



The Pylon Racer's Official Voice

NMPRA

HIGH PERFORMANCE

National Miniature Pylon Racing Association • Since 1965 • AMA Affiliated • December 2010

President's Corner

Happy Holidays! As 2010 draws to a close, I look back on this past year with mixed emotions. On the positive side, we saw the rise in popularity of new racing events like Electric Formula One and 426 Quickee, events which promise to be exciting and popular racing events that are not only fun for existing racers, but appealing enough to attract the necessary new blood to our sport. We also saw the rise in the performance and competitiveness of the Jett engines to equal or surpass the no-longer-available Nelson engines. Anyone who wants to race can now readily obtain the equipment he needs to be competitive.

On the negative side, pylon racing lost some of our most prominent participants with the passing of guys like Pete Reed, Fred Burgdorf, and Gail Jacobson. We also saw a continued decline not only in the number of newcomers and active racers, but we also saw a marked decline in participation amongst those active racers. Much of this is the result of the difficult economy and will hopefully be a trend that reverses in coming years. After listening to all the politicians in the recent elections, I am now completely confident that things will be getting better in the coming year, so I am excited about the coming year in pylon racing and look forward to great racing, great camaraderie, and great fun.

Before we pass the torch to the next year, I must make sure to give thanks to those whose unselfish efforts and hard work were the lifeblood of our organization and our sport. Foremost amongst those I need to recognize are David and Gloria Doyle. The work they do for all of us as Treasurer and at the major contests is enormous and irreplaceable. Next is Linda Brogdon who edits and publishes this newsletter and has to deal with me blowing every deadline! I also want to thank A.J. Seaholm for keeping the website up and running so that we have a dedicated forum and communication channel to

connect with each other and share ideas. I also need to thank Doug Killebrew and Dave Gavin for the thankless job of keeping the season points. Finally, I want to give a special thanks to Tom Scott. Tom has been there to bail us out time and again when we needed to accomplish the impossible with no time and no budget, and never with anything less than total enthusiasm and professionalism.

2010 NMPRA Championship Race

The NMPRA Championship Race was held at Speedworld in Phoenix, AZ over the weekend of November 6-7. Again, we saw a downturn in entries this year, as the dismal economy continued to take its toll on racing events. That was truly a shame as there is no better contest than one put on by the Speedworld Club with Jim Allen as the CD. Although the entries were down, the competition was as fierce as ever. In fact, the competition was so fierce that there must have been some kind of record set for mid-air and bad air crashes. When the dust had finally settled, there were about 25 airplanes lost with a large number of people (including yours truly) a part of the two-or-more-planes-lost club! By the end of the weekend there were a lot of long faces and full dumpsters! Success at this year's Championship Race was as much a function of survival as speed. In the end, the 2010 Champion was CD Jim Allen. Congratulations to Jim on his win and on running yet another fantastic contest. Due to the low turnout, the practices and the race itself were run at a more relaxed pace and allowed for lots of extra-curricular activities. Many racers brought their new Electric Formula One racers and did lots of mock racing after hours. Check out Darrol Cady's full report on the race elsewhere in this newsletter.

New District VP's

I'm pleased to announce that Dino Spadaccini will be the new District VP for District #6; Dinno can be reached at dspad@optonline.net. Also, Kevin Umbach will be taking over the District #3 VP job. Kevin's email is kumbach@gmail.com. Congratulations to Dino and Kevin.

Membership

It is time to renew your membership. It has never been easier as we now accept PayPal on our website. So get your dues in ASAP.

Please take the time to get your votes for NMPRA officers into David Doyle ASAP.

Please welcome new member Jesse L. Casteel from Kansas City, MO; Joe Longmire from Helena, MT; Bob Campbell from Santa Clarita, CA; Mario Salizar from Long Beach, Ca; Robert Vess from Raleigh, NC; Kevin Morehouse from Calgary, Alberta Canada; Donald Moses from Bayview, Tx; and returning member Scott Roney from Killeen, TX.

Thank you, Bryan Batch, Richard Zisa, and Joe Longmire, for your donations to the FAI team fund. Thank you, Tom Hegland, for your donation to the NMPRA general fund.

Field Repairs

All of you who have had to make hasty field repairs at a race between rounds might appreciate what must be the king of all field repairs:

A bush pilot/hunting guide in Alaska landed in a field and set out on a hunting expedition. Upon returning to the plane for lunch (which he had left in the plane), he discovered that a bear had severely mauled the airplane to get at the lunch. Instead of panicking, the guide gets on the radio and calls a friend and has him fly in a case of duct tape. With a little work and a lot of duct tape, the resourceful guide flies the now ugliest airplane in the world back to civilization. Never underestimate the capabilities of duct tape!



District 1, Dan Thordarson

Hello District 1
Another season of racing is behind us! We've had quite a few challenges this year: economy,

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.

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	\$ 275
1/2 Page 7.5"x5"	\$ 35	\$ 180
1/4 Page 7.5"x2.5"	\$ 20	\$ 95
Card Ad 3 5/8"x2 3/8"	\$ 10	\$ 45

Wanted

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

engines, absentee racers, and cancelled races; however, we had some great racing. I'd like to start off by thanking the people who make this possible; had it not been for Dave Gavin, Don Schelling, Doug Killebrew, Travis Flynn, Jim Allen, and the members of the Valley Flyers and San Gabriel club members volunteering their time to put on these So Cal races, there would have been only one race this year at Phoenix! Thanks so much, guys!

Last October the San Gabriel Valley Radio Control League hosted 2 1-day races at Whittier Narrows. The weather was looking pretty bad on Friday, and we had rain early Saturday morning, but what a weekend it turned out to be!



District News



Saturday was in the mid 70's, and Sunday was in the low to mid 80's! Great flying weather!

We once again ran the event using the 2/2 format, 2 rounds of each class followed by the next class. This format seems to work well by keeping everyone involved and providing in many cases ample repair time if needed.

The club once again provided medals for finishing positions: Gold, Silver and Bronze for each class and Gold for fast times.

I've enjoyed holding this position as District VP, but it's time to pass the torch and hopefully someone fills this position for 2011. Anyone interested? Please let myself or Scott know.

Here are the results of the race and some of pictures of the event. Enjoy



Clark Leadbetter returned from a long absence. (Great to have him back)



Mario Salizar - APRA/AMA 424, 2nd Place (newbie and a first time racer)



Don Schelling, our CD



Team Sam Rai



Ken Busse donated this T-6 Kit for a course workers' raffle! Great job, Ken, I know the workers really enjoyed it!

After 4 Rounds

428 Name Low Time Points

- 1 Matias Salar ** 1:06.51 16
- 2 Clark Leadbetter 1:08.16 15
- 3 Jim Allen 1:08.02 F3 14
- 4 Norm Teague 1:12.09 F2 14
- 5 Scott McAfee 1:07.94 F1 14
- 6 Travis Flynn 1:09.49 12
- 7 Mitch West 1:18.27 9
- 8 Chuck Andracka 1:13.50 8
- 9 John Busse 1:17.65 7
- 10 Peitro Pumbo 1:24.99 5
- 11 Tom Hegland C 1:14.98 4
- 12 Sam San C 1:22.64 4
- 13 Dave Gavin 1:25.36 4
- 14 Troy Peterson 0:00.00 0

After 4 Rounds

Q40 Name Low Time Points

- 1 Rusty Van Baron 1:03.75 15
- 2 Bobby Ponck 1:06.27 F2 13
- 3 Norm Teague 1:04.53 F1 13
- 4 Bruce Coffey 1:05.40 12
- 5 Jim Allen 1:02.72 11
- 6 Doug Killebrew 1:05.60 11
- 7 Travis Flynn ** 1:02.08 10
- 8 David Lloyd 1:07.03 9
- 9 Lee VonDerHey 1:03.19 8
- 10 Troy Peterson 1:04.88 7
- 11 Tom Hegland 1:59.99 2
- 12 Scott McAfee 0:00.00 0
- 13 Matias Salar 0:00.00 0
- 14 John Busse 0:00.00 0

Saturday

After 4 Rounds

APRA Name Low Time Points

- 1 Tom Skavinsky 1:41.93 15
- 2 Ken Busse 1:47.28 14
- 3 Dave Sweany 1:59.03 13
- 4 Don Shelling 1:45.13 12
- 5 Peitro Pumbo 1:48.25 10
- 6 Mario Salizar (9) ** 1:41.50 6
- 7 Mitch West 1:47.55 6
- 8 Dave Gavin 1:55.63 5

NMPRA Gold Cup Series

2011 Schedule

Phoenix, AZ

March 5-6

Nats

July 5-9



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District News



Sunday

WhFallRaceSun

Ordered By Points Within Class

After 4 Rounds				
428	Name	Class	Low Time	Points
1	Scott McAfee	428	** 1:05.92	16
2	Matias Salar	428	1:11.76	11
3	Mitch West	428	1:19.83	10
4	Jim Allen	428	1:14.26	9
5	Chuck Andraka	428	1:15.27	9
6	Travis Flynn	428	1:06.34	8
7	John Busse	428	1:21.42	8
8	Peitro Polumbo	428	1:26.94	6
9	Dave Gavin	428	1:28.10	5
10	Sam San	428	1:16.85	4

WhFallRaceSun

Ordered By Points Within Class

After 5 Rounds				
APRA	Name	Class	Low Time	Points
1	Tom Skavinsky	APRA	** 1:42.58	19
2	Mario Salizar (9)	APRA	1:45.78	16
3	Don Shelling	APRA	1:53.85	12
4	Peitro Polumbo	APRA	1:55.00	10
5	Ken Busse	APRA	1:46.72	9
6	Dave Sweany	APRA	1:52.52	6
7	Dave Gavin	APRA	2:14.55	2
8	Mitch West	APRA	0:00.00	0

WhFallRaceSun

Ordered By Points Within Class

After 4 Rounds				
Q40	Name	Class	Low Time	Points
1	Travis Flynn	Q40	** 1:01.40	16
2	Lee VonDerHey	Q40	1:03.86	14
3	Jacob Paquet	Q40	1:04.47	13
4	Jim Allen	Q40	1:02.79	12
5	David Lloyd	Q40	1:04.72	11
6	Matias Salar	Q40	1:03.28	9
7	Rusty Van Baron	Q40	1:02.04	6
8	Doug Killebrew	Q40	1:07.09	4
9	Scott McAfee	Q40	1:01.84	3
10	Bruce Coffey	Q40	1:05.27	2

See you in 2011!

Dan
53c

District 2. Tom Strom, Jr.

Hello everyone! Hope you are all enjoying the holidays as much as I am! It's break time here in the Northwest, which hopefully gives all a chance to catch up on their building! Below is our upcoming race schedule and I hope to see as many of you at the races as can make it! Make sure to mark your calendars for the North vs. South Shootout in August. This is a great race put on by a fantastic local club! Until then, keep em' above the sticks!

Spring Tune Ups:

Shelton, WA - Saturday February 19th,
2011 - APRA/Electric Formula 1
Shelton, WA - Saturday March 19th,
2011 - APRA/Electric Formula 1
Shelton, WA - Saturday April 16th,
2011 - APRA/Electric Formula 1

Summer Racing:

Spokane, WA - Saturday and Sunday;
May 21st & 22nd, 2011
APRA/428/Q40
Shelton, WA - Saturday and Sunday;
June 25th & 26th, 2011
APRA/428/Q40
Shelton, WA - Saturday and Sunday;
July 23rd & 24th, 2011
APRA/428/Q40
Shelton, WA - Saturday and Sunday;
August 20th & 21st, 2011
APRA/428/Q40

North vs. South Shootout

Shelton, WA - Saturday and Sunday;
September 24th & 25th, 2011
APRA/428/Q40 PROPS Championship

District 3. Randy Smith

I'm writing this article and it's 17 degrees below zero! Needless to say, we are not out flying until the weather breaks and it gets a bit closer to 32 degrees. Calgary's Club 20 winter racing season enjoyed several weekends of very

warm weather throughout September and November. We completed about six race days this fall that go a long way towards the scheduled 12 or 13 race days that we want to finish by the end of April. Weather tends to postpone a number of race days throughout the winter so it was good to get these completed early.

Once again the local club level racing is doing its job of encouraging the new guys to give racing a try. The Club 20 winter series (.20 size gas racers) has now welcomed the new E-F1 electric guys into the matrix. During September and October, we had four or five E-F1 guys showing up to race on the Club 20 course. The course is 380' 3-pole course so it works very well for E-F1. There were enough entries to race the E-F1 guys separate from the Club 20 group. This way they flew against models of similar speed. The Club 20 models tend to complete ten laps in about 66 seconds while the E-F1 models take about 77 seconds. Rounds alternated between Club 20 and E-F1 which gave the Club 20 group time to check the plug and re-fuel, while the electric guys had time to change batteries and put them on charge.

I would have to say that the new E-F1 event was a complete success in our district in 2010. We had over 12 guys build or buy kits and fly them in two official events that were held. We learned a lot about model setup and takeoff methods with the electric motor. A lot of experimentation was done with props, and it seems the APC 8x8E propeller worked best on both the Turnigy and EFlite motors. Everyone is excited to see more choice in ARF kits next season. We are hoping that more distributors and manufacturers will get on board with a range of ARF kit offerings in this racing class.



District News



We have a couple of new guys that have acquired hand-me-down Quickie 500's, and they are beginning to give racing a try in the Club 20 event as well. We have found that this club level event is the breeding ground towards more competitive district racing in the summer. District 3 is currently in evaluation mode of the AMA 426 SEMPRA motor from Jett Engineering. A few guys from our district have purchased the motor to compare it with the Nelson SS Quickie motor fitted with an expansion chamber muffler. Early indications are that the two setups are very similar on the race course using the same propeller. I would say that, within a ten lap race, the two motors are within pilot error of each other. What I mean by that is the two motors run so similarly that it only takes one bad turn by the pilot to make the difference in which one will cross the line first. Our district still enjoys using the Nelson SS Quickie motor with the expansion chamber muffler, and there are lots of them around. We are simply looking for a second alternative to this motor so that racers have choice in motor selection.

Another positive aspect of the AMA 426 event is its inclusion in the 2011 Nats schedule. We look forward to flying competitively now in 426. In the past with 428, some of us had trouble being competitive with the group because we don't fly pure 428 in our district. We had trouble with prop selection and needling the 428 motor in Muncie. Also, we never migrated to the LS Quickie motor so this immediately put us a lap or two down at the end of the race as we always competed with a SS motor. Having the 426 event at the Nats should be a lot of fun and may encourage more guys from our district to

travel to the Nats.

District 3 is in the process of setting our contest dates for 2011. So far we have established the following dates:

May 28, 29 Calgary: Fun Q500 (no points) Saturday and EF1 Sunday

June 25, 26 Edmonton: Q500 Saturday and Q40 Sunday

July 23, 24 Calgary: Q500 Saturday and Q40 Sunday

The Regina and Saskatoon clubs have yet to establish their dates. Stay tuned and watch the 2011 contest calendar updates at the District 3 web site located at <http://sites.google.com/site/cppradistrict3/home>

I'll wrap up with a web link to a nifty helmet cam video of me flying my Sweet-V in Calgary back in November (just before all the snow and cold). I bought a HD helmet camera for use in racing and for my snowboarding adventures this winter. I'm looking forward to getting some great video during actual competition races. Perhaps the first competition trial will be at the Phoenix Q40 Classic in March. To see my video, go to Youtube and just search on "**Randy Q40.**" The title of the video clip is "Randy Q40 Nov 14_10" - It was my first attempt at a helmet cam video while flying. The winter sun was in a bad spot for the camera but you get the idea. Kinda cool!

Randy Smith

District 4, Darrol Cady

2010 NMPRA National Championship Race

This year's NMPRA Championship race was held on the west coast,

Phoenix and SpeedWorld to be a little more specific. The weekend was November 6th and 7th in weather that, to say the least, was perfect for racing.

To digress a little, I would like to remind everyone and give a little history to our newer fliers. The NMPRA Championship was originally an invitational only race. Each district used to hold local races, and then at the end of the season, the top 20% from each of the districts received a written invitation to attend the race. It was an honor just to get one of the invitations. Whoever won a Championship Race was then automatically invited to all of the future Champ races.

The first one that I attended was in 1986 in Florida. I had a special invitation by then NMPRA President, Henry Bartle. Air travel at that time was much different than it is today. I had one airplane and did not have to take any starter box with me as one was waiting for me when I arrived in Orlando. Shipping box? Nope. I had the wing for a DeKnight in one hand and the fuse in the other when I got on the airplane. The flight attendant stored the wing in the front clothes closet, and I put the fuse in an overhead. Traveling to a contest was much easier then than it is today.

It was the changing times that was the reason that the invitations went away. We had about 250 Formula One racers at that time in the NMPRA which meant that 50 invitations went out and fewer than half of them could make the event. Not enough participation. Now, by allowing anyone to participate, we get much better attendance.

This year, attendance was down a little. Most of the east coast racers did not make the trip, probably just



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a sign of the times with the way our economy is right now. We had only 31 entries for the 2010 Champ Race, but it was a great race for sure. The best of the best racers were here, and everyone had as their goal to win the race. The quality of the equipment and flying was top notch. To give you an idea of how competitive the race was, the average of ten best times for the top 10 was 1:02.69. The same average for the entire field of 31 was 1:05.34, very fast, and the competition was really tight. That was probably the reason for the high carnage rate. 20 of the beautiful models were lost at the contest, extremely high for the number of competitors. Rich Beers lost 3. Jerry Elert lost two. It is hard to take that big of a loss.

By 5:00 Saturday night, I had 50 of the prettiest one-pound New York steaks on the broiler and the party began. Lots of talk about the races of the day and the strategy started for racing on Sunday.

The SpeedWorld RC fliers always do a special job of putting on a race. Jim Allen as the Nazi CD again ran the race like a machine. Good job and many kudos to everyone involved.

Here are the official results of a spectacular weekend. If you did not attend, you missed a good one. Hope to see everyone in March for the Classic.

Ordered By Points

After 10 Rounds

Q40 Name	Low Time	Points
1 Jim Allen	1:02.26	37
2 Tanner Pacini	1:01.48	35
3 Mike Helsel	1:01.88	F0 32
4 Bryan Batch	1:03.93	F0 32
5 Jerry Small	1:02.96	F3 31
6 Rusty Van Baren	1:01.60	F0 31
7 Matt Russell	1:01.68	F0 31
8 Doug Killebrew	1:04.69	30
9 Matias Salar	1:03.35	28
10 Tim Lime	1:03.12	27
11 Anthony Pacini	1:05.25	26
12 Tom Scott	1:04.02	25
13 Lee Von Der Hey**	1:01.21	24
14 Dub Jett	1:02.56	23
15 Rich Beers	1:05.76	22
16 Robert Holik	1:03.78	20
17 Tony Lopez	1:01.40	19
18 Travis Flynn	1:02.41	19
19 Duane Gall	1:17.03	19
20 Ray Brown	1:05.97	18
21 David Doyle	1:09.06	18
22 Pat Galerneault	1:04.18	17
23 Eddie Jump	1:07.46	17
24 Dave Uthoff	1:03.89	16
25 Jerry Elert	1:05.95	16
26 Scott Hartman	1:19.33	16
27 Scott McAfee	1:05.56	15
28 Scott Causey	1:03.07	13
29 Mike Tallman	1:05.99	11
30 Gary Freeman, Jr C	1:10.86	5
31 Dan Kane C	1:10.66	3

District 5. Jim Nikodem

In this addition, we start off with a review of Saturday's 424 racing in Bloomington, Illinois, by long time racer Mick Warning. It was two one-day races in mid-September with Quickey Jett as well as Thunder Tiger 424.

The Q500-424 race at the SIRS field featured 10 of the region's Quickie pilots plus two long-distance participants, one each from California and New York. The day started off

calm with the first 2 rounds in ideal overcast/no-wind conditions. Malcolm Reynolds & Jim Nikodem had the most spectacular midair of the year on Lap 1 coming around pylon 2. Malcolm's plane was reduced to a beautiful array of blue & chrome glitters, while Jim's racer transformed into 4 large chunks, all going in different directions.

By round 3 the winds kicked up and the rain came down, but fortunately it was time for lunch so the break worked out perfectly. Post-lunch brought a slight tailwind and some of the best racing of the day. One heat featured Jay Cappis on the bottom, Jim Nikodem in the middle, and Jim Padelt on the high side for most of the heat. Jay came out in front on lap 10, but none of the pilots led 2 concurrent laps.

At the end of the day we had a couple of fly-offs for positions. The third-place battle saw Mick Warning cut out to pressure applied by Bernie Vanderleest. A skirmish was set for the win between the current WIPRO champ Darwin Larson, and the "Chicago Cubs" of 424, Mark (Fred) Warning. All bets were, of course, on Darwin....should be a stroll in the park. Incredibly at the end of 10 laps, Darwin could do no better than follow Mark's tail for all 10 laps.

Thanks, Mick, for that recap. Mark Warning, by the way, another long-time racer, is Mick's brother and a past Lead Goose winner. The long distance award went to Jim Padelt who shipped four airplanes Fed Ex ground and rode his motorcycle all the way from San Jose, California. In the two weeks until the next (and last) District 5 race of the season in Kansas City, he planned to ride to Myrtle Beach. Now that's dedication.

As Mick mentioned, the weather was pretty nice overall in Bloomington on Saturday. The forecast was not quite as good for



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Sunday, but the weatherman has been known to exaggerate, so who knows. A storm went over the field very early Sunday morning, but was over by 7 am and racing started at 9:30. Six rounds were flown Sunday in both events in pretty good weather and light winds. Lucky for us, the seven-foot-tall corn we landed over in July was already harvested by this race.

It was nice to get another two Quickey Jett races in. That makes 5 for the year in District 5 so far with two more scheduled in Kansas City, the beginning of October. Darwin Larson **dominated** Sunday, winning both events. He didn't do badly Saturday either, with a second in 424 and first in Quickey Jett. This narrowed Bernie Vanderleest's lead in the Lead Goose points. After these two races Bernie has 556.95 points and is just 4.7 points ahead of Darwin. Once again, a good finish on one or both days in Kansas City could change things a lot. Just like NMPRA points, a racer's best six races are counted, so someone lower in the standings could move up a lot with a strong finish on one or both days. That will definitely be the dramatic conclusion of an outstanding season.

Saturday 424

First Mark Warning
Second Darwin Larson
Third Bernie Vanderleest
Fourth Mick Warning *1:19.00

Saturday Quickey Jett

First Darwin Larson
Second Bernie Vanderleest *1:09.76
Third Jay Cappis
Fourth Jim Nikodem

Sunday 424

First Darwin Larson
Second Mick Warning
Third Mark Warning
Fourth Jay Cappis *1:16.00

Sunday Quickey Jett

First Darwin Larson
Second Jim Nikodem *1:10.22
Third Ernie Nikodem
Fourth Jim Padelt

Two weeks later was the Kansas City RC fall race. A very nice field, great wireless course equipment, and a great group of workers combined to make an outstanding race weekend the beginning of October. AJ Seaholm and club did a great job to put on a real smooth running race. This was the typical District 5 Saturday and Sunday one-day races. Also, in what is becoming more typical, both 424 and Quickey Jett were flown both days. A really good turnout once again in 424 had 25 racers both days. In Quickey Jett there were 9 fliers Saturday and 8 on Sunday. The AMA short course was flown for both events.

Saturday was clear but windy. A few airplanes were lost in the trees short of the landing area due to the fairly strong and gusty wind. In 424 Mike Tallman came out on top, one point down for the day. Second was a tie between Dan (Chop) Ulledahl and Ken Van Tuyl settled by a flyoff that Dan won. Quickey Jett was very similar with Lonnie Finch one point down for the day in first and a fly off for second with Lonnie's teammate Mo Vereecke and once again Dan (Chop) Ulledahl in which Mo won. The next day was much nicer with a light breeze, sunny skies, and a very pleasant temperature in the low 60's. Their spring race was the only district race rained out this

year, so it was nice to see them get both races in. The Kansas City group has built a big group of very competitive racers in the last few years. Some have returned to racing and some are new to racing. Two weeks prior to this race was a District 8 race in Kansas. In fact, this was the same weekend as the Bloomington, IL race. Next year we will "de-conflict" the District 5 and Kansas District 8 races, so hopefully more KC racers can go to both. There is a MOKAN (Missouri-Kansas) season championship series as well as a NMPRA District 5 Lead Goose Championship series. The MOKAN series counted all 6 of their races where the Lead Goose counted the best six out of 13 total 424 District 5 races flown in 2010. The long-distance award once again went to Jim Padelt who put a total of 6,000 miles on his motorcycle going from San Jose, California to Bloomington, IL to race in September, then to Myrtle Beach, SC before heading west to Kansas City to fly in this race. After that he had about another 2,000 miles to get home again. Now that is a heck of a trip with a lot of racing mixed in!

One of the closest races I have ever seen was the 424 flyoff between Duane Hulen and Lonnie Finch. They both had all firsts in 424 on Sunday. Racing neck-and-neck through 6 laps when they both cut, Duane ended up cutting again on lap 8 sealing the win in 424 for Lonnie. Mike Tallman was one point down for the day and ended up third. Duane got fast time for the day of 1.21.34, and also had Saturday's fast time of 1.21.42!

In Quickey Jett, AJ Seaholm was the only one with all firsts on Sunday earning him first for the day. He also got fast time with a 1.08.72. AJ also got fast time on



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Saturday with a 1.07.68. Tied for second were Mike Tallman and Eddie Jump. They settled that in a flyoff which Mike won. Mike was also only one half a second slower than AJ.

That finished the year for District 5. Fifteen (15) 424 races (one of which was a two-day race), seven Quickey Jett races, and three 1/4 40 races made for a full schedule. No traditional 428 was raced except for the NATS. That is not counting the races held in the very active Minneapolis area. They have had a full schedule for many years now. However, due to driving time, they do not get a chance to mix much with the rest of the district. They had 5 Quickey races with OS 46's, a combination they have used for many years. This year entries were typically in the mid 20's. The season winner was Randy Etkin. They also had three 428 races with an average of 10 entries. The season champ for 428 was Jerry Bednark. There was also one Warbird Race and one two-pylon race, so lots of racing going on up there. According to Dave Norman they are considering changing next year from 428 to Quickey Jett, but the formal decision is not until January.

Next year, the District 5 Lead Goose points system will align with the NMPRA as far as ending the season for points at the end of September. Therefore, the Kansas City race held at the beginning of October 2010 will count toward 2011 in both NMPRA and District 5 points. Just like NMPRA points, the District 5 Lead Goose counts a racer's best six 424 races. The Lead Goose was opened up to the whole district in 2009.

As far as the 2010 Lead Goose Championship goes, Bernie Vanderleest won with 556.95 points

followed by Darwin Larson (with a very strong finish to the season) 4 1/2 points behind. In third was Dwayne Hulen, 46 points down from the leader. Congratulations, Bernie, for a great season!

Thanks to all the clubs and CDs who put on races this year. We appreciate their efforts, especially AJ Seaholm who will be moving to South Dakota and will no longer run the Kansas City races. In a few short years he has built a large and enthusiastic group of local racers. On behalf of everyone who has raced in Kansas City, **thank you, AJ!**



Darwin Ulledahl flying with son Dan Ulledahl



Jim Padelt from California flying and Jay Cappis from Illinois calling



Eddie Jump ready to start with Paul Fawcett holding



AJ Seaholm starting with Ken Vantyle holding



Lonnie Finch flying and Mo Vereeke calling



District News



District 6, Steve Baker

Back in September, Peter Tani of the NEPRO racing group sent me the results of their fall 424 race, held on September 12 in Hadley, MA. They are listed here below:

APRA	Name	Low Time	Points
1	Ralph Rinaldi	** 1:13.76	20
2	Irl Brown	1:19.91	19
3	Ray Dolat	1:17.49	18
4	Don Ouimette	1:17.40	17
5	Lloyd Burnham	1:16.20	16
6	Craig Korsen	1:21.42	14
7	Mike Maznicki	1:22.24	14
8	Calvin Stewart	1:25.30	14
9	Joey Tropea	1:18.13	13
10	Peter Tani	1:22.30	13
11	Dennis Duplice	1:20.84	12
12	Mike Durosa	1:12.10	11
13	Michael Stewart	1:21.97	11
14	Mike Luzzi	1:22.67	11
15	Mike Konno	1:24.43	11
16	Keith Palmer	1:24.36	10
17	Bill Glode	1:27.60	10
18	Peter Baltrush	1:29.00	10
19	Dino Spaduccini	1:26.74	7
20	Mike Masi	1:17.35	6
21	Lonnie Middlebrooks	1:37.07	5
22	Vinnie Langella	1:41.81	2

Sportsman Class				
424	Name	#	Low Time	Pts
1	Roy Meyer	2	** 2:00.32	10
2	Jay Alicea	1	2:05.00	4

Since my last column, the PGRC hosted 2 races in Bowie. The first one was the NMPRA Q-40 Gold Cup held on August 14 and 15. The second one was the District 6

Championship Race for 424 and 428 Quickie 500, held on September 25.

The Q-40 race was attended by 13 competitors, many of whom traveled a great distance (from Ohio, Texas, and Venezuela) to attend. With the light turnout, we were able to complete 11 rounds before rain settled in by late Sunday morning and brought things to a close. The results were as follows:

Place	Name	Low time	Ptss
1	Mike Helsel	1:00.05	28
2	Dub Jett	1:01.68	28
3	Lloyd Burnham	1:04.50	25
4	Joey Tropea	1:04.39	23
5	Steve Baker	1:05.29	23
6	Mike Masi	1:06.01	23
7	Terry Frazer	1:01.85	21
8	John McDermott	1:02.27	21
9	Gabriel Tahhan	1:03.86	21
10	Mike Langlois	1:04.64	15
11	Bob Brogdon	1:08.62	14
12	Rick Moreland	1:07.06	13
13	Dave Latsha	1:10.50	2

The Q-500 race on September 25 was attended by eight 424 pilots and five 428 pilots. The final results of the 424 race are as follows:

424			
Place	Name	Low time	points
1	Steve Baker	1:22.50	17
2	Rick Moreland Jr	1:23.13	16
3	Frank Donnelly	1:24.38	16
4	Gene Bass	1:23.90	12
5	Dave Latsha	1:26.22	9
6	Dan Myer	1:30.93	9
7	Neal Rehm	1:23.70	8
8	Kevyn Myer	1:30.33	8

The final results for the 428 class are as follows:

428			
Place	Name	Low time	points
1	Rick Moreland	1:16.43	15
2	Dave Latsha	1:15.71	14
3	Dan Myer	1:15.84	11
4	Steve Baker	1:20.17	4
5	Neal Rehm	1:31.98	1



District News



My District 10 counterpart Luis Ochoa is in the process of moving and therefore has been unable to report on the racing activity in his district. Linda Brogdon asked if I would report on the most recent race in District 10, the October 9-10 race featuring 422, 424, 426, and 428 pylon classes held in Julian, NC. In between the races, we took a moment to pay homage to Mike Klutz, an avid pylon racer and dear friend of Jimmy Katz, by exploding his ashes at the field. For those who wish to see for themselves, go to: <http://www.youtube.com/watch?v=Bur2Ct0aScU>

This was one of the biggest racing events to be held on the East coast in recent memory. Coupled with ideal weather featuring little or no wind and low humidity, the conditions could not have been better. Saturday's racing opened up with 424. In all, 26 pilots registered for the event. A scan of the sign-in sheet revealed that half the field lived in the Carolinas, demonstrating that Jim Katz and Mike Langlois had done what other clubs only dream of, namely, making a hoard of local r/c pilots morph into avid pylon racers. The results of Saturday's 424 racing are as follows:

After 5 Rounds			
424	Name	Low Time	Points
<u>1</u>	<u>Mike Helsel</u>	<u>1:22.49</u>	<u>20</u>
<u>2</u>	<u>Bill Johanson</u>	<u>1:23.96</u>	<u>19</u>
<u>3</u>	<u>James Barr</u>	<u>** 1:20.13</u>	<u>18</u>
<u>4</u>	<u>Dub Jett</u>	<u>1:22.60</u>	<u>18</u>
<u>5</u>	<u>Seth Nagy</u>	<u>1:28.19</u>	<u>18</u>
<u>6</u>	<u>Steve Baker</u>	<u>1:22.50</u>	<u>17</u>
<u>7</u>	<u>Dennis O'Brien</u>	<u>1:23.52</u>	<u>17</u>
<u>8</u>	<u>Robert Vess</u>	<u>1:26.55</u>	<u>17</u>
<u>9</u>	<u>John McDermott</u>	<u>1:25.58</u>	<u>15</u>
<u>10</u>	<u>Larry Lewis</u>	<u>1:28.30</u>	<u>14</u>
<u>11</u>	<u>Mike Rutchka</u>	<u>1:33.74</u>	<u>14</u>
<u>12</u>	<u>Dave Keats</u>	<u>1:35.62</u>	<u>13</u>
<u>13</u>	<u>Marshall Sanderson</u>	<u>1:29.52</u>	<u>12</u>
<u>14</u>	<u>Rick Vogelsang</u>	<u>1:32.30</u>	<u>12</u>
<u>15</u>	<u>Vic Weiland</u>	<u>1:28.90</u>	<u>11</u>

<u>16</u>	<u>Bob Greer</u>	<u>1:39.67</u>	<u>11</u>
<u>17</u>	<u>Clyde Long</u>	<u>1:50.62</u>	<u>11</u>
<u>18</u>	<u>Rick Moreland</u>	<u>1:30.28</u>	<u>10</u>
<u>19</u>	<u>Kevyn Myer</u>	<u>1:31.91</u>	<u>10</u>
<u>20</u>	<u>Bob Brogdon</u>	<u>1:31.68</u>	<u>7</u>
<u>21</u>	<u>Rick Landers</u>	<u>1:33.20</u>	<u>7</u>
<u>22</u>	<u>Jack Jones</u>	<u>2:05.00</u>	<u>5</u>
<u>23</u>	<u>Pete Rourk</u>	<u>1:40.50</u>	<u>3</u>
<u>24</u>	<u>Dan Myer</u>	<u>1:34.88</u>	<u>2</u>
<u>25</u>	<u>Maurice Pugh</u>	<u>0:00.00</u>	<u>0</u>
<u>26</u>	<u>David Grubb</u>	<u>0:00.00</u>	<u>0</u>

Saturday afternoon featured the time-honored 428 class, with a total of 15 entries.

The results of the 428 class are as follows:

After 5 Rounds			
428	Name	Low Time	Points
<u>1</u>	<u>Stephen Vaclav</u>	<u>** 1:07.35</u>	<u>14</u>
<u>2</u>	<u>Billy Johanson</u>	<u>1:12.27</u>	<u>FO 13</u>
<u>3</u>	<u>Rick Vogelsang</u>	<u>1:19.46</u>	<u>FO 13</u>
<u>4</u>	<u>Dan Myer</u>	<u>1:21.68</u>	<u>12</u>
<u>5</u>	<u>Terry Frazier</u>	<u>1:16.50</u>	<u>11</u>
<u>6</u>	<u>James Barr</u>	<u>1:20.09</u>	<u>11</u>
<u>7</u>	<u>Steve Baker</u>	<u>1:10.46</u>	<u>9</u>
<u>8</u>	<u>Mike Helsel</u>	<u>1:07.69</u>	<u>8</u>
<u>9</u>	<u>Mike Langlois</u>	<u>1:14.37</u>	<u>8</u>
<u>10</u>	<u>Rick Moreland</u>	<u>1:18.71</u>	<u>8</u>
<u>11</u>	<u>Denis O'Brien</u>	<u>C1:15.33</u>	<u>7</u>
<u>12</u>	<u>Bob Brogdon</u>	<u>1:21.28</u>	<u>6</u>
<u>13</u>	<u>Vic Weiland</u>	<u>1:39.84</u>	<u>6</u>
<u>14</u>	<u>Dave Keats</u>	<u>1:36.84</u>	<u>5</u>
<u>15</u>	<u>DubJett</u>	<u>0:00.00</u>	<u>0</u>
<u>16</u>	<u>Kevyn Myer</u>	<u>0:00.00</u>	<u>0</u>



District News



That evening, the club gain hosted a fantastic BBQ dinner that was second to none. The level of involvement of this diminutive club's extended family is what makes their events work. Sons, daughter-in-laws, wives, sisters of wives, cousins of nephews, you name it, they were either serving, pouring, clocking, shuttling, or typing all weekend long.

On Sunday morning we flew Q-40 (422). The final results are as follows:

After 5 Rounds			
<u>Q40</u>	<u>Name</u>	<u>Low Time</u>	<u>Points</u>
<u>1</u>	<u>John McDermott</u>	<u>1:02.68</u>	<u>15</u>
<u>2</u>	<u>Denis O'Brien</u>	<u>1:05.87</u>	<u>14</u>
<u>3</u>	<u>Dub Jett</u>	<u>1:02.80</u>	<u>FO 11</u>
<u>4</u>	<u>Bill Johanson</u>	<u>1:07.96</u>	<u>FO 11</u>
<u>5</u>	<u>Steve Baker</u>	<u>1:07.67</u>	<u>10</u>
<u>6</u>	<u>Mike Helsel</u>	<u>** 1:01.52</u>	<u>9</u>
<u>7</u>	<u>Mike Langlois</u>	<u>1:06.46</u>	<u>9</u>
<u>8</u>	<u>Bob Brogdon</u>	<u>1: 13.61</u>	<u>7</u>
<u>9</u>	<u>Rick Vogelsang</u>	<u>1: 15.68</u>	<u>7</u>
<u>10</u>	<u>Stephen Vaclav</u>	<u>1:04.36</u>	<u>6</u>
<u>11</u>	<u>Rick Moreland</u>	<u>1:12.59</u>	<u>5</u>
<u>12</u>	<u>Terry Frazier</u>	<u>Cl:13.49</u>	<u>3</u>

Finally, Sunday afternoon, they flew the new 426 Sport Jett class. In all, 7 pilots entered. Although 9 were present, two of the contestants had already had too much pylon for one weekend (translation: they brought their wives along), and were told to, uh, I mean, decided all on their own to withdraw from the matrix and head home early.

For those seven who stayed on, what was about to happen was undoubtedly the oddest end to a race I've ever seen. The first round of racing started off like any other, but in Round 2, Dennis O'Brien and I mid-air over the #1 pylon on the first lap. Not that unusual - Dennis and I have a habit of meeting like this. While we are still looking for my lost engine, the racing continues, giving Dennis and me a front row seat to James Barr gliding into the #1 pole on landing. At this point, 3 of the 7 pilots are out. After we finally bring back the debris and revert to mere spectators, I realize that every time a heat goes off, one of the same planes is in every heat. Apparently

3 pilots are sharing one airplane. Ordinarily that would bother me because oftentimes this occurs after a contest starts, when someone crashes and wants to fly but brought no backup. However, in this case, all 3 pilots agreed at the start to share one plane, putting all of them at each other's mercy, which is never a good game plan in r/c pylon racing. Before you could say "this is gonna be interesting," the inevitable happens: the shared plane midairs with Bob Brogdon's plane. Apparently Bob severed the entire tail off the shared plane while Bob's plane miraculously suffers very little damage and easily finishes the heat. In one split second, the contest ends. The results are as follows:

After 5 Rounds			
<u>Sport Jett</u>	<u>Name</u>	<u>Low Time</u>	<u>Points</u>
<u>1</u>	<u>Bob Brogdon</u>	<u>1:38.11</u>	<u>11</u>
<u>2</u>	<u>DubJett</u>	<u>** 1:07.74</u>	<u>FO 9</u>
<u>3</u>	<u>Mike Langlois</u>	<u>1: 11.46</u>	<u>FO 9</u>
<u>4</u>	<u>Mike Helsel</u>	<u>1:07.99</u>	<u>6</u>
<u>5</u>	<u>James Barr</u>	<u>1: 20.71</u>	<u>6</u>
<u>6</u>	<u>Denis O' Brien</u>	<u>1: 10.08</u>	<u>2</u>
<u>7</u>	<u>Steve Baker</u>	<u>1:19.52</u>	<u>2</u>
<u>8</u>	<u>Terry Frazier</u>	<u>0:00.00</u>	<u>0</u>
<u>9</u>	<u>Rick Moreland</u>	<u>0:00.00</u>	<u>0</u>

Finally, the time has come to announce that District 6 will be represented by a new VP. His name is Dino Spaduccini. Dino flies with the NEPRO group in New England and has volunteered to take over the responsibility of reporting on the races in our district.

I inherited the job from John Fike about 10 years ago and have enjoyed the chance to report on and discuss pylon racing through the column. However, I have to concede that other groups in our district are growing while our own slice of the district has been on the decline for several years now. It only makes sense to pass the job on to someone who is closer to the action. That said, the PGRC club in Bowie has no plans to host any more racing unless things take a miraculous change for the better. With NEPRO to the north, and the Julian, NC club only 6 hours to the south, we have a lot of good races nearby to support. Best of all, I have spoken to Jimmy Katz and Mike Langlois about this, and they have agreed to host an East Coast NMPRA Q-40 Gold Cup Race at their site



District News



in 2011, perhaps in the fall. I know they will do it justice. Thanks to everyone for reading my articles and supporting me these many years. Hope to see everyone at YOUR races.

Steve Baker
District 6 VP

District 6. Dino Spadaccini

Hello, racers. Well, the year is over and here in District 6, I'd like to wish everyone a great year of racing no matter what level you are and can only stress that you keep up the good fight and practice, practice. I'd like to thank any and all of our course workers; we couldn't have the races without you. Thank You. As many of you know by now, Ace Hobby is closed, and Hobbico took over the distribution of all Ace and TT products. I have to first thank Great Plains Hobbico for support this year with Vipers as giveaways for our standard pilots. Now for more news on the TT motors; I have been talking with Hobbico to see if they will brand the TT Pro 40 as the official NMRPA motor. Talks are ongoing.

I'd like to take a moment and congratulate Ralph Rinaldi on his win at this year's Nats and Lloyd being the caller of the year. In closing on a great year of racing

for all of us, I need to make mention and a big thanks to Joe Tropea for making sure all my gear was spot on, to Mike Masi for letting me use his plane at our 2-day event and turned a 118. Thanks, Mike aka Grand PAPA. A big thanks to Mike Stewart for his on-the-spot calling; remember it takes great pilots and teammates to make a winning team.

Happy Holidays
Dino Spadaccini
Congratulations to all the 2010 Season winners!

Here are the Final 2010 Standings.
Best Five Races

Place	Expert	Points
1	Rinaldi, Ralph	500.30
2	Burnham, Lloyd	481.44
3	Korsen, Craig	391.03
4	Masi, Mike	376.54
5	Dolat, Ray	353.29
6	Tani, Peter	331.59
7	Tropea, Joe	322.91
8	Banks, John	282.33
9	Stewart, Calvin	265.83
10	Glode, Bill	256.18
11	Ouimette, Don	252.82
12	Denehy, Shawn	240.86
13	Palmer, Keith	211.20
14	Brown Jr, Irl	204.81
15	Luzzi, Mike	204.06
16	Granger, Eric	163.73
17	Doyle, David	151.19

18	Schwab, Lewis	138.80
19	Berner, Richard	107.67
13	Jensen, Bill	42.92
Place	Standard	Points
1	Spadaccini, Dino	378.33
2	Konno, Miki	296.40
3	Baltrush, Peter	276.05
4	Houayes, Elie	198.76
5	Stewart, Michael	180.24
6	Dennis Duplice	179.94
7	Willette, Allan	153.60
8	Burris, Rob	130.22
9	Maznicki, Mike	120.98
10	Daus Sr, Edward	87.04
11	Middlebrooks, Lonnie	65.95
12	Langella, Vinnie	28.80
13	Gilman, Roger	23.23
14	Petrone, Cosmo	12.91
15	Baltrush, Nick	5.40
16	Glezellis, John	1.20

Place	Sportsman	Points
1	Roselli, Nick	144.09
2	Langella, Viinnie	128.61
3	Meyer, Roy	123.66
4	Reid, Jim	76.80
5	Chamberlain, Don	51.60
6	Ouimette, Don	51.40
7	Maznicki, Mike	34.73
8	McElroy, Shawn	26.40
9	Meyer, Fred	1.20
10	Ola Nordell	1.20



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District News



District 7, Gary Freeman, Jr. – no article submitted

District 8, Eric Desardi – no article submitted

District 9, Manuel Martiarena – no article submitted

District 10, Luis Ochoa – no article submitted

Q40 Points, Doug Killibrew

QM	
Location	Date
Phoenix Champ Race	11/6-11/7/10
Whittier	10/2/10
Whittier	10/3/10
Old Julian	10/17/10

QM Points Standings			
NAME	NMPRA #	Races Flown	Total of Best 6 Races
Allen, Jim		3	263.03
VanBaren, Rusty		3	215.30
Flynn, Travis		3	191.34
Von Der Hey, Lee		3	183.58
Killebrew, Doug		3	161.54
Helsel, Mike		2	149.52
Jett, Dub		2	137.44
Salar, Matias		3	127.11
Pacini, Tanner		1	100.55
Lloyd, David		2	97.46
McDermott, John		1	95.07
Batch, Bryan		1	93.70
Small, Jerry		1	90.27
O'Brien, Dennis		1	86.53
Russell, Matt		1	83.42
Teague, Norm		1	81.97
Coffey, Bruce		2	75.83
Lime, Tim		1	73.14
Pacini, Tony		1	69.72
Johanson, Bill		1	69.47
Scott, Tom		1	66.29
Baker, Steve		1	60.93

Beers, Richard	1	56.01
Holik, Robert	1	52.59
Lopez, Tony	1	49.16
Langlois, Mike	1	43.87
McAfee, Scott	3	42.19
Brown, Ray	1	38.88
Doyle, Dave	1	35.46
Brogdon, Bob	1	35.33
Galerieault, Pat	1	32.03
Jump, Eddie	1	28.61
Vogelsang, Rick	1	26.80
Uthoff, Dave	1	25.18
Hegland, Tom	1	23.23
Elert, Jerry	1	21.75
Hartman, Scott	1	18.33
Vaclav, Stephen	1	18.27
Causey, Scott	1	11.48
Moreland, Rick	1	9.73
Tallman, Mike	1	8.05
Freeman Jr., Gary	1	4.63
Frazier, Terry	1	1.20
Kane, Dan	1	1.20

Anderson, Chuck

Andrassy, Roy

Baker, Lyle
Barrios, Salvador
Bednark, Jerry
Bergan, Mike

Blanchard, Bryan
Blanchard, Marcus
Bridge, Randy
Bucher, Igor
Bucher, Raul
Burgdorf, Fred
Burgstrom, Pete
Burnham, Lloyd
Calderon, Jose

Carvalho, Marcello
Castro, Aurelio
Chavarin, Ruben

Coronado, Eduardo



District News



Del Ponte, Gino
DeLaVega, Jaime
Deneve, Mike

English, Dave

Fehling, Matthew
Ficucell, Dave
Freeman Sr., Gary
Fuzaro, Emanuel

Gravel, Cecil

Grunkemeyer, Craig

Hebestreut, Chuck
Hill, Dave
Houston, Doug

Hulen, Duane

Kaufmann, Hank

Landsman, Bruce
Latsha, Dave
LaValley, Lee
Martin, Jeff
Masi, Mike
Metkemeijer, Bert
Metkemeijer, Rob

Nalley, Dan
Nikodem, Jim

Palaschuck, Terence

Parker, Mark
Pedro Marin, Jesus

Picelli, Hudson

Redekop, Henry

Rinaldi, Ralph

Sattler, Harold
Schmidt, Gary

Seaholm, AJ
Smith, Randy

Tahhan, Gabriel

Thordarson, Dan

Tropea, Joe
Ulinger, Lee
Ulledahl, Dan
Umbach, Al
Umbach, Kevin
Vasquez, Alejandro
Verano, Richard
Vergara, Marco

Yousey, Tim



District News



Quickie 500 Points and 424 Points, Dave Gavin

Here are the final points standings for 424,428 for 2010. Two races were added since the last newsletter.

NMPRA Points Standings

424 Quickie				428 Quickie			
	NAME	NMPRA #	Total of Best 6 Races		NAME	NMPRA #	Total of Best 6 Races
1	Rinaldi, Ralph	6	593.58	170	Allen, Jim	8	543.75
2	Padelt, Jim	11	568.19	9	Flynn, Travis	9	523.58
3	Burnham, Lloyd	6	558.02	6	Teague, Norm	6	514.66
4	Vanderleest, Bernie	11	556.95	9	Burgdorf, Fred	9	456.37
5	Larson, Darwin	12	555.49	6	Nalley, Dan	6	440.01
6	Hulen, Duane	7	550.21	8	Hegland, Tom	8	423.05
7	Nikodem, Jim	13	505.83	5	Andrassy, Roy	5	419.27
8	Warming, Mick	8	458.79	6	Salar, Matias	6	413.06
9	Busse, Ken	7	439.91	5	Jett, Dub	5	381.22
10	Finch, Lonnie	9	438.10	8	Thordarson, Dan	8	355.67
11	Handegard, Chris	6	420.69	7	Nikodem, Jim	7	346.63
12	Spadaccini, Dino	6	388.91	11	Padelt, Jim	11	331.14
13	Vogelsang, Rick	10	344.82	4	Umbach, Kevin	4	325.93
14	Gavin, David	7	331.59	5	O'Brien, Dennis	5	298.57
15	Tani, Peter	5	323.71	4	Helsel, Mike	4	290.45
16	Seaholm, A.J.	4	314.65	4	Russell, Matt	4	282.63
17	Tropea, Joe	5	304.66	3	McAfee, Scott	3	273.08
18	Nikodem, Steven	8	294.86	6	Vanderleest, Bernie	6	270.70
19	Masi, Mike	5	274.76	6	Batch, Bryan	6	269.38
20	Zisa, Richard	6	265.52	3	Houston, Doug	3	245.14
21	Fehling, Jack	4	253.52	5	Larson, Darwin	5	230.04
22	Causey, Scott	3	249.70	3	Tallman, Mike	3	214.42
23	Hartman, Scott	4	246.30	4	Graval, Cecil	4	206.23
24	Langlois, Mike	3	244.00	3	Bridge, Randy	3	197.15
25	Scott, Tom	4	242.82	4	Smith, Randy	4	188.18
26	Jump, Eddie	4	234.96	6	Gavin, Dave	6	187.22
27	Schelling, Don	6	222.62	4	Freeman Jr., Gary	4	185.46
28	Kirkpatrick, Victor	3	207.82	2	Grunkemeyer, Craig	2	185.45
29	Brown, Irl	4	183.44	3	Scott, Tom	3	166.92
30	Enstad, Gale	5	181.90	4	Umbach, Allen	4	160.76
31	Myer, Kevin	3	165.60	4	Busse, John	4	153.25
32	Allen, Jim	2	140.46	4	Brown, Ray	4	144.88
33	Lyon, Denis	5	138.76	3	Hulen, Duane	3	143.82
34	Doyle, David	3	126.57	5	Graves, Eddie	5	128.83
35	Baker, Steve	2	109.80	3	Lloyd, David	3	128.79
36	Brown, Ray	2	104.00	5	Lyon, Dennis	5	118.39
37	Barr, James	1	86.53	2	Lopez, Tony	2	114.74
38	Jett, Dub	1	72.60	5	Graves, Tom	5	109.39
39	Grunkemeyer, Craig	1	70.67	1	Rinaldi, Ralph	1	107.78
40	Batch, Brian	1	68.67	2	Causey, Scott	2	104.13
41	Deneve, Mike	2	42.10	4	Martin, Jeff	4	104.02
42	Myer, Dan	2	36.53	1	Tahhan, Gabriel	1	100.51
43	O'Brien, Dennis	1	31.80	1	Seaholm, AJ	1	98.09
44	Nagy, Seth	1	26.80	3	Langlois, Mike	3	97.00
45	Uthoff, David	1	26.60	2	McDermott, John	2	92.85
46	McDermott, John	1	21.60	1	Baker, Steve	1	83.56
47	Nikodem, Ernie	2	19.47	1	Burnham, Lloyd	1	81.13
48	Tallman, Mike	1	18.67	2	Russell, Allie	2	74.22
49	Lloyd, David	1	10.49	1	Small, Jerry	1	73.63
50	Moffet, Mack	1	9.73	1	Schmidt, Gary	1	73.14
51	Gray, Charles	2	9.70	5	Vogelsang, Rick	5	70.73
52	Greer, Robert	1	1.20	2	Killebrew, Doug	2	68.69
53				3	Kaufmann, Hank	3	67.31
54				2	Jump, Eddie	2	66.55
55				2	Landsman, Bruce	2	65.48
56				2	Redekop, Henry	2	58.24
57				2	Nikodem, Ernie	2	53.00
58				1	Voth, Jeremy	1	52.80
59				1	Dobyns, Tom	1	51.80
60				3	Shelling, Don	3	44.85
61				2	Doyle, Dave	2	44.81
62				1	Cady, Darrol	1	35.46
63				1	Tropea, Joe	1	32.69

64	Von Der Hey, Lee	1	32.03
65	Brogdon, Bob	2	2.40
66	Llanos, Joe	1	1.20



District News



Contest Calendar, Mike Helsel

This is the preliminary contest calendar for 2010. This is the only information that has been sent to me at this time. Please send me your proposed dates as soon as possible.

NMPRA Master Race Schedule 2011

11/27/2010

Date	Location	Events	Comments	Contact	Other Info
January					
1st - 2nd					
8th - 9th					
15th - 16th	Phoenix, AZ	424/426/428		Jim Allen	jamesea1@earthlink.net
22nd - 23rd					-
29th - 30th					
February					
5th - 6th					
12th - 13th					
19th - 20th					
26th - 27th					
March					
5th - 6th	Phoenix, AZ	422		Jim Allen	jamesea1@earthlink.net
12th - 13th					
19th - 20th					
26th - 27th					
April					
2nd - 3rd					
9th - 10th					
16th - 17th					
23rd	Kansas City, MO	424/426		Mokan - KCRC	
23rd - 24th					-
30th - 1st	Old Julian Airport	424, 428, 422		Jim Katz	mrjrkatz@aol.com
May					
7th - 8th					-
14th - 15th					
21st - 22nd	Muncie, IN	424/426/422		CAPS	-
28th - 29th	Hillsdale, KS	424/426		MOKAN - RC Barnstormers	
June					
4th - 5th	Cincinnati, OH	424/426/422	Moon Shot	CAPS - GCRC	askus@scottmodels.com
11th - 12th					
18th - 19th					
25th - 26th	Bloomington, IL	424/426		WIPRO - SIRS	
July					
2nd - 3rd					
4th - 9th	Muncie, IN	426/422/428	NATS	NMPRA/AMA/CAPS	
9th - 10th					
16th - 17th					
23rd - 24th					
30th - 31st					



District News



Aug

6th - 7th	Hilbert, WI	424	WIPRO - Calumet Flyers
13th -14th	Hillsdale, KS	424/426	MOKAN - RC Barnstormers
13th -14th			-
20th - 21st			
27th - 28th	Muncie, IN	424/422	CAPS

September

3rd - 4th			-
10th - 11th	Wichita, KS	424/426	MOKAN
17th - 18th			
24th -25th	Bloomington, IL	424/426	WIPRO - SIRS

October

1st - 2nd	Kansas City, MO	424/426	WIPRO - SIRS
8th - 9th	Old Julian Airport	424, 428, 422	Jim Katz mrjrkatz@aol.com
15th - 16th			-
22nd - 23rd			
29th - 30th			

November

5th - 6th			
12th - 13th			
19th - 20th			
26th - 27th			

December

3rd - 4th			
10th - 11th			
17th - 18th			
24th -25th			



2011 NMPRA Membership Application

Please check all appropriate boxes.

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

Name _____ Phone Home _____

Mail Address _____ Phone Cell _____

City _____ State _____ Zip _____

Date of Birth _____ AMA number _____ NMPRA Number _____

Occupation _____ E-mail _____

- I currently fly ☐ Q40 I am purchasing a: ☐ USA membership with mailed newsletter \$40.00
☐ FAI ☐ Outside USA with mailed newsletter - \$50.00 (US Funds)
☐ Q500 ☐ New membership and Internet Newsletter - \$15.00
☐ Renewal membership and Internet Newsletter - \$25.00

Make Check Payable To: NMPRA

I currently wear _____ size shirt

Mail To: NMPRA Secretary/Treasurer

David Doyle
1622 Abernethy Place
The Villages, FL 32162
(401) 640-4317

NMPRA OFFICERS

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Mmartiarena99@yahoo.com

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LMOtv1@yahoo.com

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Q500points@gmail.com

NMPRA Q40 Points Coordinator

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douglaskillebrew@att.net

NMPRA Webmaster

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