

*The Pylon Racer's Official Voice*

# NMPRA

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## HIGH PERFORMANCE

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

### President's Corner

#### Membership Status

Currently, the NMPRA is seeing a drastic decline in membership. At this point in 2013 we are approximately 100 members short of where we were in 2011. I encourage everyone to spread the word and help us get back on track for 2014. The NMPRA works hard to represent all racing districts. Recently, the NMPRA has helped the SEMPRA group purchase an off-course judging system. The NMPRA has also upgraded our NATS equipment to meet the current standards and has been providing this equipment to different groups around the country to use for their local races. Please let me know how the NMPRA could be better and help your area.

#### 2013 NMPRA Champ Race

The OJA group is working hard to make this year's champ race one of the best ever. Visit <http://www.oldjulianairport.org/> and take the time to register. This is a reminder that in order to compete at the Champ Race you must be a current NMPRA member. In talking with the OJA group, we may have several competitors from outside the US, Canada and Mexico; the NMPRA will not require these guests to be NMPRA members and will open this NMPRA Champ race to all foreign competitors.

#### 2014 Election nominations

All nominations for the district Vice President positions or President position are due by September 15<sup>th</sup> 2013. If you wish to run for office, please send your nomination to Lonnie Finch.

#### 2013 US Nationals

June 14 is the deadline for early registration. Please sign up before this date to avoid late fees. Once again the NMPRA, Jett Engineering, and Aero Racing engines will be supplying a large circus tent for the NATS. Stay tuned into the NMPRA forums for information regarding the procedure for reserving your spot.

### 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 raffle will be held at the US Nationals on 7/15. Get your tickets before the NATS! The prizes include the following:

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.

## **Final Thoughts**

As we get busy living in our own little world, we sometimes lose sight of the "BIG" picture. I am talking about all the guys behind the scenes who work their butts off to put on an event that you enjoy. Without these people we would not have races. Show your support and lend a helping hand. Don't lose sight of the "BIG" picture. We need more people racing; we need more press; and we need you to help reach those goals. Do your part and make racing grow. It has been a long time since the NMPRA has had a national presence, and we are finally gaining momentum with distributors and suppliers, all of this despite declining membership. Just think what our voice could be if we stand united. Until we meet again safe landings!

Dan Kane

Please welcome the following new members to the NMPRA:

- Allan Green Corrigan, TX
- David Frisk Austin, TX
- Edward Hazell Fort Worth, TX
- Gilbert Lucero Rosemead, CA
- Jeff Scheffler Neenah, WI
- Eric Grainger Monson, MA
- Tom Melsheimer Painesville, OH
- Robert Albaugh Spokane, WA
- Rafael Molina Peru, IN
- Ron Mendel Sandy, UT
- Taylor Thompson Northridge, CA
- Chuck Thompson Northridge, CA
- Wes Jordan Wichita, KS
- Mark Somers Anaheim, CA
- Marc Somers Anaheim, CA

## **District 1. Tom Hegland**

Howdy District One! The Woodland Davis Aeromodelers and Whittier Narrows San Gabriel Valley Radio Control League provided the hospitality for District 1 pylon action in April and May. Also included in this newsletter are two races I was not able to report on in the March newsletter.

So let's get started. Back in mid-March Lee Von Der Hey and the San Gabriel Valley Radio Control League (Whittier Narrows) held the first in a series of three California Quickie and Electric Quarter Midget (EQM) events. Saturday had a respectable turnout with 18 participants in California Quickie and 12 in EQM. The team of David Hill and Rick Marquez were tough to beat all day in Quickie. David managed to bring home the fast-time trophy with a 1:10.05, closely followed by teammate Rick with a 1:10.08. Lee Von Der Hey did have everybody's number as he finished at the top of the pack one point ahead of David Hill (2<sup>nd</sup>) and Rick Marquez (3<sup>rd</sup>). Rick continues to be competitive with his "high tech" Revolution. I believe that plane has been around longer than I have been racing pylon. When the dust settled Saturday (and the pieces were picked up), EQM results saw guess who (LVDH) in first place followed by Doug Killebrew (2<sup>nd</sup>) and Bill Malo (3<sup>rd</sup>). Doug was consistent and smooth all day and edged out Troy Peterson for fast-time honors by 0.02 seconds.

Saturday's results:

### **Electric Quarter Midget (EQM)**

1 <sup>st</sup>	Lee Von Der Hey	1:16.05
2 <sup>nd</sup>	Doug Killegrew	1:15.07**
		Fast Time
3 <sup>rd</sup>	Bill Malo	1:17.06

### **California Quickie**

1 <sup>st</sup>	Lee Von Der Hey	1:12.05
2 <sup>nd</sup>	David Hill	1:10.05**
		Fast Time
3 <sup>rd</sup>	Rick Marquez	1:10.08

## **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.



On Saturday, Mario Salazar showed some serious speed until an APC 9x6 caught up with his tail.

Sunday's numbers were a bit down due to attrition; however, the racing was fast, competitive, and just "plane" fun. One of Sunday's highlights was seeing "newbie" Gilbert Lucero, under Dan Coe's tutelage, pick up a third place



# District News



trophy in California Quickie. Great job, Gilbert! One of the many competitive races I witnessed saw Robert Rau trying to chew up the V-tail on Lee Von Der Hey's Viper. This heat produced Sunday's Quickie fast time by Mr. Von Der Hey with a 1:08.08. Larry Stotts dominated Sunday's EQM with a 1<sup>st</sup> place finish and fast time of 1:11.06. In round 2, John Powell demonstrated just how many small pieces of cheap Chinese plywood can be generated by an EQM crash, as John T-boned his Proud Bird into pylon 2.

## Sunday's results

### Electric Quarter Midget (EQM)

1 <sup>st</sup>	Larry Stotts	1:11.06**
		Fast Time
2 <sup>nd</sup>	Ted Burns	1:12.03
3 <sup>rd</sup>	Gary Long	1:20.00

### California Quickie

1 <sup>st</sup>	Lee Von Der Hey	1:08.08**
		Fast Time
2 <sup>nd</sup>	David Hill	1:09.00
3 <sup>rd</sup>	Gilbert Lucero	1:18.75

The San Fernando Valley Flyers (Basin) and CD Travis Flynn hosted the fourth annual George Finch Memorial Race on March 23<sup>rd</sup> and 24<sup>th</sup>. Back-to-back weekend trips from the SF Bay area to La-La-Land on the scenic Interstate 5 is, to say the least, a bit mind numbing. CD Travis Flynn implemented a new format which on Saturday showcased APRA (AMA 424) and AMA 426 on the short course and on Sunday AMA 422 and AMA 426 on the long course. Saturday saw 21 entries with 12 participants in AMA 426 and 9 entries in APRA. The weather was perfect, no wind (unlike last month's Q40 Classic). AMA 424 action saw Larry Stotts getting back to the podium on back-to-back weekends and a four-plane flyoff battle for second place in AMA 426 which saw Robert Holik

win that flyoff for a 2<sup>nd</sup> place finish. Travis Flynn followed Lee Von Der Hey's lead from last week by picking up a win in a race he CD'd. Taylor Thompson had a great day in APRA by grabbing 2<sup>nd</sup> place and a Fast Time trophy. The Valley Flyers and CD Travis Flynn really showed how to run an event as 5 rounds were completed by a minute or two past 2:00 pm. After 5 rounds the final results were

### APRA (short course)

1 <sup>st</sup>	Scott Manning	1:29.86
2 <sup>nd</sup>	Taylor Thompson	1:24.08**
		Fast Time
3 <sup>rd</sup>	Larry Stotts	1:27.87

### Saturday's Results

#### AMA 426 (short course)

1 <sup>st</sup>	Travis Flynn	1:03.52**
		Fast time
2 <sup>nd</sup>	Robert Holik	1:05.04
3 <sup>rd</sup>	Dave Gavin	1:07.46

On Sunday, Travis Flynn dominated Q40 by not dropping a point, and Lee Von Der Hey showed some sub-one-minute speed by putting up a Fast Time of 59.87. In AMA 426 Chuck Andraka was king of the hill, with Joanne Coffey taking 2<sup>nd</sup> place in an exciting flyoff with Dan "Mr. Fast Time" Thordarson.

### Sunday's Results

#### AMA 426 (long course)

1 <sup>st</sup>	Chuck Andraka	1:21.09
2 <sup>nd</sup>	Joanne Coffey	1:21.07
3 <sup>rd</sup>	Dan Thordarson	1:17.87 **
		Fast Time

#### AMA 422

1 <sup>st</sup>	Travis Flynn	1:00.76
2 <sup>nd</sup>	Robert Holik	1:02.11
3 <sup>rd</sup>	Lee Von Der Hey	0:59.87**
		Fast Time



Sunday's Q40 "heavy hitters,"  
Travis Flynn 1<sup>st</sup> place and  
Lee VDH Fast Time 0:59.87

Hello Woodland's California! In Northern California the weekend of April 20<sup>th</sup> and 21<sup>st</sup> was time to have some "electron" fun. Thanks to Robert Holik and the Woodland Davis Aeromodelers for putting on another professionally run 3-pole pylon event. The evolution of the EF-1 class was to bring exposure and new pilots to 3-pole pylon racing. Well, it's working here in Northern California. This weekend saw 4 first-time competitors in 3-pole pylon racing. On Saturday first-timers Tony McDonald, Tony's son Jacob McDonald, and Jon Stychno mixed it up with the 3-pole guys. I believe this group was from the Wine County Flyers located where else, NAPA (I think). These guys are not new to pylon racing as the WCF puts on 2-pole events monthly. This group had no problem adapting to 3-pole as on Saturday Tony grabbed 1<sup>st</sup>, Jacob ended up 3<sup>rd</sup> with Fast Time, and Jon came in 4<sup>th</sup> after a fly-off with Jacob.





# District News



Jacob McDonald's first 3-pole race. Jacob was a quick learner, 3<sup>rd</sup> place and fast time with his Miss Dara.



Jacob's father Tony had that Invictus moving Saturday, picking up a 1<sup>st</sup> place trophy.



Another "newbie" to 3-pole, Jon Stychno finished in 4<sup>th</sup> place, both Saturday and Sunday.

I had a interesting Saturday; I was really liking my new Proud Bird and won my first 4 heats. However, in

round five I decided to do a 90mph touch-and-go coming out of 3. A stainless steel landing gear might have saved the prop.

## Saturday's Results

### EF-1

1 <sup>st</sup>	Tony McDonald	1:29.15
2 <sup>nd</sup>	Robert Holik	1:24.27
3 <sup>rd</sup>	Jacob McDonald	1:21.55**
		Fast Time

Sunday saw three additional new faces as Red Jensen, Steve Cole, and Jason Keiter brought out some fast electric stuff. Only thing I can say about Red Jensen is Fast, Fast, and more Fast. Red was showing everybody how it's done by bringing home a 1<sup>st</sup> place trophy and being over 7 seconds faster than anybody else out there. Red's fast time was a 1:12.95.

Steve Cole and Jon Stychno had a flyoff for 3<sup>rd</sup>. Unfortunately for Joe, Sunday's flyoff produced the same results as Saturday's – 4<sup>th</sup> place. Jason Keiter was another new racer to 3-pole; unfortunately I didn't get his picture.

## Sunday's Results

### EF-1

1 <sup>st</sup>	Red Jensen	1:12.95**
		Fast Time
2 <sup>nd</sup>	Robert Holik	1:19.84
3 <sup>rd</sup>	Steve Cole	1:21.55

Thanks again to Robert Holik and the Woodland Davis Aeromodelers for a fun weekend.

Unfortunately I was unable to attend the Whittier California Quickie and Electric Quarter Midget/EF-1 Race held on May 18th and 19th. I heard fun was had by all. Results from that weekend's action:

## Saturday's Results

### Electric Quarter Midget

1 <sup>st</sup>	Larry Stotts	1:14.26
2 <sup>nd</sup>	Lee Von Der Hey	1:13.57**
		Fast Time
3 <sup>rd</sup>	Scott Manning	1:14.60

### California Quickie

1 <sup>st</sup>	Dan Coe	1:10.62**
		Fast Time
2 <sup>nd</sup>	Mario Salazar	1:12.61
3 <sup>rd</sup>	Mark Somers Jr	1:33.42

## Sunday's Results

### Electric Quarter Midget

1 <sup>st</sup>	Ted Burns	1:13.61
2 <sup>nd</sup>	Travis Flynn	1:15.50
3 <sup>rd</sup>	Robert Holik	1:16.03
Fast Time	Dave Yost	1:09.00

### California Quickie

1 <sup>st</sup>	Dave Gavin	1:12.88**
		Fast Time
2 <sup>nd</sup>	Dan Coe	1:14.45
3 <sup>rd</sup>	Joanne Coffey	1:14.34

Hey! Don't forget Basin Racing on June 8<sup>th</sup> and 9<sup>th</sup>. See you all there.

## District 2. Allie Russell

– no article submitted

## District 3. Randy Smith

I was unable to submit an article last time around so I'm doing a little catch up here.

Canada continues to prove to be very competitive in the Q40 event as demonstrated by Roy Andrassy when he traveled to Iga City, Japan to compete in the KFC International Q40 pylon race. There were about 23 competitors from Japan, Australia, and Canada. Racing in a new location that is unfamiliar is always a challenge. The local landscape can affect the way wind blows in and around the pylon course. For these reasons the race in Japan was a real challenge for Roy as it was for all the competitors.



# District News



Day one had great weather, but day two exhibited very strong winds.

After the two-day competition Roy finished in first place and captured the fastest time for the weekend with a blistering time of 57.97 seconds for ten laps. Breaking the one-minute barrier in pylon is an honor that comes with a lot of hard work and practice. There aren't many who have done it. Roy is a member of the sub-one-minute club. Great job, Roy! You have set the bar to a new level for all of us.

Our district racing season began on a soggy weekend in Calgary on May 25, 26. This was a two-day E-F1 and 426/424 race. Despite the rainy weather we had a good turnout of pilots from our district and seven more from the Northwest district. We were really happy to see Darrol and Rhonda Cady, Team Russell, Bryan Batch, Mike Bergan, Ed Alves, Leon Elbert, and the Cloninger team of Leonard and Mike.

We had an excellent turnout for E-F1 with nineteen participants entered. We had a good cross section of the ARF's (Shoestring, Miss Dara, Proud Bird) as well as kit-built and scratch-built designs. We raced on the 375' three-pole course. Six rounds were flown. First, second, and third were taken by Doug Houston, Hank Kauffman, and Ed Bergan. All three of these guys flew the Great Planes Proud Bird ARF that was designed by Jim Allen. Fast time was 1:10.80 by Roy Andrassy flying a Shoestring with EFlite motor and TP batteries. I was having a great day with my Nitroplanes Miss Dara until a Proud Bird took me out of the sky. (Insert sad, frowny face here!...)

We raced 426 Quickie with thirteen competitors. Our 426 event is raced using both the Jett motor and the Nelson SS with expansion

chamber muffler. The local guys loaned the mufflers to the Northwest boys so they could use their Nelson SS 428 motors in the event. This worked out well. They had a great time and were happy with how the Nelson motor performed in this configuration. First, second, and third were taken by Roy Andrassy, Jack Ellefson, and Doug Houston. Fast time was a blistering 59.83 seconds by Mr. Sub-One-Minute himself, Roy Andrassy.

Roy set his fast time during a re-fly with Hank Kauffman. The interesting point here is that Hank was racing with the Jett 426 motor. Roy was using the Nelson SS motor with expansion chamber muffler. Hank chased Roy for 10 laps and was behind Roy only by the distance determined by the staggered start on takeoff. This is further proof that both motors are essentially equal in this 426 mode. Roy backed up his time with a 1:02, 1:03, and a 1:04. We had ideal conditions with no wind and fast air. Roy and Doug Houston swapped fast-time leadership throughout the day. Doug turned 1:03, 1:02, and 1:01. It's a pretty tough crowd! In one of my heats, I flew one of my fastest personal times and came in third!!! These guys push us all to be a better racer, that's for sure.

In June we have our 426/Q40 races in Edmonton and in Regina, followed closely by the long journey to Muncie for the Nats and then another Calgary race immediately after the Nats. Whew! It will be a busy summer of racing. Yahoo!

On a final note, one more contest has been added to our schedule in western Canada. A sport club in Medicine Hat, Alberta has volunteered to host a pylon race for us on Sept 7-8 weekend. The portability of the Judgeman light system has allowed us to offer racing in a club that knows nothing about racing. The Edmonton crew is bringing the portable pylons. The district guys will supply the expertise to help coordinate the race. The club from Medicine Hat is providing the race course judges and volunteers to put on the contest. Besides another race for NMPRA points, the benefit to pylon is that it gets positive exposure outside of our normal club circuit. A club full of sport flyers gets to see what we do and to participate in it. This is great for pylon and may even generate some new interest in racing down the road.

Randy Smith



Nineteen pilots from Canada and the Northwest district raced in Electric Formula One in Calgary, Alberta on May 25<sup>th</sup>.





# District News



## **District 4, Travis Elbert**

– no article submitted

## **District 5, Jim Nikodem**



Tom Scott working on his EF-1



CAPS President Carolyn Martin  
calling for Ben Martin



New EF-1 racer Tim Lamp

Our racing season started in Muncie with the Indy Shootout in the middle of May. Weather was good overall with two hours of rain Friday around dinner time (after many practice flights) and a two-hour rain delay Saturday morning. Five rounds were still flown of 424 and 426 and four rounds of EF-1. I have seen some new interest in EF-1 this year. We had two new racers in EF-1 who are coming along nicely. I think the event has been around long enough to start gaining interest from non-racers or former racers. That is what I am seeing anyway. The big event, however, continues to be 426, followed closely by 424.

Jay Cappis ended the day on top in 424, with Jim Nikodem second and Malcolm Reynolds in third. Malcolm did his first flight in a year and a half on Friday and proceeded to race extremely well with the help of his dad George calling. Jim Nikodem claimed the fast time on the short course of 1:23.42. In EF-1 Dan Kane Jr. dominated. He came in first with a fast time only a second slower than 424. That is on the same 2.0 mile course. Jim Nikodem was second and Kevin Matney was third.

426 had 15 entries and was very competitive with many fast times. At the end of the day Lonnie Finch came out on top in a fly-off with Dan Kane Jr. An earlier heat gave Dan fast time for the day with a 1:07.49. Third place also came down to a fly-off with Eddie Jump and Tom Scott. Tom cut so Eddie took third.

Sunday had perfect weather with sunny skies and just a light breeze all day. Five rounds of 424 and Q-40 were flown on the long course. Darwin Larson was the only one with a perfect score in 424 and got fast time in his last heat (1:38.05). By the way, the next fastest time

was Malcolm Reynolds with a 1:39.76. Second for the day was Bernie Vanderleest beating Kevin Matney in a fly-off. Malcolm was fourth out of a field of 12. Q-40 was as competitive as usual. Dan Kane Jr. came out on top; Lonnie Finch took second; and in a fly-off with Tom Scott, Terry Frazer took third. Fast time by about a full second was Tom Scott with a 1:04.27.

Many thanks to CD Darwin Larson for keeping things moving and getting us a full weekend of racing despite the weather. Also many thanks to Rick Vogelsang for much behind-the-scenes help. The NMPRA is here to support racing, but we would be nowhere without people like this. Also thanks to Kevin Matney for organizing the Toledo race earlier in May. Unfortunately, it was on the same weekend as Julian NC and as a result did not get enough entries. The Toledo club is booked the rest of the summer, but hopefully Kevin can get a good date for next year. Muncie CAPS races have also had the benefit of having the same Boy Scout Troop as workers for many years now. It is a great fundraiser for them and a great group of workers for us. Their corporate memory provides us with a very experienced group even on the first race of the season.



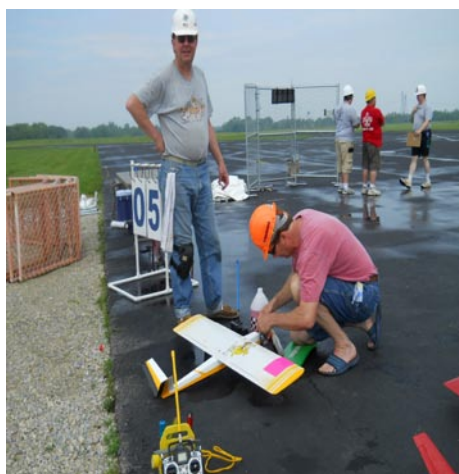
Dan Kane Jr., Dan Kane Sr.,  
and Jay Cappis



# District News



Father and son, George and Malcolm Reynolds



Brothers Mick and Mark (aka Fred) Warning

I just missed the last newsletter with a big problem with the Nitro Planes Miss Dara EF-1. It is a really nice airplane once you cut some weight out which I went over last time. It seems the manufacturer cut weight by slimming the wing tube down. More than one has failed in short order. I have worked out one solution by fitting a wood dowel inside the stock tube. Since no dowel I could find fit exactly, I wrapped it with electrical tape to make a snug fit. Randy Smith came up with a little different solution. He posted this fix to the Miss Dara wing tube on RC Groups web site.

You MUST put a CF tube INSIDE of

the stock one that comes with the Dara. The Dara tube is a serious deficiency in the key wing strength member. Somebody sacrificed quality and reliability for cost (or weight). Anyway, here's your guaranteed MUST DO solution: Go to Goodwinds.com for a CF tube that is OD = 0.394". A suitable length is 16.5". They have plenty in their clearance bin at very reasonable price (\$2.69). Here's the link:

<http://goodwinds.com/394-x-16-5-pult...rbon-tube.html> Find some tape that is 0.005" thick. I use 3M clear tape from True Value hardware stores. Product No. 190. It is my "racing" tape used in many pylon applications. Make a helical wrap of tape around the circumference of the CF tube. Do not overlap the tape, but set the tape wraps side by side to each other. If you overlap the wraps, then the buildup of OD will be too much. Go from one end to the other. Lightly rough up the tape wrap along the entire length of the tube with sandpaper. Glue in with epoxy. See RC Groups for a more detailed description of Randy's fix.

That's it for now. Cincinnati Moonshot coming up in June followed by the NATS in July.

Jim Nikodem

## **District 6. Peter Tani**

Hello all

Salem Spring 2013

We have only recently started our 2013 racing season here in the Northeast. Our first race and season opener was held at the Salem Propbuster's field located in Salem, CT. We opened the two-day event on May 4 with practice in the morning and followed with AMA 424 late morning. Sunday May 5 brought with it both AMA

424 and AMA 426 racing. It was an extremely nice first day of racing with an almost leisurely pace to the day while still flying five rounds of racing. It is possible that those in attendance Saturday knew that a significant number of heavy hitters flying both AMA 424 and AMA 426 would be in attendance the following day and this was their chance to shine and even relax a little while doing it. At the end of the day it was Bob Triggs, Mike Masi, and Miki Konno finishing first, second, and third respectively and a three-way tie for fourth with some equally good company, namely the 2012 reigning 426 National Champion Craig Korsen, my racing partner Mike Maznicki, and even myself.

Sunday brought 18 pilots to AMA 424 and 10 to AMA 426. Lloyd Burnham took first place honors in AMA 424 followed by his student of many years ago Kevin Cyr. Congratulations, Kevin, and thanks for joining NMPRA; you are certainly off to a great start in 2013. AMA 426 ended in a three-way tie for first and a race-horse start flyoff. The top finishing order was Bob Triggs, Lloyd Burnham, and Craig Korsen, with Ralph Rinaldi capturing fast-time for the day with a 1:03.62. Congratulations to all the winners. Thank you, Monica and Louisa, for continued help in running the matrix computer and supporting our many efforts in many departments in 2013.

On a more cautionary note, I will not give up the opportunity to remind everyone in race attendance that it is important to promote an atmosphere where everyone pays attention when aircraft are in the air. On Sunday a mid-air collision resulted in an unusual crash that could have been more serious than it was. Fortunately no one was



# District News



injured, and I will take this opportunity to remind everyone that it is important to remain aware of your surroundings for the minute or so it takes to finish out a heat.

## Westover AFB

Unfortunately, our 2-day race at Westover Air Force Base is cancelled. However, we will still keep the dates of June 14 and 15 as practice days. We were really hoping for a better response for a potentially new high-speed event. The organizers were disappointed and wished for a higher level of interest. I believe some that currently compete in AMA 424 and others that have since retired from competition may have enjoyed returning a debt of thanks through volunteering and officiating.

As before, the security requirements are anyone entering the base has to be cleared 14-days in advance. If there is the slightest possibility you will attend, give me your info because you will not be allowed to enter last minute. "These are the rules!" says Lloyd Burnham. Lloyd's original thread is still active on the NEPRO forum for those who might still wish to participate, should this reach you in time.

## Judgeman System

On a happier note, the Judgeman system worked absolutely wonderfully at our first 2013 race the first time we have ever tried it. Thank you NMPRA for providing us with a brand new light system for officiating our races. Thank you, too, to Sec. Bob Triggs and Louisa for working with this system and providing its oversight for NEPRO. Thank you, too, Bob on behalf of all NEPRO for hauling around the race trailer and for your and Louisa's efforts on race day. We have asked NEPRO membership and their guests if possible to participate in the race-day raffle which will help support this effort.

One unforeseen outcome is that everyone has become a better caller overnight and the racing is tighter. I like it. A thread exists on our forum (top banner fourth over) and the response has been very favorable.

## 2013 Schedule

There have been some early changes to our 2013 NEPRO racing schedule. Most recently has been the postponement of our new venue at the Wintonbury Flying Club to later in the season. If ever in doubt, please visit our website [www.nepro.org](http://www.nepro.org) for the latest. The current schedule appears on the first page. Our next scheduled race is for Ellington CT on Sunday June 2, 2013 where we will run AMA 424 and AMA 426. Thank you to Irv Thurrott, Contest Director and major player in the brain trust for many things racing.

Peter Tani  
NMPRA23J





# District News



## District 7, Scott Smith

The last few weeks have been busy in the Southeast, with quarter 40 races in Markham Park on April 6-7, and in Old Julian Airport for quarter 40 & 424 on May 4-5. Ray Brown as well as Mike Langlois & Jim Katz both had great events as they always do! I have posted the results below, as the event write-ups are all over the NMPRA forums for you to look through at your leisure.

I had asked Dennis O'Brien to write an article on engines, and he has once again opened up his book of tricks and agreed to help us all out and tell us what we all need to do to keep our engines running like we need them to. Here is what he wrote:

Before the race last month, I was going to write an article on another subject, but changed my mind to address something that came to my attention after getting about eight Quickie Jett (AMA 426) engines sent to me for repair and "not performing as they should." I find it hard to believe that fairly new engines are "not performing as they should," particularly since the two 426 Jett engines I have are almost FOUR years old, and I have changed NOTHING in them in that time. My 2012 Nats winning engine is one of those two!! Before getting into the crux of what I have to say, I have found out, as have others, that careful, patient break-in of these engines usually results in a winner. Rushing the break-in or just strapping it to the airplane and going racing usually results in an average (*at best*) engine. Take that for what it is worth.

Now let's cover a few points that may help insure the longevity of a racing engine.

Upon tear down, it was clear that the engine's poor performance could be directly attributed to "pilot error"!!! How could this be, you say? Well, three of the engines' pistons were showing the red and blue tint on their tops indicative of extreme heat, most likely generated by lean runs. Two others had dirt particles in the crank case and were not the result of crash damage, so how that dirt ended up in the engines is anyone's guess. The remaining engines had scratches in the piston and sleeve sides and walls, not to mention most all having traces of rust in the bearings and on crank surfaces. I can only attribute the aforementioned to the OWNER/PILOTS!! Understand that these engines are full bore racing engines, maybe on a slightly lesser performance scale than their Q-40 brothers, but subjecting them to the environments discussed will lead directly to "*not performing as they should.*" This applies to any racing engine, where the slightest amount of any of the scenarios above leads to decreased performance.

Just as Dub mentions in his instructions for the 426 engine, MOST PROBLEMS can be traced back to the fuel system or how the fuel is regulated...you know, the PILOT'S hand on the needle valve!! A good bladder type tank should be used with this engine, particularly in the racing environment. I use Jett tanks exclusively, but there are other good bladder tanks available. Just because it is a bladder type tank does not mean you shouldn't isolate it from vibration or the

resultant rubbing against fiberglass sides or wood bulkheads. I have seen tanks where the outer shell has been worn through as the result of vibration and no insulation installed between the tank and the sides. The result is an air leak, which you do not see (*unlike a fuel leak*). With the resultant loss of pressure around the bladder, the consequence is erratic and almost surely lean runs. Fuel lines should also be insulated from vibration where they exit the fuselage, particularly on fiberglass fuselages, as they will wear/cut a hole in the fuel or pressure line. I use rubber grommets that I purchased at Radio Shack. Don't forget to check your fuel lines for leaks before you install them. There can be a pin hole that you are not aware of, which leads to problems. Place the fuel and pressure lines you are going to use under water, and pressurize them by blowing on them with your fingers pinching the other end, or use a syringe to pressurize them. Do the same to your fuel tank. Many engine problems and erratic runs are a DIRECT result of a fuel tank that has a pressure leak or fuel leak. You'd be amazed at how many tanks that I have found with leaks, particularly the Tetra style that are assembled "*correctly*" and still leak around the fuel line rubber plug. Place the tank under water and pressurize both the bladder side (*fuel feed port*) and the pressure side, (*pressure feed port*). Remember to use long enough fuel line on each port to keep water out of both sides of the tank!!! Go easy when pressurizing the bladder side, as we don't want to rupture



# District News



the bladder, light mouth pressure is adequate. If there are leaks, replace the line or tank assy. Keep tanks clean by flushing regularly, and always use a FILTER in the line when fueling. What can I say about dirt in an engine other than do all that you can to keep it out!! Flying off grass or dirt runways can cause a problem here, as well as "dirty" concrete or asphalt runways. A particle of dirt or sand in an engine getting between the piston and liner wall will surely create a scratch, and you can bet on a power loss which, I might add, is permanent!!!! Dirt getting into bearings also harms the bearing's performance, again, permanent. Are you getting my drift here??? Try as best as you can to keep dirt and sand OUT of the engine!! Enough said. If you crash an engine into dirt, whatever you do, do NOT turn it over!! Take it home and carefully disassemble it (*NOT TURNING IT OVER*), after rinsing under water to get the bulk of the dirt out and off. Then clean all the parts in something like lacquer thinner, mineral spirits, etc., and coat with oil before re-assembly. Fuel lines should only be long enough to reach from the tank to the respective pressure and fuel ports on the engine. You do not want them so short so as to create kinks or binds but not so long so that they flap in the breeze. I have seen fuel and pressure lines that are several inches longer than they need to be, which can cause erratic engine runs as they flop in the breeze and can cause kinking, bubbling, etc. Finally, do not use fuel lines that are too big where they do not seal well on the spray bar or pressure fittings. Even the "small" sized silicone

fuel line is adequate for fuel feed line and gives a good seal at the spray bar. Medium sized works well for the pressure side.

These engines use an interference fit to seal the glo-plug, unlike most sport engines which use a copper gasket to seal at the top of the head. This angle seal at the base of the plug and at the top of the combustion chamber is fragile in the sense that tightening the plug too tight can distort the very thin seal area machined into the head button. I have seen some where the thin area of the head button seal is pushed down into the combustion chamber!!! The result is a plug that is "tight" but leaks compression. This creates a loss of compression, lean runs, hard needle settings, loss of performance, etc., etc. Be careful installing and tightening the glo-plug!!!!

After a day of flying, suck out any remaining fuel in the fuel tank, and remove the fuel and pressure lines from the engine. Lightly blow on the fuel feed line to blow the bladder back up. Leave it in that configuration. NOW, the important final step!! Connect your glo driver to the plug (*making sure that the plug is still good*), and try to start your engine. Any remaining fuel in the crankcase will be run out. Continue bumping the engine several times until you hear and see that there is no sign of the engine firing. At this point, I add several drops of after-run oil into the venturi (*I have my own brew, if interested, contact me and I will tell you the formula!*), and add a liberal squirt of "Blue Block" rust inhibitor, available from Horizon Hobbies. Again, with NO GLO DRIVER ATTACHED, spin over the engine with your starter.

Place your finger off and on the muffler exit, while it is spinning, thereby forcing the mixture throughout the engine. Plug the venturi and the muffler exit to keep dirt and other objects (!) out of the engine, and try store the engine in an air conditioned room.

I hope I have covered areas that may help you keep your Jett 426 engine in top running shape, and keep in mind that these suggestions apply to ALL your racing engines. Any questions give me a call at (407) 619-5191. If no answer, leave me a name and a number, and I will get back to you.

Regards,  
Dennis O'Brien

Thanks Dennis for another great how-to on racing engines to help the new and old race pilot alike. Right now we are looking forward to some of our SEMPRA boys (*Randy Bridge & Ray Brown*) going to the Worlds in the Netherlands, and to the NATS. We wish all of you the best and look forward to the next race. Until next time, we will see you at the starting line soon...

Scott Smith  
NMPRA 86t

Markham Park Q-40			
April 6-7, 2013			
Finish	Name	Low Time	Points
1	A.J. Seaholm	1:00.53	24
2	Matt Fehling	1:01.43	23
3	Scott Causey	1:02.13	22
4	Gabriel Tahan	1:01.78	20
5	Dub Jett	1:02.64	19
6	Joe Hodgins	1:02.77	19
7	Billy Johanson	1:02.53	17
8	Mike Helsel	1:04.23	17
9	Joe Tropea	1:06.46	16
10	Randy Bridge	1:00.90	15
11	Mike Langlois	1:02.92	15
12	Jim Katz	1:02.89	13
13	Mike Masi	1:04.26	13
14	Tom Scott	1:03.35	11
15	Nicolas Yepes	1:02.00	10
16	Ray Coletto	1:08.70	9
17	Steven Vachov	1:07.40	8
18	Dennis O'Brien	1:05.85	6
19	Richard Tucker	1:16.18	4



# District News



## Old Julian Airport Q-40

May 4-5, 2013

Finish	Name	Low Time	Points
1	Dub Jeff	1:04.36	23
2	Tim Yousey	1:06.06	22
3	Mike Helsel	1:02.97	20
4	Larry Lewis	1:05.83	18
5	John McDermont	1:07.72	F2 17
6	Steve Baker	1:06.75	F1 17
7	Billy Johanson	1:05.73	F0 17
8	Mike Langlois	1:05.14	16
9	Matt Fehling	1:07.16	15
10	Joe Hodgins	1:07.53	15
11	Bob Brogdon	1:10.08	14
12	Mike Spencer	1:11.23	14
13	Robert Vess	1:05.52	13
14	Jim Katz	1:05.64	11
15	Dean Stone	1:07.19	11
16	Rick Vogelsang	1:15.00	11
17	Rick Moreland	1:10.55	10
18	Marcus Blanchard	1:06.73	8
19	Terry Frazier	1:08.08	8
20	Mike Eden	C1:17.53	7
21	Joe Rafalowski	1:10.48	5
22	Luis Ochoa	C1:28.17	4
23	Bryan Blanchard	0:00.00	0

Classic at the Basin; sorry for the missed Tequilas with Shasta and floating wasp. Thank you, Randy, for mention at your blog; we promise next year at Phoenix double floating wasps in your glass!!! He, he. Congratulations to all the racers!

This year in Mexico will be great for the races; the guys from Mexico City have programmed four races at their club 424 and 422, and plus the 2 races in Guadalajara we'll have at least six dates for racing this year. It looks like this is growing up again, like the old days with new people; we hope to have a lot of fun this season.

In February we held in Guadalajara our first Q-40 race, a total of 10 rounds Saturday and Sunday like Phoenix format. And the best of all was the premiere of the brand new Hank's JUDGEMAN TIMER SYSTEM!!! Just received from him two weeks prior to the race, but thanks to all the enthusiasm and team's work, we finished installation on time and ran it with success. Thank you very much, Hank, for all your attentions; we all appreciate. Here you have pictures.



## Old Julian Airport 424

May 4-5, 2013

Finish	Name	Low Time	Points
1	James Barr	1:40.55	24
2	Chris Mulcahy	1:45.38	F1 21
3	Brad Clayton	1:44.70	F0 21
4	Joe Hodgins	1:46.92	18
5	Barry Reade	1:51.75	16
6	Mike Rutchka	1:49.86	15
7	Marshal Sanderson	1:51.36	15
8	Jerry Salisbury	1:53.31	15
9	David Ellis	1:44.78	14
10	Dale Harwell	1:44.92	13
11	Dean Stone	1:50.86	12
12	David Gray	2:21.48	12
13	Trey Witte	1:45.75	10
14	Steve Schuler	1:59.00	9
15	Bob Harris	C2:00.44	7
16	Clyde Long	1:56.19	5
17	Jack Fehling	2:01.67	5

### --- 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**

### District 8, Jim McGuinn

- no article submitted

### District 9, Alejandro Vazquez

Hello from Mexico. First of all, we would like to apologize for not being able to attend this year at the Q-40







# District News



**District 10, Joe Luxford**  
– unable to submit this issue



# District News



## Q40 Points, Doug Killibrew

QM	
Location	Date
Mulberry	10/21/12
Champ Race-Basin	11/3-11/4/12
Tangerine	12/9/12
Basin Q40 Classic	2/23-2/24/13
9th Annual Southern	
500	3/17/13
Basin	3/24/13
Wichita	4/22/13
Old Julian	5/4-5/5/13
Caps Shootout	
Muncie	5/19/2013

NAME	Races Flown	Total of Best 6 Races
Jett, Dub	6	400.54
Helsel, Mike	4	326.78
Fehling, Matthew	4	299.91
Flynn, Travis	3	264.14
Kane, Dan	3	232.13
Verano, Richard	3	231.16
Yousey, Tim	3	224.43
Grunkemeyer, Craig	3	207.55
Von Der Hey, Lee	3	204.44
Allen, Jim	2	196.01
Katz, Jim	3	189.33
Van Baren, Rusty	2	186.67
Langlois, Mike	3	182.95
Holik, Robert	3	178.69
Andraka, Chuck	3	177.88
Scott, Tom	4	176.85
O'Brien, Dennis	4	175.83
Lloyd, David	3	163.94
Schmidt, Gary	2	161.69
Beers, Richard	2	161.29
Hegland, Tom	2	140.09
Blanchard, Marcus	2	139.35
Salazar, Mario	2	134.63
Finch, Lonnie	2	131.26
Bridge, Randy	4	130.30
Tallman, Mike	2	128.79
Vereecke, Maurice	2	116.72
Johanson, Bill	2	114.86
Andrassy, Roy	1	106.74
Tahhan, Gabriel	2	105.85
Brogdon, Bob	2	100.72
Seaholm, AJ	1	99.54

Baker, Steve	1	98.52
Smith, Randy	1	95.01
Causey, Scott	1	88.61
Vess, Robert	1	87.53
Killebrew, Doug	1	87.19
Brown, Ray	3	86.47
Salar, Matias	2	85.58
Del Ponte, Gino	1	85.24
Colletto, Ray	3	83.71
Desgruelles, Gilles	1	83.28
Hulen, Duane	1	80.38
Baker, Lyle	1	79.38
Thordarson, Dan	2	78.38
Hodgin, Joe	1	72.22
Coffey, Joanne	2	72.22
Blanchard, Bryan	2	72.12
Batch, Bryan	1	71.56
Metkemeijer, Rob	1	67.65
Umbach, Al	1	63.74
Moorehouse, Kevin	1	61.79
Grim, Adam	2	61.59
Freeman Jr., Gary	3	59.52
Eden, Mike	1	56.95
Godon, Delbert	1	55.92
Tropea, Joe	1	55.83
Gavin, Dave	2	54.74
Redekop, Henry	1	53.97
Houston, Doug	1	52.01
Freeman Sr., Gary	2	48.19
Buchler, Raul	1	46.15
McDermott, John	2	45.18
Picelli, Hudson	1	44.20
Jump, Eddie	2	41.58
Stone, Dean	1	41.49
Umbach, Kevin	1	40.29
Coe, Dan	2	36.48
Coffey, Bruce	2	35.62
Masi, Mike	1	33.98
Corum, Don	2	32.14
Travieso, Mario	1	29.07
Russell, Matt	1	28.56
Tucker, Richard	2	26.73
Lever, Barry	1	26.61
Russell, Alexandria	1	24.65
Vogelsang, Rick	1	19.78
Carvalho, Marcello	1	18.79
Vaclav, Steven	2	13.33
Hartman, Scott	1	12.93



# District News



## Quickie 500 Points, Lonnie Finch

426 Quickie	
Location	Date
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
Wichita, KS	4/20/13
Salem	5/5/13
Brooklyn Park, MN	5/18/13
Muncie, IN	5/18/13
Basin, CA	3/23/13
Basin, CA	3/24/13

426 Quickie				
	NAME	NMPRA #	Races Flown	Total of Best 6 Races
1	Finch, Lonnie	21V	4	351.09
2	Jett, Dub	4I	3	245.20
3	Jump, Eddie	20G	3	236.58
4	Hulen, Duane	12V	3	224.27
5	Burnham, Lloyd	22J	2	174.49
6	Galarneault, Pat	95W	2	172.14
7	Triggs, Bob	21J	2	162.07
8	Korsen, Craig	16J	2	152.98
9	LeValley, Lee	33W	2	152.05
10	Etken, Randy	20W	2	151.69
11	Scott, Tom	26P	2	145.53
12	O'Brien, Dennis	2S	2	136.20
13	McWilliams, Gordon	4G	3	136.00
14	Fehling, Mathew	59S	2	131.60
15	Grunkemeyer, Craig	22P	2	130.13
16	Vereecke, Maurice	23V	2	118.33
17	Gage, Ron	12W	2	116.66
18	Thordarson, Dan	53C	2	111.54
19	Larson, Darwin	25U	2	108.94
20	Tropea, Joe	28J	2	108.84
21	Tallman, Mike	15G	2	104.20
22	Andraka, Chuck	11H	2	97.85
23	Flynn, Travis	55A	1	95.07
24	Bridge, Randy	38B	1	94.80
25	Gavin, Dave	27C	2	93.69

26	Helsel, Mike	5A	1	93.00
27	Cappis, Jay	16V	3	92.07
28	Coe, Dan	42C	2	91.10
29	Kane, Dan Jr.	23U	1	90.47
30	Tucker, Richard	14S	2	90.20
31	Schelling, Don	56C	2	88.52
32	Holik, Robert	23A	1	86.53
33	Grim, Adam	20S	1	84.40
34	Masi, Mike	37J	2	79.36
35	Katz, James	4Q	1	79.20
36	Coffey, Joanne	83B	2	74.83
37	Eden, Mike	61P	1	69.87
38	Coffey, Bruce	81B	1	69.47
39	Haxhi, Jessica	24J	2	66.93
40	Warning, Mick	22W	1	62.02
41	Brogdon, Bob	1S	1	52.20
42	Spaduccini, Dino	12J	1	52.20
43	Nickodem, Jim	22V	2	50.47
44	Blanchard, Marcus	15P	1	48.00
45	Langlois, Mike	12R	1	42.80
46	Vanderleest, Bernie	7W	1	42.40
47	Beers, Richard	22I	1	42.00
48	Smith, Scott	86T	2	38.40
49	McDermott, John	2R	1	37.60
50	Hegland, Tom	37C	2	36.53
51	Gall, Duane	23F	2	36.33
52	Berryman, Del	31W	2	33.18
53	Elert, Jerry	34W	2	27.83
54	Witte, Trey	23R	1	27.20
55	Lucero, Gilbert	16C	1	26.80
56	Glode, Bill	30J	1	23.82
57	Vess, Robert	14R	1	22.00
58	Brown, Kelly	25G	1	21.60
59	Salazar, Mario	18C	1	18.27
60	Matney, Kevin	44W	1	14.93
61	Stewart, Michael	38J	1	12.51
62	Blanchard, Bryan	16P	1	11.60
63	Hartman, Scott	30H	1	11.40
64	Rinaldi, Ralph	27J	1	11.40
65	Ellis, Dave	14P	1	1.20
66	Konno, Miki	12K	1	1.20
67	Linsangan, Joe	52T	1	1.20
68	Zisa, Richard	15S	1	1.20





# District News



## 424 Points, Dave Gavin

Here is my report through June. If you are not on the list, you haven't paid your dues.

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	3/23/2013
11	Wichata Sat	4/20/13
12	Indy Shootout Sat	5/18/13
13	Indy Shootout Sun	5/19/13
14	Wichata Sun	4/21/13
15	Salem Spring Sat	5/4/13
16	Salem Spring Sun	5/5/13
17	Old Julian Spring	5/4/13

1	Fehling, Jack	7	438.75
2	Reade, Barry		353.83
3	Witte , Trey	5	313.64
4	Korsen, Craig	3	266.63
5	Masi, Mike		256.51
6	Cyr , Kevin	3	243.99
7	Tucker , Richard	4	210.85
8	Cappis, Jay	4	198.33
9	Triggs , Bob	3	186.14
10	Tropea, Joe	2	159.08
11	Loucks , Larry	5	154.88
12	Gall , Duane	2	154.60
13	Matney, Kevin		150.23
14	Nikodem, Jim		148.95
15	Larson, Darwin	2	143.62
	Vanderleest,		
16	Bernie	2	142.98
17	Tani, Peter	3	135.30
18	Hartman, Scott	2	134.76
19	Gload , Bill	3	130.48
20	Scherrer , Doug	2	123.84
21	Burnham, Lloyd	2	122.98
22	Warming, Mick	2	116.74
23	Ellis, Dave	3	104.68
24	Spadaccini, Dino	2	103.66

25	McWilliams, Gordon		86.93
26	Konno, Miki	2	86.11
27	Thompson, Taylor	3	84.38
28	Hodgin, Joseph	1	81.78
29	Haxhi , Jessica	2	78.15
30	Obrien, Dennis		77.40
31	Meyer , Roy		73.32
32	Thompson, Chuck	3	65.76
33	Brown, Irl	1	42.13
34	Gosnell , Barry	3	41.70
35	Vogelsang, Rick	1	40.66
36	Etkin, Randy	1	35.33
37	Martin, Ben		35.25
38	Scott, Tom		33.97
39	Stewart , Michael	2	33.31
40	Creech, James	3	31.47
41	Zisa, Richard	1	29.07
42	Kittler , Art	1	23.82
43	Jump, Eddie	1	18.07
44	Balrush , Peter	1	10.30
45	Craig, Tom	1	9.73



# District News



## ***National Contest Coordinator, Mike Helsel***

### NMPRA Master Race Schedule 2013

8/16/2013

Date June	Location	Events	Comments	Contact	Other Info
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.us">tbrockman@forestlake.k12.mn.us</a>
15th - 16th	Chicopee, MA	CANCELLED	Westover AFB		
16th	Brooklyn Park, MN	EF1	NCPL	Pat Galarneault	<a href="mailto:pkg@cloudnet.com">pkg@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>					



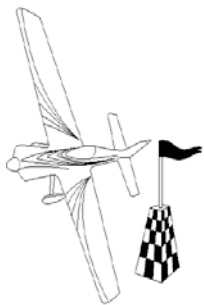
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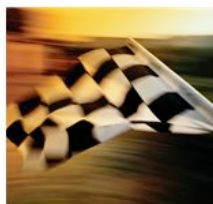
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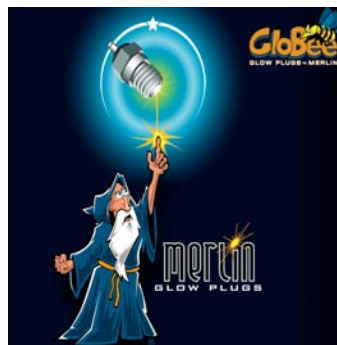
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