/11	

30	Brogdon, Bob	2	64.44
31	Killebrew, Doug	1	62.40
32	Coffey, Bruce	2	53.40
33	Moreland, Rick	1	51.23
34	Latsha, David	1	46.68
35	Blanchard, Marcus	2	42.97
36	Vogelsang, Rick	1	42.13
37	Small, Jerry	2	41.70
38	Tropea, Joe	2	32.97
39	Van Baren, Rusty	1	31.80
40	Tahhan, Gabriel	1	27.40
41	Greer, Bob	2	20.23

	NAME	Races Flown	Total of Best 6 Races
1	Langlois, Mike	3	234.29
2	Freeman Jr., Gary	3	193.72
3	Brown, Ray	3	191.55
4	McDermott, John	3	190.44
5	Vess, Robert	2	176.50
6	Bridge, Randy	3	171.71
7	Fehling, Matthew	3	159.69
8	Helsel, Mike	2	150.49
9	Flynn, Travis	2	134.40
10	Scott, Tom	3	126.41
11	Von Der Hey, Lee	2	126.17
12	Masi, Mike	2	111.57
13	Jett, Dub	3	110.94
14	Hodgin, Joe	2	107.92
15	Allen, Jim	1	101.63
16	Freeman Sr., Gary	1	101.63
17	Travieso, Mario	2	98.47
18	Thordarson, Dan	2	98.40
19	Yousey, Tim	1	97.27
20	Salar, Matias	1	93.00
21	Schmidt, Gary	1	88.53
22	Doyle, Dave	2	81.00
23	Blanchard, Bryan	1	78.51
24	VanDenBosch, Robert	1	75.43
25	Baker, Steve	1	73.97
26	Katz, Jim	2	73.35
27	Colletto, Ray	1	71.07
28	O'Brien, Dennis	3	70.55
29	Frazier, Terry	1	69.42



District News



Quickie 500 Points, Lonnie Finch

Please welcome the following new members to the NMPRA:

- Martin Flood Beaver, UT
- Terry Rogers Knoxville, TN
- Keith Begin Ankeny, IA
- Gilles Desgruelles Bagnolet, France
- Rodrigo Quevedo Miami, FL
- Terry Yates Victorville, CA
- Gary James Weatherford, TX
- Cole Thornton Clarkdale, AZ
- Randell Thompson Reed Point, MT
- Jim McGuinn Woodway, TX

426 Quickie

1	KCRC	10/1/11
2	KCRC	10/2/11
3	Whitter	10/1/11
4	Tangerine	12/10/11

	NAME	NMPRA #	Races Flown	Total of Best 6 Races
1	Finch, Lonnie	21V	2	174.23
2	Vereecke, Maurice	23V	2	172.83
3	Seaholm, AJ	17V	2	162.14
4	Tallman, Mike	15G	2	131.97
5	Jett, Dub	4I	1	102.00
6	Vaclav, Stephen	48T	1	97.80
7	Hartman, Scott	30H	2	97.61
8	Helsel, Mike	5A	1	93.60
9	Hegland, Tom	37C	1	90.47
10	Travieso, Mario	45S	1	89.40
11	Scott, Tom	26P	1	85.20
12	Lopez, Tony	23B	1	83.60
13	Blanchard, Marcus	15P	1	81.00
14	McDermott, John	2R	1	76.80
15	Andraka, Chuck	11H	1	76.73
16	Fehling, Mathew	59S	1	72.60
17	Nickodem, Jim	22V	1	72.23

18	Lime, Jim	41D	1	69.87
19	Yousey, Tim	58S	1	68.40
20	McWilliams, Gordon	4G	1	64.34
21	Masi, Mike	37J	1	64.20
22	Salazar, Mario	18C	1	63.00
23	Coffey, Joanne	83B	1	56.13
24	Hodgin, Joe	14R	1	55.80
25	Jump, Eddie	20G	2	52.55
26	Langlois, Mike	12R	1	51.60
27	Hulen, Duane	12V	2	49.75
28	West, Mitch	49A	1	49.27
29	Tropea, Joe	28J	1	47.40
30	Brown, Ray	15T	1	43.20
31	Allen, Jim	17D	1	42.40
32	Freeman Sr., Gary	20T	1	39.00
33	Brown, Kelly	25G	2	38.17
34	Shelling, Don	56C	1	35.53
35	Handegard, Chris	23T	1	34.80
36	Smith, Scott	86T	1	30.60
37	Bridge, Randy	38B	1	26.40
38	Doyle, Dave	11J	1	22.20
39	Lyon, Denis	54C	1	21.80
40	Freeman Jr., Gary	16S	1	18.00
41	Stone, Dean	19R	1	13.80
42	O'Brien, Dennis	2S	1	9.60
43	Gavin, Dave	27C	1	8.07
44	Small, Jerry	5H	1	5.40
45	San, Sam	20D	1	1.20
46	Greer, Bob	29S	1	1.20



District News



424 Points, Dave Gavin

Here are the 424 points through January.
Remember to join the NMPRA to keep your points.
Everyone got a freebee this time.

List of Races

1	KCRC Fall	10/1/11
2	KCRC FallSun	10/2/11
3	Salemfall	10/1/11
4	SalemFall	10/2/11
5	Tangerine	12/11/11
6	Tangeriene	12/12/11

1	Vereecke, Mo	183.44
2	Tallman, Mike	173.41
3	Spadaccini, Dino	170.67
4	Finch, Lonnie	169.79
5	Ouimette, Don	166.12
6	Masi, Mike	161.57
7	Korsen, Craig	161.57
9	Willett, Alan	157.03
10	Trevieso, Mario	146.47
11	Hulen, Duane	131.81
12	Hobbs, Ben	125.23
13	Fawcett, Paul	120.96
14	Casteel, Jesse	116.68
15	Tani, Peter	116.10
16	Konno, Miki	102.45
17	Hartman, Scott	100.07
18	Witte, Trey	99.83
19	Rinaldi, Ralph	96.70
21	Haxhi, Jessica	96.70
22	Burnham, Lloyd	92.16
23	Vess, robert	91.69
24	Benezra, Paul	90.10
25	Stewart, Michael	88.81
26	Tropea, Joe	87.61
27	Brown, Irl	83.06
28	Handegard, Chris	81.58
29	Duplices, Dennis	79.71
30	Mazuicki, Mike	75.17
31	Luzzi, Mike	73.97
32	McWilliams, Gordon	70.27
33	Gload, Bill	69.42
34	Waterman, Eric	66.07

35	Orr, Cal	64.23
36	Burris, Rob	60.32
37	Jump, Eddie	58.76
38	Fehling, Jack	57.76
39	Triggs, Bob	55.77
40	Gall, Duane	55.51
41	Hobbs, Rick	54.85
42	Burrows, John	52.43
43	Lyons, Jim	52.00
44	Langella, Vinnie	51.23
45	vanTuyl, Ken	50.58
46	Zisa, Richard	50.42
47	Doyle, David	46.44
48	West, Barry	39.30
49	Chamberlain, Don	38.78
50	Balrush, Peter	37.58
51	Cyr, Kevin	33.03
52	Gilman, Roger	29.69
53	Bradley, Lin	26.41
54	James, Gary	24.22
55	Spence Adam	19.67
56	Granger, Eric	19.39
57	Meyer, Roy	16.04
58	Kittler, Art	12.71
59	Thurrott, Irv	11.50
60	Nordell, Ola	5.75
61	Brown, Kelly	1.20
64	Creech, James	1.20

428 Points, Dave Gavin

List of Races:

Whittier

1	Allen, Jim	95.91
2	Lopez, Tony	88.02
3	Thordarson, Dan	80.12
4	Ponek, Bobby	72.23
5	West, Mitch	64.34
6	Anddraka, Chuck	56.45
7	Flynn, Travis	48.55
8	Coffey, Joanne	40.66
9	Salazar, Mario	32.77
10	Rau, Robert	24.88
11	Lyon, Dennis	16.98
12	San, Sam	9.09
13	Hegland, Tom	1.20



District News



Contest Calendar, Mike Helsel

NMRPA 2012 Racing Schedule

	Date	Location	Events	Contact
January	7			
	8			
	14			
	15			
	21	Phoenix, AZ - Winterfest	424, 426, 428	Jim Allen
	22			
February	28			
	29			
	4			
	5			
	11			
	12			
March	18			
	19			
	25	Phoenix, AZ - Q40 Classic	422	Jim Allen
	26			
	3			
	4			
April	10	Whittier, CA	424, 426, 528, 422	Lee Vonderhey
	11			
	17	Mulberry Southern 500	424/426	
	18		424,422	
	24			
	25			
May	31			
	1			
	7			
	8			
	14	Markham Park	424/422	Ray Brown
	15			
June	21	Brooklyn Park, MN	426	phzuidema@comcast.net
	22			
	28	Kansas City, MO	424426	drhulen@sbcglobal.net
	29			
	5	Brooklyn Park, MN	426	phzuidema@comcast.net
	6	Salem, CT	424/426/Sportsman	dduplice@comcast.net



District News



May	5 6	Old Julian, NC	426, 422	
	12 13			
	19	Brooklyn Park, MN	426	phzuidema@comcast.net
	19 20	Muncie, IN	424, 426, 422	vogelsrf@gmail.com
	19 20	Whittier, CA	424, 426, 528, 422	Lee Vonderhey
	26 27			
June	2 3	Cincinnati, OH	424, 426, 422, EF1	Askus@scottmodels.com
	9 10	Brooklyn Park, MN	426	phzuidema@comcast.net
	16 17			
	23	Brooklyn Park, MN	426	phzuidema@comcast.net
	23 24	Bloomington, IL	424, 426	cappis4@msn.com
	30 1			
July	7 8			
	14	Brooklyn Park, MN	426	phzuidema@comcast.net
	15 21	AMA NATS - Muncie, IN	426, EF1, 422	
	21			
	22	Brooklyn Park, MN	426	phzuidema@comcast.net
	28 29	Brooklyn Park, MN	426	phzuidema@comcast.net
August	4 5			
	11 12			
	18 19	Brooklyn Park, MN	426	phzuidema@comcast.net
	25 26			



District News



September	1			
	2			
	8			
	9			
	15	Reno National Air Races		
	16		Full Scale	
	22	Brooklyn Park, MN	426	phzuidema@comcast.net
October	23			
	29	Old Julian, NC	422	
	30			
	6	Kansas City, MO	424, 426	drhulen@sbcglobal.net
	7			
	13	Whittier, CA	424, 426, 428, 422	Lee Vonderhey
	14			
November	20	Mulberry 500	424/426	
	21		424/422	
	27			
	28			
	3	NMPRA Champ Race	422	Jim Allen
	4	Phoenix, AZ		
	10			
December	11			
	17			
	18			
	24			
	25			
	1			
	2			
	8			
	9			
	15			
	16			
	22			
	23			



Don't Compromise The Takeoff!

BBWheels new ball bearing, high performance wheels are made using the latest urethane technology for durability and they feature a molded in ball bearing and a special locking axle for minimum rolling resistance in all conditions, even cross winds. Wheels are available in standard or with one side flat.

Get your BB Wheels from:

- BBAmenities.com
- Jettengineering.com
- [California Speed Pros](http://CaliforniaSpeedPros.com)
- DarrolCady.com

BB Wheels

Take off Straight



2012 NMPRA Membership Application

Please check all appropriate boxes.

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

Name _____ Phone Home _____

Mail Address _____ Phone Cell _____

City _____ State _____ Zip _____

Date of Birth _____ AMA number _____ NMPRA Number _____

Occupation _____ E-mail _____

I currently fly ☐ Q40 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
☐ EFI ☐ Renewal membership and Internet Newsletter - \$25.00

Make Check Payable To: NMPRA

I currently wear _____ size shirt

Mail To: NMPRA Secretary/Treasurer

Lonnie Finch
4713 Hedges
Kansas City, MO 64133
(816) 694-7546

NMPRA OFFICERS

President

Dan Kane
1703 W. Grove St.
Arlington Heights, IL 60005
h 847-870-8053
c 847-878-4161
kanedjr@hotmail.com

Secretary/Treasurer

Lonnie Finch
4713 Hedges
Kansas City, MO 64133
816-694-7546
lfinchpa@sbcglobal.net

District 1 VP

Tom Hegland
3430 May Lane
San Jose, CA 95124
h 408-369-1413
c 408-660-7695
w 650-604-6045
h t.hegland@sbcglobal.net
w thomas.e.hegland@nasa.gov

District 2 VP

Dan Nalley
6723 Westhill Ct. SW
Olympia, WA 98512
DRNalley@comcast.net
h 360-357-2328
c 425-306-3730

District 3 VP

Kevin Umbach
82 Lorraine Crescent
St. Albert, Alberta
Canada T8N 2R3
h 780-458-0025
c 780-718-9285
kumbach@gmail.com

District 4 VP

Travis Elbert
Box 53
Jefferson City, MT 59638
406-933-5684 home
406-431-5877 cell
TEwarbirds@netzero.net

District 5 VP

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

District 6 VP

Peter Tani
P. O. Box 1544
Vernon, CT 06066-7544
webmaster@neproclub.org

District 7 VP:

Gary Freeman, Jr.
1073 Howell Harbor Drive
Casselberry, FL 32707
407-948-7567
gary.e.freeman@lmco.com

District 8 VP

Jim McGuinn
9916 Burguny Lane
Woodway, TX 76712
254-744-6781
jimmcguinn@live.com

District 9 VP

Manuel Martiarena
15 de Mayo #10
Planetario Lindavista,
Mexico City, Mexico
07300 Mexico
525-754-4894
Mmartiarena99@yahoo.com

Quickie 500 VP & Points Coordinator

Dave Gavin
10244 Golden Yarrow Lane
Rancho Cucamonga, CA 91701
909-730-5166
DGavin9448@aol.com

NMPRA Q40 Points

Coordinator
Doug Killebrew
43638 Paloma Street
Lancaster, CA 93536
661-400-5636 (cell)
douglaskillebrew@att.net

NMPRA Webmaster

A. J. Seaholm
704 NE Aaron Dr.
Lees Summit, MO 64086
816-525-2985
seaholm@teamseaholm.com

National Contest Director

Mike Helsel
209 Scenic River Way
Taylors, SC 29687
Helsel65@gmail.com
281-725-8257



Academy of Model Aeronautics
Attention: NMPRA
P.O. Box 3028
Muncie, IN 47302-1028

First Class
Dated Material

To:

The Pylon Racer's Official Voice

NMPRA

JETT Engineering, Inc.

VISIT JETTENGINEERING.COM

NEW!!! 6OZ. "CG" TANK

JUST LIKE THE ORIGINAL BUBBLE-JETT EXCEPT ONLY 7/8" HIGH AND 2.25" WIDE.
FITS PERFECTLY ON THE WING. \$18.00

- ⇒ **JETT ENGINES FOR QM AND Q500 - \$275.00.** THEY'RE TOUGH, FAST, DON'T BREAK, AND DON'T SHAKE, AND GUESS WHAT, THEY WIN MORE THAN THEIR SHARE. (LIST TOO LONG TO PRINT)
- ⇒ **BUBBLE-JETT TANKS - \$15.00.** NEW TOUGHER LINER, GUARANTEED NOT TO EXPLODE OR WEAR OUT.
- ⇒ **JETT-TANKERS - \$30.00.** UPGRADED WITH LARGER OUTLET FOR EASIER FUELING. COMPLETE WITH TUBING AND FILTER.
- ⇒ **SAVE YOUR HAND AND BUY JETT REMOTE NEEDLE.** BOTH BACKPLATE AND Q500 STYLE - \$25.00. FITS ALL.
- ⇒ **BEST MOTOR MOUNTS AND SPINNERS GOING - FITS ALL.**

===== **JETT Engineering, Inc.** =====

6110 Milwee, Suite J - Houston, Texas 77092
Phone 713-680-8113 - Fax 713-680-8164