

*The Pylon Racer's Official Voice*

# NMPRA

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## HIGH PERFORMANCE

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### President's Corner

#### **NEW BUSINESS**

**2013 MEMBERSHIP:** At this point we are a month into the New Year, and if you haven't renewed your membership, please take the time to re-new prior to losing points for the 2013 season. Lonnie will be sending an email reminder as well.

#### **Webmaster**

I am very pleased to announce that Bernie Vanderleest has volunteered to be the Webmaster for the NMPRA website. Over the past couple of months Bernie has been getting his feet wet and has plans for improving the website in 2013; stay tuned. The next time you see Bernie, please thank him for his efforts on the NMPRA website.

#### **Forum Administrator**

I am equally pleased to announce that Scott Smith has taken over as the Forum Administrator. Scott is the SEMPRA president and has a full plate like most of us. And through it all Scott has been able to keep the forums up and running. Scott, thank you.

#### **NMPRA Hall of Fame**

The NMPRA established the National Pylon Racing Hall of Fame to recognize individuals for their outstanding contributions to pylon racing. Recently, we have worked to put a committee together to review the nominations submitted and vote on their acceptance. The attached form can be filled out and submitted to me at [kanedjr@hotmail.com](mailto:kanedjr@hotmail.com). Candidates for the Hall of Fame will be appraised by the NMPRA Hall of Fame committee, which consists of anonymous voters appointed by the NMPRA president, in accordance with the criteria below:

- Basic Standard – A candidate basically is to be judged on the degree of his or her contribution to the advancement of pylon racing on the indelibility of his/her impact.
- Individual Candidacy – Only individuals may

be elected to the Hall of Fame.

- Scope of Activity – Flexible authority is vested in the Hall of Fame Committee in identifying the scope of a candidate's activity in pylon racing. A candidate must have achieved definitive leadership in his/her own field of pylon racing activity. However, it is definitely not mandatory to honor the leaders in every activity related to pylon racing. A candidate truly must compete with all candidates in all fields, as well as with all candidates in his/her own field.
- Span of Influence – The time factor of a candidate's impact on pylon racing is completely flexible. It may cover an uninterrupted span of many years or it may cover two or more distinct and separated time cycles. Conceivably, a candidate may earn Hall of Fame recognition by one transient act, momentary in time, providing the impact on pylon racing is deemed significant enough. Longevity of involvement with pylon racing, therefore, will not in itself warrant recognition in the Hall of Fame.
- Influence on Others – A most significant criterion in evaluating a candidate will be his/her inspirational effect on others; the degree to which he/she multiplies his influence through others to create impact on pylon racing far beyond his/her own direct individual contribution.

- Quantity vs. Quality – A candidate's ability to expand the popularity of pylon racing is a quantitative virtue. The professionalism of his/her activity is a "qualitative" one. Both quantitative and qualitative criteria are to be considered equally and separately important; conceivably, one may be present without the other.
- Devotion to Others – Furthering pylon racing by selfless devotion to the interests of others may enhance the candidacy of an individual, but it is not essential to winning. The activities of a candidate may be completely self-devoted and still be considered significant enough to warrant recognition.
- Professional Conduct and Image – A candidate is expected to have practiced the highest caliber of professional conduct in order to enhance the public image of both himself/herself and the NMPRA.
- Personal Morals and Behavior – The selection process is not a judgment of personal morals and behavior, providing the latter does not negatively affect the professional conduct of the candidate and the public image of the NMPRA or Pylon racing in general.

### **Old Newsletters**

Bernie and I are working on getting all the old newsletters digitally scanned and archived. If anyone has or knows someone who has

early copies of the newsletter, please let me know. Specifically, we are looking for the early years, but all are welcome. I will publish a list of missing issues on the NMPRA forums.

### **Racer Profiles**

Another task for the 2013 season is to update the racer profile page. Please take the time to submit a brief summary of who you are along with a snapshot of your ugly mug. I also hope that names of others get submitted as well. Please don't limit your submission to yourself. If you have information of a racer from the past, let's post it. I don't want to lose our history. Names like Ron Schorr and Hal Debolt come to mind. Let's preserve our history by creating our own list of racers who made pylon racing the sport that we enjoy today.

### **Racing airplane pictures**

This is an open challenge to everyone to get pictures of your model or model with a model to me so that I can push to get pylon the coverage it deserves. This is still valid, and we need to get a pylon racer on the cover of the AMA magazine.

### **APPAREL**

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

### **EF-1**

Great Planes has released the Proud Bird and from all the reports I have gotten it is top notch. You can find information about this airplane here: <http://www.greatplanes.com/airplanes/gpma1260.html>

Nitroplanes has released the Miss DARA. You can find information regarding the Miss DARA here:

### **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](mailto: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.

<http://www.nitroplanes.com/28a05-dara-kit.html>

Both airplanes are being discussed on the RC-Groups website at <http://www.rcgroups.com/forums/showthread.php?t=1595338> and <http://www.rcgroups.com/forums/showthread.php?t=1779648> as well as <http://www.rcgroups.com/forums/showthread.php?t=1178471>

It appears that EF-1 is gaining some momentum let's keep promoting EF-1 and get more people flying pylon.

### **2013 US F3D team**

As in years past the US team is going to be leaning on our membership to help with the costs of traveling overseas. Throughout the 2013 season the US team will be selling raffle tickets. The prizes



# District News



include radios from both Horizon and Great Planes as well as a custom built Chuck Bridge racer. Please do your best to help support the US team.

## **Final Thoughts**

I am looking forward to the upcoming QM race at the Basin; it is shaping up to be a great one. And I am looking forward to seeing everyone that I haven't seen in a while. Recently I have been spending a ton of time working with an old friend and my son on other aspects of modeling, and I am having a blast. Every time we work on something different, it reminds me of the days I spent with my dad in the basement building model airplanes. Enjoy the hobby, and have fun.

Dan Kane

Please welcome the following new members to the NMPRA:

- Art Kittler Olathe, KS
- Doug Scherrer Olathe, KS
- Dean Gibbs Coventry, UK
- Roger Pena Belmont, CA
- Aaron Geroge Syracuse, UT
- Barry Gosnell Independence, MO
- Kevin Cyr Vernon, CT

## **District 1. Tom Hegland**

Greetings and Happy New Year! No District 1 races were scheduled during the December through January timeframe. For me this time of year is typically a shop blur getting Winterfest and Q-40 Classic projects completed and setting up reservations for Phoenix (and Laughlin). Sadly, with SpeedWorld on hold this year, things are just not in the same panic mode. However, thanks to the Valley Flyers (and a handful of District 1 organizers) for stepping up to make the first ever "Basin" Q40 Classic a reality. I still have a garage full

of ongoing Q40 projects. Just off the assembly line are two new racers for the upcoming Basin Race.



This race is scheduled for February 23<sup>rd</sup> and 24<sup>th</sup>. Currently the entries are in the upper 50s, and I'm hoping that number will continue to grow. You Midwest and East coast guys who haven't yet registered need to take a break from your 30°F weather and come and enjoy some California sunshine and fast air. Burbank airport is about 5 miles from the flying field. Registration closes on February 20<sup>th</sup>. Hope to see you there.

Tom Hegland  
37c

## **District 2. Allie Russell**

I am writing this month from school in Seattle, where I find myself calling home more and more frequently to get updates on the preparation for the Q-40 classic in Sepulveda Basin in a few weeks. We will definitely miss seeing some of the crew from Speedworld, but it will be good to race with Travis and his gang in California. I am definitely lucky to have so much support from my family and have to thank my dad and Uncle Bryan again for getting everything back in working order and making it possible for me to go racing. I am really looking forward to getting away from the rain for a bit and

catching up with friends.

Packing for a race always seems hectic at the Russell house. Getting three racers out the door with enough tools, spare parts, and other equipment is quite a challenge, especially if we're running multiple classes. Some racers I've seen are incredibly organized, but for the rest of us, stuffing everything on the work bench into suitcases in the wee hours of the night is pretty typical for the day before a race. There is so much excitement involved in racing that checklists and set routines become a necessity both before and during a race. For those who are just starting out, it can seem daunting to pack for a race, and having a concrete list just makes things easier.

Be as thorough as you need when you develop your packing list. Every piece of equipment should be accounted for mentally if not on paper. Everything from sunscreen to glow-plugs to kneepads or spare landing gear should be accounted for when you walk out the door. There are so many variables involved in pylon racing that seem small, but can affect your whole weekend; not only will you not be flying at the top of your game, but racing will be more stressful and less fun if you spend your time compensating for a tool you forgot or walking the flight line begging for a spare part.

Dub Jett posted a great sample checklist on his racing site to use as a starting point, or just start writing down what you know you use. Everyone's lists will look a little different. Things like sunglasses, sunscreen, kneepads, or a cooler full of ice can really change your whole weekend. Keep a notepad in your pits and jot down things you have to borrow or wish you had with you. Over the years our gear has changed a lot



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# District News



as we learned from others, gathered more tools, and tried different methods. You learn what you need to race over time and adjust your list as needed. This streamlines your packing process and gives you more time and energy to spend enjoying your weekend and flying your best.

During a contest, we become even more focused on each heat and less focused on what we're doing in the pits. I'm sure almost everyone has stories of getting zeros simply because of something they forgot. The feeling of going to the line and realizing you don't have something you need adds stress to anyone's flying. Sure, you can borrow a glow-driver after the guy next to you gets started, but then you're in a hurry and relying on his engine firing; it just doesn't lend itself to a calm, smooth heat. Very few things in pylon racing are more frustrating than the sound of your motor winding down three laps into a heat and realizing you just didn't fuel (or charge) your plane.

Avoid kicking yourself by working with your caller to develop a routine for between every heat. Having at least a mental checklist greatly reduces your odds of an unnecessary zero. For us, as soon as we finish our heat, we wipe the plane down, check the plug, refuel, and check the prop. Once these are done, we put a clip on the fuel line or set the plane in a different spot, whatever works best for you and your caller to confirm that your "checklist" is complete. Before heading out to the line, make sure you have your caller (!), hard hat, earplugs, transmitter, glow-driver, spare plug, and prop with wrenches for both, the right airplane, sunglasses, or whatever else you need to fly. On the line we check for high/low rates, fuel clip removed, throttle in the right

position, and what flag we launch on. Again, everyone's system will be different; develop your own and stick to it, adding more or tweaking as you learn more to develop a good racing.

As far as district two news goes, a race schedule has been drafted out for this summer. We would love to have anyone who can come race with us and have a good time. We've been enjoying increasing numbers in EF-1 and 424, and we will hopefully be holding some fast quickie and Q40 races as well. So far our schedule is as follows:

Billings, MT-June 1<sup>st</sup>/2<sup>nd</sup>  
Deer Park (Spokane), WA-June 29<sup>th</sup>/30<sup>th</sup> & August 3<sup>rd</sup>/4<sup>th</sup>  
Shelton, WA-August 24<sup>th</sup>/25<sup>th</sup>  
Helena, MT-August 31<sup>st</sup>/Sep 1<sup>st</sup>

Hopefully a few of those will make your travel list for the summer; it'd be great to see some support for our new/returning racers who have showed us the meaning of a good time racing. I don't expect anyone leaving these weekends saying we didn't have any fun! Please feel free to contact me with any questions or comments. See you at the races, Allie

## **District 3. Randy Smith**

—no input this time

## **District 4. Travis Elbert**

Hello fellow NMPRA members, The last several months have been very busy for me. Leon (my Father) and I started a new business, and time seems to fly by with me getting very little done on racing projects. A schedule for Helena, Billings, Spokane, and Canada was worked out before November; several other cities were invited to participate in the process but either were not

interested or the clubs could not make a decision.

- May 25-26                      Calgary  
EF1 ?
- June 1-2                        Billings  
EF1 424
- June 29-30                    Spokane  
EF1 424
- July -----                  open
- August 3-4                    Spokane  
EF1 424
- August 31 Sept. 1 Helena  
Fall Classic

As is apparent we have an open month in July; if anyone has an interest in setting up a race, please contact me. I would also like to thank District 2 VP Allie Russell for helping coordinate these races. Allie is a valuable asset for her district.

Mike and Leonard Cloninger (#19g/#17g) purchased a cnc router and have started on several new designs, The Montana Chicken Hawk, a 424 class racer, and several EF1 designs based off a single fuse and wing.

I actively read the Rc group's EF1 site and feel that Dan Kane and Jerry Small have been receiving a disproportionate amount of flack. EF1 is a very successful class. I have lost count of the number of kits (not all are created equal) and 4 (soon 5) ARFs. The aircraft all fly well and are all competitive. In Montana there was no racing three years ago; now we have races with 15 to 20 contestants flying two classes. I understand that the racing classes are just one variable in this equation, but this class is exciting and affordable. Constructive criticism is usually accepted if not appreciated, but Dan and Jerry have been getting little of that. I would like to thank both of them for their hard work and a great new class.

Travis A Elbert  
District 4VP



# District News



## **District 5, Jim Nikodem**

Building season once again. I hope everyone is well under way with all their winter projects. I was going to build another EF-1, but the ARF's are so well made and inexpensive, I decided to buy a Miss Dara and customize the paint job. I am partial to red, white, and blue, and not fond of lime green. Seems like a great value for \$135 plus shipping. I also have built a few fuselages for the Viper wing. For \$80 that wing is hard to beat. Anyway, thanks again to Bernie Vanderleest for working on the schedule for the district. Also many thanks to all those who have run races and all those people who still make these events happen. We would be just flying in circles without them. It is a lot of work, and we would not be doing what we like to do without their sometimes under-appreciated efforts. Talking about putting on events, Lonnie Finch and Mo Vereecke have started the Heartland Speed Freakz, a new racing club out of Kansas City. The general idea is to set up a club that is dedicated to promoting and holding racing events in the Heartland area. Similar to what CAPS does, their goal is to create top-notch racing events at fields where the local club doesn't have the resources or chooses not to hold a race. HSF will provide the workers, fuel, light system, CD, sanction, and promotion of the event. Initially they are focusing on the KC and Wichita areas but plan to expand to other areas that express interest in them assisting with their races. They plan to attract workers by making a contribution to nonprofit organizations. The Boy Scouts do a great job at our Muncie races, but any nonprofit will do. It's a lot better for them than washing cars or selling something.



So, we have three major racing organizations in the District: The North Central Pylon Racing League in Minnesota, CAPS in Ohio, Indiana, and Illinois, and now, The Heartland Speed Freakz in Kansas City and branching into our neighboring district in Kansas. These organizations are very important to keeping racing going. To support CAPS check out <http://www.capsracing.com>. Anyone interested in supporting the Heartland Speed Freakz please contact Lonnie, who is doing double duty as NMPRA secretary/treasurer. You can find his contact info on the District Rep page of the NMPRA website. We have some real minor changes from last year, but still a strong schedule. It is being firmed up as I write this. It looks as if the Minnesota guys will be flying lots of 426 again this year. They did ten one-day 426 races last year. As for the southern part of the district, all races are run as individual Saturday and Sunday races with practice on Friday. At this point, there are twelve 424 races, seven 426 races, five 1/4 40, and three EF-1 races for the year. Kansas City will host 1/4 40 for the first time at their

summer and fall races. We are also lucky to have the NATS in our own back yard. So, all together we have 22 days of racing possible, plus the NATS. We use the best six races to determine the season champ for 424 and 426, so there is plenty of opportunity. Remember, any race after September 30th will count for 2014 points.

Last district column included a race flier for the Minnesota end of season "Shootout," the no entry fee 426 race with cash prizes and more. Above is a copy of a group picture sent to each contestant. It looks cold, but it was early October in Minnesota. Lots of racing once again in 2013. Maybe there will be more interest in the Minnesota shootout this year? I would encourage everyone remotely interested to go to the NATS. Do not forget to support your local racing organization. Funding them really is a small price to pay to enjoy the quality events we have come accustomed to.



# District News



## **District 6, Peter Tani**

Hello all,

It seems today that spring is a very distant time away here in the Northeast. For the third straight year it has snowed just prior to our annual NEPRO business meeting. Thankfully, this year the snow was considerably little less than last year, which made for much better traveling and greater attendance. It is always nice to spend the day with the senior statesmen and stateswomen of pylon racing, the rank and file, as well as those just starting in racing from the area at this once-a-year event. Most associated with pylon racing in the area make a strong effort to attend, and for many years we have all made a day of it at Countryside Park in Avon, CT, which is complete with a very nice and well-tended fireplace.

After several years of growth and success while at the helm, President Joe Tropea handed the reins to Lloyd Burnham for the 2013 season. Lloyd ran the meeting and had some observations and new ideas for the upcoming season. He noted the very robust racing schedule that we have in place for the coming year. There are nine AMA 424 and eight AMA 426 events planned for ten separate dates at four different venues. In addition, there is planned a two-day national event that not only will have AMA 426 but will also offer AMA 422, Q40 competition located at Westover Air Force Base in Chicopee MA.

Of note was the tremendous effort put forth by the various Contest Directors both past and present that have hosted and that will, in future, host these events. He thanked each and every one, noting especially that it is often one or two people's influence that makes

a huge and often unforeseen difference in the outcome of our racing schedule over time. Clubs that may have initially had no knowledge or no initial interest as little as two years ago are presently hosting four days of events. Lloyd noted too that organized pylon racing also helps local clubs by providing a budget that can be planned on from year to year to help offset club operating costs and to help keep down the cost of dues. Many in our ranks are officers and sit on the board of directors of local clubs as well as in our little group. Specifically, Lloyd thanked Contest Director Dennis Duplice for stepping up as Vice-President for 2013 in addition to his responsibilities as top officer within his local hosting club.

This year we have one completely new venue. The "Wintonbury Flying Club" located in Bloomfield CT will host their very first race in mid-May. Many thanks to Ola Nordell who with others helps lay the groundwork for this event where as little as only two years ago Ola entered into competition in our entry level Sportsman Class. Emphasis was placed on the importance of helping those new to racing at this most recent location. The importance of developing and encouraging the interest, which has already been expressed by some of these pilots and potential new racers, was stressed so that we continue to grow. All were encouraged to help those individuals showing an interest in racing. A handout was prepared in advance that explained to those new to officiating what was expected of the club and what was to be performed at the various stations. Thank you to club Contest Director Richard Niezabitowski.

We will maintain our mid-season

Ellington two-day event complete with Saturday afternoon picnic. Thanks to Contest Director Kevin Cyr. We have also added a second early June single day Ellington event. Thanks to Contest Director Irv Thurrott.

The national event scheduled for Westover AFB is planned for mid-June. This long and short course rule book event stirred great interest and was planned four weeks in advance of the Nat's competition as a "NEPRO Nats Tune-Up." We hope that at least a dozen world-class racers from around the world are in attendance. Lloyd was glad to report that the gentleman that he is working with remembered our organization from years ago. For those who might remember, the event will be held in the same place as in years past in "The Dog Patch." All those attending the event, whether to compete, watch, help, or that might happen to be in the vehicle entering the base will be required to provide information in advance. It is actually a simple thing, but it must be done and done in advance in order to gain access. More detailed information will be available as the time grows nearer. Irv Thurrott will be Contest Director.

Master craftsman and creator of the 2012 NEPRO AMA 426 Perpetual Trophy, Keith Palmer, will be producing hand-crafted award trophies for 1<sup>st</sup> through 5<sup>th</sup> places in both AMA 426 and AMA 422 classes. These should be a treat to see and even nicer to win. The racing format will be similar to the A/B format flown at the Nats with the hope of flying 10 rounds in each and then concluding competition Sunday about noon. Defending NMPRA AMA 426 National Champion Craig Korsen





# District News



and defending NMPRA AMA 424 National Champion Mike Masi were in attendance and were both very much looking forward to competing in 2013.

Peter Tani NMPRA 23J

## **District 7, Scott Smith** From the **FAST LANE...**

The annual SEMPRA Tangerine race was held in Apopka on December 8<sup>th</sup> and 9<sup>th</sup>. We had very uncharacteristically warm and sunny weather; but I don't think anyone would complain about that in December! We were excited to see some new faces in 424 like Jerry Salisbury and David Gay, with Larry Loucks returning for his second event in 424. We also were very excited to see James Creech, Lin Bradley, and Charlie Cline back out there, after missing them for what seemed like years! We were also glad to have the boys from the Carolinas and Georgia with us for the weekend; just made it feel like a complete story with pilots from almost every corner of the district present and out to have a good time. We even had a few out-of-district pilots attend, who I think were trying to stay away from that fluffy white stuff for a while!

Saturday in SEMPRA means short course racing, and the boys were out in force in 424 & 426 giving it their all. 424 had a very good turnout, with just a couple of experts in the field having some fun with the standard 424 pilots. Lots of close racing, as 424 should be, and I was happy to see Curtis get his very first 424 win. (*You must have had a great caller...!*) 426 was definitely not a sleeper either, with lots of lead changes and a bunch of guys running out of

altitude, distance between the planes or the poles (*read that as crashes, mid-air & pylon strikes!*). The results & some pictures are below.

Sunday is all about the long course, with both the 424 and the Quarter 40 guys. We had a very good mix of pilots with the 422 matrix, which seemed to pit the Florida boys in lanes 1 & 3, and the Carolina crew all in lane 2. Was it planned or just a fluke? As the matrix builder, I will never tell! We had another great day of close racing again, and we were especially honored to have Nancy Telford to announce the pilots & give out the awards. The results & a few pictures are below.



Well, I guess that is **NOT** a cut...



All aboard the SS Tangerine for some 424 action!



All smiles headed out to the line!



Our wonderful ambassador & friend,  
Nancy Telford



Top 3 in Quarter 40 – Jim Katz, Matt Fehling & Tim Yousey



Your hard working *and wore out* CD –  
Gary Freeman Sr.



Our newest 424 blood – Jerry Salisbury  
& David Gay





# District News



Thanks to the Radio Control Association of Central Florida for allowing us to continue the longest running annual racing event in SEMPRA by again hosting the Tangerine event. And a big thanks to Dennis O'Brien (*Heavy D*) for the longest running (*and best attended!*) annual party in SEMPRA; you and Diana put on an awesome show as well! The final results are listed below.

## Tangerine 2012

Ordered By Points Within Class

After 4 Rounds			
424	Name	Low Time	Points
1	Curtis Switzer	1:35.85	12
2	Richard Tucker	** 1:26.86	F0 11
3	Barry Reade	1:35.08	F0 11
4	Trey Witte	1:36.40	10
5	Jack Fehling	1:35.32	F1 9
6	Charlie Kline	1:31.72	F0 9
7	Lin Bradley	1:43.16	7
8	James Creech	1:38.32	5
9	Larry Loucks	1:40.50	5
10	Jerry Salisbury	1:42.77	5
11	David Gay	1:40.50	4

## Tangerine 2012

Ordered By Points Within Class

After 4 Rounds			
426	Name	Low Time	Points
1	Dubb Jett	1:04.77	12
2	Randy Bridge	** 1:04.62	F1 11
3	Matt Fehling	1:05.20	F0 11
4	Adam Grim	1:08.91	10
5	Jim Katz	1:04.93	9
6	Craig Grunkemeyer	1:04.69	F0 8
7	Tom Scott	1:04.69	F0 8
8	Dennis O'Brien	1:06.70	F0 8
9	Richard Tucker	1:08.10	F0 8
10	Tim Yousey	1:08.56	F0 8
11	Marcus Blanchard	1:08.75	7
12	Mike Langlois	1:09.52	7
13	John McDermott	1:10.19	7
14	Ray Brown	1:10.50	6
15	Trey Witte	1:20.08	6
16	Robert Vess	1:06.61	5
17	Scott Smith	1:14.41	5
18	Bryan Blanchard	1:12.41	3
19	Dean Stone	0:00.00	0
20	Richard Zisa	0:00.00	0

## Tangerine 2012

Ordered By Points Within Class

After 4 Rounds			
424	Name	Low Time	Points
1	Jack Fehling	1:47.33	F2 11
2	Barry Reade	1:40.54	F1 11
3	Trey Witte	1:47.08	F0 11
4	Barry West	** 1:38.64	9
5	Curtis Switzer	1:48.06	9
6	C Kline	1:56.73	9
7	Lin Bradley	1:58.92	7
8	Richard Zisa	1:46.45	5
9	David Gay	2:23.17	5
10	Jerry Salisbury	2:04.16	3
11	Richard Tucker	1:58.31	2

## Tangerine 2012

Ordered By Points Within Class

After 4 Rounds			
Q40	Name	Low Time	Points
1	Tim Yousey	1:02.54	F3 11
2	Matt Fehling	1:02.61	F2 11
3	Jim Katz	1:04.70	F1 11
4	Robert Vess	1:04.00	F0 11
5	Mike Langlois	1:06.27	F0 11
6	Craig Grunkemeyer	** 1:00.76	10
7	Dubb Jett	1:03.35	7
8	Bryan Blanchard	1:05.95	7
9	Marcus Blanchard	1:04.75	6
10	Ray Brown	1:05.17	6
11	Dean Stone	1:06.48	6
12	Mario Travieso	1:11.60	6
13	Adam Grim	1:13.25	6
14	Tom Scott	1:05.00	5
15	Ray Colletto	1:16.23	4
16	John McDermott	1:09.02	3
17	Randy Bridge	1:10.18	3
18	Dennis O'Brien	0:00.00	0

Our next race will be in Mulberry for the 9<sup>th</sup> annual Southern 500. This will be 424 & 426 short course on Saturday, and 424 & 422 long course on Sunday with practice all day Friday for all participants. This event will give the SEMPRA member discounts for all registered SEMPRA pilots. This event will be a drive for donations for the new district Judgeman system, and the Imperial R/C Club will be donating the

profits to assist in our efforts. Please, come and support the club, as well as make a donation to SEMPRA to help us purchase the new lighting system. We will be accepting donations at the race, as well as on the district website at [www.SEMPRA.org](http://www.SEMPRA.org).

We will see you all at the starting line soon...

Scott Smith NMPRA 86t

Upcoming SEMPRA District  
pylon racing events

Mulberry, FL. March 15-17, 2013

**9<sup>th</sup> Annual Southern 500**

422, 424, 426

Markham Park, FL. April 5-7, 2013

**Gold cup**

422 only

Julian, NC. May 4-5, 2013

**OJA Spring Race**

422, 424

-----**Start of 2013 season**-----

Julian, NC. October 5-6, 2013

**OJA Championship Race**

422

Mulberry, FL. October 18-20, 2013

**10<sup>th</sup> Annual Mulberry 500**

422, 424, 426

Julian, NC. November 2-3, 2013

**OJA Champ Race**

EF1, 424 (426?)

**District 8, Jim McGuinn**

– no article submitted

**District 9, Alejandro Vazquez**

– no article submitted

**District 10, Joe Luxford**  
**FUN FIGHTER RACING IN  
AUSTRALIA**

We may have found the perfect introductory pylon racing class to get the uninitiated interested in pylon racing – the Hobby King Fun Fighters. Originally we thought the EF1 class would do it, but that has not happened – mainly because



# District News



they are still not cheap by the time one is in the air and there are very few ARFs available. While there is a range of EF1 kits available to build, very few pilots want to build anymore. The end result was that the EF1 class never got any serious traction in Australia.

The New South Wales pylon racers discovered the Fun Fighters last year and brought one to a race meet in Queensland. As soon as we saw the Rare Bear tracking around the course at 125mph (200kph in our metric units) several people had them flying the following weekend.

The NSW guys prefer the unpainted Rare Bear from HobbyKing that they then paint in their own colours



Gaggle of Rare Bears at NSW race meet with prize from Hobby King in the box

The NSW group is including a Fun Fighter session within their normal race meetings. In Queensland, we saw an opportunity to run electric Fun Fighter race meetings in the Brisbane metro area where noise has prevented us from running races in Brisbane for years. We normally travel three to four hours out of Brisbane to places like Maryborough, Bundaberg, Dalby and Rockhampton to race. Those travel times make it very difficult for us to attract sport flyers to try pylon racing. As a result, our



Pilots and officials at the December Fun Fighter competition – with our sponsor's banner

numbers have stagnated in recent years. Not even holding the world championships in Bundaberg 18 months ago gave us a lift in racer numbers.

So we saw the Fun Fighters as an event that could tick all the boxes, namely very low cost; there is a wide range available that all fly about the same speed and handle very well; the kits are almost ready to fly and only require a battery and receiver fitting; and there are fields in the metro area that will host Fun Fighter races.

We tested the waters with our first Fun Fighter race meeting at my club (TMAC) field at Tingalpa in Brisbane in July last year. We got 12 entries in that event and 15 at the follow up event in December. We tested the waters with our first Fun Fighter race meeting at my club (TMAC) field at Tingalpa in Brisbane in July last year. We got 12 entries in that event and 15 at the follow up event in December. We were really encouraged with the two race meetings on a number of levels: pilots came from four different clubs (the word is spreading), there were two father-son teams and a father-daughter team which means we are getting kids as young as 13 involved and our oldest racer who was trying pylon and Fun Fighters for the first time was in his 60s – so the Fun

Fighters are appealing to all age groups.

Hobby King supported the December event with some excellent prizes. First prize was a Hobby King Rare Bear Fun Fighter kit and second and third prizes were LiPo batteries to drive the Fun Fighters.

Brisbane has great weather most of the year, and it didn't let us down on December 9<sup>th</sup> with blue skies, light wind and 29°C.



Father and son team John and Jack Carney





# District News



TMAC committeeman

Chris Granquist

As you can see above, we allowed other planes to fly on the day provided that they had similar performance to the Fun Fighters. The aim of the competition is to encourage anyone interested in racing electric planes to have a go. As long as their plane is no faster than a Fun Fighter, it is welcome. Most of the times were slow as very few of the pilots have any pylon racing experience. Neil Davy, who won the event with a Sea Fury, is an old pylon racer. He posted a best time of 82 seconds, which is about what he would do with a Viper on the short course that we were flying.

The most popular Fun Fighters in this meeting were the T28 (5), Sea Fury (3) and Rare Bear (2).



Other planes racing included a P40, Me109, AT6, Stryker and EF1.



Neil Davy wins the Rare Bear



Des Newman settles for second place

The equipment used to run the event was very simple in comparison to what we normally use to run a pylon racing competition. In place of electronic timing and lights, the judges used stop watches and flags, and the draw and time recording was done manually on a clipboard. Real back-to-the-future stuff. We want to keep it simple so local clubs can run meets next year.



Chief Judge Tony Singleton (in red cap) and the judges





# District News



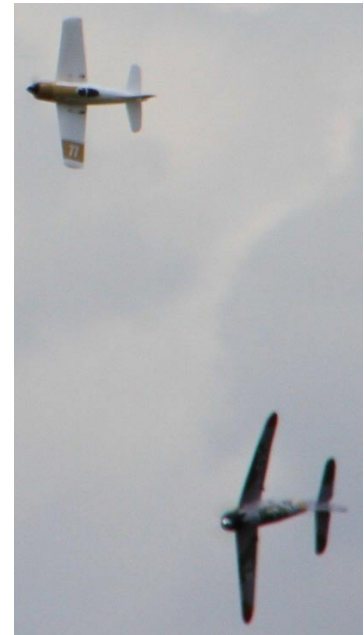
Bruce de Chastel – the starter

We ran the Fun Fighters on our Australian short course with 145m straights from pylon No.1 to 2 and 3 back to 1 and 30m across the base from pylon 2 to 3. Because we press ganged the judges out of the crowd and we didn't have enough for separate time keepers and cut judges, we positioned the judges abeam No.1 pylon and gave them a flag to hold in one hand and a stop watch in the other. Bruce de Chastel ran the start line with his usual panache.



Fun Fighters being hand launched at the start of races

We have four race meetings planned for the Brisbane metro area this year, where we will race both Fun Fighters and F5D. Our big test is to see how many newbies cross over from Fun Fighters to "real" pylon racing. Time will tell.



Rare Bear & Me109 on turn



Rare Bear chasing T28 down the straight



Typical view of the pilots while racing





# District News



## Quickie 500 Points, Lonnie Finch

KCRC - Lee's Summit, MO	10/6/12
KCRC - Lee's Summit, MO	10/7/12
Brooklyn Park, MN	10/6/12
Salem, CT	10/13/12
Mulberry	10/20/12
Tangerine	12/8/12

	NAME	NMPRA #	Races Flown	Total of Best 6 Races
1	Jett, Dub	4I	2	182.80
2	Hulen, Duane	12V	2	172.07
3	Finch, Lonnie	21V	2	160.76
4	O'Brien, Dennis	2S	2	136.20
5	Fehling, Mathew	59S	2	131.60
6	McWilliams, Gordon	4G	2	104.20
7	Tallman, Mike	15G	2	104.20
8	Bridge, Randy	38B	1	94.80
9	Brown, Ray	15T	2	94.80
10	Helsel, Mike	5A	1	93.00
11	Etken, Randy	20W	1	92.44
12	Burnham, Lloyd	22J	1	91.69
13	Tucker, Richard	14S	2	90.20
14	LeValley, Lee	33W	1	86.35
15	Grim, Adam	20S	1	84.40
16	Jump, Eddie	20G	1	80.38
17	Korsen, Craig	16J	1	80.38
18	Larson, Darwin	25U	1	80.27
19	Galarneau, Pat	95W	1	74.19
20	Grunkemeyer, Craig	22P	1	74.00
21	Cappis, Jay	16V	2	70.27
22	Triggs, Bob	21J	1	69.07
23	Scott, Tom	26P	1	68.80
24	Masi, Mike	37J	1	57.76
25	Yousey, Tim	58S	1	53.20
26	Brogdon, Bob	1S	1	52.20
27	Tropea, Joe	28J	1	46.44
28	Langlois, Mike	12R	1	42.80
29	Smith, Scott	86T	2	38.40
30	McDermott, John	2R	1	37.60
31	Haxhi, Jessica	24J	1	35.13
32	Gage, Ron	12W	1	31.61
33	Witte, Trey	23R	1	27.20
34	Berryman, Del	31W	1	25.53
35	Vess, Robert	14R	1	22.00
36	Stewart, Michael	38J	1	12.51
37	Coletto, Ray	53S	1	11.40
38	Stone, Dean	19R	1	6.40
39	Linsangan, Joe	52T	1	1.20
40	Nickodem, Jim	22V	1	1.20
41	Stewart, Calvin	15J	1	1.20
42	Zisa, Richard	15S	1	1.20

## **424 Points, Dave Gavin**

Everyone gets a free pass this month for 424 points. Please join the NMPRA to qualify for next month's points battle!!

Looks like the Sempra boys are taking the early lead for 2013.

See you at the races!

1 Witte, Trey	4	283.66
2 Fehling, Jack	4	250.69
3 Switzer, Curtis	4	246.32
4 Reade, Barry		230.41
5 Tucker, Richard	4	210.85
6 Diepenbroek, Hank	2	160.36
7 Gall, Duane	2	154.60
8 Korsen, Craig	1	101.25
9 Spadaccini, Dino	1	96.70
10 Kline, Charlie	2	95.31
11 Cappis, Jay	2	92.69
12 Orlov, Alexi	1	92.16
13 Triggs, Bob	1	87.61
14 McWilliams, Gordon		86.93
15 Tropea, Joe	1	83.06
16 vanTuyl, Ken	2	81.58
17 Masi, Mike		78.51
18 Obrien, Dennis		77.40
19 Bradley, Lin	2	76.73
20 Cyr, Kevin	1	73.97
21 Duplice, Dennis	1	69.42
22 West, Barry	1	66.24
23 Mazuicki, Mike		64.87
24 Gload, Bill	1	60.32
25 Waterman, Eric	1	55.77
26 Linscott, Jeff	1	51.23
27 Burrows, John	1	46.68
28 Scherrer, Doug	1	46.44
29 Brown, Irl	1	42.13
30 Meyer, Roy		37.58
31 Loucks, Larry	3	34.88
32 Tani, Peter	1	33.03
33 Creech, James	1	29.07
34 Zisa, Richard	1	29.07
35 Guy, Bud Jr.	1	28.49
36 Burnham, Lloyd	1	23.94
37 Kittler, Art	1	23.82
38 Gay, David		20.98
39 Salisbury, Jerry		20.98
40 Haxhi, Jessica	1	19.39
41 Jump, Eddie	1	18.07
42 Stewart, Michael	1	14.84
43 Speiser, Cale	1	12.51
44 Balrush, Peter	1	10.30
45 Willett, Alan	1	5.75
46 Daus, Edward	1	1.20
47 Gosnell, Barry	1	1.20



# District News



**National Contest Director, Mike Helsel**

## NMPRA Master Race Schedule 2013

1/26/2013

Date	Location	Events	Comments	Contact	Other Info
<b>February</b>					
23rd - 24th	Los Angeles	422	Q40 Classic - LA	Travis Flynn	
<b>March</b>					
16th - 17th	Mulberry, FL	424, 426, 422	Southern 500	Scott Smith	<a href="#">Southern 500</a>
<b>April</b>					
6th - 7th	Ft Lauderdale	422	South Florida Nationals	Ray Brown	
20th	Brooklyn Park, MN	426	NCPL	Phil Zuidema	<a href="mailto:phzuidema@comcast.net">phzuidema@comcast.net</a>
20th - 21st	Woodland, CA	EF1		Robert Holik	<a href="mailto:apcprop@aol.com">apcprop@aol.com</a>
<b>May</b>					
4th	Brooklyn Park, MN	426	NCPL	Phil Zuidema	<a href="mailto:phzuidema@comcast.net">phzuidema@comcast.net</a>
4th - 5th	Old Julian Airport, NC	424, 422		Jim Katz	<a href="mailto:mrjrkatz@aol.com">mrjrkatz@aol.com</a>
4th - 5th	Toledo, OH	424, 426, EF1	TWS	Kevin Matney	<a href="mailto:matneymodels@gmail.com">matneymodels@gmail.com</a>
18th	Owatonna, NM	426	NCPL	Randy Etken	<a href="mailto:r140_racer@msn.com">r140_racer@msn.com</a>
18th - 19th	Muncie, IN	424, 426, 422	Caps	R. Vogelsang	<a href="mailto:vogelsrf@gmail.com">vogelsrf@gmail.com</a>
<b>June</b>					
1st - 2nd	Cincinnati, OH	424/426/422	Moon Shot	CAPS - GCRC	<a href="mailto:askus@scottmodels.com">askus@scottmodels.com</a>
8th	Brooklyn Park, MN	426	NCPL	Tom Brockman	<a href="mailto:tbrockman@forestlake.k12.mn">tbrockman@forestlake.k12.mn</a>
15th - 16th	Chicopee, MA	422/426	Westover AFB	Lloyd Burnham	
16th	Brooklyn Park, MN	EF1	NCPL	Pat Galarneault	<a href="mailto:pkq@cloudnet.com">pkq@cloudnet.com</a>
22nd - 23rd	Kansas City, Mo	424, 426, 422	HSF	Moe Vereecke	<a href="mailto:moev@ymail.com">moev@ymail.com</a>
<b>July</b>					
6th	Brooklyn Park, MN	426	NCPL	Del Berryman	<a href="mailto:del31@charter.net">del31@charter.net</a>
14th - 20th	Muncie, IN	EF1, 426, 422	NATS	NMPRA/AMA/CAPS	
20th	Brooklyn Park, MN	EF1	NCPL	Ron Gage	<a href="mailto:thegages8511@comcast.net">thegages8511@comcast.net</a>
<b>Aug</b>					
3rd	Brooklyn Park, MN	426	NCPL	Jerry Elert	<a href="mailto:jerry@conmechservices.com">jerry@conmechservices.com</a>
10th - 11th	Albuquerque, NM	424, 426	2 one day races	Chuck Andraka	<a href="mailto:ceandra@comcast.net">ceandra@comcast.net</a>
24th	Brooklyn Park, MN	426	NCPL	Al Schwartz	<a href="mailto:alberts@comcast.net">alberts@comcast.net</a>
24th - 25th	Muncie, In	424, 426, 422	CAPS	Carolyn Martin	<a href="mailto:abbelrents@fuse.net">abbelrents@fuse.net</a>
24th - 25th	Whelton, WA	422, 426, 428, APRA Q500, and EF1		Tom Strom Jr.	
<b>September</b>					
7th	Brooklyn Park, MN	426	NCPL	Pat Rediz	<a href="mailto:rediz001@comcast.net">rediz001@comcast.net</a>
7th - 8th	Woodland, CA	422, 426	Burgdorf Memorial	Robert Holik	<a href="mailto:apcprop@aol.com">apcprop@aol.com</a>
21st	Bloomington, IL	424, 426	CAPS-SIRS	Jay Cappis	<a href="mailto:cappis4@msn.com">cappis4@msn.com</a>
28th	Brooklyn Park, MN	426	NCPL	Randy Etken	<a href="mailto:r140racer@msn.com">r140racer@msn.com</a>
<b>October</b>					
5th - 6th	Old Julian Airport, NC	NMPRA Champ Race for 422		Jim Katz	<a href="mailto:mrjrkatz@aol.com">mrjrkatz@aol.com</a>
<b>November</b>					
2nd - 3rd	Old Julian Airport	EF1, 424,	May add 426	Trey Witte	<a href="mailto:treywitte1@gmail.com">treywitte1@gmail.com</a>
<b>December</b>					

# NMPRA Hall of Fame

## Nomination Form

Nominee name: \_\_\_\_\_

Nominee is :    Living ☐            Deceased ☐

*Contact information for the nominee or, if deceased, suggested representative of nominee*

Contact name: \_\_\_\_\_

Relationship to nominee: \_\_\_\_\_

Contact phone: \_\_\_\_\_

Contact email: \_\_\_\_\_

Contact Address: \_\_\_\_\_

City: \_\_\_\_\_

State: \_\_\_\_\_

Zip: \_\_\_\_\_

### **Basis for nomination, with consideration of criteria:**

In 500 words or less, please summarize the outstanding contributions and achievements of the nominee. (Add space as needed if submitting electronically. Attach page(s) if submitting hard copy nomination.)

References:

Please provide a minimum of three people familiar with the nominee and his/her achievements who are supportive of this nomination. For each, include name, relationship to nominee (if any), organizational affiliation (if applicable), their phone and/or email

Nomination submitted by:

Contact name:

Contact phone:

Contact email:

Contact Address:

City:

State:

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## 2013 NMPRA Membership Application

Please check all appropriate boxes.

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

Name \_\_\_\_\_ Phone Home \_\_\_\_\_

Mail Address \_\_\_\_\_ Phone Cell \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Date of Birth (mm/dd/yyyy) \_\_\_\_\_ AMA number \_\_\_\_\_ NMPRA Number \_\_\_\_\_

Occupation \_\_\_\_\_ E-mail \_\_\_\_\_

- I currently fly: ☐ Q40 ☐ Q500 ☐ FAI ☐ Electric
- I am purchasing: ☐ Renewal membership with Internet Newsletter - \$25.00  
☐ New membership with Internet Newsletter - \$15.00  
☐ USA membership with mailed Newsletter - \$40.00  
☐ Outside USA with mailed Newsletter - \$50.00

### Make Check Payable to: NMPRA

I currently wear \_\_\_\_\_ size shirt

### Mail to: Secretary/Treasurer

Lonnie Finch  
 4713 Hedges  
 Kansas City MO, 64133  
 (816) 353-7213

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