

*The Pylon Racer's Official Voice*

# NMPRA

## HIGH PERFORMANCE

National Miniature Pylon Racing Association • Since 1965 • AMA Affiliated • June 2011

### President's Corner

Ed. Note: Scott is unavailable to do a column this issue, but says that he will "make it up next time."

Please welcome the following new NMPRA members:

- Joe DeLateur from Sunnyvale, CA
  - Ian Home from Morphetville, Australia
  - Michael Cloninger from Helena, MT
  - Craig Korsen from Farmington, CT
  - Colin Grimmell from Edmonton, Alberta
- Canada
- Jim Agnew from San Antonio, TX

Please welcome the following returning NMPRA members:

- Tom Egbert from Omaha, NE
- Benny Martin from Dayton, Ohio
- Art Arro from Holland Patent, NY
- Dennis Cranfill from Lake Jackson, TX

### District 1, Tom Hegland

Greetings District One! The 2011 racing season is upon us as two races are in the books since our last NMPRA High Performance newsletter. The first Q40/Q500 race of the season was the George Finch Memorial Race held at the Basin on April 4<sup>th</sup> and 5<sup>th</sup>. Those who showed up for Friday practice were subjected to some serious cross winds which I haven't seen at the Basin before. This made for some interesting "crab" or large sideslip landings. Fortunately, the weather cooperated Saturday and Sunday with temperatures in the mid 70s, and when the wind did come up, it was right down the runway centerline. Entries on Saturday included 8 contestants in APRA, 9 in AMA426, and 9 in AMA428. It was great to meet Jim Lime and Ron Russel for the first

time. Jim had a trunk load of fresh-out-of-the-mold V-Max's, which found new homes quickly, and Ron flying APRA managed to pick up some etched glass Saturday and again on Sunday.

Results Saturday, April 4, 2011

APRA

1 <sup>st</sup>	Don Shelling	1:46.49
2 <sup>nd</sup>	Ron Russel	1:39.15
3 <sup>rd</sup>	Mario Salizar	1:35.97 Fast Time

426

1 <sup>st</sup>	Chuck Andraka	1:16.40 Fast Time
2 <sup>nd</sup>	Jim Lime	1:24.02
3 <sup>rd</sup>	Dave Gavin	1:29.24

428

1 <sup>st</sup>	Scott McAfee	1:09.32
2 <sup>nd</sup>	Jim Allen	1:07.20 Fast Time
3 <sup>rd</sup>	Sam San	1:10.82

Sunday saw some exciting, fast, and close completion in Q-40. Joanne Coffey, Lee Von Der Hey, Doug Killebrew, and Robert Holik were involved in the race of the day. Lee was setting the pace the first 6 laps; however, Robert would have none of that and continued to tighten things up until lap 10 when the action was wingtip-to-wingtip. The race was now a 150-foot blur coming around two and three with Lee holding off Robert at the finish by less than 20 feet. Unfortunately for Doug, after completing the race and shutting down, his Ashley seemed to experience a "unhappy" elevator servo. His Ashley zeroed in on a landing approach somewhere near Woodley Blvd. Fortunately, Doug was able to find his plane in the unforgiving Basin waist-high weed wasteland.



Doug's trademark green and white Ashley Unfortunately "Dead Plane Starting"

Up and comer Mario Salizar continues to improve each race as he brought home APRA trophies both Saturday and Sunday.

Results Sunday April 5, 2011

APRA

1 <sup>st</sup>	Ron Russel	NT
2 <sup>nd</sup>	Denis Lyon	NT
3 <sup>rd</sup>	Mario Salizar	NT

426		
1 <sup>st</sup>	Chuck Andraka	1:18.0
		Fast Time
2 <sup>nd</sup>	Dave Gavin	NT
3 <sup>rd</sup>	Don Shelling	NT

428		
1 <sup>st</sup>	Jim Allen	1:04.02
		Fast Time
2 <sup>nd</sup>	Chuch Andraka	1:09.36
3 <sup>rd</sup>	Mitch West	1:13.48

422		
1 <sup>st</sup>	Lee Von Der Hey	1:01.61
2 <sup>nd</sup>	Rusty Van Baren	1:01.00
		Fast Time
3 <sup>rd</sup>	Robert Holik	1:02.22

Next stop on the 2011 District 1 racing season was Whittier Narrows on May 14<sup>th</sup> and 15<sup>th</sup>. We all know pylon events require a tremendous amount of upfront planning and collaboration between the club officials and key NMPRA race organizers. This race was all but dead if it were not for the exceptional last-minute efforts of

Lee Von Der Hey with a supporting cast of Dave Gavin, Doug Killebrew, and Jim Allen (the people I forgot to mention can smack me later). Thanks, guys.

Racing Saturday started and ended with some close racing action. Round one APRA got the action started with Jim Padelt and Pietro Palumbo doing some wing slapping battling for the lead going around pylons two and three. Both finished the race with Jim picking up first place. Round 1 also saw Sam San picking on pylon 2 with his 426 plane. Round three of 426 had Jim Padelt not willing to give up any air space. This time Jim was battling fellow San Francisco Bay Area practice partner Mitch West; unfortunately, neither finished this race. This was a good weekend for me to be calling for Jim as I didn't have to race him and get my equipment beat up. I'm sure Mitch and Jim had a lot to talk about during the 5-hour drive back to the Bay Area.



Jim Padelt and Mitch West debating why they didn't team up today

The standings after 4 rounds produced two flyoffs. In APRA Don Shelling and Mario Salizar were tied for third, and in Q40 Lee Von Der Hey and Jim Allen were tied for first place. Don and Mario got the flyoff action started; unfortunately, this flyoff ended in a tie as Mario and Don came together at pylon one around lap 6. So third place was decided by heat times, and Don

### 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 25th of the month preceding newsletter publication.

### 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 no later than the 25th of the month preceding newsletter publication.

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.

edged out Mario by about a second.



Don and Mario still smiling after a APRA fly-off midair

The Q40 flyoff between Lee and Jim was one to remember. This was one classic flyoff as I don't think they were ever separated by more than 50 feet during all 10 laps. The blurry photo below shows Lee crossing the



# District News



finish line about 20 feet ahead of Jim. I believe they both ran 1:02:3x something. Check out the NMPRA Forum "Whittier Results and Photos" thread for lap-by-lap details of this flyoff.



Handshake after an awesome Q-40 fly-off for first place

## Results Saturday May 14, 2011

### APRA

1 <sup>st</sup>	Jim Padelt	1:43.19
		Fast Time
2 <sup>nd</sup>	Dave Gavin	1:44.57
3 <sup>rd</sup>	Don Shelling	1:43.65

426		
1 <sup>st</sup>	Robert Rau	1:26.17
2 <sup>nd</sup>	Tim Lime	1:21.75
3 <sup>rd</sup>	Chuck Andraka	1:16.74
		Fast Time

422		
1 <sup>st</sup>	Lee Von Der Hey	1:03.12
2 <sup>nd</sup>	Jim Allen	1:01.85
		Fast Time
3 <sup>rd</sup>	Rusty Van Baren	1:04.97

Sunday the weather didn't cooperate, and the race was officially cancelled.

Don't forget that the "Tribute to Fred Burgdorf Race" is scheduled for June 25 and 26<sup>th</sup> at the Basin. See you there.

## District 2, Dan Nalley

Thank you to Bryan Batch for submitting the following race report on the Spokane, WA race May 21<sup>st</sup> and 22<sup>nd</sup>. Looks like they had a great time!

We had 14 racers in 424 on Saturday, and we ran 6 rounds of racing. For those who came but were expecting to fly other classes, we provided planes with servos and motors, so they only had to load a battery and receiver to race.

This was done for 2 reasons - there were not enough people for the other classes and there were a large number of new racers as well as people flying only the 424 class.

After a great day of fun in the sun and then an hour of rain delay, we finished around 5:00 p.m. That allowed everyone who wanted to attend to head over to Matt Russell's house for a "swaray" of food and tall stories (as usual).

Sunday we decided to keep the fun rolling. We had eight racers for EF-1, and so we changed things up to include 4 rounds of EF-1 mixed with a gold cup & silver cup race of 424.

At the pilots' meeting it was presented as a way to have more fun by taking the results from Saturday's standings and creating a Gold cup & Silver cup race. This allowed for more winners and rewarded those who had luck and skill on their side to be in the gold and those not so lucky to be in the

silver.

We took the points at a point that best split for 3 plane heats and 4 plane heats. This really put the groupings much closer and made for great fun on Sunday. We also mixed the EF-1's as 2 rounds then 424 then 2 rounds, etc. This allowed for battery charging for those who didn't have that many batteries.

This was probably the most fun and laid back race I have attended in a long time. No arguing; just plane! fun (get it?)

Thank you to all who attended and made this so much fun. I just wish more could have been there to see.

Thanks again Bryan B N.W.P.R.A. (N.M.P.R.A.79E)

Again, thanks to Bryan for his race report!!!

Make sure to put the next race in the area on your calendar - June 25<sup>th</sup> and 26<sup>th</sup> in Shelton, WA! Our first 2 day race at Shelton this year.

See you there!

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360-357-2328 - Home

## District 3, Randy Smith

Hi Guys. Not much to write about again this month. Racing is about to begin in a week or two so nothing to report on with regard to contest action. Since we are waiting for the season to begin, how about a little practice. Yes, practice - what a concept.

We always focus on the airplane, the motor, what the other guy is running, etc. How about focusing on our own flying? The best way to focus on our flying is to practice. But it has to be value-added practice. What I mean by that is



# ***NMPRA Gold Cup Series***

## **2011 Schedule**

Phoenix, AZ	March 5-6
Ft. Lauderdale	April 15-17
Nats	July 5-9
Old Julian, NC	October 1-2
Ft. Lauderdale (Championship Race)	October 21-23

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# District News



you have to set up the poles and fly on the race course. Practice the start. Start the motor, set the needle, and wait for the full 60 seconds to expire - just like in the contest. The motor will heat up on the line, and you will get a true indication of how it's running. By just starting the motor and immediately taking off, you are not simulating race conditions. Practice the takeoff. Every takeoff you make should be like it's a race. Have your helper launch the plane straight away and practice taking off straight and climb out smoothly and gently. Don't climb out at a steep angle. This just wastes time, and it takes longer for the plane to get up to speed. In a race you will be last to the #1 pylon. Take off cross wind. Take off downwind. Simulate race conditions. The course officials won't change the race course for crosswind or downwind. A downwind takeoff is going to need a lot more up elevator than you are used to. Practice these takeoffs so that you don't get a zero on race day. Do ten laps, do twenty laps, do thirty laps if you have enough fuel. Put in the laps. Put in good laps. Try to fly each lap with the best line to the pylons you can. Practice with a caller. Practice the count. It's a team sport. Practice communicating during the race. Race information is critical when you're in a tight race. Have your caller tell you how many laps you have completed. This is critical if you are in a tight race and have to make a move near the 8<sup>th</sup> or 9<sup>th</sup> lap. In the last newsletter we heard about all the mid-air turns that took place at the Phoenix Q40 Classic. You can practice mid-air avoidance too. A while ago Roy Andrassy and I were out at our local field practicing with our Quickies. We were actually comparing the Jett

426 motor with our District 3 Nelson (non-tuned muffler) setup. Prior to takeoff we talked about the practice flight. He would take the low line around the pylons, and I would take the high line. It is critical that each of us hold our line. We took off one after another, and then we flew the course together. We practiced flying smoothly and in control around the pylons - not climbing or diving. This is the key to avoiding mid-air turns in a race. If everyone would establish their line and hold the line around the poles, fewer collisions would occur. I know it's easier said than done, but the principle is key and if you practice it, it will come more naturally during the race. So Roy and I flew ten or twenty laps head to head stacked one on top of the other. We counted the cadence out loud so the other guy knew when the turn at pylon #1 was coming. You begin to develop awareness and peripheral vision for the other plane. In this way you can minimize the tunnel vision you have for your own airplane. This is key in mid-air avoidance as well. So practice with purpose. It will pay off in your contest results. See you in the corners and I'll take the high line.

Randy Smith

## **District 4, Darrol Cady**

Old Formula 1 racers, Here is a great racer from yesteryear. He is younger than I am, but he has been around as long in racing as I have. Many of you will remember Brian Richmond and his brother Bruce. They were very notable racers. Brian sent this to me a couple of months ago, and I saved it for my article this month. It is a neat project for the old Formula Ones that are still hanging around. My only real

suggestion to him was to install a venturi and remove the big rotary valve on the Quickie motor. You can use the original fuel shutoff. It would also make less epoxy smell as you cut out the cowl and the front end. I would also recommend using the exhaust mounted remote to get your fingers away from the prop, and it might make cutting the cowl a little easier. Below is his original article and photos.

"My 15-year-old-son Alex has always wondered what it was like to fly a F-1 so I geared one up for him, and we (mostly him) now have several flights on it. It flies great and it was a lot of fun to relearn its characteristics. I forgot how much right rudder and up elevator you have to hold on takeoff. It was great teaching Alex how to land it; he remarked how different it is from a fast quickie. If anyone's interested, the Jett or Nelson quickie motor drops right in but will sit forward quite a bit. I had no desire to change out the mount so I went with that. The cowl and fuse needs quite a bit of hacking, but can be made to fit. It was great to smell the epoxy dust again!! It's better to keep the engine forward anyway because you have to cut out a large oblong circle on the bottom of the fuse for the muffler to rest in. If the engine was back further, the hole would be overly large.

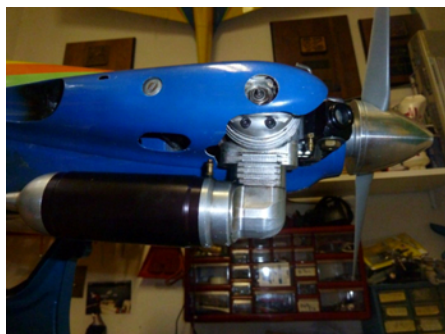
With the engine forward and the heavy muffler compared to the old pipe, I knew it would be nose heavy so I left the servos where they were and mounted the battery pack behind the servos. I mounted the bladder tank just in front of the servos (right over the cg). I then mounted the rx on top off the tank with Velcro with the ability to move it forward or back a bit. The balance came out perfect, total



# District News



time from start to flight ready was about 6 hours. Per Dub Jett I cut 1/4 an inch off each end of the prop, and it sets better; it likes to be on the rich side because it does heat up in the cowl. I used my worst motor, and it's surprisingly fast and a lot of fun to fly this old Toni again. It brought back lots of fond memories. I don't have very many of my old F-1 friends' email after my computer crash of 2009 so please forward this to anyone you think might be interested."



Hope everyone is doing well.  
Everything's good with us.  
Brian Richmond  
[brichmo@comcast.net](mailto:brichmo@comcast.net) "

Hope to see lots of you at the Nats...  
Darrol Cady  
[dcady@pacifier.com](mailto:dcady@pacifier.com)

## **District 5, Jim Nikodem**

This year is off and running led by the District 5 season opener in Kansas City. Luckily, the weather turned out much better than last year when a large storm scrubbed the day after the second round. This year the only issue was a slight tailwind later in the day which ended up not being a problem. The KCRC system of taking off from a 4x8 sheet of plywood painted with a nonskid coating and propped up with a 2x4 on the front end works well. This way the grass need not be extra short to prevent takeoff problems. I know a lot of you have not raced off grass, but it really is not a problem as long as the grass is cut short. As an alternative, the "launch pad" method works really well. Even 424 airplanes only need 8 feet. Here are the results out of (18) 424 and (8) 426:

424	Name	#	Low Time	Points
1	Lonnie Finch	3	C 1:22.14	F4 16
2	Ken VanTuyl	5	1:33.65	F3 16
3	Mike Tallaman	10	1:21.68	F4 15
4	Cal Orr	7	1:40.50	F3 15
5	Gordon McWilliams	19	1:31.65	14
6	Jesse Casteel	13	1:34.92	14
7	Eddie Jump	14	1:24.22	13
8	Maurice Vereecke	4	** 1:20.42	12

426	Name	#	Low Time	Points
1	Scott Causey	7	1:08.30	18
2	Maurice Vereecke	2	** 1:05.53	17
3	Lonnie Finch	1	1:09.67	16
4	Mike Tallaman	3	1:11.54	15
5	Chop Ulledahl	4	1:10.78	11
6	Duane Hulen	9	1:17.15	5
7	Jay Cappis	8	1:15.05	4
8	Eddie Jump	5	0:00.00	0

As you can see Mo Vereecke had a really good day with fast time in both events! His teammate Lonnie Finch did well also with a first in 424 and third in 426. Two flyoffs determined the top four places in 424. Some really good competitive racing in Kansas City!



Duane Hulen CD for the Kansas City Race congratulates the winner of 426 Scott Causey.



CD Duane Hulen and 424 Winner Lonnie Finch at May Kansas City Race





# District News



Mo Vereecke Fast time for both 424 and 426! Kansas City

Next on the schedule is the CAPS season opener in Muncie Indiana, the Indy Shootout, in the third week of May. Terry Frazer has run a spring and fall race in Muncie for years, and we thank him for his hard work. This year Darwin Larson will run the spring race and Mike Spencer the fall Muncie race. By the way, the fall race will once again be a two-day Championship 424, 426, and 422 race. That is, a two-day race instead of two one-day races.

This, however, is not the last 424 race in the district. That occurs at the end of September in Bloomington IL where the Lead Goose 424 trophy will be awarded along with the new 426 Caudron trophy. The same rules apply: the best 6 races (in district) in each event are counted using the NMPRA scoring system. We are now aligned with the NMPRA season which ends September 30th, so the October Kansas City Race in 2010 will count for this year, and the October race in Kansas City this year will count for 2012. The district goes from Ohio to Missouri and north to Minnesota. This season, we have ten 426 races (the NATS counts as an in-district 426 race) in the southern part of the district and 5 more in

the Minneapolis area. There are thirteen 424 races in the district with none in the Minneapolis area. They fly an OS 46 event instead. In any case plenty of opportunity to compete for these two trophies or nationwide NMPRA points. The scoring system is set up so the larger the number of entries, the more points are awarded. Good luck to everyone!

The next southern district race is Cincinnati the first weekend in June. It should be an action-packed weekend with two days of 424 along with 426 on Saturday and 422 on Sunday. In addition E Formula 1 is planned both days! Here is a quick update from the Muncie Indy Shootout. It was a really successful season opener with 18 entries in each event! Some good weather and tough competition made for a great weekend. Five rounds were flown both days with a short rain delay Sunday. That makes 120 heats for the weekend with only one re-fly. A lot of the credit goes to Ed Smith who came down again to be starter. Tom Scott had a new and improved set of course equipment that worked flawlessly. Lots of guys got there on Friday to practice on a gorgeous Muncie day after all the rain and poor weather we have had lately. Some guys had their first flights of the year on the practice day!

There were also a large number of E-Form 1's, but time constraints kept this only on a practice level. This event looks like a lot of fun. It does take some getting used to, but there are a lot of benefits to electric racing. Craig Gruncemeyer also practiced with his very impressive large scale unlimited racer. Best of luck to him in June.

More on the Muncie race next time.

Jim Nikodem

## **District 6, Dino Spadaccini**

New from Nepro and District 6

Ralph and Lloyd talked about all topics of racing 424 and 426. --- Lloyd B.

Building techniques/ Radio set up/ Racing trim/ How to practice/ Race strategy/ Calling/ Maintenance/ and More...

Anything and everything you ever wanted to know racing.

2011 Salem Spring Race Results

Congratulations to Elie (Lap-a-Saurus) Houayes for breaking into Expert with Vice-President Craig Korsen calling.

Congratulations to Bob Triggs for breaking into Expert with Lloyd Burnham calling.

Congratulations to Don Chamberlain for winning our Sportsman Race and a Thunder Tiger Pro40BB.

Thank you former President Bill Jensen for your continued generosity and the Thunder Tiger Pro40BB; we continue to support those new to racing.

Thank you again to L. and M. our new Matrix Tzars - you rule!



# District News



After 5 Rounds

424 Nepro

**APRA**

Name #	Class	Low Time	Points	Channel NMPRA
1 Ray Dolat 25	APRA	1:16.82	19	38
2 Dino Spaduccini 24	APRA	1:20.82 F4	18	161 12J
3 Michael Stewart (9) 23	APRA	1:15.51 F3	18	161
4 Miki Konno (9) 12	APRA	1:27.15	17	156
5 Elie Houayes (9) 15	APRA	1:18.19 F0	16	157
6 Irl Brown, Jr 18	APRA	1:20.75 F0	16	38 14J
7 Mike Maznicki (9) 10	APRA	1:23.72	15	38
8 Bob Triggs III (9) 8	APRA **	1:12.81	13	154
9 Bill Glode 19	APRA	1:22.17	13	52
10 Mike Luzzi 7	APRA	1:23.17	12	22
11 Peter Tani 2	APRA	1:27.85	11	38 23J
12 Peter Baltrush (9) 4	APRA	1:28.70	11	12
13 Roger Gilman (9) 21	APRA	1:34.84	11	160
14 Vinnie Langella (9) 9	APRA	1:35.79	11	22
15 Dennis Duplice (9) 1	APRA	1:29.16	10	150
16 Bill Jensen 3	APRA	1:29.65	10	12
17 Mike Derosa (9) 13	APRA	1:17.77	9	156
18 Eric Granger 20	APRA	1:22.55	9	159
19 Alan Willett (9) 14	APRA	1:18.23	8	59
20 Ralph Mietz (9) 22	APRA	1:35.20	7	55 12M
21 Lonnie Middlebrooks (9) 5	APRA	1:31.72	5	152
22 Cosmo Petrone ST (9) 6	APRA	2:21.66	4	153
23 Nick Roselli (9) 16	APRA	1:41.83	2	157
24 Roy Meyer (9) 11	APRA	0:00.00 0	1	55

## 2011\_Salem\_Spr\_426

Ordered By Points

After 5 Rounds

**424**

Name #	Class	Low Time	Points	Channel NMPRA
1 Ralph Rinaldi 8	424 **	1:02.96	20	104 27J
2 Craig Korsen 2	424	1:04.29	17	102
3 John Banks 5	424	1:06.05	12	105
4 Calvin Stewart 7	424	1:08.67	12	105
5 Mike Masi 6	424	1:08.28	11	101 37J
6 Joe Tropea 1	424	1:07.34	8	101 28J
7 Lloyd Burnham 4	424	0:00.00	0	104 22J

### 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

Phoenix Champ Race	11/6-11/7/2010
Old Julian Race	10/17/10
Whittier Race	10/2/10
Whittier Race	10/3/10
Tangerine Race	12/4/10
Phoenix Classic	3/5-3/6/2011
Basin	4/10/11
Old Julian Race	4/24/11
Whittier Race	5/14/2011



Hadley MA 2011 first race of the season





# District News



## QM Points Standings

NAME	NMPRA #	Races Flown	Total of Best 6 Races
Von Der Hey, Lee		6	480.71
VanBaren, Rusty		6	473.05
Jett, Dub		5	391.79
Killebrew, Doug		6	361.33
Allen, Jim		5	354.44
Flynn, Travis		4	297.07
Helsel, Mike		4	253.46
Holik, Robert		3	228.25
McDermott, John		3	227.22
Small, Jerry		3	221.57
Lloyd, David		4	198.83
Baker, Steve		3	189.61
Bridge, Randy		2	186.28
Langlois, Mike		3	182.04
Pacini, Tanner		2	154.02
McAfee, Scott		4	149.79
Coffey, Bruce		4	141.53
Salar, Matias		4	137.60
Russell, Matt		2	133.15
Batch, Bryan		2	128.50
Scott, Tom		3	124.95
Johanson, Bill		3	117.09
Freeman Jr., Gary		2	114.09
Jump, Eddie		2	106.34
Lime, Tim		2	96.96
Andrassy, Roy		1	94.53
Pacini, Anthony		2	93.32
Smith, Randy		1	92.67
Vogelsang, Rick		2	91.14
Ponek, Bobby		1	89.31
Sattler, Harold		1	88.93
Grunkemeyer, Craig		2	88.69
Redekop, Henry		1	87.07
O'Brien, Dennis		1	86.53
Cranfill, Dennis		1	85.20
Vasquez, Alejandro		1	83.33
Teague, Norm		1	81.97
Del Ponte, Gino		1	81.47
Yousey, Tim		1	80.12
Barrios, Salvador		1	75.87
Metkemeijer, Bert		1	74.00
Raquet, Jacob		1	72.60

Blanchard, Marcus	1	72.23
Calderon, Jose	1	72.13
Brown, Ray	2	71.65
Tallman, Mike	2	70.85
Pedro Marin, Jesus	1	70.27
Coronado, Oscar	1	68.40
Kane, Dan	2	67.73
Tahhan, Gabriel	1	64.67
Travesio, Mario	1	64.34
Hegland, Tom	4	64.08
Galerieault, Pat	2	61.23
Houston, Doug	1	60.93
Brogdon, Bob	2	60.21
Metkemeijer, Rob	1	57.20
Colletto, Ray	1	56.45
Beers, Richard	1	56.01
Amezcuca, Pedro	1	55.33
Lopez, Tony	2	54.09
Cady, Darrol	1	51.60
Coffey, Joanne	2	48.85
Hulen, Duane	1	47.87
Garcia, Angel	1	46.00
Gall, Duane	1	42.31
Vess, Robert	1	40.66
Uthoff, Dave	2	37.58
Russell, Alexandria	1	36.67
Frazier, Terry	2	33.97
Parker, Mark	1	32.93
Elert, Jerry	2	32.29
Lime, Jim	1	31.07
Peterson, Troy	1	30.57
Hill, Dave	1	29.07
Corum, Don	1	25.47
Freeman Sr., Gary	1	24.88
Baker, Lyle	1	21.73
Vaclav, Stephen	2	19.47
Hartman, Scott	1	18.33
Doyle, Dave	1	16.98
Hinkle Jr., Jack	1	16.13
Hebestreut, Chuck	1	14.27
Thordarson, Dan	1	12.51
Causey, Scott	1	11.48
Moreland, Rick	1	9.73
Chavarin, Ruben	1	8.67
Del Ponte, Mike	1	6.80
Rau, Robert	1	3.07
Busse, John	2	2.40
Blanchard, Bryan	1	1.20
Anderson, Chuck		



# District News



## Quickie 500 Points and 424

### Points, Dave Gavin

Remember to Join the Nmpira for the current year and be counted for national points!!

If I have missed any races to date, have your rep send them to me and I will include them in the next newsletter.

12	Whittier Spring	5/14/11
13	OldJulianSpring	5/1/11
14	Mulberry Spring	4/19/11
15	Mulberry Spring	4/20/11
16	KCRC	4/30/11
17	Hadley	4/30/11
18	Salem Spring	5/22/11

## 426 Quickie

426			NMPRA			Total of
		Points	NAME	NMPRA #	Races Flown	Best
		Standings				6 Races
Tangerine	12/3/10					
Winterfest	1/15/11					
KCRC 10-2-2010 426	10/2/10	1	Helsel, Mike	Y	3	254.84
KCRC 10-3-2010 426		2	Bridge, Randy	Y	3	248.63
Basin April	4/8/11	3	Jett, Dub	Y	3	215.16
Whittier Spring	5/14/11	4	Tallman, Mike	Y	4	212.18
OJA Spring	4/30/11	5	Finch, Lonnie	Y	3	195.69
Mulberry Spring	4/19/11	6	Brown, Ray	Y	3	192.38
Mulberry Spring	4/20/2011	7	Hegland, Tom	Y	3	183.15
KCRC Spring	4/30/11	8	Andraka, Chuck	Y	2	167.22
Salem Spring	5/22/11	9	Doyle, David	Y	4	160.61
		10	Obrien, Dennis	Y	2	158.45
		11	FreemanSR	Y	2	148.95
		12	Gavin, David	Y	2	126.01
1 Whittierfall	10/2/10	13	Jump, Eddie	Y	3	112.34
2 Whittierfall	10/3/10	14	Etkin, Randy	Y	2	99.01
3 Whittier Spring	5/14/11	15	Lime, Tim	Y	2	97.53
4 OldJulianFall428	10/9/10	16	Freeman, JR	Y	2	97.11
5 Winterfest428	1/15/11	17	Scott, Tom	Y	1	95.07
6 Basin April	4/9/11	18	Seaholm, A.J.	Y	1	91.69
7 Basin April	4/10/2011	19	Rinaldi, Ralph	Y	1	88.11
		20	Baker, Steve	Y	2	87.73
		21	Blanchard, Bryan	Y	1	86.53
		22	Grunkemeyer, Craig	Y	1	86.53
		23	Coffey, Joanne	Y	2	83.39
1 Whittierfall424	10/3/10	24	Handegard, Chris	Y	2	79.03
2 Whittierfall424	10/3/10	25	Grimm, Adam	Y	2	76.23
3 KCRC 10-2-2010 424 -	10/3/10	26	Mcafee, Scott	Y	1	76.02
4 KCRC 10-3-2010 424 -	10/3/10	27	Schelling, Don	Y	2	62.19
5 OldJulianFall424	10/9/10	28	Yousey, Tim	Y	1	56.95
6 Tangerine424	12/4/10	29	McDermott, John	Y	1	52.40
7 MacHodgesFall424	10/30/10	30	Travieso, Mario	Y	1	52.40
8 Salem_oct3_2010.txt	10/3/10	31	Hulen, Duane	Y	2	50.42
9 Winterfest424	1/15/11	32	West, Barry	Y	3	50.05
10 Basin April	4-911	33	Frazier,Terry	Y	1	43.87
11 Basin April	4/10/11	34	Cady, Darrol	Y	1	41.49
		35	Vogelsang, Rick	Y	1	35.33



# District News



## NMPRA Points Standings

424 Quickie			428 Quickie		
NAME	Races Flown	Total of Best 6 Races	NAME	Races Flown	Total of Best 6 Races
1 Doyle, David	4	336.91	Allen, Jim	4	327.82
2 Finch, Lonnie	3	290.44	McAfee, Scott	3	261.67
3 Tallman, Mike	3	283.13	San, Sam	4	131.28
4 Jump, Eddie	3	230.71	Helsel, Mike	2	124.27
5 Orr, Cal	3	228.24	Hegland, Tom	3	105.61
6 vanTuyl, Ken	3	225.89	Jett, Dub	2	98.64
7 Shelling, Don	3	211.17	Tallman, Mike	1	87.08
8 Hulen, Duane	3	202.40	Vogelsang, Rick	1	85.05
9 Helsel, Mike	2	196.70	Russell, Matt	1	79.27
10 Ulledahl, Dan	3	193.53	Frazier, Terry	1	72.15
11 Casteel, Jesse	3	181.87	Pacini, Tony	1	67.56
12 Salizar, Mario	4	179.23	Russell, Allie	1	63.66
13 Jett, Dub	2	175.07	Gavin, Dave	2	60.49
14 Masi, Mike	2	166.87	Baker, Steve	1	59.25
15 Hodges, Mac	2	165.42	Lyon, Dennis	2	53.20
16 McDermott	2	164.65	Batch, Bryan	1	48.04
17 Burnham, Lloyd	2	164.41	Langois, Mike	1	46.35
18 Vess, robert	2	162.57	Salizar, Mario	3	44.21
19 Obrien, Dennis	2	161.97	Nikodem, Jim	1	40.24
20 Lewis, Larry	2	147.38	Moreland, Rick	1	39.90
21 Torres, Dave	2	144.82	O'Brien, Dennis	1	33.45
22 Spadaccini, Dino	3	142.01	Pacini, Tanner	1	28.53
23 Gavin, David	4	140.13	Brogdon, Bob	1	27.00
24 Baker, Steve	2	139.05	Bridge, Randy	1	12.91
25 Zisa, Richard	2	138.53			
26 Hobbs, Rick	3	137.84			
27 Tani, Peter	3	137.71			
28 West, Barry	3	137.16			
29 Creech, James	3	136.96			
30 Vereecke, Maurice	2	135.56			
31 Nagy, Seth	2	130.52			
32 Shimizu, Sam	2	124.23			
33 Ulledahl, darwin	2	120.00			
34 Fawcett, Paul	2	120.00			
35 Hartman, Scott	2	115.80	Blanchard, Bryan		
36 Tropea, Joe	2	115.05	Blanchard, Marcus		
37 Brown, Kelly	3	114.89			
38 Brogdon, Bob	2	114.57	Brown, Ray		
39 Etkin, Randy	2	107.38			
40 Clayton, Brad	2	103.64	Burnham, Lloyd		
41 Brown, Irl	3	99.70			
42 Vogelsang, Rick	2	97.67	Cady, Darrol		
43 Johnansson, Bill	1	97.27			
44 Handegard, Chris	2	90.51			
45 Cianciolo, Jimmy	1	89.40			
46 Nikodem, Jim	1	89.40			
47 Sanderson, Marshall	2	82.68			
48 McWilliams, Gordon	2	81.42			
49 Weiland, Vic	2	80.40			
50 Yousey, Tim	1	80.38			
51 Miller, Austin	2	78.00			
52 Busse, Ken	1	77.40	Doyle, Dave		
53 Russel, Ron	2	70.48			
54 Homenda, Steve	1	69.47			







## 428 Quickie

121 Parents		122 Quilts	
NAME	Races Flown	NAME	Races Flown
113 Gray, Charles			
114 Grubb, David			
115 Hollinger, Duane			
116 Johnson, Pete			
117 Keen, Chris			
118 Kirkpatrick, Victor			
119 Klise, TJ			
120 Kreitz, David			
121 Larson, Darwin		Scott, Tom	
122 Luce, Don		Seaholm, AJ	
123 Martinez, Miguel		Shelling, Don	
124 Matney, Kevin			
125 McAfee, Scott			
126 Mortenson, Steve			
127 Myer, Kevyn			
128 Nikodem, Ernie			
129 Nikodem, Steven			
130			
131 Rau, Robert			
132 Reynolds, George			
133 Ruede, Rick			
134 Russell, Alexandria			
135 Ryan, Todd			
136 Sale Jr. Allen		Tropea, Joe	
137 Schedlatz, Bill			
138 Scott, Tom			
139 Seaholm, A.J.			
140			
141 Vanderleest, Bernie			
142 Warming, Mick			
143 Warning, Mark		Vanderleest, Bernie	
144 White, Regis			
145			
146			
147			
148		Yousey, Tim	
149			
150			

### Contest Calendar, Mike Helsel

– no input submitted



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

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I currently wear \_\_\_\_\_ size shirt

### Mail To: NMPRA Secretary/Treasurer

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

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