



*The Pylon Racer's Official Voice*

# NMPRA

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## HIGH PERFORMANCE

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### Secretary-Treasurer Notes

Hi, Gang,

This article will be short as I didn't know that I would be writing this; the newsletter is late, and it is already getting pretty big with some great inputs from our district and points vice-presidents as well as other inputs and the ballot for 2006 officers.

The first thing that I want to do is to thank the district vice-presidents for continuing to represent you and the districts and to thank all of you who have offered to help next year if I am president. I'm sure that I will be calling on many of you for help. We need to work together. Some have said that the NMPRA is dysfunctional and not focused as if the NMPRA were a live entity that breathes and thinks. I contend that "we" are the NMPRA and "we" make it is what it is. I can't make the NMPRA "better" without your help; let me hear your ideas.

I also want to thank Randy Bridge for serving as Q-40 Points Coordinator for the past several years. Good job, man! Also a special thank you to Joanne Coffey for volunteering to be the new Q-40 Points Coordinator. Please see that the Q-40 race results get to her promptly. Joanne can be reached at [Coffeyjoanne@sbcglobal.net](mailto:Coffeyjoanne@sbcglobal.net). I would like to be able to post on the NMPRA website the Q-40 and Q-500 standings, both 424 and 428, on a regular basis; the only way this can happen is if the results are sent in to the point coordinators as races are completed. If we can do this, everyone can track how he is doing throughout the year.

District 5 will have a new vice-president for 2006; thanks to Dave Norman for serving in that position and a big thanks to Dan Kane for volunteering take the position for 2006.

I also want to thank Randy Smith; Randy has agreed to chair a committee to review the Race Procedure Guide and update it as necessary. One of the areas they will be addressing is how many rounds and how many contestants are required to constitute an official race for national points. Another area to look at is the standardization of lane markings. I look forward to seeing the results of the committee's efforts.

The 2005 NMPRA Championships is over; congratulations to Randy Bridge for winning the race. The full results are listed elsewhere in this newsletter. If you missed the race, you really missed out – the weather was great, the racing was outstanding, and the banquet was a great time with lots of neat door prizes. Bruce Coffey was the big winner in the door prize category winning a big hug from Nicole Kane; she wanted to draw another name after we had given out the last door prize. Other winners were Chuck Anderson, winning a new Jett Q-500 engine, and Randy Bridge, winning a new Polecat. Thanks to all who entered the NMPRA raffle. Congratulations to Pat Galarneault on winning the NMPRA raffle. Pat chose a new Polecat for his prize.

There has been quite a bit of talk that we need to promote the AMA 424 event. I think Bill Vargas made a significant step in the right direction as the NMPRA is providing new Shotgun Q-500 airplanes to the top three in 424 this year. These airplanes will be going out as soon as I receive the final results. We will also be sending NMPRA shirts to the top 20 in 424, just as we do for 422 and 428. We're recognizing AMA 424 as an event in itself and equal to AMA 428 and AMA 422; what more do we need to do?

### Sec/Treas. notes cont'd:

The JR Gold Cut Series no longer exists; Horizon, our sponsor since the inception of the series, will not continue to sponsor the series and will instead run their own race at the Horizon site. I feel that NMPRA needs to continue a national series and propose we call it the NMPRA Q-40 Championship Series. For 2006, the series will consist of the following races:

Phoenix	February 25, 26, 2006
Ft. Lauderdale	April ???
Bowie, MD	June 3, 4, 2006
Medford, OR	October ??? (Championship Race)

Well, this got longer than I'd expected, but I had many topics to cover. That is it for now; happy flying to all! Have a great Thanksgiving holiday!

Note to District Vice-Presidents:

Help us get the newsletter back on schedule; it's almost time to submit your articles for the December issue. We won't complain if you are early.

Bob Brogdon, NMPRA Secretary-Treasurer

October, 2005

Dear NMPRA Family,  
The Cliff Telford family, Nancy, Drew, Cathy and Todd, would like to express their sincere appreciation for the many thoughts, prayers, cards, flowers, and phone calls for our husband and father.

It has meant so much to all of us to hear from so many friends, in and out of the hobby, but especially for all of the contributions to the AMA Scholarship fund made in his memory. They arrive daily and AMA notifies me of the additional ones since the wonderful contributions by the NMPRA participants along with the Mike Condon contribution at the 2005 Nationals.

Son, Drew, married to Shu Lin, lives in Sierra Vista, Arizona, and continues in his father's footsteps as a private pilot and competes in the Phoenix district of NMPRA. Drew is lead engineer of the UAV (Unmanned Aerial Vehicle) program for Northrop Grumman.

Daughter, Cathy, lives nearby in Apopka, Florida, with husband Michael and works for Drake, Beam and Morin as a Contracts Administrator.

Son, Todd, married to Laura and father to our beloved grandchildren, Taylor 9 and Connor 3 1/2, resides in Mason, Ohio, where he works for I-Drive in the advertising industry.

Nancy will remain in the Winter Springs, Florida, home and stay in touch with our friends through local contests when possible. Nancy has a very good support group led by Bob and Patty Violett and family. They were pillars of strength through Cliff's illness and hospitalization. This group also includes Bob and Linda Brogdon, Vern and Betsy Smith, and Gary and Gardenia Freeman, and her Book Club Buddies and neighbors.

We cherish the friendships we have made world-wide in this wonderful hobby.

Our family thanks you one and all for your generosity and kindness.

Very sincerely,

Nancy Telford and Family

### **High Performance Information**

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1/4 Page 7.5"x2.5"	\$ 20	\$ 140
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# District News



## District 1- Travis Flynn

Hello District One. Wow! I can't believe the summer is just about over. What a season, and for our lucky district we aren't quite finished. We still have two months of racing to plan for.

The last couple of months we have had a few races to report on. First though I think we need to congratulate Richard Verano of our district for placing 4th at the F3D world championships. Richard, a past world champion, showed the Europeans we will be back on top. Good job to all the US team members.

Saturday August 6th we had a Basin race which unfortunately had a smaller than average turn-out. We still had some great racing with some excellent 10 lap times. Especially in 424 with Gale Enstad again showing us how its done. A 1:27:41 is a great accomplishment and I know how happy he was to do it. In 428 we had some new faces do really well. Bob Ponck with his first 428 win and Clark Leadbetter with fast time. These Castaic guys are really taking over.

On Sunday the 7th in 424 Tom Skavinsky dethroned Gale and got a nice first place trophy. For 428 and 422 it was time for the Jett boys to take top honors. Jacob Raquet took first place and fast time in 428; I think he also is a first time 428 winner. In 422 Jacob's mentor Bruce Coffey also received a first place trophy. I bet these guys had a good drive home!

The next race was not part of District One but it is part of the West Coast Series so there were a lot of us that made the trip up to Medford, Oregon.

Saturday August 20th Mike Delponte came out of retirement to win 424. Gary Schmidt got first place and fast time in 428. Fred Burgdorf won 422 and also got the fast time. After Saturday's event we had a nice BBQ put on by the Delponte's. Mike and Judy were fantastic hosts and did a great job of feeding all of us.

Sunday the 21st Gale Enstad made his come back in 424 and Fred took first place in 428 and 422.

The field in Medford is outstanding. The club was a little overwhelmed with all the entries but after the first round they got the bugs out and put on a great contest. There is a chance for

our 2006 NMPRA championship race to be held at this field. I for one think nobody would be disappointed.

There is one sad thing I want to write about. At the Medford race, like at many races, there was some carnage. Unfortunately while looking for debris, a fellow racer found a 424 engine. This engine had been modified with crank case pressure drilled into the backplate. I hope this modifier is an NMPRA member and is reading this now. Cheating in any of our events is bad enough, but in 424 where we are trying to get new guys involved, what kind of an example are you showing? Practice! Practice! You can win races with your thumbs!

I had one weekend off; then I was off to Toledo, Ohio, to try out for the US F5D team. Over the last few years a lot of you have seen some of my planes. This year the rules have changed and the new planes are much larger with wing spans around 54 inches. Dan Kane had a fast time of 66 seconds showing these electrics are pretty darn fast. Dan Kane, Gary Freeman Jr., and myself will go and represent the US in Romania next summer at the 2006 World Championships. Over the next year I will be bringing some of my F5D stuff out so you guys can check it out. Maybe you too might be interested in racing electrics.

The next weekend was what sounded like the final JR Gold Cup Series race in Arlington. Unfortunately, we did not get as much support from our district as we did last year. Tim Lime, Lee Ulinger, Fred Burgdorf and myself did make the trip. Fred won and I came in second, which was the exact same finishing order as last year.

Enough about the races. Below are the results from the Basin and Medford races:

Basin August 6th

APRA:  
1st Gale Enstad F/T 1:27:41  
2nd Don Schelling  
3rd Tom Skavinsky

428:

1st Bob Ponck  
2nd Scott McAfee  
3rd Doug Killebrew  
F/T Clark Leadbetter 1:07:41

422:

1st Travis Flynn F/T 1:02:94  
2nd Jim Womack  
3rd Jacob Raquet  
Basin August 7th

APRA:

1st Tom Skavinsky  
2nd Gale Enstad F/T 1:36:46  
3rd Martin Scott

428:

1st Jacob Raquet F/T 1:09:68  
2nd Norm Teague  
3rd Danny Coe

Medford August 20

APRA:

1st Mike Delponte F/T 1:33:60  
2nd Gale Enstad  
3rd DJ Coplen

428:

1st Gary Schmidt F/T 1:07:68  
2nd Fred Burgdorf  
3rd Gino Delponte

422:

1st Fred Burgdorf F/T 1:04:13  
2nd Travis Flynn  
3rd Gary Schmidt

Medford August 21

APRA:

1st Gale Enstad F/T 1:27:16  
2nd DJ Coplen  
3rd Steve Cook

428:

1st Fred Burgdorf  
2nd Gino Delponte F/T 1:06:90  
3rd Travis Flynn

422:

1st Fred Burgdorf F/T 1:05:56  
2nd Travis Flynn  
3rd Clark Leadbetter

We still have a couple of races left this year, the NMPRA championship race in Houston October 29th and 30th. Then finally our season ends in Phoenix November 5th and 6th. Hope you can make as many of the remaining races as possible.

Well, I am not sure if this will be my last district one article. If it is, I hope I have done a good job keeping you all

# ***NMPRA Q-40 Championship Series***

February 25/26      Phoenix, AZ

April ??      Ft. Lauderdale, FL

June 3-4      Bowie, MD

October ??      Medford, OR

Some dates are TBD



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# District News



## **District 1 - Cont'd**

informed. I have not heard of anybody asking for the position but hopefully there is some interest. We should all have to help in our event one way or another.

Until next time, see you at the races!

Travis Flynn

## **District 2 Matt Russell**

No report filed

## **District 3- Randy Smith**

Hi everyone. Since my last column we've certainly been doing lots of racing. There's been a lot of action in and around District 3. The final two district races were held at Prince Albert, Saskatchewan and Saskatoon, site of the district championship race. Some fast times for our district were posted in Prince Albert, and great weather and stiff competition were found in Saskatoon. The season championship was won by Roy Andrassy in Quickie 500 and by Doug Houston in Q40. The District Grand Champion declared by highest total combined Quickie and Q40 points was also Doug Houston. Great job Dougy !!! Cecil's wife was getting tired of dusting the championship trophy anyway. Now it's Jan's turn.... Ya right! Harold Sattler and Zenon Dragan from our district represented Canada at the F3D world championships in France. Richard Moldenhauer, Henry Redekop and Mabo Amano attended as callers and team manager. With only two pilots registered, the team standings were lower than they might have been otherwise. Individually, the guys were happy with their performance and a lot was learned once again. This knowledge is always a valuable take-home to the district.

Six district pilots traveled to the northwest district 2 to attend the Arlington JR Gold Cup race. A great time was had by all once again. The NW PROPS crew did a great job running the contest. I have to say that I think that only Mike Condon and the Nats crew run a show as good as the PROPS. Great job, guys and gals. Two years in a row now I have failed to thank the Starter, Jon Packer, and his assistant, Eric Ide. These two guys

did a great job at the start line which resulted in very few reflys. Their wit and humor helped to ease the tension on the start line as well. Great job, guys, and thanks. I was very pleased to come home from Arlington with third place right behind Travis Flynn and Fred Burgdorf. I dusted off my caller, Jim Henderson, and we managed to keep our noses clean. Thanks Jim, you da man!!!

Roy Andrassy and caller Doug Houston posted a new Canadian fast time record in Arlington in Q40 with a time of 1:02.09. Roy, Mike Helsel and I went at it for ten laps and we all survived. I turned my fastest personal time with a 1:04 and came third!!! Damn, I hate that. Well, you know you are in fast company..... Roy and his "passion pink pole cat" bettered his previous Canadian fast time set earlier this summer in Regina, Saskatchewan, which was a 1:04.22

Wrapping up the pylon action for this year was the F5D electric pylon team trials for the 2006 world championships to be held in Ploiesti, Romania next summer. Three participants met in Calgary armed with batteries, chargers, power supplies and all that other crap that electricians need. After five rounds with one throw away race, Peter Thannhauser posted the lowest total time. Roy Andrassy and Terence Palaschuk were second and third respectively. It's good to see electric pylon showing a presence in the district. This keeps racing fresh and exciting as it could be the future of pylon some time down the road.

Winter is well on its way, so find a gymnasium and fly a Foamy. It's good for your pylon health.

Randy Smith  
Pylon.guy@shaw.ca

## **District 4- John Williams**

No Report Filed

## **District 5- Dave Norman**

Racing season is growing short up in our neck of the woods; it's nearly building and prime trash-talking season. I received the following write-up from the WIPRO group across the border and thought I would share. It is these types of grass roots racing

organizations that funnel future 428 and 422 racers.

## **2005 WIPRO SEASON ENDS WITH PLENTY OF DRAMA!**

The Wisconsin/Illinois Pylon Racing Organization held its 7<sup>th</sup> and final contest of the 2005 season on September 10, and it played out to be a dandy! Up for grabs was 5<sup>th</sup> year honors of obtaining the coveted "Lead Goose" traveling trophy, and since no one had ever won it twice, the race was on to be the first repeat winner.... or be a first time winner.

Quick history on the Lead Goose trophy....it was built by Mark Warning in 2001 as a traveling trophy to be presented to the person that "most consistently leads the flock around the pylons", i.e.: our season champion. We figure that out by simply keeping track of how many contestants you placed ahead of at the end of each contest. In a contest with 11 people, finishing first nets you 11 points, second is 10, on down to last place which even awards you 1 valuable Lead Goose point. We take your best 6 race finishes to figure out your points, allowing everyone to miss an event or pick your best 6 out of 7. Thanks to Ernie and Jim Nikodem for letting us steal this system from out on the East coast; it works well for us.

The year started out tight with all the former winners at the top of the standings, including previous Lead Gooser's Darwin Larson, Jim Nikodem, Mark Warning, and Bernie Vanderleest. Also in the fray early were Mick Warning, Orv Steinmetz, and the combat duo of Mike and Rick Bohlmann. Going into the 7<sup>th</sup> race hosted by the Calumet Flyers, it was down to basically 2 pilots: Bernie and Mick. They were tied with 50 points at the top of standings with a five point cushion over the tie between Jim and Mark.

Saturday turned out to be a terrific day with a slight cross-course breeze and a bit on the hot & humid side. We had 12 pilots together for what we knew was going to be a competitive day of sparring. The theme of the day was set early when an ultra-fast Carl Dvorak took his quickie into the dirt on lap 2 of the first heat with an apparent radio problem. Things weren't much better in Heat 2 when Jim grabbed the tall grass on launch and snubbed the engine. Bernie got to win an easy



# District News



## ***District 5 cont'd***

race, but then knocks the engine off his #1 plane on landing! To finish Round 1, Darwin does a midair slap with up-and-comer Doug Dowling coming out of turn 3. At pylon 1, Doug makes the turn but Darwin's v-tail goes flat and he augers a new furrow in the hay field. OK, got that round behind us....3 flights and a quarter of the starting airplanes are in the trash barrel. Take a deep breath; let's continue racing.

Heat 4 starts with Jim sticking his plane in the tall weeds again (rotten cross wind!) and veteran George Reynolds stuffing his racer in the dirt after performing a gorgeous low altitude wing over on the take-off roll. On lap 8 Orv's firewall comes loose and he is forced to land giving Rick an easy win. Halfway through Heat 5, Mike blows one in going around 3 for no apparent reason. What is going on here?! Finally in Heat 6, all 4 planes make it to the finish line and Mick is sitting on a fast time of 1:36.5 which he hopes will hold out for the day. By the way, 1 of those valuable Lead Goose points is awarded to the fast time holder of the day, so that point could be huge!

Heat 7 marks the start of Round 3, and Bernie finds himself only grabbing 2 points as both Mark and Darwin beat him to the finish line in an ultra-close heat. That's why we classify them as backup planes; they're just not as quick as the #1. Sometime during Heat 8 Rick has a carb loosen up in flight which forces him to land. Heat 9 has Jim losing a muffler and limping around to finish 2<sup>nd</sup> to a very consistent Doug. Finally, time to break for lunch!

Lunch in years past has been a chili war between Mick's Chicken Inferno Chili and George's TexMexMix from the Fires of Hell. It was tamed a bit this year with a fantastic shredded beef sandwich from the kitchen of Mark. Of course, he encouraged the use of a layer of Woeber's horseradish sandwich spread which added the fire a few were looking for. Eat a couple of them babies for lunch and then try standing out there and concentrate on nothing but racing....tough to do! So at halftime, Mark and Mick are tied

with perfect scores of 12 points apiece, and Bernie and Doug are each 3 points behind. Bernie has pretty much conceded the Lead Goose trophy to Mick at this point, but the second half of the contest was yet to happen.

The start of Round 4 has Mick daydreaming at the start of the heat, and his plane goes dead left after the launch. After losing it and saving it 4 times, he drills it in the dirt to score a big 0! Newcomer 14-year-old Malcolm Reynolds makes the others pay by taking the heat win. Heat 11 provides Bernie with the winning 4 points he needs, and now Mick is the one on the outside. Mick will probably have to bank on the 1 point he will receive for fast time to win the trophy; nice thought until Darwin pushes Mark to a smoking fast 1:34.2 in Heat 12.

Round 5 starts with Mark adding another bullet to his score with a heat victory. Next heat has Bernie edging out Jim for the victory by .2 seconds. The final heat in Round 5 has Mick fighting a nasty pitch problem with his backup plane and finishing second to Doug. The year will come down to the last heat of the day, with Bernie leading Mick by 2 points.

Heat 16 starts the final round with Jim hitting his normal rhythm and posting a close 1 second victory over Darwin. Mark completes Heat 17 with another close victory over Mike and Malcolm and finishes up with a perfect day point total of 24 plus fast time! Heat 18 features the head-to-head battle for the Lead Goose trophy between Mick and Bernie, along with crowd-favorite Doug in there as the spoiler. After master-flagman Chuck Sauder drops the flag, the race is on to pylon 1. Bernie keeps his plane as low and straight as possible, but actually dips down low enough to just catch the grasses of the Calumet field, which snubs his engine and sends him silently gliding toward 1! All Mick has to do now is hold off that pesky Doug, and the race is his. Apparently that was enough dramatics for one day, as Mick held on for the victory.

So the final constest of the WIPRO season ended up like this:

54022.	Mark Warning—24
54023.	Mick Warning—19
54024.	Doug Dowling—19
54025.	Bernie Vanderleest—17
54026.	Malcolm Reynolds—15
54027.	Jim Nikodem—13
54028.	Darwin Larson—13
54029.	Rick Bohlmann—12
54030.	Mike Bohlmann—8
54031.	George Reynolds—5
54032.	Orv Steinmetz—4
54033.	Carl Dvorak—0

...and the Lead Goose trophy moved on to another first-time winner, Mick Warning, with a scant 2 point advantage over Bernie Vanderleest. That's 5 different winners in 5 years! If you've stuck out this story this long, you've got to see the related pictures and history on our website, [www.q500424.com](http://www.q500424.com). Click on the "Pictures" Link to check out our entire 2005 season. Thanks to Bernie for taking the pictures and keeping the site up to date! from the Calumet Flyer's scribe, 09/11/05

Dave Norman

## ***District 6- Steve Baker***

Just after my last edition of racing prose went out to be folded into the last NMPRA newsletter, I received a long listing of contest results from David Doyle of Rhode Island. Without further ado, the results of the Farmington, Connecticut, 424 contest (combined classes) are as follows:

### **Standard + Expert class 424 contest of June 12**

Name	Points	Fast Time
1- Ralph Rinaldi	20	1:18.78
2- Francis Mitchell	17	1:27.14
3- Lloyd Burnham	16	1:19.27
4- Irl Brown	15	1:19.43
5- Mike Masi	15	1:22.91
6- William Glode	15	1:23.13
7- Joe Tropea	15	1:27.38
8- Richard Berner	15	1:28.91
9- Dennis Thibodeau	13	1:35.12
10- Bill Jensen	12	1:26.72
11-Frank Alicandro	11	1:24.92
12- Matt Reed	10	1:36.68
13- Ken Roberts	10	1:41.92
14- Peter Baltrush	9	1:43.09



# District News



15- Michael Luzzi	8	1:28.06
16- Pete Reed	8	1:28.38
17- Tom Burrow	2	1:43.20

Below are the results of a 2-day 424 contest held in Ellington, Connecticut, on August 6 and 7:

## Standard class 424 contest of August 6

Name	Points	Fast Time
1- Joe Tropea	19	<b>1:24.38</b>
2- Ken Roberts, Jr.	19	1:30.20
3- Ed Daus	13	1:38.48
4- Cosmo Petrone	13	1:52.02
5- Mike Stewart	11	1:31.27
6- Dennis Thibodeau	11	1:33.06
7- Peter Baltrush	10	1:39.83
8- Ed Daus, Jr.	10	1:55.87
9- Matt Reed	9	1:30.67
10- Tom Burrow	0	0:00.00

## Expert class 424 contest of August 6

Name	Points	Fast Time
1- Lloyd Burnham	20	<b>1:16.24</b>
2- Ralph Rinaldi	20	1:18.07
3- Mike Masi	16	1:21.92
4- William Glode	14	1:20.67
5- Richard Berner	14	1:27.13
6- Lewis Schwab	11	1:20.35
7- Irl Brown	10	1:19.69
8- David Doyle	10	1:23.03
9- Bill Jensen	8	1:21.41
10- Pete Reed	8	1:26.48
11-Raymond Dolat	4	1:40.45
12- Michael Luzzi	4	1:32.28

## Standard class 424 contest of August 7

Name	Points	Fast Time
1- Mike Stewart	17	1:32.84
2- Joe Tropea	15	1:28.03
3- Dennis Thibodeau	13	1:34.51
4- Cosmo Petrone	13	1:50.39
5- Peter Baltrush	12	1:46.93
6- Ken Roberts, Jr.	11	<b>1:26.84</b>
7- Matt Reed	0	0:00.00

## Expert class 424 contest of August 7

Name	Points	Fast Time
1- Lloyd Burnham	19	<b>1:16.91</b>
2- David Doyle	18	1:21.71
3- Ralph Rinaldi	16	1:17.52
4- Mike Masi	15	1:21.74
5- Lewis Schwab	13	1:18.77
6- Richard Berner	12	1:25.16
7- Irl Brown	11	1:22.84

8- Michael Luzzi	11	1:23.63
9- Bill Jensen	10	1:27.73
10- Francis Mitchell	6	1:30.56
11-Raymond Dolat	4	1:22.78
12- William Glode	3	1:25.84

Thanks, David.

On September 10 and 11, the Prince Georges Radio Control Club hosted the District VI Championship race for 428 sponsored by the N.M.P.R.A. A total of 13 contestants including two Canucks participated in the event. Dave Beazley served as both the CD and starter and did a great job of officiating.

While not southern California weather, it wasn't too humid, temps stayed in the low 80's and winds were out of the north, east and south, anywhere from 2 to 15 knots, whenever it felt like it—welcome to Bowie.

I was delighted to see several non-composite designs competing. One that caught my eye that looked really promising (not to mention reasonably priced) is the Pacemaker from Louis Schwab. His design will soon be available in a pre-sheeted balsa/foam wing version, or a Shotgun composite wing version. Either features an all laser-cut built up fuselage with a very nicely engineered front end that provides a solid yet light-weight structure for tying the engine to the entire airframe. Go to [lcsperformance.com](http://lcsperformance.com) for more information.

Rick Moreland also entered a very light, all-wood/foam variant of the Fast Woody. Determined to build a light-weight airframe, it sported a no-frills finish of light glass cloth and clear dope. At practice the previous day it appeared to be measurably faster (by 6-10 mph) than others, including my fleet, hitting one run between 1 and 2 of 164 mph, and averaging around 158. Unfortunately, at the contest it was involved in a mid-air with Warren Gillette's Neme-Q entering the #2 turn and came apart in a most hideous fashion.

Speaking of mid-airs, right after Rick and Warren tangled, Gene Bass's Neme-Q (painted identical to Warren's) collided with Michael Masi's Bird of Prey near the #3 pylon. Feathers and fibers went everywhere.

At the end of 6 rounds Dave Latsha was only one point down in first, I was in second after cutting out (remember the variable winds?) in the 5<sup>th</sup> round, and John 'Fast Woody' Albritton was in 3<sup>rd</sup>.

A quick poll was taken to determine if the contestants wanted to fly on Sunday as scheduled or do all 10 rounds on Saturday and call it a contest, we opted to finish on Saturday.

Unable to personally affect the leader myself, as luck would have it, Dave Latsha had a bye run and 'went for it', so to speak. The next thing I saw was Dave pulling up off the course, no time and a zero posted. Realizing it's never really over until you finish the contest, when my bye run came up, I learned from Dave and took it easy. John Albritton also had a bye run and it looked like a 1-2 finish for us until his plane started to slow down, then the engine died. The nylon ball link on his carb had popped loose, and of course at that point, the barrel only knows to do what vibration and the relative wind tell it to do. Bummer. In a last ditch effort to place well, Frank Donnelly put a hurt on him turning a 1:11 and gave him another 2<sup>nd</sup> place finish.

The Final Standings were as follows:

Q-500	Name	Pos	Low Time
1	Steve Baker	1	<b>108.33*</b>
2	David Latsha	2	111.42
3	Frank Donnelly Jr.	3	111.46
4	John Albritton	4	112.44
5	Gene Bass	5	116.16
6	Ed Smith	6	116.33
7	Louis Schwab	7	117.03
8	Michael Masi	8	115.20
9	Neal Rehm	9	118.21
10	Richard Berner	10	119.10
11	Warren Gillette	11	120.45
12.	Rick Moreland	12	115.32
13	Larry Nowland	13	124.27

I will be out of town for the next installment of the District 6 report while I do a 30-day tour helping with the relief effort in the Gulf region after hurricane Katrina. In the meantime, build racers and donate to the relief cause.

Steve Baker, AMADistrict IV  
Coordinator • AMA 68276  
NMPRA 15R • District VI VP





# District News



## District 7- Tom Dobyns

With the last race for the season in the can, we look back on a year that has seen many different changes throughout the country due to storms, the economy and more storms. We have also been personally affected by the loss of our dear friend Cliff Telford. But now we must look forward to the future and the beginning of a new season and the rebuilding of those areas hit hard by the storms. I have faith and confidence that we will soldier on and overcome all that has happened, and become the better for it.

The Markham Park Pilot's Association (MPPA) held the last race for District 7 in Sunrise, FL. Both 424 and 428 battled through the heat and a slight quartering tailwind to make the last race of the season very exciting with many close races. Racers in both 424 and 428 were commenting on how it now seems that all of the racers are flying so well and fast that every race is a tough race. I know that the new season will also have some of the 424 pilots move up to the 428 class. Results follow the article.

The first race of the season will be held in Mulberry, FL, by the Imperial R/C Club on October 8-9<sup>th</sup>. I hope everyone looks forward to a good season and will try to attend as many events as possible. I know that with the higher price of fuel, trips tend to be a bit more expensive, but I hope that everyone will still be able to make it to the races so that we will continue to have them. I am currently working with the clubs to set up the rest of this season's race dates so that planning for them can be made well in advance. If you need to have more information about the Mulberry race, contact Rick Ruede at [rruede@tampabay.rr.com](mailto:rruede@tampabay.rr.com).

The next race that District 7 has on our schedule is the Tangerine! Yes, we are going to have this race thanks to Dennis O'Brien and James Glass for stepping up and taking the reins and getting things planned and set up. The dates will be December 9-11<sup>th</sup>. It will be held at the Apopka field just as it always has been. I look forward to seeing everyone there as well since we will be running all three classes. The exact days vs. class has not been

set yet, but has been hinted at to run 428 on Friday and 422 on Saturday & Sunday with 424 all three days. I will keep you informed as I find out more. If you need more information, contact Dennis at: [Quickieeone@aol.com](mailto:Quickieeone@aol.com).

RESULTS: Markham Park September 10-11:

### **424 9/10/05**

Tony Matosich	1:37.57 FT
Scott Roney	1:41.94
Jack Fehling	1:46.57
Charlie Kline	1:44.43
Douglas Powers	2:08.03
Lindwell Bradley	1:52.18
Richard Rosenberg	1:45.44
James Creech	1:51.90
Ray Coletto	1:42.89
Bryan Silwanicz	2:02.13

### **428 9/10/05**

Stephen Vaclav	1:08.00
Gary Freeman Jr.	1:09.87
James Glass	1:05.47FT
Gary Freeman Sr.	1:06.47
Gabriel Tahhan	1:09.94
Matthew Fehling	1:10.94
Richard Tucker	1:23.97
Dennis O'Brien	1:07.63
Tim Yousey	1:09.62
Tom Dobyns	1:08.00
Alex Rotundo	1:16.96
James Perdue	1:27.13
Vernon Smith	1:13.97
Oscar Mijares	NT
Ray Brown	NT
Jonathan Perdue	NT

### **424 9/11/05**

Tony Matosich	1:35.91 FT
Richard Rosenberg	1:39.50
James Creech	1:42.82
Ray Coletto	1:38.81
Jack Fehling	1:43.47
Scott Roney	1:38.75
Charlie Kline	1:45.29
Douglas Powers	1:58.22
Lindwell Bradley	1:45.91

### **428 9/11/05**

Gary Freeman Jr.	1:06.78
Gary Freeman Sr.	1:08.65
James Glass	1:06.75FT
Tim Yousey	1:09.59
Gabriel Tahhan	1:09.66

Dennis O'Brien	1:07.28
Stephen Vaclav	1:07.28
Tom Dobyns	1:12.00
Richard Tucker	1:14.32
Vernon Smith	1:09.90
Ray Brown	1:14.16
Alex Rotundo	1:14.74
Mario Travieso	1:11.69
Jonathon Perdue	1:18.12
Matthew Fehling	1:15.12
Oscar Mijares	1:15.00

See you all at the races!

Tom Dobyns

## JR Gold Cup Series- Randy Bridge

The results for the Arlington race are posted below. Awesome job by Fred and Super T to go 1-2 for the second year in a row. And I might say, excellent showing for Randy Smith. Tom Strom Jr.? What happened dude? You can explain it to me in Phoenix over a beer. I wasn't able to attend, due to the World Championships. But I would certainly like to extend my thanks to Strom Sr & Jr and all the course officials for volunteering their time towards the event.

As most everyone is aware, this will be the last season for the JR Gold Cup series. I've been very public about my disappointment concerning this matter. I think it's a shame not to obtain the kind of support needed to keep this alive. Losing Horizon as a key sponsor so willing to help out is difficult to understand.

Most people will tend to believe that "advertising" is an easy target for blame. And most of us know that "word of mouth" is the best source of advertising. So it would be fair to assume that there must have been a bad taste in someone's mouth that spread like butter..? You can all be the judges.

With that said, in order for me to finish National Q40 points, I need race results. I will be sending an email to all district VP's notifying you of what races I have for your Dist. At which





# District News



point you will need to double check your list and be sure to forward me what I'm missing.

Randy Bridge

Arlington Washington results:

1st. Fred Burgdorf 1:03.04 37 pts  
 2nd Super "T" 1:03.56 34 pts  
 3rd Randy Smith 1:04.62 33 pts  
 4th Jerry Small 1:04.11 32 pts  
 5th Gino DelPonte 1:03.54 31 pts  
 6th Lee Ullinger 1:03.38 31 pts  
 7th Roy Andrassy 1:02.09 30 pts.  
 8th Dub Jett 1:04 34 29 pts  
 9th Mike Helsel 1:01.51 28 pts \*\*  
 10th Tim Lime 1:03.90 27 pts  
 11th Tom Strom Sr. 1:04.54 25 pts  
 12th Jim Henderson 1:05.36 24 pts  
 13th Doug Houston 1:08.41 24 pts  
 14th Darrol Cady 1:04.47 23 pts  
 15th Cecil Gravel 1:05.58 23 pts  
 16th Matt Russell 1:07.97 23 pts  
 17th David Doyle 1:04.97 20 pts  
 18th Paul Holma 1:11.78 20 pts  
 19th Jack Ellefson 1:12.45 16 pts  
 20th Dan Nalley 1:11.06 1 pts  
 21st Tom Strom Jr. 0:00.0 0 pts

## **JR Gold Cup - FINAL STANDINGS for 2005**

1 Mike Helsel 310.7  
 2 Tom Scott 264.7  
 3 Dub Jett 225.3  
 4 Jerry Small 219.9  
 5 Darrol Cady 217.6  
 6 Randy Bridge 213.2  
 7 Fred Burgdorf 209.6  
 8 Gino DelPonte 194.6  
 9 Travis Flynn 192.0  
 10 Randy Smith 191.8  
 11 Lee Ullinger 178.5  
 12 Bob Brogdon 176.4  
 13 Gary Freeman, Jr 166.6  
 14 Gary Freeman, Sr. 158.6  
 15 Dave Norman 155.9  
 16 Dan Kane 145.3  
 17 Tim Lime 142.8  
 18 Craig Grunkemeyer 137.9

19 Roy Andrassy 124.3  
 20 Jerry Elert 120.1  
 21 David Doyle 116.0  
 22 Rusty Van Baren 106.1  
 23 Pat Galarneault 105.5  
 24 Doug Killebrew 104.5  
 25 Mike Masi 100.6  
 26 Drew Telford 99.7  
 27 Dave Shadel 98.1  
 28 Tony Lopez 94.9  
 29 Harold Sattler 93.4  
 30 Tom Strom Sr 91.7  
 31 Paolo Mucedola 90.2  
 32 Bill Vargas 88.6  
 33 Murray Hamula 85.4  
 34 Ralph Rinaldi 84.4  
 35 Robert Holik 80.6  
 36 Mark Parker 79.1  
 37 AJ Seaholm 77.5  
 38 Tanner Pacini 75.9  
 39 Pete Reed 74.0  
 40 Cecil Graval 73.5  
 41 John Williams 72.7  
 42 Lyle Larson 71.1  
 43 Marcus Blanchard 69.5  
 44 Lloyd Burnham 68.8  
 45 Jeryl Smith 65.9  
 46 Delbert Godon 64.8  
 47 Oscar Mijaques 61.9  
 48 Mike Tallman 60.0  
 49 John Albritton 58.4  
 50 Robert Metkemeye 58.4  
 51 Richard Verano 56.8  
 52 Tony Huber 52.0  
 53 Tom Strom Jr 51.7  
 54 Ray Blake 50.6  
 55 Tim Yousey 49.8  
 56 Steve Baker 48.0  
 57 Tony Pacini 47.3  
 58 Jim Henderson 45.9  
 59 Terence Plaschuk 45.7  
 60 Gabriel Tahhan 45.7  
 61 Doug Houston 40.9  
 62 Scott McAfee 39.3  
 63 Jeff Carpenter 37.7  
 64 Matt Russell 36.7  
 65 Jim Lime 36.2  
 66 Jim Allen 34.6  
 67 Ray Brown 33.6

68 Robbert VanDenBosch 33.0  
 69 Ray Hendricksma 32.4  
 70 Gary Schmidt 29.8  
 71 Dave Presta 28.2  
 72 Bruce DeChastel 26.6  
 73 Chris Manhken 25.5  
 74 Bert Metkemeyer 25.0  
 75 Gene Bass 22.0  
 76 Duane Gall 21.9  
 77 Jim Perdue 21.4  
 78 Danny Coe 20.3  
 79 Barry Leavengood 18.7  
 80 John Perdue 17.4  
 81 Paul Herman 17.1  
 82 Paul Holma 16.1  
 83 Doug Clancey 13.9  
 84 Gail Jacobson 13.3  
 85 Joanne Coffey 12.3  
 86 Ed Smith 11.6  
 87 Jack Ellefson 11.1  
 88 Dan Nalley 10.6  
 89 Steven Vaclav 9.3  
 90 Joe DeAscentis 9.1  
 91 Bruce Coffey 7.6  
 92 Dennis Cranfill 6.0  
 93 Kevin Norred 2.8  
 94 Tom Cerqua 1.2  
 95 Cole Thornton 1.2  
 96 Mario Travieso 1.2

## **Q-500 Vice President- Barry Leavengood**

As I am writing this the NMPRA season has just ended. Part of my job is to tally the final 428 and 424 points prior to the Champ race so the winners can be announced at the banquet. Of course this is hard since some district VP's don't send in their points until the middle of Oct., if at all (some of you guys have been very good about getting me the points and I really appreciate it). I have pilots ask me all the time where they stand, and while I could tell them, it really makes no sense to do so as the standings are going to change dramatically at fiscal year end. I will accept points only until the 10<sup>th</sup> of Oct. Any submissions after



# District News



that go into the circular file. It would also be nice to know which class the points are being submitted for and which pilots are NMPRA members. I guarantee you if I am Q500 VP next year things will be different. I envision posting running points totals on the NMPRA web site much as we are doing for the Western Pylon Series. We will have a standard format for points submittal.

As we move into the new fiscal year I hope things will be on the upswing. It looks as if there is going to be a National Race Series which will include all three classes not just Q40. I think this will be a good thing and will go a long way towards improving both the quality and quantity of racing.

I've heard quite a bit of grumbling lately about the cost and delivery of some of the composite Q500 airframes. I think if you really look there are some very competitive composite planes readily available at a much more attractive price. There is also quite a bit of work being done on wood wing airframes. We have had several very competitive wood wing Q500's at our last few races. So if you don't have or don't want to spend the money for a composite Q500, consider one of the contemporary wood kits; you might be surprised at how competitive it is. Along these same lines there have been several threads on the pylon racing forums (NMPRA and others) detailing wood wing construction. There are guys out there making very nice wood wings.

I was looking something up on the AMA web site the other day and came across a rule proposal to increase the min. weight of Q500 from 3.5 lb to 3.75 lb. I don't believe this change would be good for racing but that's just my opinion. If you care about this one way or the other, you should lobby the contest board.

That's All For Now  
Barry

## 2005 NMPRA CHAMPIONSHIPS FINAL STANDINGS AFTER 10 ROUNDS

<u>PLACE</u>	<u>NAME</u>	<u>POINTS</u>	<u>BEST TIME</u>
1	Randy Bridge	39	1:01.71
2	Dan Kane	38	1:01.69
3	Travis Flynn	37	1:03.37
4	Mike Helsel	34	1:02.19
5	Gary Freeman, Jr.	34	1:03.22
6	Richard Beers	34	1: 04.31
7	Jacob Raquet	32	1:05.00
8	Gabriel Tahhan	31	1:03.75
9	David Norman	29	1:03.75
10	Gary Freeman, Sr.	28	1:04.56
11	Bruce Coffey	27	1:01.19**
12	Jerry Small	26	1:07.00
13	Fred Burgdorf	24	1:02.30
14	Phil Zuidema	23	1:08.63
15	Thomas Scott	22	1:01.97
16	Dub Jett	22	1:03.57
17	John McDermott	22	1:05.69
18	Lee Lavalley	22	1:13.15
19	Michael Tallman	21	1:06.59
20	Randy Rich	21	1:07.59
21	David Doyle	19	1:09.53
22	Dennis Cranfill	18	1:03.81
23	John Welch	18	1:09.47
24	Mark Parker	17	1:03.59
25	Richard Oliver	16	1:02.72
26	Rickey Cranfill	16	1:03.78
27	Michael Hammett	16	1:07.25
28	Norm Johnson	15	1:07.56
29	Gerald Elert	14	1:09.50
30	Bob Brogdon	13	1:06.63
31	Patrick Galarneault	13	1:17.53
32	Mike Funk	10	1:22.00
33	Charles Anderson	6	1:11.09
34	Melvis Cranfill	6	1:19.50
35	Mike Walther	0	N/T
36	Joanne Coffey	0	N/T

\*\* Fast time for the contest.



## 2006 NMPRA Membership Application

Please check all appropriate boxes.

- ☐ New Member  
☐ Renewal  
☐ Change Address

- ☐ I am a current Contest Director  
☐ Please donate excess remitted monies to the FAI Team Fund

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Date of Birth (MM/DD/YR) \_\_\_\_\_ AMA number \_\_\_\_\_

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