



NATIONAL MINIATURE PYLON
RACING ASSOCIATION

The Pylon Racer's Official Voice

NMPRA HIGH PERFORMANCE

NATIONAL MINIATURE PYLON RACING ASSOCIATION · SINCE 1965 · AMA AFFILIATED · April 2018

President's Corner

by Trey Witte

No article submitted for publication.

A new version of NMPRARace, the matrix building software, will be ready for download from the NMPRA website by the time this newsletter is published. This version, **1.2.0**, should immediately replace all prior versions. It contains several important bug fixes as well as a few feature enhancements. It has been used in nearly final form at several medium and large races and appears to be stable.

The largest bug fix had to do with printing issues, which on occasion would result in lock-up and failure to print until reboot. Other minor fixes address issues with matrix generation, especially for small races.

Enhancements include:

- Improvements to the fly-off printout to make it easier for the CD to round up the pilots and make decisions on lane changes
- Matrix locking. In recent versions, if the operator inadvertently re-matrixed, the matrix was lost and irrecoverable. Now when the starter slips are printed, the matrix is locked, but can be unlocked on the properties dialog.
- Similarly, when the starter slips are printed, a backup file is generated and saved.
- In QuickPrint, you can now select to only generate HTML, and not print. This may help contests that have gone to electronic posting of results.

As always, I want to hear from users so that I can prioritize bug fixes and enhancements. I want to thank Jim Allen and Scotty Smithwick for their inputs and suggestions for this round of improvements.

Chuck Andraka

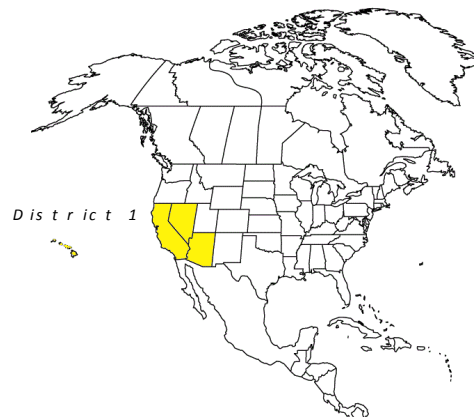




DISTRICT NEWS

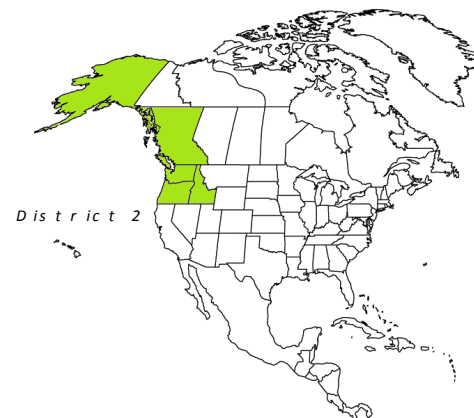
District 1: Tom Hegland

No article submitted for publication.



District 2: Matt Russell

No article submitted for publication.



High Performance Information

Information Submittal

High Performance is published 6 times per year. Information for publication can be forwarded to:

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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.

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

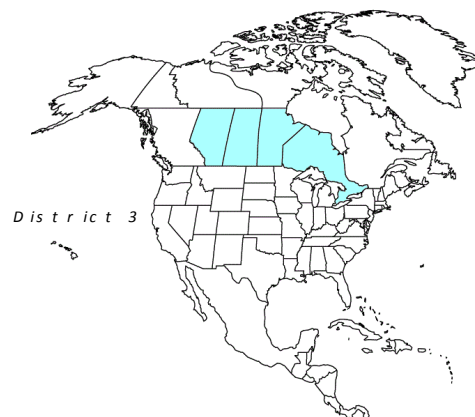


DISTRICT NEWS

District 3: Randy Smith

We are still buried in snow up here. No input this time around.

Randy





DISTRICT NEWS

District 4: Travis Elbert

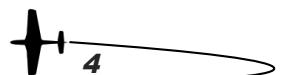
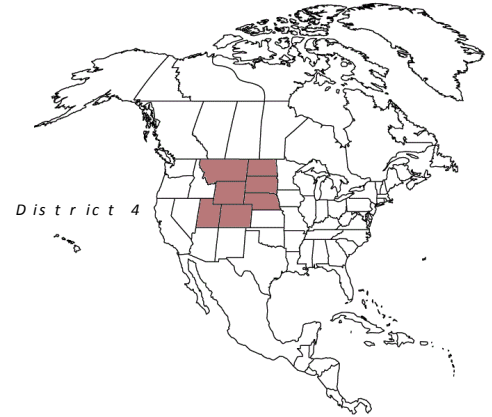
Hello fellow NMPRA Members,

In a few weeks our field should be dry enough to fly from. It has been a long cold winter here; I am glad spring is closing in.

The first local race will be in Billings June 1st and 2nd. I understand that Shane has started shipping some toni and tomcat kits but is still working out a few bugs. Also he has a new plane in development? For information on the Billings MT race or Ef1 kits, contact Shane at (406) 459-4855.

Travis A Elbert

District 4 VP
Box 53 Jefferson city MT
59638

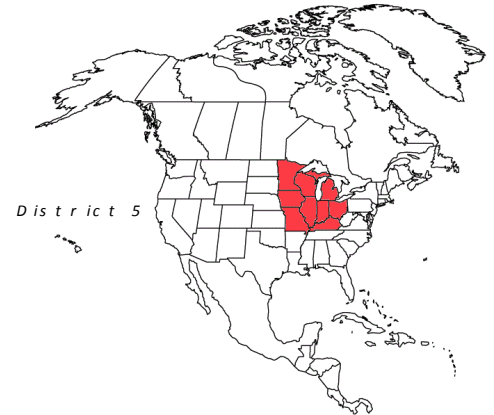




DISTRICT NEWS

District 5: Jim Nikodem

Racing anything can always create the perception that someone has a secret that makes them have an advantage. A little bit of an advantage is something we all want. Some focus on engines, some on airframe, some on flying, some on props.....It comes out of our competitive nature. This is part of the excitement, working toward a goal. That goal can be improving on your fast time or fewer cuts or better flyinghowever you define that. This is why we do what we do. I have had the good fortune to be involved in many aspects of aviation, and model airplane racing provides the most consistent excitement.



I have been trying to dispel some rumors in the past about EF-1. I think it is a great event and would like to see it thrive. I could not be more honest than to say, there are no secrets. Stick with me for some proof. I am using myself as an example since I have my fast times over the last eight years. These times were set with a variety of airplanes. Now, I am not one of those who goes for fast time every heat. I fly for points, and do not push hard unless I have to. Pushing hard means risking one or more cut(s).

In EF1 there is only certain equipment that is approved. As far as the airframe this is meant to keep up the appearance of the full scale event. Some are ARF's and some are kits, and all have to have plans available as a minimum. Check the NMPRA website for approved equipment. As far as motors, batteries, and speed controllers, this is meant to keep the cost down and make this an affordable event, which I think it is.



Carolina Custom Models Estrallita

From here on my discussion is about fast time based on the records I have. Like a lot of you, I like to keep track of my fast time in each event to see how I am doing from race to race and year to year. Lots of variables here. A real windy choppy day should cut that fast time down. What weather conditions are best for the motor and which is best for the prop? In EF1 we only get one choice on prop. I think this is a good thing. Anyway, as long as we all live under the same conditions, that is what's important. I started in EF1 with the help of Dan Kane in 2011. Back then, it was a new event, and I had not messed around with electric airplanes at all. Didn't seem right at first, with no noise or fuel. Anyway, I really liked it as soon as I started flying it. I started with a kit built Tomcat (very similar to the Little Toni). Flew it a lot at a local park (235 flights the first year). Very little noise and a relatively slow speed meant I had a real low chance of bothering anyone and saved a longer trip to the flying field. Over the years I have flown a variety of EF1's including the Nitroplanes Miss Dara (ARF), Horizon Shoestring (ARF) Wagner Solution, Scalet Screamer (ARF), and now the Estrallita and Shark. I have also flown someone else's ARF Proud Bird. A great airplane. Back to my records....

Fast times have gradually gone up as we all have gotten used to the event, but not dramatically so. On the AMA short course in 2012 I got a fast time of 1:24.43. My fast time at Winterfest this year was 1:22.75 with an Estrallita. I could go thru the years in between, but you get the point. One very significant note, however, was when I loaned a Miss Dara ARF to Jay Cappis, and he flew a 1:22.34 with it. That was 2014 with an e flight motor. I used that motor until 2016 when I switched to the

Rimfire. Really not sure which is better. That is based on fast times, not a hunch or perception. Long wing, short wing? Airplanes are a series of compromises.

On the shorter EF1 course flown at the NATS, I started in 2012 with the Toni with a 1:16.74. My best was last year with a 1:10.69 with an Estrallita/Rimfire combination. In between those years (2015) I earned a 1:10.93 with a Wagner Solution e flight motor combination. I have used Hobby King nanotek batteries this whole time along with Hobby King non-programmable 60 amp speed controllers. I focus on practice and flying as much of a triangular course as possible.



A great EF1, the Proud Bird ARF

The bottom line of this whole discussion is there is nothing special required in the way of equipment. The most important factors in this event are the battery and flying ability. I have covered the operation and maintenance of the battery in past reports. Be nice to your batteries and you will go faster. That's about it. No secrets.

Jim Nikodem
22v



The full scale Nemesis at the National Air and Space Museum - Dulles



Pylon Racing School (PRS)

Formerly Pylon Spring Thaw

May 4th (Friday) and 5th (Saturday), 2018

AMA site 3-Muncie Indiana

Time to get you and your airplane race ready. Veteran pilots available to help. Fly the course with timing and feedback. Finish up the event with practice races against others in your event.

Pilots new to R/C Pylon Racing are welcome. Bring your racer or sport aircraft and fly the AMA 3 pylon course. We will have several experienced racers on hand to help you.

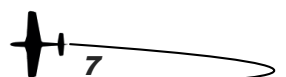
Warbird racers, Club 40, EF1, 424, 426, Q40 (422) pilots, this is a great time to test, tune and practice before the season starts.

This is a free event.

For more details and specifics, please contact:
Contest Director - Tom Melsheimer
tommelsh@gmail.com
(440) 488-4743 (voice and text)

Notes:

You must have AMA membership
CAPS & NMPRA membership applications will be available
Helmet required, a few loaners will be available



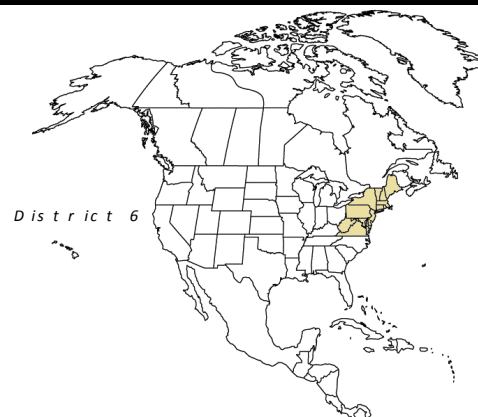


DISTRICT NEWS

District 6: Peter Tani

Hello all,

It is only a few days after the first day of spring as I write. Here in district 6 if one were to look outside, one might think it was the middle of winter. I look forward to the melting of all of the snow that we have had. It seems that every three or four days we brace for some sort of new snow event. Ola Nordell, Leo's dad, once told me that there is no such thing as bad weather just bad clothing. Still looking forward, as are we all, hoping for a little warmer weather and a little less snow in the near future.



We are in good shape in district 6 for our 2018 racing season. The AMA sanction for the first May 6, 2018 race at my home field is in place. Our Wintonbury race sanction I learned is in the works, and I am currently working with contest director Irv Thurrott in obtaining the sanction for our August 4th and 5th Ellington two-day race, namely The Pete Reed Q500 Barefoot Showdown. Can't wait.

Many thanks to all of our 2018 contest directors and also to the many people who toil behind the scenes to make it all work, sometimes seamlessly in hind sight. Many thanks to Joseph Tropea, our new local racing club president, for your leadership and great vision. Many thanks to our equipment manager Bob Triggs who tirelessly transports all race-day gear while also in his spare time maintains our equipment. Thank you Bob T. also for your well-focused eye towards continuous improvement and your long term goal of ease-of-management and low-effort reproducibility. Many thanks to both Lloyd Burnham and Craig Korsen for too many things to describe and being for a great and positive local influence for all things racing.



One person not affected by snow is recent NMPRA member Leo Nordell.

There is little activity in district 6 for actual racing this time of year. I understand that the opportunity even to paint a fuselage has been limited at best based on our recent weather conditions. I do see from time to time current racers maintaining and honing their skills at one very popular in-door "dome" venue here in East Windsor, Connecticut. I am reminded from time to time that we are actually one of the more active districts for racing despite my sometimes concern.

I am very glad to see many fellow racers and some fellow NMPRA members in leadership positions at local clubs. As the nature of our hobby evolves and our general membership grays, it is good to see that our special interest group (please read NMPRA) is still well represented. Believe this helps preserve our hobby and more importantly it helps to preserve RC pylon racing.

With others I recently volunteered to audit the 2017 finances for my local flying club. While performing the audit, to my great delight I found myself surrounded by NMPRA members. Thank you racer, race-contest-director, and NCRCC newsletter distributor Joel Lang for your additional expertise. Thank you racer, local hosting, and sister racing club past-vice-president Ola Nordell. Three volunteers around the table all racers and all NMPRA members. Top notch. Special thanks also to our fourth audit member David Arzt for your keen eye and brain on pylon two (and elsewhere as needed) for over a decade.

Hope to see you all soon.

Peter Tani
NMPRA 23J



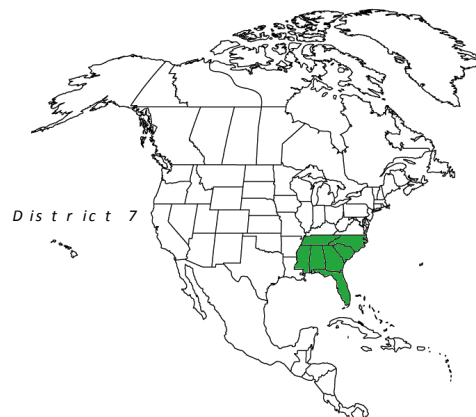


DISTRICT NEWS

District 7: Scotty Smithwick

I don't really have anything!

XXOO
Scotty & Maureen



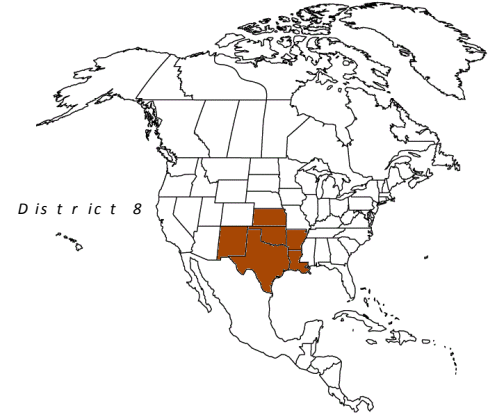


DISTRICT NEWS

District 8:

Guest columnist: **Gary James**, the Q-40 points guy...

By the time this newsletter is published the District VIII 2018 racing schedule will be well underway. All of the known, scheduled racing in District VIII for this year is of the Club 40 or EF-1 variety. Texas will host all of the events that are known as of now. Dallas-Ft Worth, Waco, Georgetown, and Austin all have events either already sanctioned or in work. Austin is planned to be EF-1 only, but the others are planning Club 40 and EF-1 at the same race. This format has been working well for the last couple of years. Previously Q-25, Quickie 500 aircraft with .25 size engines, was a popular club event in the DFW area, but when many of the club racers left racing to fly SPA pattern, it became obvious that Club 40 had become the most popular club level event. In addition to the racing in central and north-central Texas, the fliers in Amarillo, TX are holding Club 40 races on a regular basis. Jordan Pease is the sparkplug behind organizing club racing in the panhandle area. I have not heard of any scheduled racing in New Mexico, Oklahoma, Louisiana, or Arkansas this year. Many District 8 racers will be headed to Kansas and Missouri for their scheduled events.



An attempt was made last fall to bring 3-pole racing back to District 8, but the event had to be cancelled due to lack of club support in obtaining judges. In that vein, the AeroTracker project is making slow but steady progress. Data gathering tests at several races last year helped verify those functions that were working well and those areas that needed more attention. I have recently heard that work on improved antennas and a lower frequency is in progress. IF, and that's a big IF, the AeroTracker and RaceManager projects work out, it will bring an affordable solution to the perennial problem of getting enough helpers to run a 3-pole race.

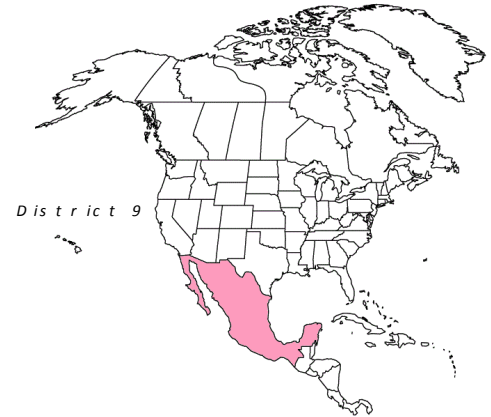
Several District 8 racers have been working with incorporating telemetry into their racers. The Spektrum DX-9 has telemetry capability that allows in flight RPM logging with a "Hall effect" sensor and with the addition of a pitot tube, actual airspeed measurement. Spektrum offers a full suite of telemetry sensors, and all Spektrum transmitters from DX-6 and up are telemetry capable. Stabilizing receivers are also available to Spektrum users. Other area racers are using the FrSky series of transmitters in everything from EF-1 to Q-40's. I have installed telemetry capable FrSky systems in several of my racers. On the EF-1's, I have found that the RPM and battery voltage telemetry are very useful, but the GPS ground speed function is too "noisy" and slow to be of much use. FrSky offers a pitot tube airspeed system, and I may install one for testing. Unfortunately, they do not offer a Hall Effect sensor for their systems, but I have ordered a Spektrum sensor and will see if it will integrate with the FrSky telemetry. All FrSky transmitters are telemetry capable. Futaba has an optical RPM sensor and a magnetic one as well as a fairly complete lineup of voltage, GPS, and temperature sensors. They don't have a pitot tube system. They are compatible with the 10J, 14SG and 18SZ, 18MZ, and 18MCWC systems.

Regarding stabilizing receivers, I installed a FrSky S6R on a 424 V-tail model as a test. I found that on my V-tail models ANY significant amount of yaw axis stabilization caused a “dutch roll” effect. When I set the yaw gain to 0, while retaining the pitch and roll stability, it flew fine. On EF-1’s we have been able to get “arrow straight” takeoffs depending on the yaw gain selected. One particular EF-1 in my “hangar” never flew quite right. I never considered it to be race worthy. Even with the cg forward of the recommended position it always seemed “squirrely.” With the installation of an S6R receiver, it flies like it is on rails. I realize that there is some controversy about the use of stabilizing receivers, but based on my limited experience I would say that they won’t make a bad pilot good, but they may make a good pilot better by smoothing out the bumps in rough air. It MAY be possible that they could save an airplane caught in “bad air” from hitting the ground.

A new Q-40 model is in development. The “Caudron” is currently in prototype and initial testing. The fuselage molds were CNC cut directly as male plugs into RenShape. They are beautiful and accurate! We are looking forward to its continued development. As a side note for any of you that are or were CL modelers, George Aldrich’s famous “Nobler” has a fuselage profile that was based on the French Caudron racer.

District 9: Alejandro Vazquez

No article submitted for publication.



District 10: Joe Luxford

No article submitted for publication.

District 10
INTERNATIONAL





AMA - 422 Points & Standings

422 Points: Gary James

2018 Events

1	Tavares Invitational	1/14/18
2	QM Classic	
3	Denis Lyon Memorial (SAT)	3/24/18
4	Denis Lyon Memorial (SUN)	2/25/18

	NAME	NMPRA #	Races Flown	Total of Best 6 Races
1	Salazar, Mario	18C	3	264.74
2	Killebrew, Doug	10C	3	261.62
3	Thordarson, Dan	53C	3	222.53
4	Lloyd, David	15C	3	217.90
5	Robinson, Jeff	27B	3	212.07
6	Hulen, Duane	12V	3	209.60
7	Beers, Richard	22I	3	209.02
8	Jett, Dub	1I	3	206.18
9	Holik, Robert	23A	3	198.01
10	Andraka, Chuck	11H	3	179.14
11	Coffey, Bruce	81B	3	177.90
12	Helsel, Mike	5A	2	175.00
13	Andrassy, Roy	31X	3	167.12
14	Van Baren, Rusty	7D	2	157.75
15	Cranfill, Dennis	29I	2	135.52
16	Coe, Dan	42C	3	126.16
17	Flynn, Travis	55A	2	123.81
18	Seaholm, AJ	17V	1	112.18
19	Tahhan, Gabriel	22Z	1	110.57
20	Brown, Ray	15T	2	108.61
21	Kane, Dan	1V	1	105.75
22	Jones, Ben	27R	1	102.53
23	Fehling, Matthew	59S	1	102.35
24	Vasquez, Alejandro	41C	1	94.49
25	Jump, Eddie	20G	2	91.36
26	Oliver, Richard	26H	3	88.50
27	Schmidt, Gary	27D	1	86.45
28	Stone, Dean	19R	1	86.17
29	Lucero, Gilbert	16C	1	80.01
30	Kaufmann, Hank	12X	1	75.19
31	Scott, Tom	26P	2	72.49
32	Grunkemeyer, Craig	22P	2	71.96
33	Allen, Jim	17D	3	71.61
34	Aboumrad, Mario		1	67.15
35	King, Robert	46C	2	64.62
36	Barrios, Salvador	26Y	1	63.93
37	Arquello, Juan		1	62.32

38	Witte, Trey	23R	1	61.89
39	Von Der Hey, Lee	7C	1	60.32
40	Brogdon, Bob	1S	2	58.90
41	Lampe, Tim	16U	1	57.85
42	Langlois, Mike	12R	1	57.50
43	Masi, Mike	37J	1	53.80
44	Richmond, Brian	85S	1	52.67
45	Flood, Marty	15D	1	49.45
46	VanTuyl, Ken	25F	1	44.63
47	Ragnarsson, Borie	33Z	1	38.19
48	Korsen, Craig	16J	1	37.62
49	Farthing, Craig	19F	1	36.59
50	Russell, Matt	5E	1	33.37
51	Houston, Doug	14X	1	28.54
52	Frazier, Terry	37P	1	25.48
53	Hartman, Scott	30H	1	23.72
54	Lime, Jim	41D	1	18.89
55	Diepenbroek, Hank	24F	1	17.28
56	Redekop, Henry	30X	1	15.68
57	Nenzel, Chris	28D	2	11.13
58	Baker, Lyle	19X	1	10.85
59	DeLateur, Joe	15B	1	7.63
60	Burnham, Lloyd	22J	1	5.25
61	Nogy, Kent	12C	1	4.42
62	Coffey, Joanne	83B	1	1.20
63	Tucker, Richard	14S	1	1.20



AMA - 426 Points & Standings

426 Points: Doug Scherrer

2018 Events

	Location	Date
1	Winterfest, AZ	1/13/18
2	Tavaras, FL	1/13/18

	NAME	NMPRA #	Races Flown	Total of Best 6 Races
1	Thompson, Chuck	28C	1	99.47
2	Korsen, Craig	16J	1	98.31
3	Andrassy, Roy	31X	1	96.49
4	Scott, Tom	26P	1	94.26
5	Nickodem, Jim	22V	1	93.51
6	Coe, Dan	42C	1	90.53
7	Cranfill, Dennis	29I	1	90.22
8	Von Der Hey, Lee	7C	1	87.56
9	Fehling, Mathew	59S	1	86.17
10	Allen, Jim	17D	1	84.58
11	Houston, Doug	14X	1	81.60
12	Salazar, Mario	18C	1	78.62
13	Jett, Dub	4I	1	78.08
14	Kauffmann, Hank	12X	1	75.64
15	Grunkmeyer, Craig	22P	1	69.98
16	Thordarson, Dan	53C	1	69.69
17	Helsel, Mike	5A	1	65.94
18	King, Robert	46C	1	63.73
19	Burnham, Lloyd	22J	1	61.89
20	Brogdon, Bob	1S	1	57.85
21	Andraka, Chuck	11H	1	57.78
22	McDonald, Tony	20A	1	54.80
23	Thompson, Taylor	26C	1	51.82
24	Lucero, Gilbert	16C	1	48.84
25	Frazer, Terry	37P	1	45.71
26	Lampe, Tim	16U	1	41.66
27	DeLateur, Joe	15B	1	39.91
28	Masi, Mike	37J	1	37.62
29	Coffey, Joanne	83B	1	36.93
30	Lime, Jim	41D	1	33.96
31	Coffey, Bruce	81B	1	30.98
32	Oliver, Richard	26H	1	29.52
33	Farthing, Craig	19F	1	22.04
34	Stone, Dean	19R	1	21.43
35	Witte, Trey	23R	1	17.38
36	Diepenbroek, Hank	24F	1	16.09
37	Wondolowski, Conrad	33J	1	13.34
38	Brown, Ray	15T	1	9.29
39	Nenzel, Chris	28D	1	7.16
40	Tucker, Rich	14S	1	5.25
41	Van Baren, Rusty	7D	1	4.18
42	Hegland, Tom	37C	1	1.20



AMA - 424

Points & Standings

424 Points: Trey Witte

No points yet.



NMPRA EF-1 Points & Standings

EF1 Points: Dan Kane

2018 Events

1	WINTERFEST	1/15/18
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	NAME	NMPRA #	Races Flown	Total of Best 6 Races
1	Nenzel, Chris	28D	1	91.69
2	McDonald, Tony	20A	1	80.38
3	Nikodem, Jim	22V	1	69.07
4	Adndrassy, Roy	31X	1	57.76
5	Von Der Hey, Lee	7C	1	46.44
6	Huffman, Eric	25D	1	35.13
7	Mollyhorn, Allen	32D	1	12.51
8	Kauffmann, Hank	12X	1	1.20



NMPRA : 2018 RACE SCHEDULE

National Contest Coordinator: Mike Helsel

If I don't have your races listed, please send me a copy of your schedule, events to be flown, and contact information, and I will get them added to the master schedule. Please contact Mike Helsel (mhelsel65@gmail.com) for any corrections, changes, additional entries, or schedule conflicts. Thanks

2018 NMPRA Master Race Schedule

1/24/2018

Date	Location	Events	Comments	Contact	Other Info
April					
7th - 8th					
14th- 15th					
21st	Brooklyn Park, MN	426		Jesse Platt	
21st - 22nd	Riverside, CA	422, 426, 424	424 Sunday Only	Dave Gardner	rdgarco@yahoo.com
28th - 29th	Delland, FL	422	2 day race	Scotty Smithwick	airplanescotty@gmail.com
22nd - 23rd					
May					
5th	Brooklyn Park, MN	426		Tim Brockman	
6th	Ellington, CT	424, 426		Joel Lang	jrlang40@comcast.net
12th - 13th					-
19th	Brooklyn Park, MN	426		Ron Gage	-
19th - 20th	Muncie, IN	EF1, 424, 426, 422	Indy Shootout	Darwin Larson	dl455stg1@yahoo.com
19th - 20th	Woodland, CA	EF-1,426,422	Bergdorf Mem	Robert Holik	info@apcprop.com
26th - 27th					
June					
2nd - 3rd	Moon Shot	EF-1, 424,426,422	Moon Shot	Tom Scott	askus@scottmodels.com
3rd	Salem, CT	424,426		Dennis Duplice	dduplice@comcast.net
9th	Brooklyn Park, MN	426		Bill Hempel	-
9th - 10th	Sepelvedia Basin	424,426,422	G. Finch Mem	Doug Killebrew	douglaskillebrew@att.net
16th - 17th					-
23rd	Brooklyn Park, MN	426		Pat G	
23rd - 24th	McLean, IL	424, 426, EF1		Jerry Worden	jwfly1697@msn.com
30th - 1st					
July					
6th - 13th	NATS	424, EF1,426,422		AMA	
7th - 8th					
14th - 21st					
21st - 22nd					-
28th	Brooklyn Park, MN	426		Tim Brockman	
Aug					
4th - 5th	Ellington, CT	424, 426	2 day Quickie Race	Joe Tropea	tropeajm@gmail.com
11th	Brooklyn Park, MN	426		Pat Redig	
18th - 19th	Muncie, IN	EF1, 424, 426	2 day Quickie Race	Ben Martin Classic	abelrents@fuse.net
25th - 26th	Littleton, CO	422	NMPRA Champ Race	Hank Diepenbroek	nsdra1@comcast.net



September

1st - 2nd				
9th	Bloomfield, CT	424, EF1	R. Niezabitowski	rniesz@sbcglobal.net
8th - 9th	McLean, IL	424, 426, EF1	Jerry Worden	jwfly1697@msn.com
15th	Brooklyn Park, MN	426	Jesse & Jerry E	-
22nd - 23rd				
23rd	Salem, CT	424, 426	Dennis Duplice	dduplice@comcast.net
29th	Brooklyn Park, MN	426	Ramdy Etken	
29th - 30th	Wichita, KS		Mike Talman Mem	TENATIVE DATES
29th - 30th	Oakdale, CA	EF1, 424, 426		joe.delateur@gmail.com

October

6th - 7th				
13th - 14th				-
20th - 21st				
27th -28th	Whittier, CA		???	

November

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

December

1st - 2nd				
8th - 9th				
17th - 18th				
22nd - 23rd				
29th - 30th				



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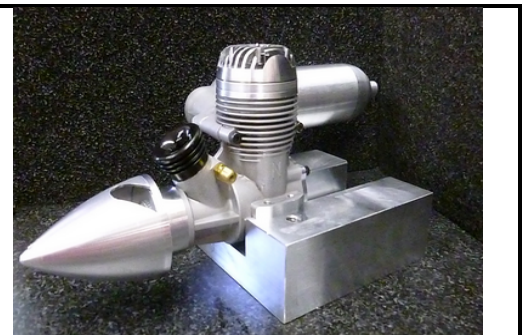


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 Change Address

Name: _____ Phone (Home): _____

Mail Address: _____ Phone (Cell): _____

City: _____ State: _____ ZIP: _____

Date of Birth (mm/dd/yyyy) : _____ AMA Number: _____ NMPRA Number: _____

Occupation: _____ E-Mail Address: _____

- I Currently Fly: Q40
 Q500
 FAI Club 40
 Electric E-F1

- I am purchasing:
- | | |
|--|----------|
| <input type="checkbox"/> Renewal membership with Internet Newsletter----- | \$25 |
| <input type="checkbox"/> New membership with Internet Newsletter----- | \$15 |
| <input type="checkbox"/> USA membership with Mailed Newsletter----- | \$40 |
| <input type="checkbox"/> Outside USA membership with Mailed Newsletter----- | \$50 |
| <input type="checkbox"/> Additional ____ NMPRA Sticker Sheet(s) (Red)----- | \$2 each |
| <input type="checkbox"/> Additional ____ NMPRA Sticker Sheet(s) (White)----- | \$2 each |

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