



The Pylon Racer's Official Voice

NMPRA

HIGH PERFORMANCE

National Miniature Pylon Racing Association • Since 1965 • AMA Affiliated • August 2008

Presidential Notes

Hello Fellow Pylon Racers

I have just returned from the NATS in Muncie where I officially assumed the responsibility of President of NMPRA. Before I do anything, though, I would like to express my appreciation to outgoing President Bob Brogdon. Bob stepped up to take on the job at a time where a succession of people who, despite great intentions, were unable to fulfill the requirements of the job due to personal commitments. As a result, the organization was not in the best shape, and Bob stepped in and did a terrific job in stabilizing the organization and starting us on a positive track. Beyond this, Bob had also served as Secretary/Treasurer of the NMPRA for a number of years before taking on the role of President. I can't begin to express my gratitude to Bob for his great dedication and service to pylon racing and the NMPRA. Please be sure to thank Bob when you can – he deserves that and more!

Now that Bob can take his well-deserved rest, it is time for me to step up and try to fill the big shoes that Bob left open. For those of you who don't know me, let me give you a little background. I have been modeling since a toddler and won my first contest in Jetex free flight in 1960. My dad and I began flying RC in 1962 and attempted controlled flight with a variety of RC equipment - none of which worked. We finally found success in 1968 with our first proportional radio, a Micro Avionics, and our flying progressed rapidly. Initially attracted to pattern, I became discouraged at the politics of the pattern judging and discovered pylon racing in 1971 with Formula 1. I progressed to QM 15 where I had some success until 1975. In 1975, I hung up my servos to pursue a career and family and did not touch a transmitter again until 1989. In '89, looking for an escape from the rigorous demands of running my business, I decided to try a little RC modeling as a stress reliever. Very soon I found a Quickie with a Rossi on my bench and was scheduling business trips around contests. Although I could attend only a couple of

contests a year, I rediscovered the real joy I got from pylon racing. Still, the demands of business and family limited my involvement in the hobby; so totally at one point that I put all my racers, radios, and motors in a box and sent them to my younger brother, Stu. Stu opened the crate of equipment and turned that into a spectacular career in racing that culminated in a National Championship and a second place finish at the World FAI competition in Australia in 2001.

In 2003, I turned over the day-to-day operations of my company to a younger CEO and entered semi-retirement. At this point I began to pursue pylon racing with all the enthusiasm that I had promised myself at my desk every day at work! Since then I have been able to truly enjoy the sport. I have also discovered that I enjoy pylon racing more than any other activity I have tried – and there are few I have not tried! While I do enjoy golf, tennis, full scale flying, boating, and fishing, I still enjoy pylon racing more than any other hobby or sport.

That's a pretty brief biography, so I hope you get to know me better over the months ahead as we continue to take the NMPRA and pylon racing forward together.

2008 Nationals

As I said, I have just returned from this year's Nats, and what a show!! This year, Gary Freeman Jr. stepped up to be the Contest Director. Like many of you, I have watched Gary grow from a little kid, and we should all be really proud of the impressive results. To say that Gary did a great job would be an understatement. Not only did he oversee an almost flawlessly run contest, he created a brilliant innovation in the competition. This year, in addition to the top 14 pilots from each of the A and B matrices advancing to the finals of each class, the next two pilots from each matrix with the fastest times would also advance. This produced the best qualifying racing ever with pilots racing each heat down to the wire to try to make the finals. Every pilot there was capable

of turning a time fast enough to make it into the finals, so even those guys who had some misfortune in early heats stuck around to the end to try to earn a spot in the finals. GREAT IDEA!!! The weather this year was great for the whole contest with the exception of a little wind in the Q40 finals. If, however, you were an early arriver and were there last Saturday, you endured one of the worst storms I have ever seen. What must have been a microburst or a tornado touched down in the pits and shredded the big tents and even blew down the electrical boxes! Miraculously, we had only very minor injuries in what could have been a disaster.

The toughest competition this year was Muncie itself. Getting the engines to perform in the Muncie weather proved to be the toughest challenge of the contest. The same settings that worked at home did not work in Muncie, and the settings that worked last year in Muncie did not work. It was not uncommon to hear the painful sound of an engine going lean in the middle of a heat and hear the expensive sound of lean laps. My best motor is now waiting for a whole new top end.

By the end of qualifying, most had seemed to figure out the engine settings needed, and the competition in the finals was furious. In the end, Gino Del Ponte won Q500, and Fred Burgdorf won Q40 – both for the second year in a row! Randy Bridge set fast time in both classes, and Fred Burgdorf was the overall Pylon Champion. Look for full results later in this newsletter. (**Ed. note** - full results are posted on the NMPRA website). To me the most impressive performance at this year's Nats was by Scott Causey. Scott has been racing for only a couple of years and not only qualified in both classes, but took home wood in Q40 placing in the top 10!

The Nats is far more than a contest. It is a great time to get together with great friends that we don't see enough and share some great times

and reminisce about great times past. I must say that I enjoy the practice days and the time after the racing almost as much as the race itself. No more proof of this is the fantastic bar-b-que put on by Dennis Cranfill and Mark Parker each year, and this year was no exception. The past two years with the introduction of the long stroke engines and the difficulty in getting them to run properly in Muncie has certainly impacted the Nats. More and more guys spent more time working on their setups and practicing. I hope we can get these motors figured out soon so we can get back to more enjoyable Nats.

In spite of the motor troubles, the Nats was a huge success. Not only did Gary do a great job, but so did all the workers and volunteers. Dave Doyle did his usual great job on the matrix and computer; Pete Bergstrom and Greg Jones ran the best starting line ever, and would there even be a Nats without Nancy Telford on the P.A.? An enormous thanks goes out to all those who worked so hard so that we could have a great race.

Also, thanks to the generosity of our sponsors, we had a fabulous raffle with thousands of dollars in prizes donated.

Finally, this year, through the generosity of the racers, I'm proud to report that we raised \$800 to donate to the Cliff Telford scholarship fund

Some of My Ideas

Some of you have asked what my plans as President are and what I would like to see happen with the NMPRA. Clearly, the most important obligation I have is to ensure that the racing series continues. Beyond that, I would like to develop a centralized calendar of events and do whatever it takes to foster greater communication to prevent scheduling conflicts between races. I also would like to try to get as many of you as possible involved directly in the operation of the NMPRA and the future of racing, whether involved directly in specific activities or serving on committees. I also want to place great emphasis on

High Performance Information

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If possible, please submit information in Microsoft Word format

Race Announcement Policy

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

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<u>Size</u>	<u>Single</u>	<u>Annual</u>
Full Page 7.5"x10"	\$ 50	\$ 275
1/2 Page 7.5"x5"	\$ 35	\$ 180
1/4 Page 7.5"x2.5"	\$ 20	\$ 95
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Wanted

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

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District News



attracting new racers and host clubs with the hope of growing the level of regional racing. Additionally, I also want to continue to develop the technology for pylon racing with the ultimate goal being the workerless system. Most importantly, I want to hear your ideas as to what you would like to see happen so that I can best serve the organization. Please e-mail or call me with your ideas or just to keep me in the loop with what is going on.

Championship Race

The NMPRA Championship Race is scheduled for October 7-8-9 at Whittier, California. This should be a terrific race which you really need to attend. Whittier is a really fast field, and the San Gabriel club is really excited about putting on this prestigious race. I know I am going to see you there – right!?

New Member

William Naemura from Portland, OR

Ed. note - I received the following email from Pete Reed dated June 23, 2008:

Rules proposal number 11 passed so it is now legal to use the FAI course. I can't imagine a nastier surprise than to have spent \$1000 to go to a contest and find the FAI course being used.

Would you please put a note in the next issue of "High Performance" requesting CDs to make a big announcement if they intend to use the FAI course for anything other than FAI.

District 1, Travis Flynn

- no article submitted

District 2, Tom Strom, Jr.

- no article submitted

District 3, John Gemmel

Four contests have been completed since my last column. I will not go into contest report mode here but just touch on a few highlights from each.

The season opener was hosted by the Swift Wings RC Club in Swift Current, Saskatchewan. Pilot entries were fewer than normal with just 12 in Quickie 500 and six in Q40. This made for quick turn-around heats, but there was good racing with three planes per heat. We had another new pilot join us to give Quickie 500 a try. Darryl Blanchard of Regina, Saskatchewan, has a Predator and Webra Q motor. By all accounts his first experience in Quickie was enjoyable, and we should see more of Darryl down the contest road.

In late May we travelled to Prince Albert, Saskatchewan, where the contest was hosted by the Prince Albert Aero Modelers. Entries were up slightly, but some of the usual competitors were still hiding in their workshops or occupied with the springtime "honey do" list around the house. The weather was excellent for racing, and some good fast times were posted. Doug Houston and Roy Andrassy flew in a memorable fly off in Quickie 500. Q40 was fast and furious with some nasty crosswind takeoffs and landings at times. Alan Umbach of Edmonton has joined the ranks of Q40 this summer flying an "experienced" Larson Dago Red. Alan is doing well getting up and down and completing all the heats. This is rubbing off on brother Kevin and the other pilots from Edmonton. Kevin Umbach and Kevin Moorehouse have entered into Q40 as well so the

participation numbers are getting stronger.

In early June the third contest of the season was hosted by the Regina Windy Flyers in Regina, Saskatchewan. True to their name, Saturday morning brought a fresh breeze from the west which quickly grew to 50 kilometers per hour by race time. Yes, we flew, and yes, there was damage. Yours truly wrote off my old back-up Quickie due to a nasty cartwheel on landing. I don't recall much after that as my interest quickly turned to the beer cooler.

Sunday in Regina was the exact opposite of Saturday. Light winds and warm temperatures made for an excellent day of Q40 racing. A number of the Saskatchewan pilots have moved to the long stroke motors thus making many of the heats very exciting and giving us very close racing. Some very fast times were posted in Regina due to the good weather conditions and the tight competition among the ranks. Henry Redekop of Regina emerged victorious in Q40, dethroning a few of the regulars like Roy Andrassy, Doug Houston, and myself.

As I write this article, we just finished our fourth contest here in Calgary, Alberta. We had 16 entries in Quickie 500 and 15 entries in Q40, another excellent weekend of racing in nearly perfect weather conditions. A Calgary contest wouldn't be without its late afternoon thunderstorm usually accompanied by hail. We skipped the hail this year but had to call the Q40 event after seven rounds. Fresh off a first-place win and fast time at the Spokane contest, Murray Hamula of Crossfield, Alberta, placed second in Q40 to Roy Andrassy but beat out Roy by just a few tenths of a second for fast time. Murray was flying his new Miss Candace, and he seemed to have it all together. Another big thank you

NMPRA Q-40 Gold Cup Series

2008 Schedule

February 22-24 Phoenix, AZ

April 18-20 Ft. Lauderdale, FL

September 5-7 Bowie, MD

October 7-9 Whittier, CA



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District News



to Hank Kauffmann and his electronic Judgeman timing and lap signalling system. It worked very well for 67 heats throughout the weekend.

We now take a month-long break while we wait for the next race in late August in Saskatoon, Saskatchewan, followed by the championship race again in Swift Current in early September. Roy, Peter, and Delbert are now fully in F5D preparation mode as they gear up to represent Canada in the electric world pylon championship in Kiev, Ukraine. The F3D team trials for the 2009 team will be held in Regina in late September. Harold, Murray, and I think Terence is gearing up for that event.

That's it for this month. I can always use nifty racing tip articles to water down the contest report articles. Please send me any good building or flying tips you might have in your secret bag of racing tips. Before you know it, the racing season will be over so get out to the contests and we'll see you in the corners.

Randy Smith



District 3 Q40 pilots at the race in Regina, Saskatchewan



Henry Redekop (left), receives first place trophy in Q40 from CD Rod Kelln at the Regina Windy Flyers annual contest.

District 4, John Williams **– no article submitted**

District 5, Jim Nikodem

Lots to report on as I write this just after the Nats. The weather cooperated for the most part. A big storm Saturday evening blew away anything not nailed down, but very pleasant weather followed for three days until we were back into very hot and sticky weather. Lots of work by Gary Freeman Jr. and others made for a great contest.

Here is a report from Tom Scott on the 6th annual Moon Shot Pylon Race in Cincinnati.

The course was set up on Thursday and Friday for practice but it was a little windy. Saturday morning started off with a surprise from Mother Nature. A front, which was to have passed us by to the north, wound up parked on top of us until just before 2:00 PM when we set up and began racing, first with 2 rounds of 424 and 2 of 428. We ended the day at 6:30 completing 4 rounds of each class. 424 ended in a fly-off for first place between Billy Johanson and Ray Blake. Billy conceded and Ray won out as he agreed to fly. Congrats, Ray. Fast Time went to Billy with a 1:24.38 for the short course. 428 also ended in a fly-off between Craig Grunkemeyer and Jerry Small from Texas. Near the end of the heat Craig cut at pylon 1, and Jerry took the honors of 1st place; Craig won Fast Time for the day with a time of 108.09. A second fly-off for 2, 3, & 4 between Rocket Ray Brown, Mike Helsel, and Dub Jett was won by Mike as Ray cut and Dub did not fly. All in all, still a good day of racing. After the contest most went straight to practice with QM-40's until near dark. The cookout went very well as 25 of us had a great meal of self-cooked meat (steak, chicken, or fish) and sides provided by my wife Barb and Lori

Cosler from our club.

Sunday was a near perfect day, sun shining and slight wind but a little hot. Registration closed at 9:00 AM, and we began flying at 9:35. Again 2 rounds of 424 followed by 2 of 422. The heats clicked off at a rapid pace, and we completed 6 rounds of flying by 3:30 PM, including lunch and 1 fly-off in 422. The 424 component was won by one of our club members, Mark Feist, followed by Dave Ellis. The fast time of 1:28.97 was set by Santiago Panzardi (Chago) who also came in 3rd. 422 was fast and furious throughout the day. The only one perfect at the end was Terry Frazer. There was 1 fly-off between Mike Helsel and Craig Grunkemeyer. This time it was Mike who cut and finished in third. Again fast time honors went to Grunk with a time of 1:03.12. Helsel's fast time of 1:03.25 was just a little short. Both flew very well. The entire contest was accomplished without incident; no re-flies or issues from either contestants or officials. All in all, a good time was had by all who attended. The only hitch was pulling Causey's 40' RV out of the soft ground on Friday. Buried to the axle, it took 2 F-150's with 4WD and a "bunch of gruntin to git him out." Also the combat planes for the Nats are looking good. Ask Terry Frazer how to get them going fast.

There were 21 contestants each day, 10 heats per round each day, 1 round time less than 1 hour. We ran the short course for the 424 guys with both #1 poles up at the same time. There were no problems with this setup. The #1 judges just relocated each time there was a change. 200 feet isn't too far to walk with the switch boxes, and I think it made for more exciting racing for this class. Contestants came from Florida, Texas, South Carolina, Michigan, West Va., Indiana, Missouri, Kansas, and Ohio. The date for 2009 is June 5, 6, and 7, 2009.

See the official results on the CAPS



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web site www.capsracing.com.
Tom Scott CD

The same weekend the season opener for the WIPRO group was held in Rockford, IL. The weather was also a problem, but ended up canceling Sunday's racing after one race. It had been a windy and rainy weekend to begin with, but Sunday brought us some big storms and a small tornado that went right over the one shelter on the field. Luckily it was not touching the ground, and no one was hurt. Six rounds were flown Saturday. The theme of the day was no easy races with lots of very tight races and close finishes. Twice two competitors tried to occupy the same airspace with the usual result. WIPRO flies the long course at all races, and everyone flies Thunder Tiger 40's. Fast time went to Darwin Larson with a 1:37. One zero kept him out of the top three when he had a wheel come off on the line. Bernie Vanderleest was back after recovering from a medical problem which kept him out of the second half of the season last year. No rust was evident after posting a second for the day. Third place was from one of the "new generation." Sam Warning graduated from high school two days before the race and will enter the Navy in October so he has the whole season to show us how it's done. Two other teenagers competed and did very well. Hoping for better weather for the rest of the season. Check out the results at www.q500424.com.

Jim Nikodem

District 6, Steve Baker

The 2008 racing season continues to press on in the Mid-Atlantic region as the PGRC hosted its second contest, another 424-only Q-500 contest. In spite of the carnage of April's event, a total of 10 competitors showed up to compete, including young Kevyn Myer

flying in his first pylon race and two guys who traveled all the way from *Florida*, Richard Zisa and Phil Millner. With "Pete the Sleeper" out of town this month, I adopted Phil as my personal project, since he needed a caller and wanted one who could give feedback as he flew. Apparently it helped, as he went faster than he'd ever gone before. Speaking of fast, Kevyn ripped a 1:32.08 in his very first heat. Now if dad can just figure out a way to channel all his energy into doing 10 clean laps each time, he'll be awesome.

At the end of 5 rounds, half the field was involved in flyoffs, and everyone still had their planes. A fly-off between Rick Moreland, Greg Brewer, and Neal Rehm was necessary to settle third, fourth, and fifth places. The heat got off to a very intense racehorse start with all 3 planes huddled close together as they completed their first lap. Unfortunately, the whole thing got too exciting for Greg, and he went into the dirt at the #3 pylon. Shortly thereafter, Rick was observed cutting the course by 200 feet after apparently blowing a turn by only a few feet (might as well, he knew he had just lost the heat), leaving Neal to finish his laps and take third. First and second places were settled by a flyoff featuring me and my arch rival in 424, Frank Donnelly (see previous month's column). Having disproved the merit of flying so close to the course that the course could and would actually interfere with my flight path, I thought I'd try to just fly smooth, a safe distance from the immobile objects, and keep him in sight, slowly terrorizing him by remaining visible in his peripheral vision. We mixed it up a little but did not hit, just to make it interesting. Frank managed to stay in the lead for most of the heat, but eventually he cracked, turned too soon, and a cut was posted. This

allowed my ride, The Thrush, aka the world's oldest surviving Quickie (12 years old), to win one more contest and take home fast time to boot. Had I just been able to land it without tearing one of its feeble landing gear legs, the day would have been perfect. Aw, well.

The final standings are as follows:

AMA 424 Event June 14, 2008

	Name	Points	Fast Time
1	Steve Baker	14	1:21.18*
2	Frank Donnelly	14	1:22.95
3	Neal Rehm	11	1:26.92
4	Rick Moreland	11	1:23.20
5	Greg Brewer	11	1:25.31
6	Dave Latsha	9	1:21.96
7	Gene Bass	9	1:28.17
8	Phil Millner	9	1:35.45
9	Kevyn Myer	8	1:32.08
10	Richard Zisa	4	1:40.71

* Denotes Fast Time

Next up was the 2008 Nats. Many racers of District 6 made it, including Joe Tropea, Mike Masi, aka Team Sausage (I really don't want to know why they call themselves that), Lloyd Burnham and Raplh Rinaldi, aka the Mario Brothers (no mystery why we call them that), Dave, "What? I'm up in this heat?" Latsha, Rick Moreland, and myself. I had the honor of being in the first midair of the contest in Quickie and managed to make it into the finals, but couldn't string enough points together to make the top 10. Q-40 was all the more frustrating, not having done nearly enough homework and hoping for more help than I could locate. I wasn't the only one who left frustrated, and there was much talk about the trials and tribulations of operating the LS engine. Even more aggravating was seeing all the guys who *could* make it work. I'll get it, one day.....

As I was leaving work this evening, I received the sad news that one of



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modeling's legends, our own Herb Stockton of Shadyside, Maryland, had passed away. Herb was a local hero of modeling in our area, having won 3 World Championships in the 1960's flying in the U-control Team Racer Event. John Albritton spoke fondly of Herb, recalling traveling with him as a young teenager from Maryland to California *by bus* (77 hours) to compete in the 1963 Nationals. Herb was a very innovative yet soft-spoken gentleman of a modeler, yet in his earlier days was quite a relentless innovator and competitor. He also competed in RC boats, also setting several National speed records. In more recent years, he built and flew beautiful large sport scale models, typically finished in fabric, never owned an ARF, and his planes were always powered by an engine you could never talk yourself into owning, but Herb had one. He will be sorely missed.

Ed. note – Steve sent the following link for more information on Herb Stockton:

http://www.geocities.com/CapeCanaveral/Galaxy/4707/f2c_early/stockton_and_jehlik.htm

Please let me know of your plans to attend the NMPRA Q-40 race in Bowie this September. I already have 3 tenants (and me the landlord) booked for the house that weekend.

Until then, be safe, but by all means, go fast.

Steve Baker
District 6 VP

District 7, Tom Dobyns
- no article submitted

District 8, Dennis Cranfill
- no article submitted

Championship Series and Q40
Points VP, Joanne Coffey
- no article submitted

Quickie 500 Points VP,
Kim Vaclav

428 Q-500 Points NMPRA Members		Points			
Last Name	First Name	Race 1	Race 2	Race 3	Total
Andrassy	Dr Roy	90.5	97.3	93	280.8
Houston	Doug	97.3	90.5	82.8	270.6
Bridge	Randy	92.4	45.4	89.3	227.1
Russell	Matt	59.2	82	59.9	201.1
Brown	Raymond	37.9	80.4	76.7	195
Vaclav	Stephen	86.4	30.6	69.1	186.1
Freeman Sr	Gary	98.5	75.8		174.3
Strom Sr	Thomas	64.8	89.3	15.9	170
Fehling	Matthew	1.2	74.6	91.7	167.5
Perdue	Jonathan	43.8	59.9	57.8	161.5
Smith	Randy	76.7	83.6	1.2	161.5
Strom Jr	Thomas	17.8	59.9	82	159.7
Jett	Dub	84.1	69.9		154
Batch	Bryan	74.6	74.6		149.2
Martin	Jeff	42.4	42.4	52.2	137
Helsel	Mike	48.2	83.6		131.8
Dobyns Jr	Tom	74.2	45.3		119.5
O'Brien	Dennis	13.4	96.7	1.2	111.3
Freeman Jr	Gary	19.4	86.9		106.3
Del Ponte	Gino	106.2			106.2
Burgdorf	Fred	103.5			103.5
Salar	Matias	100.7			100.7
Coletto	Raniery	52.6	46.4		99
McAfee	Scott	97.7			97.7
Small	Jerry	97.3			97.3
Flynn	Travis	95.2			95.2
Teague	Bliss	92.4			92.4
Grunkemeyer	Craig	90.5			90.5
Leadbetter	Clark	89.7			89.7
Yousey	Tim	68.1	15.9		84
Hamula	Murray	83.6			83.6
Albritton	John	82			82
Tallman	Mike	81.4			81.4

428 Q-500 Points NMPRA Members		Points			
Last Name	First Name	Race 1	Race 2	Race 3	Total
Moldenhauer	Richard	69.9	11.4		81.3
Blanchard	Marcus	80.3			80.3
Allen Jr	Jim	78.6			78.6
Llanos	Joe	31.6	23.2	23.8	78.6
Graves	Eddie	37.9	37.9		75.8
Haack	Jody	23.2	52.6		75.8
Nalley	Dan	56.5	8.5	8.5	73.5
Lopez	Anthony	73.1			73.1
Thordarson	Dan	67.5			67.5
Smith	Vern	67.3			67.3
Johanson	Bill	63			63
Blanchard	Bryan	62			62
Telford	Drew	62			62
Graves	Tom	30.6	30.6		61.2
Richmond	Brian	15.9	45.3		61.2
Travieso	Mario	55.9			55.9
Von Der Hey	Lee	53.7			53.7
Cady	Darrol	51			51
Nikodem	Jim	42.7			42.7
Perdue	James	25.5	1.2	12.5	39.2
Schelling	Don	31.6			31.6
Kauffmann	Hank	14.9	14.9		29.8
Pacini	Tanner	28.8			28.8
Causey	Scott	28.7			28.7
Ellefson	Jack	28.7			28.7
Schmidt	Gary	26.1			26.1
Richmond	Alex	1.2	23.2		24.4
Padelt	Jim	23.3			23.3
Vogelsang	Rick	21.8			21.8
Scott	Tom	14.9			14.9
West	Mitch	12.3			12.3
Pacini	Anthony	9.5			9.5
Graval	Cecil	8.1			8.1
Doyle	David	7.3			7.3
Enstad	Gale	6.7			6.7

The following races have been added to the point standings since the last newsletter:
Shelton May 3rd and 4th Race, Moonshot Race June 7th, Saskatchewan Swift Current Race, Saskatchewan Prince Albert Race, Saskatchewan-Regina July 5th and 6th Race.



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424 Q-500 Points NMPRA Members		Points				
Last Name	First Name	Race 1	Race 2	Race 3	Race 4	Total
Johanson	Bill	96.1	95.9	68.7		260.7
Fehling	Jack	82.8	72.6	90.1		245.5
Nikodem	Jim	93	94.1			187.1
Barr	James	100.9	80.1			181
Handegard	Chris	72.6	52.2	26.6	26.6	178
Rinaldi	Ralph	99				99
Seaholm	A.J.	97.3				97.3
Burnham	Lloyd	93.2				93.2
Quevedo	Julio	93				93
Vanderleest	Bernard	84.8				84.8
Padelt	Jim	82.8				82.8
Zisa	Richard	42	31.8			73.8
Tallman	Mike	71.1				71.1
Doyle	David	70.2				70.2
Larson	Darwin	66.2				66.2
Tropea	Joseph	58.7				58.7
Vogelsang	Rick	34.9	21.4			56.3
Warning	Mick	47.7				47.7
Masi	Mike	24.2				24.2
Melin	Carlyle	23				23
Dooley	Tom	21.6				21.6
Warning	Mark	19.8				19.8
Reed	Pete	18.4				18.4
Scott	Tom	18.1				18.1
Reiber	David	14.3				14.3
Romero	Edgar	11.4				11.4
Russell	Alexandria	11.4				11.4
Normoyle	Rob	1.2				1.2

The following races have been added to the point standings since the last newsletter:
 The Hadley Spring Race, The Sheldon May 3rd and 4th Race, Rockford, IL. June 7th Race,
 Moonshot June 7th and 8th Race,



District News



past pres Bob Brogdon and
new pres Scott McAfee



Quickie winner Gino Del Ponte
and CD Gary Freeman Jr.



CD Gary Freeman Jr.
and the "voice of the
Nats" Nancy Telford



CD Gary Freeman Jr. and
Fred Burgdorf, 2nd in
Quickie and 1st in Q40



"fuel guy" Stephen Nally



Randy Bridge, winner of
fast time in both Quickie
and Q40, and CD Gary
Freeman Jr.



scorekeeper Shana Bridge



Guatemala Pylon Team



Starter Pete Bergstrom
and Jim Allen explain
the light system.



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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
☐ Please donate excess monies to the Airplane Tracking Fund

Name _____ Phone Home _____

Mail Address _____ Phone Work _____

City _____ State _____ Zip _____

Date of Birth _____ AMA number _____ NMPRA Number _____

Occupation _____ E-mail _____

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.

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1622 Abernethy Place
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(401) 640-4317

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