

The Pylon Racer's Official Voice

NMPRA

HIGH PERFORMANCE

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President's Corner

District VP updates:

I would like to start this newsletter with a warm welcome to the newest contributors to the NMPRA staff. Alejandro Vazquez will serve as the new District 9 VP and provide updates on what is happening south of the border in Mexico. Next is the new District 10 VP, Joe Luxford from Australia. Joe will help us understand what is being done in parts of the world outside the US. The addition of Alejandro and Joe has filled a void in positions that have been vacant for several years. This along with new VPs Scott Smith, Peter Tani, Jim McGuinn, and Travis Elbert has completely changed the face of the NMPRA. Other than Tom Hegland and Dan Nalley, every position in the NMPRA has changed in 2012. I hope that our current crew can stay for a little while, please, pretty please. Speaking of the District 2 VP position, if anyone from this district is willing to take over for Dan Nalley, please let me know.

NEW SECTION: Ohm's Revolt (best practices)

by Troy Peterson

I would like to welcome Troy Peterson to the NMPRA article writing crew. Troy has been involved with F5D and electric pylon racing almost since its beginnings and is an active modeler in southern CA. Troy and I have known each other for about 13 years now. He and I along with Kevin Matney traveled to Switzerland to compete in the 2002 World champs for F5D. In 2004 he was also the teammate of Travis Flynn and me in York, England. And again in 2010 the three of us teamed up to represent the US in F5D. Troy is also the current US national record holder for F5D. Because of Troy's involvement with F5D, I felt he was a natural to provide insight into the world of flowing electrons. Troy is no stranger to pylon racing and has some great information to share. Therefore, those of you who are getting interested in EF-1, please read Troy's article.

Troy Peterson, Jim Allen, and Lee Von Der Hey all

provide technical information, and their articles are extremely helpful and filled with useful info. Please take the time to read their articles and provide any feedback or suggested topics to each technical writer.

Old Business

This is for Chuck... *"T-shirts and Polo Shirts have been shipped out. If you were expecting an award and did not receive one, please let me know."* At this point all the awards have been shipped (THANKS, LONNIE!).

The Hall of Fame committee is still looking for members, as well as someone to head up the digital archive position. If interested, please contact me.

New Business

Mark Ferreira of Performance RC Lipos (<http://www.performancerclipos.com/page1.php>) can be reached through his website at marknosedive@aol.com. Mark has agreed to give free shipping on all EF-1 battery purchases to NMPRA members and to sell us 65C batteries at \$60 per pack. Mark is a racer and is great guy to talk to. If you get a chance, drop him a line.

As of right now we have a situation where we may not be able to get 65C TP batteries for the NATS. Thunderpower is working on improving their current inventory position, and I will let you know where we stand as we get closer to the NATS - stay tuned.

US Nationals registration deadline is just around the corner. The AMA has advised that it will not waive any late fees this year. Therefore, if you plan on attending, take the time to register to avoid the late fees. Dates for the NATS are listed on the AMA website. 426 will be flown early in the week, EF-1 on Wed, and 422 at the end of the week. If you are coming to fly, take the time to throw an EF-1 in the back of the car or the shipping box.

On a side note regarding EF-1 - this past weekend we flew EF-1's on the standard Q-500 course (475 ft.). The reason for doing this was so that we did

not have to move the course or the workers to run a race where multiple events were flown in one day. The best part about this is that we could run both 424 and 426 with EF-1 and not have any delays and use the standard course. We put the pilots on a 5-second clock when ready and used the same starting procedures as normal racing.

Other NEWS

As a kid, I dreamed about flying pylon. Any chance I got I would travel with my dad to local and far away contests. I met some great people, and those memories are the ones that stand out. I raced with my father from the early 1980s until the mid-1990s. In the 90s his life changed and he moved away and gave up RC. Last year I built him a Miss Dara EF-1 with the hopes that he once again would fly with me. Last weekend I got the chance; my dad flew in his first pylon race since 1992. He had a blast hanging out with everyone and racing again. My point here is that as we all get busy, please don't forget what is important. Thanks, Dad, for a great weekend, and I look forward to the next one.

Keep it tight around the poles, and I will see you guys at the NATS.

Dan Kane

Please welcome the following new members to the NMPRA:

- Charles Gray – Terre Haute, IN
- Dan Kane, Sr. – Marion, OH
- Jack Kane – Arlington Heights, IL
- William Hauth – Hamburg, NY
- Dennis Dunn – Torrance, CA
- Richard Tucker – Sorrento, FL
- Lawrence Lewis, Jr. – Raleigh, NC
- David Herron – East Helena, MT
- Clay Schmidt – Pawnee Rock, KS
- Steve Blackwell – Hewitt, TX
- Jay Slaughterbeck – Fuguay Varina, NC

Here is the latest from the "Speed Creep"

The mechanical set-up of a good flying model.

I know that all of the new age transmitters allow almost endless changes and modifications that so you may trim your plane much more easily. Well, guess what? A model should be set up as close to perfect mechanically before you use all of the features in the transmitter to make the final adjustments. Let's start with the pushrods. The pushrods should be stiff with little or no flexing. Using a flexible pushrod on an elevator or rudder surface can make the plane hunt around in the sky a bit. It would give the impression that it is tail heavy or "something is loose" syndrome. A good 5/32" carbon rod with titanium rod ends glued in with JB Weld is a good solution. Central Hobbies sells these, and they work well. Also wrap the end of the carbon rod where the titanium insert is installed with thread to prevent splitting.

Now let's look at the servo wheels and control horns where the carbon pushrods are to be attached. It is important to utilize all of the torque the servo has to offer for more than one reason. This is done by having your transmitter read somewhere around 90% on the Travel Adjust on all of your control surfaces. I have seen in one case where an individual had his set up the throw at 27% on the elevator which caused the airplane to be impossible to trim. Not because the servo could not handle the load but because when a very low percentage of throw is used in the transmitter it mechanically allows any play in the gear train to be amplified to the control surface. In this particular pilot's plane where he was running 27% on the elevator, he had about 1/16" of play at the trailing edge of the elevators. This also can induce flutter which can cause servo failure which results in the "I don't have it!" mode. In the end with your transmitter reading around

High Performance Information

High Performance is published 6 times per year.

Information for publication can be forwarded to:

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If possible, please submit information in Microsoft Word format

Race Announcement Policy

High Performance will publish announcements of upcoming races free of charge, on first come, and space available basis. Also, camera ready copy no larger than 7.5" wide by 2.5" high (border dimension). Copy must be received by the Editor no later than the 25th of the month preceding newsletter publication.

Advertising Rates

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

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

Wanted

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

90% on ATV you should have the following dimensions on your surfaces: elevator 5/32", Aileron 1/8", and rudder 3/8". You might have to modify servo wheels to get to this point, and it takes time to set the planes up this way, but the results are worth the extra effort. You can also run a little differential with the control surfaces as well. Depending on what plane you are flying, this can help the plane roll more true as well as take some sensitivity out of the down elevator mode. The following is an example of a "Too Sweet" Q-40 using a Futaba radio using digital servos. This is only a reference, and this set-up might not work on all race planes. Aileron 90% both directions or 1/8" up and 3/32" down. You will need to use mechanical differential on the servo wheel by



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placing the pushrods forward of the servo wheel screw to achieve the proper differential. The elevator should have about 90% up throw and about 60% on the down throw or 5/32" up and 3/32" down. This differential in the elevator throw will help eliminate sensitivity at the center of the elevator gimbal. The rudder should be about 90% on left and right which should be 3/8". Depending on which brand of radio you use, the expo should be set up to where it is less sensitive at the center of the gimbal. With Futaba, minus 20% to 30% on all surfaces seems to work well. If you are one of the guys who are flying with the 27% club and you try the above method of setting up your plane, then you will probably notice a difference.

Good Luck, Go Fast, and Turn Left.
"The Speed Creep"

Batteries 101 for EF-1

After attending the last few local EF-1 races, I had a conversation with Dan Kane discussing things I noticed with regards to batteries and charging routines. You see, Dan and I have raced electric F5D together for some years and have been really excited to share the pleasure of racing electric power with old school pylon guys as well as with newcomers who are just discovering pylon. Knowing how technical it can get in F5D, we wanted to make things easier in the EF-1 class to be sure pilots had a good time and, if a good course was flown, anyone should have a shot at the top finishes. But something was wrong at the races I attended. People had next to no clue about the batteries they were using, and some were feeling as if they had to have the most expensive packs to win. Well, I hope to get pilots up to speed (pun intended) so that they are getting the most out their power systems

and to also be safer with this new form of racing gear.

Before I dive too far into the technicals, I will introduce myself so that I can let you know where this info is coming from. My name is Troy Peterson, and I have been racing electric powered pylon planes for almost 20 years. That's right; we had electric powered pylon planes 20 years ago. They were heavy, used funny round cells, and the motors were brushed. But they were actually pretty quick, and every year they got faster; much as gas pylon did over the last few decades. We have gone from about 100 mph to almost 200 mph since I first started racing. I had actually never even raced a glow powered pylon plane until Travis Flynn let me fly one of his Quickees at a Sepulveda Basin Race a few years ago (though I have flown glow power since I first started in RC). Since then I've flown some more Q500 and even Q40. But I've found that racing is racing. You should know your equipment well to maximize your performance while minimizing your chance for failure. After flying in 6 F5D World Championships, I have come up with some good methods to tame the gremlins and prevent disaster. As newbies to electric racing, I want to give you some easy-to-understand info to be better prepared using this equipment so that you can enjoy EF-1 and help it grow.

Batteries: This subject can be a big can of worms in terms of technical info to give so I want to keep it in context to how it concerns EF-1. Unless you've just crawled out from under a rock, Lithium Polymer (Lipo) batteries are an amazing power source for our electric powered toys. In just a relatively short period, they went from barely being able to supply 20 amps continuously to some

now routinely supplying over 100 amps without breaking a sweat. I've had F5D set-ups that pulled 160+ amps!! But in EF-1, we are barely pulling 55 amps and 600-700 watts in a typical flight so things are a bit tamer. This means that the newest breeds of Lipo cells are able to take the power demands without even trying. But there are still safety concerns we must acknowledge and discuss before you dive head first into using Lipos.

Even over the last couple of years since EF-1 first came onto the scene, batteries have improved in their ability to charge faster and deliver more power. In terms of manufacturer's ratings, the "C" rating on a battery refers to how many amps it can deliver continuously or in bursts. For example, a Thunder Power 45C/90C 2250 mAh battery can, according to their data, deliver 101 amps continuously and 202 amps in short bursts. That's way more power available than we will ever use in EF-1 since we are typically pulling 50-55 amps in the air. In electric powered airplanes, amps are what get things hot and it's where you can start to melt things if you begin to draw too many amps. Putting the wrong prop on your motor can increase amp draw in short order, and before you know it, you start letting the smoke out of your speed control (or fry your motor). The batteries might be able to take it, but your 60 amp speed control may not. So assuming you're using all of the recommended power system components and 8X8 propeller, you won't be running things at the ragged edge of failure.

One of the best things to happen with our batteries as of late is that their charging rates have been upgraded to allow for much faster charge times. It wasn't that long

NMPRA Gold Cup Series

2012 Schedule

Ft. Lauderdale April 14-15

Old Julian, NC Sept. 29-30



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ago that battery manufacturers recommended a 1C or 2C charge rate. That means that at 2C (the C is your battery's capacity in mAh) a typical 2650 mAh pack would be safe to charge at 5.3 amps ($2 \times 2.65 = 5.3$). That's not horrible but still took about a half-hour to charge. The very latest generation of high performance batteries is claiming up to 10 or 12 C charge rates. But chances are the pack you bought within the last 6 months is rated for about a 5C charge (double check your label or manufacturer's website; you don't want to charge a 2C rated pack at 5C or you might have a dangerous situation). That's still fast, about 13 amps and charged in less than 15 minutes. I had a few pilots asking me at recent races what I was charging at. I was conservatively charging my 5C charge-rate packs at 7 amps and their jaws dropped. They were charging at 3 amps, and they could have been double or triple that. Now this is assuming they had a charger capable of such a high charging rate. I was limited to 7 amps because my power supply running off of the available 110v outlets was rated for 7 amp output. (Note: if you are charging from a power supply, be sure you are not exceeding the power supply's current rating!) If I had a 12V deep-cycle lead acid battery with me, I could have been cranking my amp up to 11 (Spinal Tap reference :). But for me 7 amps was sufficient to keep charging in quick fashion and with enough time between rounds to keep up with the matrix. That brings up another point. Many of the pilots told me they were charging the night before and then running the packs the next day. Also note that the temperatures were down in the high 40F overnight, and the morning was still in the low-to-mid

50F when we started racing. Lipos are pretty good at holding their voltage over time compared to old Nicad and NiMH, but they still lose punch over several hours. It's your pack's voltage which will translate into RPMs in the air. Combine the drop in your pack's voltage from sitting overnight and add in a new factor to your dilemma: Temperature. Say what!? Did you know that the temperature of your lipo will also have an effect on the voltage? This means that a cold lipo will not deliver the same RPMs as a pack that is at a comfortable 70-80F? So what to do...? Keep in mind that Lipos are potentially dangerous if you operate them out of spec or subject them to something that may create a hazard. I am not a proponent of putting your packs on the dashboard of your car on a cold day to warm them because adding uncontrolled heat in your vehicle can potentially be a recipe for disaster. What if your morning is freezing cold and then the sun comes out only to begin roasting that pack you forgot you had on the dash! I don't even recommend charging your packs in your car or in the opened engine compartment as you charge off the 12V battery. Any charging should be done away from your vehicle on either a separate table or on the ground (if that ground is not dry, flammable grass) away from other flammable items. You should also never charge the pack while it's still strapped inside the airframe. If you think I'm being over-cautious about any of this, do a Google search for "Lipo Fire" and click the images search option. Enough said.

There is a product many of you may already own for charging packs in, the fire-resistant Lipo Sack (www.liposack.com). Be wary of Chinese copies of this pouch; they may not be truly fire resistant.

This safety pouch can do double duty for our dilemma. It will keep your pack insulated from outside temperatures (especially if there is a breeze) and if you are charging at a faster rate, any warmth will be held in the pouch. Leave the pack in the pouch until you are ready to fly, and you've done a good job at beating the elements. This procedure will take out the variable of having cold, saggy packs that will leave you getting lapped. Keep enough packs ready to go during the race to keep you in the ready box for a couple rounds and charge throughout the day. Let your packs cool down after a flight before recharging and you can repeat all day.

Chargers: People often ask me what charger to get. A few years ago it used to be more difficult to direct pilots towards finding a good charger that does everything you need it to. Now, it's pretty easy to find a "smart charger" that has many of the best safety features and will charge at higher rates. If you go into many of the more technical RC forums discussing chargers, the general consensus is that if you stick with known high quality brands, you are simply going to have to pick through features that separate the group. Some of the complaints of low-cost chargers I read are inconsistencies in balancing accuracy and limits to output. I use an ePower X10 from Neu Motors that has worked reliably for several years and will do everything I've needed to do up to this point. You may have to look at your fleet to see what will make the most sense to you and leave some room for growth.

Conditioning and storing Lipos: When packs are brand-new, it is advisable to give them 2-3 gentle cycles on your smart charger to be sure the cells are balanced and ready for duty. Many informed



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electric pilots I talk to recommend running the packs at lower levels the first few flights before running them too hard. Since our EF-1 power systems are not pulling 100+ amps, we can simply do some mixed throttle flying for the first few flights on a new battery. This means casual sport flying and not pegging the throttle stick for the whole flight.

How you store your packs will have an effect on the longevity of your investment as well as on the performance; they are both tied together. If you have a charged battery, it is advisable either to fly it or put it back on the charger to perform a storage discharge within a day of being charged. Most modern smart chargers have a storage charge/discharge mode in the menu which will take the pack's voltage to around 3.8V per cell (that's 15.2V total voltage on a 4S pack). It is bad for the battery's chemistry to store them fully charged over long periods. The pack can start to build higher internal resistance eventually lowering the voltage output of the battery under load. Once again, this means lower RPMs to your prop. It is also bad for the battery to store them in a discharged state for fear of them self-discharging below 3.0V per cell (12V total voltage on a 4 cell lipo). Whether you are storing the packs for a week or several months, be sure to perform the proper storage procedure to keep your packs running at their peak. This also means that if you race your packs, you might have to raise the voltage up for proper storage voltage using the storage program on your charger. If your charger doesn't have this program, charge up to 15.2V (3.8V per cell) and stop the charge. One more thing; never discharge your packs below 3V per

cell. Did you read the news about those electric car owners who went on vacation or stored their cars with low batteries only to come back and they wouldn't start? If you let the packs get too low, it can and will ruin the batteries. Lipos are different than Nicads of yester-year in that they can't be cycled totally flat and then brought back up in voltage. If a Lipo drops below 3V per cell, even in flight under load, you are doing damage. So if you are sport flying your packs, set a reasonable timer and land with juice in the tank. Our 10-lap race doesn't typically run the packs down too far.

Motor/esc set up: Depending on what motor and speed control (esc) you have, you should still be sure things are set up correctly. I like to use the Castle ICE series of controllers for two reasons:

1. I can easily program the esc by connecting it to my computer/laptop using the Castle-Link USB cord and software to do things like setting forward/reverse, motor timing, low voltage cut off, BEC voltage preference (this powers the receiver without the need of a separate battery), brake, and high current sensitivity (the esc will shut off the motor if the amps get too high) all with the click of a mouse. No more waiting for X amount of beeps and guessing if it's set up right.
2. The ICE controller logs the flight performance of your motor and batteries; RPM, Voltage, amp draw, wattage, and temperature of the controller.

The logging feature can be a bit of a learning curve if you are not use to viewing graphs and data. It's

helpful to have someone show you what the graphs illustrate and how to program the settings. In EF-1, I use it to compare my battery packs and see how the power system is running. Many pilots were giving me funny looks as I hooked my Shoestring up to my laptop at the last couple of races because this is all new technology to them. To be honest, we've had hardware and speed controls capable of logging for several years. It's just not something used in glow powered racing up to this point. You can't tweak any sort of power output or add a secret booster switch with this stuff. It's just data and programming you can view to see how things are working. I'm always happy to show fellow pilots out at the races how it works.

Many people also ask me what to set the motor timing at on the esc. For most outrunner motors, the timing should be set to "High" timing. I actually flew my first Pogo flights using the E-flite Power-25 1250kv with the default low timing before I set it too high and didn't see any ill effects. But on some outrunner motors (not necessarily our EF-1 motors), I have witnessed rough, jittery motor starts and poor throttle response and in some cases a horrible screeching noise from the motor. This is usually caused by incorrect timing settings.

Before I close this article out, I want to go over a few more things to be aware of in regard to safety. In total contrast to a glow powered motor, electric motors are "armed and dangerous" once you plug the battery into the esc. Pretend that the motor can fire up at any moment and keep your hands out of the prop arc. I can't tell you how many times I have seen motors unexpectedly fire up for a



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variety of reasons. Sometimes turning the transmitter off before powering down the receiver can trigger a throttle response. I've seen the throttle stick accidentally bumped by dropping the transmitter or a neck strap pulled across the sticks starting the motor. Respect the prop, and you won't end up with stitches or something worse. Also, it can't be said enough that you should never charge your Lipos unattended, in your vehicle, or in the home. It's not a bad idea to install a fire alarm in your charging area/workshop and keep a fire extinguisher handy. Many people are also storing their Lipos in fire resistant containers in conjunction with the Lipo Sacks for added safety. Respect the batteries and don't become complacent. I like to develop routines in my flying regiment just like in full-scale pre-flight checks. This can be applied to charging your packs by checking the parameters before hitting the Start button on your charger the same way we wiggle the sticks before flying. Don't assume your smart charger will catch an incorrect setting saving your battery from potential destruction or worse yet, your personal property. I don't want to completely scare you away from enjoying this new class, but you should also become educated on how to use Lipo batteries safely.

My goal in this article was to give you easy-to-digest info to get you started in racing EF-1. I hope I have given you some insight without making your head spin with overly technical jargon. If you want to learn more, I highly suggest you read the "sticky" threads in RC Groups Battery/Charger discussions: <http://www.rcgroups.com/batteries-and-chargers-129/>

Another article I found that is informative but perhaps a little out of date on a few points is:

<http://www.rchelicopterfun.com/rc-lipo-batteries.html>

And lastly, participate in the EF-1 thread on RC Groups where you can ask questions and keep up to date on the latest news. <http://www.rcgroups.com/forums/showthread.php?t=1178471> As always, go fast and turn left!

-Troy Peterson

troyflyboy@cox.net

Jim Allen article for NMPRA June newsletter

It's that time of the 2-year AMA rules cycle again. Two proposals have been submitted this time. Proposal RCP 13-1 was submitted by Roy Andrassy and wants to put a limit on the number of entries that can be "teamed" in the race matrix in an event. Proposal RCP 13-2 is asking for a set of Warbird pylon racing rules be included in the AMA rulebook. The two proposals can be found at the AMA web site at the following address: <http://www.modelaircraft.org/events/ruleproposals/rcpylon.aspx> We just held the initial vote on the two proposals that were submitted. Both passed the initial vote. This does not necessarily mean that they will easily pass the next vote. The Cross Proposal period is open from May 31st through July 15th. Cross proposals must address the same subject as an original proposal that is currently in the cycle to be considered for this cycle. Please take the time to have a look at the proposals and give your district representative your opinion. The current RC Pylon contest Board is as follows:

I: Lloyd Burnham, 715 Avery St,
South Windsor CT 06074

II: Ernest Nikodem, 407 Willow St., Lockport NY 14094

III: Tom Scott, 10073 Spring Beauty Ln., Cincinnati OH 45231

IV: Steve Baker, 12215 Malin Ln., Bowie MD 20715

V: Bob Brogdon, 5251 Hermitage Dr., Powder Springs GA 30073

VI: Dan Kane Jr., 1703 W. Grove St., Arlington Heights IL 60005

VII: David Norman, 300 12th St SE., Waseca, MN 56093

VIII: John Shannon

IX: Lyle Larson, 12652 Howak Dr., Piedmont SD 57769

X: James Allen, 817 N. 98th Street, Mesa AZ 85207

(Chairman)

XI: Tom Strom, 1230 Overhulse Rd NW, Olympia WA 98502

You'll notice that I have placed John Shannon in the list as the District VIII rep. Mike Helsel recently moved to South Carolina so he can no longer represent District VIII. John Shannon has recently been asked and accepted the nomination to the Contest Board position for that district. I want to thank Mike for his years of service on the Board. I have truly enjoyed and appreciated working with him and want to wish him the best of luck in their new home. I also want to thank John for being willing to represent his district. I've known John for a long time and feel he will do a great job.

In addition to being the RC Pylon Board Chair, I am also the USA representative on the FAI RC Pylon rules Sub-Committee. Rob Metkemeijer, from the Netherlands, is the current chair of that committee, succeeding our new AMA President Bob Brown, who held the position for many years. Each year in the spring, the FAI CIAM meetings are held in Lusianne, Switzerland. The rules procedures are a bit different for the FAI than



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they are for us here in the AMA. It's more than what I would like to get into in this article but suffice it to say it's different.

Now, most of the time, most of you probably don't care to pay much attention to what's going on at the FAI in respect to Pylon since so few fly FAI F3D in this country. This year there is a topic that may be of interest. Germany proposed a set of rules for an event similar to QM to be placed in the FAI rulebook called event F3T. With QM catching on in many areas of the world, it was proposed as an attempt to bring some standardization to a QM-like event at the world level. The proposal had some weaknesses to say the least. It would have allowed modified engines and had no provisions for the oversight of aircraft designs and whether they acceptably replicate the full scale aircraft they are modeling. Basically, the proposal would have resulted in side exhaust F3D.

The members of the RC Pylon Sub-Committee reviewed the proposed rules this winter before the CIAM meetings, and a majority made the recommendation that the proposal for F3T be routed back to the Sub-Committee to be discussed and worked on before being considered for approval as a new FAI event at a future CIAM meeting.

There are a variety of opinions around the world about what they would want a QM-like event to look like. Above all, we need to learn from the history of our AMA 422 QM and the history of F3D. As far as here in the USA, I don't see us changing our rules due to anything going on outside the USA. No matter what happens at the FAI level, there is nothing that will force the USA to change what our rules say.

There are many lessons that must

be taken into account from the nearly 20 years of experience and evolution that resulted in the QM event we have today that works fairly well. In my opinion, the decline in participation in QM over the last 10 years or so here in the USA is due more to a decline in the feeder events than it is to a problem with QM itself. The fact that QM is growing in the rest of the world is some confirmation that the event works fairly well. In fact, the racers from other countries who have participated in our QM events like the Phoenix February race like it a lot the way it is. Some prefer our current airplane rules but with FAI style scoring.

The discussions will be interesting for sure. Personally, I'm not convinced that it should be an FAI event at all. We certainly don't need two "World" classes. F3D is a true world-class challenge, technically as well as mentally (pilot and mechanic skill) for the participants. We do not need to have QM evolve into a side exhaust version of the same event and end up with the same level of participation as F3D in this country or anywhere else. Quarter Midget is catching on, especially in countries that historically have flown F3D, for very good reasons. We don't need the event being changed to take away what is so inviting about it relative to F3D.

What would I really like to see? I'm not totally sure yet, but something that should be considered is the formation of a European pylon organization similar to the NMPRA and let that organization govern rules for pylon events like QM, Q500, etc. Each country could have a representative on a rules committee and do what's best for all of Europe. The same could be done for the Far East, for Australia, Japan, New Zealand, etc.

with another organization to do the same for that area. Leave F3D for the FAI because that is the World Championship event. Obviously, that's nothing that I do or should have any say in; it's just a thought for the racers in those areas to consider.

Anyway, take a look at our current proposals and talk to or e-mail your District rep and give him your opinion. Be a part of the process. He will appreciate it.

Good racing!!!

Jim

District 1. Tom Hegland

Greetings District One! District 1 members were treated to three races since our last newsletter. The San Fernando Valley Flyers and CD Travis Flynn got the racing started with the third annual George Finch Memorial Race on March 31st and April 1st. CD Travis Flynn implemented a new format which on Saturday showcased EF-1 on the 375-foot course and APRA and 426 on the 475-foot short course. Saturday saw 41 entries with 15 participants in APRA, 12 in EF-1, and 14 in AMA 426. The course reconfigurations were well thought out and were performed flawlessly. After completing two rounds of EF-1, the 375-foot pole 1 was laid to rest (temporarily); the 475-foot pylon was erected and pylon 1 judges transitioned 100 feet all in less than 10 minutes. After two rounds of APRA and 426, it was another 10 minutes to swap back to the 375-foot course for rounds 3 and 4 of EF-1. After 4 rounds the final results were



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APRA (short course)

1 st	David Hill	1:21.92**
		Fast time
2 nd	Jim Padelt	1:27.46
3 rd	Dan Coe	1:24.53

EF-1 (375-ft course)

1 st	Troy Peterson	1:15.07**
		Fast time
2 nd	Jim Allen	1:21.11
3 rd	Gary Long	1:26.41

426 (short course)

1 st	Sam San	1:05.37
2 nd	Chuck Andraka	1:07.73
3 rd	Dan Thordarson	1:09.29

** Fast time Jim Allen 1:02.46

Congratulations to "Team Samrai" for sweeping up the 1st place through 3rd place trophies in 426. A big thanks goes out to Dave Gavin, Jim Allen, and Doug Killebrew for all their help making this race a success. Unfortunately, Sunday saw the Santa Ana winds start howling after one round and the contest was "Blowing in the Wind."

Saturday's Trophy Presentations



1st Place APRA: Dave Hill



1st Place EF-1: Troy Peterson



1st Place 426: Sam San



Gale Ensted and caller Don Shelling. Even at age 80, Gale continues to win races after an exciting round 2 win in APRA.



I'll put my money on the blue and yellow Shoestring.



Sunday's Basin highlights, some serious Santa Ana wind action

Unfortunately I was unable to attend the Whittier California Quickie and Electric Quarter Miget/EF-1 Race. I heard fun was had by all. Mr. Von Der Hey did provide an excellent recap of that event in the NMPRA Forum.

Saturday May 19, 2012. On this date something happened in my pylon career which I've never experienced before: Sleeping in my own bed the night before a 3-pole pylon race. Yes, thanks to Robert Holik and the Woodland/Davis Model Club, racing is back in Central California. In an effort to bring new blood into 3-pole pylon racing, Robert promoted a race which showcased a ParkZone Warbird class and the NMPRA EF-



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1 class. The turnout for this first Central California race was quite respectable with 5 contestants in ParkZone Warbird and 17 in EF-1. New participants (at least to me) included Josh Killebrew and John Eaton in ParkZone and Steve Cole, Bryan Germone, Lance Barnett, Todd West, and Red Jenson in EF-1. Of the 5 ParkZone racers, 2 were new faces to me and of the 17 in EF-1 there were 5 new contestants. Two father/son teams were on display with Doug Killebrew and son Josh teamed up in ParkZone, and Mitch West and son Todd were working together in EF-1. Todd West is not a newcomer to pylon as he used to race Formula 1 back in the day. Hopefully some of the new racers got to experience the 3-pole rush, and we'll see them back out in September. Oh yeah, don't forget on September 8th and 9th the Woodland club will be featuring Q40 and Q500 racing. Can't wait! It was also great to see some familiar faces who stepped up to do the traveling thing to attend this inaugural Woodland race. This EF-1 thing is definitely growing on me as the racing is competitive and tight. Speaking of tight racing, the 4th round matchup between Gino Delponte and Gary Schmidt was a classic. Gary came into this race with a fast time of 1:13.57 followed by Gino's with a time of 1:13.60. Do you think Gino wanted better Gary's fast time? What a great race through the first 5-6 laps, back and forth tight, tight, tight! Then the cuts started showing up, and in the end both cut out. Still a great race to watch.

Final Standings:

ParkZone Warbirds

1 st Place	Doug Killebrew	2:15.94**
2 nd Place	Josh Killebrew	2:20.21
3 rd Place	Travis Flynn	2:28.49

** Fast time

EF-1

1 st Place	Robert Holik	1:18.58
2 nd Place	Jim Allen	1:14.42
3 rd Place	Steve Cole	1:29.25
Fast time	Gary Schmidt	1:11.92



Gary Schmidt's "Miss Dara" in classic GS color scheme. This plane kitted by Dan Kane was fast all day.



Several Nemesis's were mixing it up Saturday.



Jim Allen's "Proud Bird" tracks like his Q40s.



Gino's Thunder Chicken (Jerry Small) and Mike DelPonte's Shoestring



Travis Flynn's Little Tony EF-1 (Jerry Small built, I think)



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Results of Bruce Coffey's round 2 encounter with pole 3. He was flying as if he had no money into this plane.



No doubt Jim and Gary are talking about the impressive turnout for the 1st central California 3-pole pylon race in decades.



It was great to see Joan Burgdorf and her twin sister Jean out at the Woodland/Davis field supporting central California pylon racing.



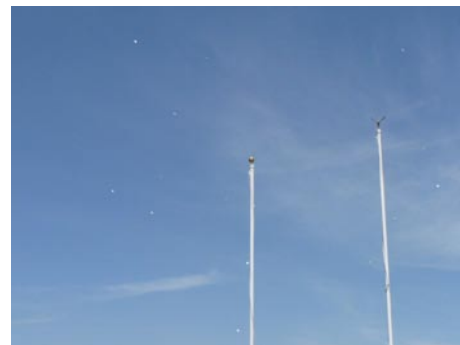
From left to right: Jim Womack, Ben Galloway, and Bruce Coffey reminiscing about the good old control line combat days. Jim, a long-time pylon racer, was a great mentor for me during my first couple of years of racing.



Travis trying to figure out the ParkZone Warbird count. "Robert, I ran out of fingers."



Typical ParkZone action. Travis mixing it up with Dough Killebrew



I know what you're thinking. What the "blank" is this? Just after the race was over, final standings were printed out and now were ready for the trophy presentations. No! A Woodland "mini-twister" decided anything not tied down was mine. Off go the printed results into the wild blue yonder.

Okay, I'm done. Thanks again to the Woodland/Davis club and CD Robert Holik. You guys did a great job! See ya in September.

District 2, Dan Nalley
– no article submitted

District 3, Randy Smith

Three pilots from our Canadian district travelled to Modena, Italy in April to compete in a weekend contest of Q40 pylon racing. Harold Sattler, Henry Redekop, and Roy Andrassy competed in what is likely the start of a friendly World Cup Q40 race series between continents. Q40 pylon has slowly spread to Europe and Australia over the last few years due to contests like the Phoenix Q40 Classic and the Muncie Nats attracting competitors from overseas. The Drake-Tuned Italian-built engine has made it easier for the Europeans to obtain a motor and remain competitive against the Nelson and Jett motors. There is also a source of good composite Q40 kits in Italy, Australia, and Czech Republic.

Our boys carried the Canadian flag



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to the podium when Roy placed first and took fast time for the competition. Harold placed second, and Henry placed sixth out of 20 – 25 competitors. Roy highly recommends the trip for great food, wine, and hospitality. He said the pylon racing was fun, too. Good job, boys! Looks like all that consumption of Tiramisu didn't slow you down.

Pylon Product Review – Part 1

A few months ago I was provided with the new JR XG8 transmitter and DMSS receiver package for evaluation in a pylon racing application. Following is the review of the system from my perspective as a competitive pylon racing participant. This will take a few issues of the magazine to complete so here is part one.

The XG8 is one of three offerings in JR's new line up of DMSS RC systems. Also available is the XG6 and XG11. (six and eleven channel models) JR's DMSS system is a transmitter and receiver system that enables in-flight telemetry to be captured and displayed in real time. Battery voltage, rpm, temperature, etc. can be displayed on the transmitter screen. Receiver voltage is automatically provided when you plug in the satellite module to the main receiver. For other parameters such as rpm or temperature, sensors can be purchased and then plugged into the main receiver.

From a pylon racing perspective, the rpm reading would be useful and, of course, receiver battery voltage is always good to know. Personally, I'm a bit of an old-school pylon guy so I use a hand held photo tach to measure rpm, and I'm presently using 2S Lipo receiver packs with a voltage regulator so I rarely worry about receiver voltage. I can't comment

on the functionality of the telemetry system in the XG8 as I focused mainly on the everyday use of the radio system for pylon racing. I'll begin with my observations and comments on the radio in general.

Look, Feel and Features

At first glance the XG8 appears to be like most any other radio on the market today. However, after playing with it for a while, I quickly discovered a number of hardware and software features that make it more than a sport flyer's radio but truly a competition flyer's system.

The XG8 is a sexy looking radio transmitter that feels good in your hands. It has a nice weight to it and it is balanced nicely. I particularly like the placement of the neck strap hookup. This can be a problem in other radio systems where the neck strap attachment point is located too far towards the top of the transmitter causing the radio to constantly tip towards the pilot. With the neck strap attached, the transmitter sits perfectly horizontal with hands off. Part of this is due to the location of the attachment point, but the other factor is the use of a 1400mah, 6.4v LiFe battery pack in the transmitter. The battery pack is much lighter than a conventional NiMH pack with eight cells.

The XG8 employs a white backlit program display using dark blue pixels for the alpha/numeric characters. The display can be set to stay on, turn off after several seconds (auto mode), or set back lighting off all together. I left the display in auto mode so that it can be viewed easily in bright sun light and then conserve battery power after several seconds. Touching any key on the display brings the backlight back on for easy viewing.

Aileron, elevator, and rudder dual rate switches are three position switches. This is handy for pylon

because you can have a setting in between low and high – i.e. "medium" for those initial test flights where you're not quite sure what the right amount of throw is for the first few turns. In my normal pylon radio, I have to guess if low is low enough and if high is high enough for the test flight and then tune it in from there. A middle setting allows you a little more flexibility from the start.

The gimbal sticks have adjustable tension and adjustable stick height. For pylon racing I subscribe to setting the stick gimbal tension as high as it will go. If you haven't done this yet on your radio for pylon racing, do it today. It will smooth out your course and give you a much more solid feel for the model. On the XG8, I simply opened up the back of the transmitter case and adjusted the spring tension using the small screws located on each gimbal.

Stay tuned for Part 2 of this product review in the next issue where I will comment on the programming features of the XG8 from JR.

Randy Smith

pylon.guy@shaw.ca



Roy Andrassy and Harold Sattler take first and second at the Q40 Modena Cup in Italy. Bruce DeChastel from Australia placed third.



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The new JR XG8 DMSS system on 2.4 Ghz is a sexy looking radio with plenty of advanced features for the competitive pylon pilot.

District 4, Travis Elbert

Hello again NMPRA,
I am typing this just days before our racing season starts here, and everyone is pumped. Two weekends ago we set up our course and started practicing; we all had a blast, and several guys got around the poles for the first time or the first time in twenty years. Life of course is a great learning curve, but over the last two years that process has really sped up or me. I have noticed that many clubs have a great deal of infighting going on, and it diminishes our hobby and our ability to enjoy it. The real beauty of model aviation is its ability to bring such diverse groups of people together; that being said, we are all individuals with different interests within AMA. I cannot imagine being able to pull off a race without non-racing club members; these people allow us the opportunity compete and I cannot thank them enough. Our

local racing team also tries to help with events other than racing; we encourage other groups to compete in what interests them. This has helped our club not only survive but begin to thrive and work as a team.

Taking the time to work with new racers has some great benefits. First, when they are successful, they stick with it; taking that time is the best thing you can give them and they become good advocates for the sport. Second, success can be a very positive force to recruit new people into our hobby. I have two great examples of that - Spokane's fall race yielded a second place finish by a new racer and it propelled him headlong, but it also sparked a "I can do that" attitude among several other guys. Another example occurred this spring on what seemed like a regular weekend at the field. I was test-flying several new ef1s and getting a new racer some stick time. In two days he was taking off and landing ef1. His success and excitement drove two more guys to the hobby shop for ef1s.

Our first race of the season is Billings May 26 and 27; the second is Helena June 2 and 3. We hope to see some of you there; the results will be in the next newsletter.

Racer Profile

Leonard Cloninger, 17g, colors white, red, gold

My name is Leonard Cloninger. I am from Helena MT and have been flying RC since 1981. I have been an Electrician for 37 years. With my background in electricity, electronics, and woodworking, I have always enjoyed building model aircraft. It wasn't until 2 years ago that my interest shifted to racing airplanes. This interest was sparked first by the new ef1 class; it looked absolutely fun.

Second, I have always been competitive; it is in my nature whether racing motorcycles or playing racquetball. When you couple modeling with competing, you have a perfect fit.

Last winter I got involved with Hank Kauffmann from Calgary and with other club members. We built ourselves a judgeman timing system for racing here in Montana. We hope this will help promote racing in our state and bring in racers from out of our area.

I have never been in on the design end of the racing planes yet, but I am very impressed by all the designers and builders who have spent such time and expertise putting kits together so that we can have nice planes to race with. The list is impressive; Tony, Tomcat, Shoestring, Pogo, Polecat, Nemesis, Wagner just to mention a few and more are on the way. Thanks to you guys, we have fun racing. Keep up the great work and I hope to see you on the starting line.

Travis A Elbert
District 4

District 5, Jim Nikodem

The District 5 racing season actually started last fall. Since the cut-off for the season points is September 30th, the early October Kansas City race is actually the start of the next season. The KC club always puts on a great race! The first race of the calendar year should have been in Minnesota, weather permitting. The first southern District 5 race was once again in Kansas City. This was a one-day race (the only one-day race in the southern part of the District). Practice day on Friday had terrible weather, but that all changed overnight to a gorgeous Saturday April 28. 424 was the big event with 17 entries. That included two



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new guys. One of those was 16-year-old Cale Speiser who learned to fly over the winter. He did very well ending up in 10th for the day.

Three of the most experienced KC fliers teamed up with "new guys." Great way to get them going and hopefully keep them coming back! This is a flying site that has produced some of the top pylon racers in the country.

After 5 rounds of both events (that's 40 heats) and a lot of tight competitive racing, there was not one midair and not one re-fly. Really good club support and Hulen family participation makes for a great race in KC! Hats off once again to Kelly Hulen for all her hard work.

In 424, the day ended with Mike Tallman with a perfect day and fast time. Second was a three-way tie between Mo Vereecke, Jim Nikodem, and teammate Jay Capps. Mo got the early lead and never looked back. Jim shed a bearing after 3 laps, and Jay double cut. Third place was therefore settled by fast time.

424 short course

- 1 Mike Tallman 1:18.19 fast time
- 2 Mo Vereecke 1:21.90
- 3 Jim Nikodem 1:23.00

426 had many great races. After only a few 424 races, new NMPRA member Adam Spence was mixing it up with the big guys. Way to go, Adam! Scott Causey had fast time, but Lonnie Finch was only a third of a second behind.

426 short course

- 1 Scott Causey 1:05.28 fast time
- 2 Mo Vereecke 1:07.28
- 3 Jim Nikodem 1:09.25



16-year-old new racer Cale Speiser



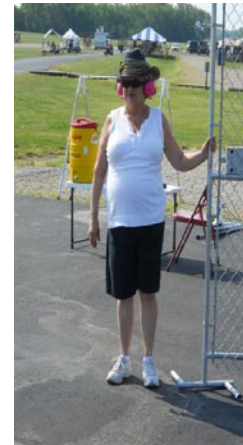
Eddie Jump reviews an earlier race with Moe Vereecke.



Kansas City 426 winners: 1st Scott Causey, 2nd Moe Vereecke, 3rd Jim Nikodem

Next on the southern District 5 lineup was a two-day Muncie race in the middle of May. Darwin Larson drove in from central Wisconsin to Co-CD the contest. Rick Vogelsang did the other half of the CD work, much of it behind the scenes. This is nothing new for Rick who typically does a lot of computer and wireless course

equipment work for CAPS races. Thanks, Darwin and Rick, for all your hard work! Perfect weather for both race days and practice on Friday made for a very enjoyable weekend. The very experienced local Boy Scout troop once again did an outstanding job, and CAPS president Carolyn Martin was the starter for the weekend.



CAPS president Carolyn Martin was a great starter for the weekend.

Quickey Jett 426 was the most popular event of the weekend with 16 entries. Dan Kane Jr. cleaned up with first place and fast time (1:04.12 on the short course). A three-way tie for second was settled by a fly-off. The result put Lonnie Finch in second followed by teammate Mo Vereecke in third. 424 had Duane Hulen first, Jay Capps second, and in a fly-off Kevin Matney in third. Mo Vereecke had the fast time of 1:17.59 (short course), two seconds better than the next fastest competitor. Five rounds of EF-1 were also flown with a field of five. One of those was Dan Kane Sr. who had not raced since 1991! He also had not flown at all until last year when he flew an EF-1 for the first time. Dan Kane Jr. had the fast time on the 2-mile short course of 1:26.11. That avoids moving the course workers and makes for a nice race length, well within the capability of everyone's batteries.

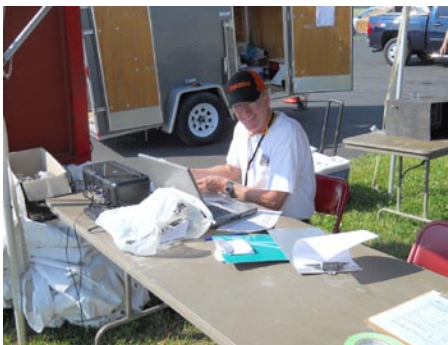


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426 Winners from Muncie: 1st Dan Kane, 2nd Loinnie Finch, 3rd Mo Vereecke

Sunday 424 and 1/4 40 were flown on the 2.5 mile long course. Tom Scott cleaned up in 1/4 40 with first place and fast time (1:03.13). Craig Grunkemeyer came in second in fast time and for the day with a 1:03.56. Third was settled by a fly-off with Eddie Jump, Mike Eden, and Scott Causey. Eddie came out on top to take third. In 424 Duane Hulen once again came out on top. Jay Cappis was second, and Darwin Larson third. Fast time in 424 for the weekend was determined by adding each competitor's fast time from Saturday (short course) and Sunday (long course). Congratulations to Tom Scott for coming out on top.



Co-CD Rick Vogelsang doing the behind-the-scenes computer work



Craig Grunkemeyer got many flights on his giant scale Unlimited racer over the Weekend in Muncie.



Darwin Larson's Thunder Tiger after getting his tail clipped in the only midair of the weekend

Bernie Vanderleest has been working on what is now the District 5 website. You can find it at <http://www.q500424.com>. Please use the site to register for all district races except the ones in MN. Lots of historical information and current information also. Take a look if you haven't lately. Thanks again, Bernie!

District 6, Peter Tani

Hello All

Salem

Here in District 6 we are in the heart of our 2012 season with a race every other weekend and currently two under our belt as I write. Our first race of the season was hosted by the Salem R/C Propbusters and was CD'd by their President and NEPRO Deputy Treasurer Dennis Duplice. We had a successful and well attended Saturday pre-race practice and open flying in advance of the first race for 2012. The rain in the morning brought with it very light winds and no issues with heat or sun.

It was nice to see fellow racers without the usual concerns for time and the rigors of race day competition. Sunday, we raced both AMA 424 and AMA 426. Thank you for sharing your field for two days. Race day brought 24 pilots in AMA 424 and 12 pilots in AMA 426, great when all entries are divisible by four.

Congratulations to standing NEPRO Vice-President Craig Korsen for a truly spectacular performance taking first place in both AMA 424 and AMA 426 while also capturing fast time in AMA 424.

2012 Nepro Member Jessica Haxhi was called to AMA 424 second place by her dad Irv Thurrott.

At race's end, I wound up in a three-way tie with fellow NMPRA members Mike Masi and Irl Brown and ended the day in 5th with Mike and Irl taking 3rd and 4th, respectively, based on fast-times. This was the first time I placed as an expert flyer.

Ray Dolat took second place in AMA 424 and fast time in AMA 426 with a blistering 1:04.51. Ray and Lloyd Burnham battled early on in the day with Ray the victor on the last lap. I believe it was obvious even to the un-initiated the



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magnitude of this battle that was between true titans. It was quite a race to watch.

Hadley

Our second race of the season was at our neighbors to the north at the Hampshire County Radio Controllars field hosted by their president Dave Fogg even after the recent passing of his father Gifford "Giff" Fogg and past HCRC member and officer. We had the dream team with Lloyd Burnham as starter and Ray Dolat as assistant starter/timers cage crew chief and Fran Mitchell as pylon one crew chief. I am not sure I would know how to staff better.

Congratulations to Bob Triggs on your first contest win as an expert pilot. Thanks also for hauling the entire course set up to allow for arguably the best officiating leadership possible.

Congratulations Mike Masi for your second place finish and fast time of the day of 1:18.55.

Congratulations to Kevin Cyr with your third place finish and your identical score at Salem. Four wins and one very unfortunate "zero" - may you finish out your perfect score with even a "one" or better in Farmington.

Welcome back and congratulations to Keith Palmer with your fourth place finish and best finish to my knowledge since we adopted the APRA format.

Congratulations to my former student and current race partner Mike Maznicki for beating me with a sixth place finish and fifth place, tying for points overall with your slowest aircraft and slowest motor. Thankfully, I still carried fast-time between us if only by half-a-second.

Most enjoyable to me and I believe to many others in attendance were two "match" races in the afternoon brought on by attrition. I had the chance to race two fellow experts,

Bill Glode and Miki Kono. Leads were exchanged several times, and the outcomes were all decided by a matter of very few feet and fractions less than a second. I greatly enjoyed racing these most honorable and skilled opponents.

Greater detail and all scores can be found at our website at www.NEPRO.org

Observations

There have been a lot a pilots moving up from Sportsman to AMA 424 over the last couple of years. Dennis and Craig made an important observation; both proper race plane setup and a lot of practice are necessary not only to be more competitive, but also to remain safe during our races. The leadership at NEPRO urges all newer pilots to work with more experienced pilots both in properly setting up your aircraft and in practicing before race day. There are many willing to spend time to help you practice and to get your equipment set up so that you can fly smoother, faster, and safer. All top officers are willing to help you directly and to also help you get set up with someone in your area that can help locally.

It is very important to develop and maintain good habits while racing. Some of these include 1) developing a routine that will ensure the proper rates for take-off and landing, 2) at the conclusion of a race walking your pilot (or asking your caller to walk you) to a position where landing can be done outside of pylons two and three and away from the pilot's area, and 3) preparing your race-day aircraft well enough in advance to allow time to practice while building both confidence and skill.

Future

We look forward to the next AMA 424 race in Farmington on Sunday,

June 3, 2012.

The next race after this is planned for Bridgewater MA. There will also be a Saturday open flying and practice. The Sunday June race will have both AMA 424 and AMA 426 events.

There is a growing contingency who plan to attend this year's NATS. These include myself, Craig Korsen, Bob Triggs, Lloyd Burnham, Ralph Rinaldi, Joe Tropea, Mike Masi, Jessica Haxhi, and Irv Thurrott. Please join us if you can.

Peter Tani
NMPRA 23J

District 7. Scott Smith

Hello fellow race pilots! Let me take a moment to introduce myself to those of you who may not know me very well. Like most of you, I have been involved with aviation all of my life. My father was a full scale pilot and began building his first homebuilt aircraft in the garage shortly after I was born in 1970. I spent my early childhood building balsa gliders, rubber powered profile planes, and stick & tissue planes and even converting the 3 views from plastic model kits into flying models. Dad and I did some full-scale sport flying on weekends, as well as being involved with the EAA and going to fly-ins every chance we got during the 80s. By the age of 14, I had saved up enough money from doing odd jobs to get involved with R/C. This carried me through high school and into the beginning of college and the 90s, where I had to make some choices, which left R/C out of the equation for many years. In 2000, I decided I needed to get back to what I loved so much growing up, so I came back to R/C. After a short period in IMAC, in 2004 I caught the racing bug and haven't been able to shake it yet!



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I honestly think that once you start racing, there is nothing that can fill that void. Absolutely nothing compares to the excitement, thrill, & camaraderie I have found within the pylon racing community; I am here for **life!**

We have been working hard on the SEMPRA website and the forums both to help promote pylon racing and to keep interested people in our district aware of what is happening in their region. Our plan for these tools is to reach out to all types of pylon racing in SEMPRA and to grow interest and participation in our region. I feel that a resource for a potential pilot to be able to find information and meet people in their area with similar interests will only help us. I encourage all of you to visit the site (www.SEMPRA.org), and to join the forums (<http://SEMPRA.org/phpBB3/>) and participate in helping bring new people into our racing community. Just think - If each and every pylon racer committed to mentoring one new pilot and getting him into racing this year, we would double our numbers. Not a bad improvement for only having to help one person, huh?

Well, our first event of the new year in SEMPRA was the 8th annual Southern 500 race in Mulberry, Florida. This was the first calendar event of the year in SEMPRA and the fourth event of the 2012 season. The weather was uncharacteristically warm, with lows in the low 60s and highs in the upper 80s. The winds have been very high in central Florida this spring, but we caught a break on the race weekend with fairly mild winds from turn 1. The event began on Friday, March 16th with an all-day practice for all participants. Friday practice is always a good time to test your equipment and get some laps on

the course and about 15-20 pilots took full advantage of it.

Saturday is our short-course race day, and we ran 424-sport quickie and 426-super sport quickie alternating through 5 rounds. We were happy to see some of our buds at the race, as well as some new faces. Barry Ruede from Georgia made a transition from Club 40 to 424 and did very well for not having been on a 3-pole course in a number of years. Randy Etken made it down from the frozen north just in time to give David Doyle some needed competition in 424 expert and show the standard pilots how to really knock down a low time. 426 had a great mix of new pilots moving up from 426, as well as pilots who had gone away from racing over the past few years returning because of the new 426 format. Considering how intense the flying was all day long, it was amazing how little carnage we actually had. 426 ended with a 2-way tie for first and a 3-way tie for third place. The final standings are listed below.

After all the awards were presented, the course was modified to the long course and the guys were allowed to practice into the late evening. We had a steak and chicken dinner at the field prepared by our local chef and pilot Larry Locks, and it was wonderful! Good food, hanging with the boys, and maybe a little St. Patty's-day-style refreshments topping off a great day of racing.

Sunday we ran 424 and Q40 on the long course. We were pleased to have another returning racer in 424; Jeff Kerlo, who hadn't raced in years, seemed to pick right up where he left off with some great times and impressive flying skills. *(Just ask my starter about the finish of round 3 of 424 and the importance of wearing dark colored*

shorts!!) Q40 was greeted with good air for speed and a bunch of guys took advantage of it. The Jetts of Randy Bridge, Dub Jett, & Dennis O'Brien were locked in battle all day with the Nelsons of Matt Fehling, John McDermott, & Gabriel Tahhon. A few scattered Q40's (*sorry Joe Llanos!*) and an obsession with cutting turn 1 (*yeah Gary!*) took some of the top performers out early in the day. You could have thrown a blanket over the planes in half of the heats all day long. The final standings below tell the rest of the story.

Thanks to the Imperial R/C Club in Mulberry Florida for the tireless work to put on an excellent event and to all the workers volunteering their time so we can all play. Thank you to Rick Ruede for running the scoring and announcing all weekend. To all my pilot buds, thank you for coming out to play and making it a great racing event running 3 events with a total of 49 entries. Below are the results and some random pictures from Mulberry Fl by Barry Ruede.

April 14 and 15 was the Markham Park race down in sunny Fort Lauderdale, Florida. Unfortunately for the guys, Saturday was anything but sunny! Strong winds and rain showers throughout the morning caused Ray Brown & Jim Purdue to have to cancel Saturday's heats so the guys had a chance to catch up with their buds and do some late afternoon tuning for Sunday. The guys had a fantastic dinner at the field organized by Ray Brown and his culinary staff to finish out the day. The weather Sunday was beautiful in the morning, but got quite breezy by lunchtime. It was decided just to get the 5 rounds in and call it a day. Despite the interruptions by Mother Nature, it seemed as if everybody had a great weekend of racing. Thank you to Jim & Ray and to the entire



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MPPA club for their volunteering to host a wonderful event for us. The final results are listed below.

Coming up next time will be a recap of the spring Old Julian race, as well as other things we have going on. Stop by and check out our upcoming events and participate in our forums in SEMPRA with our official District 7 website at: www.SEMPRA.org. Feel free to contact me anytime through the information provided on the website, and we will see you all on the starting line soon...

8th Annual Southern 500

Ordered by points within class

After 5 Rounds			
424	Name	Low Time	Points
1	Trey Witte	C 1:31.50	14
2	David Doyle	1:31.86	13
3	Jack Fehling	1:34.89	11
4	Allen Sale	1:30.06	10
5	Berry Reade	1:39.56	9
6	Randy Etken	** 1:26.43	8
7	Ray Coletto	0:00.00	2

After 5 Rounds (Expert)			
424	Name	Low Time	Points
1	David Doyle	1:31.86	13
2	Randy Etken	** 1:26.43	8
3	Ray Coletto	0:00.00	2

After 5 Rounds (Standard)			
424	Name	Low Time	Points
1	Trey Witte	C 1:31.50	14
2	Jack Fehling	1:34.89	11
3	Allen Sale	** 1:30.06	10
4	Berry Reade	1:39.56	9

8th Annual Southern 500

Ordered by points within class

After 5 Rounds			
426	Name	Low Time	Points
1	Ray Brown	1:03.81	F1 14
2	Dubb Jett	1:03.33	F0 14
3	Matthew Fehling	1:06.07	F2 12
4	Gabriel Tahhon	1:07.23	F2 12
5	Dennis O'Brien	** 1:02.07	F0 12
6	Ray Coletto	1:03.21	11
7	John McDermott	1:04.66	11
8	Tim Yousey	1:08.44	11
9	Robert Vess	1:06.53	10
10	Gary Freeman Sr	1:08.03	10
11	Joe Linsangan	1:04.47	8
12	Gary Freeman Jr.	1:05.60	8
13	David Doyle	1:10.39	6
14	Richard Zisa	1:23.53	6
15	Randy Etken	1:07.61	5
16	Scott Smith	1:13.75	5
17	Randy Bridge	1:05.42	3
18	Bob Greer	C 1:21.63	2



Joe Linsangan – AKA Jacksonville Joe!



Robert Vess with Matt & Jack Fehling in the background

8th Annual Southern 500

Ordered by points within class

After 5 Rounds			
424	Name	Low Time	Points
1	Jack Fehling	1:49.63	14
2	Jeff Kerlo	** 1:44.64	13
3	Richard Zisa	1:46.36	11
4	Allen Sale	1:58.98	8
5	Barry Reade	2:00.83	7
6	Trey Witte	1:49.27	1

After 5 Rounds			
Q40	Name	Low Time	Points
1	Randy Bridge	1:00.77	15
2	John McDermott	1:00.77	14
3	Dubb Jett	** 0:59.83	13
4	Matthew Fehling	1:01.66	12
5	Dennis O'Brien	1:00.54	11
6	Gabriel Tahhon	1:03.81	11
7	Tim Yousey	1:04.86	11
8	Gary Freeman Sr.	1:04.93	10
9	Mario Travieso	1:04.28	8
10	Ray Brown	1:10.50	8
11	Ray Coletto	1:06.12	6
12	Gary Freeman Jr.	C 1:10.33	4
13	Joe Llanos	0:00.00	0



District News



Dub Jett & John McDermott



Allen Sale headed back to the pits after his 424 heat



Rainery Coletto & Gabriel Tahhon preparing an FAI



Randy Etken & Randy Bridge



Dub Jett, Dennis O'Brien and Barry Ruede



Trey Witte and Barry Ruede



Barry Ruede – Your photographer and newest SEMPRA 424 pilot!

MP4242012

Ordered By Points

After 5 Rounds			
424	Name	Low Time	Points
1	Trey Witte	** 1:42.44	8
2	Jack Fehling	1:56.45	8
3	Nelson Perez	2:20.31	5
4	Richard Tucker	2:00.71	3

Gold Cup 2012

Ordered By Points

After 5 Rounds			
Q40	Name	Low Time	Points
1	Randy Bridge	** 1:01.06	15
2	John McDermott	1:01.28	F4 12
3	Gary Freeman JR	1:04.89	F3 12
4	Sabastian Jop	1:04.73	F2 12
5	Adam Grim	1:08.69	F1 12
6	Mike Helsel	1:02.46	F0 12
7	Gary Freeman Sr.	1:04.11	F0 11
8	Marcus Blanchard	1:06.19	F0 11
9	Julio Quevedo IV	1:11.03	10
10	Tom Scott	1:03.27	F0 9
11	Dennis O'Brien	1:05.28	F0 9
12	Bryan Blanchard	1:05.83	8
13	Julio Quevedo	1:06.65	8
14	Joseph Tropea	1:06.83	8
15	Mike Masi	1:10.42	8
16	David Doyle	1:06.31	7
17	Ray Coletto	1:08.10	7
18	Tim Yousey	1:03.59	6
19	Jon Perdue	1:16.30	2
20	Matt Fehling	0:00.00	0
21	Rodrigo Quevedo	0:00.00	0
22	Eduardo Melville	0:00.00	0
23	Mario Travieso	0:00.00	0



District News



Upcoming SEMPRA District pylon racing events

Location	Date	Event Name	Classes
Mulberry, Fl.	9/27-30, 2012	AI F3D USA Team Trials	F3D
Julian, NC.	9/29-30, 2012	JR Gold Cup	422, 424
Mulberry, Fl.	10/19-21, 2012	8 th Mulberry 500	422, 424, 426
Apopka, Fl.	TBA	Tangerine	422, 424, 426

District 8. Jim McGuinn – no article submitted

District 9. Alejandro Vazquez

First of all, I want to say thanks to Dan Kane for his invitation to be a part of the NMPRA community as VP for District 9.

A very short presentation: I live in Guadalajara, Jalisco; I started flying model airplanes when I was 16 years old with about an 8-year interruption when I got married, but I returned 8 years ago and here I am racing again. I have had the opportunity to attend the Q40 Phoenix classic 4 times and last year the Nats also.

In our local club we have two racing events per year (July and September) AMA 422, 428 and/or 424. At Mexico City, Aguascalientes and Toluca (at Pegasus), there were others racing events in the past but not anymore. They had some problems with their clubs; some of those people now attend our local events.

Sometimes we try to invite more people to races doing trainer races events; all high-wing trainer type airplanes with 0.40 to 0.46 motor are OK. It's really amazing the fun that you get with these events, and sometimes we catch 1 or 2 new guys to start in the 424 category. This type of racing is mostly done close to Christmas season.

Here you can see some pictures of our last races at our field in Guadalajara:





District News



Guadalajara's Racing Team at Phoenix Classic 2010



at 2012 Phoenix Classic, most recent racing

At this time, we are preparing our July event at Guadalajara; we are planning to have 424 on Saturday 14th and 422 on Sunday 15th. We'll be very glad if some international racers can join us. If someone would like to attend this race, please let me know. I'm very glad to be here - Sincerely, Alejandro Vazquez

District 10. Joe Luxford

This is my first article as the international correspondent so please bear with me. I'll cover two recent international contests in this article. Next month I'll cover what is happening in the Australian pylon scene as the competition heats up to see who will make the national team for the Netherlands in 2013. There were two international Q40 pylon contests in April: in Japan on the weekend of 14/15th and the

following weekend at Modena in Italy. A three-man contingent of Bruce de Chastel, Tony Singleton, and Joe Luxford from Australia and Dub Jett from Texas attended both events. In addition, flyers from Canada, United Arab Emirates, Turkey, Czech Republic, Japan, France, Belgium, Germany, Netherlands, and Italy attended the Modena event.

Each event used 15% fuel instead of the FAI 4:1 fuel normally used in these countries and ran on the FAI course to FAI racing rules. There is quite a debate running outside of the US at present over the merits of 15% nitro vs. straight 4:1 FAI fuel. Based on these two competitions, the trend appears to be towards 15%.

Both events were a lot of fun. Bruce has been attending these events for a while now, but this was my first time to contests outside Australia and my first time in either Japan or Italy. Both countries were great experiences, both to visit and to fly in. The bullet train from Tokyo to Osaka was a revelation with almost continuous suburbia for over 400 km. The GPS in the hire car we collected in Osaka was a challenge as it only worked in Japanese. Somehow we managed to navigate our way out of Osaka and down the freeway to Iga about 100km east of Osaka. The field was about 10km east of Iga and was different from anything I've flown on before. The runway and course run along the top of a hill that falls away steeply from the runway. You could drop 10m below the runway around pylon 1 and between pylons 2 and 3 without hitting the ground.

There were 23 entries in all for the Japanese contest which included 19 Japanese pilots and the four from Australia and the USA. The racing was close all weekend with



District News



very little carnage. The result was up for grabs right to the end with Bruce managing a 65 to trump Dub in the last round for first place.

After the contest at Iga, we flew to Italy, took a quick look at Venice, and drove on to Modena. Friday morning practice was washed out, but the rain cleared after lunch for a busy practice session. The rain stayed away for the weekend, and we managed to get 5 rounds of Q40 in. There were also Q500 expert and sports events running in parallel with the Q40.

The weekend turned into a showdown between Nelson, Jett, and Drake engines. Unfortunately, both Dub's planes were out of action after the first two rounds which then left the Canadian contingent with their Nelsons to take 1st (Roy Andrassy), 2nd (Harold Sattler), and 5th places (Henry Redekop). Bruce de Chastel was third and Thomas Andrlik came in fourth, both running DKT's. Roy also set fast time for the contest with a 61.52.

The scores from both the Japan and Italy contests are attached, along with some photos.

Japanese results 14/15 April 2012 at Iga near Osaka:

KFZ FLYING CLUB		KFC International Pylon Racing Q40														2012年 4月 14-15日		主催: 本場フライングクラブ	
Results for Q40																			
順位	選手名 / NAME	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	R11	R12	R13	R14	Best	Total		
1位	Bruce Dechastel	69.92	73.10	200.00 DNS	65.80	68.49	65.32	66.24	66.74	68.53	66.18	65.17	65.41			65.17	863.05		
2位	Jett Marionbmr	75.61	69.13	66.02	67.97	68.04	66.63	66.43	66.63	66.72	72.46	66.93	66.46	70.76 e1		66.46	869.96		
3位	佐々木 睦 sasaki	71.47	65.92	66.42	72.81	78.92	68.79	67.24	64.90	71.81	200.00	70.07	77.33	71.27		64.90	892.30		
4位	井上 雄一 inoue	75.00	67.82	75.59	76.32	68.34	74.55	66.93	69.39	69.81	72.41	70.00	200.00	200.00		69.81	706.64		
5位	大井 高三	200.00 e3	200.00 e3	75.16	69.19	70.79	82.85	82.25	70.67	67.55	72.40	66.81	69.09	70.76		67.55	716.70		
6位	松井 宝興 matui	69.46	66.92	76.09 e3	200.00 e3	75.54	76.32	72.42	69.32	69.23	78.39	76.89	66.61	200.00 e3		66.61	723.65		
7位	大川 清志	74.85	70.27	79.43	200.00	76.32	73.00	77.51 e1	73.24	79.39	70.51	71.84	70.34	77.26		70.27	735.14		
8位	Jo luxford	76.93	79.61	73.85	73.96	70.95	77.52	200.00	69.68	73.42	70.72	200.00	69.69	70.32		69.69	738.89		
9位	芝 邦明	73.54	200.00 e3	79.39	93.10	78.78	71.80	77.83 e1	69.53	76.89	73.21	71.22	71.77	76.15 e1		69.53	740.82		
10位	礼雲 高司	73.02	200.00	200.00 e3	74.28	200.00 e3	79.18	76.08	72.42	76.14	73.96	73.12	72.44	76.45		72.42	790.69		
11位	島崎 昌樹	79.66	200.00 e3	81.69	87.15	94.44 e1	73.51	200.00 e3	76.87	77.54	79.51	72.84	88.20 e1	74.66		72.84	792.86		
12位	山田 聡	76.28	200.00	81.01	85.87	77.54	89.97	83.15	79.54	76.56	107.01	86.11 e1	89.46	94.00		76.56	821.92		
13位	Tony Singleton	200.00	200.00	79.84 e1	66.34	76.19	75.42	200.00 e3	200.00	200.00	70.57	76.48	69.65	69.71	72.75		66.34	861.15	
14位	藤本 純一	83.89	200.00 e1	200.00 e1	66.52	69.82	89.45	76.79 e1	73.95 e3	73.72 e3	74.96 e3	68.71	200.00 e3	200.00		68.71	916.81		
15位	堂川 勉	69.83	74.04	200.00	84.34	82.74	85.56	79.81	200.00	200.00	200.00	77.84	76.82	74.26		74.04	921.04		
16位	山崎 和彦	200.00 e3	200.00 e3	97.21 e1	200.00 e1	86.45	85.58	200.00	79.89	81.84	83.31	79.76	84.00	87.04 e1		79.76	964.84		
17位	櫻井 昌和	70.86	200.00	66.66	200.00	73.31	74.47	200.00	71.10	200.00	73.24	67.13	200.00	200.00 e3		66.66	1,096.77		
18位	花嶋 俊雄	200.00	200.00	76.18	80.70	76.01	89.48	83.60	76.47	200.00	200.00	200.00	200.00	75.61 e1		76.47	1,162.06		
19位	中村 健治	200.00	200.00	82.88	200.00	80.61	88.00	75.66	200.00	83.69	73.55	200.00	200.00	84.54 e1		73.55	1,168.83		
20位	野々村 雅人	200.00	200.00	200.00 e3	79.57	82.96	200.00	98.67	200.00	83.30	65.76	200.00	85.51	83.50		79.57	1,199.31		
21位	松浦 文夫	79.60	70.23	71.97	77.09	72.16	200.00	200.00	200.00	200.00	81.13	200.00	200.00	200.00		70.23	1,252.76		
22位	高田 是美	200.00	200.00	200.00	200.00	82.16	80.31	200.00	81.45	200.00	200.00	200.00	200.00	200.00		81.45	1,603.92		
23位	0	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00		



Pilots line up at Iga on the Saturday morning April 14th.



Dub Jett (2nd), Bruce de Chastel (1st) and Mr. Sasaki (3rd)



District News



Italian Q40 results, 21/22 April at
Modena Italy:

AEC GAS 22/04/2012 CLASSIFICA FINALE GARA1 PYLON Q40					
BEST MANCHE	PRIMO Scarto MANCHE	TEMPO Totale MANCHE	Pilota	Nome PILOTA	Classifica PILOTA
0,00	200,00	272,50	1	MUCEDOLA PAOLO (donati maria pia)	7
0,00	200,00	282,94	2	NOTARO FRANCESCO(Notaro Angelo)	13
0,00	200,00	429,87	3	CANEVARI MATTIA(mucedola paolo)	22
0,00	74,60	271,25	4	CANDINI STEFANO(savorelli enzo)	6
0,00	82,05	292,72	5	GIANNASI GIORGIO(pieroni anna)	15
0,00	200,00	422,15	6	LUCCA PAOLO (battisti paolo)	21
0,00	200,00	571,05	7	FELICI ERMANNO(Notaro francesco)	27
0,00	200,00	281,48	8	TOSI ANTONIO (Tosi Emidio)	10
0,00	78,08	282,46	9	CAVALLARO ROBERTO(Pastrovicchio)	11
0,00	200,00	530,48	10	PERELLA CARLO (Pastrovicchio)	24
0,00	77,77	277,87	11	JIRI NOVOTNY(HOVORKA FERRY)	8
0,00	200,00	282,74	12	HOVORKA FERRY (JIRI NOVOTNY)	12
0,00	0,00	1.400,00	13	Waltschek Ernst (Jakob Michael)	
0,00	66,28	256,24	14	Harold Sattler (Henry Redekop)	2
0,00	200,00	271,07	15	Henry Redekop(Harold Sattler)	5
0,00	68,64	253,12	16	ROY ANDRASSY(Harold Sattler)	1
0,00	200,00	800,00	17	Michael Jakob(Waltschek Ernst)	30
0,00	200,00	466,85	18	Recep Burak KOLSUK(DAB YETT)	23
0,00	80,56	301,17	19	Gregoire Frederic(Guillaume AMELINE)	16
0,00	0,00	1.400,00	20	Smitty Katar(Smitty Katar)	
0,00	71,17	260,28	21	BRUCE DE CHASTEL(Tony Singleton)	3
0,00	200,00	291,22	22	Tony Singleton (BRUCE DE CHASTEL)	14
0,00	200,00	404,83	23	Joe Luxford(BRUCE DE CHASTEL)	20
0,00	200,00	531,06	24	Sakurai(BRUCE DE CHASTEL)	25
0,00	200,00	319,27	25	Gilles Desgruelles(Jacques Dondeine)	17
0,00	200,00	365,57	26	Jacques Dondeine (Gilles Desgruelles)	18
0,00	200,00	800,00	27	DUB JETT (Tony Singleton)	30
0,00	200,00	537,60	28	Metkemejier Rob (Metkemejier Bob)	26
0,00	0,00	1.400,00	29	Metkemejier Bob (Metkemejier Rob)	
0,00	200,00	665,91	30	Tomas Andriik (Jan Semotan)	28
0,00	69,59	263,16	31	Roman Pojer (Tomas Andriik)	4
0,00	200,00	681,32	32	Abdulla Al-Thani ()	29
0,00	0,00	1.400,00	33	Fahad Al-Mahdi ()	
0,00	200,00	398,20	34	Pampana Paolo (Giannetti Stefano)	19
0,00	200,00	279,63	35	Giannetti Stefano (Pampana Paolo)	9
0,00	0,00	1.400,00	36	Caniparoli Massimo ()	



Roy Andrassy (1st) Harold Sattler (2nd)
and Bruce de Chastel (3rd)



Australian team Q40 and Q500
planes at Mondena



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District News



Q40 Points, Doug Killibrew

NMPRA Members

If you raced Q40 this year and don't see your name among the points, it might be that you haven't paid your NMPRA for 2012. Points only tally for current members. If you are paid up and still don't see your name, simply email me at douglaskillibrew@att.net and I will be happy to look into it for you....

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
6	Phoenix Classic	2/25-2/26/12
7	Mulberry	3/18/12
8	Markham Park	4/15-4/16
9	Old Julian	5/5-5/6
10	Muncie	5/20/12

	NAME	Races Flown	Total of Best 6 Races
1	McDermott, John	7	543.41
2	Helsel, Mike	5	392.70
3	Bridge, Randy	6	387.47
4	Scott, Tom	6	384.99
5	Langlois, Mike	5	361.59
6	Fehling, Matthew	6	344.04
7	Jett, Dub	6	335.73
8	Flynn, Travis	3	225.50
9	Katz, Jim	4	216.59
10	Hodgin, Joe	4	210.66
11	Schmidt, Gary	2	204.28
12	Allen, Jim	2	202.88
13	Vess, Robert	3	195.17
14	O'Brien, Dennis	5	190.66
15	Grunkemeyer, Craig	2	159.97
16	Russell, Matt	2	154.92
17	Masi, Mike	3	149.15
18	Killebrew, Doug	2	143.35
19	Van Baren, Rusty	2	141.75
20	Baker, Steve	2	140.67

21	Causey, Scott	2	129.20
22	Batch, Bryan	2	128.78
23	Von Der Hey, Lee	2	126.17
24	Vereecke, Maurice	3	119.15
25	Seaholm, AJ	1	114.30
26	Doyle, Dave	3	114.03
27	Kane, Dan	2	112.60
28	Finch, Lonnie	2	108.87
29	Lopez, Tony	1	108.50
30	Andraka, Chuck	1	105.60
31	Brogdon, Bob	3	100.57
32	Thordarson, Dan	2	98.40
33	Bartle, Henry	1	98.35
34	Small, Jerry	3	96.55
35	Smith, Randy	1	95.45
36	Johanson, Bill	2	92.62
37	Verano, Richard	1	92.55
38	Vogelsang, Rick	2	89.78
39	Van Baren, Rusty	1	86.75
40	Jump, Eddie	2	85.43
41	Grim, Adam	1	83.06
42	Tropea, Joe	3	75.10
43	Holik, Robert	1	69.35
44	Andrassy, Roy	1	67.90
45	Stone, Dean	2	67.90
46	Eden, Mike	2	67.44
47	Umbach, Al	1	65.00
48	Coffey, Bruce	3	64.75
49	Baker, Lyle	1	63.55
50	Korsen, Craig	1	62.33
51	Tallman, Mike	1	59.20
52	Houston, Doug	1	53.40
53	Redekop, Henry	1	51.95
54	Uthoff, Dave	1	50.50
55	Latsha, David	1	46.68
56	Quevedo, Julio	1	46.68
57	Russell, Alexandria	1	46.15
58	Martin, Jeff	1	44.70
59	Hartman, Scott	1	43.25
60	Desgruelles, Gilles	1	41.80
61	Hulen, Duane	1	40.50
62	Mikko, Matt	1	38.90
63	Kaufmann, Hank	1	37.45
64	Lime, Jim	1	34.55
65	Quevedo, Rodrigo	2	31.80



District News



Quickie 500 Points, Lonnie Finch

426 Quickie		
	Location	Date
1	KCRC, MO	10/1/11
2	KCRC, MO	10/2/11
3	Whitter, CA	10/1/11
4	Tangerine, FL	12/10/11
5	Salem, CT	10/2/11
6	Winterfest	1/25/12
7	Mulberry, FL	3/17/12
8	Basin, CA	3/31/12
9	KCRC, MO	4/28/12
10	Old Julian, NC	5/12/12
11	Brooklyn Park, MN	5/19/12
12	Muncie, IN	5/19/12

	NAME	NMPRA #	Races Flown	Total of Best 6 Races
1	Vereecke, Maurice	23V	5	427.56
2	Finch, Lonnie	21V	5	412.21
3	Jett, Dub	4I	4	387.25
4	Helsel, Mike	5A	3	289.19
5	Andraka, Chuck	11H	3	258.45
6	Fehling, Mathew	59S	3	232.35
7	Tallman, Mike	15G	4	231.83
8	McDermott, John	2R	3	219.00
9	Allen, Jim	17D	3	202.05
10	Nickodem, Jim	22V	3	183.68
11	Hulen, Duane	12V	5	179.10
12	Salazar, Mario	18C	3	175.31
13	Causey, Scott	20V	2	167.22
14	Seaholm, AJ	17V	2	162.14
15	Lopez, Tony	23B	2	161.41
16	Scott, Tom	26P	2	150.90
17	Brown, Ray	15T	2	142.24
18	Lime, Jim	41D	2	140.38
19	Hartman, Scott	30H	3	132.94
20	Jump, Eddie	20G	4	130.07
21	West, Mitch	49A	3	128.60
22	Yousey, Tim	58S	2	127.16
23	Schelling, Don	56C	3	125.72
24	Vess, Robert	14R	2	119.76
25	Hegland, Tom	37C	3	114.85
26	McWilliams, Gordon	4G	2	108.21
27	San, Sam	20D	3	102.71
28	Coffey, Joanne	83B	2	101.11
29	Brown, Kelly	25G	4	100.70

30	Kane, Dan	23U	1	97.95
31	Vaclav, Stephen	48T	1	97.80
32	Hodgin, Joe	14R	2	95.24
33	Gavin, Dave	27C	3	94.65
34	Travieso, Mario	45S	1	89.40
35	Galarneault, Pat	95W	1	89.31
36	Pacini, Anthony	39D	1	88.76
37	Freeman Sr., Gary	20T	2	86.24
38	O'Brien, Dennis	2S	2	85.62
39	Burnham, Lloyd	22J	1	85.53
40	Tahhon, Gabriel	22Z	1	81.78
41	Grunkemeyer, Craig	22P	1	78.60
42	Etken, Randy	20W	2	78.41
43	Schmidt, Gary	27D	1	74.17
44	Coletto, Ray	53S	1	70.27
45	Dolat, Ray	17J	1	68.67
46	Tropea, Joe	28J	2	65.47
47	Masi, Mike	37J	1	64.20
48	Pacini, Tanner	93D	1	63.22
49	Cappis, Jay	16V	2	53.80
50	Freeman Jr., Gary	16S	2	53.73
51	Lyon, Denis	54C	2	52.37
52	Doyle, Dave	11J	2	52.18
53	Langlois, Mike	12R	1	51.60
54	Brogdon, Bob	1S	1	50.37
55	Stone, Dean	19R	2	47.78
56	Vogelsang, Rick	29P	1	46.35
57	Baker, Steve	15R	1	44.91
58	Smith, Scott	86T	2	43.31
59	Linsangan, Joe	52T	1	41.49
60	Stewart, Calvin	15J	1	34.93
61	Handegard, Chris	23T	1	34.80
62	Bridge, Randy	38B	2	33.36
63	Spencer, Mike	54P	2	32.68
64	Eden, Mike	61P	2	31.69
65	Zisa, Richard	15S	1	24.22
66	Cady, Darrol	5G	1	23.09
67	Lime, Tim	19V	1	19.44
68	Berryman, Del	31W	1	15.89
69	DelPonte, Mike	44D	1	15.79
70	Reid, John	30C	1	12.14
71	LeValley, Lee	33W	1	8.54
72	Larson, Darwin	25U	1	7.65
73	Small, Jerry	5H	1	5.40
74	Greer, Bob	29S	2	2.40
75	Lewis, Larry	16Q	1	1.20
76	Coffey, Bruce	81B	1	1.20
77	Spence, Adam	28G	1	1.20
78	Vanderleest, Bernie	7W	1	1.20



District News



424 Points, Dave Gavin

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	Tangerine	12/12/11
7	Mulberry	3/17/12
8	Mulberry	3/18/12
9	Basin March	3/30/12
10	HadleySpring	5/20/12
11	SalemSpring	5/3/12
12	Old Julian Spring	5/12/12
13	KCRC Spring	5/23/12
14	Indy Shootout Sat	5/9/12
15	Indy Shootout Sun	5/20/12
16	Old Julian Fall	10/1/11

1	Hulen, Duane	5	391.80
2	Masi, Mike	6	355.18
3	Korsen, Craig	6	351.17
4	Vereecke, Mo		332.82
5	Fehling, Jack	5	319.63
6	Spadaccini, Dino		296.95
7	Witte , Trey	6	287.61
9	Tani, Peter		280.58
10	Tallman, Mike		271.93
11	Brown, Irl	5	246.82
12	Finch, Lonnie	3	219.65
13	Nikodem, Jim	3	180.45
14	Casteel, Jesse	3	172.62
15	Ellis, Dave	3	146.35
16	Hobbs , Ben	3	144.68
17	McWilliams, Gordon	2	138.37

18	Weiland, Vic		135.93
19	Scott, Tom		123.99
21	Doyle, David	2	120.07
22	Zisa, Richard		102.22
23	Rue, Joe	2	100.96
24	Meyer , Roy	6	99.74
25	Hodgin, Joseph	1	97.33
26	Rinaldi, Ralph		96.70
27	Palmer, Keith	3	95.61
28	Burnham, Lloyd	1	92.16
29	Vess, robert		91.69
30	Jump, Eddie	2	90.37
31	McDermott	1	83.60
32	Gload , Bill	1	69.42
33	Enstad, Gale	1	56.13
34	Reade, Barry	2	48.24
35	Salizar, Mario		42.40
36	West , Barry	1	39.30
37	Vanderleest, Bernie		32.29
38	James , Gary	1	24.22
39	Spence Adam	3	20.87
40	Etkin, Randy	1	15.69
41	Brown, Kelly	1	1.20

National Points Director, Mike Helsel
– no information submitted



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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
☐ EFI ☐ Renewal membership and Internet Newsletter - \$25.00

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

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