



NATIONAL MINIATURE PYLON  
RACING ASSOCIATION

*The Pylon Racer's Official Voice*

## NMPRA HIGH PERFORMANCE

NATIONAL MINIATURE PYLON RACING ASSOCIATION • SINCE 1965 • AMA AFFILIATED • FEBRUARY 2015

### *President's Corner*

by Dan Kane

#### **NEW for 2015**

The membership cycle and the season point's cycle now follow the same period of time. In the past these needed to be staggered due to the champ race being an invitation only event. Since we have moved away from the invitation process, we no longer need to stagger these cycles. As a result all contests that occurred after 9/30/2014 will be included in the 2015 points, and the 2015 points season will end on 12/31/15.

Also we have added a sport section to the newsletter. If you have any input, please provide the details. This month Don will discuss the details of Club 40 and what will be run at the NATS. Personally, I am excited to see what new faces appear at the NATS.

#### **2014 Season Points Awards**

Awards will be available at the PHX QM race for all who attend. All other awards will be shipped around the same time.

#### **2015 USA F3D**

Show your support for the 2015 team by purchasing one or several of their available items. They have hats, t-shirts, and raffle tickets available. The guys will be selling these items at the contests as well as through their website:

<http://teamusaf3d.weebly.com/>.

#### **Hall of Fame Nominations**

The open nomination period for 2015 has now begun. The NMPRA will accept nominations for 6 months starting in January. The nomination forms are located here:

<http://www.nmpra.org/Documents/NMPRAHOFNominationForm.pdf>. If you

feel any past or present racer is worthy of this distinguished honor, you need to take the time to fill out the application. If you need help with this, please contact me. If you don't take action, we can't recognize those that came before us and walk amongst us.

#### **2015 QM Champ Race**

The 2015 Race is scheduled to be hosted by the OJA group. The OJA crew is working hard to host one of the best races in the country. The NMPRA is very pleased that the OJA group agreed to host the champ race in 2015. In 2013 the OJA crew hosted one of the most successful and well-attended champ races in some time. 2015 will be bigger and better than ever. Make sure you stay tuned for details.

#### **2015 US Nationals**

The 2015 NATS Schedule is listed on the bottom of **Page 2**

The Bar-B-Q (Banquet) is planned for Saturday 7/11 after the completion of 424. We are hoping only to pre-sell tickets. Therefore, if you are interested, please be sure to reserve your spot when registering for the NATS. On both the official and unofficial forms you will see the banquet tickets listed.

The AMA will be sending out the registration forms shortly. Hotels are going to be tough to find for Friday and Saturday nights. Therefore, I suggest making your hotel arrangements as soon as possible. Remember that Anderson is the next town over and rooms can usually be found there.

#### **Final Thoughts**

I look forward to 2015. Winter is in full swing in the Midwest, and I am ready for warm weather to arrive. My family and I made the trip to PHX for the Winterfest race, and as usual the Speedworld crew put on a first-class event. I saw some new faces and some old faces who have returned. I applaud all the groups around the country running races. It takes a special individual or group of individuals to run races. Take the time to support and thank the host clubs and do your part to help in 2015.

Until we meet again, may your turns be tight and fast,  
Dan Kane

### *New Members*

Below is the list of new members for 2015.

Randy Hale  
Scott Farnsworth  
Erick Haffman  
Vryan Diffendaffer  
Oscar Coronado  
Dale Olstinske  
Wylie Walters  
Kandace Rawling





# NMPRA SPORT PYLON

## Sport Pylon Racing - Club 40 Tips and Techniques

by Don Stegall

In the December HIGH PERFORMANCE newsletter I talked about Club 40 racing in the Sport Racing Article. Club 40 is going to be raced at the 2015 Pylon NATS in Muncie, Indiana on Friday July 10. The website for information is at [Club40NATS.com](http://Club40NATS.com), and all of the information needed to participate will be on that page and the Club 40 section on the [RCPRO.org](http://RCPRO.org) [Club40Racing.com](http://Club40Racing.com) site.

There are three classes of RCPRO Club 40 now: Club 40 Bronze that allows bushing engines up to .46 displacement, Club 40 Silver that allows ball bearing engines up to .40 displacement, and Club 46 Gold that allows ball bearing engines up to .46 displacement. The 46 class is a new tier that was added to allow the more readily available and more widely used .46 sport engines. As most people know by now, there is a supply issue with the Thunder Tiger PRO 40 engine. Club 40 has always allowed other engines, but the PRO 40 was the preferred engine partially because it is the official AMA 424 engine. The PRO 40 has been very consistent and has had a long production run. There are some alternatives, and I'm reviewing them and adding information to the RCPRO web site Club 40 Silver section.

RCPRO Club 40 Silver is the class that will be run at the 2015 Pylon NATS. Anyone and everyone is invited to race with us in Club 40, even the 422 and 426 pilots. Club 40 may be sport pylon racing, but there are some very good pilots participating in Club 40 including some current and former Giant Scale Racing pilots. If you are used to the 3-pole course, the 2-pole course can be a challenge. With the 2-pole AMA 540-B course, you are flying out in front of yourself. It is harder to judge your "lane," and the turn on the left pylon (#2) can be a little weird to 3-pole racers. It is easy to get out-of-shape if you don't get banked properly.

The inside perspective of the 3-pole course allows for more of a lane perception.

RCPRO Club 40 uses two airframe designs. I recently made introduction videos on YouTube for the Sky Raider Mach II ARF (<http://youtu.be/SzmUYNxyUbg>), which we usually write as SRM2, and the LA Racer 40 ARF (<http://youtu.be/CFmoHC93nAE>) that we sometimes write as LAR or LAR40. Both ARF kits are by The World Models and are distributed in the US by Airborne Models (<http://www.airborne-models.com/>).

A third option is the laser cut Sanaloma Laser Club 40 Raider short kit. It is a clone of the Sky Raider Mach II and allows people to build if they prefer that option. The wing airfoil of all three is the same. And the wing mounting is the same, so wings can be switched. The stabilizer is the same also.



The fuselage moments of the SRM2 and LAR40 are very close, so the planes fly very similarly. The planes do fly with some differences however. The LA Racer has a cowl and a rounded top on the nose going to the canopy into a turtle deck. While it looks more streamlined, the wetted area is greater. The extra fuselage parts make it a little more heavy as well. And it has dual aileron servos with one in each panel. We have a minimum weight of 4 pounds and 8 ounces, and it is harder to get the LA Racer in at that weight.

### 2015 US Nationals Schedule

10-Jul	11-Jul	12-Jul	13-Jul	14-Jul	15-Jul	16-Jul
CLUB 40 SITE 4	AMA 424, SITE 3	EF-1, SITE 3	AMA 426, SITE 3	AMA 426, SITE 3	AMA 422, SITE 3	AMA 422, SITE 3
OPEN PRACTICE SITE 3 ALL PYLON EVENTS PROCESSING FOR 424 AND EF-1 (3:00 PM-5:00 PM)		PROCESSING FOR 426 AND 422 (3:00 PM-5:00 PM)				



# NMPRA SPORT PYLON

## NMPRA Sport Pylon Racing Article

Even if you get the minimum weight with an LA Racer, it seems to benefit more from a smooth course than the SRM2. In a heat race in 2008 at Charlotte, I got about half a lap down with an LA Racer to a lighter, quicker turning SRM2. With Jim Katz calling for me, I made up the distance and turned smooth but tight on the last turn and won by a plane length.

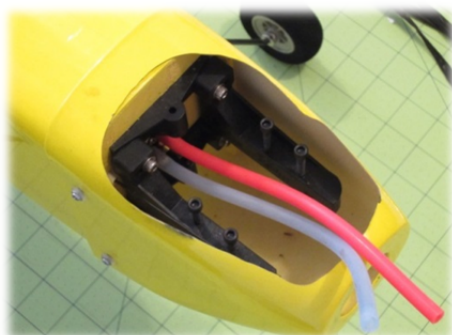


We used to require 4-screw servos on all servos in Club 40 planes. With today's technology and many 2-screw servos having as much or more torque than standard servos, we changed the rules for 2015 to allow 2-screw servos all around. There is a requirement that the servos be of adequate strength, so Hitec HS-55 servos on control surfaces aren't going to get past tech inspection. The servos have to be securely mounted. Now it is more possible to bring an LA Racer 40 in at the minimum weight.

The World Models ARF kits come with everything needed except the engine and radio equipment. The hardware pack is very complete, and many people build them box stock. I am not one of those people. I prefer DU-BRO 716 Super Strength T-Style Control horns with DU-BRO 311 2-56 x 3/4" Socket Head Cap screws cut to length after mounting. I use American nylon clevises and DU-BRO 2-56 pushrods. The 30" pushrods work well in the tubes from the radio compartment to the tail.

The stock tank is generally ok, but I have stripped the threads trying to get the stopper tight enough. Be careful, and it will seal properly, or replace the stopper or the entire tank. In the beginning we allowed the JETT and Tetra bubbleless tanks. Some people saw these as a relatively expensive option with a perceived performance advantage. I think most of the NMPRA audience would believe that a properly used system could have an advantage over a clunk style tank. The RC PRO rules were changed in 2014 to require clunk tanks with the bubbleless tanks no longer allowed. This does simplify the fueling station as fuel jugs can be set up. Some people still use syringes and fuel is available in jugs with a nipple for a fueler. The DU-BRO 408 8 oz. Fuel Tank will fit right in the planes and is plenty of fuel for a heat. The Sullivan RST-8 Rectangular Tank fits with minor grinding.

Backplate mounts are not allowed in RC PRO Club 40. I have used the nylon stock mounts for many years with no problems. I do prepare mine differently from some people, but I know plenty of people who use the same method. The fiber filled nylon mount will easily hold up to tapping for 6-32 screws. Most engines will accept that size of screw, but the Thunder Tiger PRO 40 is not one of them. It is easy to open up the lugs using a 5/32" drill. Stuff paper towel into the carburetor and the exhaust, and wrap the engine up; then drill out the lugs. If you do this, either clean the engine afterwards or somehow get all of the metal removed from the outside of the engine.



In 2013 or 2014, the RC PRO Club 40 Committee decided to allow swapping some parts between the three airframe options. This was convenient because someone could buy a fuselage kit from Sanaloma Laser for less than the cost of an ARF replacement fuselage. And since the wings and stabilizers are fully compatible, finding replacement parts from crashed or crash pile planes is easy. I glue on my stabilizers and fins, so my planes aren't candidates for that. The SRM2 has a bolt on stabilizer and fin. The LA Racer has a glued-in fin and a bolt on stabilizer. The tops of the dual aileron servos stick out on the bottom of the wing on the LA Racer. Some see this as drag and are willing to buy a Sky Raider wing or Sanaloma wing kit to save some drag. There are benefits and drawbacks, and I'll touch on those now.

The ailerons are thin and long. With the torque rods in the SRM2, the aileron is getting moved near the root. The long ailerons can flex and lead to flutter. The LA Racer aileron servos and control horns are near the middle of the aileron. The linkage is tighter, and I have never seen an LA Racer with aileron flutter. The tubes the torque rods are in on the SRM2 are plastic and do wear over time. So I always replace the SRM2 wing torque rods with some made from 4-40 pushrod and 1/8" brass tubing. I have rarely had flutter with this modification in place. On an SRM2 sometimes it is better to tape the outboard aileron tip. This usually takes care of any flutter. I use dual aileron servos even on Sky Raider Mach II wings. I like to be able to mix in differential to straighten out the rolls. Without differential, you get a little bit of barrel rolling. I really don't like this, so I mix it out.

The landing gear on the SRM2 is 5/32" steel wire. The landing gear is a little short, and with longer props and taller grass, it can be an issue. The original SRM2 landing gear blocks were made in a way that they would split on rough landings. We worked on this, and the gear is pretty tough now.





# NMPRA SPORT PYLON

## NMPRA Sport Pylon Racing Article

The LA Racer 40 used to have the wire landing gear, and it was longer. The wire would get bent, and the wheels would have toe-out. The new model LA Racers have flat plate aluminum landing gear with wheel pants. I don't advise using the wheel pants except on paved runways.

The early Sky Raider Mach II planes came with a funky basket weave covering and pre-hinged control surfaces. I and some others convinced The World Models to produce the Sky Raider Mach II and then the LA Racer 40 in solid color covering schemes with

pre-slotted, but un-installed CA hinges. This allowed for easier recovering and adding trim covering. The SRM2 comes in solid white, solid yellow, solid orange, and solid red. The LA Racer comes in solid white and solid yellow in addition to the factory color schemes. The new LA Racer factory scheme planes have a battery hatch for electric power. We are working on developing a Club 40 Electric class, but [ClubWingman.com](http://ClubWingman.com) shares the same motors, batteries, and speed controllers with NMPRA EF1, and the Wingman II with this power setup is about the same speed as a Club 40 plane with the benefit that the propulsion system can be re-used or

shared. The Wingman II is a slightly smaller Sky Raider Mach II and is a blast to fly. Just as the Club 40 planes are.

Club 40 planes are not serious aerobatic planes, but they do enough to learn most basic maneuvers. And with a ball bearing .40 or .46 on one, they make a good racing trainer and a fun everyday plane.

So get you one or two and join us at the 2015 Club 40 NATS during pylon week at Muncie.

## High Performance Information

### Information Submittal

High Performance is published 6 times per year. Information for publication can be forwarded to:

#### Newsletter Editor

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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.

Description	Size	Single	Annual
Full Page	7.5" x 10"	\$50	\$275
1/2 Page	7.5" x 5"	\$35	\$180
1/4 Page	7.5" x 2.5"	\$20	\$95
Business Card	3.625"x 2.375"	\$10	\$45







## DISTRICT NEWS

### District 1: Tom Hegland

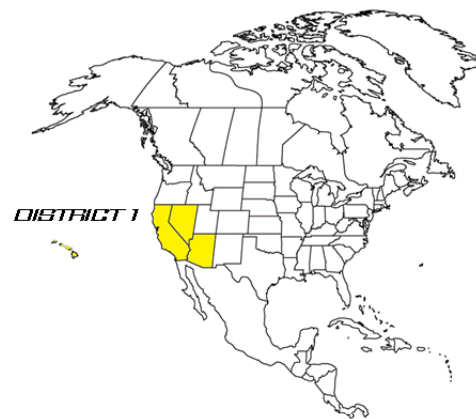
Happy New Year District 1. Typically my February newsletters usually start out with a Winterfest sunrise photo. Well, not this year. In the December District 1 newsletter I didn't have the time to include a write-up the 2014 Champ Race in Shelton Washington, so here we go! Shelton is at the top of my list of awesome racing locations. Great people, beautiful scenery, and crazy fast air (most of the time)! A big thanks to the Sanderson Field Club and the Strom family for putting on a first-class event. It was great to load up the motorhome and get out of drought-stricken California for a mini-vacation. Hadn't seen rain in California for months; however, as soon as we hit the Oregon border, it rained the entire trip up north. Great!



*Somewhere in Oregon. Haven't seen one of these in awhile.*

Pulled into Shelton Thursday afternoon, set up camp, and got in a couple test flights. Fellow District 1 racers who made the trip included Joanne and Bruce Coffey, Dan Coe, Jim Allen, Dave Gavin, and myself. Friday's practice started with a quick engine run which revealed a very "happy" Nelson Q-40 motor. This motor is nearing two years old, and I have never seen any ground RPM's even close to what I was seeing here. I first thought my tach needed a tune-up. Everybody seemed to be screaming and going fast during Friday's practice session. Saturday's racing started on time, and after two rounds only Gary Schmidt and Kevin Moorehouse were clean.

Kevin also had fast time bragging rights with a 1:00.09. Jim Allen wasn't far off the pace with a 1:00.20. After the dust settled, in round 3 Kevin was now in first place by himself and showing off his 1:00.09 fast time. Kevin was followed by Gary Schmidt, Chuck Andraka, and Mike Helsel, each one point down. In round 4 Kevin dropped two points, and Gary, Chuck, and Mike shuffled up into a first-place tie. In a "What's wrong with this picture" moment, Jim Allen had only 4 points after 4 rounds. He was having one of those "What next" days. After round 5 Gary Schmidt and Chuck Andraka were sitting on top of the standings with 19 points each. To my surprise, Kevin's fast time of 1:00.09 was still leading the field. Congratulations to Joanne Coffey and Allie Russell who on Saturday each turned personnel best times of 1:03.05 for Joanne and 1:03.35 for Allie. One of the last to leave the field Saturday afternoon was Jim Allen who got in several engine runs and a couple of test flights. Sunday's racing was slightly delayed to let the fog burn off. Round 6 highlights included Chuck Andraka taking sole possession of first place, two points ahead of Gary Schmidt and Mike Helsel, and Jim Allen taking over fast time honors with a smoking 0:58.30, his personnel best time. That late Saturday engine tuning/flying session found some serious horsepower for Jim. Round 7 saw no changes in the top three; however, Rich Beers did move into 4<sup>th</sup> place. Round 8, the last round, was clutch time for Chuck Andraka clinching 1<sup>st</sup> place with a heat win. Round 8 also had Dan Kane taking aim at Jim Allen's fast time of 0:58.30 by posting his personnel best Q-40 time of 0:58.88. In addition, Dan had an impressive climb in the standings from 26<sup>th</sup> place in round 3 to a 5<sup>th</sup> place tie after 8 rounds. Also, after 8 rounds Mike Helsel and Gary Schmidt were tied for second, and Brian Richmond and Dan Kane were tied for 5<sup>th</sup>. Let the fly-offs begin! First up were Dan Kane and Brian Richmond.



*Brian Richmond firing things up for the 5<sup>th</sup> place fly-off against Dan Kane. This was a classic fly-off between two old F1 friends. In the end, the Richmond/Strom/Sweet V team was able to hold off team Kane/Scott/Miss Dara.*



*Dan Kane congratulates Brian Richmond on his fly-off win and return to AMA pylon racing.*





## DISTRICT NEWS

### District 1 Continued:



Gary Schmidt and Jim Allen "On the Clock" and getting ready to rock and roll



Gary Schmidt and Mike Helsel "dukin' it out" around lap 5. Gary with a commanding four-foot lead



This was a classic fly-off between these two guys with just a little racing experience. Mike victorious this time.



Congratulation Chuck Andraka for your first NMPRA Champ Race win!



Kneeling (left to right): Tom Scott 4<sup>th</sup> Place, Mike Helsel 2<sup>nd</sup> Place, Chuck Andraka 1<sup>st</sup> Place, Gary Schmidt 3<sup>rd</sup> Place, Brian Richmond 5<sup>th</sup> Place. Back row (left to right): Jim Allen Fast Time, Richard Oliver and Rich Beers 7<sup>th</sup> Place, Dan Kane 6<sup>th</sup> Place, Tom Hegland 8<sup>th</sup> Place, Dan Coe 9<sup>th</sup> Place, and Tom Strom Sr. Contest Director.

Phoenix bound! This year's Winterfest was another example of perfect picture-post-card weather, extremely tight racing, and a superb job by Jim Allen and the Speedworld club of running this year's race. Participation was up from last year with 16 in EF1 and 37 in AMA 426. One observation, which was really cool, was the number of racers attending their first Speedworld race. I believe there were two new competitors in EF1, Scott Compton and Eric Huffman. Amongst the 426 crowd, Speedworld was a first time experience for Matt Fehling, Gilbert Lucero, Chuck and Taylor Thompson, Barry Gosnell, and Dirk Van Zuidam. Dirk made the trip to Phoenix from Curaco, a small island in the south Caribbean. In fact, this was the first ever AMA 426 event for Chuck Thompson, Taylor Thompson, and Dirk Van Zuidam. On a side note, Kurt Bozarth made a return to Quickie racing after taking several years off. Good to see Kurt back at Speedworld.



Dirk Van Zuidam, from the Caribbean, not used to the cool Speedworld mornings

The first few rounds in EF1 had Dub Jett leading the pack. After 3 rounds Dub was clean with 12 points, followed by Tony Lopez and myself with 10 points. Dan Kane, flying one of the three Estrellita's I saw over the weekend, was the fast guy to beat with a time of 1:23.80. In round 4 Dub was still cruising and opened up a 4 point lead over myself. Round 5 had Dub drop one point, and Dan Kane, Travis Flynn, and myself were tied for the second place slot. Round 6, I would like to forget as I cut out; however, Dub, Dan, and Travis all won their heats.



Dan Kane showing us a perfect line through pylon 2 and 3





## DISTRICT NEWS

### District 1 Continued:

In round 7 Travis stumbled to a 3<sup>rd</sup> place finish in his heat, which opened the door for Tony Lopez to move into 3<sup>rd</sup> place by himself. Dub and Dan Kane (both flying Estrellita's) continued to dominate their heats. Round 8 highlight was Tony Lopez giving Dan Kane a scare by posting a 1:23.90, just 0.10 seconds off Dan's fast time. Round 9 was another easy win for Mr. Jett, which kept him 3 points ahead of Mr. Kane. Final EF1 standings:



*From left to right: Tony Lopez 3<sup>rd</sup> Place, caller Jim Allen; Dub Jett 1<sup>st</sup> Place, Jerry Small, caller Richard Oliver; Dan Kane, caller Jack Kane 2<sup>nd</sup> Place.*

In AMA 426, Dan Thordarson, Tony Lopez, Matt Fehling, and Dub Jett all got off to good starts and were clean after 2 rounds. Unfortunately in round 1, Jim Lime and Bob Dibble managed to get into a post-race mid-air, which ended Bob's weekend. To nobody's surprise Jim had a backup, or two, or three. Round 3 Tony Lopez dropped one point, and Mario Salazar posted a fast time of 1:03.80. Chuck Andraka would like to forget his heat, as he was a victim of some bad-air approaching pylon 3. In round 4, Dan Thordarson finished his heat in a disappointing 3<sup>rd</sup> place, which put Dub and Matt Fehling in a tie for 1<sup>st</sup> place. Gino DelPonte was moving up the standings and in 3<sup>rd</sup> place. Gino also posted a 1:03.43 bettering Mario Salazar's 1:03.80. Round 6 was kind of ugly for Dan Coe as he put his #1 426 plane in between pylon 2 and 3. It also had Dub Jett dropping a point, which put Matt Fehling in 1<sup>st</sup> place all alone.



*From left to right: Tony Lopez 3<sup>rd</sup> Place, caller Jim Allen; Dub Jett 1<sup>st</sup> Place, Jerry Small, caller Richard Oliver; Dan Kane, caller Jack Kane 2<sup>nd</sup> Place.*

Gino and Dub were tied for second, one point down. Round 7 was hectic with more mid-air's and bad-air's than I could keep track of. After the Phoenix desert dust settled (literally), Gino DelPonte was in 1<sup>st</sup> place, followed by Jim Allen and Dub Jett one point down. A memorable highlight of this round was the impressive save made by Gilbert Lucero. Unfortunately for Gilbert, he mid-aired on takeoff, which instantly rolled his Ninja inverted. I'm thinking another dust cloud coming, but no! He caught it inverted and continued to pylon 1, rolling back upright just before his turn light. He continued and finished 2<sup>nd</sup> in the heat. Great save, Gilbert!



*Typical starting line action*

Round 8 was all Jim Allen. Jim bettered Gino's fast time by two seconds to a fast time of 1:01.70 and found himself alone in 1<sup>st</sup> place. Round 9 did not disappoint. Jim Allen managed to drop a point, and Gino DelPonte and Mario Salazar won their heats to create a three-way tie for first place. 5<sup>th</sup> place was even more

crowded with a four-way tie between Roy Andrassy, Dub Jett, Joanne Coffey, and Richard Oliver. Let the fly-offs begin! The four-plane fly-off for 5<sup>th</sup> all too quickly turned into a 3-plane race as Joanne Coffey picked up two cuts early. Roy Andrassy and Dub Jett put on a show as Roy held off Dub. Not only did Roy win the 5<sup>th</sup> place fly-off, he did with a smoking 1:00.35 and new fast time! How about that Phoenix fast air showing up for the fly-offs....perfect! The fly-off for first between Mario Salazar, Jim Allen, and Gino DelPonte was a heavy battle with Gino and Jim going head-to-head with Mario right on their a\$\$, waiting for the slightest bobble. In the end Jim Allen narrowly edged out Gino. Jim's time of 1:00.40 was only 0.05 seconds off Roy's earlier fly-off blistering run. Great weekend of racing. Congratulations to all the winners.



*Front row (left to right): Mr. Gino DelPonte 2<sup>nd</sup> Place, Jim Allen 1<sup>st</sup> Place, Mario Salazar 3<sup>rd</sup> Place. Standing (left to right): Matt Fehling 4<sup>th</sup> Place, Mike DelPonte, Tony Lopez, Roy Andrassy 5<sup>th</sup> Place and Fast Time, Robert Rau, Dan Coe.*

### District 1 2015 Racing Schedule:

January 17-18 Phoenix Winterfest  
 February 21-22 Phoenix Q-40 Classic  
 March 21-22 Whittier 424, 426, Q-40  
 March 28 Fresno EF-1, T-34 (2 Pole)  
 April 11-12 Basin G. Finch Memorial  
 April 25-26 Woodland EF-1, 426, Q-40  
 May 16-17 Whittier Q-40 only  
 TBD Modesto EF-1, T-34 (2 Pole)  
 TBD Modesto EF-1, 424, 426  
 June 6-7 Basin EF-1, 424, 426, Q-40  
 July 10-17 Muncie NATS  
 TBD Salinas EF-1, T-34 (2 Pole)  
 TBD Modesto EF-1, T-34 (2 Pole)  
 TBD Modesto EF-1, 424, 426  
 September 12-13 Woodland EF-1, 426, Q-40  
 October 3 Morgan Hill EF-1, T-34 (2 Pole)  
 October 24-25 Whittier Series Champ Race 424, 426, Q-40

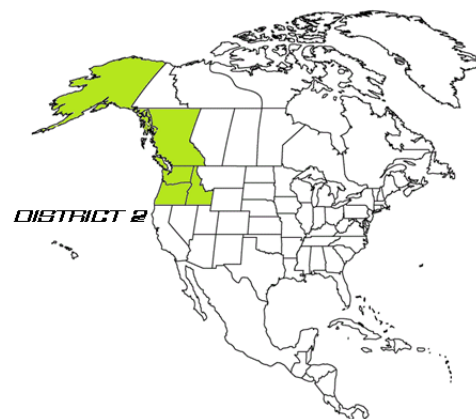




# DISTRICT NEWS

## District 2: Allie Russell

No article submitted for publication



## District 3: Randy Smith

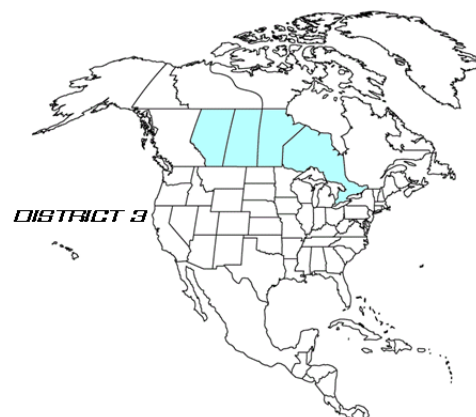
This will be another short column again from me. The Canucks are getting ready for the Phoenix Q40 Classic. A number of new birds are being prepared. I am sporting a new H&M Miss Dara, as are Lyle Baker and Hank Kauffmann. We are excited to fly them in the February competition at Speedworld. Judging by the photos posted in the Q40 racing group on Facebook, many guys are finishing up their new birds for the race. This is the race where everyone brings out their #1 gear to do battle. I get excited just thinking about it.

Back in January, Roy Andrassy made a first ever appearance at the 426 Winterfest in Phoenix. Roy did the Canucks proud by turning Fast Time with 1:00.35 in a flyoff with his Slingshot Quickie. Great job, Roy.

The Calgary pylon club has set the dates for their 2015 pylon races. May 23, 24 will be E-F1 and 426 Quickie. July 25, 26 will be events 426 Quickie and 422 Q40.

Get your fleet ready for the Phoenix Q40 Classic in February. See you there in the valley of the sun.

Randy



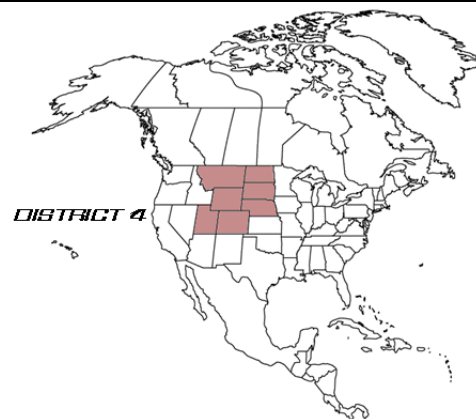
One of the new H&M Miss Daras from Canada. This one will make its appearance in Phoenix with Randy Smith at the controls.



# DISTRICT NEWS

## District 4: Travis Elbert

No article submitted for publication



## District 5: Jim Nikodem

People make flying in circles more fun than you would think. That is the theme this month. I would like to highlight some of the key people in District 5 for 2014. This is by no means a complete list. There are plenty more. These are just the key fliers (in no particular order) in the district last year who stood out to me. I would also like to mention that I am proud to associate with all these guys and consider most of them close friends. We are all united in a common interest. Racing brings out the best in this group. A finer group to hang out with for a weekend would be hard to find. Once again, there are many more than listed here.

**Tim Lampe** - relatively new to pylon racing, Tim moved up quickly due to a lot of effort and a lot of practice. He ended up on the F5D team and competed in Austria last July. F5D's looks like electric powered gliders that go 1/4 40 speed! Tim also finished the year 3rd nationwide in EF1!

**Duane Hulen** - a long time pylon racer who has been very successful. Duane came in 5th in 426 and 6th in 424 in 2014. As you probably saw last time, Duane won the Caudron trophy this year for first place in 426 for the season in District 5 and won the Lead Goose the year before. Duane has done some CD'ing in Kansas City.

**Bernie Vanderleest** - the NMPRA webmaster and District 5 webmaster and points tabulator for the district. Bernie also works on the district schedule every year. He came in 5th in 424 in 2014. He is also very competitive in 426 coming in 8th at the NATS last summer.

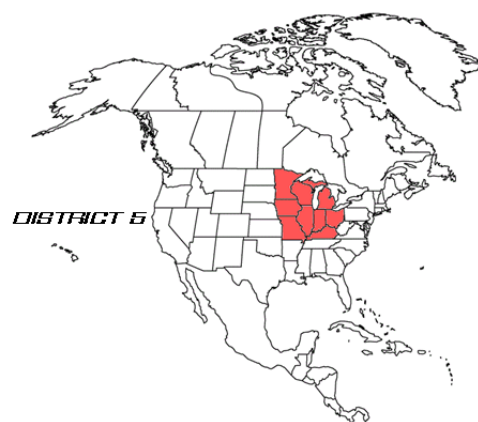
**Lonnie Finch and Mo Vereeke** - Long time team mates, so I will put these outstanding competitors together. They put a lot of effort in years ago and moved up quickly. They both run the Heartland Speed Freekz, running races last year in Kansas City and across the river in Kansas. Lonnie came in 7th in 426 after being NMPRA season champ in 2013, and Mo came in 3rd in 422 at the NATS last summer.

**Dan Kane** - A great NMPRA president and one of the originators of the EF1 event. Dan came in 5th for the season in EF1 with just four races. In his time as NMPRA president he has provided great leadership and has moved the association in a very positive direction. I could go on and on. We are lucky to have Dan in the NMPRA and the district!

**Darwin Larson** - A long time 424 and 426 competitor (428 before that). Darwin had a great year winning the District 424 award - the Lead Goose - also coming in first in 424 for the year Nationwide, and winning 424 at the NATS! He also started flying EF1 last year and came in 2nd for NMPRA season points! Darwin has been the CD for the May Muncie Race for quite a few years.

**Tom Melsheimer** - Relatively new to three-pole racing, Tom has proven to be a determined competitor and a great help to race organizers. Tom came in fourth in EF1 for NMPRA last year and is now coming along in 426 after flying 424 for a couple of seasons.

**Tom Scott** - Long time racer and race organizer and CD. He has run the Cincinnati race for a long time. He did not place high in NMPRA points for 2014, but this is rare. Tom has also contributed a lot of time and energy to CAPS, our big racing organization in the district.



**Jay Capps** - The same as Tom, rare to see Jay not near the top. A great competitor and longtime CD and race organizer in Bloomington IL (two races a year). Jay has raced every three-pole event. I expect to see him near the top of the standings next year.

**Mickey Konno** - New to the district, but not brand new to racing, Mickey moved up fast in district racing this year, competing in everything including one 1/4 40 race at the end of the year.

**Dean Sollomann** - A relatively new EF1 racer, Dean's persistence has paid off. He has worked hard to get into racing. He worked through some problems this year, but stuck with it and did pretty well. Look out for him next year.

**Scott and Matt Farnsworth** - New this year to RC pylon racing, these brothers moved to our brand of racing after RC car racing dried up in Michigan. They jumped in with both feet, flying 424 and 426. Once again, watch out for these guys in 2015.

There are plenty more. I have to stop somewhere. Best luck to everyone in 2015!

Jim Nikodem



## DISTRICT NEWS

### District 6: Peter Tani

Hello all,

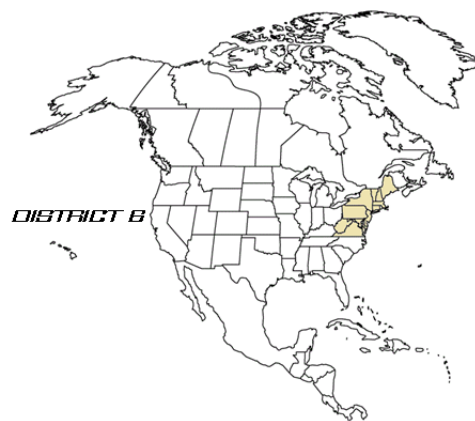
More great timing. I just got back from our little group's 2015 business meeting after having been snowed out and delayed from Saturday to Sunday. NEPRO has an annual meeting in Avon, CT at a very nice and quant place with a cozy fireplace and good company. If there is any hair pulling and/or biting related to any past or upcoming issues, fortunately it is limited to this one occasion, and we live by the outcome once again united for the following year. This year was no different.

The 2015 racing schedule was formally presented. The existing slate of officers was re-elected, and new projects were displayed and described. 2014 first-place standard champion and NMPRA member Erik Haakonsen and his fellow local club mate Jim Fino were in attendance. Erik explained that he is currently a member of many clubs, one of which is exclusively electric. Jim Fino broke out of our self-described "race what you got within reason" sportsman class with two heats under the time of 2:00.00 prior to the close of our 2014 racing season. Jim would have enjoyed continuing on with us but was ill prepared to switch to wet racing at his very next competition. Erik noted that other electric pilots he knows would likely join us but have no or little knowledge of wet RC flight much less wet RC pylon racing. Erik has been working with past NEPRO officership and others familiar with the greater details with the hope of matching the present airframe and electric power. This is certainly not a new concept as a lunch-time electric pylon demonstration was performed at our Salem, CT 2010 race. Having just re-read the details on our website forum, it seems remarkably and even a little frighteningly current given that it was written over five years ago. Erik proposed that a standard class pilot might be allowed to compete with an ordinary quickie airframe and electric power sufficient to be competitive with the thought that the electric gear might be useful for future EF-1 competition and the airframe for

future wet racing. Bob Triggs noted that unfortunately it is very difficult to run three separate races at any given event and that in 2015 we are currently only able to run a single EF-1 race at our Bloomfield CT race (Wintonbury) similar to our premier NEPRO EF-1 event conducted in 2014. Bob and many others in attendance saw this as an opportunity to bring in new racers who wouldn't otherwise consider participating in organized pylon racing. The motion was voted on and passed with the understanding that our expert class would remain wet, that a standard pilot having broken out into our expert class would continue racing but with an engine, and that future tweaks to any prescribed electrics would be made unilaterally and as required to maintain a competitive field regardless of power source.

The intent was to open racing to a larger audience more comfortable with electric flight so they might gain valuable experience not otherwise available. The spirit was to broaden appeal by tolerating electric powered airframes, not to encourage electric power in a class intended for glow power. Standard class pilots typically break out into expert with a season or two of competition with the help and support of fellow racers. It is a very fun way station for those developing greater skill, having won and graduated in 2009 myself. On a less somber note I have observed that the second best-kept secret in District 6 in the middle of winter is indoor electric flight. The best-kept secret, of course, is still flying off the water at a few float fly's in between races when you should be building or repairing.

There are two predominant places, one in East Windsor and one in Tolland that host indoor electric flight. They are inflated dome structures where many of our sons and daughters compete in soccer and lacrosse when there is snow on the ground and it is very cold for a good while here in the Northeast. A small handful of us maintain and some arguably even improve our skills once a week. Fridays seem to be the preferred day.



Since the holidays fell on a Thursday in 2014, Friday was a good day to take off to join others who make a more regular Friday visit. Lots of fun and well attended by former and current pylon racing greats, some before my time in racing, some returning after a hiatus, and some having moved on to other RC interests but still very supportive of our group in many ways. In any event we were well represented, and I saw my opportunity to organize and take a quick shot before we all got back to flying. Some half-sized quickies in the foreground with 25-inch wing spans, 50 watts power and 375mAh two cell lipo. Fun.

Peter Tani  
NMPRA 23J



*Lt to Rt. Ralph Rinaldi, Jerry Krasser, Guy (Buddy) Beaudoin Jr., Peter Tani, Bill Glode, Mike Maznicki, Joel Lang, Guy Beaudoin Sr., and Irv Thurrott. Also in the house but not present: Craig Korsen, Dennis Thibodeau and one wishing to remain anonymous. Also in spirit: Bob Wallace.*





# DISTRICT NEWS

## District 7: Scott Smith

From the **FAST LANE...**

Well, I hope everyone had a wonderful holiday season and is looking forward to a great springtime of racing! I am happy to say that on January 16 my baby girl allowed me to walk her down the aisle and give her to the man with whom she will spend the rest of her life. I know we all think that winning a race or getting a new plane is wonderful, but nothing will ever compare to seeing my beautiful girl in that dress beginning her adult life with someone special. I wish them the best and hope they can find half the joy in their lives that she has brought to my life.

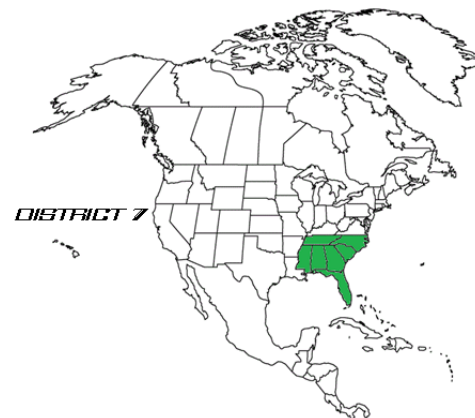
I know we missed the report from the Cliff Telford Memorial race in December due to the event happening close to the publish date, so we will do it now! I don't have an official recap from Gary Freeman Sr., but I can tell you that the event with the new racecourse layout is working just great! The weather was mild all weekend with just a little southern moisture (*heavy fog, light rain?!)* on Sunday morning. Gary managed to get 5 rounds in each day for all classes. And with the shortest days of the year, that is saying something! I feel it was a great event, lots of great flying, and a wonderful end to a good year of racing. I hope we get to continue this event, as it is always a good break in the middle of the holiday season to rip up the skies and wish our racing family the best for the holidays. I posted the event results below. Our next event in SEMPRA is the 11<sup>th</sup> annual Southern 500. We will be running Friday as open practice all day for all pilots & classes competing in the event. Saturday will be SEMPRA 424 & 426 on the short course, and Sunday will be SEMPRA 424 & Q40 on the long course. Remember, the only difference in SEMPRA 424 and AMA 424 is that we limit your top RPM to 17K maximum on the pinch. The springtime event is always a good one, as the air is a little

cooler and we get lots of sunshine! It is hard to believe that this will be the guys' 24<sup>th</sup> racing event at the club in 11 years, but I am glad I have such a wonderful group of guys dedicated to racing. If you have not already done so, please let Scott Smith (*me!*) know

you are coming by email or posting in the NMPRA forums so that I can have all the pilots and teams registered prior to the event. It really makes race day run more smoothly and takes a lot of stress off a CD when you do this.

Following the Mulberry event in March will be our return to Markham Park in Sunrise Florida in April! It has been a couple of years since we had a champ race in Markham, and even longer since we had all three events there! Rocket Ray Brown will be hosting the event and holding a Saturday night cookout, so please let him know you will be there to support the club. Ray is also taking names for the matrix on the NMPRA forums, so get your information in if you are coming!

I am really looking forward to this year of racing, and I hope to be able to do some more traveling to events soon. The kids are all grown up now, so I guess I have to get busy doing those things I always promised I would do! That is all I got for now, so I guess I will see you guys very soon on the line...



## Cliff Telford Memorial Cliff Telford Memorial

Ordered By Points Within Class

After 5 Rounds			
424	Name	Low Time	Points
1	Trey Witte	** 1:26.50	15
2	Jack Fehling	C 1:29.70	14
3	Richard Zisa	1:27.93	13
4	Kyle McGuire	1:57.54	F1 9
5	Lin Bradley	1:32.81	F0 9
6	Tony Houde	1:48.64	6
7	James Creech	1:51.89	5
8	Dirk Zuidam	0:00.00	0

Ordered By Points Within Class

After 5 Rounds			
424	Name	Low Time	Points
1	Lin Bradley	2:01.83	13
2	Scott Smith	1:41.57	11
3	Kyle McGuire	2:11.06	10
4	Trey Witte	1:49.06	9
5	Curtis Switzer	1:51.54	9
6	Richard Zisa	2:11.09	9
7	Jack Fehling	** 1:39.94	8
8	Tony Houde	2:00.31	7
9	Scotty Smithwick	0:00.00	0

more Cliff Telford Memorial results on the next page...

### Upcoming SEMPRA District Pylon Racing Events – 2015 Season

Mulberry, FL	March 20-22, 2015	11 <sup>th</sup> Annual Southern 500	424, 426, 422
Sunrise, FL	April 24-26, 2015	MPPA Spring Race	424, 426, 422



# DISTRICT NEWS

## District 7 Continued:

### Cliff Telford Memorial      Cliff Telford Memorial

Ordered By Points Within Class

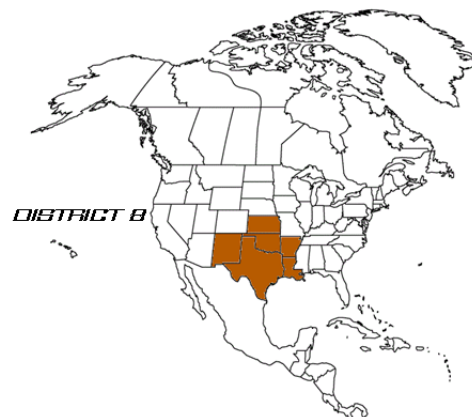
After 5 Rounds			
426	Name	Low Time	Points
1	Dub Jett	1:03.82	14
2	Ray Brown	** 1:01.61	13
3	Jim Katz	1:04.75	F1 12
4	Rick Moreland	1:07.15	FO 12
5	Randy Bridge	1:01.80	11
6	Richard Oliver	1:02.48	11
7	Tom Scott	1:04.24	11
8	Craig Kersen	1:05.07	11
9	Robert Vess	1:05.32	11
10	Mike Langlois	1:08.28	11
11	Tim Yousey	1:06.19	9
12	Dean Stone	1:06.83	9
13	Trey Witte	1:15.13	9
14	Kurt Beachler	1:08.06	8
15	Craig Grunkmeyer	1:03.05	7
16	Matthew Fehling	1:04.30	7
17	Bob Brogdon	1:06.59	7
18	Adam Grim	C 1:08.73	7
19	Scott Smith	1:09.16	6
20	Richard Tucker	C 1:12.73	6
21	Joe Rafalowski	C 1:09.03	4
22	Scotty Smithwick	1:32.53	2

Ordered By Points Within Class

After 5 Rounds			
Q40	Name	Low Time	Points
1	Adam Grim	** 1:01.13	14
2	Randy Bridge	1:03.36	14
3	Dub Jett	1:03.56	14
4	Tim Yousey	1:04.27	12
5	Richard Oliver	1:04.48	12
6	Joe Rafalowski	1:09.74	12
7	Mike Langlois	1:04.19	11
8	Trey Witte	1:08.47	10
9	Tom Scott	1:10.04	10
10	Ray Brown	1:02.24	9
11	Craig Grunkmeyer	1:04.92	9
12	Richard Tucker	1:06.97	9
13	Robert Vess	1:05.31	8
14	Bob Brogdon	C 1:13.93	7
15	Rick Moreland	1:14.55	6
16	Dean Stone	1:05.04	5
17	Kurt Beachler	1:20.62	5
18	Freeman Jr. Gary	C 1:11.51	4
19	Matthew Fehling	1:06.97	3
20	Joe Linsangan	0:00.00	0
21	Jim Katz	0:00.00	0
22	Jimmy Lyons	0:00.00	0

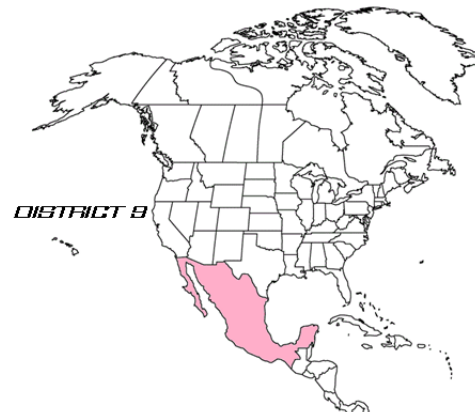
## District 8: Empty Position

No article submitted for publication



## District 9: Alejandro Vazquez

No article submitted for publication



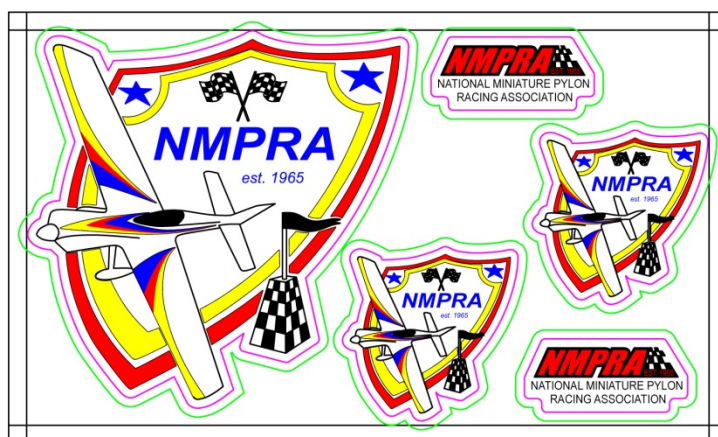


# DISTRICT NEWS

## District 10: Joe Luxford

I was full of good intentions until I trimmed 1/4" off my right ring finger at our first race meeting for 2015 in Queensland on the weekend. It's put rather a dampener on my typing at present.

**DISTRICT 10  
INTERNATIONAL**







# AMA-422: Q40 POINTS & STANDINGS

422 Points: Gary James

AMA 422 – Q40		
	Location	Date
1	Wichita Fall	10/05/14
2	Mulberry 500	10/18/14
3	Whittier Fall	10/25/14
4	Whittier Fall	10/26/14
5	Cliff Telford Memorial	12/07/14

	NAME	Races Flown	Total Points Best 6 Races
1	Allen, Jim	2	186.57
2	Bridge, Randy	2	186.51
3	Grim, Adam	2	149.40
4	Diepenroek, Hank	3	146.60
5	Yousey, Tim	2	145.17
6	Verano, Richard	2	143.70
7	Coe, Dan	2	128.72
8	Van Baren, Rusty	2	126.43
9	Jett, Dub	2	120.22
10	Brown, Ray	2	118.47
11	Witte, Trey	2	105.07
12	Thordarson, Dan	2	103.32
13	Coffey, Bruce	2	98.75
14	Frazier, Terry	1	98.52
15	Flynn, Travis	1	97.95
16	Andraka, Chuck	2	96.67
17	Vereecke, Maurice	1	94.11
18	McDermott, John	1	86.35
19	Hartman, Scott	1	84.82
20	Fehling, Matthew	2	81.47
21	Lloyd, David	1	78.60
22	Oliver, Richard	1	77.68
23	Bozarh, Kurt	1	75.53
24	Helsel, Mike	1	74.19
25	Stone, Dean	2	73.53
26	Rafalowski, Joe	1	72.22
27	Palumbo, Pietro	2	68.58
28	Langlois, Mike	1	66.76
29	Finch, Lonnie	1	66.24
30	Hobbs, Ben	1	56.95
31	Scott, Tom	1	55.83
32	Killebrew, Doug	2	49.43
33	Grunkemeyer, Craig	1	44.91
34	Gavin, Dave	2	43.18
35	Tucker, Richard	2	40.64
36	Gall, Duane	1	38.36
37	Linsagan, Joe	1	37.69
38	Brogdon, Bob	2	35.80
39	Vess, Robert	1	33.98
40	Bleacher, Kurt	2	31.57
41	McWilliams, Gordon	1	29.07
42	Salar, Matias	1	27.00
43	Blanchard, Bryan	1	25.53
44	Moreland, Rick	1	23.05
45	Salazar, Mario	2	21.75
46	Jump, Eddie	1	19.78
47	Blanchard, Marcus	1	13.36
48	Beers, Richard	1	10.49
49	Freeman Jr., Gary	1	6.66
50	Hulen, Duane	1	1.20
51	Lime, Jim	1	1.20



# AMA-426: SS QUICKIE POINTS & STANDINGS

426 Points: Lonnie Finch

AMA 426 – SS Quickie		
	Location	Date
1	Wichita, KS	10/04/14
2	Brooklyn Park, MN	10/11/14
3	Bowie, MD	10/11/14
4	Mulberry, FL	10/18/14
5	Whittier, CA	10/25/14
6	Whittier, CA	10/26/14
7	Apopka, FL	12/06/14

	NAME	NMPRA#	Races Flown	Total Points Best 6 Races
1	Allen, Jim	17D	2	191.82
2	Korsen, Craig	16J	2	164.97
3	Lime, Jim	41D	2	160.25
4	Coffey, Joanne	83B	2	152.35
5	Frazer, Terry	37P	2	151.71
6	Yousey, Tim	58S	2	145.84
7	Fehling, Mathew	59S	2	128.19
8	Jett, Dub	4I	2	126.38
9	Andraka, Chuck	11H	2	120.78
10	Coe, Dan	42C	2	120.78
11	Witte, Trey	23R	3	105.76
12	DeLateur, Joe	15B	2	105.00
13	Diepenbroek, Hank	24F	3	100.87
14	Beers, Richard	22I	1	95.07
15	Katz, James	4Q	1	91.36
16	Burnham, Lloyd	22J	1	90.47
17	Smith, Scott	86T	2	89.62
18	Thordarson, Dan	53C	2	89.22
19	Hulen, Duane	12V	1	86.53
20	Elert, Jerry	34W	1	82.80
21	Bridge, Randy	38B	1	81.87
22	Vereecke, Maurice	23V	1	78.00
23	Grim, Adam	20S	2	76.12
24	Hegland, Tom	37C	2	73.43
25	Salazar, Mario	18C	2	73.43
26	Gage, Ron	12W	1	72.60
27	Scott, Tom	26P	1	72.38
28	Masi, Mike	37J	1	69.87
29	Finch, Lonnie	21V	1	69.47
30	Baker, Steve	15R	1	63.00
31	Vess, Robert	14R	1	62.89
32	Galarneault, Pat	95W	1	62.40
33	Helsel, Mike	5A	1	62.02
34	Jump, Eddie	20G	1	60.93
35	Langlois, Mike	12R	1	58.15
36	McWilliams, Gordon	4G	1	52.40
37	Haakonsen, Erik	29J	1	49.27
38	VanTuyl, Ken	25F	1	43.87
39	Etken, Randy	20W	1	42.00
40	Grunkmeyer, Craig	0	1	34.42
41	Gosnell, Barry	27V	1	26.80
42	Brogdon, Bob	1S	2	26.13
43	Melsheimer, Tom	99P	1	21.80
44	Glode, Bill	30J	1	14.93
45	Gavin, Dave	27C	2	10.29
46	Hartman, Scott	30H	1	9.73
47	Triggs, Bob	21J	1	8.07
48	Reade, Barry	14T	1	7.28
49	Rafalowski, Joe	21S	1	5.95
50	Berryman, Del	31W	1	1.20
51	Gall, Duane	23F	1	1.20



# AMA-424: QUICKIE POINTS & STANDINGS

424 Points: Dave Gavin

AMA 424 – Quickie		
	Location	Date
1	Whittier Fall Sat	10/18/2014
2	Whittier Fall Sun	10/19/2014
3	Bowie Fall	10/12/2014
4	Mulberry 500	10/18/2014
5	Mulberry 500	10/19/2014
6	Wichita Fall	10/04/2014
7	Wichita Fall	10/05/2014
8	Tangerine Sat	12/06/2014
9	Tangerine Sun	12/07/2014

	NAME	Races Flown	Total Points Best 6 Races
1	Fehling, Jack	4	258.00
2	Smith, Scott	3	188.94
3	Bozarth, Kurt	2	160.20
4	Zisa, Richard	4	152.83
5	Gardner, Dave	2	151.05
6	Witte, Trey	2	147.86
7	Diepenbroek, Hank	2	142.30
8	Coe, Dan	2	141.76
9	Elkouby, Benny	2	132.47
10	Bradley, Lin	2	130.99
11	Harwell, Dale	2	130.19
12	Gall, Duane	2	124.60
13	Gosnell, Barry	2	106.70
14	Thompson, Taylor	2	104.60
15	Palumbo, Pietro	2	104.60
16	Burnham, Lloyd	1	101.25
17	Triggs, Bob	1	96.70
18	Gardner, Jason	2	95.31
19	VonDerHey, Lee	1	94.11
20	McWilliams, Gordon	1	93.00
21	Gload, Bill	1	92.16
22	Rehm, Neal	1	87.61
23	Lucero, Gilbert	2	86.02
24	Tani, Peter	1	83.06
25	Nordell	1	78.51
26	Zuidam, Dirk	3	78.41
27	Thompson, Chuck	2	76.73
28	Hartman, Scott	2	76.30
29	Korsen, Craig	1	73.97
30	Mazuicki, Mike	1	69.42
31	Moreland, Rick	1	64.87
32	Masi, Mike	1	60.32
33	Berner, Richard	1	55.77
34	Baker, Jonathan	1	51.23
35	Burright, Roger	2	50.70
36	Fitzpatrick, Russ	2	48.20
37	Haakonsen, Erik	1	46.68
38	Switzer, Curtis	1	46.44
39	Myer, Dan	1	42.13
40	Houde, Tony	2	39.11
41	Baker, Steve	1	37.58
42	Zeal, Mark	1	33.03
43	VanTuyl, Ken	2	33.00
44	Reade, Barry	1	30.17
45	Stotts, Larry	1	29.07
46	Melsheimer, Tom	1	28.49
47	Wondolowski, Conrad	1	23.94
48	Powell, John	1	19.78
49	Goodman, Alan	1	19.39
50	Smithwick, Scotty	3	18.09
51	Gay, David	1	14.84
52	Creech, James	1	13.90
53	Burns, Ted	1	10.49

	NAME	Races Flown	Total Points Best 6 Races
54	Deacon, Nick	1	10.30
55	Salisbury, Jerry	1	5.75
56	DeLateur, Joe	1	1.20
57	Myer, Kevyn	1	1.20
58	Vereecke, Mo	1	1.20
59	Yost, Dave	1	1.20





# NMPRA-EF1: POINTS & STANDINGS

*EFI Points:* Trey Witte

NMPRA – EF-1		
	Location	Date
1		

	NAME	NMPRA #	Races Flown	Total Points Best 6 Races
1	Dub Jett	4I	1	97.95
2	Steve Baker	15R	1	96.66
3	Dan Kane Jr	23U	1	91.50
4	Tony Lopez	23B	1	85.05
5	Robert Triggs	21J	1	81.97
6	Travis Flynn	55A	1	78.60
7	Trey Witte	23R	1	74.63
8	Roy Adndrassy	31X	1	72.15
9	Mike Masi	37J	1	67.29
10	Tom Hegland	37C	1	65.70
11	Eric Huffman	25D	1	59.25
12	Tom Meisheimer	99P	1	52.60
13	Lloyd Burnham	22J	1	45.26
14	Joe DeLateur	15B	1	39.90
15	Craig Korsen	16J	1	37.91
16	Jim Lime	41D	1	33.45
17	Dean Stone	19R	1	30.57
18	Mike DeIPonte	44D	1	27.00
19	Eric Haakonsen	29J	1	23.23
20	Hank Diepenbroek	24F	1	20.55
21	Peter Tani	23J	1	15.89
22	Jerry Small	5H	1	14.10
23	Luis Ochoa	23Z	1	8.54
24	Mike Tallman	15G	1	7.65
25	Richard Oliver	26H	1	1.20



# NMPRA : 2015 RACE SCHEDULE

*National Contest Coordinator:* Mike Helsel

Please contact Mike Helsel (mhelsel65@gmail.com) for any corrections, changes, additional entries, or schedule conflicts. Thanks

If I don't have your races listed please send me a copy of your schedule and I will get them added to the master schedule.

## 2015 NMPRA Master Race Schedule

01/18/2015

Date	Location	Events	Comments	Contact	Other Info
<b>February</b>					
31st - 1st					
7th - 8th					
14th - 15th					
21st - 22nd	Phoenix, AZ	422	Q40 Classic	Jim Allen	Limit of 80 entries
<b>March</b>					
28th - 1st					
7th - 8th					
14th - 15th					
21st - 22nd	Mulberry, FL	424,426,422	Southern 500	Scott Smith	ScottSmith@sempra.org
21st - 22nd	Whittier	424,426,422			
28th - 29th					
<b>April</b>					
4th - 5th					
11th - 12th	Sepulveda Basin		George Finch Mem		
18th - 19th					
25th	Brooklyn Park, MN	424,EF1		Phil Zuidema	<a href="mailto:phzuidema@comcast.net">phzuidema@comcast.net</a>
25th - 26th	Ft Lauderdale	424,426, 422		Ray Brown	
26th					
<b>May</b>					
2nd - 3rd	Wichita, KS	424,426,422		Lonnie Finch	
9th	Brooklyn Park, MN	426		Ron Gage	<a href="mailto:gager97@comcast.net">gager97@comcast.net</a>
9th - 10th					
16th - 17th	Muncie, IN	424,426,422,EF1	Darwin larson	<a href="mailto:dl455stg1@yahoo.com">dl455stg1@yahoo.com</a>	
16th - 17th	Whittier	422			
23rd - 24th	Brooklyn Park, MN	426		Tim Brockman	<a href="mailto:tbrockman@forestlake.k12.mn.us">tbrockman@forestlake.k12.mn.us</a>
23rd - 24th					
30th - 31st					
<b>June</b>					
6th - 7th	Moon Shot	EF-1, 424,426,422	Tom Scott	<a href="mailto:askus@scottmodels.com">askus@scottmodels.com</a>	
6th - 7th	Sepulveda Basin	EF-1, 424,426,423			
13th	Brooklyn Park, MN	426		Pat Galarneault	<a href="mailto:pkg@cloudnet.com">pkg@cloudnet.com</a>
13th - 14th					
20th - 21st					
27th	Brooklyn Park, MN	426		Don Luce	<a href="mailto:mailto:turbineflyer@msn.com">mailto:turbineflyer@msn.com</a>
27th - 28th	Bloomington, IL	424,426, EF1		Jay Cappis	<a href="mailto:cappis4@msn.com">cappis4@msn.com</a>



# NMPRA : 2015 RACE SCHEDULE

## 2015 NMPRA Schedule Continued

### 2015 NMPRA Master Race Schedule

01/18/2015

Date	Location	Events	Comments	Contact	Other Info
<b>July</b>					
4th - 5th					
5th - 10th					
11th - 17th	NATS	424, EF1, 426, 422			
18th	Brooklyn Park, MN	424, #F1		Bill Hempel	<a href="mailto:grassfieldrc@aol.com">mailto:grassfieldrc@aol.com</a>
18th - 19th					
25th - 26th					
<b>August</b>					
1st - 2nd					
8th	Brooklyn Park, MN	426		Ron Gage	<a href="mailto:gager97@comcast.net">gager97@comcast.net</a>
8th - 9th					
15th - 16th					
23rd	Modesto	EF1, 424, 426			
22nd - 23rd	Muncie, IN	424, 426, 422, EF1	Jim Nikodem	<a href="mailto:jdnikodem@juno.com">jdnikodem@juno.com</a>	
29th	Brooklyn Park, MN	426	The Big One	Jerry Elert	<a href="mailto:jerry@conmechservices.com">jerry@conmechservices.com</a>
29th - 30th					
<b>September</b>					
5th - 6th					
12th - 13th	Brooklyn Park, MN	426		Ron Gage	<a href="mailto:gager97@comcast.net">gager97@comcast.net</a>
12th - 13th	Bloomington, IL	424, 426, EF1		Jay Cappis	<a href="mailto:cappis4@msn.com">cappis4@msn.com</a>
12th - 13th	Woodland, CA	EF1, 426, 422			
19th - 20th	Wichita, KS	422		Lonnie Finch	
26th	Bloomington, IL	426	Shoot Out		<a href="mailto:r140racer@msn.com">r140racer@msn.com</a>
26th - 27th					
<b>October</b>					
3rd - 4th	Champ Race				
10th	Brooklyn Park, MN	424, EF1		Jesse Platt	<a href="mailto:jesse.platt@eclob.com">jesse.platt@eclob.com</a>
10th - 11th					
17th - 18th					
24th - 25th	Whittier, CA	424, 426, 422			
<b>November</b>					
31st - 1st					
7th - 8th					
14th - 15th					
21st - 22nd					
28th - 29th					





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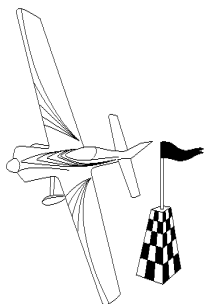
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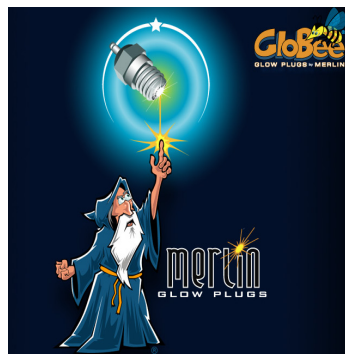
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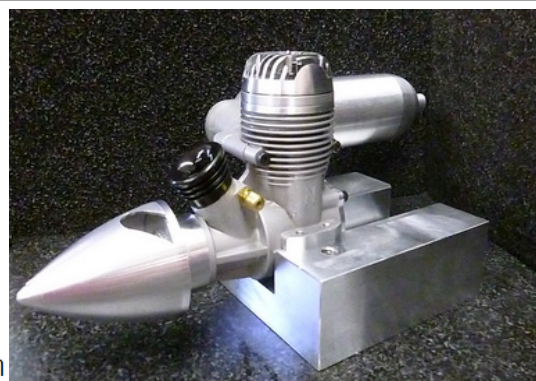
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- ☐ New Member      ☐ I am a Current Contest Director  
☐ Renewal      ☐ Donate Excess Remitted Monies to the FAI Team Fund  
☐ Change Address

Name: \_\_\_\_\_ Phone (Home): \_\_\_\_\_

Mail Address: \_\_\_\_\_ Phone (Cell): \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ ZIP: \_\_\_\_\_

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

Occupation: \_\_\_\_\_ E-Mail Address: \_\_\_\_\_

- I Currently Fly: ☐ Q40  
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☐ FAI  
☐ Electric

- I am purchasing: ☐ Renewal membership with Internet Newsletter----- \$25  
☐ New membership with Internet Newsletter----- \$15  
☐ USA membership with Mailed Newsletter----- \$40  
☐ Outside USA membership with Mailed Newsletter----- \$50  
☐ Additional \_\_\_\_\_ NMPRA Sticker Sheet(s) (Red)----- \$2 each  
☐ Additional \_\_\_\_\_ NMPRA Sticker Sheet(s) (White)----- \$2 each

Make Check Payable to : **NMPRA**

I Currently Wear \_\_\_\_\_ size shirt

I Would Like the Following NMPRA Sticker Sheet with my 2015 Paid Membership: ☐ Red  
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### Mail to: Secretary / Treasurer

Scott Hartman  
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Fritch, TX 79036

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