

The Pylon Racer's Official Voice

NMPRA

HIGH PERFORMANCE

National Miniature Pylon Racing Association • Since 1965 • AMA Affiliated • April 2013

President's Corner

Racing Videos and promotion

Bob Tarlau and the Valley Flyers have put together some great videos on the NMPRA Championship Race last fall and the recent Basin Q40 Classic. They can be found here: <http://vimeo.com/61047013> and <http://vimeo.com/53478913>. These videos were recently added to the AMA website and were part of their blog pages (<http://amablog.modelaircraft.org/events/2013/03/11/national-miniature-pylon-racing-associations-basin-q40-classic/>). They are professionally produced and are exactly the type of video we need to promote pylon racing. We still have an open challenge to everyone to get pictures of your model or model with a model to me so I can push to get pylon the coverage it deserves. Please take the time throughout the 2013 season to capture pictures and share them. Finally, work with district VPs to get your race results published.

Membership Status

2013 MEMBERSHIP: At this point we are now past due with your membership if you haven't taken the time to renew yet this year. Please take the time to re-new. After April 15th, Lonnie will be sending an email reminder as well.

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 include

1. **A Vortex Q-500 model custom-built by Chuck Bridge with the winner's colors and numbers**
2. **A Jett 426 motor, donated by Dennis O'Brien**
3. **A Nelson 422 motor, donated by Aero Racing Engines**

4. **A Spektrum DX7 Radio, donated by Horizon Hobby**
5. **A Futaba 6EX Radio, donated by Great Planes**
6. **A Shoestring EF-1 ARF kit, donated by Horizon Hobby**
7. **A Proud Bird EF-1 ARF kit, donated by Great Planes**
8. **A ParkZone UM P-40 (PKZU1980), donated by Horizon Hobby**
9. **A HobbyZone UM Champ (HBZ4900), donated by Horizon Hobby**

Please do your best to help support the US team. Donations are being accepted via PayPal at the following link: <http://www.nmpra.org/FAI.htm>

NMPRA Hall of Fame

This is a reminder that nominations are due. If you think someone should be a member of the NMPRA Hall of Fame, you need to submit a nomination form. Don't let someone else do it for you; take the time to honor those who made racing what it is and the sport we all enjoy.

Here are the details from the last newsletter: 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. 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

Trey Witte was kind enough to put all the OLD newsletters that were available onto a CD for the NMPRA. Bernie will be posting the newsletters on the NMPRA website at the end of 2013. At this point we are still missing newsletters from 1990 through 2005. If you have any newsletters from this time, please let me know.

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

High Performance Information

High Performance is published 6 times per year.
Information for publication can be forwarded to:
NMPRA Editor, Linda Brogdon
5251 Hermitage Dr.
Powder Springs, GA 30127
Phone: (770) 421-8838
Email: brogdonlh@comcast.net

If possible, please submit information in Microsoft Word format

Race Announcement Policy

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

Advertising Rates

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

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

Wanted

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

along with a snapshot of your ugly mug. Please don't limit your submission to yourself. If you have information of a racer from the past, let's post it. Send all submissions to Bernie: web@nmpra.org

Apparel

NMPRA hats and T-shirts: If you are interested in purchasing a hat or T-shirt, please contact Moe for details. Moe's contact information is: moev@ymail.com or (816) 810-655. Details will be listed on the NMPRA forums in the "FOR SALE" section.

Final Thoughts

The weather is starting to turn here and that is a good thing. The winter takes its toll and I am ready for warm weather. The kids have been keeping me busy lately, and I



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am very proud of my daughter because she recently placed 7th at the Illinois level 6 state meet. And my son is full swing into baseball. Until we meet again, may your needle never be set too lean and your turns always be tight.
Dan Kane

District 1. Tom Hegland

Hello, District One! To say the least, our racing season is in full swing with the completion of the Basin Q-40 Classic, the San Gabriel Valley Radio Control League California Q-500 and EF-1, and the George Finch Memorial Pylon Race also at the Basin. I'm pretty sure everybody knows the recent issues with the Speedworld flying field which caused Jim Allen to cancel this year's Winterfest and seriously jeopardize the 2013 Q-40 Classic. Well, a big thanks to the San Fernando Valley Flyers Radio Control Club and key District 1 racers who stepped up to plan and coordinate this hugely successful "Basin" Q-40 Classic. This year's "Classic" had 57 entries from seven different countries. Included within the 57 entries were three District 1 racers for which this was their first Q-40 race. Welcome Pietro Palumbo, Sam San, and Mario Salazar to the thrill of Q-40 racing. I already mentioned the "team" effort involved to successfully pull off this event; I must also thank the San Gabriel Valley Radio Control League (Whittier club) for closing their field to sport flyers on Wednesday and Thursday and setting up the pylons for those arriving early to have a dedicated place to prep and practice. Friday's Basin practice day gave Phoenix a run for its money as far as perfect weather; it was beautiful and greatly appreciated by our northern friends in attendance.



As usual some patience was required before you were able to head out to the flight line. There was no doubt everybody brought their "fast stuff" and "A-Game" to this event. This day was my first exposure to one of Jerry Small's new projects – the September Fury. I suspect we'll be seeing these on the podium soon.

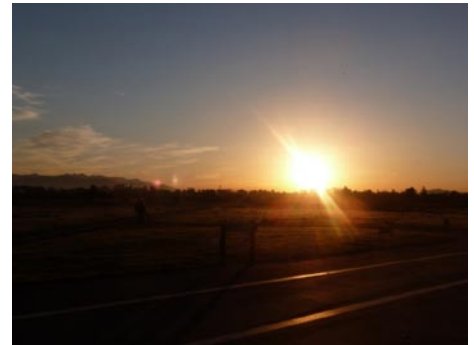


Dan Kane's September Fury

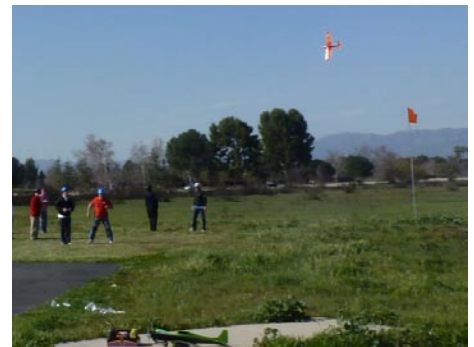


Dub Jett's September Fury

Saturday morning, another beautiful day with light winds out of the south. Those wanting to get early morning trim flights were greeted with a challenging Southern California sunrise.



Here We Go – Let's Race! At the completion of Round 1, it was Gary Schmidt leading this thoroughbred field with a fast time of 1:01.04. Gary was closely followed by Gino Del Ponte's 1:01.09. Gino just back from Afghanistan earlier that week, didn't seem to miss a beat. Rusty Van Baren cruised in his heat with the third fastest Round 1 time of 1:01.83. Gilles DesGruelles and caller Rob Metkenmeier from the Netherlands had their act together as Gilles turned a Round 1 time of 1:02.64. The only casualty this round was Matias Salar losing his Sweet Vee due to a mechanical problem coming around pylon 3.



Dan Kane looking tight coming around pylon 2 as he cruises to a 1st round 1:01.31

Round 2 saw Gary Schmidt lowering his fast time down to 1:00.70. In similar fashion Rusty Van Baren lowered his Round 1 time of 1:01.83 by half a second. Unfortunately, Sam San's first Q-40 race ended abruptly when he tangled with Gary Freeman on takeoff, with



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Gary's prop taking out Sam's tail. Gary motored on with a slightly smaller prop and Sam didn't have far to walk to pick up the pieces. Highlight of Round 3 was Rusty turning the first (of many to come later) sub-one minute time with a 0:59.63. At the conclusion of Round 3, Rusty Van Baren, Gino Del Ponte, Gary Schmidt, Jim Allen, Roy Andrassy, and Lee Von Der Hey were all clean with 12 points. Throughout the first 3 rounds, loss or damage to equipment was much less than I expected considering the closely matched competitive racing. Well, Round 4 saw the carnage increase exponentially. I lost count, but I would guess 8 – 10 planes were lost in this round. I recall one back-to-back-to-back heats where either a mid-air or a bad-air mishap occurred. On the positive side, this round showcased Gino becoming a member of this weekend's sub-one minute club with a 0:59.88, Mario Salazar winning his first Q-40 heat, and Joanne Coffey turning a personnel best time of 1:05.89. At the end of this round five people remained clean: Rusty Van Baren (0:59.63), Gino DelPonte (0.59.88), Gary Schmidt (1:00.70), Roy Andrassy (1:00.80), and Jim Allen (1:01.90). One point down were Travis Flynn (1:01.05) and Lee Von Der Hey (1:02.04).



Round 4 action: First flag Allan Umbach and John McDermott, Second flag Graig Grunkemeyer and Randy Bridge

In Round 5 both Jim Allen and Gino dropped out of the 1st place tie as Jim picked up a third place finish and Gino mid-aired with Delbert Godon. Gabriel Tahan put the finishing touch on his frustrating weekend with a crash at pylon 3. Although 8 points down, Richard Verano put in a flawless run to take fast time away from Rusty with a "honking" 0:59.10. So with Saturday in the books, the top 5 were Rusty Van Baren (0:59.63), Gary Schmidt (1:00.70), Roy Andrassy (1:00.80), Travis Flynn (1:01.05) one point down and Jim Allen (1:01.90) two points down. Fast time Richard Verano (0:59.10).

Saturday's competitiveness and competition was impressive. Some great climbs up the leader board from less than desirable starts were notable and include Randy Smith improving from 34th place to 11th place, Craig Grunkemeyer 31st place to 10th place, Dub Jett 51st place to 15th place, and David Lloyd 25th place to 6th place.

Sunday's highlights were wind, wind, and more gusty wind. Winds coming from the north in the 20 to 25 mph range were forecast for Sunday and unfortunately the meteorologists nailed their predictions. After some early morning measurements the course was reversed and the pits reorganized to ensure required safety setbacks. After the course system was checked out, the racing commenced. During Round 6 it became clear who was comfortable with racing in 25 mph gusty winds and who was not. I was in the latter category as landing in these winds was to say the least "a hand full." I can't remember who had this unfortunate experience, but I've never seen a Q-40 takeoff and do an immediate 100 foot diameter loop and crash between pylon 2 and 3. Lesson learned here, best

to keep the nose down during takeoffs in these conditions. Rusty had a scare in his Round 6 heat against Dub Jett, David Lloyd, and Delbert Godon. The original finish of this heat was Dub 1st, Rusty 2nd, David 3rd and Delbert 4th. However a system glitch necessitated a re-fly. Rusty prevailed in the re-fly with David taking 2nd, Dub 3rd, and Delbert 4th.

On to Round 7. There were several incredible heats in this round. In heat number 2, Mario Salazar in his first Q-40 race shocked everybody by laying down a 0:58.45. In the best conditions this is an awesome time; under these conditions "off the charts." After reviewing the post-round-7 results, Dan Kane also ran a 59.63 trying to catch Mario. Next up was Rusty's heat which included Mr. Del Ponte, Jerry Small, and Luis Ochoa. Gino definitely had his sights on a possible fast-time run. This heat started out with Gino in the lead and looking fast; however, by the 7th lap Gino had cut out and shortly thereafter Jerry and Luis mid-aired, allowing Rusty to cruise to victory. The last heat in Round 7 involved a battle between Roy Andrassy and Jim Allen. Jim saw a chance to get back into the top three, and Roy was on a mission to stay clean. This turned into a classic (Basin Classic) duel between Jim and Roy. Unfortunately, this duel ended up with both combatants dead with Jim and Roy cutting out. This round also saw Bruce Coffey make Bob Tarlau's video highlights real, as Bruce planted his Q-40 between pylons 2 and 3 while the camera was rolling. At the completion of Round 7, a pilots' meeting was held and a vote was taken whether to fly another round in these conditions or call this race done at 7 rounds. As was the racing all weekend, the first vote



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was close; in fact, the vote was a tie. The next vote was a slight majority not to fly another round. Bring on the fly-offs. After 7 rounds Rusty Van Baren and Gary Schmidt were the sole survivors to remain clean. Tied for 3rd place with 24 points each were Roy Andrassy and David Lloyd. Tied for 5th place were Mario Salazar, Travis Flynn, Craig Grunkemeyer, Jim Allen, Randy Smith, and Mike Tallman. It was agreed to by the pilots that 5th through 10th place would be decided by time. Similarly, it was agreed to fly off for 1st place and 3rd place. The fly-off for 3rd place involved Roy Andrassy and David Lloyd. This "take no prisoners" or "take no planes home" fly-off lasted slightly over 2000 feet as Roy and David came together on lap 2. Roy's Polecat immediately went in, while David was able to catch control of his wounded Too Sweet and land. This unfortunate event enabled Roy to take 3rd based on time. I couldn't remember when I ever saw a fly-off where at least one of the planes didn't finish. Next up, Rusty and Gary were to do battle for 1st place. Unfortunately for everybody watching, Gary scrubbed his prop on takeoff and shut things down before he got off the ground. So this allowed Rusty to cruise to relaxed fly-off victory. Not! On the 3rd lap Rusty was a couple feet off the deck coming out of pylon 1 and suddenly pointed his Ashley straight up and quickly exceeded the Basin 400 foot altitude limit. Rusty shut his Ashley down and landed. Man, I can't remember when I ever saw a fly-off where nobody finished! Oh wait, I saw that 5 minutes ago. Why did Rusty bail out of his solo fly-off win? Well, apparently his caller Doug Killebrew, was standing in front of him and Rusty couldn't see his plane coming around pylon

1. Thus, save the plane and take 1st place based on time. Damn, a hotly contested fly-off for 1st would have been the perfect encore to his great weekend of racing.

The top 8 finishers were

1 st	Rusty Van Baren	0:59.63
2 nd	Gary Schmidt	1:00.70
3 rd	Roy Andrassy	1:00.80
4 th	David Lloyd	1:02.25
5 th	Mario Salazar	0:58.45
		Fast Time
6 th	Travis Flynn	1:01.05
7 th	Craig Grunkemeyer	1:01.66
8 th	Jin Allen	1:01.90

Congratulations to all the winners!

due a dedicated team effort to make this a world-class event. Great job, District 1. Special thanks to The Valley Flyers, Travis Flynn, Doug Killebrew, Dan Thordarson, Mario Salazar, Dave Gavin, and Faith Baker. Also can't forget Pete Bergstrom traveling from the Chicago area to be this year's Basin Classic starter.



Bottom (L to R): Gary Schmidt, Rusty Van Baren, Doug Killebrew, Roy Andrassy, and David Lloyd. Top (L to R): Robert Holik, Jim Allen, Mario Salazar, Dan Coe, Travis Flynn, Randy Bridge, Craig Grunkemeyer, and Tom Scott.

During the above photo session Dan Kane pointed out an interesting fact that just about every airframe manufacturer was represented. The top 8 finishing planes included a Rusty Ashley, a Candace, a Polecat (SuperCat), a Too Sweet, a Vendetta, a Loki and an AR-6. The success of this race was truly



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A special thanks goes to Agustin Ibarra (14) and Brano Ibarra (15). These two guys were retrieving landed airplanes and bringing them back to the pits for heats 1 through 105. So let's do some math here (350 ft. x 2 x 105 heats = 73,500 ft.). That's 13.92 miles. Great job, guys!

District 1 schedule for the remainder of 2013:

April 20 and 21	Davis	EF1
May 18 and 19	Whittier	424/EF1
June 8 and 9	Basin	Q-40/426/424
July 15 thru 20	Muncie, In	NATS
Sept 7 and 8	Davis	Q-40/426
Oct 5 and 6	Whittier	424/EF1

As mentioned in the opening paragraph there were two other District 1 races completed in March. These races will be detailed in the next NMPRA Newsletter. My typing fingers are cramping up.

See ya at the races.

Tom Hegland
37c

District 2, Allie Russell

Very little to report this month. A big thanks to the Valley Flyers for stepping up to host the Q-40 classic usually held in Phoenix. They did a stellar job pulling off a world-class race. Everyone had a great time, especially the Canadians with their 4' pizza. We've certainly learned a lot about having a good time from our neighbors from the North-experts in the field of fun. Saturday night's banquet was wonderful, good conversation and great food. Thanks, Travis and Doug, for your dedication to make the weekend a fun time for all of us!!

Things are starting to thaw out around here, and we are looking forward to racing more soon, starting in Calgary next month. Hope to see you there. Let me know if you have any questions about our schedule in the Northwest; we have a full summer of racing planned, and we'd love to have you join us. See you at the races!

-Allie

District 3, Randy Smith

– can't report this issue

District 4, Travis Elbert

Hello fellow NMPRA members.

As spring is upon us and racing season is fast approaching, I would like to take some time to go over basics. Seasoned racers have a vast knowledge base already although we get complacent at times and there are always new things to learn.

Here is some advice compiled from local racers.

New airplanes

1. Check the ARF or kit for all parts.

2. Check for damage to kit or ARF (i.e., broken stab in Shoestring box, missing wing spar from Miss Dara box).

3. Check your Incidence, wing to stab, wing tip to root, wing tip to wing tip.

4. Check your thrust. (We have seen the firewalls over compressed, due to soft material, throwing off your thrust line).

5. Re-glue your firewall; we have seen this disaster several times; the factory glue just does not cut it.

6. Make sure your wheels turn freely.

7. Check all hinges and linkages.

8. Check your control throws for proper direction (I see this problem every year).

9. Set your aircraft up with dual rates. Having dual rates can help with takeoff and landings as wind changes or if the aircraft is damaged.

10. Balance your props.

11. Always have someone help with the test flight.

Experienced Airplanes

1. Check for any damage (hanger rash, etc.).

2. Check hinges and control horns.

3. Make sure the firewall is still secure.

4. Always look the aircraft over after a rough landing.

5. Test batteries before flight (they may have dumped over the winter).

6. Make certain the landing gear is secure (bolts or damage).

We are all looking forward to this summer's racing season, hope to see you soon.

Travis A Elbert
District 4VP



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District 5, Jim Nikodem



Nitroplanes Miss Dara changed from lots of lime green to red white and blue. A real quality ARF

Last time I went through the District Schedule. One huge addition is a race put on by the Toledo Weak Signals and CD Kevin Matney on May 4th and 5th. There will be two separate one-day races with three events both days: 424, 426, and EF-1. Thank you Kevin for bringing racing back to southeast Michigan! Visit the CAPS website www.capsracing.com to sign up.

I have my Miss Dara's color scheme changed and ready to fly. I liked the Nitro Planes ARF, but did replace some of the hardware provided. Talking about provided, included was a really nice aluminum spinner, all for \$135 plus shipping. I am just waiting for the snow to go away which should be soon. One thing I was concerned about was weight. In the process of recovering, I removed most of the checkerboard decal, but the big weight reduction was to replace the four thumb screw wing bolts with hardware store screws. My Miss Dara came out to the same weight as my kit-built Little Toni and my Shoestring ARF, all about a quarter pound over the minimum. These are fun aerobatic airplanes as well as racers. In addition to an ARF, you need a motor, etc., a couple of batteries, and a charger. It's a real fun and low cost event. Nice looking scale designs too!

Many thanks to Bernie Vanderleest for his work on the District 5 web site and the NMPRA web site. In addition to this, Bernie tallies our points for the season. This is important since we have District Season trophies for 424 and 426. Thanks again, Bernie. See everyone at the races soon!

The new District 5 website is <http://district5.nmpra.org>

District 6, Peter Tani

Hello all,

Hard to believe that yet another snow storm is apparently on its way as I write; it just doesn't seem possible. I bet there are those in District 6 who would lay straight odds we might have to shovel snow at our first race. This has not, however, decreased any of the enthusiasm and great anticipation that exists as we all anxiously await the start of the 2013 racing season here in the Northeast.

Bob and Darlene Beaudette

Seems current NEPRO member and past NMPRA officer Bob Beaudette and his wife Darlene have shown the best sense of all members as they have returned back to Florida recently. All of NEPRO give their best wishes to Bob and Darlene. Bob is looking forward to the good weather, but I'm sure he'll miss the insightful discussions at the NCRCC Field as well as the many chores we had him perform for our racing efforts. A few of us got together for a quick "going away" dinner with the Beaudette's, where there appeared a centerpiece made incorporating a "Roberts Racer" – a Q-500 plane that Bob used to manufacture and sell about 20 years ago. The card we gave them said, "Maybe you think we resent you for leaving, but what really bothers us is that we have to stay here."



On a more somber note, it was with great sadness that Lloyd Burnham reported that Cosmo Petrone had recently passed. Cosmo was a long-time member and active flyer in NEPRO for many years. He was one of the "New York Guys" who have played such an important part of our organization. Cosmo was also one of the key organizers of the WRAMS show. Lloyd noted that his jovial presence will be missed. Cosmo was truly an indelible spirit. He flew in our standard class and never let his health, odds of winning, or the results of a crash ever dim his great passion and love of racing. Past President Joseph Tropea noted that Cosmo was responsible for some of the funniest and most memorable moments he has ever had while racing.

NMPRA letters "M", "R", "P", "K", "N", "E", & "Q"

As of this writing, we have roughly thirty-five NMPRA members from District 6. Thank you to all for joining NMPRA and renewing for 2013. Of these thirty-five members, I am not aware of where roughly fifteen fellow District 6 members race outside of Connecticut and



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the immediate area which includes Delaware, D.C., Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Vermont, Virginia, and West Virginia. Many of you, I see, possess four digit AMA numbers and might be Contest Directors. I have had a chance to meet and even race some of you in Bowie, MD in 2012. I know of three racers who travel from Maine to participate here in Connecticut. I would be interested to learn where the rest of you all might race and would certainly receive information about your activities so that I might bring them to the attention of our national group here in the newsletter. Please also forward any and all race results so that I can bring them to the attention of the national points coordinators.

Points

On the subject of points, while not too much more interesting is going on, I thought to say a few words about points especially for new members who might not be aware. By my measure, there are three types: 1) race points; 2) year-to-date race points; and 3) year-end points. Race points are the easiest; they are just the points you receive on race day that determines finish order. I believe the intent is to reward preparedness, consistency, flying the course, and speed. YTD points are based on your cumulative race points and the number of participants according to a very scary looking formula that actually only evolves simple addition, subtraction, multiplication, and division. I believe the intent is to normalize the results based on participation. The last type, year-end points, determines the final standing at the end of the racing season. A limited number of race

scores are actually counted toward this number. I believe the intent is to allow racers who are unable to attend every last event in their area to still have a reasonable chance for victory at the end of the year.

One other interesting note for newcomers is that the NMPRA race year starts on October 1st and ends on September 30th of the following year. If the October 1st / September 30th national race season "start-stop date" falls within the "middle" of your local racing calendar, then a race (or even two races) might get carried over to what many might consider the following year.

Now the hard part. National race points only count for paid NMPRA members. It is therefore possible for a member who is in good standing at their local club to be delinquent nationally. For example, say a NMPRA member who happened to race at the "final" race of the NEPRO 2012 season on October 13, 2012 in Salem CT, pays both the national and local dues five minutes before the drop of the first flag of the 2013 NEPRO season on May 4, 2013. While this might cause the consternation of the local club treasurer and points coordinator, this same individual has been delinquent nationally for five months, specifically since January 1, 2013. It is a much bigger picture nationally, and after race results are reported for Salem CT, later the same is done in Missouri, Minnesota, and then on in Florida. This same person from the Northeast, where it is undoubtedly snowing and even the thought of racing is silly, appears to have fallen off radar on January 1st. The first national race results including those from four months earlier might actually be first

reported in the February newsletter. National coordinators to my knowledge have always been very gracious and give everyone a bye in this one publication. All have a chance to see how they measure up in the national arena, even some newly minted standard class pilots.

Since it is a relatively slow news day here in the Northeast, I have taken the time to say that I believe it would be much easier for all the volunteers who keep track of these things across the entire nation if everyone made their best effort to remain current and think of renewing in the month of January. One side bar to this; it so happens that since this year's future and last 2013 race in Salem is on September 21st and 22nd; it will fall within the 2013 national racing season, i.e., five Salem races will count in 2013. AMA 424 national point's coordinator Dave Gavin wisely notes that the "Sempra Boys" have taken an early lead, but we will have many more races in 2013, and I hope to see some healthy and well enjoyed competition in the near future.

Judgeman System

It has been brought to my attention by Lloyd Burnham that by the graciousness of the coordinators and developers Tom Scott, Hank Kauffmann, Jim Allen, and many others including those at the AMA that I am sure that I am forgetting, that NEPRO will have access and the use of the "Judgeman System" for the 2013 season. For those who don't yet know, this is the system that was used at the Nats for running the race and that has been worked on and further perfected by the developers. Specifically, it has been updated to include the ability to handle both 9 and 10 lap flyers and many other



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refinements that I don't know enough about to write. We will rent the system, and if we like it, we get to use it.

Many thanks to NEPRO club Secretary Bob Triggs and NEPRO Matrix Tzar Louisa for volunteering to take the lead in running and supporting this racing system. Many many thank you's.

Peter Tani
NMPRA 23J

District 7, Scott Smith

As most of you may already know, SEMPRA has been raising money to purchase the latest Judgeman wireless timing and scoring system. Our last event, the 9th annual Southern 500 in Mulberry, Florida, became our focus event for this effort. Once I began to see the responses for attendance, I knew we were in for a good turnout. We had pilots from all over the Southeastern US, as well as Texas, Minnesota, and Massachusetts. Friday set-up and practice was one of the largest I had ever seen, with 15 to 20 pilots turning laps before lunchtime! We were also fortunate with the weather, as a cold front had just passed through midweek and left us with nice weather in the low 80s during the day and upper 40s through the overnight.

Saturday at most SEMPRA events is quickie day, with 424 & 426 both running on the AMA short course. After Rick and yours truly troubleshooting some equipment set-up issues, we got off to a very late start. Good thing was once we got rolling, it was a problem-free day. 424 had a great turnout with 12 pilots, including four first timers: Dale Harwell, Tony Houde, Shawn McClellan and Tom Craig. 19 pilots in 426 gave the expert class a good field also, with lots of close battles and very close finishes.

At the end of the day, we had only one fly-off in 426 with Mike Helsel coming out on top. Good job, guys! Results & some pictures are below.

Sunday got started off much easier, and we were in the air by 9:30. The weather was nice, with overcast skies and just a little cross wind to keep us cooled off some. Lots of close racing again today and the first time I ever saw a Q40 strike pylon one. I never imagined that plane could make it all the way back to pylon two like that! We were able to get 5 rounds in by midafternoon, and everyone I spoke with said that they had a great weekend of racing. All the pictures and results can be found on the SEMPRA website at www.SEMPRA.org.

Now for the good news; we were able to raise the money for the Judgeman lighting system! I would like to thank all of you who gave generously to help pay for it. A huge **Thank you** to the NMPRA, Imperial R/C Club, CAPS, Dennis O'Brien, Ray Brown, Barry Reade, Mike Langlois, Brad Clayton, Tom Craig, Mike Tallman, Larry Loucks, Ray Colletto, Rick Ruede, and the membership of SEMPRA for donating last year's awards and membership dues. I also want to thank Gary Freeman Jr. for his working with the AMA, who matched all the donations for this event and made this idea a reality for our district. Thanks again to each and every one of you for your contributions; it makes me proud to say that I am a part of such a caring and unselfish group of people.

We will see you all at the starting line soon...
Scott Smith
NMPRA 86t



Scott Smith calling for
Dale Harwell in 424



Brown, Etken, Helsel &
Brogdon in the pits



Lin Bradley calling for Tony Houde



James Creech & Tony Houde



District News



Ordered By Points Within Class

After 4 Rounds			
424	Name	Low Time	Points
1	Jack Fehling	1:33.81	12
2	Dale Harwell	1:40.44	11
3	Larry Loucks	1:39.91	10
4	Curtis Switzer	1:37.46	F2 8
5	Tony Houde	1:45.46	F1 8
6	Shawn McClellan	1:49.36	F0 8
7	Barry Reade	1:37.77	7
8	Randy Etken	** 1:23.60	6
9	Linwell Bradley	2:00.93	6
10	Steve Schuler	1:44.32	4
11	Tom Craig	2:22.68	4
12	James Creech	0:00.00	0

Ordered By Points Within Class

After 4 Rounds			
426	Name	Low Time	Points
1	Mike Helsel	** 1:05.55	F1 12
2	Ray Brown	1:05.98	F0 12
3	Mike Langlois	1:05.63	F1 10
4	Dub Jett	1:08.31	F0 10
5	Jim Katz	1:06.47	F3 9
6	Bryon Blanchard	1:07.14	F2 9
7	Tim Yousey	1:07.61	F1 9
8	Richard Tucker	1:12.62	F0 9
9	Matt Fehling	1:05.86	8
10	Randy Etken	1:10.90	8
11	Bob Brogdon	1:15.54	8
12	Marcus Blanchard	1:09.19	7
13	Adam Grim	1:09.81	7
14	Scott Smith	1:10.21	7
15	Gary Freeman Sr.	1:13.91	6
16	Joe Llanos	1:19.55	6
17	Joe Linsangan	1:10.89	4
18	Steve Baker	1:12.46	4
19	Ray Colieto	0:00.00	0

Ordered By Points Within Class

After 5 Rounds			
424	Name	Low Time	Points
1	Jack Fehling	** 1:47.75	14
2	Tony Houde	2:00.19	13
3	Steve Schuler	1:57.70	12
4	Dale Harwell	1:56.08	11
5	Curtis Switzer	1:49.41	F0 9
6	Larry Loucks	1:52.75	F0 9
7	Shawn McClellan	2:00.41	F0 9
8	Barry Reade	2:00.48	F0 9
9	Linwell Bradley	2:09.06	7
10	James Creech	2:13.66	4

Ordered By Points Within Class

After 5 Rounds			
Q40	Name	Low Time	Points
1	Steve Baker	1:03.44	F2 14
2	Dennis O'Brien	1:05.94	F1 14
3	Marcus Blanchard	1:02.26	F0 14
4	Mike Helsel	1:02.37	13
5	Matt Fehling	1:02.20	F0 12
6	Jim Katz	1:05.84	F0 12
7	Mike Langlois	** 1:01.62	10
8	Dub Jett	1:04.53	10
9	Tim Yousey	1:06.53	10
10	Bob Brogdon	1:13.54	9
11	Gary Freeman Sr.	1:11.09	8
12	Adam Grim	1:04.34	7
13	Richard Tucker	1:15.58	6
14	Ray Brown	C 1:10.54	2
15	Bryon Blanchard	0:00.00	0
16	Randy Bridge	0:00.00	0
17	Steven Vaclav	0:00.00	0

Upcoming SEMPRA District pylon racing events

Markham Park, FL.
Julian, NC.

April 5-7, 2013
May 4-5, 2013

Gold cup
OJA Spring Race

422 only
422, 424

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

Julian, NC.
Mulberry, FL.
Julian, NC.

October 5-6, 2013
October 18-20, 2013
November 2-3, 2013

OJA Championship Race 422
10th Annual Mulberry 500 422, 424, 426
OJA Champ Race EF1, 424 (426?)



District News



District 8, Jim McGuinn

– no article submitted

District 9, Alejandro Vazquez – can't report this issue

District 10, Joe Luxford

– can't report this issue

Q40 Points, Doug Killibrew

QM		
	Location	Date
1	Mulberry	10/21/12
2	Champ Race-Basin	11/3-11/4/12
3	Tangerine	12/9/12
4	Basin Q40 Classic	2/23-2/24/13
5	9th Annual Southern 500	3/17/13
6	Basin	3/24/13

QM Points Standings				
	NAME	NMPRA #	Races Flown	Total of Best 6 Races
1	Helsel, Mike		3	265.48
2	Jett, Dub		4	265.10
3	Flynn, Travis		3	264.14
4	Verano, Richard		3	231.16
5	Yousey, Tim		3	224.43
6	Fehling, Matthew		3	205.84
7	Von Der Hey, Lee		3	204.44
8	Allen, Jim		2	196.01
9	Van Baren, Rusty		2	186.67
10	Holik, Robert		3	178.69
11	Andraka, Chuck		3	177.88
12	Grunkemeyer, Craig		2	169.19
13	O'Brien, Dennis		3	169.16
14	Lloyd, David		3	163.94
15	Schmidt, Gary		2	161.69
16	Katz, Jim		2	149.88
17	Hegland, Tom		2	140.09
18	Blanchard, Marcus		2	139.35
19	Langlois, Mike		2	138.05
20	Kane, Dan		2	138.02
21	Salazar, Mario		2	134.63
22	Tallman, Mike		2	128.79
23	Andrassy, Roy		1	106.74
24	Brogdon, Bob		2	100.72
25	Baker, Steve		1	98.52
26	Smith, Randy		1	95.01
27	Vess, Robert		1	87.53

28	Killebrew, Doug	1	87.19
29	Brown, Ray	3	86.47
30	Salar, Matias	2	85.58
31	Del Ponte, Gino	1	85.24
32	Desgruelles, Gilles	1	83.28
33	Scott, Tom	2	82.10
34	Bridge, Randy	3	79.93
35	Baker, Lyle	1	79.38
36	Thordarson, Dan	2	78.38
37	Coffey, Joanne	2	72.22
38	Blanchard, Bryan	2	72.12
39	Batch, Bryan	1	71.56
40	Beers, Richard	1	69.60
41	Metkemeijer, Rob	1	67.65
42	Colletto, Ray	2	66.12
43	Umbach, Al	1	63.74
44	Moorehouse, Kevin	1	61.79
45	Grim, Adam	2	61.59
46	Freeman Jr., Gary	3	59.52
47	Godon, Delbert	1	55.92
48	Gavin, Dave	2	54.74
49	Redekop, Henry	1	53.97
50	Houston, Doug	1	52.01
51	Freeman Sr., Gary	2	48.19
52	Johanson, Bill	1	48.11
53	Buchler, Raul	1	46.15
54	McDermott, John	2	45.18
55	Picelli, Hudson	1	44.20
56	Stone, Dean	1	41.49
57	Umbach, Kevin	1	40.29
58	Coe, Dan	2	36.48
59	Coffey, Bruce	2	35.62
60	Corum, Don	2	32.14
61	Travieso, Mario	1	29.07
62	Russell, Matt	1	28.56
63	Lever, Barry	1	26.61
64	Tucker, Richard	1	25.53
65	Russell, Alexandria	1	24.65
66	Tahhan, Gabriel	1	22.70
67	Carvalho, Marcello	1	18.79
68	Hartman, Scott	1	12.93
69	Lime, Jim	1	12.71
70	Small, Jerry	1	10.97
71	Rau, Robert	1	9.02
72	Ochoa, Luis	1	7.06
73	Flood, Marty	1	5.11
74	Palumbo, Pietro	1	3.15
75	San, Sam	1	1.20
76	Vaclav, Steven	1	1.20



District News



Quickie 500 Points, Lonnie

Finch – no input submitted

424 Points, Dave Gavin

1	Salem Fall	10/13/12
2	KCRC Fall	10/6/12
3	KCRC Fall	10/7/12
4	Mulberry 500	10/20/12
5	Mulberry 500	10/21/12
6	Tangerine Sat	12/8/12
7	Tangerine Sun	12/9/12
8	Southern 500Sat	3/16/13
9	Southern500Sun	3/17/13
10	BasinMar	3/23/13

Jack Fehling is out to an early lead in the 424 points!

He already has 6 races under his belt. His worst races will be thrown out going forward.

1	Fehling, Jack	6	438.75
2	Switzer, Curtis	6	367.99
3	Reade, Barry		295.88
4	Witte , Trey	4	283.66
5	Tucker , Richard	4	210.85
6	Diepenbroek , Hank	2	160.36
7	Loucks , Larry	5	154.88
8	Gall , Duane	2	154.60
9	Harwell, Dale		148.93
10	Houde, Tony		143.73
11	Korsen, Craig	1	101.25
12	Spadaccini, Dino	1	96.70
13	Kline , Charlie	2	95.31
14	Manning, Scott	1	93.69
15	Cappis, Jay	2	92.69
16	Orlov, Alexi	1	92.16
17	Schuler, Steve	2	90.87
18	Triggs , Bob	1	87.61
19	McWilliams, Gordon		86.93
20	Thompson, Taylor	3	84.38

21	McClellen, Shawn		84.20
22	Tropea, Joe	1	83.06
23	vanTuyl, Ken	2	81.58
24	Masi, Mike		78.51
25	Obrien, Dennis		77.40
26	Bradley, Lin	2	76.73
27	Stotts, Larry		75.07
28	Cyr , Kevin	1	73.97
29	Duplica , Dennis	1	69.42
30	West, Barry	1	66.24
31	Thompson, Chuck	3	65.76
32	Mazuicki , Mike		64.87
33	Gload , Bill	1	60.32
34	Waterman , Eric	1	55.77
35	Linscott, Jeff	1	51.23
36	Elkouby, Benny		47.13
37	Burrows, John	1	46.68
38	Scherrer , Doug	1	46.44
39	Brown, Irl	1	42.13
40	Bradley, Lin	2	38.20
41	Meyer , Roy		37.58
42	Etkin, Randy	1	35.33
43	Tani, Peter	1	33.03
44	Creech, James	3	31.47
45	Zisa, Richard	1	29.07
46	Guy , Bud Jr.	1	28.49
47	Burnham, Lloyd	1	23.94
48	Kittler , Art	1	23.82
49	Gay, David		20.98
50	Salisbury , Jerry		20.98
51	Haxhi , Jessica	1	19.39
52	Jump, Eddie	1	18.07
53	Stewart , Michael	1	14.84
54	Speiser , Cale	1	12.51
55	Balrush , Peter	1	10.30
56	Craig, Tom	1	9.73
57	Willett, Alan	1	5.75
58	Daus , Edward	1	1.20
59	Gosnell , Barry	1	1.20

NMPRA Master Race Schedule 2013

3/25/2013

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



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