

The Pylon Racer's Official Voice

NMPRA

HIGH PERFORMANCE

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Presidential Notes

Hello everyone,

Well, summer has arrived; we're seeing temps in the 90's. I hope everyone arrived home from the NATS safely. If you didn't go to the NATS, you missed a great week of racing. Many thanks to Mike Condon and everyone who worked the NATS - great job! Congratulations to Randy Bridge for winning Q-500 - again. Congratulations to Mike Parker for winning Q-40 and Jim Allen for winning the over-all pylon award. In Q-40, it looked as if Marcus Blanchard was the man to beat as he seemed to have it covered until he hit the number one pylon; tough break, Marcus.

As I mentioned, if you missed the NATS, you missed a great week of racing. Maybe you should plan for next year; the World F 3 D competition will be held the week prior to our pylon event, and it looks as if it will be a great show. Wow, almost two weeks of top-notch racing action; I can hardly wait!

In the last newsletter, I mentioned that we were having a problem with the race schedule for Bowie; that was an understatement! As you're probably aware, the Bowie race has been cancelled for 2006, but they do want to have a race next year.

NEW MEMBERS

I want to welcome and recognize the following new members. If you know any of these people, please be sure to thank them for joining the NMPRA and helping to support pylon racing. We need more members, both young and not so young.

George Reynolds
Rich Perry

I also want to recognize Peter Thannhauser who is returning after being out for a while.

Thanks for joining us, folks.

RULES, RULES, RULES!!

We have rules for a reason, and we all need to follow the rules; we all seek to find that little extra that will give us an advantage so that we can win, but doing so by not following the rules is, well, cheating. May I remind you that a few years ago we voted in the use of the APC prop in Q-40, and the rules state that the APC prop shall be stock, i.e., do not modify. Well, it seems that a number of us are doing some pretty aggressive "de-flashing" of these props with metal files, fingernail files, and sandpaper. That is cheating any way you look at it; I have not found the APC props to need balancing, and the "flash" on the ones I have purchased is so minimal that a few strokes with a sheet of 320 grit sandpaper is all you need. If you want to work on props, get some wood props and have at it; otherwise, leave the APC props stock. If you have to cheat to win, you really haven't won; have you?

NATIONAL POINTS

Okay, here's what we're going to do. Q-40 and Q-500, AMA event 428, will continue as they have for years. If you're a NMPRA member and enter one or more events, you will earn points based on how you placed and the number of entries.

We will continue to recognize the AMA 424 quickie pilots as follows.

Anyone may earn 424 points for flying in a 424 race, but a regular 422 or 428 pilot may elect not to accumulate 424 points. (I fly in some local 424 races because that is the only racing around, but I do not want to earn national points in 424.)

If a contest offers both 424 and 428, a regular 428 pilot will not be able to earn points in 424, but a regular 424 pilot desiring to try his or her hand at 428 may earn points in both events for a total of three 428 events. A regular 424 pilot who enters more than three 428 events

or one 422 event will no longer be considered to be a regular 424 pilot and will not be able to earn points in both 424 and 428 at the same contest.

That's about as simple as I can make it. The top 20 in each category will receive nice shirts for the season, and I'm working on a plan to give the top person in each event a new airplane or engine; I need to finalize my plans.

NMPRA CHAMPIONSHIP RACE SERIES FOR 2007

In the last newsletter, I questioned whether we should continue with the series in 2007. The response was "overwhelming" (thanks David, Dub, and Mike), so we will continue with the series in 2007, and I have the following events already tentatively planned: Phoenix in February, Ft. Lauderdale in April, and Bowie in June. I still need at least one more site, maybe Texas or California, or both. I also need a host for the 2007 Championship Race; it's time for an East coast host again.

HOW'S YOUR TACH

I received this note from Pete Reed:

Hi, Bob, Someone asked about Allen Booth, the maker of the Master Tach that many of us use. I got in touch with Allen and discovered that he is still alive and will service the tachs and that he can also add a 29 to 35K range for FAI. He is making 50 new ones of which Darrol will get 25. Allen can be reached at arbooth54@msn.com. I thought you might want to put a note in *High Performance*.

NMPRA OFFICERS FOR 2007

As mentioned last newsletter, it's time for nominations for the 2007 officers. You can nominate someone (be sure that they're willing to serve) or you can nominate yourself. Please get your nominations in time for the October newsletter. I would like to see someone else run for President; I've been covering that position for much too long.

Did I mention that modifying the Q-40

APC props is illegal? Just because someone else does it is not an excuse for you to do it; report it to the CD instead.

That's it for this issue. I wish you the best in your racing endeavors.

Bob Brogdon

District 1, Travis Flynn

Hello, District One. Well, I am almost late on getting my article done. It seems as if two months goes really fast, especially these last few.

June was a rather busy month for some of our district members. For starters, a group of us went to race some F3D in Europe. I was fortunate enough to spend two weeks on a European road trip with Richard Verano and Robert Holik. Richard and I took our significant others so in total five of us flew to the Czech Republic to start the adventure. After spending one night in Czech, the next morning we headed to Italy. Breakfast in Czech, lunch in Munich, Germany and dinner in Innsbrook, Austria where we also stayed the night. The next day we finished the drive and made it to Siziano, Italy for the first Euro Cup race of the year. There we met up with Fred Burgdorf and Lyle Larson. We spent the next day and a half practicing for the race. The girls couldn't have been happier; the sun doesn't set until close to 10 pm, so we got lots of practice.

The F3D racing in Europe is sure different from that here at home. We all race 6 rounds for time and get to throw away the worst round. After the 6 rounds the top 12 advance to a semi-final. In the semi's you race two times, counting only your fastest. The top three guys then advance to the finals. Well, it couldn't have gotten much better for the U.S. or District One. Fred, Richard, and I all advanced to the finals. Due to frequency issues we couldn't fly off so we did three individual flights all finishing around 60 seconds. In the end, though, Fred had the fastest time, followed by Richard and then myself.

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District News



Over the next few days we made our way back to Czech to race in the second Euro Cup contest in Melnik. This time we got to meet up with even more guys. Gary Schmidt, Jim Allen, and Randy Bridge were there and waiting when we pulled up. Again we had another day and a half to practice. The race in Melnik is huge; I think we had close to 60 entries from eleven countries. The racing was up and down for all of the U.S. guys. After the six rounds, five of us made it to the semi's. Again the U.S. did awesome with Richard and Lyle making it into the finals to race Robert Van Den Bosch. Richard even posted a personal best time of 56 seconds to make it in. The final race was awesome, and I was fortunate enough to be Lyle's caller. After the ten laps all three guys had one cut. The finish was Robert, Richard, and Lyle. I will say standing on a podium at a race as large as this is fantastic. Throughout the weekend I would bet they had close to 1000 spectators. After the two weeks of driving and racing, I was glad to go home, but I am sure glad I got this opportunity.

About a week later back home we had the Howard Reed Memorial Race at the Sepulveda Basin. Hot!! That is the first thing I remember. Thank you to the all the workers who put up with our racing.

Saturday's race had a great turnout with over 40 guys for the three events. In APRA(424) Vince Wiegel, a name from the past, took the top honors. In 428 Jim Allen was the man to beat, with Matias Salar (fast time guy) and Tom Hegland tied for 2nd. After the flyoff Matias got the win and the 2nd place trophy. In Q40 I won with Scott McAfee and his awesome new painted Proudbird taking 2nd.

On Sunday I think the workers said it was too hot so we were short a few guys to help out. To fix the problem,

we tried something different and I think it worked well. We raced the two smaller events (APRA and Q40) first with the 428 guys as pylon judges. Then 428 would race in the afternoon. Jim Padelt won APRA, and in Q40 Mr. Clark Leadbetter of the Castaic group won his first Q40 race. Great job! All the practice you have been doing paid off. I recently joined the Castaic club - what a great facility. Now I know why they are doing so well. In 428 Matias, Scott McAfee, and I rounded out the top 3.

Saturday June 24th

APRA

- 1st Vince Wiegel
- 2nd Dan Coe F/T 1:35:04
- 3rd Sean Ekins

428

- 1st Jim Allen
- 2nd Matias Salar F/T 1:06:86
- 3rd Tom Hegland

Q40

- 1st Travis Flynn F/T 1:02:24
- 2nd Scott McAfee
- 3rd Clark Leadbetter

Sunday June 25th

APRA

- 1st Jim Padelt F/T 1:39:21
- 2nd Jerry Jarvis
- 3rd Sean Ekins

428

- 1st Travis Flynn F/T 1:06:95
- 2nd Matias Salar
- 3rd Scott McAfee

Q40

- 1st Clark Leadbetter
- 2nd Doug Killebrew
- 3rd Scott McAfee
- F/T Travis Flynn 1:04:04

About two weeks later guess what? Another race. This time it was the AMA Nationals. District One was represented by Lee Ulinger, Scott McAfee, Matias Salar, Jim Allen, and myself. In Q500 Matias, myself and

Jim finished 2nd, 3rd and 4th. Jim even took the overall champion title (held by Smoke for the last 5 years). I know I have said this before but the Nats is the best week of racing you can have. Try and make it next year. I do have to give a couple of plugs..... Randy Bridge, great job on the Nats win in Q500 and what can be said about Mark Parker - the Q40 Champion. It was a pleasure being a caller for the two big dogs. Great job, you guys.

August 5th and 6th is the F3D team selections being held at the Sepulveda Basin. If you would like to see some F3D, this is your best opportunity. Come hang out; the planes are fast and the competition will be fierce.

Lastly the F5D World Championships will be going on August 18th through the 25th in Romania. Over the last year you guys have all supported me with the raffle, shirts, and hats. Thank you!! Please wish Dan Kane, Gary Freeman, Jr., and myself some good luck.

Until next time, keep practicing.
Travis Flynn

District 2, Matt Russell – no article submitted

District 3, Richard Moldenhauer

A lot has happened since my last submission to the newsletter. The contest in Regina was nearly a washout with rain and wind hampering the activities most of the weekend, but the mighty Regina Windy Flyers (the club's name says it all...) hosted the race, and the turnout was enough to have five rounds of both Quickie and Q40.

A couple of weeks later in Swift Current, Saskatchewan, the weather was totally opposite with sunny skies and light wind all weekend. The club



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District News



came back into the district race circuit this year after approximately a ten-year rest from hosting a race. A big thank-you goes out to Glen Chase and the Swift Wings RC Club for putting on a great show this year. We are really happy that you are hosting a race once again. Except for forgetting to buy trophies, all went really well. The quality of the home-made lunch buffet on both Saturday and Sunday made up for the lack of hardware. My ego will need to attend a few therapy sessions, however, as I took first place and fast time in Q40 but have only a few extra pounds to show for it. Most of the same old suspects placed in the top three in both events. I know that Harold from H&M Racing would like me to point out that Miss Candaces took first, second, third, and fast time in Q40 sending a number of Polecats home to lick their wounds. There is a friendly rivalry going on in the district which is home to the Candace and, of course, the Neme-Q Quickie. All in good fun. On "any given Sunday" one can beat out the other. Something tells me it's more about thumbs than design. Right, Marcus ? !

Two weeks later Roy Andrassy and I represented District 3 at the US Nats in Muncie. Ed Smith attended from Brantford, Ontario, the other end of our great land. Ed had a young study in tow by the name of Jeff Berg from Lockport, New York. Jeff entered 428 Quickie at his first Nats in pylon racing. Even though Ed did his best to corrupt young Jeff, he still made out OK. Great effort, Jeff. Next time, you'd do well to hang around the OTHER Canadian tent for a while. We don't have as much rum, but we have the monkey to spank!!!

In 428, I missed the cut in my matrix by finishing 16th. The top 14 qualified to go on the finals. Mark Parker, Mike Tallman, and myself were all tied for points in 14th spot. Mark had a 1:11.00, Mike had a 1:11.14, and I had

a 1:11.21. Damn, that's close!!! Roy qualified for the final in 10th position and went on to the final. Roy had a few cuts in the final heats and perhaps just not as much horsepower as the big dogs. He finished a respectable 12th position out of 71 entries.

Q40 was yet again a smash-and-dash fest in both the qualifying and in the finals. My God, I think our event must wreck the most number of planes at the Nats. Even more than C/L combat, I'm sure. Roy and I cautiously played the points game by staying as clean as possible during qualifying rounds which resulted in both of us going on to the finals. Roy finished 8th in our matrix and I finished 12th. I was really happy to qualify. "This is why we drive 2050 miles!"

My motor misbehaved in the first two heats of the finals. For some reason, I just couldn't find the right needle setting for the hot and humid weather. My decision to move to my backup aircraft proved to be a good one as I finished in 11th position out of 63 total entries. The gods did not smile on Roy in Q40. A pair of Pink Polecats were sacrificed to the pylon gods during the finals. The first was lost in a four-plane midair humping on the first dash to pylon #1 after takeoff. The second was lost in one of the many spectacular midair collisions at pylons 2-3 when Roy tangled with Scott McAfee. There was so much debris spread over the runway that Condon had to close the active and divert landing traffic to an alternate! Did I mention, "this is why we travel 2050 miles"?!

It was another great Nats, and a big thanks must go out to Mike Condon and all of his CAPS crew for organizing the event and judging pylons. To Pete Bergstrom and Pete Reed for standing on the pavement all week flagging off more than 300 total heats. To Tom Scott and Craig Grunkemeyer for covering up the pylon equipment EVERY time it

rained, to Nancy Telford for chasing us all to the pilots' trailer for each one of our heats, to David Doyle for scorekeeping, to Dennis Cranfill and Mark Parker for hosting a wonderful steak barbeque, to Wendell and PowerMaster Fuels for donating all the fuel for practice and competition, and to all of you who participated in the Nats either as pilots, callers, supporters, or helpers. We really had a great time. As Rhonda Cady says, "it's not so much about the racing, but it's about the PEOPLE racing." THIS is why we drive 2050 miles.

Roy and I really enjoyed seeing everyone at the Nats again this year. You can be sure we'll be back. We also enjoyed snuggling up to the Minnesota crew whom we got to know a whole lot better during the week. This made it fun, too. Thanks as well to the Kane and Seaholm Daycare Center for keeping everyone happy, fed, and well-behaved during the week. The kids were really great, too... I thought the Air Hog air powered model flew the best of all of our planes at the Nats.

Randy Smith



Left to Right: Randy Smith, Jeff Berg (Lockport, NY), Ed Smith, and Roy Andrassy from Canada descend upon the US Nats again this year.



District News



District 4, John Williams – no article submitted

District 5, Dan Kane

Another few months have come and gone. I thought it would be all down hill from here on out for the rest of the season. However, I was wrong, which is usually the case if you talk to Cathy. The list continues to grow. My next hurdle is the Electric World Champs in August. Travis Flynn, Gary Freeman, Jr., and I will be traveling to Romania in August to compete in the F5D world champs. We have been blessed with PERFECT airplanes built by Terence Palaschuk of Fly Fast Composites (Neme Q fame). Here is a picture of his handy work on a German designed F5D ship. The designer's website is located at:

<http://www.akamodell.vo.tum.de/projekte/pylon/am9.htm>



With our new birds and new equipment we are anxious for the Worlds to start. The Canadian team will be represented by fellow long-time slimer pilots Roy Andrassy, Terence Palaschuk, and Peter Thannhauser, and we wish them the best of luck.

I also need to mention the OUSTANDING work done by Bruce DeChastel and Terry O'Connor on the first Loki's. Bruce and Terry worked extremely hard in the month of June to get molds and airplanes finished for us to play with at the NATS. Dennis Cranfil built and painted a brand new Loki the weekend before he left for the

NATS, and a couple of us took a deep breath as he went out for the first test flight. It flew perfectly the first time out as he did one pass and then proceeded to fly on the course. Thank you, Bruce and Terry, for all of your hard work! By the way these were painted in the mold, and I don't think I could have painted them any better outside the mold!



Staying on the topic of the NATS, I really enjoyed the week under the tent. I was really impressed with the flying of AJ Hemken. Thank goodness we have people like the MN crew helping out youngsters. Great work, Jerry E, Dave N, Pat G, Jerry B, and the rest. I think we will be hearing AJ's name mentioned more and more in the future! I enjoyed the time spent with BIG AJ and even got stock advice from Randy Etken. The Bar-B-Que was outstanding as usual (Dennis, you are the man). District five was very well represented, Terry and Gary – OUTSTANDING; Terry Frazer was the fastest in Q-500, and Gary Helton sported some excellent times with his new Polecat!! Craig, Tom, and Billy, what can be said; unfortunately, lady luck wasn't looking out for you this year. Good luck at the F3D team trials. It was great to see former Dist 5 pilots having so much fun. Marcus and Brian, great job! I wish you could get that one heat back; next year I think we should submit a proposal for 5-foot-tall pylons. Lastly, I still get a little smile every time I say Mark Parker won the NATS! Great job, Mark.

In closing I have included an article written by Mick Warning about a

recent 424 race here in Illinois. It was nice to see that YOUNG Leroy Webb is flying again!! Also, it great news to hear that Orv is doing well. Those of you who don't know, Orv Steinmetz is one of those guys who keeps pylon racing alive. He hauls the trailer, he mows the field, he orders the fuel, he organizes the events and does this unselfishly. Orv, take care and hope to see you soon.

See you at the races,

Dan

June 10 & 11 event in Rockford, IL.....Slow guys can win!

You've heard the NASCAR drivers get out of their cars in victory lane and state, "Man, we had about a 5th place car today but somehow we wound up here!" And so it went for Mick Warning on both days of the Rockford 424 weekend, June 10 & 11.

On Saturday a total of 12 pilots showed up, featuring the return of Leroy Webb after a couple year hiatus from competition. Missing from the lineup was Orv Steinmetz, who had just gotten off the operating table after a five (5!) bypass surgery. He came straight from the hospital to the flying field to provide the direction needed to set up the course properly. Dedicated....?...I think so. The hottest action on the course was provided by Darwin Larson, Bernie Vanderleest, and Leroy Webb, who were all pretty much untouchable during the races. Mark Warning didn't get a chance to show what he had since his transmitter aileron gimbal malfunctioned on the first race launch, and he winged her over into the dirt. When Darwin lost a muffler and DNFd a round, the contest win was up for grabs. The racing was tight, and at the end of the day it came down to a flyoff between Bernie and Mick for the win. Bernie's engine loaded up at the line,



District News



and Mick got a freebie 10-lap flyoff against himself to seal the win.

- 1 Mick Warning
- 2 Bernie Vanderleest
- 3 Darwin Larson (fast time 1:38.2)
- 4 Leroy Webb
- 5 Jim Nikodem
- 6 Malcolm Reynolds
- 7 Jim Hagner
- 8 George Reynolds
- 9 Carl Dvorak
- 10 Dave Gustafson
- 11 Dan Steinmetz
- 12 Mark Warning

Saturday, June 10 Photos:



L to R Front: George Reynolds, Carl Dvorak
L to R Back: Leroy Webb, Darwin Larson, Mick Warning, Bernie Vanderleest



L to R: Leroy Webb, Darwin Larson

Sunday saw more of the same action with a couple of unique twists thrown in. After 2 "tail-up" engine snubbing launches, Darwin finally figures out at the line for race 3 that he has the wrong airplane selected on his transmitter! Good thing it didn't get into the air because the ailerons were backwards, too! We can all learn a lot

by watching Darwin fly. Leroy Webb kept up with the usual verbal barrage, but ended up finishing 2nd in 3 heats by less than a plane length. Jim Nikodem was the spoiler in 2 of those heats, and Bernie was running so hot to get away from Leroy that he set fast time! Dan Steinmetz had a super fast plane after the wing separated from the fuse, and unfortunately heat 4 was the end for him. At the end of the day the final looked similar to the day before:

1. Mick Warning
2. Bernie Vanderleest (fast time 1:32.3)
3. Leroy Webb
4. Jim Nikodem
5. George Reynolds
6. Darwin Larson
7. Mark Warning
8. Carl Dvorak
9. Malcolm Reynolds
10. Steve Methe
11. Dan Steinmetz

Sunday, June 11 Photos:



L to R Front: Darwin Larson, George Reynolds, Carl Dvorak
L to R Rear: Leroy Webb, Mick Warning, Bernie Vanderleest



L to R: Bernie Vanderleest, Carl Dvorak



L to R Front: Carl Dvorak, Bernie Vanderleest, Malcolm Reynolds, George Reynolds, Darwin Larson
L to R Back: Jim Nikodem, Leroy Webb, Steve Methe, Mark Warning, Mick Warning, Dan Steinmetz

District 6, Steve Baker

Greetings race fans:

The summer has arrived, and pylon racing is now running rampant across the country. I just received a racing report from David Doyle, highlighting the recent 424 race in Farmington, CT. Nice to see their attendance is up and that they were once again able to run both Standard and Expert classes. The results follow:

STANDARD CLASS (** = Fast time)		
Place	Name	Fast Time
1	Russell Levy	1:33.63
2	Ken Roberts	1:36.09
3	Mike Stewart	1:26.25**
4	Mike Derosa	1:26.45
5	Peter Baltrush	1:34.02
6	Shawn Denehy	1:30.67
7	Dennis Thibodeau	1:45.25
8	Dino Spadaccini	1:52.64
9	Calvin Stewart	0:00.00
10	Cosmo Petrone	0:00.00

EXPERT CLASS (** = Fast time)		
Place	Name	Fast Time
1	Ralph Rinaldi	1:19.34
2	David Doyle	1:21.03
3	William Glode	1:25.09
4	Lewis Schwab	1:21.52
5	Pete Reed	1:24.60
6	Richard Berner	1:27.13
7	Bill Jensen	1:24.61
8	Lloyd Burnham	1:18.98 **
9	Ray Dolat	1:23.52
10	Joe Tropea	1:28.99
11	Mike Masi	1:37.31
12	Irl Brown	1:37.97
13	Arnie Wile	2:12.86
14	Michael Luzzi	0:00.00



District News



The PGRC recently hosted two Q-500 contests in June. The June 3 race (both 424 and 428 Q-500) was added to replace the now defunct Q-40 race that was originally scheduled that same weekend.

In light of the last-minute scheduling of this race, attendance wasn't all it could have been; however, we gained a new flyer, Ron Becker from Newark, DE. Welcome, Ron!

Dan Myer would have also been in the line-up, but his test-flight the night before ended in a crash and burn (not merely a metaphor; we're talking fire, folks). After hours of searching the crash site, all he could bring back was a charred wingtip block and a barbecued servo.

The final postings for our June 3rd race in 424 were as follows:

AMA 424 (** =Fast time)		
Place	Name	Fast Time
1	Jonathan Baker	1:25.98
2	Rick Moreland	1:24.25**
3	Frank Donnelly	1:30.16
4	Steve Baker	1:24.61
5	Gene Bass	1:28.34
6	Jim Waybright	1:32.15
7	Nick Windsor	1:42.08
8	Shye Sarig	1:42.13
9	Greg Brewer	1:29.74
10	Larry Nolan	0:00.00
11	Ron Becker	2:17.86

Our 428 headcount also suffered from the last-minute nature of the sanction. Missing from the line-up was Dave Latsha, who made another commitment when the Q-40 race was cancelled, and Rick Moreland, who chose not to fly. He did, however, volunteer to serve as the starter.

The climate that day was dominated by high pressure and clearing skies that provided for brisk winds in EVERY direction, changing direction

several times even within a heat, and cool, dry air that provided lots of additional horsepower for everyone. As proof, son Jon flew an airplane/engine combo that never went faster than a 1:10 flat to the event's fast time of 1:08.28. Gene Bass also "put the hurt" on me and posted his personal best, a quick 1:09.39.

Unfortunately, not everyone came away from the event intact. Dan Myer's ultra-quick "Fast-Woodie" was literally blown into the ground rounding 2-3. Gene Bass' Shotgun suffered what appeared to be only minor damage on a landing, then spit the entire front of the fuselage off (we're talking from the landing gear plate forward) in mid-air the following heat in which he turned the 1:09. Quite a strange time to blow apart, eh?

The final results follow:

AMA 428 (** =Fast time)		
Place	Name	Fast Time
1	Jonathan Baker	1:08.28**
2	Steve Baker	1:10.46
3	Gene Bass	1:09.39
4	Dan Myer	1:12.78
5	Frank Donnelly	1:15.78

Attendance improved considerably at our June 24th AMA 424 race, as many of the "seldom seen" emerged. Dan Myer made a nice comeback from the ashes of his last contest, only to have the #2 pylon step in the path of his newly completed Viper in the second round. At the end of 5 rounds, Rick Moreland and I were tied. Naturally, I choked and cut out by lap 7. Oh, well, at least I stole Fast Time.

The results are as follows:

AMA 424 (** =Fast time)		
Place	Name	Fast Time
1	Rick Moreland	1:21.29
2	Steve Baker	1:21.13**
3	Gene Bass	1:30.16
4	Frank Donnelly	1:24.61
5	Neal Rehm	1:28.34
6	David Grubb	1:34.03
7	Thomas Cerqua	1:26.17
8	Jim Waybright	1:33.49
9	Nick Windsor	1:41.70
10	Steve Gallop	1:56.14
11	Shye Sarig	1:36.70
12	Clyde Long	1:45.33
13	Jonathan Baker	1:25.66
14	Jim Baye	1:58.35
15	Dan Myer	1:43.32
16	Regis White	0:00.00

I am pleased to learn that Marcus Blanchard is hosting a 424 and 428 class Q-500 race in South Carolina, November 4-5. Even though this amounts to quite a haul for us Northerners, we haven't had the opportunity to race past October in over 15 years. I understand their spring 424 race drew quite a number of Floridians, including Randy Bridge.

The hosting club's website has all the details, including directions off I-95. Go to www.jedburgflyersrc.com. Thanks, Marcus, for taking this on. I'll bring the starter's clock.

By now, memories of the Nats, both fond and forgettable, are still fresh in my mind. On a personal note, "Team Baker" never imagined such a plummet from grace as the one son Jon and I felt while attempting to qualify in the Quickie event. Would you believe falling from 3rd to 17th and 8th to 18th in the last 2 rounds? Oh, well, the steaks we ate after those first 5 rounds still tasted great. Again we were amongst the few that flew wood/foam models and the only low-winged models in the field. Our NACA 66012-foiled G18U2's continue to



District News



prove themselves competitive, if we can just manage to get in the air each heat. Just wait until next year!

After a 2-year absence from racing at the Nats, it all came back to us what makes the trip worthwhile: it's the feeling of attending a huge family reunion that just happens to involve model airplanes. But the real icing on the cake was the re-emergence of the denizen of the transmitter impound, the Queen of Quickies, 'Momma T', Nancy Telford. Thank you, Gary Freeman, for offering to bring her up to Muncie for us. The Nats wouldn't have been the same without her.

Congratulations to Randy Bridge and Mark Parker for their respective victories in Q-500 and Q-40.

For those who have followed the drama of the fate of the PGRC's flying site, I am happy to report that the tentative new owners (Maryland National Parks and Planning Commission) have indicated to us that they have no intention of developing our flying site into anything more than what it is now. The land was purchased to link the ownership of wetlands along the Patuxent River just east of our site with property already held by MNCPPC to the north and south of our field. As I understand it, nothing more imposing than a bike path along the riverbank is foreseen at this time. If anything should change, I will pass it along to everyone. Fingers crossed, everyone.

Our next and last 424/428 Q-500 contest for 2006 is scheduled for Saturday, October 14.

Hope to see you there.

Steve Baker
VP, NMPRA District VI

District 7, Tom Dobyys

Everyone should now be home from Nationals, and I hope those who went had a good time. I haven't heard from anyone yet due to being at work and such, but sounds as if our district faired well. Good job to Randy Bridge for taking first in Q-500! Matthew did well in Q-40 by placing 16th! I'm sure it was heartfelt and comforting for everyone to get to visit with Nancy Telford and "enjoy" being guided around the race days with her at the announcing stand!

In our district we have not had any races since the last newsletter, and now is the time for us "Southerners" to start gearing up for our winter racing season! The next race in our district is at Markham Park in Sunrise, FL, for 424 & 428. The original dates for the race have changed, so mark them fresh on your calendar. The new dates are September 9th & 10th. If you need some more information, please call Jim Perdue (954) 683-2660, Ray Brown (305) 205-9500, or Doug Jones (561) 715-0174. I look forward to seeing everyone attend the last race of our season.

Then the next race is our first race of the 2006-2007 season, and it will be held in Mulberry, FL, by the Imperial R/C Club on October 7th & 8th. This will be a 424 & 428 race. If you need more info, contact Rick Ruede (863) 944-8237 or Scott Smith (863) 670-5141.

Then we go out of our district to South Carolina for a 424 & 428 event in Summerville. It will be hosted by the Jedburg Flyers on November 4th & 5th. Marcus Blanchard is CD'ing this race; it is good to get out of Florida and still go to a DISTRICT race! If you need more information, Contact Marcus @ (843) 303-9081 or Michael

Bodiford (843) 871-7007.

We still have no word on whether or not we will host the annual Tangerine event this year. I hope to have good news on this subject soon. I also am starting to set up race dates for 2007. So if you are thinking of some dates, get with me to pencil them in and see if there are any scheduling conflicts.

SEE YOU AT THE RACES!!

Tom Dobyys

District 8, Dennis Cranfill –

Hello from Texas. Since the last column, we have had another District VIII race in Wichita Falls, TX, and we are just returning from the AMA Nationals.

The Wichita Falls race was the third of the season, and once again the club did a fantastic job of hosting the event. I look forward to the NMPRA Champ Series race to be held there in September. The turnout to WF was OK with a couple of brand new guys coming up to fly Sportsman AMA 424. They had a great time, and we look forward to racing with them again at our next local event. This was the third race held with the new Viper rule that was imposed earlier in the season for AMA 428. Again I have to say, this is working well. With the exception of two, all of the pilots there were flying the GP Viper, and times were running in the 1:10 range. Speaking from experience, the Viper is a great flying racer with little trim work to be done. It builds very quickly with little or no modification, and it is a fairly cheap kit as well. Anyone wanting to race again, or for the first time, needs to go



District News



District race results to date are as follows:

TCRCC

April 1st

AMA 424

1. Mike Helsel
2. Dub Jett
3. Steve Baggett

AMA 428

1. Mike Helsel
2. Dub Jett
3. Rich Beers

AMA 424

April 2nd

1. Mike Walther
2. Ray Saenz
3. Steve Baggett

AMA 428

1. Mike Helsel
2. Rich Beers
3. John Welsh

Scobie

7-May

AMA 424

1. Ray Saenz
2. Mike Walther
3. Steve Baggett

AMA 428

1. John Welsh
2. Dub Jett
3. Dennis Cranfill

AMA 422

1. James Hornsby
2. Mike Helsel
3. Dennis Cranfill

Wichita Falls

Saturday

AMA 424

1. Mike Walther
2. Steve Baggett
3. Ray Saenz

AMA 428

1. Rich Beers
2. Mark Parker
3. Mike Helsel

AMA 422

1. Dub Jett
2. Mike Helsel
3. Mike Walther

Sunday

AMA 424

1. Mike Walther
2. Steve Baggett
3. Ray Saenz

AMA 428

1. Mike Helsel
2. Dub Jett
3. Mike Walther

get himself a GP Viper, and head out to FT Bend for our next district race to be held Sept.31 and Oct.1. Feel free to contact me for more information. Thanks once again to Randy Ritch and Ritch's Brew for supplying the fuel for the Wichita Falls race as well as for the other district races.

Several of the District VIII racers, including myself, are just returning from the AMA Nationals held in Muncie, IN. Please join me in congratulating District VIII's own Mark Parker for earning the title of Q40 National Champion. When I say earning, I do mean earning. For those of you who have never experienced the intense level of competition at the AMA Nationals, you should plan to do so at least once. However, plan to be

hooked after the first time, and therefore have to attend all following years. The competition at the Nats is second to none, and achieving even a trophy position is remarkable, much less earning the Champ position. Weather in Muncie was pretty rough for the first part of the week, but allowed for us to get in all necessary racing. It did turn off very hot and muggy toward the end of the week, which was the key to my demise in Q40. I had a pretty hot set up with my new Danny Kane Loki in the qualifying rounds while the weather was cool and cloudy, but I struggled finding the set up when the sun came out and the humidity went to about a thousand percent during the finals. Other District VIII Q40 competitors who did well are Mike Helsel finishing 6th,

Jason Duda finishing 8th, and Dub Jett finishing 14th. Quickie (428) was held around the rain, but several of the District VIII guys managed to do some good. Mike Helsel finished 6th, Mark Parker finished 11th, Rich Beers 13th, Jason Duda 14th, and Chuck Anderson 19th to round out the top 20. We all had a great time at the Nats, and I am already looking forward to next year.

That's about all I have for this edition, but I do want to mention the NMPRA Championship Series Race that will be held in Wichita Falls, TX, September 15-17. The WF RC club is looking forward to hosting a national level event again. You can plan on a great time, fast times, and good food to be had in WF in September. Look at the NMPRA home page for the entry form, and make your plans to attend.

See Ya There!!



Travis Flynn, Mark Parker



District News



Championship Series and Q40 Points VP Joanne Coffey

2006 Q40 Points after 11 Races - NMPRA Members only:

1	Fred	Burgdorf	483.6	1.02.30
2	Travis	Flynn	405.6	1.03.07
3	Randy	Bridge	392.9	1.01.71
4	Gary	Freeman, Jr	355.9	1.03.22
5	Thomas	Scott	353.7	1.01.63
6	Gary	Freeman, Sr.	330.1	1.04.56
7	Tom	Strom Sr	312.9	1.05.08
8	Gabriel	Tahhan	303.2	1.01.78
9	Matt	Russell	293.0	1.05.23
10	Lee	Ulinger	288.3	1.03.01
11	Craig	Grunkemeyer	278.2	1.00.99
12	Dan	Kane	271.0	1.01.20
13	Mike	Helsel	242.5	1.02.19
14	Dave	Norman	230.6	1.03.75
15	Jim	Allen	227.1	1.04.26
16	Eric	Ide	225.8	1.09.56
17	Dub	Jett	222.0	1.03.10
18	Gino	DelPonte	219.8	1.03.68
19	AJ	Seaholm	200.7	1.05.47
20	John	McDermott	189.1	101.24
21	Gary	Schmidt	186.3	1.02.25
22	Scott	McAfee	178.2	1.06.98
23	Matias	Salar	176.9	1.03.43
24	David	Doyle	175.9	1.07.74
25	Michael	Tallman	174.7	1.06.59
26	Dan	Nalley	174.1	1.09.09
27	Tony	Lopez	154.7	1.07.42
28	Jerry	Small	153.6	1.02.75
29	Marcus	Blanchard	152.0	1.00.75
30	Doug	Killebrew	151.3	1.05.03
31	Mark	Parker	140.7	1.01.76
32	Ray	Brown	137.8	1.03.85
33	Bruce	Coffey	132.9	1.01.19
34	Dennis	O'Brien	118.9	1.05.90
35	Patrick	Galarneault	115.4	1.07.16
36	Dave	Shadel	112.5	1.02.21
37	Gerald	Elert	111.6	1.07.53
38	Bob	Brogdon	105.0	1.06.63
39	Mario	Travieso	102.5	1.06.97
40	John	Perdue	102.1	1.09.04
41	Roy	Andrassy	100.3	1.03.30



District News



Championship Series and Q40 Points, cont'd

2006 Q40 Points after 11 Races - NMPRA Members only:

42	Jacob	Raquet	95.8	1.05.00
43	Jim	Lime	87.1	1.05.85
44	Ray	Blake	85.1	1.17.12
45	Oscar	Mijares	85.1	1.07.75
46	Randy	Smith	84.6	1.04.49
47	Norm	Johnson	83.6	1.04.50
48	Clark	Leadbetter	83.0	1.06.37
49	Norm	Teague	82.4	1.08.20
50	Rusty	Van Baren	81.2	1.03.68
51	Bill	Johanson	80.4	1.10.60
52	Pete	Reed	74.2	1.06.78
53	Darrol	Cady	72.5	1.06.43
54	Lee	LaValley	71.6	1.10.05
55	Jaime	De La Vega	70.7	1.04.58
56	Matthew	Fehling	67.2	1.05.19
57	Doug	Houston	62.0	1.05.00
58	Mike	Deneve	61.0	1.06.98
59	Barry	Leavengood	56.7	1.10.49
60	Murray	Hamula	53.4	1.05.04
61	Jeryl	Smith	49.7	1.03.72
62	Joe	Llanos	48.5	1.07.59
63	Danny	Coe	48.2	1.09.41
64	Dennis	Cranfill	44.1	1.03.81
65	Tim	Lime	44.1	1.06.56
66	Bryan	Blanchard	43.2	1.10.50
67	Tony	Pacini	41.9	1.04.48
68	Manuel	Martiarena	36.0	1.08.42
69	Jim	Hornsby	32.5	1.13.66
70	Bryan	Batch	31.4	1.12.33
71	Tanner	Pacini	30.7	1.06.83
72	Lyle	Larson	25.5	1.06.27
73	Mark	Mellott	22.1	1.14.97
74	Kai	Chandler	20.3	1.06.4
75	Mike	Funk	13.1	1.22.00
76	Joanne	Coffey	12.8	1.07.30
77	Joe	DeAscentis	9.9	1.12.61
78	Melvis	Cranfill	7.2	1.19.50
79	Jim	Perdue	6.4	1.18.21
80	Frank	Wong	6.4	1.12.00
81	Mike	Walther	4.2	NT
82	Drew	Telford	2.9	1.06.34
83	Paul	Holma	2.4	NT
84	Gail	Jacobson	1.2	0.00.00



District News



- Championship Race, Houston
October 29th & 30th 2005 District
8. 36**
- Phoenix Race, November 5th
District 1. 17**
- Phoenix Race, November 6th
District 1. 21**
- Tangerine Race, Apopka December
December 9th, 10th & 11th District
7. 20**
- Championship Race, Phoenix,
February 24th, 25th & 26th. 65**
- Championship Race, Florida, April
23rd & 24th. 33**
- Spokane Race, May 20th District 2.
8**
- Spokane Race, May 21th District 2.
8**
- Ohio - MoonShot Race, June 10th
& 11th. 9**
- Whidbey Island Race , June 17th.
7**
- Whidbey Island Race , June 18th.
7**

Quickie 500 Points VP, Barry Leavengood

The dog days of summer have hit us in Calif. and most of the US like a freight train. The temp here on Saturday, July 22, was a record-breaking 119 degrees. It was 108 in my garage at 6 pm. Not getting much work done out there. Along with the sky-high temperatures there have been some power outages, not a good combination. We had some friends over last night who had been without power for 3 days. The inside of their house got to 103 yesterday.

Enough of the weather report and on to pylon racing. Sonia and I couldn't attend the Nats due to pressing family matters, but from all reports it was a great race. Mike Condon and crew did their usual excellent job. Thanks, guys. I think the daily reports published by Jim Allen were super. Thanks, Jimmy. I haven't seen all the results, but I'm sure they will be

published soon.

Q500 points are trickling in. So far, I've only gotten points from Matt Russell in District 2, Steven Baker in District 6, David Doyle in the North East, and, of course, the races we put on in District 1. Come on, guys, I know there is racing going on in other districts. We are trying to put results and points on the web, but in order to do this we need race results.

In case you haven't heard Travis Flynn at the Basin Apr. race reset his Q500 national record to a scorching 103.39 much to the dismay of Fred Burgdorf who had just set it at 103.51 a couple of heats earlier. The air was good that day as many flyers set personal bests.

A little off-topic but the Valley Flyers, the club I belong to, will be hosting the FAI F3D team trials in a couple of weeks. We expect nine or ten teams to compete. With all the work the American FAI teams have done over the last year, I expect we will see some very fast times, and those teams that make the USA world team should have an excellent chance at the Worlds being held in Muncie next year.

That's about all for now,

Barry

PICTURES FROM NATS 2006



the "NATS ladies" at our annual Sunday brunch



impound queen Nancy Telford and computer guru David Doyle



"pit boss" Stephen Nally at work (ed. note: our grandson!)



the "Big Top" tent



under the Big Top: Lloyd Burnham, Mary Jane & Chuck Bridge, Jerry Small, Bob Brogdon, Carol Burnham



District News



AMA 428 & 424 Q-500 Sport & Expert Race

September 9th & 10th, 2006

8:30 Registration & Trim fly

\$25.00 Landing Fee

Location: Markham Park - Sunrise FL



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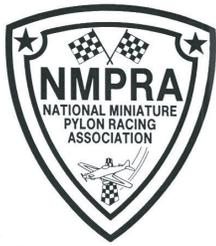
Quickie 500 AMA 428& 424 will be flown using AMA rules; call if you have any questions. The AMA 424 event is an open event for quickie 500 airframes with stock engines and manufacturers' muffler. Registration will be open at 8:30 AM. Food and beverages available on site. AMA rules and safety codes apply.
Host Hotel, LaQuinta @ 13651 NW 2nd St. (954) 846-1200, \$79.00 as quoted by Gladys; mention MPPA race.

Information and registration

Jim Perdue 954 683-2660

Ray Brown 305 205-9500

Doug Jones 561 715-0173



2006 NMPRA Membership Application

Please check all appropriate boxes.

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

Name _____ Phone Home _____

Mail Address _____ Phone Work _____

City _____ State _____ Zip _____ Email _____

Date of Birth (MM/DD/YR) _____ AMA number _____

Occupation _____ NMPRA Number _____

- I currently fly Q40 FAI Q500
- I am purchasing a: USA membership with mailed newsletter \$30.00
 Outside USA with mailed newsletter - \$36.00 (US Funds)
 All memberships with newsletter delivered by Internet only \$20.00 anywhere in the world.

Make Check Payable To: NMPRA

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