



NATIONAL MINIATURE PYLON
RACING ASSOCIATION

The Pylon Racer's Official Voice

NMPRA HIGH PERFORMANCE

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

President's Corner

by Dan Kane

Calling all Presidential Candidates

It has been 5 years since I became president, and as I reflect on this journey, we have accomplished many great things. And the future looks even brighter. Having said that, if you are interested in becoming the next president, please contact me. Some of the major accomplishments we have achieved during the last 5 years include

- We started a completely new electric event, EF-1.
- We gained support from large model distributors regarding pylon racing.
- We were able to have pylon racers placed on hobby shop shelves again.
- After an 18 year drought, we finally had an AMA class pylon racer on the cover of the AMA magazine.
- We re-vitalized the Hall of Fame, to recognize those among us who have shaped the sport we all love.
- We were able to give back to the clubs that support pylon racing across the country.

One of the biggest questions I get asked is, "Why should I pay \$25 to be part of the NMPRA?"

I don't need another t-shirt, and I don't care about season points and awards. I respond, "We are so much more than just a year-end award organization"; we have been operating at a loss over the last couple of years. Just to give back to you guys, we know how hard it is to run and support racing. \$25 is a small part of who and what the NMPRA is. There are so many people donating their time and effort for our cause. They do this because they love the sport and love the friendships that we have all gained over the years. We have a little over 200 members, and I would love to see this number grow over the next couple of years. Please take the time to help pylon racing grow and support your local racing clubs as well.

2014 Season Points Awards

Awards have been issued. If you have not received your award or if there are any issues, please contact me.

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 NMPRA will accept nominations until June. 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 who came before us and walk amongst us.

2015 US Nationals

The 2015 NATS Schedule is listed below:

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 un-official forms you will see the banquet tickets listed. 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.

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 HIGH PERFORMANCE

President's Corner Continued

World Air Games, Dubai 2015

Information regarding the WAG can be found here:

<http://www.fai.org/news/38367-fai-world-air-games-2015-to-be-staged-in-dubai>

At the pilots meeting in Phoenix, Jim Allen announced how we planned to run the qualifying session for determining who would represent the US at the WAG. This was a great plan; unfortunately the FAI had other thoughts. As it turned out, we were required to provide the names of 3 pilots, not 6 from the Americas as originally planned and these names had to be submitted in short notice. On top of everything else the funding that was originally presented had changed as well. This required a new way of thinking and some quick decisions by individuals. We contacted different pilots around the country and some said no and some said yes. The ones who had responded that they were able to fund their trip and able to take the time off were then ranked by the group that said yes. The final ranking determined who would represent the US. This was a very difficult task and everyone has his own opinions on what should or shouldn't happen. In the end the three pilots selected to represent the US at the World Air Games in 2015 are:

- Jim Allen
- Travis Flynn
- Dan Kane
- Alternate: Robert Holik

Final Thoughts

Some sad news - we lost one of our own last month. Tom Strom Sr. will be missed; in recognition of his service to the pylon community the NMPRA has officially retired Tom's NMPRA number and only one of Tom's sons can use this number in the future. Tom will be missed by many; his dedication to the sport has impacted many of us. Some may or may not know, but up until Tom's death he was the QM record holder and he held the record for many years, just up until the point that Jim Allen broke it at Whittier. Both Jim's and Tom's times were impressive; Jim now officially has set the bar at 57.22. Jim and Tom were friends, and I am sure Tom is smiling down on us.

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

Dan Kane

New Members

Below is the list of new members for 2015.

February 2015

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

April 2015

Binyamin Elkouby
Boyd Hunt
Emil Ghapgharan
Jonathan Garber
Marcelo Carvallio
Drew Jerina



NMPRA HIGH PERFORMANCE

In Memory of Tom Strom Sr.

Thomas Hall Strom passed away March 9, 2015, in Olympia, Washington, at the age of 62. He was born March 24, 1952, to Thomas Huntley Strom and Juanita Strom in Seattle, Washington. A resident of Burien, Washington, for more than 55 years, Thomas graduated from Burien's Highline High School in 1970 and attended Highline Community College in Des Moines, Washington.

Thomas married Lois Marie Britton at Fauntleroy Community Church in West Seattle on November 14, 1975. Professionally, he was a firefighter for North Highline Fire Department from 1977 to 2011. Thomas loved hunting, fishing, and model airplanes. He was a member and president of Sanderson Field RC Flyers in Shelton, Washington, as well as a member of the Academy of Model Aeronautics, and National Miniature Pylon Racing Association.

Tom became a volunteer firefighter with King County Fire District Two in 1977. He stayed there for four months before joining as a volunteer with a neighboring department, King County Fire District Eleven. There he joined his mentor Wayne Miller, who was a Fire Lieutenant. And in 1978, Tom and his wife Lois were blessed by the birth of their first son, Thomas Jr.

Tom and Wayne worked one of the night volunteer shifts for several years. Both had already attained their EMT certifications, so they passed on their medical knowledge and skills to all assigned to their night. In March of 1980, Tom and Lois were again blessed by the birth of their second son, Timothy. Tom continued to balance work, family, hobbies, and Tom and Tim's activities throughout life.

In 1981, Tom took the firefighter test and was hired as a career firefighter. He successfully completed the Washington State Firefighter Recruit Academy and started in on a long and successful career in the department. He also had a great knack for dispatching and was assigned a night or two as a dispatcher during the early 80's.

As the years progressed, Tom was assigned to the aid unit and worked fires on the engine. Tom eventually took the Lieutenant's test and was promoted in 1992. He was a good company officer and well respected by his peers and personnel. Tom always made sure his personnel were well trained and ready to go, which is why he eventually wanted to try his hand as training officer.

As we fast forward a bit, some changes were taking place in the department. An opening for training officer occurred in 2008, and Tom put his hat in as a potential candidate. All of those early years of mentoring and coaching people had finally paid off, as he was selected to head the training division.

To say Tom had a certain way about him – is like saying water is “helpful” in putting out fires. He was a real character. You never had to wonder how Tom felt about a person or a subject. His honesty was second to none – surpassed only by his caring for others. You always knew where he stood on a matter and for that, he was well respected.

Consistent with his early years...his years as a company officer, and as training officer, Tom loved to teach, and students loved to learn from him, young and old, experienced and green. In observing Tom, people found him to be most in his element while in the classroom or on the training grounds. He exuded pride in training and took great satisfaction in teaching new recruits, both volunteer, and career. And he didn't just teach them how to be firefighters...he taught them how to be great firefighters.

In addition to all their requisite skills, Tom taught them discipline and teamwork. He taught them to respect their officers, their peers, and themselves. He taught them that the road to leadership begins by being good followers.

Tom was also adept at applying a gentle nudge just at the right time to boost his students' confidence when they doubted their capabilities. He wasn't just a great teacher; he was a great listener, too. He was a good judge of character and could tell pretty quickly if you were a good investment. If he saw the smallest glimmer of hope for your success, he invested everything he had in helping people reach their goals. He never, ever, allowed anyone to fail themselves. He taught his students about life in general, life as a firefighter, and the importance of living the job and all that it has to offer, good and bad. His dedication to his family and the fire service were unmatched, and his legacy will live on for years to come...particularly through the training he provided to others.

Tom was an active sportsman. He played softball with King County Fire District Eleven for many years, as well with an outside organization. When Tom Jr. and Tim began to play baseball with Burien Little League, Tom and Lois became active members of the Little League Organization, and Tom coached, as well as umpired, as the boys played for many years. Note: Tom learned it is unwise to umpire a game behind home plate, while your son is the pitcher.... Sorry Tom Jr. Tom and the boys even took up golf; although they never perfected the game, they enjoyed their time together.

Tom was an avid hunter and fisherman. Tom and Lois even spent the last four days of their honeymoon duck hunting in Moses Lake, and Tom's wedding gift to Lois was a Berretta shotgun. Tom and a group of men he thought of as family hunted the same area for over 30+ years and eventually their sons joined them on their annual elk hunting trips.



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Tom, Lois, and the boys spent many years fishing at Wayne and Maryanne's lake property in Shelton, Washington. Tom crabbed for the first time while he celebrated his first days of retirement. And enjoyed cooking and eating crab long into the night as well as all through the weekend!

Tom was a huge fan of NHRA drag racing; he loved anything that went fast! He and the boys, plus a few friends re-built a 1969 Chevy Chevelle. When they were done with the engine work, suspension, paint and all, they took the car to the track at Pacific Raceways and each of them took turns running the quarter mile.

After Tom and Lois moved to West Olympia, Tom loved looking out his windows at the deer, bunnies, and hummingbirds. He loved to mow his lawn with his John Deere riding mower. It did take him some time to get use to the silence at night as well as the frogs!

Tom spent the majority of his life promoting and participating in the world of model aviation in both remote control and control line. He was a true craftsman, excellent builder, finisher, and was always willing to talk about the hobby and share his experience and knowledge with anyone who needed or wanted help. He was a second generation modeler, and just as his father passed on the joy of modeling to Tom, he turned around and passed this joy, knowledge, and experience on to his two sons, Tom Jr. and Tim, who with his guidance have also become very accomplished modelers. Tom has achieved many great things in his modeling career, and I would like to touch on some of those. In 1961, he won first major championship at age 9 in remote control precision aerobatics. He was a top 20 finisher in the national points standings several times in remote control pylon racing and is the current national record holder in one of those events, and that record has stood since 2007. Most recently, he was a member of and president of the Sanderson Field RC Flyers. And while serving in that position, he has been instrumental in creating and implementing a training program for the club. As well as co-writing safety, and field procedures for their secondary field, Tom also implemented the Club MVP Program, which recognizes and awards one club member every year for outstanding service to that club. I have no doubt that his modeling friends and family will miss him just as much as the rest of us.



My family and I want to express our gratitude for all of the love and support we have received and know we will continue to receive during this time.

Thank You,
Tom Stom Jr.



NMPRA SPORT PYLON

Sport Pylon Racing – Warbirds Part 1

by Don Stegall

One of the popular sport pylon racing classes is Warbird Racing. There is a wide range of warbird racing classes with many groups using local rules. There is everything from micro park fliers up to giant scale. Most of the classes are based on prop-driven military planes from World War II and beyond.

Some fly heads-up racing and some have breakout classes, also known as bracket racing. A lot of Warbird racing uses flying starts. Because the planes often have retractable landing gear and to minimize the advantage some planes would have with ROG heat starts, the planes take to the air and line up for the flying start. Warbirds tend to be more complex aircraft than those used in AMA racing. The addition of retractable landing gear, engines sometimes with pressurized fuel systems, various types of exhaust systems, and other features, makes the startup procedure more complicated.



Warbird racing is going on all over the country, but the hotbed is the West coast and Southwest area. The RCPRO Warbird Racing (RCPROWarbirdRacing.com) series has been running for over 10 years. There are races in California, Arizona, and Utah. Attendance was good in 2014 with 77 competitors participating.

The www.rcpylonracing.com site has a list of many of the West Coast and Southwest events. It also has a link to the [Sacramento Area Modelers 2015 Warbird Racing Rules](#).

There is a series in the "Triangle" of Fresno, Salinas, and Morgan Hill. Some of the racing classes prescribe certain airframes and engines, like the Triangle Series T-34 races that use The World Models T-34 Mentor 40 airframe and predominately the O.S. 46 AX engines. Others like RCPRO and SAMS Unlimited allow a wide range of airframes and engines or power systems. RCPRO Warbird Racing is the first big group to allow electric power. It is not uncommon to see a YS115FZ stuffed into a [World Models P-51 Mustang 46](#).



This is the plane specification for RCPRO Warbird Racing:

The only models qualified to be entered in a RCPRO Warbird event must be scale models replicating heavier than air, fixed wing, propeller driven, man carrying, military aircraft that were in production after January 1, 1937, or scale models of non-military aircraft that have raced in the unlimited category of the Reno or Mojave Air Races or in an unlimited air race affiliated with the Unlimited Air Racing Association. To "have raced" means that the aircraft must have crossed the starting line while participating in an official heat. Civilian markings, paint schemes, & modifications to military aircraft are allowed. Civilian aircraft that were not designed for, but can be documented and were used by the military, will be allowed. All models must have a full fuselage, no profiles allowed. Because they do not meet the "intent" of the event, airframes designed for use in AMA Q40 and/or F3D racing will not be allowed. If you

have any question as to whether your particular airframe will qualify for warbird racing, please contact the Contest Director prior bringing it to the event.

SAMS and the older SWRA rules use a wing area to engine size chart. Measuring wings and checking engines is a bit of a chore for a contest, so RCPRO dropped the chart. Now these are the Engine and Wing Area Requirements:

There will be a minimum wing area of 400 square inches for single engine/motor aircraft and 500 square inches for a multi-engine/motor aircraft. The maximum weight of any plane will be 20 lbs ready to fly.

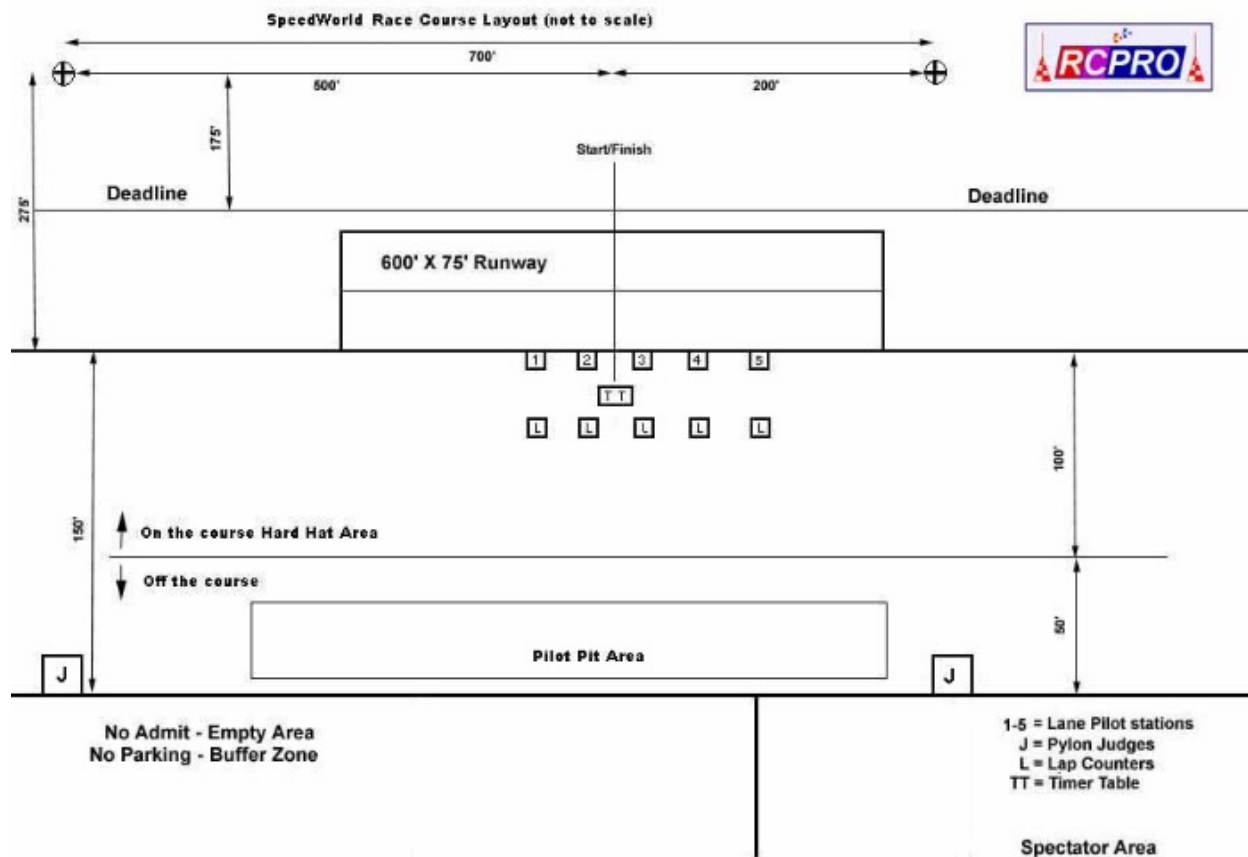
Power may be Glow, Gas or Electric. Since there are no restrictions for power vs wing area, we caution all contestants to carefully select a combination that will result is a model that can safely fly the course and remain within the time constraints for the class in which it is being flown. At the CD's discretion, any plane/pilot which is deemed questionable may be asked to fly a demonstration heat prior to racing. The CD has the right to disqualify any aircraft or pilot which he feels may create a safety risk.

So how do you race a wide variety of airframes and setups of different power systems? The answer is bracket racing with breakout times. Times were established for a known size course and in most groups there is a Bronze, Silver, Gold system to separate the different speeds of planes. Almost all Warbird racing is done on a 2-pole course.



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This is the RCPRO course:



The RCPRO brackets:

The following breakout times will be used in the fixed-bracket racing format. There are no adjustments to these breakout times.

Bronze class: 2 minutes, 30 seconds

Silver class: 2 minutes

Gold class: 1 minute, 30 seconds

Important! Since we rely on the breakout times to control safety, any recorded time faster than 1:25 will be posted as 00:00.00.

The speed of a competitive Bronze plane is in the 100-120 mph range. A Silver is in the 120-150 mph range. Most Gold planes are 150+ mph. Bronze and Silver planes tend to be everyday sport planes. Gold planes are typically just used for practice and racing. They tend to be heavier with higher wing loadings. The main thing here is that everyday Warbirds can be used for racing. A lot of lightly modified ARF planes are often used in Bronze and Silver. People like to decorate their planes, and additional color and things like a tuned exhaust are common in those tiers. Gold planes tend to be home built or significantly strengthened ARF planes.



To make scoring and course judging somewhat easier, most Warbird racing uses a different scheme than the AMA class scoring. It also uses a simplified cut scheme. There are no extra laps for cuts, so 10 laps are always flown.



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This is the RCPRO Heat Scoring Procedures:

The first place finisher in the heat will receive the same number of points as the number of planes in the maximum heat size in the class. Each subsequent place finisher will receive 1 less point. For example, with a four-plane maximum heat size within the class, the 1st place finisher receives 4 points, 2nd place will receive 3 points, 3rd place receives 2 points, etc. Any aircraft that was unable to take off or that was to the right of the start-finish line at the start the heat receives no (0) points. Any aircraft that did not finish the heat receives no (0) points. Any aircraft that was black flag disqualified receives no (0) points. Any aircraft that completed the heat in less than the prescribed break out time for its class receives no (0) points.

Effect of Cuts on Points Awarded - If an aircraft cuts one pylon, by not flying past it, that aircraft will only receive 1 point, regardless of finish position. Any aircraft cutting more than one pylon will receive no (0) points for that heat. Aircraft finishing without cuts behind aircraft receiving cuts, will be have their finish position advanced one place in their standing for each aircraft ahead of them that received cuts.



As I mentioned above, RCPRO now allows electrics to compete. Tony Pacini has had a lot of success with his electric planes, even in the Gold class. The diversity of planes and the grouping of planes into comparable speed categories lead to a lot of fun.

There has been some Warbird racing in the East, but AMA racing is more dominant on the East coast. I'm going to be working to bring Warbird racing in a variety of forms to the whole country. RCPRO is working on a Giant Scale class that can be raced on the 700' course, and MiniWarbirdRacing.com uses electric planes with a minimum wingspan of 35 inches and uses 3 cell LiPo batteries. Work is also being done on a class using the HobbyKing Fun Fighter series.

So get you a Warbird and start flying some laps at the flying field. It is easy to get people hooked into some racing when they can use the planes they already have.



Paul Herman created an RCPRO version of his scoring software that implements the Bronze, Silver, Gold classes with the different point scoring. It is available on the RCPRO web site. It can be used for variations on the theme.



DISTRICT NEWS

District 1: Tom Hegland

Howdy District One! The April District 1 NMPRA Newsletter is "Q-40 Classic Time," International party time in Surprise, Arizona, always one of my favorite times of the year, as I get to see old friends and compete against the best pylon racers in the world. This year the 2015 Q-40 Classic hosted by the Speedworld R/C Flyers was again a world-class racing venue. This year saw 80 confirmed entries, plus 4 slightly stressed pilots on the waiting list who made the trip hoping for a "no show" entry slot. Nobody on the waiting list made it into the big event this year as everybody showed up with their fastest stuff. Again this year's Q-40 Classic exhibited a great international contingency of pilots from ten different countries including Canada, United Kingdom, Mexico, Guatemala, Venezuela, Netherlands, Brazil, France, Australia, and the United States.

The road trip from the San Francisco bay area to Surprise Az is always great long weekend work get-away for me. With an overnight stay in Laughlin Nevada I get my annual casino/gambling fix. This was a good year as a fatter wallet entering Arizona put a new Jim Lime Phoenix Quickie in my shop. I pulled into Speedworld sometime Friday morning and was greeted to a packed pit area and the usual 40+ plane practice lineup. The race was run with the exceptional precision that Jim Allen and the Speedworld club have become known for. There were over 160 heats flown over the two-day event. Special kudos go out to Darrel Cady for performing the technical inspections and doing an excellent job coordinating and cooking during Saturday night's BBQ.

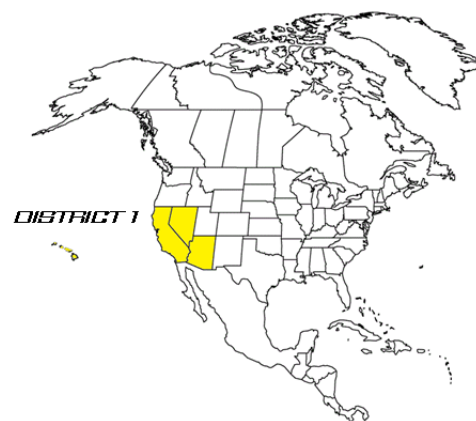
The racing began promptly at 08:30 Saturday and continued at the typical Speedworld pace through Sunday's fly-offs. The first rounds Saturday morning were flown in close to perfect weather conditions with a mild cloud cover that downgraded the severity of the early morning sun challenges.

Unfortunately, calm winds (or should I say absolutely no wind) conditions created a perfect "bad-air" storm for the pilots. Round 1 bad-air casualties included Rusty VanBaren, Mike Langlois, and Gary Freeman Jr. At the completion of Round 1 it was Dan Kane leading the pack by turning a 1:01.25. Travis was smoking in Round 1 lapping the field; unfortunately a cut gave him a 1:06.98 11-lap time. At the end of Round 2 only seven pilots remained clean. Jim Allen was now setting the pace with a 1:01.15, followed closely by Rich Beers and Robert Holik. Dan Kane and Travis Flynn both picked up zeros dropping them to 39th and 44th place respectively. Ouch! Dan Coe stumbled a bit with a 3rd place finish dropping him to 21st place. Unfortunately, Lee Von Der Hey had to kiss his beautiful Shark prototype goodbye after he encountered a bad-air mishap while motoring from pylon 3 to pylon 1.



Gino DelPonte ID'ing Lee Von Der Hey's Shark. This was the last heat for this beauty.

In addition, Round 2 saw Doug Killibrew and Dan Nalley get together at pylon 1 while battling for the lead. Rusty VanBaren picked up a win with his backup Miss Ashley. Round 3 had Chuck Andraka, Richard Verano, and Lyle Larson dropping points and finding themselves now following the "clean" leaders of Jim Allen, Rich Beers, Ben Jones, and Robert Holik. Brian Richmond kept improving on his times and found himself cracking the top 10 for the first time.



I had never heard of Brian Richmond before I met him at last year's Champ race in Shelton. Brian, it turns out, is just getting back into racing after taking a twenty-year break to concentrate on his family. I'm sure most of you old Formula 1 guys remember Brian as a regular racer during that era. Welcome back to racing, Brian! With a 5th place finish in Shelton, it didn't take Brian long to get back into the groove.



Starting line action, in lane 3 Richard Verano gets Gino DelPonte off to a slight hole-shot.

In Round 4 Jim Allen continued to pick up the pace with an impressive 0:59.78. Jim was the only contestant to remain clean through 4 Rounds. Lyle Larson also showed some serious speed with a 1:00.5, which put him back in the top 10. Also Dan Coe worked his way back up to top 10 status. Rusty VanBaren continued to move up the pack by picking up his third straight win. Round 5 saw Ben Jones drop from 2nd place to 10th; Brian Richmond moved up to a tie for second place with Robert Holik and Gino DelPonte. Impressive day for Brian as he bettered his heat times in every round, from a 1:08.xx down to 1:03.xx. Nice trending, Mr. Richmond.



DISTRICT NEWS

District 1 Continued:

A new face cracking the top 10 was the mug of Duane Hulen.



In lane 2, Duane Hulen getting ready to "Let the good times roll," 7 seconds and counting.

Sunday morning's weather was definitely different from Saturday's, no wind conditions. Sunday exhibited a challenging little crosswind that had several people during takeoff shortening their 7.4x7.5 props down to something resembling a 6.4x7.5 prop. APC stock rose 5% that morning. In Round 6 Brian Richmond continued to better his heat times with a 1:01.79, and Rusty with his 5th straight win climbed the mountain from 1st Round 79th place to 9th place after Round 6. Jim Allen continued to cruise with a "clean" race through Round 6. Not a lot of movement in the standings after Round 7; Jim Allen was still in the lead one point ahead of Brian Richmond and Robert Holik, with Gino two points down in 4th place.



I can't leave Round 7 highlights without recognizing that somebody won his sixth straight heat after a Round 1 bad-air crash and moved into a tie for 7th place.

Round 8 saw Jim Allen complete a perfect weekend sweep by posting his 8th straight heat win for 1st place and his Round 4 fast time of 0:59.78 was never really challenged all weekend. Congratulations Jim Allen. Following Jim were Robert Holik and Brian Richmond tied for 2nd place. Gino DelPonte and Ben Jones tied for 4th, and Chuck Andraka, Dan Thordarson, Rich Beers, and Duane Hulen tied for 6th place. Everybody decided to go by time for the final standings....yeah, right. Let the fly-offs begin.



Fly-off for 6th place, pilots Chuck Andraka and Dan Thordarson with callers



The other half of 6th place fly-off pilots Duane Hulen and Rich Beers with callers



I think I'll let the pictures tell the story. Chuck, Dan, Rich, and Duane getting things fired up. This is going to be good!



I do believe we can just see the trailing edge of Beers' Too Sweet in the frame. So out of the gate it's Beers, Andraka in second, 6 inches ahead of Duane, who is one Vendetta body length ahead of Dan.

Unfortunately, this turned into a two-plane heat around lap 5 as Beers and Hulen mid-aired. Duane was able to recover and land, but Rich's Too Sweet was done! In the end the two District 1 pilots battled it out with Chuck Andraka getting the best of Dan Thordarson this go around.



Mo Vereecke bringing Duane Hulen's wounded Vendetta back to the pits. Some minor wing damage due to mixing it up with Rich Beers' Too Sweet. Nice (or was it lucky) save by Mr. Hulen

Next the fly-off for 4th place between Gino DelPonte and Ben Jones from the United Kingdom.



Gino DelPonte with caller Richard Verano on the cart getting ready to get it on with Ben Jones, who is looking on.



DISTRICT NEWS

District 1 Continued:



Ben Jones with caller Mr. Jones



Ben's tee shirt says "Dye" and that's exactly what his Nelson did when trying to start it.

So we now know Mr. Jones didn't get things fired up for this fly-off with Gino for 4th place. Gino knowing he had a faster time than Ben allowed him to pursue Jim Allen's fast time. This strategy promptly led Gino to cut out. Okay, let's bring on the fly-off for 2nd place between Robert Holik and Brian Richmond. Both these guys were only one point down from Jim Allen's perfect 32. Ironically Robert's long-time friend, caller, and FAI Team Partner Richard Verano was the only pilot to get the better of Robert this weekend causing the loss of that one point. Both Brian and Robert had awesome weekends so this fly-off should be a good one.



Fly-off for 2nd place about to start. Brian out of the picture is in position and Robert is on his way. Travis Flynn and Tom Strom Jr are the callers.

Everybody was ready for a battle to the checkered flag, but unfortunately the pylon judges had something to say about that. Brian picked up a cut around lap 5 which allowed Robert to back off a bit and cruise to a win and overall 2nd place finish. Well done, Robert!



That lane three cut light tells the story for the fly-off between Brian Richmond and Robert Holik for 2nd place.

After the fly-offs the final standings were:

1st	Jim Allen	0:59.78
2nd	Robert Holik	1:03.18
3rd	Brian Richmond	1:01.79
4th	Gino DelPonte	1:01.17
5th	Ben Jones	1:02.39
6th	Chuck Andraka	1:03.25
7th	Dan Thordarson	1:03.02
8th	Rich Beers	1:01.47
9th	Duane Hulen	1:04.47
10th	Rusty VanBaren	1:03.02

Fast time goes to Jim Allen with a 0:59.78. Congratulations, Jim!

Unfortunately, I was not able to attend the March Denis Lyon Memorial Race at Whittier. Obviously, we have all read the Blog and a BIG congratulation to Jim Allen for setting a new Q-40

National Record of 0:57.22. To say Jim is on a bit of a roll is an understatement. Over the last 5 months here are Jim's accomplishments:

- Shelton Champ Race: Fast Time 0:58.30 (personal best)
- 2015 Winterfest: 1st Place and Fast Time
- 2015 Q-40 Classic: 1st Place and Fast Time
- March Whittier Race Saturday: AMA 426 and Q-40 Fast Time
- March Whittier Race Sunday: AMA 426 1st place and Fast Time. Q40 New National Record.

Impressive! Also congratulations to the other winners at Whittier:

Saturday AMA 424

1 st Place	Jim Padelt	1:33.41
2 nd Place	Gilbert Lucero	1:27.27
3 rd Place	Ron Russel	1:27.91
Fast Time	Benny Elkouby	1:19.59

Saturday AMA 426

1 st Place	Roy Andrassy	1:05.62
2 nd Place	Jim Allen	1:04.89
3 rd Place	Jason Gardner	1:05.21
Fast Time	Jim Allen	1:04.89

Saturday AMA 422

1 st Place	Richard Verano	1:03.14
2 nd Place	Chuck Andraka	1:03.54
3 rd Place	Jim Allen	1:00.96
Fast Time	Jim Allen	1:00.96

Sunday AMA 424

1 st Place	Benny Elkouby	1:17.30
2 nd Place	Gilbert Lucero	1:23.87
3 rd Place	Pietro Palumbo	1:21.88
Fast Time	Benny Elkouby	1:17.30

Sunday AMA 426

1 st Place	Jim Allen	1:03.57
2 nd Place	Roy Andrassy	1:05.26
3 rd Place	Dan Coe	1:05.06
Fast Time	Jim Allen	1:03.57

Sunday AMA 422

1 st Place	Richard Verano	1:00.34
2 nd Place	David Lloyd	1:00.43
3 rd Place	Jim Allen	0:57.22
Fast Time	Jim Allen	0:57.22

Finally, welcome to District 1, Roy Andrassy!

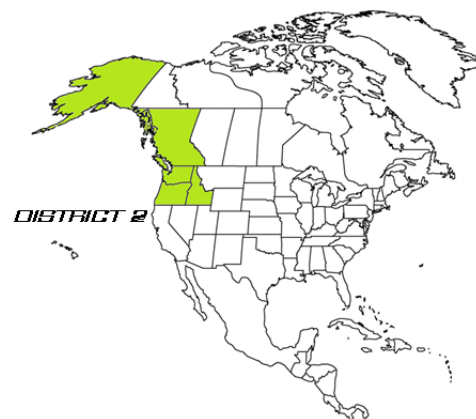
Till next time,
Tom Hegland
37c



DISTRICT NEWS

District 2: Allie Russell

No article submitted for publication



District 3: Randy Smith

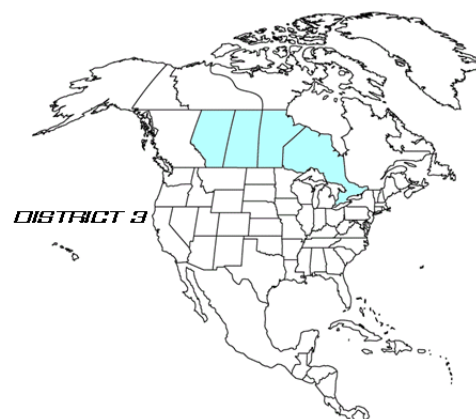
I am writing this as I fly back on the big bird from Phoenix where I attended the Q40 Classic race. Ten of us from District 3 participated in the race. As usual, the weather was nearly perfect and the competition was top notch. With eighty competitors, my butt hurts from having it kicked by so many of the best pilots in the world. If you wanna race, this is the contest to do it. I keep coming back because I feel that I have so much to learn from those who do it the best. I draw a parallel to my snowboarding. You will never get better if you always ride on the bunny hill. You have to have the courage to ride on the steep and deep and take a few bumps and bruises along the way. This is how we learn to do any sport better.

Another big shout out goes to Jim Allen and the Speedworld RC Flyers club for hosting the event. Jim and his volunteer crew did a great job once again. Also a big "Thank You" to Randy Ritch and Ritch's Brew fuel for supplying the fuel used by all the participants during the competition.

District 3 had eight pilots and two dedicated Callers. We also had our own Canadian cheering team. Pilots participating were Roy Andrassy, Lyle Baker, Henry Redekop, Harold Sattler, Hank Kauffman, Kevin Moorehouse, Alan Umbach, and me. Kevin Umbach and Jeff Martin called for pilots. Jeff Martin was actually one of four guys to fly in with equipment prepared to race if a spot opened up. Jeff finished #1 - on the waiting list.

Although Canada was shut out of the trophies this time around, we had a great time. It is a treat just to get away from the cold up north for a week and do some racing with our friends from around the world.

F3T/Q40 is going to be featured at the World Air Games in Dubai during the first week of December this year. There is a lengthy qualification criteria that will be communicated by Jim Allen. F3T is Q40 air frame design using Jett, Nelson, and DKT motors flown on the F3D race course. AMA heat scoring by points will be used. Stay tuned for details on how to qualify.



Eight pilots and two callers from Canada attended the Q40 Classic pylon race in Phoenix Arizona in February.

Back at home, Calgary is hosting a 426 Quickie and Electric Formula One event on the weekend of May 23, 24. Contact me for details. Jeff Martin will have our full district schedule out soon.

Keep the shiny side up.

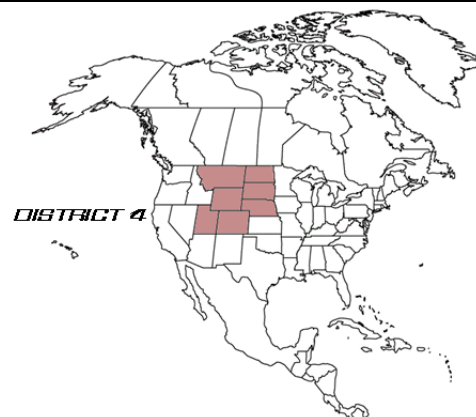
Randy Smith



DISTRICT NEWS

District 4: Travis Elbert

No article submitted for publication



District 5: Jim Nikodem

I would like to start out by thanking Tim Lampe and Dan Kane for their help getting me going in F5D. That is the international electric pylon racing event. Unlike EF1 these are not scale airplanes and end up looking like gliders more than anything. It is an event that is not raced in our part of the world, but it is nice to have a competitive US team to participate in the world championships every two years. It is open to anyone interested in the event. This year Tim Lampe and his club in Champaine IL will host the US team trials on September 18-19 with rain dates the next two days if needed. The World Championships will take place the following summer. That event was held in Austria last year. Thanks again to Tim Lampe for taking this on and for an outstanding article in the November 2014 issue of Model Aviation on EF1.

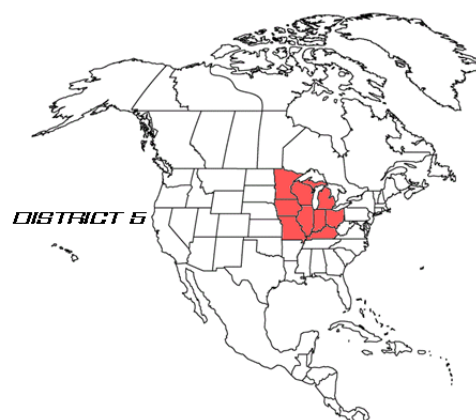
This highlights to me what a great event EF1 is, because all you need to know is what equipment to buy and how to take care of LIPO batteries. All equipment is fairly inexpensive and easy to get. Approved designs are listed on the NMPRA web site. Some are ARF's, some kits, and others plans. All airplanes raced in this event need to be available to anyone (plans minimum). The purpose of design approval is to keep all prior designs competitive and in the spirit of scale that already exists. Modifications to the profile of an approved design also need to be approved. This can be done to replicate a full scale Formula One modification.

All must go thru the EF1 rules committee.

Lastly, I want to remind everyone to pre-register for upcoming CAPS races this season. This can be done on the NMPRA web site under the Events tab, then supporting clubs, then District 5, and then CAPS, or the CAPS site directly at www.capsracing.com. This helps the matrix go more quickly on race day and gives the CD an idea what the turnout will be. Many thanks to the CD's, especially Jay Cappis who will CD and run two race weekends again this year. There are again two Muncie race weekends with open practice on Friday plus the NATS, and one Cincinnati race weekend. There are many 426 races once again in the Minneapolis area. See the dates under the EVENTS tab on the NMPRA web site.

See you at the races!

Jim Nikodem





DISTRICT NEWS

District 6: Peter Tani

Hello all

The period of time between our local annual business meeting, the first race of the season is the "off" season for most of us here in the Northeast. The best quality time building is done from the last race in October to the January meeting with a little fit and finish that always seems to extend into late winter and early spring. Therefore, there is no actual pylon racing activity going on within district 6 to report on for the moment.

Please if you haven't already consider joining and/or re-renewing your NMPRA membership for 2015, there is a very nice downloadable "pdf" file posted in the "General Discussions Q500 & Q40" forum on the third page of "NEW! NMPRA Application with Paypal" by NMPRA treasurer and secretary Scott Hartman. It shows the current 2015 roster of paid members in case you want to check your membership status.

At the time of this writing and the most recent March 7th tally, we have nine paid national NMPRA members who raced at least once in the state of Connecticut in 2014. I would hope to see the remaining pilots who are still with us re-joining and would be very happy if those that have yet to join NMPRA consider doing so for 2015.

NMPRA is our national voice, and I think given the current climate of our hobby in general it is important for all to stand up and be counted and to support the efforts of the leadership of our special interest group. Besides as David Doyle would often say "You might even win a tee-shirt."

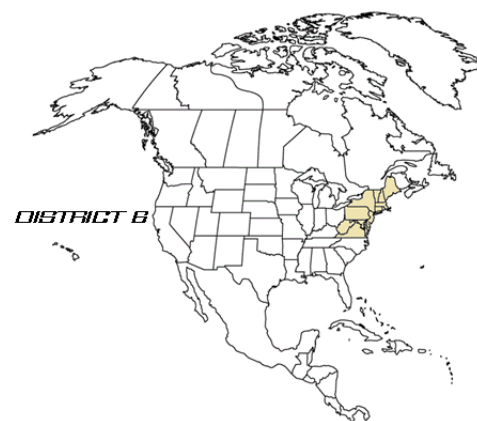
This year the calendar year and the NMPRA race season start/stop dates coincide, and if everyone remembers to join on or very soon after January 1st for the district 6 race season, we will be in very good shape. Hello and thank you Miki Konno, a current member now of district 5. Thank you to all that support our national group.

With spring upon us soon we will start our 2015 season here in the Northeast with our first "Salem Spring" race scheduled for May 2, 2015. Our proposed current 2015 schedule is for sixteen race events. Eight AMA 424, seven AMA 426, and one EF-1 at five separate venues and four local fields. Many thank you's to all the contest directors and hosting clubs and to Bob Triggs for coordinating our race schedule well in advance. The most up-to-date race information and scheduling can be found on www.nepro.org.

Seeing that spring is here, I would like to express how important I think it is to be a good steward of pylon racing and to foster support for racing. In the Northeast, particularly in the spring, many resources like good weather, flying days, and a vacant local field are often in rare supply and have been for a long time. When available they are likely shared with sport flyers and the same seven or eight guys down to shoot the breeze after a long snowy winter. It has been my experience that under some circumstances large groups of racers can be intimidating in that they share great passion and a common interest that is foreign and often thought highly specialized.

A small degree of common courtesy and common sense goes a long way in keeping the peace when everyone has cabin fever and is looking to get a flight in, racing or otherwise. Please exercise courtesy and common sense especially early on in the flying season. When better days are more plentiful, folks seem to relax some, and all soon remember that some of the best instructors and club supporters also have great passion for racing. With some skill and diplomacy you never know; we may even increase the size of our ranks.

Speaking of things racing, I am very happy to report that several district 6 NMPRA members are getting an very early start the to 2015 racing season at the 11th Annual Southern 500 in Mulberry Florida located in district 7. Thank you both contest director Scott



Smith and the hosting Imperial RC Club.



District 6 pilots at the 11th Annual Southern 500. Standing Lt. to Rt.: Craig Korsen, Conrad Wondolowski, Dino Spaduccini Kneeling Lt. to Rt.: Lloyd Burnham, Mike Masi

Congratulations to all, especially Conrad Wondolowski with your fifth out of ten and third out of twelve AMA 424 finishes with the big boys. Lastly and "new for 2015" is a very nice and brand new NEPRO PayPal account that club president Bob Triggs and club vice-president Dennis Duplice have recently set up. We will be using this new account to make it easier for folks wishing to pay for things throughout the racing season. Just log on to your PayPal account and enter neproq500@gmail.com and the amount to send with a short note. We are working on a slicker less bear skin and bone knife approach to logging on and paying. Good luck to all this racing season; hope to see you all soon.

Peter Tani
NMPRA 23J



DISTRICT NEWS

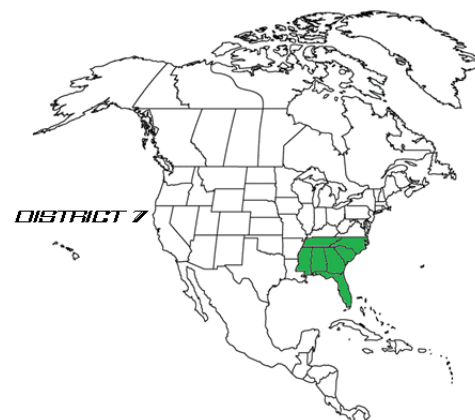
District 7: Scott Smith

Without a doubt, winter is over here in the South!! The 11th annual Southern 500 in Mulberry Florida started with practice on the first day of spring. Spring, huh, it was 90 degrees and foggy until after 11 AM! Not a bad deal if you are setting up the field, but I had done all of that Thursday after work and really wanted just to do some flying on Friday! You know what happens when you get a bunch of pylon racers out for some much needed practice and tempt them with an almost good enough sky to fly in? Yup, Richard Tucker tested the ceiling for us by pulling his 426 straight up after 11 laps, and it was obvious to everyone that we needed to wait a few more minutes! David Doyle came out to spend some time with the guys, and even let some guys have some really good deals on some of his racing gear. It was good to see David and to talk to him again. We all wish David and Gloria the best and hope that we get to keep seeing him at our racing events. I can't tell you how late guys went on practicing, but when I left at 7:30 they were still at it!

Saturday short course racing quickies was an absolute blast! We had a slight wind from 2-3 all day, but it never got bad enough to cause any real problems. No fog today, so we got the

first heat in just after 9 am. We did a pizza lunch for the guys, while team USA F3D showed us what FAI was all about. Kurt Beachler demonstrated his new formula one, built by Dave English, and showed us what 175 mph snap rolls and pylon racing aerobatics are all about! Awesome plane and a real "fly it like you stole it" demo. We got all 5 rounds in for 424 & 426 by midafternoon and let everyone practice the long course for Sunday until dark. The results are posted below. Sunday we had more fog, but fortunately it burned off by 10 am and we were up and running. We had a great day of racing with very little attrition from incidents. There were a couple of midairs and a very obvious "bad air" that left a dent in the asphalt and a debris field to be proud of! We had 3 pilots set sub-minute times despite the heavy air. I really think that this was one of the best weekends of racing I have seen in a while and really enjoyed being a part of it. The judgeman light system worked flawlessly all day, and we never had a re-fly during the entire weekend.

Our next event in SEMPRA is the long-awaited return to Markham Park in Sunrise Florida in April. It has been a couple of years since we had a race in Markham Park, and I am thrilled to be returning; not only because Ray puts



on a great event, but it is the place where I competed in my very first racing event. 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 to him as soon as you can.

We have a few races in the planning phase right now and hope to be able to release the dates for them soon. As soon as they are confirmed, I will get them out in the newsletter and on the NMPRA website for everyone to plan their trips. That is all I got for now, so I guess I will see you guys very soon on the line in Markham Park ...

11th Southern 500 Results on Next Page.

Upcoming SEMPRA District Pylon Racing Events – 2015 Season

Sunrise, FL April 24-26, 2015 **MPPA Spring Race** 424, 426, 422

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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 Powder Springs, GA 30127
 770-421-8838
 brogdonlh@comcast.net
 If possible, please submit information in Microsoft Word format

Race Announcement Policy

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

Advertising Rates

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

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 7 Continued:

11th Southern 500

Ordered By Points Within Class

After 5 Rounds			
424	Name	Low Time	Points
1	Scott Smith	** 1:23.86	F0 15
2	Jack Fehling	1:36.87	F0 15
3	Larry Loucks	1:42.68	11
4	Tony Houde	1:38.30	F2 10
5	Conrad Wondolowski	1:43.39	F1 10
6	Richard Zisa	1:37.96	F0 10
7	Ron Adams	1:41.88	9
8	Lin Bradley	1:51.97	9
9	Kyle McGuire	1:56.40	7
10	James Creech	1:45.90	6

11th Southern 500

Ordered By Points Within Class

After 5 Rounds			
426	Name	Low Time	Points
1	Matthew Fehling	1:05.10	15
2	Mike Helsel	1:05.08	14
3	Dub Jett	1:05.52	13
4	Adam Grim	1:04.60	F0 12
5	Craig Korsen	1:06.59	F0 12
6	Randy Bridge	** 1:03.44	11
7	Terry Frazer	1:05.52	10
8	Tim Yousey	1:07.20	10
9	Bob Brogdon	1:10.07	10
10	Dennis O'Brien	1:08.68	9
11	Scott Smith	1:09.70	9
12	Richard Tucker	1:10.68	9
13	Tom Scott	1:05.20	8
14	Barry Reade	1:28.95	8
15	Lloyd Burnham	1:06.57	7
16	Ray Brown	1:04.28	6
17	Randy Etken	1:11.79	6
18	Dean Stone	1:06.71	3
19	Kurt Beachler	1:14.76	3

11th Southern 500

Ordered By Points Within Class

After 5 Rounds			
424	Name	Low Time	Points
1	Tony Houde	1:46.57	13
2	Scott Smith	** 1:40.09	12
3	Richard Zisa	1:47.25	F2 10
4	Conrad Wondolowski	1:57.27	F1 10
5	James Creech	1:54.58	F0 10
6	Jack Fehling	1:45.75	9
7	Ron Adams	1:46.97	9
8	Kyle McGuire	2:07.41	8
9	Scotty Smithwick	1:49.33	7
10	Barry Reade	1:53.81	7
11	Lin Bradley	1:59.76	5
12	Larry Loucks	0:00.00	0

11th Southern 500

Ordered By Points Within Class

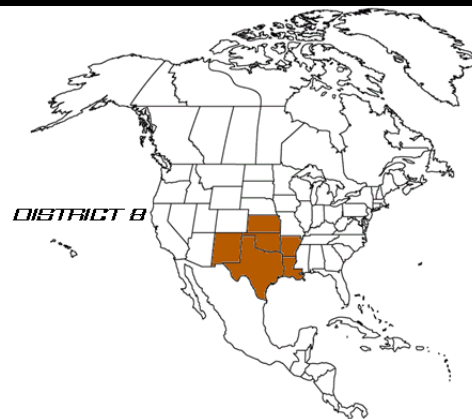
After 5 Rounds			
Q40	Name	Low Time	Points
1	Adam Grim	0:59.73	F1 15
2	Ray Brown	0:59.71	F0 15
3	Craig Korsen	1:03.34	13
4	Randy Bridge	** 0:59.34	F0 12
5	John McDermott	1:02.67	F0 12
6	Dub Jett	1:03.68	11
7	Mike Helsel	1:01.13	10
8	Terry Frazer	1:01.53	10
9	Lloyd Burnham	1:06.25	10
10	Matthew Fehling	1:00.99	9
11	Tom Scott	1:01.60	8
12	Tim Yousey	1:04.59	8
13	Mike Masi	1:08.12	8
14	Bob Brogdon	1:11.13	8
15	Richard Tucker	1:11.72	7
16	Dean Stone	1:04.19	6
17	Kurt Beachler	1:11.47	6
18	Dino Spadaccini	1:10.84	5
19	Dennis O'Brien	1:06.51	3



DISTRICT NEWS

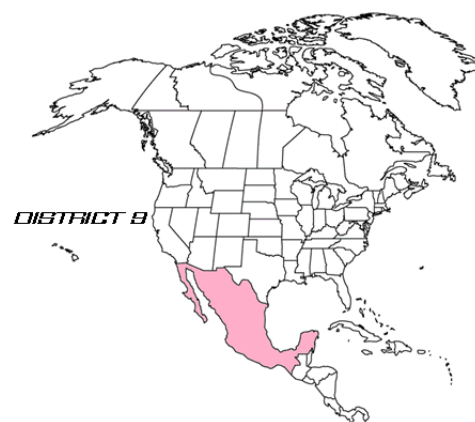
District 8: Empty Position

No article submitted for publication



District 9: Alejandro Vazquez

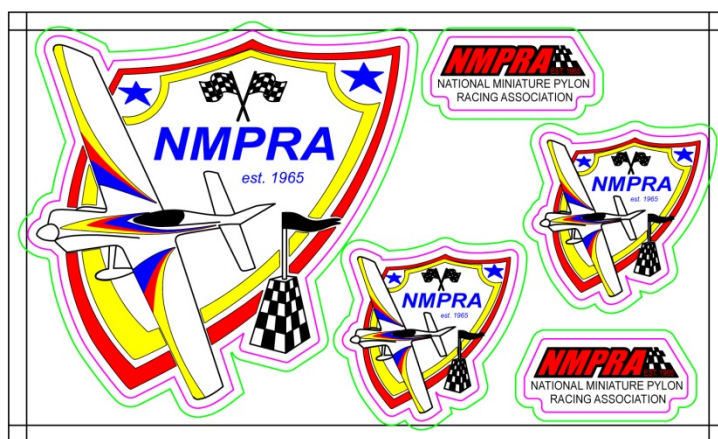
No article submitted for publication



District 10: Joe Luxford

No article submitted for publication

DISTRICT 10
INTERNATIONAL





AMA-422: Q40 POINTS & STANDINGS

422 Points: Gary James

AMA 422 – Q40		
	Location	Date
1		
2		
3		
4		
5		

	NAME	NMPRA#	Races Flown	Total Points Best 6 Races
1	Allen, Jim	17D	5	459.82
2	Coe, Dan	42C	5	344.91
3	Van Baren, Rusty	7D	5	325.94
4	Brown, Ray	15T	4	310.90
5	Thordarson, Dan	53C	5	299.38
6	Andraka, Chuck	11H	4	294.48
7	Bridge, Randy	58B	3	269.66
8	Jett, Dub	1I	4	260.34
9	Grim, Adam	20S	3	248.93
10	Helsel, Mike	5A	3	237.85
11	Lloyd, David	15C	3	216.02
12	Flynn, Travis	55A	3	205.66
13	Yousey, Tim	58S	3	184.61
14	Diepenroek, Hank	24F	4	169.55
15	Fehling, Matthew	59S	4	166.39
16	McDermott, John	2R	2	164.04
17	Frazier, Terry	37P	2	159.81
18	Holik, Robert	23A	2	152.21
19	Langlois, Mike	12R	2	150.61
20	Coffey, Bruce	81B	3	140.55
21	Hartman, Scott	30H	2	128.07
22	Scott, Tom	26P	3	120.79
23	Gavin, Dave	27C	5	117.25
24	Killebrew, Doug	10C	5	117.12
25	Beers, Richard	22I	2	116.09
26	Andrassy, Roy	31X	3	113.09
27	Richmond, Brian	85S	1	112.85
28	DePonte, Gino	42D	1	111.40
29	Salar, Matias	88C	3	110.08
30	Hulen, Duane	12V	2	105.35
31	Witte, Trey	23R	2	105.07
32	Larson, Lyle	16B	1	99.80
33	Seaholm, AJ	16V	1	95.45
34	Barrios, Salvador	26Y	1	92.55
35	Stone, Dean	19R	3	91.12
36	Sattler, Harold	59X	1	91.10
37	Castellanos, Javier	12Y	1	89.65
38	Korsen, Craig	16J	1	88.61
39	Kane, Dan	1V	1	88.20
40	Salazar, Mario	18C	5	87.70
41	Tahhan, Gabriel	22Z	1	86.75
42	Hodgin, Joe	14Q	1	82.40
43	Redekop, Henry	30X	1	80.95
44	Kaufmann, Hank	12X	1	79.50
45	Calderon, Jose	25Y	1	78.05
46	Oliver, Richard	26H	1	77.68
47	Strom Jr., Tom	23E	1	76.60
48	Umbach, Al	32X	1	75.15
49	Carvalho, Marcello	27Z	1	72.25
50	Rafalowski, Joe	21S	1	72.22
51	Small, Jerry	5H	1	66.45

	NAME	NMPRA#	Races Flown	Total Points Best 6 Races
52	Finch, Lonnie	21V	1	66.24
53	Brogdon, Bob	1S	3	64.31
54	Smith, Randy	22X	1	60.65
55	Hegland, Tom	37C	1	57.75
56	Hobbs, Ben	21G	1	56.95
57	Lopez, Anthony	23B	1	56.30
58	Burnham, Lloyd	22J	1	55.83
59	Moorehouse, Kevin	36X	1	54.85
60	Vasquez, Alejandro	41C	1	49.05
61	O'Brien, Dennis	2S	2	47.35
62	Gall, Duane	23F	1	38.36
63	Lime, Jim	41D	3	35.69
64	Masi, Mike	37J	1	33.98
65	Vess, Robert	14R	1	33.98
66	Von Der Hey, Lee	7C	1	28.75
67	Nalley, Dan	2E	1	27.30
68	Coronado, Oscar	22Y	1	25.85
69	Blanchard, Bryan	16P	1	25.53
70	Freeman Sr., Gary	20T	1	24.40
71	Robinson, Jeff	27B	1	17.15
72	Coffey, Joanne	83B	1	14.25
73	Blanchard, Marcus	15P	1	13.36
74	Freeman Jr., Gary	16S	2	12.21
75	Diffendaffer, Bryan	24E	1	7.00
76	Baker, Lyle	19X	1	4.10
77	Oliver, Jason	27H	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
8	Mullberry, FL	3/21/15
9	Whittier, CA	3/20/15
10	Whittier, CA	3/21/15

	NAME	NMPRA#	Races Flown	Total Points Best 6 Races
1	Allen, Jim	17D	4	383.62
2	Coe, Dan	42C	4	283.16
3	Andraka, Chuck	11H	4	282.83
4	Korsen, Craig	16J	3	242.65
5	Fehling, Mathew	59S	3	227.73
6	Frazer, Terry	37P	3	218.46
7	Thordarson, Dan	53C	4	216.40
8	Jett, Dub	4I	3	214.99
9	Lime, Jim	41D	4	210.00
10	Yousey, Tim	58S	3	207.13
11	Brown, Ray	15T	3	200.05
12	Andrassy, Roy	31X	2	191.48
13	Stone, Dean	19R	4	164.25
14	Grim, Adam	20S	3	159.27
15	Salazar, Mario	18C	4	157.39
16	Helsel, Mike	5A	2	156.10
17	Bridge, Randy	38B	2	154.09
18	Coffey, Joanne	83B	2	152.35
19	Lucero, Gilbert	16C	4	150.80
20	Smith, Scott	86T	3	134.53
21	Burnham, Lloyd	22J	2	113.52
22	Gavin, Dave	27C	4	106.74
23	Scott, Tom	26P	2	106.36
24	Witte, Trey	23R	3	105.76
25	DeLateur, Joe	15B	2	105.00
26	Diepenbroek, Hank	24F	3	100.87
27	Beers, Richard	22I	1	95.07
28	Thompson, Taylor	26C	2	91.67
29	Katz, James	4Q	1	91.36
30	Schelling, Don	56C	4	88.50
31	Hulen, Duane	12V	1	86.53
32	Brogdon, Bob	1S	3	81.96
33	Thompson, Chuck	28C	2	79.84
34	Oliver, Richard	26H	1	77.13
35	Hegland, Tom	37C	2	73.43
36	Gage, Ron	12W	1	72.60
37	Masi, Mike	37J	1	69.87
38	Finch, Lonnie	21V	1	69.47
39	Baker, Steve	15R	1	63.00
40	Vess, Robert	14R	1	62.89
41	Galarneault, Pat	95W	1	62.40
42	Langlois, Mike	12R	1	58.15
43	Etken, Randy	20W	2	54.13
44	O'Brien, Dennis	2S	1	50.37
45	Haakonsen, Erik	29J	1	49.27
46	VanTuyl, Ken	25F	1	43.87
47	Blanchard, Bryan	16P	1	37.69
48	Reade, Barry	14T	2	35.80
49	Blanchard, Marcus	15P	1	31.61
50	Melsheimer, Tom	99P	1	21.80
51	Hartman, Scott	30H	1	9.73

	NAME	NMPRA#	Races Flown	Total Points Best 6 Races
52	Triggs, Bob	21J	1	8.07
53	Holik, Robert	23A	1	6.96
54	Rafalowski, Joe	21S	1	5.95
55	Berryman, Del	31W	1	1.20
56	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
10	WhittierMarSat	3/21/2015
11	WhittierMarSun	3/22/2015
12	Southern500Sat	3/21/2015
13	Southern500Sun	3/22/2015

Here are the results for 424 to date.
Remember - if you don't see your
points listed, you haven't paid your
NMPRA dues. Join and get your
points!

	NAME	Races Flown	Total Points Best 6 Races
1	Fehling, Jack	6	393.20
2	Smith, Scott	5	368.47
3	Lucero , Gilbert	4	244.46
4	Witte , Trey	2	147.86
5	Wondolowski, Conrad	3	145.61
6	Diepenbroek , Hank	2	142.30
7	Coe , Dan	2	141.76
8	Gall , Duane	2	124.60
9	Thompson, Chuck	4	112.19
10	Thompson, Taylor	2	104.60
11	Burnham, Lloyd	1	101.25
12	Triggs , Bob	1	96.70
13	VonDerHey , Lee	1	94.11
14	Tani, Peter	1	83.06
15	Zuidam , Dirk	3	78.41
16	Hartman, Scott	2	76.30
17	Korsen, Craig	1	73.97
18	Loucks , Larry	2	73.80
19	Masi, Mike	1	60.32
20	Reade, Barry	2	48.44
21	Haakonsen, Erik	1	46.68
22	Burns , Ted	2	39.56
23	Baker , Steve	1	37.58
24	Melsheimer , Tom	1	28.49
25	DeLateur , Joe	1	1.20
26	Yost , Dave	1	1.20



NMPRA-EF1: POINTS & STANDINGS

EFI Points: Trey Witte

NMPRA – EF-1		
	Location	Date
1	Bowie	10/11/2014
2	Winterfest	1/18/2015

	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	Eric Haakonsen	29J	1	23.23
19	Hank Diepenbroek	24F	1	20.55
20	Peter Tani	23J	1	15.89
21	Jerry Small	5H	1	14.10
22	Luis Ochoa	23Z	1	8.54
23	Mike Tallman	15G	1	7.65
24	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

03/25/2015

Date	Location	Events	Comments	Contact	Other Info
April					
4th - 5th					
11th - 12th	Sepulveda Basin		George Finch Mem		
18th - 19th					
25th	Brooklyn Park, MN	424,EF1		Phil Zuidema	phzuidema@comcast.net
25th - 26th	Ft Lauderdale	424,426, 422		Ray Brown	
26th					
May					
2nd - 3rd	Wichita, KS	424,426,422		Lonnie Finch	
9th	Brooklyn Park, MN	426		Ron Gage	gager97@comcast.net
9th - 10th					
16th - 17th	Muncie, IN	424,426,422,EF1		Darwin Larson	dl455stg1@yahoo.com
16th - 17th	Whittier	422			
23rd - 24th	Brooklyn Park, MN	426		Tim Brockman	tbrockman@forestlake.k12.mn.us
23rd - 24th					
30th - 31st	Bowie, MD	424,422		Steve Baker	sbaker6827@comcast.net
June					
6th - 7th	Moon Shot	EF-1, 424,426,422		Tom Scott	askus@scottmodels.com
6th - 7th	Sepulveda Basin	EF-1, 424,426,423			
13th	Brooklyn Park, MN	426		Pat Galameault	pkg@cloudnet.com
13th - 14th					
20th - 21st					
27th	Brooklyn Park, MN	426		Don Luce	mailto:turbineflyer@msn.com
27th - 28th	Bloomington, IL	424,426, EF1		Jay Cappis	cappis4@msn.com
July					
4th - 5th					
5th - 10th					
11th - 17th	NATS	424, EF1,426,422			
18th	Brooklyn Park, MN	424, #F1		Bill Hempel	mailto:grassfieldrc@aol.com
18th - 19th					
25th - 26th					
August					
1st - 2nd					
8th	Brooklyn Park, MN	426		Ron Gage	gager97@comcast.net
8th - 9th					
15th - 16th					
23rd	Modesto	EF1, 424,426			
22nd - 23rd	Muncie, IN	424,426,422,EF1	Jim Nikodem	jdnikodem@juno.com	
29th	Brooklyn Park, MN	426	The Big One	Jerry Elert	jerry@connechservices.com
29th - 30th					



NMPRA : 2015 RACE SCHEDULE

2015 NMPRA Schedule Continued

2015 NMPRA Master Race Schedule

03/25/2015

Date	Location	Events	Comments	Contact	Other Info
September					
5th - 6th					
12th - 13th	Brooklyn Park, MN	426		Ron Gage	gager97@comcast.net
12th - 13th	Bloomington, IL	424, 426, EF1		Jay Cappis	cappis4@msn.com
12th - 13th	Woodland, CA	EF1, 426, 422			
19th - 20th	Wichita, KS	422		Lonnie Finch	
26th	Bloomington, IL	426	Shoot Out		r140racer@msn.com
26th - 27th					
October					
3rd - 4th	Champ Race				
10th	Brooklyn Park, MN	424, EF1		Jesse Platt	jesse.platt@eclob.com
10th - 11th					
17th - 18th					
24th - 25th	Whittier, CA	424, 426, 422			
November					
31st - 1st					
7th - 8th					
14th - 15th					
21st - 22nd					
28th - 29th					
December					
5th - 6th					
12th - 13th					
19th - 20th					
26th - 27th					



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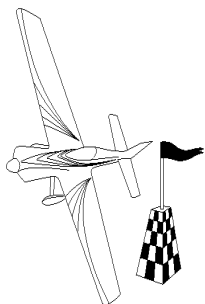
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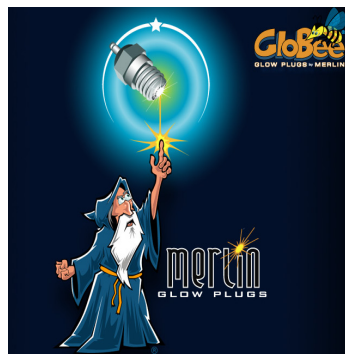
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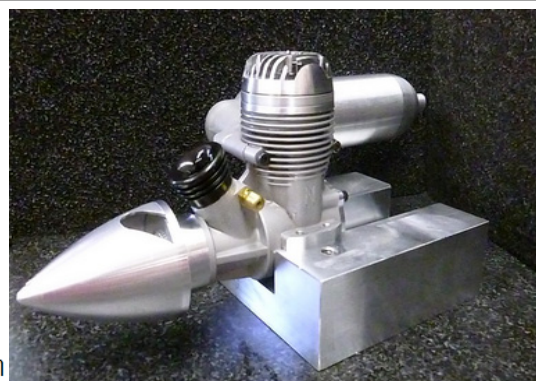
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☐ Renewal ☐ Donate Excess Remitted Monies to the FAI Team Fund
☐ Change Address

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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
☐ Q500
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- I am purchasing: ☐ Renewal membership with Internet Newsletter----- \$25
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☐ Additional _____ NMPRA Sticker Sheet(s) (Red)----- \$2 each
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Make Check Payable to : **NMPRA**

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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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