



NATIONAL MINIATURE PYLON
RACING ASSOCIATION

The Pylon Racer's Official Voice

**NMPRA
HIGH PERFORMANCE**

NATIONAL MINIATURE PYLON RACING ASSOCIATION • SINCE 1965 • AMA AFFILIATED • October 2015

President's Corner

by Dan Kane

AMA 424 Motor Concerns

For the past 18 months the NMPRA and the AMA contest board have been working on solving the problem relating to the TT .40 Pro motor not being available going forward. We were tasked with finding a solution that ultimately did not instantly make the current TT .40 obsolete causing all contestants to purchase new motors. On top of this, the new solution would need to be available well into the future and must meet the price point for the target audience. In finding this solution, it was becoming increasingly apparent that we needed to look at the current batch of .46 motors, and of the available motors we were able to find a solution that met all of the criteria. The motor that has been tested and is currently slated to be under final review by the Contest Board is the Evolution .46NX motor (Part number EVOE0461). This motor has a street price of \$94.99. Throughout this process we identified that one of the problems with the TT .40 was the two pc muffler. Horizon Hobby stepped up to the plate and came up with a one pc muffler solution. The one pc muffler is also being sold with the motor on a go forward basis. The new muffler will be available from Horizon and can be found under Part number EVOG08601. Old stock of the 46 motor may contain the two pc muffler, but be advised as this muffler will not be allowed in competition. We will only be allowing the new 1 pc muffler in competition (Part number EVOG08601).

Towards the end of this year Jim Allen and the Contest Board will have a final decision, and our hope is that starting in 2016 the Evolution motor will be approved for competition. I have talked to both Dub Jett and Don Stegall, and both will have Square backplate mounts available for this motor. All of your existing backplate mounts will fit. One modification may be required. You may need to remove material from the mount to clear the cooling fins on the rear of the case near the back plate. This is not required 100% of the time, but depending on your mount you may need to do this. Due to the rules regarding removing material, you will not be allowed to grind on the cooling fins. Therefore to solve this, you must purchase a new mount or modify your existing mounts.

This picture shows the 2 piece muffler which is not allowed in competitions.



Motor Part No.
EVOE0461



Muffler Part No.
EVOG08601

2016 NMPRA Champ Race

The NMPRA board has voted to approve the Valley Flyers to host the 2016 Champ Race. Therefore, the Champ Race will be in southern California next year. Start planning now; the time frame is early October. See you there.





NMPRA HIGH PERFORMANCE

President's Corner Continued

2016 NMPRA Hall of Fame Inductees

Congrats to Lyle Larson, Dennis O'Brien, and Bob Smith for being inducted into the NMPRA Hall of Fame.

Lyle Larson:

(Submitted by AJ Seaholm and Marilyn Larson)
If you have been involved in RC Pylon racing long, chances are you have a Lyle Larson story. Here is mine:
In the summer of 1989, I was a 12 year old boy racing Q-500 under my father's tutelage in Billings, MT. My first memory of Lyle was on the trailer headed to the flight line. I was flying a Rossi powered Larson T-Tail Q-500, as most were in Montana at the time, that was monokoted black. He said, "Nice plane; you know black is hard on radio gear." That is Lyle in our first brief exchange, always offering helpful advice and support. Even if you didn't ask for it. The next day he asked me to call for him in Formula 1, and after the race he made my father and me a deal. Get a F1 and race it for a full season. If you do, the following year there will be a fully equipped F1 waiting for you at the NATS. Needless to say this left quite an impression on a 12-year-old Montana boy. True to his word, a Larson Midget Mustang was fully equipped and ready to race the summer of 1991. Getting to race at the NATS was an amazing experience and a memory I cherish to this day, all thanks to Lyle.

Fast forward 23 years to 2004 and my wedding in Kestone, SD. At the reception my brother leans over to me and says, "You'll never guess what is on the gift table." After several anxious moments, I finally caught a glimpse of a Larson Vendetta sitting amongst the other wrapped gifts. Thanks, Lyle, my re-entry into Pylon racing was complete.

The following February, with Lyle calling, I flew my Larson Proud Bird for my first Q-40 race in Phoenix, Arizona. I turned a 1:05 and could not believe the exhilaration and excitement of Q-40. Jumping ahead to 2009 and I was very fortunate to capture the first of 3

National Championships with a Larson Proud Bird II.

25+ years after that first encounter, I have countless great pylon friends and hundreds of memories, in large part due to Lyle's support, mentorship, and generosity over the years. What is your Lyle story?

Lyle has always been fascinated with airplanes. He started building airplanes out of peach crates when he was about 5 years old and started control line when he was about 12. In his early 20s he went to a local RC contest in the spring. He asked some of the locals, "How long before I could fly that good?" The participants told him 3-4 years. Lyle couldn't wait; he bought a Falcon 56 with a Hobby Lobby 3 Channel Radio and practiced, practiced, and practiced some more. He went through 30 gallons of fuel that summer. That fall he entered and won 4 out of 5 events. They asked him not to come back.

Lyle flew QM 15's in Sioux City and won the first contest he entered. He was hooked. However, he got a reality check when he flew against the NCPL and got his ass kicked! So, he flew with those guys for a couple of years honing his skills. Lyle entered his first NATS in Lincoln, NE and took 2nd.

From there he moved to California where he met Henry Bartle. Together, they started racing Formula One. That was the start of his building career. In the 80s they made their own kits to fly. Over the years, the wings have gone from Styrofoam to composite, and he is still building airplanes today. Lyle was a man of his word; if he told you your airplane would be ready in a week, it was and it was beautiful. Lyle produced the "NO SECRETS" videos that many used to hone their building skills.

Lyle tried out for the FAI team and went to Australia with the team in 1990. The USA team won. Dub Jett, Henry Bartle, Dave Shadel (returning

champion), and Lyle won 1st, 2nd, 3rd, and 4th (in that order). He went on to compete in Austria, Australia (again), and the Czech Republic (as manager). The teams did very well, but nothing could stand up to that first World Championship!

For several years he raced around Europe with Fred Burgdorf. We all miss Fred very much. Also, he has made very good friends with many of the European flyers and continues to visit Europe occasionally for racing and fun. He loves motorcycles as well.

Lyle has always believed in teaching and sharing his knowledge. He has taught flying classes in Puerto Rico and Mexico. In addition, he has taken various young flyers under his wings.

Dennis O'Brien:

(Submitted by Jack & Mathew Fehling, Tom Scott, Ray Brown, and Dub Jett)

Dennis began flying model airplanes around 1952 and gas powered models around 1953, which included C/L and R/C.

He began Pylon racing in 1973, with "Ugly Sticks" and quickly delved into Formula-1, racing the same year. He raced Q-500 from its inception and was in and out of FAI throughout the 70s and again briefly in the early 2000s. He flew Q/M-.15 from its inception and continued with Formula-1 until it faded and then began Q/M .40. He has flown EF-1 since its NATS introduction and still participates today.

Dennis has won or finished in the top five in such contests as the Tangerine International, the Silver Cup Series, the NMPRA Championship Races, and the Nationals numerous times, as well as setting fast time. He has won and set fast time at more district races than I can remember.

During the "beauty contests" of the Formula-1 days, he consistently won "Most outstanding aircraft" awards and upped the bar for best finish awards with multiple color paint schemes, including murals and real gold leaf lettering.





NMPRA HIGH PERFORMANCE

President's Corner Continued

When "FMPPRA" (Florida Miniature Pylon Racing Association) became current SEMPPRA, which now encompassed all territory contained in District 7, (1975 as I recall), Dennis served as SEC./TREAS. for the first two presidents.

Dennis created the name and began overseeing "The ELEVENTH LAP," the SEMPPRA newsletter, as it still is today. He served as SEMPPRA president, and therefore District 7 VP for NMPRA in 1980. He was the CD for Tangerine International for over 10 years. And was the host for the TANGERINE PARTY for longer than that! He wrote articles covering championship contests from the 70s and 80s which appeared in such magazines as "Model Builder" and "American Aircraft modeler." He has written numerous newsletter articles addressing engine builds, engine care, fuel system preparation, Monokote covering, gearing up racers, engine break-in, engine needling for racing, and "how to avoid no-starts." Dennis always brings racing supplies to all district races to supply the racers and to the NATIONALS to supply all contestants. He always helps with installation or suggestions as needed. His biggest contribution to Pylon is taking the time to help those that ask for it, particularly the "new guy." I know that it could have been the difference between someone getting frustrated and quitting Pylon racing OR continuing on and learning to enjoy the sport. If Dennis does find something that helps enhance performance (and it's legal!) or makes building or flying a racer easier or more consistent, he will be the first to share that info.

He has donated engines for the "Cliff Telford Memorial Scholarship Fund Raffle" every year and donated engines for the F3D raffles.

Dennis once said: "What means more to me than anything else is to watch the number of people that I have helped in racing excel in the sport, and remain in the sport simply because a little help from me at their beginning (or whenever they have asked for assistance), may have been the difference between quitting, or continuing to race. I don't like to get beat racing, and no real racer does, but to watch one that I helped along suddenly wax my behind gives me a good feeling. The thanks that I have gotten, and friendships that I have developed from 42 years of pylon racing, (my God, I wonder how many laps that adds up to!!) is good enough for me.

Dennis's single biggest contribution to the sport of Pylon racing is his ability to help and foster others. Dennis not only donates his time and money to our cause, but he also donates his talents. His ability to skillfully and beautifully finish and prepare models has set the standard for all of us to strive for. Dennis is an elite competitor and an outstanding human being who has a huge heart and truly cares about our sport and our competitors.

Bob Smith:

(Submitted by Charlee Smith)

Bob was taught to fly R/C by the owner of his local hobby shop, Larry Leonard. He won his first trophy with a 3rd place finish in B Pattern with a Kwik-Fly at age 15. His first pylon racer was a Bob Francis Ballerina with which he had a 3rd place finish in the 1969 Las Vegas Formula 1 meet, the same year he won Senior Pattern at the AMA Nats. There were tales of complaints around this time about the young whippersnappers entering the sport.

Bob's skill as a pilot caught the attention of Phil Kraft and John Brodbeck, who took him under their wings.

Brian Richmond said this about Bob's flying, "Bob Smith taught us all what flying a race course should look like. The terms "on a rail" and "Flying on a wire" were invented to describe his flying skills."

In 1970, Bob teamed up with his best friend and caller Jeff Bertken to form BS Associates. With his Clarence Lee Custom K&B-40 powered laminar winged Minnow, he won the '70 AMA Formula 1 Nats at the age of 17. Bob was the youngest competitor to win the NATS. At the same meet, Bob's Formula II Miss B.S., built by his brother Chuck, had a qualification time that was beaten by only one other racer, a Formula 1 flown by his mentor Larry Leonard. The Miss B.S. went on to dominate the FAI class. The story is still told about how Bob won his heat at a FAI meet in Sunnyvale, CA, walked back to the pits and watched other pilots finish the race. Bob won a total of three national Formula 1 championships. Along with Chuck, he developed and produced the Miss DARA Formula 1 racer and was very active in helping develop with the California NMPRA the culture of safety that is so important to the sport today. Bob served as President for the NMPRA and helped develop the national scoring system still used today.

In 1971, P.B. Products (later named Bob Smith R/C Aircraft) was started to produce radio control airplane kits. With a U.S. Patent for a wing molding process mixed with Bob's skills in fiberglass craftsmanship, he produced the first ever all fiberglass airplane, the T2-A. He was ahead of his time designing the "almost ready to fly" Seabreeze. After 12 years of manufacturing fiberglass kits, Bob came up with the idea of marketing custom labeled adhesives in the Hobby Industry.

Starting with just 20 dealers and 3 types of epoxies, Bob Smith Industries (BSI), now manufactures a full line of epoxy and cyanoacrylate (CA) adhesives for hobby and industrial use, with over 1800 dealers worldwide. His company is now a leader in producing the adhesives used by many industries and hobbyists.



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President's Corner Continued

Bob earned a trophy at the 2003 F3D Championships in the Czech Republic, where he set a new European record of 59.9 seconds. Taking his experience in producing and flying R/C aircraft, Bob worked with several aerospace companies developing the early versions of the UAVs that dominate today's world.

Final Thoughts:

We need to honor those that have come before us. If you want to nominate someone for either the NMPRA or AMA Hall of Fame, please contact me. I will do my best to help you.

People are accepted into the Hall of Fame not only for how well they did at the contests, they are accepted because of who they are during the contest and who they are after the contest. The three individuals inducted this year are all significant in their own way. Bob Smith for his ability; as a kid, I can remember all the stories about Bob Smith and how good he was, and then I would read about this California guy in the magazines. I hoped that one day I could be talked about in the same way. Dennis for his willingness to give unselfishly and support our cause. Dennis is the friend you always wished you had, and he is the one that would be standing right behind you when you needed anything! Lyle crosses over to both categories. He is an accomplished racer and builder, but he is also concerned about keeping people involved in pylon.

Congrats to three great competitors and friends.

Until we meet again, may your turns be tight and fast,

Dan Kane

New Members

Below is the list of new members for 2015.

February 2015

Randy Hale
Scott Farnsworth
Erick Haffman
Vryan Diffendaffer
Oscar Coronado
Dale Olstinske
Wylie Walters
Kandace Rawling

April 2015

Binyamin Elkouby
Boyd Hunt
Emil Ghapgharan
Jonathan Garber
Marcelo Carvallio
Drew Jerina

June 2015

Mathew Farnsworth
Charles Gray
Cristian Manning

August 2015

Jason Vernon
Anthony McDonald
Kurt Borarth

October 2015

Bob Harris
Craig McEwan



NMPRA SPORT PYLON

Sport Pylon Racing – Electric Style

by Don Stegall

Almost since Bind and Fly and Plug and Play planes have become available in the R/C market, people have been racing them. Now we even see FPV (First Person View) Quadcopter racing starting up. When things can move and people have the competitive spirit, racing breaks out. Back when these planes started to become available, I posted a “Create your own Electric Pylon Racing” thread. I didn’t really follow up on it other than to try to get some ParkZone UMX Ultra Micro Racing going. See <http://www.parkzone.com/UltraMicro/> for the planes available now. There used to be a full line of the UMX planes but most have been discontinued.

One of the more successful forms of electric stock racing is based on the ParkZone T-28 Trojan park flyer sized plane in BNF and PNP forms. <http://www.parkzone.com/Products/Default.aspx?ProdID=PKZ4480> and <http://www.parkzone.com/Products/Default.aspx?ProdID=PKZ4475>. Horizon Hobby / ParkZone had a full range of Warbirds, and stock ParkZone racing was happening a lot. Unfortunately many of the planes have been discontinued. But the upside is that similar planes are available from a lot of other vendors mostly selling clones of the former ParkZone line and other similar sized planes.

RCPRO at <http://www.RCPRO.org> is working on some electric racing classes that can be run on any field that can host the AMA 540-B Club 40 / Quickie 25 400 foot 2-pole course or smaller. We hope to bring some classes together that will unify the electric sport racing community. The primary considerations are supply of planes and parts as well as longevity. RCPRO Club 40 was started in 2005, and it is still going well. Personally I’m working on Club 40 Electric, but that will be a bigger and more expensive racing class.

One class we are working on uses the “FunFighters” sold by <http://Hobbyking.com>. Just do a search for “FunFighter.” You can also <http://funfighterracing.com/> for the rules and more information. The Funfighters do not have rudder control. They only have elevator and aileron control. They use two aileron servos. These planes are essentially ready to fly except for putting in the receiver and in some cases, gluing on the horizontal stabilizer, vertical stabilizer, and the wing. The Rare Bear is available in kit form. These planes can be flown with 3-cell or 4-cell batteries. The supplied ESC has an XT60 male plug. The batteries that are a match for the plane come with an XT60 female. You may need to get an XT60 charging lead. HobbyKing typically sells these planes for \$100 or less in the receiver-ready configuration. They are easily hand launched, and landing is best on a grass strip. So this suits a lot of fields. With a 3-cell battery, they can be flown on a 264’ to 400’ 2-pole course. With a 4-cell battery they get nearly 90 mph, and due to the small size they can get away from you in a hurry if you don’t keep it reasonably close. I have not tried it yet, but I think 4-cell powered planes can be flown on the NMPRA EF1 course. They might be too fast for a 400’ 2-pole course. Stretching the course to 425’ to 525’ would be better.

This is my AT-6 Texan. On my initial flight I had to add full down trim to be able to control it. The pushrod to the elevator is not easily adjusted, and I put a little V bend in it to get it shortened up enough. There were some issues with the ESC’s burning up when these planes first came out when using 4-cell batteries. They have replaced the ESC with a 30 amp version, and people are no longer having issues running 4-cell batteries. They are wicked fast on 4 cells and will jump right out of your hand on launch.



Another electric racing class we are working on is Mini Warbird Racing. You can find the rules and suggested planes and equipment at <http://MiniWarbirdRacing.com>. This class is more for people who want to do customizations and fly planes that are a little larger than the FunFighters and slightly smaller than EF1 planes. These planes have landing gear which can be retractable. They will not exceed 80 to 90 mph, but they are more demanding than Club 40 planes. I have been flying a P-51 Mustang EP for quite a while, since 2005 or 2006, and it is a fun plane to fly on a smaller 3-pole course. I have been using a shortened 1/2A course that is 234’ x 234’ x 60’, and these planes feel good on that size course. The World Models has a complete line of planes suitable for this class, and AirBorne Models keeps them in stock. They are revising the P-51 line to be based on the same revised airframe that their



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Voodoo Mustang EP uses. The biggest changes are the addition of a battery hatch, a D-tube wing, retractable landing gear, and an improved elevator joiner. They have a limited number of the old style planes at \$50 plus shipping. I cut an opening in the covering between the wing and the cowl, and I plug in the battery to the speed controller and tuck the wires back in. This is a good place to get more air in. I had cut a slot in the covering on the side of my plane for the battery balancing lead, but I have bought some 10 or 12 inch balancing leads and will change to it coming out of the vent hole. The Voodoo and most of the more recent EP Warbirds have a battery hatch, so this will not be necessary. I have the retract servo mounted in a Voodoo EP, and the retract gears work well on the bench. The servos I'm using in the Voodoo are the RC Gear Shop WinKing Micro Metal-Gear BB Servo that Tower Hobbies sells. See <http://www3.towerhobbies.com/cgi-bin/wti0001p?&I=LXENPY&P=ML> for more details. If possible, my recommendation is a metal gear servo for the retract gears.

My P-51 has undergone a number of changes since I first flew it. I added a Voodoo canopy painted yellow. Then I replaced the geared motor with a direct drive brushless outrunner motor. This year I went to the Turnigy SK3 2836 motor. I need to add some spacers to bring the spinner back to closer to the cowl. My mount is probably not the same distance as the newer models that come with a revised mount. The \$50 special planes do not come with a motor, but the HobbyKing Turnigy 28mm motors bolt right in, and you have a lot of choice in mixing motors and props. The Voodoo EP is also available at a reduced price without the motor. See http://abmshowcase.com/the_world_models/electric/p51_mustang_ep/default.aspx for more details and kit pictures of the P-51. The World Models has a great assortment of models that will work in this class.

Check out the page at <http://www.airborne-models.com/html/ZDisplayByCat2.asp?categoryID=5> for the P-47D, AT-6, Zero, F4U Corsair, Spitfire, etc. The class is not limited to the planes mentioned above. We may revise the rules to allow motors in some of the foamies in the same performance range. The batteries are limited to 3-cell LiPo batteries, weight 220 grams or less. These batteries are typically in the \$10 to \$20 range. So this class is a little less expensive than EF1, but it makes a good starting point for people interested in EF1.



My new favorite everyday outdoor aircraft is the Handyman Twins by The Wings Maker <http://www.thewingsmaker.com/>. The Wings Maker is a part of The World Models and is distributed in the U.S. by AirBorne Models <http://www.airborne-models.com>. The unique part of this plane is the counter rotating props in the wing. It comes with 8x4E props, but you can change them to APC 8x6E

Pusher and Puller props. The plane is made of EPO foam that regular CA can be used on for assembly or repairs. This is one tough plane though. It is designed for combat. Not cutting streamers combat, but take the other guy out of the sky combat. With the props back in the wing, you can hit other planes with the nose and not have your propulsion system taken out. And if you do lose a motor or prop, it can still fly on one motor with reduced maneuverability of course.



This plane does not use differential thrust; however, since it has two ESC's in it, you could put them on separate channels and do some wild mixing. I used the supplied Y cable for the ESC's and a Y cable to the battery for power. It has large ailerons and large tail surfaces. And if 10 foot loops aren't tight enough for you, then add some flaperon mixing as I did and get 6 foot or tighter loops. It almost will flip in place because the direct thrust over the ailerons is highly effective. The one change I did make was to change out the 1.5" wheels with the 50mm wheels that AirBorne sells. This was because I'm flying off grass on my field behind my house, and it isn't always short enough for the smaller wheels. This plane could easily be hand launched. I would recommend leaving the gear on to protect the props.

I did a complete introduction, assembly, and flight test series of videos, and you can find them at <https://www.youtube.com/playlist?list=PLEvt4B-KeME-9rjUjo6LQhnCvoWI-8INN> or you can search YouTube for "Don Stegall Handyman Twins."



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One comment about the first video was about the speed of the plane and racing them. I think this is a dandy idea and I'm working on the rules now. They will be posted at <http://www.HandymanRacing.com> soon. I'm going to specify a 264' course and heats of 20 laps. This will allow for some eventful racing, and bumping other planes will not only be allowed, it will be cheered. The first plane to complete the race or the last one in the air at maybe 10 laps will be the winner. The batteries will have the same 3-cell 220 gram LiPo limit as the Mini Warbird Racing class. 20 laps will be 2 miles, and the battery will easily have full power to the end without a boat load of combat.

The wing on the Handyman is not extra thick like some aerobatic planes. So it is relatively zippy. One unique

characteristic is that it lands best with the props spinning as the gaps in the wing reduce lift if the props are stopped. If you go to <http://www.HandymanTwins.com>, you can check out the kit photos and read the tips from Fai Chan of AirBorne Models.

I plan to have Handyman Racing on my field in 2016 as often as possible. It is a really fun plane. It comes in two versions, a Pre-Assembled version and a kit version. The Pre-Assembled version does require putting decals on if you wish, and you have to glue on the stabilizer and fin post/rudder. The servos are pre-mounted, as are the motors and props. The Pre-Assembled does not come with the ESC's needed or a Y power cord. You will have to buy those separately. Look on the Parts page for the 20 amp ESC listing. But

you can use any 20-30 amp ESC with BEC.

Fai Chan has put a FPV camera in a Handyman Twins. We may even try FPV racing with them. I got some of the kit versions and plan to try to paint them. When I find out what paints work best, I will post the results and info on the Tips page for the plane on the AirBorne Models Showcase. I plan to finish my electric powered LA Racer 40 soon. I have done a lot of motor, ESC, and battery testing. The plane should be flown soon, and the rules should be ready by the next article. So please stay tuned to the NMPRA Sport Pylon Racing section, and please subscribe to my video channel. I have a lot coming up about engine test stands, telemetry, and other fun topics.

High Performance Information

Information Submittal

High Performance is published 6 times per year. Information for publication can be forwarded to:	Newsletter Editor Linda Brogdon 5251 Hermitage Drive Powder Springs, GA 30127 770-421-8838 brogdonlh@comcast.net
If possible, please submit information in Microsoft Word format	

Race Announcement Policy

High Performance will publish announcements of upcoming races free of charge, on first come, and space available basis. Also, camera ready copy no larger than 7.5" wide by 2.5" high (border dimension). Copy must be received by the Editor no later than the 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.	Description	Size	Single	Annual
	Full Page	7.5" x 10"	\$50	\$275
	1/2 Page	7.5" x 5"	\$35	\$180
	1/4 Page	7.5" x 2.5"	\$20	\$95
	Business Card	3.625"x 2.375"	\$10	\$45

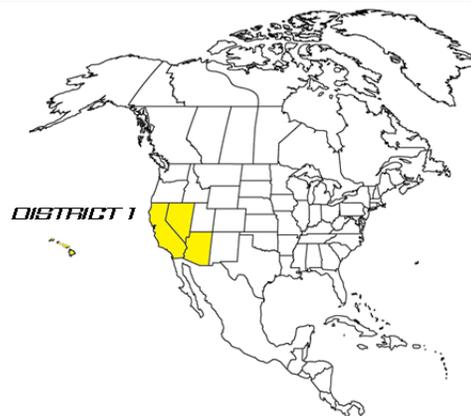




DISTRICT NEWS

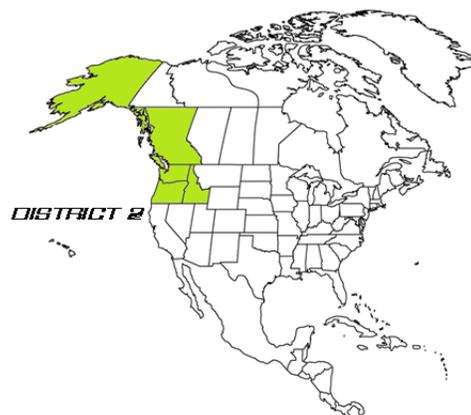
District 1: Tom Hegland

No article submitted for publication.



District 2: Allie Russell

No article submitted for publication.





DISTRICT NEWS

District 3: Randy Smith

Hello Race Fans,

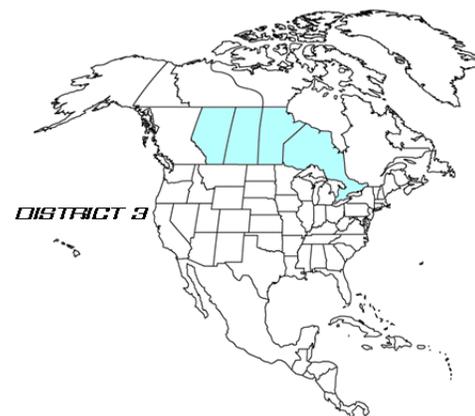
The racing schedule in District 3 is now complete. Frost is beginning to show on the runway in the morning now. We completed three good contests in late August and September. These were held in Saskatoon, Medicine Hat, and Edmonton (Morinville). I won't go into detailed race results but rather comment that everyone is fast these days. There are no easy races.

Notable pilots making life difficult are the Umbach brothers from St. Albert, Alberta. It's a good thing they don't have a home field to practice at; otherwise, we would really be in trouble. Kevin Umbach made some changes to the tank installation in his Sweet-V and now had it running much more consistently and fast. Brother Al Umbach continues to put miles on his old Polecat and that bird is fast. I had a number of good races against Kevin and Al this season, and they were exciting.

Jeff Martin, our District VP from Saskatoon, has been racing an old Vortex Quickie inherited from Murray Hamula. Jeff is getting better and better with a number of appearances on the winner's podium in Quickie. I think Jeff is struggling with more than his share of cuts on the course, but this just takes practice and discipline.

Even though we tried to split up team "Lyn' Cheatin' Bastards," Roy Andrassy and Doug Houston, these two guys continue to take home the hardware, and it is well deserved. Roy and Doug make a formidable team in both Quickie and Q40. Roy continues to set the bar for the district at a very high level. Roy consistently comes through with the fast time for nearly every contest and often is the #1 finisher. Roy beats up on all of us with a never-ending fleet of Too Sweets, Miss Daras, and Stregas before he heads to the big contests to do battle. Delbert Godon is a sleeper in the pits with his "Mean Greeny," another H&M Strega. Delbert does his fair share of practicing at our local field and is ready to race when the green flag drops. Delbert's Strega/Nelson combo is running fast. Delbert and I had a number of good heats together this season.

We wrapped up our district races with our annual meeting to re-elect Jeff Martin as District VP. Thanks, Jeff, for standing in this position for another year. Due to the small number of participants in our district (usually only 12 or 13 pilots in both events), we decided to eliminate pilot/caller teams in both events so that there is a better chance of mixing up the pilots in the matrix. With designated pilot/caller teams we ended up racing the same



guys at every contest, and the pilot and his caller never raced against each other. With the change to a random matrix draw, we saw Roy and Doug race each other and the Umbach boys would compete head to head. Everyone agreed that this made for more exciting and interesting racing. If you have a small district like ours, consider trying this format. Harold Sattler, Henry Redekop, and I are planning to see you all at the new Old Julian Airport for the NMPRA Championship race in early October. I'm really looking forward to taking part in some of the fastest racing in the land and having a good time at the champ race hosted by Mike, Jim, and the OJ group.

Randy



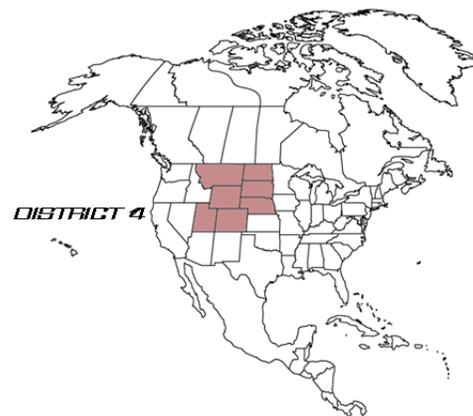
Members of District 3 in Canada wrap up their racing season at the Q40 race near Edmonton, Alberta.



DISTRICT NEWS

District 4: Travis Elbert

No article submitted for publication.



District 5: Jim Nikodem

The first Ben Martin CAPS Classic race is in the record books. It was run by Carolyn Martin, CAPS president, and included a donated Ninja Q500 raffled off to a CAPS member who participated in the race. Thank you, Carolyn. This is the fall race held at the Muncie AMA field in the second half of August. The weather was ideal for some really enjoyable racing, and there was a lot of it. Five rounds of EF1, 424, and 426 were flown Saturday, and six rounds of 424 and Q40 on Sunday. The biggest event was 426 with 18 entries including Dub! The whole weekend worked as it should with no reflays and no course equipment problems. Thank you, Tom Scott, for doing such a great job with the Judgeman system! Also many thanks for the separate NMPRA system used at the NATS which also worked flawlessly! Since Tom Scott was at the F3D world championships, Tom Melsheimer stepped up to be in charge of the system for most of the NATS, and it worked without a problem!

EF1 had only one flier with all firsts for the day and fast time. That time was very close to the 424 fast time. It was set with the cheapest EF1 ARF available, the Miss Dara by Nitroplanes. A bit heavy, but simple to solve with much lighter hardware store wing bolts and lighter aluminum gear. Flies great as does every EF1 I have flown. Got to get good with the rudder, especially on a go around (these airplanes do not want to slow down). Go around only requires half throttle

and some right rudder. Full throttle and no rudder = a snap roll in most EF1's. We have some up-and-comers in 424, with Doug Scherrer coming in third and Matt and Scott Farnsworth coming in fourth and fifth. These guys are coming up fast against some of the best 424 pilots in the country (proven by the NATS results the last two years). Scott Farnsworth came in third on Sunday, but fast time was taken by Joe Ruh who was down in points, but flying 10 perfect laps according to caller Rick Vogelsang.

In 426, Lonnie Finch came in first, down one point for the day and the fast time of 1:05.3. In a three-way tie for second, down three points, were Dub Jett, Darwin Larson, and Jim Nikodem. Dub would have won that by time, only .37 seconds slower than Lonnie, but we had time to fly it off, so off to the line they went. Darwin double cut, and Dub cut, leaving Jim to cruise the last few laps for second for the day.

1/4 40 had 13 entries. Dub Jett set the fast time with a 1:04.58, but lost the airplane later in a midair. Santiago Panzardi came out on top with a perfect day with Tom Scott in second and Richard Oliver in third. Overall an outstanding weekend.

Left on the schedule for the year is the big 424 and EF1 finale in Bloomington IL in September. Jay Cappis puts on an outstanding race with two separate races Saturday and Sunday including three events both days, the other event being 426. Also, the Minnesota crowd has three more one-day races to finish up the season. Up for grabs are the District 5 Lead Goose 424 season trophy and the Caudron 426 season



trophy. Both of these are quite an accomplishment given the high level of skill in both of these events in the district. Just like NMPRA points, best 6 finishes count. I will get to all that next time.

Jim Nikodem
22v



Pete Waters and his grandson Jack Kane



DISTRICT NEWS



Up-and-comers, Matt and Scott Farnsworth



Duane Hulen and Lonnie Finch ready for another 1/4 40 heat



426 winners: Jim Nikodem second, Lonnie Finch first, and Dub Jett third



More up-and-comers, Angie Haupt and Mark Zeal



Dub Jett and caller Richard Oliver, who came in third for the day in 1/4 40



424 winners Jim Nikodem second, Darwin Larson first, and up-and-comer Doug Scherrer third



DISTRICT NEWS

District 6: Peter Tani

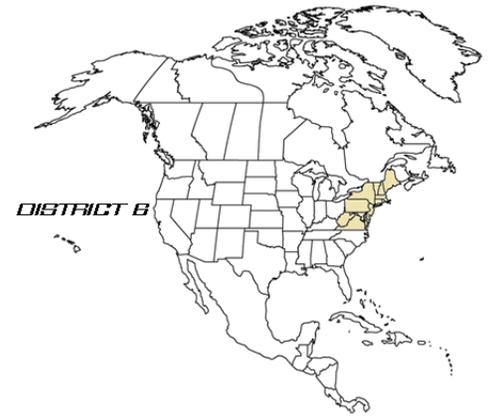
Hello all,
The 2015 AMA 426 races are in the books for 2015. We will fly one more AMA 424 combined matrix in the rescheduled "Wintonbury" race on October 18, the third Sunday of the month. We will also fly EF-1 to the exclusion of AMA 426 at this one venue. We often save some surprise for the annual awards banquet as we count two fewer than the total number of AMA 424 races and one fewer than the total AMA 426 races.

As I write, to my knowledge district 6 will be represented at the Champ Race by Lloyd Burnham, Craig Korsen, Mike Masi, and Dino Spaduccini - thinking we may also have a few from the Baltimore, MD area. Go District 6! While not yet a high speed racer, I have had the opportunity to provide some help to those preparing. It is a lot of work, and I have witnessed some individuals chasing a scarce few miles an hour swapping motors and props for the best possible combination and fastest primary racer.

At our signature mid-summer event, the 2-Day Ellington race, we had two E-500 electric powered crafts the details of which appear in earlier contributions. These were flown by standard pilots with some success. Senior statesman Richard Berner joined us in AMA 426 on Sunday, and I had the opportunity to witness some of his work and ideas that he started in 2010.

Now five years hence the lunch-time demonstration flight and match race between Richard's electric powered quickie airframe and Joe Tropea's conventionally powered TT Pro40 racer has worked its way into the general population. I think Richard was pleasantly surprised to see that his work in combination with Lewis Schwab and Tom Hunt was built upon taking advantage of some of advancements and greater availability. The basics remained largely unchanged and were a tribute to his original work.

Unfortunately our website was vandalized and resulted in arbitrary uploading and manipulation of server files and attributes. Most of the damage was limited to the website itself, and I am working with the webmaster's webmaster and incremental backups to filter out and over-write the damage. I thought it was a lot of work maintaining an up to date website. I think again, it is even more work not having one. The Forum is unharmed and is being used as an interim website while repairs are affected. Thinking how the lunar model "Aquarius" was used as a life boat until things got better during the ill-fated Apollo 13 mission. Thank you all for your patience. Hope to have something even better when we are back on line.



Lastly, NEPRO has been working on evaluating a replacement for the no longer available Thunder Tiger Pro40BB. It is early on, but the wisdom of the many NMPRA folks that have been working on achieving this goal is shining through and the results are generally promising to date. It is the intention of several in our group to fly a proposed replacement power plant as demonstration pilots during our next AMA 424 race come October. I look forward to seeing the results. Congratulations Joel Lang, Bill Malmquist and Kyle Gourley for graduating to our standard ranks in 2015.

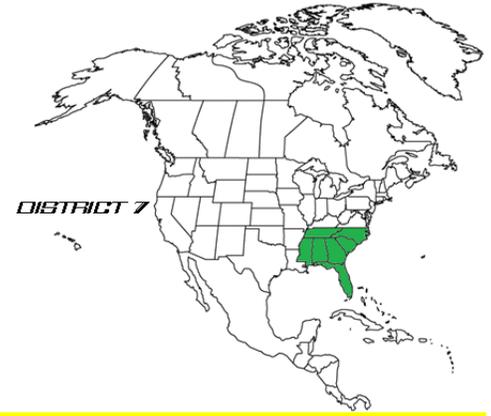
Peter Tani
NMPRA 23J



DISTRICT NEWS

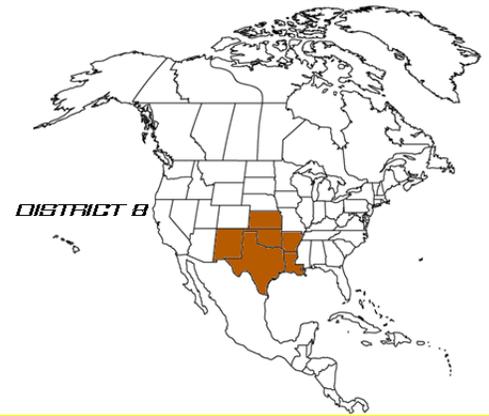
District 7: Scott Smith

No article submitted for publication.



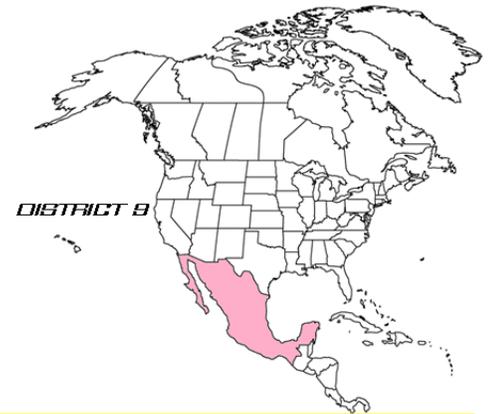
District 8: Ben Hobbs

No article submitted for publication.



District 9: Alejandro Vazquez

No article submitted for publication.



District 10: Joe Luxford

No article submitted for publication.

**DISTRICT 10
INTERNATIONAL**





AMA-422: Q40 POINTS & STANDINGS

422 Points: Gary James

AMA 422 - Q40		
	Location	Date
1	Wichita Fall	10/05/14
2	Mulberry 500	10/18/14
3	Whittier Fall	10/25/14
4	Whittier Fall	10/26/14
5	Cliff Telford Memorial	12/07/14
6	Q-40 Classic	2/21/15 2/22/15
7	Southern 500	3/21/15 3/22/15
8	Whittier Spring	3/21/15
9	Whittier Spring	3/22/15
10	Basin Spring	4/11/15
11	Basin Spring	4/12/15
12	Woodland	4/25/15
13	Woodland	4/26/15
14	Markham	4/26/15
15	HSF Wichita	5/03/15
16	Indy CAPS	5/17/15
17	GCRC Cincinnati MoonShot	6/6/15
18	GCRC Cincinnati MoonShot	6/7/15
19	Regina	6/21/15
20	NATS A	7/16/15
21	NATS B	7/16/15
22	NATS Final	7/16/15
23	Calgary	7/26/15
24	CAPS Classic	8/23/15
25	Saskatoon	9/23/15
26	HSF Fall	9/19/15 9/20/15

	NAME	NMPRA#	Races Flown	Total Points Best 6 Races
1	Allen, Jim	17D	8	584.44
2	Helsel, Mike	5A	9	548.27
3	Andraka, Chuck	11H	10	531.15
4	Verano, Richard	22B	8	519.35
5	Jett, Dub	1I	11	518.01
6	Kane, Dan	1V	7	485.40
7	Holik, Robert	23A	6	470.44
8	Beers, Richard	22I	6	466.68
9	Van Baren, Rusty	7D	9	461.46
10	Coe, Dan	42C	10	438.39
11	Andrassy, Roy	31X	10	430.92
12	McDermott, John	2R	5	427.92
13	Frazier, Terry	37P	8	427.50
14	Flynn, Travis	55A	6	415.23
15	Finch, Lonnie	21V	7	412.78
16	Scott, Tom	26P	9	397.36
17	Hulen, Duane	12V	8	361.29
18	Lloyd, David	15C	5	357.80
19	Grim, Adam	20S	4	346.20
20	Bridge, Randy	58B	4	340.72
21	Kaufmann, Hank	12X	6	326.58
22	Smith, Randy	22X	5	314.23
23	Brown, Ray	15T	4	310.90
24	Thordarson, Dan	53C	5	305.64
25	Stone, Dean	19R	6	303.02
26	Fehling, Matthew	59S	6	301.85
27	Richmond, Brian	85S	3	285.97
28	Oliver, Richard	26H	4	284.51
29	Diepenbroek, Hank	24F	7	284.11
30	Witte, Trey	23R	4	282.14
31	Langlois, Mike	12R	4	276.40
32	Hartman, Scott	30H	4	270.21
33	Johanson, Bill	52P	3	255.36
34	Coffey, Bruce	81B	6	252.06
35	Von Der Hey, Lee	7C	5	249.41
36	Yousey, Tim	58S	4	240.63
37	Hegland, Tom	37C	5	233.81
38	Korsen, Craig	16J	3	216.63
39	Killebrew, Doug	10C	8	210.29
40	Umbach, Al	32X	3	203.83
41	Vereecke, Maurice		2	187.71
42	Gavin, Dave	27C	6	181.47
43	Eden, Mike	61P	4	175.39
44	Small, Jerry	5H	3	174.53
45	Brogdon, Bob	1S	5	172.38
46	Hodgin, Joe	14Q	3	158.75
47	DelPonte, Gino	42D	2	152.06
48	Moorehouse, Kevin	36X	3	144.07
49	Hobbs, Ben	21G	4	143.70
50	Baker, Steve	15R	3	141.97
51	McWilliams, Gordon	4G	4	137.50

	NAME	NMPRA#	Races Flown	Total Points Best 6 Races
52	Tucker, Richard	14S	4	136.55
53	Tahhan, Gabriel	22Z	2	135.98
54	Rafalowski, Joe	21S	2	135.09
55	Blanchard, Marcus	15P	4	135.04
56	Salazar, Mario	18C	7	134.15
57	Masi, Mike	37J	3	122.77
58	Martin, Jeff	26X	3	114.45
59	Umbach, Kevin	34X	2	112.89
60	Salar, Matias	88C	3	110.08
61	Robinson, Jeff	27B	3	107.70
62	Burnham, Lloyd	22J	2	104.46
63	Gall, Duane	23F	3	103.55
64	Houston, Doug	14X	3	100.39
65	Larson, Lyle	16B	1	99.80
66	Seaholm, AJ	16V	1	95.45
67	Batch, Bryan	79E	2	94.47
68	Barrios, Salvador	26Y	1	92.55
69	Sattler, Harold	59X	1	91.10
70	Vess, Robert	14R	2	89.90
71	Castellanos, Javier	12Y	1	89.65
72	Katz, Jim	4Q	2	86.80
73	Redekop, Henry	30X	1	80.95
74	Calderon, Jose	25Y	1	78.05
75	Jump, Eddie	20G	4	76.78
76	Strom Jr., Tom	23E	1	76.60
77	O'Brien, Dennis	2S	4	75.23
78	Galerieault, Pat	95W	2	72.25
79	Carvalho, Marcello	27Z	1	72.25
80	Nikodem, Nick	22V	1	72.15
81	Baker, Lyle	19X	3	69.64
82	Melsheimer, Tom	99P	1	65.70
83	Nalley, Dan	2E	2	60.07
84	Lampe, Tim	16U	1	59.25
85	Lopez, Anthony	23B	1	56.30
86	Vasquez, Alejandro	41C	1	49.05
87	James, Gary	15I	1	47.40
88	Vogelsang, Rick	29P	1	46.44
89	Cranfill, Dennis	29I	2	36.89
90	Lime, Jim	41D	3	35.69
91	Blanchard, Bryan	16P	2	26.73
92	Coffey, Joanne	83B	2	26.39
93	Coronado, Oscar	22Y	1	25.85
94	Freeman Sr., Gary	20T	2	25.60
95	Freeman Jr., Gary	16S	3	22.15
96	Tallman, Mike	15G	1	21.80
97	Gage, Ronald	12W	1	19.44
98	Bozarth, Kurt	44F	1	15.79
99	Matney, Kevin	44W	1	7.65
100	Diffendaffer, Bryan	24E	1	7.00
101	Oliver, Jason	27H	1	1.20



AMA-426: SS QUICKIE POINTS & STANDINGS

426 Points: Lonnie Finch

AMA 426 – SS Quickie		
	Location	Date
1	Wichita, KS	10/4/14
2	Brooklyn Park, MN	10/11/14
3	Bowie, MD	10/11/14
4	Mulberry, FL	10/18/14
5	Whittier, CA	10/25/14
6	Whittier, CA	10/26/14
7	Apopka, FL	12/6/14
8	Mullberry, FL	3/21/15
9	Whittier, CA	3/20/15
10	Whittier, CA	3/21/15
11	Winterfest-Phoenix, AZ	1/17/15
12	Basin, CA	4/11/15
13	Basin, CA	4/12/15
14	Markham Park-Ft. Lauderdale, FL	4/25/15
15	Wichita, KS	5/2/15
16	Woodland, CA	5/2/15
17	Woodland, CA	5/3/15
18	Muncie, IN	5/16/15
19	Brooklyn Park, MN	5/9/15
20	Brooklyn Park, MN	5/23/15
21	Calgary, AB	5/23/15
22	Cincinatti, OH	6/6/15
23	Basin, CA	6/6/15
24	Basin, CA	6/7/15
25	Hillsdale, KS	6/13/15
26	Hillsdale, KS	6/14/15
27	Brooklyn Park, MN	6/13/15
28	Regina, Saskatchewan	6/20/15
29	Brooklyn Park, MN	6/27/15
30	NATS - Group A	7/14/15
31	NATS - Group B	7/14/15
32	NATS - Finals	7/14/15
33	Bloomington, IL	6/27/15
34	Bloomington, IL	6/28/15
35	Calgary, AB	7/25/15
36	Brooklyn Park, MN	8/8/15
37	Muncie, IN	8/22/15
38	Saskatoon, SK	8/22/15
39	Brooklyn Park, MN	8/29/15
40	Bloomington, IL	9/12/15
41	Bloomington, IL	9/13/15
42	Brooklyn Park, MN	9/12/15

	NAME	NMPRA#	Races Flown	Total Points Best 6 Races
1	Andrassy, Roy	31X	11	581.96
2	Allen, Jim	17D	8	573.90
3	Jett, Dub	4I	9	570.63
4	Finch, Lonnie	21V	8	541.80
5	Hulen, Duane	12V	11	519.34
6	Andraka, Chuck	11H	11	501.51
7	Salazar, Mario	18C	8	481.42
8	Coe, Dan	42C	11	479.59
9	Fehling, Mathew	59S	6	473.81
10	Coffey, Joanne	83B	10	465.70
11	Korsen, Craig	16J	6	455.67
12	Scott, Tom	26P	8	446.96
13	Frazier, Terry	37P	9	446.75
14	Larson, Darwin	25U	7	438.22
15	Helsel, Mike	5A	5	433.74
16	Galarnault, Pat	95W	9	406.68
17	Beers, Richard	22I	5	405.48
18	DeLateur, Joe	15B	9	403.69
19	Gage, Ron	12W	9	389.66
20	Etken, Randy	20W	10	380.46
21	Nickodem, Jim	22V	8	373.34
22	Vanderleest, Bernie	7W	7	366.19
23	Jump, Eddie	20G	6	353.73
24	Kane, Dan Jr.	23U	6	347.02
25	Thompson, Taylor	26C	7	347.01
26	Berryman, Del	31W	8	319.62
27	Houston, Doug	14X	4	315.05
28	Lime, Jim	41D	9	309.15
29	Thordarson, Dan	53C	5	295.98
30	Diepenbroek, Hank	24F	6	282.72
31	Holik, Robert	23A	5	275.19
32	Eden, Mike	61P	5	275.16
33	Oliver, Richard	26H	4	273.87
34	Blanchard, Marcus	15P	4	265.67
35	O'Brien, Dennis	2S	4	256.25
36	Bozarth, Kurt 6-21	44F	3	240.74
37	Farnsworth, Scott	25W	8	237.88
38	McWilliams, Gordon	4G	5	229.90
39	Yousey, Tim	58S	4	229.17
40	Stone, Dean	19R	6	228.19
41	Smith, Randy	22X	4	223.72
42	Lucero, Gilbert	16C	7	222.54
43	Burnham, Lloyd	22J	4	222.52
44	Katz, James	4Q	3	219.42
45	Hodgin, Joe	14Q	3	218.73
46	Gavin, Dave	27C	7	218.07
47	Lampe, Tim	16U	7	215.94
48	Brown, Ray	15T	4	214.35
49	Kauffmann, Hank	12X	5	211.50
50	Schelling, Don	56C	7	210.87
51	Hegland, Tom	37C	6	208.05

	NAME	NMPRA#	Races Flown	Total Points Best 6 Races
52	Brogdon, Bob	1S	5	204.85
53	Bridge, Randy	38B	3	203.33
54	Redig, Pat	23W	7	199.20
55	VanTuyl, Ken	25F	5	198.46
56	DelPonte, Gino	42D	2	197.86
57	Martin, Jeff	26X	4	196.83
58	Baker, Steve	15R	3	196.21
59	Masi, Mike	37J	3	193.16
60	Thompson, Chuck	28C	5	184.64
61	Flynn, Travis	55A	3	181.01
62	Umbach, Allan	32X	3	175.78
63	Tucker, Rich	14S	5	175.44
64	Winz, Marc	16E	3	171.33
65	Grim, Adam	20S	4	164.84
66	Spencer, Mike	54P	4	160.04
67	Langlois, Mike	12R	3	160.00
68	Smith, Scott	86T	4	144.46
69	Farnsworth, Matt	21W	3	128.22
70	Witte, Trey	23R	4	127.80
71	Melsheimer, Tom	99P	7	127.23
72	Hartman, Scott	30H	4	120.48
73	Blanchard, Bryan	16P	3	110.17
74	Gosnell, Barry	27V	4	109.46
75	Scherrer, Doug	35G	5	108.60
76	Umbach, Kevin	30Y	2	107.56
77	Tallman, Mike	15G	5	105.90
78	Johanson, Bill	52P	2	103.51
79	Gall, Duane	23F	4	90.32
80	Richmond, Brian	85S	3	85.20
81	Tahhan, Gabriel	22Z	1	84.17
82	Vess, Robert	14R	2	78.98
83	Coffey, Bruce	81B	2	75.57
84	Lopez, Tony	23B	1	73.77
85	Cranfill, Dennis 6-22	29I	1	66.71
86	Reade, Barry	14T	3	51.89
87	Rafalowski, Joe	21S	2	51.81
88	Moorehouse, Kevin	36X	3	51.59
89	Haakonsen, Erik	29J	1	49.27
90	Small, Jerry	5H	2	48.99
91	Smithwick, Scotty	0	3	46.33
92	Bergan, Mike	33E	1	45.87
93	McDermott, John	2R	1	42.80
94	Baker, Lyle	19X	2	40.81
95	Batch, Bryan	79E	1	33.96
96	Cady, Darrol	5G	1	30.23
97	Parker, Mark	24I	1	28.00
98	James, Gary	15I	1	23.23
99	Freeman, Gary Sr	20T	1	18.67
100	Strom, Tom Jr.	23E	1	18.27
101	Van Zuidam, Dirk	32Z	1	9.91
102	Triggs, Bob	21J	1	8.07
103	Yost, Dave	34C	1	1.20



AMA-424: QUICKIE POINTS & STANDINGS

424 Points: Dave Gavin

No input, recovering from surgery.



NMPRA-EF1: POINTS & STANDINGS

EFI Points: Trey Witte

NMPRA - EF-1		
	Location	Date
1	Bowie	10/11/14
2	Winterfest	1/18/15
3	Woodland Spring - Sat	4/25/15
4	Woodland Spring - Sun	4/26/15
5	HOTMAC	4/11/15
6	Indy Shootout	5/16/15
7	Calgary, Alberta	5/23/15
8	MoonShot - Sat	6/6/15
9	MoonShot - Sun	6/7/15
10	RC Barnstormers - Sat	6/13/15
11	Nats	7/12/15
12	Bloomington - Sun	6/28/15
13	Bloomington - Sat	6/27/15
14	Caps Classic - Sat	8/22/15
15	Oakdale 2-Pole - Sat	8/22/15
16	Oakdale 3-Pole - Sun	8/23/15
17	Bloomington - Sat	9/12/15
18	Bloomington - Sun	9/13/15

	NAME	NMPRA#	Races Flown	Total Points Best 6 Races		NAME	NMPRA#	Races Flown	Total Points Best 6 Races
1	Jim Nikodem	22V	9	516.35	52	Dean Stone	19R	2	34.41
2	Tim Lampe	16U	8	489.65	53	Jim Lime	41D	1	33.45
3	Dan Kane Jr	23U	6	482.48	54	Jeff Martin	26X	1	32.77
4	Darwin Larson	25U	7	400.38	55	Bryan Batch	79E	1	27.59
5	Tom Meisheimer	99P	10	348.28	56	Brian Richmond	85S	2	24.25
6	Dub Jett	4I	3	293.57	57	Eric Haakonsen	29J	1	23.23
7	Joe DeLateur	15B	4	229.44	58	Hank Diepenbroek	24F	1	20.55
8	Wylie Walters	26B	4	228.42	59	Pete Waters		3	18.29
9	Roy Adndrassy	31X	3	214.20	60	Doug Houston	14X	1	16.98
10	Tony McDonald	20A	4	209.82	61	Peter Tani	23J	1	15.89
11	Larry Lisowski	31V	5	209.20	62	Tim Sparks	22U	1	14.40
12	Robert Holik	23A	2	196.19	63	Kevin Matney	44W	2	8.85
13	Doug Killebrew	10C	3	186.75	64	Luis Ochoa	23Z	1	8.54
14	Mike Helsel	5A	2	177.44	65	Mike Tallman	15G	1	7.65
15	Travis Flynn	55A	2	174.80	66	Art Kittler	34G	1	1.20
16	Steve Baker	15R	2	163.83	67	Richard Oliver	26H	1	1.20
17	Trey Witte	23R	2	155.00					
18	Tom Hegland	37C	4	145.26					
19	Randy Smith	22X	2	144.63					
20	Doug Scherrer	35G	4	136.64					
21	Duane Gall	23F	2	134.81					
22	Bruce Coffey	81B	2	126.70					
23	Craig Korsen	16J	2	123.56					
24	Jerry Small	5H	3	122.06					
25	Dan Nalley	2E	2	117.48					
26	Jeff Robinson	27B	2	112.19					
27	Mike Langlois	12R	1	101.48					
28	Jim Katz	4Q	1	93.57					
29	Dennis Cranfill	29I	1	90.93					
30	Jason Oliver	27H	1	90.10					
31	Jim Alllen	17D	1	88.29					
32	Richard Beers	22I	2	85.70					
33	Tony Lopez	23B	1	85.05					
34	Robert Triggs	21J	1	81.97					
35	Mike Masi	37J	2	79.04					
36	Hank Kauffmann	12X	2	73.63					
37	Allan Umbach	32X	1	64.34					
38	Richard Tucker	14S	1	61.90					
39	Tom Strom Jr.	23E	1	61.29					
40	Eric Huffman	25D	1	59.25					
41	Kevin Morehouse	36X	1	56.45					
42	Rusty Van Buren	7D	1	52.20					
43	Patrick Redig	23W	1	51.34					
44	Allie Russell	30E	1	48.55					
45	Lloyd Burnham	22J	1	45.26					
46	Matt Farnsworth	21W	1	45.26					
47	Dennis O'Brien	2S	1	40.79					
48	Gordon McWilliams	4G	2	40.38					
49	Gary James	15I	1	39.30					
50	Scott Dossett	20U	3	34.95					
51	Ben Hobbs	21G	1	34.93					



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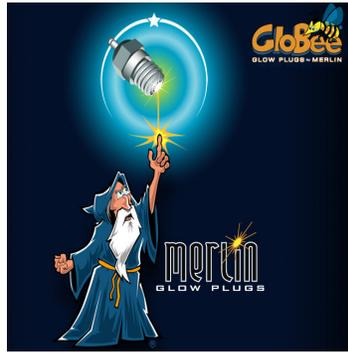
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