



NATIONAL MINIATURE PYLON  
RACING ASSOCIATION

*The Pylon Racer's Official Voice*

## NMPRA HIGH PERFORMANCE

NATIONAL MINIATURE PYLON RACING ASSOCIATION • SINCE 1965 • AMA AFFILIATED • december 2019

### *President's Corner*

by Trey Witte

The 2019 racing season is almost over and the building season has begun. The last race of the year is about to happen. Drop what you are doing and get down to Florida and enjoy spring-like weather!! It is also time to get your kits and supplies and begin getting ready for the 2020 racing season. Make your lists, check them twice and order your supplies! Remember to check down below for all of the pylon businesses and support them. Jim Allen has announced the Phoenix races for January and February. That leaves about a month to get ready!!

#### **Thank You!!**

With the beginning of the new year, I am needing to say THANK YOU to Scott Hartman and Linda Brogdon. Both have worked tirelessly for the NMPRA for many years. All positions are served by volunteers in the NMPRA. Scott kept this machine running smoothly for years. I could not have done

any of this without him. Linda has been the Editor to the Newsletter for as long as I, or anyone, can remember. Again, thank you to the both of you for all the hard work. Please take a moment to thank both when you see them at the races.

#### **2019 National points**

Reminder to all CD's to check the points below to ensure that your races have been included. The points coordinators can only post/include what you send them.

#### **2020 racing schedule**

The racing schedule for 2020 is filling up fast! CD's need to get their dates to Mike Helsel quickly. Please make sure that you coordinate with Mike to try and reduce any conflicts with already scheduled races.

#### **2020 NMPRA Q40 Championship race**

The NMPRA Board has voted, and Doug Killebrew and the Basin club will host the 2020

NMPRA Q40 Championship race. Doug will be posting details on the Forum as they develop.

#### **2020 AMA Nationals**

The dates for the 2020 AMA Nationals have been set. Mike has been working hard with the AMA to get this done. Further details will be posted on the Forums as they come available. The spread of the classes is subject to change until the AMA registration forms are sent out. I hope that everyone has a great holiday season and a happy and prosperous New Year!

#### **NMPRA positions needing filling**

I am looking to fill two positions. Newsletter Editor, 424 Points Coordinator. Please contact me if you have any interest in helping out.

Until next time....

Pull Harder!!

**Trey**



Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
7/12/2020	7/13/2020	7/14/2020	7/15/2020	7/16/2020	7/17/2020	7/18/2020
AMA 424 (Site 3)	NMPRA EF-1	AMA 426 (Site 3)	AMA 426 (Site 3)	AMA 422 (Site 3)	AMA 422 (Site 3)	Rain/Equipment Day
AMA 424 & EF-1 Processing	AMA 426 & AMA 422 Processing					
	Banquet (Site 3)					

## Bye Bye Bye

### Missing persons in the Matrix

By Chuck Andraka

When the number of people entered does not fit the size of the matrix, we end up with blank spots, called "byes." This column will help both the racer and the race organizer to better understand how byes are handled in the current matrix code. Be sure you are running version 1.2.0, available on the NMPRA Website. This version has been stable for about 2 years.

In prior codes, the resulting byes were put into one lane, typically lane 4. However, after some insightful discussions with some racers, I explored ways to spread the byes among the columns, or lanes, of the matrix. My criterion is that the byes should not race each other, making a bunny-run heat for someone. This can be done at most typical races where the number of rounds is fewer than the number of rows in the matrix. The code currently looks for the possibility of distributing byes so that they cannot race each other. However, if the byes must meet, the code will preferentially revert to the old method, stacking the byes in one column. It does give the operator the option of still spreading the byes, acknowledging that they will all meet in one heat as late as possible.

Another change is that, for 3-lane races, the byes, if stacked or only 1 bye, are put into lane two. Thus, whenever the bye races, the two real pilots are in lanes 1 and 3, so they start on the same flag.

For race operators, it is IMPORTANT to NOT place dummy names in the matrix to fill out the matrix. Byes are treated differently from racers. If dummy names are put in, there is no mechanism to prevent them from racing each other.

An additional complication arises in a small race, typically under 20 pilots, where teaming prevents a minimal matrix, so additional byes are added to extend the matrix. This cannot be resolved in code, but rather must be resolved by the CD addressing teaming. For example, let's say there are 14 pilots in a 3-lane race. A minimal matrix would be a 5-row matrix, able to house 15 pilots, and so one bye.

However, if we have (4) 3-man teams, plus a 2 and a singleton, a 5-row matrix cannot be built. Each lane would initially have a three-man team, but then the final 3-man team would extend one lane to 6 people, and the entire matrix is expanded to 6x3, with the addition of 3 more byes. In this case, the byes are used as filler and cannot be easily spread, and a warning is displayed.

Further, in this case, if the CD asks all pilots to change to 2-man teams, we do not solve the problem. Now let's say you have (7) 2-man teams. Two lanes will need 3 teams each, and the last lane only 1 team, again requiring extension of the matrix. Instead, you need a mix of 2- and 3-man teams, or a mix of 2's with at least 3 singletons. Obviously, asking one or two teams to break up is a hardship, but we are usually able to find someone that is teamed for convenience, not for lifelong calling. In the original case, if one team sheds one person, they can be a singleton or team with the existing singleton and the problem is solved. If nobody is willing to break teams, one option is to eliminate all teams and make everybody a singleton.

Hopefully this brief summary aides in the understanding of the bye process. If you are asked by the CD to break up a team, understand that it is because of the total team makeup, and that not addressing it leaves a less than desirable matrix.

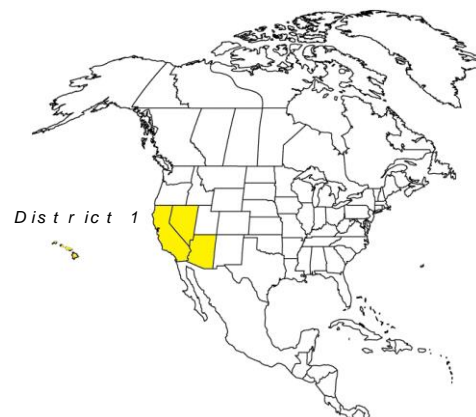




# DISTRICT NEWS

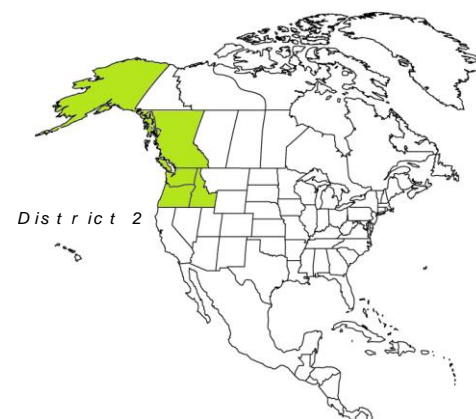
## District 1: Tom Hegland

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

Greetings Race Fans! In the last issue of the newsletter I summarized our District 3 season. In this issue, I will comment on my experience at the NMPRA Champ Race at the Old Julian racing field in North Carolina. This was not the first time I have raced at the Champ Race at OJA, but it was the first visit to Mike's field at its new location. Doug Houston and I represented the Canadian District 3 at the Champ Race. Two days prior to arriving in NC, we received 12 inches of snow in Calgary. 48 hours later, I arrived in Raleigh-Durham to a record high temperature of 100 degrees! Talk about temperature stress cycling...

I did some practice and acclimating to the local heat on Wednesday and Thursday before the race weekend. Doug showed up to practice on Friday. Everything was working well. Thanks to Team Blanchard, we were introduced to a new and tasty local brew that went down very easily in the NC heat wave.

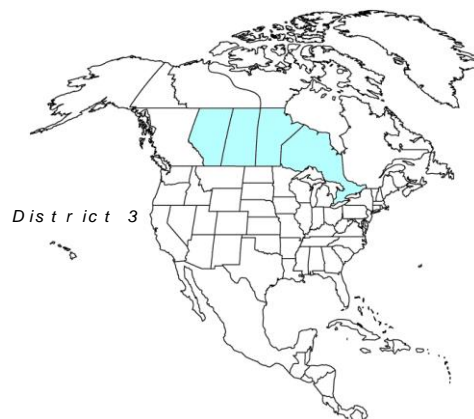
Mike and all his crew including Mable, Trey Witte, Jim Katz, Dean Stone, and many others made the weekend a great and FUN event. The mood and tone set by Mike's crew is one of relaxation and above all to have fun. Jim's humor as the Starter at the line always helps to calm one's nerves prior to the time clock going in. The race time for the heat winner is displayed on the clock as Callers go to retrieve airplanes. This is an awesome feature of the OJA race system. In 133 heats for the weekend, there were no reflays.

The OJA race field is a joy to fly at and to watch the races at. The takeoff and landing runways are as flat as a pool table. Soft grass, cut short, borders the paved runways on all sides. The pit area is elevated about ten or twenty feet above the level of the race course, so watching the races is like sitting in stadium seating, and some planes (Gino) go by at eye level.

After two days of racing and a number of flyoffs, Craig Korsen emerged the winner. Craig flew an awesome event with his Strega and consistently flew tight and fast heats. Gino Delponte set a fast time of 0:58.31. Congrats Gino! You 'da man. After winning a flyoff, I finished in seventh place. Thanks to Doug Houston for doing a great job calling. I was really happy to take home one of the special trophies created by Tom Scott for the Champ Race. Thanks Tom.

I now want to comment on the race format for the Champ Race. From my perspective, the format of three-plane heats with a race-horse start made for a much more FUN race. First off, three plane heats just allow a little more room around the pylons and at the first pylon #1 turn after takeoff. At the Champ Race there were very few mishaps from bad air or mid-air collisions. There were a few, but not nearly the number you see at similar races like the NATS or the Phoenix Classic. The race-horse start keeps things very tight and it's anybody's race. If there is any extra room on the course due to one less plane in the sky, the race-horse start ensures any gaps are minimized. The racing remains close and exciting.

This was my first exposure to this racing format and I really liked it. I would encourage CD's at other races around the country to consider this format. I just think it saves on the destruction of a lot of nice planes we have all spent time and money to prepare. I understand the downside of this format is that it takes 25% longer to complete the same number of rounds in a contest weekend. With 80 entries,



like in Phoenix, this would likely not be possible. However, with entries of 60 pilots or fewer, I feel this would be possible and a great format. Eight rounds of 60 pilots in three-plane heats takes the same number of heats to complete as 80 pilots in four-plane heats. I wanted to throw this out there as something for other race venues to consider.

Randy Smith



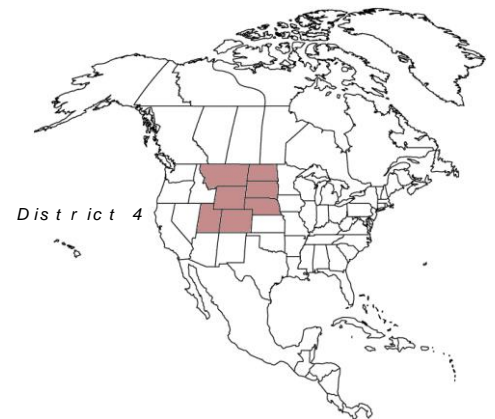
Randy Smith and Doug Houston “thaw out” in North Carolina at the NMPRA Champ race.



## DISTRICT NEWS

### District 4: Travis Elbert

No Article Submitted







## District 5: Jim Nikodem

I would like first to thank all the CD's who put on races this year. This is an important job. It is not the only job. I would also like to thank all the race organizers and behind-the-scenes people. Thanks to all of you. One person in that group I would like to highlight is Bernie Vanderleest. He has been doing a lot of behind-the-scenes computer work for us. He not only runs the NMPRA website, but the CAPS and District 5 as well. Bernie also keeps the district season points up to date.

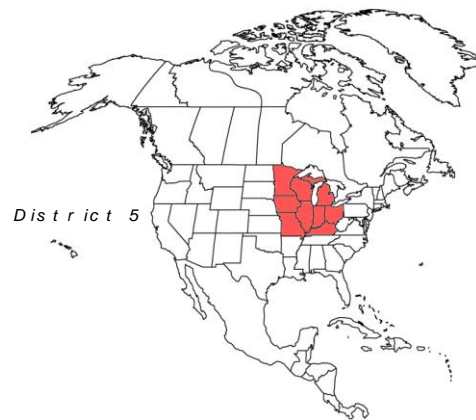
We have a few up-and-comers in District 5 I would like to highlight.

These are not the only ones. We have a very active group of very accomplished racers. Some might say a hard group to stand out in, (we have some of the best racers in the country at our local races), but these guys have done well maybe because of the high standard of racing in our area. We also tend to mentor new racers well in our district, as I am sure others do too. This is important stuff. We need to encourage and coach the new guys. One way we do this is Pylon Racing School (put on by Tom Melsheimer for some three years now). It takes place two weeks prior to the first race of the season in Muncie site 3. It will happen once again this year. The primary focus is mentoring new racers, but lots of first flights and tweaking flights (you know what I mean) occur also.

The schedule should be ironed out by the time you read this. It will look very similar to last year as far as dates and locations, with maybe an additional Muncie race in the second week in September.

I would like to highlight some up-and-comers in District 5. The first is Danial Troupe. He has been racing for 4-5 years now and is now 1/2 way thru his junior year of high school. Daniel started with EF1 I believe and quickly moved into 424, and later 426, and now 1/4 40. He is competitive in all four events. Hard to find a more focused competitor. His biggest accomplishment was NATS second place EF1 two years ago. This year he called for second place EF1 and third place EF1 two years ago. Clint Seyer came from Club 40 racing in southern Indiana. There was an active group there and in the Cleveland area. We have gained racers from both groups. Clint is still very competitive in Club 40. I believe he took first at the last NATS. He is also working his way up in EF1, 424, and I believe he has started 426. Clint is a humble guy and fun to be around. Very competitive, a great caller, and great competitor.

Adam Oswald raced years ago and recently come back to racing. Another very focused guy, great competitor, and all-around nice guy. Adam has a solid foundation in racing. I believe he started up again with EF1, branched off into 424, and 426. He is competitive in all three. Sometimes it is a matter of getting a few small mistakes out of the way before



*Daniel Troup with Tom Scott*



*Adam Oswald with "Chago"*

someone can be at the top of the list at the end of the day. As I said before, we have a very competitive group with a lot of top racers. I think that lifts us all up, but tends to make it a steep learning curve for someone new.

Lastly I would also like to highlight this year's Caudron trophy winner.

That is the District 5 426 season points winner Mike Helsel. We had seven District 5 426 races plus 8 426 races in the Minneapolis area. Best six, just like NMPRA points. Mike won the fall race in Muncie, but even more significant, he won the NATS. We count NATS qualifying as one race and NATS finals as a second race. Mike also won 424 expert at the NATS, and EF1 at the NATS. Way to go Mike!!

Looking forward to next season. In the meantime build, build,..... build.

Jim Nikodem  
22v



*Clint Seyer*





## DISTRICT NEWS

### District 6: Peter Tani

Hello all,

While it is currently a slow time for local racing here in District 6, it has not been a slow time for District 6 racers in general. Our recent local weather has cooperated generally with those racers looking to test and tune their "away" race craft, and I have thoroughly enjoyed helping with their efforts.

Congratulations to district 6 racer Craig Korsen for your first place 2019 NMPRA Championship Race finish and sub-one-minute fast-time.

Wow. Also too: Congratulations to District 6 racer Lloyd Burnham for your third place 2019 Champ Race finish and a 1:00.95 fast-time. Not too shabby either, thinking.

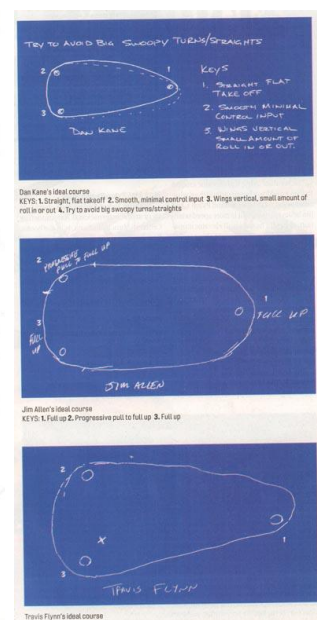
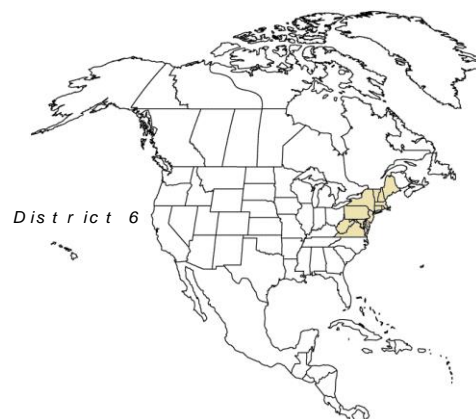
Congratulations to father/ son team Ola and Leo Nordell with Leo winning the AMA Nat's Sport Q-500 first place "Junior" title. Great job Leo.

Before traveling, several in our group hunted for a little more speed and little better handling in advance of attending several of the three classes of "wet" racing that are currently hosted across the nation. I am very lucky to have been able to contribute a little to the efforts of select traveling District 6 members and believe it was once said quietly that I was a silent member of this team. Obviously, the pleasure has been all mine. I very much enjoy keeping in touch with racing even during District 6's regional "off-season."

Now from the sublime to the ridiculous; I was flipping through the pages of our current November 2019 issue of Model Aviation to find Tim Lampe's "RC Pylon" column that contains a section on the best three-pole course path. It was complete and contained authentic hand-drawn flight path and course illustrations. Tim poled Dub Jett, Dan Kane, Jim Allan, and Travis Flynn and provided an account of their individual thoughts and related race strategies and think if you haven't already it might be worth a read.

I recalled that when under the initial tutelage of Lloyd Burnham, this same topic came up and Lloyd was kind enough by request to provide a similar drawing and thoughts over a decade ago. I remember this also "authentic" drawing in Lloyd's own hand had been "glue-sticked" down in the first of three volumes of dollar composition books and is presented here for a good laugh and some small education.

Outside of flying "mode-one," Lloyd and I agreed that I would do things his way until I beat him and then he would do them my way. Long ago Lloyd learned from radar testing, one at each pylon, that roughly 6 to 8 miles an hour are scrubbed off in turning and that a smooth turn resulted in a reduction of this lost speed. In general,



an egg-shaped course with the blunt end located at pylons two and three and the pointed end located at pylon one is desirable. Also a track favoring slightly to the right hand side of pylon one is desired as it allows a greater perspective for your caller. Turns at pylon one should always be full-stick and those at pylons two/ three should be about three-quarters stick and performed in one fell and smooth swoop avoiding being tight to the poles at the expense of a "hairpin" turn between them. Lloyd has always described the importance of a properly trimmed race craft that does not need to be "flown" around the turns or course for that matter but rather one that is largely docile allowing one to concentrate on strategy and situational awareness. As Tim pointed out, some of this depends on the airplane design, and I'm thinking one of the most important factors for design is the race class itself. Lloyd has described that the class with which I have the most experience, "AMA 424," is truly a "momentum" race that requires ten perfect laps with zero bobbles for greatest success. In the faster classes, he describes, time can be made up with tailored flight but being smooth and consistent and avoiding scrubbing off speed with flight control is still the greater goal. With this, in a sense the slowest class is the hardest to fly as it is hardest to make up time.

Having read all four accounts of the best course path and race methods now compared to the way I was taught, I would have to agree with Tim in that there is no single best way and what is best is what works best for yourself.

On another note: In 2019 for the first time that I can remember we did not have a year-end NEPRO awards dinner. Alas. In 2019 we had two scheduled races one on May 19, 2019 and a second, a two-day race, on August 3, and 4, 2019. In May we were able to conduct only two rounds, and it is difficult to justify a local championship based on a single two-day event.

Before the start of the holiday season and just this last week NEPRO past-president Joseph Tropea organized a get-together for dinner with key District 6 racing personnel. That is to say the folks instrumental and in direct responsible charge for achieving the successful running of district races here in the Northeast. Thank you Joe for showing fearless leadership in the face of great odds. There were eight of us in total with two unable to make the date last minute. I have in prior NMPRA columns described the short comings of low attendance, especially as it relates to the faster classes, so I will not repeat them here. Obviously, this is a central concern.

Great fun was had and a great many things were discussed. Thank you all including the organizer and his caller Elise, and to Mike Masi who all traveled a great distance to attend. Thank you past equipment manager and past race computer operator Bob and Louisa Triggs respectively for your years of service and for making the date. In the end it was decided that we would reserve our traditional 2020 May and August race dates. We would propose a test and tune/ hands-on one-day racing clinic/ one day "race" fun-fly this coming May with the hope of increasing interest and making expert help available for those new to pylon racing. The thought being that we would charge a small landing fee and set up the course minus the Judgeman lighting system for greater ease. We would likely order pizza also with the thought of keeping things easy and manageable while maximizing fun. I may speak out of turn here as a participant of the NCRCC hosting club's executive committee but we have the continued support of our sole remaining hosting club.

In closing I also noticed NEPRO past president and past secretary Joseph Tropea and Elise Brzoska respectively also in the November 2019 Model Aviation issue in the "AMA Nats 2019 - NatsNews *extended*" column. Wow. The photo really captures the spirit of racing, with Joe racing and Elise calling. Think it really shows the passion that still exists here in District 6 even though it was expressed some 800 miles and 13-1/2 hours travel distance away. Great job. Thank you for keeping up the great work and faith.

Peter Tani

23J



## DISTRICT NEWS

### District 7: Scotty Smithwick

For our last newsletter of the year I like to kinda recap the years events; however, this year has been a Non-Event because the previous year 2018, Tavares supported 3 events in that 12-month period so we gave them a much needed break :-)

Tavares had their first EVER race in January of 2018. During that event "Rocket," all you guys know Rocket - right? :-) :-) Well, Rocket said "HEY DUDE" this would be a great place for the FAI 3D Team trials!" I said, "What's a FAI 3D Team Trial?????"

The Tavares' first race was only OK because the temperature was relentless and freezing!!! The 300' AMA required setback took the pavilion out of use; we had to move the course and the pits and everything was just "180 degrees Out of Whack"!!!!

After the race the Tavares LARKS club installed a Launch Pad which enabled us to locate the race course far enough from the pavilion, so we were back on the right side of the field and had use of the pavilion! Much better, however, the launch pad was NEW and not quite smooth! The Geotextile material did not have sufficient time to shrink and get tight, so we lost a few props on takeoff!!!

So we then did the "Team Trials" in October!!! The fun part was we had no timing system for FAI. Simply because US Events are "Points Based" and FAI is "Time Based"!!!! SO I called my Co-CD and partner in crime, Mr. Greg Cardillo, and said~~ Ahhh,,, We Need a FAI "Race System" :-) Greg is more knowledgeable and knew what a FAI Team Trial is and developed a Web-Based system with results available on your cell phone, immediately upon entry ~ Very Cool!!!

After the Team Trials, Greg adapted his FAI system to our "Race" system and results were immediately "Cell Phone" available at the final 2018 December event!

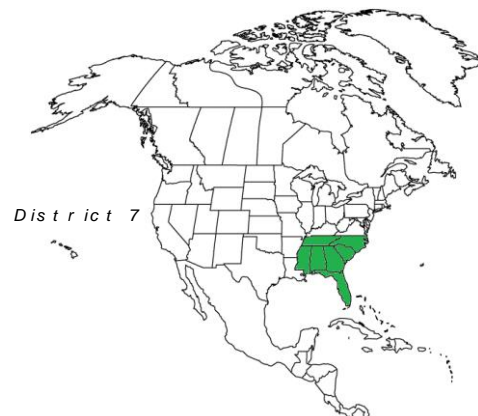
The Apopka folks decided to drop their support of "The Tangerine" after pilots had already purchased their plane tickets, so Tavares stepped up and took over the race! Which was really cool because we were able to avoid the pilots losing their ticket purchases and also to avoid planes being captured by the Apopka Trees that are in close proximity of the race course; numerous planes are lost there every year! The only 2019 events in District 7 were May and October at OJA. I was disappointed with the turnout at the October Champ race. We barely made 30 pilots!! 31 or 32 I think?? Gino was the only person NOT from the Mid~Eastern portion of the country ~ Not sure why????

The best part of the race, for Scotty & Maureen, was we were fortunate enuf to have a two plane heat with Gino!

Now, you have to realize, Scotty is still "Getting Back Into" pylon. He did manage to take Fast Time in 424 at the 2019 Nats but he is still very much working on 426 & 422!! So for 2019, Scotty's goal was to "NOT GET LAPPED" by all our world class pilots living on the east coast :-) :-)

OK, So, Scotty is working on his goals and Gino took first place at the Team Trials and was lead Team USA member for the 2019 Worlds in Australia ~ Get the picture??? The stage is set. Here it comes. Wait for it. Wait for it.

So off we go!!! Scotty's working hard keeping Miss Dara on course; Gino laps Scotty (not sure when but early-on!!!). Scotty goes, That SOB :-). Then all of a sudden, Gino shuts down and Scotty's on lap 8. Maureen goes, you got two more laps, Scotty asks, Did I cut?? "M" says No!! :-( Scotty says, "Holy S&%T" Gino lapped Scotty TWICE!!!! Not sure I can forgive him that :-) :-)



Now the really fun part is that for the next hour or two, all Maureen could talk about is, and I quote "I never saw a plane go that fast around 2 & 3!! WOW & OMG!!"

During the Team Trials I worked Pylon 2 for a couple of rounds and I have to say, watching the accuracy and consistency of Gino and Randy was simply amazing!!!

Think about it, Flying an airplane in Wind, in Three Dimensions, at speeds of over 200 MPH and to make the turn at Pylon 2 consistently at the same altitude and within inches of the pylon, Lap after Lap, Round after Round, I was "Officially Impressed"!! Well Done Gentlemen!!!!

2020 Florida Race Schedule: March ~ Tavares Invitational, October ~ Daytona Super Eliminator, and December ~ Apopka Tangerine!!!!

In closing, I would like to thank Linda Brogdon, BIG HUGS, for being our Newsletter Editor for all these years!!! XXOO

Everyone, enjoy Thanksgiving and have a Merry Christmas & Happy New Year!!!

Scotty & "M"





## DISTRICT NEWS

### District 8: Gordon McWilliams

Not much going on in this neck of the woods, as far as racing goes at this time of year. Sure, the Texas and Oklahoma guys have better weather than some of us, but a lot of the District 8 folks are pulling engines for cleaning/inspection/oiling to stash them away for better weather in the spring.

Not a bad time to mention maintenance – check those hinges for cracks (surface type) or broken/loose hinges (CA or pin-type hinges),

check pushrods for

loose/damaged/cracked ends. Check

servo mounts for properly tightened screws, grommets that aren't falling apart, trays that aren't loose in a fuselage or on a wing. At one point this year I discovered two servos that had grommets that were rotting and falling apart, some loose mounting screws as a result. The plane's old – (so am I) so I should have been checking for this other than the day before a race. I know a lot of race planes never get to be old, but there are a few, and instances like what I discovered just serve to remind us that we ought to be checking these things.

Don't forget the electronics, too – check servo connections for proper fit, frayed wires and the like. Probably worth unplugging and plugging each one a couple of times to insure they fit properly, and the contacts aren't developing corrosion or other dirt. For those using remote receivers, don't forget to inspect the wires on them, too. It's good insurance to secure those wires to the fuselage near each RX with a dab of shoe goo or similar, or at least some tape, to keep the wires from vibrating around and fatiguing. I know, not everyone uses them, but if you do, don't forget to check.

Switches –

check them for good positive on/off action, and wiggle / tap / vibrate if possible to check for intermittent operation. A new, quality switch is a lot cheaper than an airplane. Same goes for batteries. Cycle if you can, replace if in doubt. If you're using lipo or life batteries and have ever forgotten and left one on too long, a new one is cheaper than a plane, again. Cheaper than someone getting hurt, too!

The Texas guys cancelled their most recent EF1 race, weather is what I heard. Gary James did send a few pics of some of the racers & planes he's seen at races this year in their area.



Steve Blackwell, Estrillita EF1

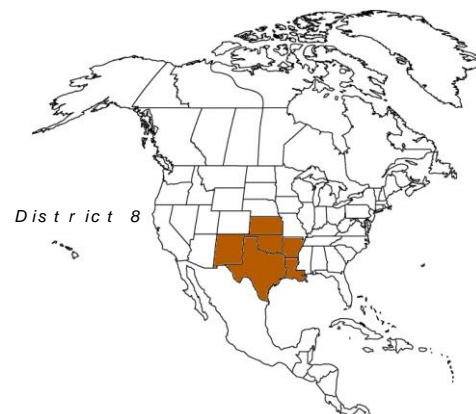


Figure 1 Randy Kendzior who has a complete color coordinated setup, planes, pit box and hat



The yellow Estrellita EF-1 is Steve Blackwell, a long time C/L combat flier who is also a pretty good racer, according to Gary.



Figure 2 Two pretty ones by John Bruce from Weatherford, Tx. Re-covered Shoestrings from Horizon Hobby. "Thing 1 and Thing 2" in honor of his 2 young grandsons, Jackson and Davis. My airplanes never look this good!!

Looking at the results for the 426 and 422 so far this year, I see some District 8 names in the hunt for top honors. I borrowed the clips below from the last newsletter just to brag on some of our District 8 fliers!

	NAME	NMPRA #	Races Flown	Total of Best 6 Races	
1	Beers, Richard	22I	8	580.16	50
2	Jett, Dub	4I	9	574.18	51
3	Heisel, Mike	5A	8	562.79	52
4	Nickodem, Jim	22V	9	510.68	53
5	Andrassy, Roy	31X	7	501.98	54
6	Coe, Dan	42C	8	488.69	55
7	Kane, Dan Jr.	23U	6	487.68	56
8	Frazer, Terry	37P	6	437.65	57
9	Richmond, Brian	85S	6	423.71	58
10	Galameault, Pat	95W	7	410.76	59
11	Fehling, Mathew	59S	6	378.01	60
12	Andraka, Chuck	11H	6	361.30	61
13	Flynn, Travis	55A	4	348.19	62
14	Allen, Jim	17D	4	321.22	63
15	Seaholm, AJ	17V	4	321.17	64
16	Hulen, Duane	12V	8	319.62	65

426 results prior to Tangerine. Rich Beers and Dub Jett are both District 8 and not separated by very many points!

	NAME	NMPRA #	Races Flown	Total of Best 6 Races
1	Beers, Richard	22I	9	548.35
2	Andrassy, Roy	31X	6	508.16
3	Andraka, Chuck	11H	7	491.58
4	Heisel, Mike	5A	8	475.86
5	Scott, Tom	26P	7	474.53
6	Lampe, Tim	16U	8	461.99
7	Jett, Dub	1I	9	409.29
8	Kane, Dan	1V	7	406.07
9	Frazier, Terry	37P	6	402.00
10	Bozarth, Kurt	44F	7	366.82
11	Coe, Dan	42C	8	345.68
12	Parker, Mark	24I	4	328.25
13	Hulen, Duane	12V	8	317.61
14	Seaholm, AJ	17V	5	299.52
15	Thordarson, Dan	53C	5	289.80
16	Finch, Lonnie	21V	3	275.46

422 results to this point. That Rich Beers guy gets around. Dub and Mark Parker are in there, too.

Dub Jett tells me that there are a handful of guys who get together in central Texas to practice from time to time, including himself, Rich Beers, Richard Oliver, Gary James, Dennis Cranfill, and others. Must be something to that practice bit, seems to be working for them! Here are some pics from a practice session:



Mike Helsel and Richard Oliver. Look at all that space!



Dub Jett. Long runway, even I might be able to land on that one!



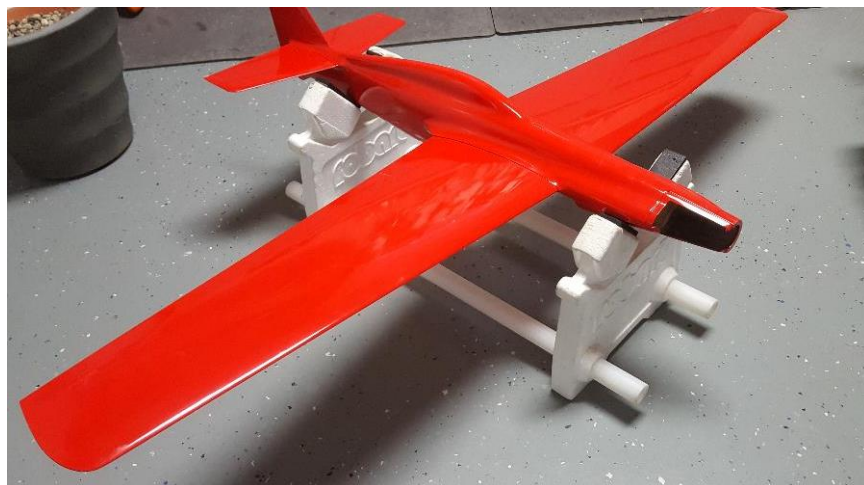


(back row) Gary James, Rich Beers, Richard Oliver. Seated, Dennis Cranfill



Rich Beers contemplating on how to go even faster

Finally, a pic of a new Miss Dara that Gary James is prepping for next year



Gary James' new Miss Dara for next year - watch out!

As building season is upon us for some of the colder climate fliers, I leave you with this:



So, what's on your workbench, eh? Send me some pics of your new projects! (Dub's dog, I assume – it's not mine, and he sent the pic. Couldn't resist using it!)

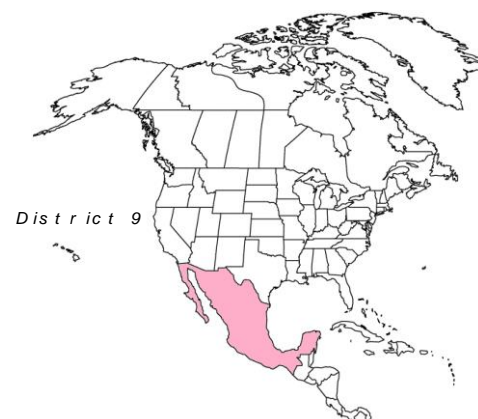
Cheers, and good flying (and building!)  
Gordon



## DISTRICT NEWS

### District 9: Alejandro Vazquez

No article submitted for publication.



## DISTRICT NEWS

### District 10: Joe Luxford

No article submitted for publication.

District 10  
INTERNATIONAL







# AMA - 422

## Points & Standings

422 Points: Gary James

### 2019 Events

	Location	Date
1	Q-40 Classic	2/9-10/19
2	Dennis Lyon Memorial (SAT)	3/24/19
3	Dennis Lyon Memorial (SUN)	3/24/19
4	OJA Spring	5/5/19
5	CAPS Indy Shootout	5/19/19
6	Moonshot	6/2/19
7	Baldwin MI	6/23/19
8	NATS Prelims	7/18/19
9	NATS Finals	7/19/19
10	Calgary	7/28/19
11	Mile High Challenge (SAT)	8/17/19
12	Mile High Challenge (SUN)	8/18/19
13	Ben Martin CAPS Classic	8/25/19
14	Mike Tallman Legacy (HSF)	9/21-22/19
15	NMPRA Champs	10/5-6/19 10/26-

	NAME	NMPRA #	Races Flown	Total of Best 6 Races
1	Beers, Richard	22I	10	554.72
2	Andrassy, Roy	31X	7	540.55
3	Andraka, Chuck	11H	9	511.01
4	Helsel, Mike	5A	9	504.05
5	Scott, Tom	26P	8	492.41
6	Jett, Dub	1I	11	480.01
7	Lampe, Tim	16U	9	471.31
8	Frazier, Terry	37P	7	461.57
9	Kane, Dan	1V	7	406.07
10	Seaholm, AJ	17V	6	376.19
11	Coe, Dan	42C	10	374.53
12	Hulen, Duane	12V	9	374.35
13	Bozarth, Kurt	44F	8	366.82
14	Thordarson, Dan	53C	6	334.98
15	Holik, Robert	23A	4	331.68
16	Parker, Mark	24I	5	329.45
17	Korsen, Craig	16J	4	320.20
18	Finch, Lonnie	21V	4	298.64
19	Langlois, Mike	12R	4	280.08
20	Allen, Jim	17D	5	275.56
21	Hartman, Scott	30H	5	274.73
22	Stone, Dean	19R	5	273.13

23	Salazar, Mario	18C	4	267.26
24	Masi, Mike	37J	3	264.98
25	Blanchard, Marcus	15P	4	259.83
26	Smith, Randy	22X	4	259.08
27	Houston, Doug	14X	4	259.08
28	Fehling, Matthew	59S	5	247.03
29	Flynn, Travis	55A	5	244.15
30	Owens, Laird	8A	4	241.35
31	Lloyd, David	15C	4	240.17
32	Blanchard, Bryan	16P	3	233.33
33	King, Robert	46C	4	215.09
34	Brogdon, Bob	1S	4	200.85
35	Cranfill, Dennis	29I	4	199.72
36	DelPonte, Gino	42D	2	198.95
37	Gall, Duane	23F	5	191.69
38	Duda, Jason	2W	3	187.54
39	Freeman Jr., Gary	16S	2	186.27
40	Coffey, Joanne	83B	4	183.54
41	Troup, Daniel	35P	3	178.94
42	Neff, Brian	11F	4	176.61
43	Brown, Ray	15T	3	171.71
44	Johanson, Bill	52P	3	169.96
45	Lucero, Gilbert	16C	4	169.03
46	Jump, Eddie	20G	3	165.02
47	McWilliams, Gordon	4G	3	155.48
48	Burnham, Lloyd	22J	2	153.89
49	Martin, Mark	37G	2	152.54
50	McDermott, John	2R	4	151.86
51	Arguello, Juan	33Y	2	140.51
52	Killebrew, Doug	10C	4	139.15
53	Martin, Neil	38G	2	138.77
54	Seymore, Anthony	32V	5	133.65
55	Baker, Steve	15R	4	131.81
56	Lopez, Anthony	23B	3	131.63
57	Hiller, Bill	8V	4	130.13
58	DeNeve, Mike	21P	4	128.98
59	Spenser, Mike	54P	3	126.90
60	Lime, Jim	41D	4	125.24
61	Russell, Matt	5E	2	108.15
62	Van Baren, Rusty	7D	3	106.79
63	Vanderleest, Bernie	7W	3	105.71
64	Burright, Roger	39G	3	101.97
65	James, Gary	15I	3	101.29
66	Panzardi, Santiago	18P	3	101.25
67	Richmond, Brian	85S	2	100.46
68	Vogelsang, Rick	29P	3	98.32
69	Scherrer, Doug	35G	3	94.08
70	Vess, Robert	14R	3	93.88

71	Osswald, Adam	28P	1	92.44
72	Batch, Bryan	79E	2	90.23
73	Grunkemeyer, Craig	22P	1	84.40
74	Redig, Pat	23W	2	79.39
75	Smithwick, Scotty	4C	3	74.95
76	Tahhan, Gabriel	22Z	2	65.81
77	Telford, Drew	1D	1	64.81
78	VanTuyt, Ken	25F	2	57.42
79	Grim, Adam	20S	1	53.45
80	Moorehouse, Kevin	36X	1	52.40
81	Ragnarsson, Borje	33Z	1	50.55
82	Eden, Mike	61P	3	47.28
83	Bridge, Randy	58B	1	46.46
84	Redekop, Henry	30X	1	44.29
85	Schmidt, Gary	27D	1	38.13
86	Freeman Sr., Gary	20T	1	36.03
87	Galemeault, Pat	95W	2	34.29
88	Von Der Hey, Lee	7C	3	31.62
89	Hiller, Jim	3V	3	29.60
90	Mulcahy, Chris	28Q	1	27.32
91	Nogy, Kent	12C	2	24.30
92	Peace, Jordan	29H	1	19.44
93	Colletto, Ray	53S	1	18.62
94	Ochoa, Luis	23Z	1	15.56
95	Farnsworth, Scott	25W	1	14.10
96	Diepenbroek, Hank	24F	1	11.12
97	Gage, Ronald	12W	1	8.18
98	Farthing, Craig	19F	1	6.16





# AMA - 426

## Points & Standings

426 Points: Doug Scherrer

### 2019 Events

1	Phoenix, AZ	1/13/19
2	Whittier, CA	3/23/19
3	Whittier, CA	3/24/19
4	Kansas City, MO	4/27/19
5	Liberty, NC	5/4/19
6	Brooklyn Park, MN	5/4/19
7	Muncie, IN	5/18/19
8	Brooklyn Park, MN	6/1/19
9	Cincinnati, OH	6/1/19
10	Baldwin, MI	6/22/19
11	Brooklyn Park, MN	6/29/19
12	NATS Prelim	7/16/19
13	NATS Final	7/17/19
14	Brooklyn Park, MN	7/27/19
15	Calgary, Canada	7/27/19
16	Littleton, CO	8/17/19
17	Littleton, CO	8/18/19
18	Muncie, IN	8/24/19
19	Saskatoon, Canada	8/24/19
20	Brooklyn Park, MN	9/7/19
21	Alberta, Canada	9/14/19
22	Alberta, Canada	9/15/19
23	Brooklyn Park, MN	9/28/10
24	Whittier, CA	10/26/19

		NMPRA #	Races Flown	Total of Best 6 Races			NMPRA #	Races Flown	Total of Best 6 Races
	NAME					NAME			
1	Beers, Richard	22I	9	601.86	52	Vanderleest, Bernie	7W	3	135.38
2	Jett, Dub	4I	10	586.64	53	Korsen, Craig	16J	3	131.63
3	Helsei, Mike	5A	8	562.79	54	Brown, Ray	15T	2	125.16
4	Andrassy, Roy	31X	9	538.92	55	Von Der Hey, Lee	7C	2	120.18
5	Nickodem, Jim	22V	10	512.25	56	Ritch, Randy	31I	2	113.14
6	Coe, Dan	42C	9	509.83	57	Baker, Steve	15R	3	107.20
7	Kane, Dan Jr.	23U	6	487.68	58	McWilliams, Gordon	4G	2	106.57
8	Galameault, Pat	95W	8	460.32	59	Telford, Drew	1D	1	102.09
9	Flynn, Travis	55A	5	439.91	60	Gage, Ron	12W	5	100.54
10	Frazer, Terry	37P	6	437.65	61	King, Robert	46C	3	99.72
11	Richmond, Brian	85S	6	423.71	62	Brogdon, Bob	1S	2	98.40
12	Andraka, Chuck	11H	7	409.30	63	Schmidt, Gary	27D	1	95.97
13	Allen, Jim	17D	5	409.16	64	Blanchard, Bryan	16P	2	95.80
14	Fehling, Mathew	59S	6	378.01	65	Parker, Mark	24I	2	91.00
15	Hulen, Duane	12V	9	347.84	66	Kauffman, Hank	12X	2	88.49
16	Seaholm, AJ	17V	4	321.17	67	Salazar, Mario	18C	2	85.33
17	Luce, Don	18W	5	317.47	68	Thompson, Taylor	26C	1	84.33
18	Bozarth, Kurt	44F	8	306.33	69	Burnham, Lloyd	22J	1	78.93
19	Deneve, Mike	21P	4	304.94	70	Martin, Neil	38G	2	78.58
20	Lampe, Tim	16U	7	282.00	71	Holik, Robert	23A	2	73.61
21	Troupe, Daniel	35P	5	276.43	72	Yousey, Tim	58S	1	71.87
22	Vogelsang, Rick	29P	5	257.48	73	Yost, Dave	34C	3	71.14
23	Johanson, Bill	52P	3	248.24	74	Eden, Mike	61P	3	69.28
24	Panzardi, Santiago	18P	4	245.93	75	Bridge, Randy	38B	1	68.33
25	Houston, Doug	14X	5	244.60	76	Smithwick, Scotty	8C	2	68.28
26	Umbach, Allan	32X	4	243.64	77	Scherrer, Doug	35G	3	64.96
27	Martin, Jeff	26X	4	233.69	78	McDermott, John	2R	1	61.27
28	Coffey, Joanne	83B	6	231.09	79	Larson, Darwin	25U	1	55.92
29	Thordarson, Dan	53C	6	224.15	80	DeLateur, Joe	15B	2	55.40
30	Neff, Brian	11F	4	217.53	81	Tahhan, Gabriel	22Z	1	54.00
31	Scott, Tom	26P	5	216.23	82	Nordel, Ola	31J	1	52.01
32	Vess, Robert	14R	3	210.59	83	Lime, Jim	41D	3	49.92
33	Gall, Duane	23F	4	209.96	84	Diepenbroek, Hank	24F	1	48.65
34	Redig, Pat	23W	7	209.28	85	Thompson, Chuck	28C	1	47.75
35	Jump, Eddie	20G	3	205.73	86	McDonald, Tony	20A	1	46.46
36	Hartman, Scott	30H	3	204.18	87	Russell, Matt	5E	1	46.15
37	Duda, Jason	2W	2	200.41	88	Farthing, Craig	19F	1	43.91
38	Stone, Dean	19R	4	194.14	89	Kane, Jack	23U	3	41.37
39	Lopez, Tony	23B	3	189.46	90	Coffey, Bruce	81B	2	40.64
40	Llyod, Dave	15C	3	184.88	91	Doe, Greg	7S	2	39.76
41	Smith, Randy	22X	4	180.52	92	Coletto, Ray	53S	1	33.00
42	Osswald, Adam	28P	4	178.08	93	VanTuyt, Ken	25F	2	32.24
43	Seymore, Tony	32V	4	175.62	94	Tropea, Joe	28J	1	30.52
44	Umbach, Kevin	30Y	4	174.81	95	Killebrew, Doug	10C	1	28.71
45	James, Gary	15I	3	166.99	96	Grunkmeyer, Craig	22P	2	26.34
46	Finch, Lonnie	21V	4	163.41	97	Blanchard, Marcus	15P	2	22.77
47	Martin, Mark	37G	3	158.40	98	Langlois, Mike	12R	1	20.74
48	Lisowski, Larry	31V	3	148.60	99	Moorehouse, Kevin	36X	1	9.73
49	Van Baren, Rusty	7D	2	146.40	100	Batch, Bryan	79E	1	7.06
50	Spencer, Mike	54P	3	144.73	101	Adamissin, Jeff	36V	1	1.20
51	Masi, Mike	37J	2	141.17	102	Vereecke, Maurice	23V	1	1.20



# AMA - 424

## Points & Standings

424 Points: Trey Witte

### 2019 Events

Location	Date
KCRC - Sat	5/4/19
OJA - Spring	5/4/19
Indy Shootout CAPS - Sat	5/18/19
Indy Shootout CAPS - Sun	5/19/19
Moonshot - Sat	6/1/19
Baldwin	6/22/19
AMA Nationals	7/14/19
Ben Martin Classic CAPS - Sat	8/24/19
Ben Martin Classic CAPS - Sun	8/25/19
Dave Gavin Memorial	10/26/19
Location	Date
KCRC - Sat	5/4/19
OJA - Spring	5/4/19
Indy Shootout CAPS - Sat	5/18/19
Indy Shootout CAPS - Sun	5/19/19
Moonshot - Sat	6/1/19
Baldwin	6/22/19
AMA Nationals	7/14/19
Ben Martin Classic CAPS - Sat	8/24/19
Ben Martin Classic CAPS - Sun	8/25/19
Dave Gavin Memorial	10/26/19

	NAME	NMPRA #	Races Flown	Total of Best 6 Races
1	Tim Sparks	22U	7	401.60
2	Clint Seyer	21U	5	338.45
3	Augie Haupt	65D	6	293.55
4	Daniel Troup	35P	4	248.40
5	Larry Lisowski	31V	4	198.95
6	Greg Doe	7S	3	194.20
7	Jeff Adamison	36V	2	189.66
8	Jim Nikodem	22V	2	151.06
9	Scotty Smithwick	8C	2	147.09
10	Don Belfort	31P	3	104.17
11	Jim Hiller	3V	3	103.97
12	Mike Helsel	5A	1	103.03
13	Jack Kane	23U	3	93.91
14	Duane Hulen	12V	1	90.10
15	Matt Fornefeld	35V	5	89.23
16	Adam Oswald	28P	1	88.11
17	Tony Seymore	32V	1	77.40
18	Matt Russell	5E	1	76.63
19	Dean Stone	19R	2	66.51
20	Gary James	15I	1	64.70
21	Jason Duda	2W	1	61.54
22	Dan Coe	42C	2	61.53
23	David Ford	29X	1	54.00
24	Kurt Bozarth	44F	1	52.00
25	Kevin Fisbeck	77K	1	51.80
26	Rick Vogelsang	29P	2	51.43
27	Dan Kane Jr	23U	1	42.00
28	Scott Hartman	30H	2	40.50
29	Leo Nordell	32J	1	27.60
30	Conrad Wondolowski	33J	1	21.40
31	Bill Hiller	8V	2	20.66
32	Brian Osman	28H	1	20.06
33	Jordan Peace	29H	1	16.29
34	Doug Scherrer	35G	1	13.90
35	Bryan Batch	79E	1	12.51
36	Gordon McWilliams	4G	1	1.20





# NMPRA EF-1

## Points & Standings

EF1 Points: Dan Kane

### 2019 Events

The following is a list of races that will be included in the 2019 season points. If you see that a race is not counted, please contact me before the end of the year.

Dan Kane ([kanedjr@hotmail.com](mailto:kanedjr@hotmail.com))

NMPRA - EF1		
	Location	Date
1	Winterfest	1/12/19
2	Waco	5/5/19
3	OJA	5/4/19
4	CAPS	5/18/19
5	Georgetown	6/1/19
6	Cincinnati	6/1/19
7	Billings	6/2/19
8	Baldwin	6/22/19
9	NATS	7/15/19
10	CAPS	8/24/19
11	AZ	1/20/19
12	AZ	2/17/19
13	AZ	3/10/19
14	AZ	4/28/19
15	AZ	5/19/19
16	AZ	9/15/19
17	AZ	10/20/19
18	Austin	10/8/19
19	Texas	10/19/19
20		
21		







# NMPRA : 2018 RACE SCHEDULE

National Contest Coordinator: Mike Helsel

## NMPRA Master Race Schedule 2020

11/25/2019

Date	Location	Events	Comments	Contact	Other Info
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### January

4th-5th					
11th - 12th	Surprise, AZ	426, EF1	Winterfest	Jim Allen	-
18th - 19th					-
25th - 26th					

### February

1st - 2nd					
8th - 9th	Surprise, AZ	422	QM Classic	Jim Allen	
15th - 16th					
22nd - 23rd					
29th - 1st					-

### March

7th - 8th					-
14th - 15th	Tavares, FL	424, 426, 433, EF1		Scotty Smithwick	
21st - 22nd					
28th - 29th	Whittier, CA	426,422		Mario Salazar	-

### April

4th - 5th					-
11th - 12th	EASTER				
18th - 19th					
18th - 19th					-
25th - 26th	Sepulveda Basin	424,426,422	George Finch Mem		-

### May

2nd - 3rd	OJA	426, 422		Trey	-
9th - 10th					
16th - 17th	Muncie, In	424/EF1/426/422	Indy Shootout Bergdorf		-
16th - 17th	Woodland, CA	EF1, 426, 422	Mem	Robert Holik	<a href="mailto:info@apcprop.com">info@apcprop.com</a>
23rd - 24th					
30th - 31st					

### June

6th - 7th	Cincinnati, OH	424/426/422	Moon Shot	CAPS - GCRC	<a href="mailto:askus@scottmodels.com">askus@scottmodels.com</a>
13th - 14th					
20th - 21st					
27th - 28th					

**July**

4th - 5th  
 12th - 18th AMA Nats  
 18th - 19th  
 25th - 26th

**August**

1st - 2nd  
 8th - 19th  
 15th - 16th Muncie, In 424,426,422, EF1  
 22nd - 23rd  
 29th - 30th

**September**

5th - 6th  
 12th - 13th  
 19th - 20th  
 26th - 27th Sepulveda Basin 422 Champ Race

**October**

3rd - 4th  
 10th - 11th Liberty, NC FAI Team Trials  
 17th - 18th  
 24th - 25th Daytona, FL 424,426,422,EF1 Scotty  
 24th - 25th Whittier, CA Mario Salazar  
 31st - 1st

**November**

7th - 8th  
 14th - 15th  
 21st - 22nd  
 28th - 29th

**December**

5th - 6th Apokpa, FL 426, 422 Tangerine Gary Freeman  
 12th - 13th  
 19th - 20th  
 26th - 27th

# 27th Annual Phoenix Winterfest Q500 Race

## January 11th and 12th, 2020

Site: Speedworld R/C Flyers, Speedworld, Phoenix, AZ

AMA #426 and Electric Formula One will be flown. Course will be the 2 mile, 475ft course.

**Maximum of 3 per frequency/group (in each class)!!**

**2.4 Ghz ONLY**

Contestants may enter more than one class. However, if the total number of entries exceeds 60, contestants entered in two classes will be asked to relinquish one of their entries till the total entries are no more than 60. Heats will not be delayed waiting on someone who isn't ready due to flying in more than one class. Must be ready for your heat.

**Entry Fee: \$60 Each Class.**

**You MUST pre-enter prior to Jan 9th or make other arrangements with the CD**

CD: Jim Allen, 817 N 98th St, Mesa AZ 85207, Ph: (480)-688-4789 E-Mail: [jamesea1@earthlink.net](mailto:jamesea1@earthlink.net)

Entries forms and payment will be sent to Roy Andrassy at the address below and e-mail:  
[royandrassy@shaw.ca](mailto:royandrassy@shaw.ca), Cell: 403-805-9520

*Now accepting entry fee payments by PayPal to: [speedworldrcflyerclub@gmail.com](mailto:speedworldrcflyerclub@gmail.com)*

***Please send as Friends and Family and put in PP notes AMA number and event payment is for.***

If paying by PayPal, send information requested in the below form to Roy Andrassy at the email address above.

**Time Schedule will be strictly Followed!!!**

### Saturday

7:00 inspections open for late arrivals

**(Inspections should be done at the field prior to test flying.)**

8:00 inspections close

8:00 test flying closes

8:15 brief pilots meeting **(Pilot meeting notes will be e-mailed prior to event to entrants to allow us to start earlier)**

8:30 first heat starts

### Sunday

8:00 Test flying closes

8:15 brief pilots meeting

8:30 first heat starts

**NOTE: You will not be allowed to test fly until you are checked in and your aircraft have been inspected. This will be strictly enforced!!!!**

Best Western of Sun City  
11202 N. W. Grand Ave  
Sun City, AZ  
(623)-933-8211

Windmill Inn  
12545 W. Bell Rd.  
Surprise, AZ  
(623)-583-0133

Holiday Inn Express Hotel & Suites  
Surprise  
16540 N Bullard  
Surprise, AZ 85374  
(623)-975-5540

Quality Inn & Suites at Surprise AZ  
16741 N. Greasewood St  
Surprise, AZ  
(623)-583-3500  
(Near Windmill Inn)

Motel 6 of Sun City  
11133 N. W. Grand Ave  
Sun City, AZ  
(623)-977-1318

Comfort Inn and Suites  
13337 W Grand Ave,  
Surprise, AZ  
(623) 544-6874

Days Inn & Suites  
12477 W. Bell Rd.  
Surprise, AZ  
(623)-933-4000

Hampton Inn  
14783 W. Grand Ave  
Surprise, AZ 85374  
(623)-537-9122

Pre Entry Form: Class: AMA 426 \_\_\_\_\_ EF1 \_\_\_\_\_



Name \_\_\_\_\_ AMA \_\_\_\_\_ Ret. to: **Roy Andrassy**  
28501 N 127th Avenue  
Address \_\_\_\_\_ **Peoria, AZ 85383**  
City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_ NMPRA # \_\_\_\_\_  
FAA Reg # \_\_\_\_\_  
Phone \_\_\_\_\_ E-mail \_\_\_\_\_  
Teammate #1 \_\_\_\_\_ Teammate #2 \_\_\_\_\_

(Make checks payable to Speedworld R/C Flyers)

***DO NOT SEND ENTRIES BY METHODS THAT REQUIRE SIGNATURE ON DELIVERY.***

***Come enjoy the WARM Phoenix Weather and The Race of the Winter***

# Phoenix QM40 Classic

## February 8th and 9th, 2020

Site: Speedworld R/C Flyers, Speedworld Flying Field, Phoenix, AZ

**TOTAL ENTRIES ARE LIMITED TO 88**

**3 pilots per group limit**

### Entry Fees: \$80

Your entry fee must be received for your entry to be confirmed. This is based on **postmark**.

### 2.4 Ghz radios only

CD: Jim Allen, 817 N 98th St, Mesa, AZ 85207 E-Mail: [jamesea1@earthlink.net](mailto:jamesea1@earthlink.net)

Cell Ph 480-688-4789 Please call evenings or weekends, not during the weekdays.

Entries forms and payment will be sent to Roy Andrassy at the address below and e-mail:  
[royandrassy@shaw.ca](mailto:royandrassy@shaw.ca), Cell: 403-805-9520

*Now accepting entry fee payments by PayPal to: [speedworldrcflyerclub@gmail.com](mailto:speedworldrcflyerclub@gmail.com)*

*Please send as Friends and Family and put in PP notes AMA number and event payment is for.*

If paying by PayPal, send information requested in the below form to Roy Andrassy at the email address above.

### Time Schedule will be Strictly Followed!!!

#### Saturday

8:00 test flying closes (Inspections to be done on Friday at the field)

8:10 pilots meeting

8:30 first heat starts

#### Sunday

8:00 test flying closes

8:10 pilots meeting

8:30 first heat starts

**NOTE: You must check in by the time Jim leaves the field on Friday and your planes inspected unless you arrange with him otherwise or you WILL NOT BE IN THE MATRIX.**

### Recommended Hotels

Best Western of Sun City  
11202 N. W. Grand Ave  
Sun City, AZ  
(623)-933-8211

Windmill Inn  
12545 W. Bell Rd.  
Surprise, AZ  
(623)-583-0133

Holiday Inn Express Hotel & Suites  
Surprise  
16540 N Bullard  
Surprise, AZ 85374  
(623)-975-5540

Quality Inn & Suites at Surprise AZ  
16741 N. Greasewood St  
Surprise, AZ  
(623)-583-3500  
(Near Windmill Inn)

Motel 6 of Sun City  
11133 N. W. Grand Ave  
Sun City, AZ  
(623)-977-1318

Comfort Inn and Suites  
13337 W Grand Ave,  
Surprise, AZ  
(623) 544-6874

Days Inn & Suites  
12477 W. Bell Rd.  
Surprise, AZ  
(623)-933-4000

Hampton Inn  
14783 W. Grand Ave  
Surprise, AZ 85374  
(623)-537-9122



Pre Entry Form:

Name \_\_\_\_\_ AMA \_\_\_\_\_ Ret. to: **Roy Andrassy**  
**28501 N 127th Avenue**  
Address \_\_\_\_\_ **Peoria, AZ 85383**

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_ NMPRA # \_\_\_\_\_

FAA Reg # \_\_\_\_\_

Phone \_\_\_\_\_ E-mail \_\_\_\_\_

2.4 Ghz (Y or N) \_\_\_\_\_ Teammate #1 \_\_\_\_\_

(Make checks payable to Speedworld R/C Flyers Teammate #2 \_\_\_\_\_

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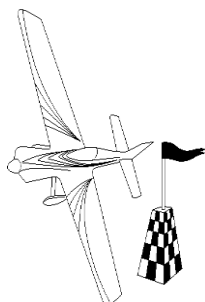


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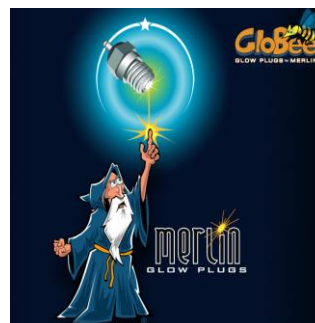
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## 2020 NMPRA Membership Application

Please check all appropriate boxes.

- ☐ New Member
 ☐ I am a Current Contest Director  
☐ Renewal
 ☐ Donate Excess Remitted Monies to the FAI Team Fund  
☐ 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 |

Make Check Payable to : **NMPRA**

I Currently Wear \_\_\_\_\_ size shirt

I Would Like the Following NMPRA Sticker Sheet with my 2017 Paid Membership:

- ☐ Red  
☐ White

**Mail to: Secretary / Treasurer**

Scott Hartman  
 912 Plains Drive  
 Fritch, TX 79036

## NMPRA OFFICERS

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 15309 Bexley Place  
 Mint Hill, NC 28227  
 704-807-1644  
 treywitte1@gmail.com

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 San Jose, CA 95124  
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 t.hegland@sbcglobal.net

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 matt@warusells.com

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 406-933-5684

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 847-471-2566  
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 peter@peterdavidtani.com

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