



The Pylon Racer's Official Voice

NMPRA

HIGH PERFORMANCE

National Miniature Pylon Racing Association • Since 1965 • AMA Affiliated • February 2006

A Word from the President

Hello everyone,

Wow! It's newsletter time again; seems as if I just finished the last one. As I sit here writing this, Linda tells me that she has received articles from only two districts, so if you don't see a report from your district, you might want to give that VP a little nudge to encourage him to write an article for the next newsletter. Update: Most everyone came through.

Things are underway this year. I didn't make it out to Phoenix for Winterfest, but it sounds as if it was a great contest as usual. Jim Allen, Randy Dauer, and the Speed World gang do an awesome job! Congratulations to Randy Bridge for taking first place; he finished the 2005 year with first place at the Championship Race and now starts 2006 with a win at Phoenix; pretty impressive.

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.

David Grantham of GA
James Grantham of GA

I also wish to welcome back the following people that have returned after a year or more.

Jim Russo of CA
James Barr of SC
Eric Ide of WA
Jack Ellefson of Calgary, AB
James Hornsby of TX
Lewis Schwab of NY
Mike Deneve of IN
William Maden of NV
Mike Noble of CA
Brad Clayton of AL
Kevin Matney of MI
John Albritton of FL

Thanks for joining us, folks.

SPECIAL RECOGNITION

In the last newsletter, I nominated Pete Reed for the NMPRA Hall of Fame. Vern Smith was kind enough to remind me that he had nominated Pete several years ago, so Pete is already in the Hall of Fame. That brings up a problem. I can't find a Hall of Fame list in the papers that were transferred to me when I took over as Secretary/Treasurer several years ago. I would be happy to create a new file for the web site, but I have no idea who should be on the list. So, does anyone have a list that he/she could provide? If not, I guess we will have to start over.

NMPRA DUES

As a reminder, I'm reprinting this notice that I posted last newsletter. Dues are due; according to the by-laws, dues are due by the 31st of January, but many people prefer to pay at the February race in Phoenix, so I will accept dues then, but if you don't pay by then, any points earned prior to joining will not be counted for year-end awards.

I do want to thank those of you who have already sent your dues; the membership base is looking better than it has in several years.

2005 NATIONAL POINTS

In the last newsletter, we printed the results of the 2005 points for 422, 424, and 428; unfortunately, some of the 424 and 428 races were over-looked and did not get counted. Barry has worked hard to correct the error, and the revised results are listed elsewhere in this newsletter.

Also, in the February 2005 newsletter, Bill Vargas stated that we were breaking AMA 424 quickie out on its own and that you could not earn national points in AMA 424 if you earned points in either of the AMA 428 or AMA 422 events. I thank Regis White for reminding me of that. Those people that earned AMA 422 or 428 points have been removed from the 424 list.

Last, I still need shirt sizes for those people that placed in the top 20 of any of the three events. I have received a few, but I'm a long way from having all of them so I can order the shirts.

2006 NATIONAL POINTS

You will see in my note to the VPs that I want to post the yearly standings on the web site on a regular basis. Joanne Coffey, the Q-40 Points Coordinator, has sent in a list of the current standings for Q-40 which gets us off to a good start in this regard. Thanks for being on top of this, Joanne! The Q-40 points are listed elsewhere in this newsletter.

NOTE TO THE DISTRICT VICE-PRESIDENTS

I sent the following note to the district vice-presidents and thought I would share it with the general membership. I thought it was worth sharing.

Dear District Vice-Presidents,

Wow, the year is really underway and I'm late in contacting everyone; it has been a busy start of the year for me; I'm not even close to being ready for the Phoenix Q-40 race next month. I hope you are ready for Winterfest or whatever your first race will be; I wish you well in racing this year.

First off, I would like to thank those of you who have served in the past as a district V.P. and have volunteered to serve again in 2006; I really appreciate the support. I also thank Dan Kane for stepping in to be district V.P for district V. I think it is important that we communicate and work together to do everything we can to make the NMPRA the best it can be. I solicit your help in doing so. I especially want to keep the communication lines open; feel free to call me or send an email.

I believe the NMPRA provides valuable services not only to our members, but also, to a large extent, to our non-members who access our website and read our newsletter as well as input to the NMPRA forum; I would like to find a way to recruit more of these people to be active members. How can we encourage them to join? They seem to like what we're doing. As to the services provided, I am open to any ideas that might improve upon these services as well as any new services we should offer. I do think we do well in some of the services we provide while there is plenty of room

for improvement in some of the service areas. Without, I hope, going too deeply into things, let me cover a few of these service areas and share some thoughts.

As we all know, the NMPRA is the SIG for pylon racing with the AMA, and we have to deal with the AMA when issues arise; fortunately, the issues have been minor or nonexistent over the past few years. I believe the off-course judging has played a major role in this. I look forward to seeing our relationship with the AMA continue to improve. If you have any suggestions in this area, please state them.

Six times a year we provide a newsletter that is current and informative and lets the members know what is going on within the NMPRA. We had a bit of a hiccup this past year with the changing of newsletter editors. First we lost Darrol (thanks, Darrol, for your years of dedication to the newsletter), then gained and lost Jacob in a short period of time, and now we have Linda, my wife, in that position. I think she will do well with the newsletter, but she can only deal with what you submit; your articles make the newsletter, and we really need them! We especially need them on time so that we can meet our commitment. I am happy with current format of the newsletter, but I welcome any suggestions on how to improve it, maybe some how-to articles?

As most of you know, we have lost Horizon as a sponsor of the JR Gold Cup Series. I'm not quite sure what transpired there as no NMPRA officer was included in the decision, but nevertheless we have lost that sponsor. I understand that Horizon decided to host its own race, but while not official, I now believe that won't happen this year. After inputs from others, I decided to continue the tradition with the NMPRA Q-40 Championship Series which will be fully sponsored by the NMPRA and hopefully Power Master. I don't have the final answer from Power Master, but the first reaction seems positive. If you have a lead or leads for other sponsors, I welcome your support.

High Performance Information

High Performance is published 8 times per year.

Information for publication can be forwarded to:

NMPRA Editor, Linda Brogdon
5251 Hermitage Dr.
Powder Springs, GA 30127
Phone: (770) 421-8838
Email: 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 announced due date.

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 the deadlines published below.

Size	Single	Annual
Full Page 7.5"x10"	\$ 50	\$ 350
1/2 Page 7.5"x5"	\$ 35	\$ 245
1/4 Page 7.5"x2.5"	\$ 20	\$ 140
Card Ad 3 5/8"x2 3/8"	\$ 10	\$ 70

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Interesting photos of planes and events.
Send photos by electronic format to the editor.

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District News



The last service I want to address at this time is the recognition of our members and their accomplishments each year; we all like to see how we stacked up against our peers. In order to do so, we track the points throughout the year, publish the standings, and then present awards to the best of the best. In the past we have recognized only the efforts of the 422 and 428 pilots with awards; this past year we took it to another step and recognized the efforts of the 424 pilots. We probably should have done this sooner!

In order to recognize the accomplishments of our members, we must gather the contest results, report the results, and track the points for all our members; this is an area where we need to improve. I believe through poor communication or no communication this task is not being covered correctly in all aspects. In the gathering and reporting aspects of the process, the most important task of the district V.P. is to gather results of contests held in his or her district and get the results to the appropriate point coordinator in a timely manner (two weeks max.). Yes, it is the district V.P.'s responsibility to get the contest results to the points coordinators. In submitting the contest results, the V.P. should include **all** contestants, not just NMPRA members or just those from his or her district. All contests, big or small, should be reported. I have attached a form that may be used for your report submittals or may be used just as a checklist to ensure the required information is provided. [Form was sent to the district VPs.]

On the tracking aspect of recognizing our members, the point coordinators must keep their records in order to make sure all the reports are recorded and that each and every point earned by each member is included in his or her total for the year. We're working to improve how we keep our records. If we can develop a national race schedule, it will go a long way in

helping to check the records to ensure no contest data is missed.

As to the tracking of points, I would like to publish the point standings on the website on a regular basis. (Actually, this something Barry and I have been talking about for a couple of years; it's time to do it.) I would like for each member to be able to see the standing on the website and track his or her progress. I hope this will reduce (eliminate) year-end errors.

I will close for now; again I appreciate your support and welcome your opinions.

Bob

SLOW THEM DOWN!!

I don't have a lot of information on this at this time, but it seems that the folks in Italy want to slow the F3D airplanes down as a result of one of their fliers hitting the number two pylon at the World Championships in France last year; the spinner punched a hole in the metal pole. They have declared the airplanes dangerous. If they are successful, it could also affect the Q-40 and Q-500 events.

First off, I will state that yes, our airplanes are dangerous when flown in an irresponsible manner; in fact, all our airplanes from trainer to jets and racers are dangerous when flown in an irresponsible manner. I have seen a gliding Q-40 airplane hit the side of a parked truck and punch a hole in the quarter panel, I have seen a 424 racer hit and break a 2 1/2 inch PVC pylon, and I have heard of 1/4 scale airplanes hitting and hurting people as well as people being hurt by helicopters. Speed, at least high speed, was not a factor in any of those incidents.

So what is my point? I'm not sure, but speed is not the problem and slowing the airplanes down is not the answer. I am told that the flier who hit the pole in France consistently flew below the tops of the pylons, and on the lap he

hit the pole, he was below the top of pylon one as he made that turn and continued below the pylons to the impact at pylon two. He should have been warned and penalized prior to the incident; we would certainly do that at any of our contests. The bottom line is that pylon racing is no more dangerous than any other AMA competition; just more exciting to fly or watch. My thoughts, would you care to share your thoughts?

I look forward to seeing many of you at the Q-40 race in Phoenix in February and at some of the other races this year. As always, I am open to your suggestions and thoughts.

Bob Brogdon

District 1, Travis Flynn

Hello, District 1. I guess it's official - I am starting my 2nd term as your VP. I hope all of you had a great holiday season with your families and a short break away from racing.

Since we didn't have district news in our December newsletter, I will give a small recap of our season-ending race in Phoenix last November. Like almost every race in Arizona, we had great weather and lots of participants. Among the 3 classes we had over 50 entries. The racing was as competitive as ever, maybe even more with guys trying to place as high as they could for the possibility of moving up a spot in the West Coast series. This contest consisted of two one-day races with a total of 4 rounds per class. Due to the high entries and the lack of sunlight we weren't able to complete 5 rounds. Jim Allen and the rest of the SpeedWorld guys did a great job, and I don't think anybody was upset.

NMPRA Q-40 Championship Series

February 25/26 Phoenix, AZ

April 22-23 Ft. Lauderdale, FL

June 3-4 Bowie, MD

October 21-22 Medford, OR



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POWERMASTER



District News



District 1, cont'd

Here are the results of the two days:

Saturday November 5th

APRA

- 1st Gale Enstad F/T 1:27:40
- 2nd Sean Dunnavant
- 3rd Jim Padelt

AMA 428

- 1st Jim Allen
- 2nd Tony Lopez F/T 1:08:52
- 3rd Gino Del Ponte

Q40

- 1st Travis Flynn
- 2nd Gino Del Ponte
- 3rd Fred Burgdorf F/T 1:03:27

Sunday November 6th

APRA

- 1st Gale Enstad 1:36:99
- 2nd Jim Padelt
- 3rd Mark Mellot

AMA 428

- 1st Kurt Bozrth
- 2nd Fred Burgdorf F/T 1:08:25
- 3rd Tony Lopez

Q40

- 1st Travis Flynn F/T 1:03:57
- 2nd Fred Burgdorf
- 3rd Jim Womack

The other reason we had to cut down on the number of rounds was to hand out the awards. Jim Allen and Barry Leavengood did a great job of organizing this series and managed to get enough sponsorship money and donations to give out great prizes to, I think, the top nine in each class. After a year's worth of racing it was fantastic to have an opportunity to win a ProudBird, Vortex, or NemeQ and many other items. Congratulations to all the guys who competed in this series. If I had only one complaint about this series, it is that I feel it should have more incentive to be an NMPRA member - maybe charging an extra \$5 towards the entry fee for non-members. I think we should be doing everything we can to push our organization, especially since the points are being posted on the NMPRA forum and let alone me writing about it now in the newsletter.

Here is the list of the top 5 champs for the series:

APRA

- 1st Gale Enstad
- 2nd Don Schelling
- 3rd Jim Padelt
- 4th Steve Cook
- 5th Denis Lyon

AMA 428

- 1st Fred Burgdorf
- 2nd Gary Schmidt
- 3rd Jim Allen
- 4th Travis Flynn
- 5th Clark Leadbetter

Q40

- 1st Fred Burgdorf
- 2nd Travis Flynn
- 3rd Bill Vargas
- 4th Jim Allen
- 5th Jim Womack

I will say the idea of having a district series like ours is great for our sport. I think if other districts talked with Jim or Barry, maybe they too can have a series for their own area.

Now to 2006!! Winterfest has now come and gone, but it will be a while before it's forgotten, especially, for anybody that was around Dave Presta and his gang of guys. (Oh, I wish I could forget!)

We had over 60 entries, completed 8 rounds, and got some awesome Kachina trophies. It was great having so many guys come from all over the country to race Quickie. We also had a great turn-out from our own district. The EBRC guys, like the Castaic group, are all really coming out in force. I think they took over the whole right side of the pits. Having these groups of guys all work together is why our district has such high entry numbers. Let's keep up the growth and support; it surely helps all of us.

After the 8 rounds the two guys on top were "Smoke" in AMA and Tom Skavinsky in APRA. In AMA we also had one fly off for 6th through 9th. What a race to watch! All four guys fighting for the last two Kachina's. Mike Helsel pulled out the win followed by Mike Tallman.

I think the guy I feel the worst for is Matias Salar. This poor guy was sitting in 2nd place and had fast time wrapped up. Then he had an unfortunate last round, and to make matters worse, he had the fast time taken away. Sorry, Matty, but you like many others still did great.

One other really cool thing for me about Winterfest was the opportunity to meet Brian Richmond. As long as I have been racing, I have always heard about this guy. I can't tell you how many times I heard the story of him hitting pylon 3, knocking off a piece of the vertical and never even had a bobble. Now after meeting him and seeing him fly, I believe the story. I also have to say his son Alex finished in a very respectable 3rd place in APRA. I have never seen a kid so excited to just look at a race plane. He really thought my FAI plane was "cool." He and Matt Russell's daughter Alexandria who also competed in APRA are for sure two up-and-comers.

Here is the list of the competitors who received a Kachina:

APRA

- 1st Tom Skavinsky F/T 1:36:02
- 2nd Tom Graves
- 3rd Alex Richmond

AMA 428

- 1st Randy Bridge
- 2nd Gary Schmidt
- 3rd Gino Del Ponte
- 4th Travis Flynn F/T 1:05:87
- 5th Matias Salar
- 6th Mike Helsel
- 7th Mike Tallman

Next month is our Phoenix Classic Q40 race so start getting ready now. Well, I think that's about it. Until next time, keep practicing; you can only get better.

Travis

District 2 - Matt Russell

A lot has happened in the Northwest since I last wrote. I have been remiss and missed getting an article out for October, and then December came and went as well. An election was held for my position,



District News



District 2 - cont'd

and evidently a slim majority of you folks approve of my work. I will do my best to fulfill my duties in 2006. At least I now know someone who won't have an excuse when I have to pass the torch.

There was good coverage of the August race in Medford, as several districts were represented there. My daughter and I were fortunate to get a ride to dinner from Tony Lopez and his wife. We joined Mike Del Ponte and his family for Mexican food. While at the Del Ponte's I was able to see some very nice molds for some airplanes that Mike & Gino have produced. I have been planning to make some molds myself for some time, and every bit of information is helpful.

The racing in Medford was very competitive, and after working out a few bugs with the course workers, things went very smoothly. It was hot. Did I mention it was hot? - Well over 100 degrees. When all the racing was over, Fred Burgdorf was the one with the most trophies to take home. Fred won both 428 and Q-40. Gale Enstad won APRA. A good time was had by all. It was hot. Did I mention it was hot? There was coverage of this event in Travis' article in the October newsletter, so I won't duplicate that here. Mike Del Ponte was kind enough to surprise my daughter with a birthday cake after serving us a steak dinner. This event is worth attending just for the food. Thanks, Mike & Judy!

September was busy for my family and me. We had three consecutive weekends of airplane racing, which I probably won't be able to repeat. My daughter (caller) and I attended the last of the JR Gold Cup races in Arlington, WA. Due to the overlapping schedule with the World Championships, a number of big names were absent. The rain threatened, but let up for racing, and most everyone had a good time. Fred Burgdorf (have you heard his name before?) was the winner after it was all over, with Travis Flynn right behind

him. Randy Smith from Canada took third with Mike Helsel claiming fast time. Way to go, guys. The PROPS organization and Tom Strom Sr. as CD did an outstanding job. All was well organized, and I don't recall any disputes or complaints whatsoever. A big thanks to Tom's mother and father-in-law, who provided food and refreshments!

My wife and I attended the Reno Air Races (full scale) the following weekend and had another great time. This was the fifth time we have gone. Rare Bear outclassed the other unlimiteds, as Strega had engine problems early on and Dago Red did not show up at all. If you have never attended the races in Reno, you owe it to yourself to get there at least once. Information can be found at <http://www.airrace.org/indexJS.php>.

We attend as part of a large group that has been at every Reno race since 1968. Let me know if I can be of help with arrangements.

The following week, we attempted to race in Ephrata, WA. The wind was blowing so hard that we were totally unable to race on Saturday. Sunday, we raced a whole bunch of APRA. We got in a Q-40 race, but ran out of time to race 428. Perry Pike CD'd the event and unfortunately, we fought with equipment problems mostly relating to stopwatches that refused to operate reliably. When the dust settled, we had winners for 2 races in APRA:

Race 1

1st Steve Cook
2nd Brad Batt
3rd Perry Pike

Race 2

1st Thom Martin
2nd Tom Graves
3rd Steve Cook

Q-40:

1st Tom Strom, Sr.
2nd Matt Russell
3rd Paul Holma

We have just returned from Winterfest

in Phoenix. Brrrr, it was cold in the morning, but the weather was beautiful during the day. Jim Allen ran a great race, and the Speedworld club provided the manpower. As I have mentioned before, we could never run these events without the volunteers who give up their time to help us. Thank you all! District 2 was well represented with 6 racers from Seattle, 1 from Portland, 5 from Spokane plus Gino from Medford. The racing was exciting and the carnage was kept to a minimum. Many of the usual suspects did a fine job. Randy Bridge came out on top, with Gary Schmidt 2nd, Gino Del Ponte 3rd. Travis Flynn took the fast time with 105.87 in the last round. I had to leave to catch a flight home and did not get all of the results, but I'm sure there will be overlapping coverage of this event as well.

On a local level, the racers here in Spokane decided to form a legitimate club in order to build and maintain racecourse equipment. We have formed the NWPRA and plan to increase the number of races held here each season. In addition to building pylons, starting clock, etc., we are planning to go entirely wireless. We are emulating the gear used at Speedworld, without all of the buried wire, as we do not wish to be tied down to one field exclusively. We are going to have to order some custom PC boards and would be willing to share the costs if anyone else is interested. We are planning to use the new 2.4 Ghz spread spectrum radios, which should be very reliable while also avoiding the aircraft frequencies. We will still have to rely on volunteers to work the course. Perhaps in the future, we will be able to automate the entire system. Check out <http://cairos.com/sports/index.php>. This company is placing a dime-sized active transmitter in the each of the kneepads of the soccer players, as well as one within the ball. It is being tested this month at a big world class



District News



event in Japan. 2cm accuracy is claimed. It will only be a matter of time until we will be able to track our models with this type of technology. Until then, we will still have to rely on our volunteers. We here in Spokane have a lot of work to do in order to be ready for our May 20-21 race.

The Pylon Racers of Puget Sound (PROPS) are having a winter series of one-day Q-500 races in Shelton, WA, on the west side of Puget Sound. The first race was held the 15th of January and went off well with only one rain shower stopping things for a bit. Ten-year-old Alex Richmond won the APRA event. Way to go! Eric Ide won the 428 event with Bryan Richmond 2nd and Paul Holma 3rd. I have not been able to obtain the full results from this race, but they should be available soon on the PROPS website at <http://nwprops.com>.

The known race schedule for 2006 in district 2 is as follows:

January 15th in Shelton, WA
 February 12th in Shelton, WA
 March 12th in Shelton, WA
 April 7th - 9th in Littlerock, WA
 May 20-21 in Spokane, WA
 June 16th - 18th in Whidbey Island, WA
 Early July in Muncie, IN
 (2006 US Nationals)
 July 21st - 23rd in Spokane, WA
 August 11th - 13th in Shelton, WA
 August 18th - 20th in Medford, OR
 September 22nd - 24th in Arlington, WA (PROPS Season Championship)
 September 30, October 1, in Spokane, WA

Questions or comments - contact me at warussells@earthlink.net or call me at 509-869-6300

Keep it out of the dirt,

—Matt

District 3 - Richard Moldenhauer

Happy New Year to you all. Good luck with all your racing in 2006. There is not a lot to report from District 3 in Canada at this time of year. Models are being built for the 2006 season. A number of us are preparing to attend the Phoenix Q40 Classic in February. There will be good representation from Alberta and Saskatchewan attending in Phoenix. It is always a great race. Jim Allen, Randy Dauer, and the whole SpeedWorld crew put on a very well-run show. The weather is a nice break for us Canadians as well.

Our district race schedule is shown below. We invite all pylon racers to attend if you are in our area. We extend a special invitation to those from the Northwest District 2 to attend. The Arlington race in September has allowed us to swap paint over the last couple of years. We would love to have you visit our district if you can make it. We would be happy to put you up in our homes and camping is available at the field, too.

Our Quickie event uses a modified motor rule that allows a motor in-between 424 and 428. Over the past several years our Quickie event has essentially been a one-motor event using the Webra Q pylon motor. At the end of 2005, the District made a positive move forward at its annual meeting in Saskatoon by voting to adopt two alternate engines to the tried and true Webra Q pylon motor for the Quickie 500 racing event. The Dub Jett Super Sport Quickie motor and the Nelson Quickie 40 with standard expansion chamber muffler are now allowed as approved motors. Extensive testing was done in real race conditions throughout the season of 2005. RPM measurements and race time data shows that all three motors are equally competitive and no one motor has an advantage over the other. In the end, it comes down to 30 consistent laps and nimble thumbs on the transmitter to emerge victorious. The three motors will run in the range of 18,300 – 18,800 rpm using an APC 8.75 x 7.75W prop.

So if you are visiting us from District 2 or anywhere in the NMPRA, all you have to do to your Nelson 428 motor is purchase the expansion chamber muffler and you're good to go. In fact, a number of us here will have spare mufflers we could lend you for the weekend. It will cost you nothing. Calgary is only one hour from beautiful Banff National Park. Saskatchewan has several excellent fishing lakes within an easy drive from any of our contest locations. Make it a family vacation, and we'd love to have you. If you are interested in any of these races, contact me for details at pylon.guy@shaw.ca

June 3 & 4 Regina, Saskatchewan
 June 24 & 25 Swift Current, Saskatchewan
 July 29 & 30 Calgary, Alberta
 August 12 & 13 Prince Albert, Saskatchewan
 August 26 & 27 Saskatoon, Saskatchewan
 (District Championship)

All races hold Quickie on Saturday and Q40 on Sunday.

See you in sunny Phoenix.

Randy Smith

District 4 - John Williams

District 4 – no article submitted

District 5 - Dan Kane

First and foremost, I would like to introduce myself for those of you who do not know who I am. I have been involved with Pylon racing for a good portion of my life, and one can even say I am obsessed with Pylon (just not me, because I most certainly am not). I started flying R/C around 6 years old and started racing competitively when I was 13. I am 36 years old, and throughout the past 23 years I have learned something new at every race. I started flying with my father who was very competitive in the 70's and early 80's. I called for him, and eventually, he called for me. After he quit racing in 1990, I commissioned the help of my soon-to-be wife, Cathy. Cathy called for me during the next 10 years, and we finished as high as second in QM40 at the NATS, beating Super T in a fly-off! I grew up wanting to race



District News



Formula One and got the chance with some help from many people including Clark Wade. Here in the Midwest QM15 was the main event from the mid 80's until its death, as the only time we flew Formula One was at the NATS. QM15 started to decline and QM40 was born in the Midwest. QM40 was created to promote growth in our sport. We need to be flexible and open-minded when it comes to events and participation. Having said that, I think some focus should be put into keeping 424 moving in the right direction.

I would like to hear from the 424 pilots in my district. Please contact me for help with anything.

Moving on, some season wrap-up stuff and finally some new beginnings (the 2006 schedule).

The CAPS banquet will have passed by the time you read this, and the season awards will have been given out.

Here is the top 5 for 424:

1. Dave Torre
2. Brad Clayton
3. Scott Roney
4. James Barr
5. Archie Adamisin, (the old man)

Congratulations to Gary Helton for becoming the 2005 CAPS season champ. Gary also received the highest points for 428 and QM40.

If you have any questions concerning the CAPS org, please contact Ben Martin at (937)439-5141.

The attached link is to the Illinois/Wisconsin 424 contingent. (<http://www.q500424.com/>)

If you have any questions concerning the NCPL (MN), please contact Phil Zuidema at pzuidema@dkssystems.com

I will finish this first article by including as many race dates as I have received.

Thank you for your support and please contact me if you have information for District 5.

DK
dkane@supertrc.com

WIPRO 2006 Q500 424

Event Calendar

Hilbert, WI - Saturday, May 20, 2006
- George Reynolds CD
Rockford, IL - Saturday, June 10,
2006 - Orv Steinmetz CD
Rockford, IL - Sunday, June 11, 2006
- Ron Monk CD
Hilbert, WI - Saturday, August 26 -
Mick Warning CD

St. Charles, IL - Saturday, September
23, 2006 - Mike Kostecki CD
St. Charles, IL - Sunday, September
24, 2006 - Mike Kostecki CD

CAPS 2006 schedule

Lucasville, OH - Saturday and
Sunday, 428 and 424, May 20th and
21st, - Terry Frazer CD

Cinci, OH - Sat. 428 and 424, Sun
422 and 424, June 10th and 11th, -
"Moon Shot" Tom Scott CD

Dayton, OH - Sat. 428 and 424, Sun
422 and 424, Aug 19th and 20th, -
Rex Knepper/CAPS Classic
- Ben Martin CD

Muncie, IN - 428 and 424 Sat., 422
and 424 Sun., Oct. 21st and Oct.
22nd, - CAPS 424 Championship
Race, Mike Deneve CD

Grassfield R/C 2006 schedule

NCPL - Q-500, Saturday, April 29th
- Richard Steine CD

Elk River - Q-500, Saturday, May 6th
- Pat Galarneault CD

NCPL - Q-500, Saturday, May 20th
- Phil Zuidema CD

NCPL - Q-500, Saturday, June 17th
- Scott Holm-Hansen CD

TBD- AMA 428, race and time trial,
June 24th - CD TBD

NCPL - Q-500, Saturday, July 22nd
- Jerry Elert/Richard Steine CD

Elk River - AMA 428, Saturday, July
29th - Dave Norman CD

NCPL - Make-up race date
Grassfield - AMA 422, Saturday,
August 26th - Phil Zuidema CD

Elk River - Q-500, Saturday,
September 16th - CD TBD

NCPL - Q-500, Saturday, September
23rd - Chuck Eldridge CD

NCPL - Q-500 and Shoot Out,
Saturday, October 7th
- Phil Zuidema CD

District 6 - Steve Baker

In my last column I asked for and received a free pass from the HP editor to do a 30-day stint in the Katrina/Rita relief effort. Thanks, Bill. Though FEMA prepared us for the worse, I ended up working at a Disaster relief center in Natchez, Mississippi, about 3 hours north of the Gulf region. Natchez wasn't hit nearly as hard as the Gulf region, but many of the evacuees fled north to this region, so it made sense to set up a temporary facility there. I wouldn't have traded the experience for anything, and I highly recommend it to anyone who can make the necessary logistical arrangements.

A lot has happened since that time, so let's get to it.

First of all, I hope everyone had a good holiday and that everyone received a few composite racers as presents.

Some Old Business from 2005 - The same day I sent out my last report, I received one last list of contest results from the NEPRO crowd. The results of the Hadley, Massachusetts, 424 contest (combined classes) are as follows:

Standard + Expert class 424 contest of September 18		
Name	Points	Fast Time
1- Lloyd Burnham	19	1:19.69
2- Ralph Rinaldi	19	1:17.13
3- Raymond Dolat	17	1:19.97
4- Mike Masi	16	1:20.96
5- David Doyle	16	1:23.40
6- Pete Reed	15	1:26.80
7- Michael Luzzi	12	1:26.62
8- Joe Tropea	12	1:27.35
9- Mike Stewart	11	1:34.11
10- Dennis Thibodeau	10	1:32.57
11- Irl Brown	10	1:26.44
12- Tom Burrow	10	1:26.70
13- Bill Jensen	9	1:26.20
14- William Glode	7	1:30.45
15- Ken Roberts	6	1:32.66
16- Peter Baltrush	3	1:56.06



District News



Thanks, David. PS- I'd appreciate seeing the NEPRO schedule for 2006 so I can publish it here, ok?

On the local scene, the Prince Georges Radio Control Club's last race of 2005 was rained out, and the season ended. Gene Bass will hopefully tally up his rendition of the M.A.P.R.A. standings for 2005, and I'll make them known to all in the next installment.

A few bright spots are hopefully on the horizon. Dwayne Gall has proposed to the contest board a set of rules for an interesting class of .90-powered racers with the intent of racing the Great Planes Goodyear-type kits (and others) that may catch on in some areas. More is being done to recognize the 424 class of racing on a national level. To me, these two classes seem to be the only ones with the potential to appeal to newcomers. Yet somehow, I see new names of 428 and 422 competitors in the race results posted from other parts of the country. If anyone out there has any explanation for this, please pass it on and give us a chance to explore ways to attract new blood.

The P.G.R.C Racing Schedule for 2006 has not yet been prepared, but we should have it set by the end of January. It will feature a Q-40 Championship Race in June, similar in scope to the Gold Cup Series. AMA 424 and 428 racing will continue to be in our program, though the exact mix has yet to be determined.

Shaping our schedule is the sad reality that we have lost three active racers, namely John Albritton who moved to Florida, Dave Binger, and Art Edsall. Two other local pilots have stated they have built their last 428 airplanes and will probably compete only in 424 once attrition catches up with them. That said, if we don't do something to keep the sport active, it will surely die in our region. These

days, R/C pylon racing looks increasingly old-school and low-yield when compared to other activities within the hobby. Buy and fly is a phenomenon that serves both the beginner and die-hard competitor, but lost along the way is the notion of permanence and dedication to the hobby. For many facets of the sport, pre-built aircraft are both available and justifiable, but many of us hesitate to invest this much money in something we exclusively expose to the perils of racing, over and over.

Field Status - As you may or may not know, the PGRC's club site has been for sale by the current owner and sought after by a variety of suitors. One of the latest attempts by a custom home developer has fallen through, thanks in part to the strict conditions imposed by the State of Maryland in their re-forestation project done to our site a few years ago and the failed perk tests of the proposed housing sites.

The latest news is that a preservationist group has made an offer to buy our parcel of land, and we believe the intent of new potential owners is consistent with our desire to remain at this location. As a precaution, the club is also working with state and federal agencies to secure and develop a site atop some local landfills.

Sad News - Word came recently of the passing of Jill Gillette, wife of PGRC club member Warren Gillette. Jill was one of those one in-a-million wives who loved pylon racing and the local racing community. She was always willing and eager to help us run our events, from entering racing results into the computer and cooking the food at lunch, to mixing it up with the contestants. As such, Jill and Warren were quite a team and, win or lose, they always had fun. We will miss her deeply. Our hearts go out to Warren and their daughter Samantha.

Steve Baker, AMA District IV Contest Board Member

AMA 68276

NMPRA 15R

District 7- Tom Dobyns

No article submitted

District 8 - Dennis Cranfill

No article submitted

REVISED 2005 STANDINGS FOR AMA 424

Place	Last Name	First Name	Points
1	Enstad	Gale	547.75
2	Coletto	Raniery	533.66
3	Cook	Steve	520.41
4	Vanderleest	Bernard	495.08
5	Schelling	Don	437.53
6	Fehling	Jack	419.98
7	Graves	Tom	415.16
8	Saenz	Raymond	398.57
9	Rosenberg	Richard	380.00
10	Lyon	Denis	340.33
11	Roney	Scott	210.09
12	Del Ponte	Michael	95.07
13	Berwick	James	80.05
14	Laine	Guy	77.33
15	Powers	Douglas	64.71
16	Oehrle	Gary	38.20
17	White	Regis	28.49
18	Silwanicz	Bryan	1.2



District News



CURRENT STANDINGS FOR AMA 422 NATIONAL POINTS

2006 Q40 Points after 4 Races.

Championship Race - Houston - Oct05

Phoenix Race - Nov05 (Saturday)

Phoenix Race - Nov05 (Sunday)

Apopka Race - Dec05

REVISED 2005 STANDINGS FOR AMA 428

Place	First Name	Last Name	Points	Fast Time
1	Fred	Burgdorf	325.6	1.02.30
2	Travis	Flynn	298.4	1.03.37
3	Randy	Bridge	200.2	1.01.71
4	Gary	Freeman, Jr	177.9	1.03.22
5	Jim	Womack	164.7	1.04.99
6	Thomas	Scott	163.7	1.01.97
7	Gary	Freeman, Sr.	157.8	1.04.56
8	Gino	DelPonte	153.1	1.04.25
9	Gabriel	Tahhan	137.8	1.03.75
10	Tony	Lopez	136.1	1.07.42
11	Jim	Allen	135.5	1.04.32
12	Scott	McAfee	126.6	1.07.21
13	Michael	Tallman	126.6	1.06.59
14	David	Doyle	114.7	1.07.74
15	Lee	Ulinger	114.0	1.06.37
16	Dan	Kane	102.4	1.01.69
17	Mike	Helsel	96.5	1.02.19
18	Matias	Salar	94.0	1.04.38
19	Rich	Beers	90.5	1.04.31
20	Craig	Grunkemeyer	89.6	1.01.43
21	Jacob	Raquet	87.6	1.05.00
22	Kurt	Bozarth	85.1	1.07.33
24	Bruce	Coffey	83.0	1.01.19
23	Clark	Leadbetter	83.0	1.06.37
25	Norm	Teague	82.4	1.08.20
26	Dave	Norman	81.6	1.03.75
27	Gary	Schmidt	75.6	1.06.01
28	Doug	Killebrew	73.6	1.06.65
29	Jerry	Small	72.7	1.07.00
30	John	McDermott	69.4	1.05.69
31	Phil	Zuidema	66.7	1.08.63
32	Marcus	Blanchard	63.6	1.03.64
33	Dub	Jett	60.8	1.03.57
34	Ray	Brown	58.4	1.03.85
35	Lee	Lavalley	54.8	1.13.15
36	Bob	Brogdon	51.5	1.06.63
37	Randy	Rich	48.8	1.07.59
38	Danny	Coe	48.2	1.09.41
40	Tim	Yousey	48.0	1.07.14
41	Dennis	Cranfill	42.9	1.03.81
42	John	Perdue	42.8	1.09.04
43	Barry	Leavengood	41.6	1.13.60
44	John	Welch	39.9	1.09.47
45	Joe	Llanos	37.6	1.07.59
46	Mark	Parker	36.9	1.03.59
47	Richard	Oliver	34.0	1.02.72
48	Rickey	Cranfill	31.0	1.03.78
49	Michael	Hammett	28.0	1.07.25
50	Matthew	Fehling	27.2	1.05.69
51	Tanner	Pacini	26.0	1.08.43
52	Norm	Johnson	25.0	1.07.56
54	Gene	Bass	22.0	1.07.87
53	Gerald	Elert	22.0	1.09.50
55	Brian	Wilbur	16.8	1.03.57
56	Patrick	Galarneault	16.1	1.17.53
57	Mike	Funk	13.1	1.22.00
58	Tony	Pacini	11.1	1.13.28
59	Charles	Anderson	10.1	1.11.09
60	Melvis	Cranfill	7.2	1.19.50
61	Jim	Perdue	6.4	1.18.21
62	Mike	Walther	4.2	NT
63	Joanne	Coffey	1.2	NT
64	JD	Glass	1.2	1.08.59
65	Tim	Lime	1.2	0.00.00

Place	Last Name	First Name	Points
1	Burgdorf	Fred	605.09
2	Bridge	Randy	581.76
3	Schmidt	Gary	572.36
4	Flynn	Travis	537.81
5	Helsel	Mike	531.93
6	Cady	Darrol	531.91
7	Freeman Jr	Gary	515.90
8	Teague	Norm	500.34
9	Strom Jr	Thomas	499.81
10	Allen Jr	Jim	495.10
11	Leavengood	Barry	485.48
12	McAfee	Scott	484.72
13	Coe	Daniel	481.60
14	Jett	Dub	474.51
15	Leadbetter	Clark	473.77
16	O'Brien	Dennis	465.37
17	Norman	David	459.02
18	Yousey	Tim	457.32
19	Thordarson	Dan	454.60
20	Rinaldi	Ralph	451.21
21	Burnham	Lloyd	449.07
22	Andrassy	Dr Roy	422.14
23	Cranfill	M W Red	419.08
24	Eldridge	Charles	409.45
25	Smith	Vern	409.29
26	Masi	Mike	403.16
27	Del Ponte	Gino	402.78
28	Freeman Sr	Gary	402.52
29	Killebrew	Doug	398.58
30	Galarneault	Pat	388.68
31	Palaschuk	Terence	384.00
32	Nalley	Dan	374.36
33	Strom Sr	Thomas	364.55
34	Tallman	Mike	359.57
35	Fehling	Matthew	353.12
36	Batch	Bryan	348.39
37	Cranfill	Rickey	346.76
38	Russell	Matt	342.97
39	Doyle	David	315.32
40	Dobyns Jr	Tom	304.29
41	Hoppe Jr	Martin	294.51
42	Brown	Raymond	286.04
43	Seaholm	A.J.	280.80
44	Tahhan	Gabriel	279.92
45	Duda	Jason	275.74
46	Perdue	Jonathan	273.79
47	Hegland	Tom	272.18
48	Mahnken	Chris	268.67
49	Vaclav	Stephen	267.30
50	Cloud	Wayne	264.38
51	VanBaren	Rusty	258.08
52	Helton	Gary	248.58
53	Elert	Jerry	240.19
54	Anderson	Charles	238.68
55	Ponek	Robert	238.32
56	Llanos	Joe	236.84
57	Perdue	James	236.02
58	Houston	Doug	225.58
59	Hammett	Michael	225.28
60	Smith	Randy	224.99

61	Norred	Kevin	224.50
62	Scott	Tom	215.86
63	Walther	Michael	201.47
64	Smith	Edward	194.37
65	Graval	Cecil	194.24
66	Baker	Stephen	178.71
67	Moldenhauer	Richard	176.46
68	Bozarth	Kurt	159.41
69	Grunkemeyer	Craig	155.37
70	Batt	Brad	155.34
71	Reed	Pete	154.91
72	Baker	Lyle	154.82
73	Lopez	Anthony	154.46
74	Pacini	Anthony	151.97
75	Batt	Rod	151.23
76	Coffey	Joanne	150.78
77	Henderson	Jim	149.22
78	Small	Jerry	146.50
79	Mijares	Oscar	145.72
80	Pacini	Tanner	133.98
81	Bass	Gene	130.93
82	Williams	John	128.98
83	Marquez	Rick	128.51
84	Ulinger	Lee	127.23
85	Cranfill	Dennis	126.64
86	LaValley	Lee	124.67
87	Travieso	Mario	117.37
88	Hendriksma	Ray	115.05
89	Parker	Mark	111.46
90	Kummer	Carl	108.58
91	Moreland	Richard	104.40
92	Kane Jr	Dan	101.44
93	Holma	Paul	99.91
94	Tucker	Richard	94.90
95	Baker	Jonathan	93.00
96	Johanson	Bill	83.15
97	DeChastel	Bruce	79.84
98	Huber	Tony	78.05
99	Thornton	Cole	77.91
100	Telford	Drew	74.48
101	Moen	Loren	74.00
102	Rotudo	Alejan	73.58
103	Brogdon	Robert	69.82
104	Blanchard	Marcus	69.69
105	Benezra	Paul	67.56
106	Hamula	Murray	63.60
107	Martin	Ben	58.55
108	Larson	Lyle	51.32
109	Clancey	Dr Douglas	49.46
110	Lime	Jim	42.31
111	Hill	David	37.69
112	Blake	Raymond	35.60
113	Berryman	Delbert	30.57
114	Vagas	Bill	24.93
115	Coffey	Bruce	24.82
116	Jacobson	Gail	24.62
117	Brown	Steven	14.56
118	Seay	David	12.89
119	DeAscentis	Joe Sr.	6.77
120	Gall	Duane	2.87
121	Swaney	Charles	1.20



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