



NATIONAL MINIATURE PYLON
RACING ASSOCIATION

The Pylon Racer's Official Voice

NMPRA HIGH PERFORMANCE

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

President's Corner

by Trey Witte

The 2019 racing season is half-way over. We have all had a ton of racing so far, and there are still many races to go for the rest of the year. Be sure to check the schedule below and the regional schedules so that you do not miss out on any of the great racing that is going on.

2019 AMA Pylon Nationals

The 2018 Pylon Nationals are done! It was a great week of racing that showcased some of the closest racing and some superfast times. 6 classes were run: Club 40 (Bronze & Silver), AMA 424, NMPRA EF1, AMA 426 & AMA 422.

We need to thank several people and groups that help make the Nationals possible and a success.

- Yolanda, Joyce & the field guys with the AMA. Without these two ladies keeping us in line and the guys' diligent work on Site 3, registration,

information from the AMA, tent setup, trash collection, PA equipment would never happen. These folks need our thanks for all they do.

- Dub Jett and Mike Langlois for providing the tent that covers us for the entire week.
- Mike Helsel, Terry Fraser and all the guys who help with processing. They stop what they are doing to get us ready to compete. Processing is a tedious job and they handle it well for us.
- Tom Melshimer for setting up and tearing down the light system each and every day. Racing just does not happen without him. Tom worked very hard to correct all the issues that arose during the week.
- Chuck Andraka for creating and re-creating the matrixes for every race and for creating and

updating the website with the results.

- Dennis Cranfill for the awesome food at the banquet. He always makes sure we eat like kings and queens.
- All of our wonderful sponsors that provide the products for the banquet raffle. Please think of them when you need gear for your next building project or all your racing needs.
- Randy Ritch for providing the fuel we all need to have fun.
- Tim Sparks for, once again, ensuring that Club 40 is set up and handled.
- Mike Condon & Tom Melshimer. Mike takes on the most difficult and thankless job in all of pylon each year and never shies away from making each contest great. Please take time to thank Mike whenever you see or talk to him. The Nats is just not possible without him.

Congratulations to all the winners:

Club 40

Bronze – David Poland
Silver – Gary Fisher

AMA 424

Expert – Mike Helsel
Standard – Daniel Troup
Fast time – Scotty Smithwick (1:19.93)

NMPRA EF1

Expert – Mike Helsel
Standard – Larry Lisowski
Fast time – Jim Nikodem (1:07.98)

AMA 426

Jim Allen
Fast Time - Jim Allen (1:01.58)

AMA 422

Terry Frazer
Fast time – Roy Andrassy (1:00.24)

Overall Category Champion

Jason Duda (426 – 4th & 422 – 7th)

2019 Race Schedule

It is never too early to get your race on the schedule for next year. Get with Mike Helsel with the dates as you are able to get them scheduled.

Officer Nominations

We will be taking officer nomination until September 15th. If there are any election races, they will be done by voting online. I will keep you updated on the Forum.

NMPRA Q40 Championship race

Don't forget that the NMPRA Q40 Champ race happens the first weekend of October. Get with Trey or see the Forum if you need to register. This is going to be a great race. Don't miss out!

Two thoughts while on a 14 hour flight

I am typing this while on my return flight from the F5D World Championships. It is a 14 -hour flight and I am stuck in a window seat! Two things came into my head while contemplating what to write this month.

First – I am very grateful for all the people who surround me in pylon racing. I could not enjoy this hobby without all the friends who help me every day. Dean, Mike L, Jim K, Robert, Mike H, John, Tim & Billy from OJA all keep me motivated to do this thing I love so much. I just can't say enough to thank these guys and everyone else who provides all the help and knowledge. I hope that you take a minute and reflect on your "Pylon Support Group" and let them know how you feel. A special thanks to Ray Brown, Tom Scott, Randy Bridge, Gino DelPonte, AJ Hemken and Roy Andrassy for all the help and encouragement during the F5D WC. I know I wore Ray out, both physically and mentally. Thank you, Ray!!

Second – Thank you to all the people who volunteer their time, efforts and patience to help with the running of the NMPRA. This could not be done at all without Scott Hartman our Secretary/Treasurer, all the district VP's, Tom, Matt, Randy, Travis, Jim, Peter, Scotty, Gordon, Alex & Joe, the point's Coordinators, Gary, Doug & Dan, the web guys, Bernie & Joe, and the Newsletter team, Linda & Robert. Doing this is and will always be a strain on their personal/business lives. I

cannot thank you more for all that you do for me.

Until next time....
Pull Harder!!

Trey



Right Stuff: Sparky

If you thought you had the "Right Stuff," Muncie, July 13th 2019 was the place to be! We had great weather. It was hot but the racing was hotter. We had 11 entered in the Silver class and 5 in the Bronze class. I had asked before the event not to run the Gold class; past experience showed it really became a untenable undertaking for one guy to race in both Silver and Gold and in fact detracted from the quality of the overall racing. So we had the best pilots out to fly, focused on 4 plane Silver races and 3 plane Bronze races. It seemed as if weather had been a factor for everyone flying local races, and here in Indiana this was the first Club 40 event of the year so there was some rust for the Hoosiers.

Race setup went well. We had the use of the NMPRA timing and scoring system all set up by Tom Melshimer. No matter what was going on, Tom ALWAYS had a smile on his face. Our race starter was Dan Kane, a real class act who has been in pylon racing since the 80s when he was just a kid! To see him fly three-pole racers at 200 MPH is pure poetry in

motion. Back to the action.... the remote stooges that had been so reliable for the last few years proved to be problematic so we went to full power takeoffs using the caller and the NMPRA countdown clock. I hope to have the stooges working reliably shortly. With a 4-plane heat it gets really crazy for the first few laps, and I'm happy to say that the midairs were held to a minimum. My crash box of spare parts was depleted after a few airplanes shredded parts of their tails in close encounters. Jordon Peace, Chad Williams, and your humble race reporter were all victims of minor incidents and were ready in the next rounds with parts from the box. Being able to replace the tail on my Colts trimmed racer (thanks Trey) with another matching tail was a lucky break for me.

We started racing at around noon and ran continuously round after round with two comfort breaks for the course workers.

Dan Kane kept the race tempo high cranking out heat after heat in an expeditious pace. My goal had been to run 6 rounds of racing, but we quickly decided to run a 7th round! A

record of some sort I'm sure. For most it was a blur of activity. I really had no idea who had been racing well so I was just as surprised as anyone when the final points were tallied up. We didn't have any ties in the top three spots so no fly-offs were required, and no one was perfect by winning all seven rounds. When the awards were handed out, Gary Fisher became the Silver champion and David Poland continued his reign in the Bronze class.

Brad Clayton was the Silver fast time at 1:28.82, a full second over the next fastest. Our youngest competitor was the Bronze fast time Clay Williams 1:45.0.

Gary had been a late addition to the entries, and we are all glad he and "Old Bob" Petrinc made the drive up from Texas to race with us.

If you came and raced with us thank you for spending the time and effort to be here. If you didn't come race, you missed an epic day of Club 40 racing.

Sparky

Setting up Spektrum AS3X: Dan Kane

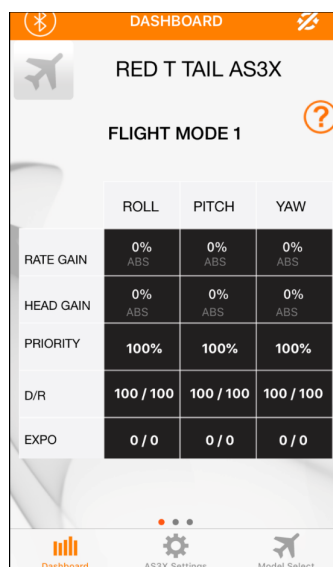
1. Download the AS3X programming app on your phone.
2. Prior to programming your AS3X receiver, you will need either a programming cable with an audio jack to connect to your phone or a Bluetooth programming module (SPMBT1000). The easiest method currently is to use the Bluetooth module. Another helpful hint is to plug in an aileron extension to the PROG/BIND slot to allow easy access to the Bluetooth module without removing the RX. Another small hint is to turn your phone volume all the way up.
3. When installing your receiver, it is best to use secure straps to hold the RX in place. Simple Velcro pads are not sufficient for AS3X style receivers. In our racers we have been using PARMA 8044 servo tape to secure the RX to a plywood tray and either tie wraps or Velcro straps to secure the RX additionally to the ply tray. Another important item to note is when installing your satellite RX, use port "B." This will allow you to use your TX concurrently with the app.
4. Start with a new model TX, one without any history, like servo reversing, sub trim or travel adjust. You can also use an existing model, but the servo reversing, sub trim and travel adjust will need to be set to factory defaults for the AIL, ELEV, and RUD channels. **NOTE: This is very important; servo reversing, sub trim and Travel adjustment are all done in the AS3X programming app and not on the TX. Of course, there is one exception; the Throttle servo is still managed by the TX and NOT the AS3X app. Wing type and V-TAIL settings are also managed by the AS3X app and NOT the TX (this is different from what you are used to).** Dual Rates can, and should, be set in the TX. Bind the RX to the TX. It is ok if the surfaces are backwards or not plugged into the correct channel at this time. Name the model in the TX. Recently we have been adding "AS3X" to the end of our model name to help identify those models with stabilization installed.
5. Open the AS3X app on your phone and add a new model. When the app opens, on the bottom of the screen there are 3 buttons: DASHBOARD, AS3X SETTINGS and MODEL SELECT. If you press the model -select button, this will allow you to create a new model. Towards the middle of the screen you will see a "+" sign; use this to create the new model. A new window opens and you want a Default (Open Stock) model. Once this is selected, you will be launched into the wizard.
6. Model Setup: First name the model. It is best to use the exact same name as you created in step 4. Next chose your RX and TX. After you have completed these three steps, press the right arrow at the top of the screen. (There are a couple small bugs here that cause some difficulties; you may need to choose the TX and RX first, then put in the name to allow you to select the next menu item. When doing this on your phone, the pop up menu covers the places where you want to go and you can't advance.)
7. Orientation: In this screen you will establish the RX orientation. Critical items to note are the Antenna position as well as the Spektrum logo on the RX on the screen. You want to make sure your screen matches your model. You can change the position of your RX by swiping your finger over the RX and note how its position changes. Once completed, press the right arrow located on the top right of the screen. NOTE: There is an error in the app receiver orientation. If the receiver is positioned vertically (with antennas pointing either FWD or AFT), the right and left logo orientation is reversed. Verify that control surfaces are moving in the correct directions (See step 16).

NOTE: IF at any point you have any questions about something you see on the screen, you can press the "?" icon located in the upper right hand corner and receive additional info.

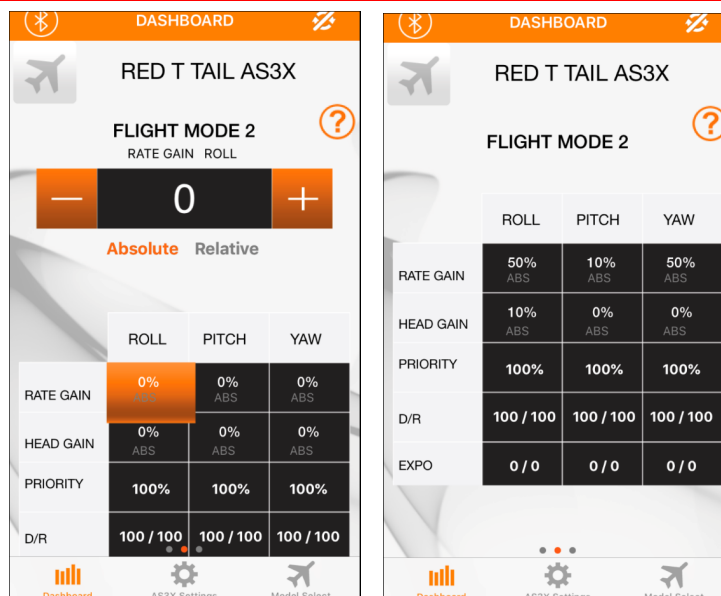
8. Flight Mode: FM Channel Assignment screen opens. The first time you open this page you will notice there is a check mark next to the "UNASSIGNED" choice. We have been using AUX1. Place a check mark next to AUX 1. When finished, press the right arrow to move to the next screen.
9. Aircraft type: By swiping your finger over either the wing or the tail you can change the configuration of your model. (DO NOT make changes to the model config in the TX; keep your TX set to the default model settings when you named the model.) This is where you would set up things like dual ailerons or V-TAIL configurations. After selecting your model's features, press the right arrow to move on.
10. Port Assignment: Notice that the moving surfaces shown on the screen have a number inside an orange box. This identifies which channel your servo should be plugged into. For example, if using the V-TAIL configuration, the right ruddervator may be in channel 3 and the left is in channel 4. Confirm that this is accurate by unplugging one servo and moving your elevator stick on the TX to confirm the correct positions. This is critical and is very important. IF these items do not match, your AS3X may not behave as expected and could cause an issue. Press the right arrow when finished.
11. Fail Safe: Port 1 should be "PRESET" and all the rest should be set to "HOLD." Port 1 (or channel 1 on your RX is the Throttle.) Press the right arrow to proceed.
 - a. In order to send your new information to the RX, you will need to connect to the Bluetooth device or connect the RX via the Audio cable to your phone. Once you are connected, you will receive a message that your RX is out of sync. Caution should be taken to decide which way to send info. If you know the info on the RX is good and you want to update your model on the APP, send the info from the RX to the APP. In the case when you are starting new, you will send the new info to the RX. You will need to be connected to the Bluetooth or program cable prior to moving onto step 12. In some cases you will need to power cycle the RX to re-connect to the Bluetooth device or un-plug and re-plug in the cable to send the info to the RX. If you were not connected prior to starting the wizard, you will need to finish the following steps by going into the AS3X settings tab (the Gear icon at the bottom of the APP) and then select initial setup (Vernier Caliper icon) to finish the Surface set up. Once you leave the wizard, you can't get back in for this model.
12. Surface Setup: The airplane icon appears once again and the moving surfaces are once again orange. This time the numbers are not present. Select the ailerons by pressing the orange aileron. A pop up menu appears; it is here that you will set your Servo reversing if required, your subtrim and travel adjustment for each of the moving surfaces. Check the direction of the ailerons to confirm they are working in the correct direction. If they are not, swipe the knob on the slider bar to the right or the left to either set it to "NOR" (normal) or "REV" (reverse). Once the direction is confirmed, move on to subtrim. To adjust the subtrim, press the "0" to right of the text. A menu opens below the text with a "-", "+" and a slider bar. Major adjustments can be made with the slider bar and small corrections or movements can be made with the + or - buttons. IF you wish to change travel adjustment, press the "travel adjustment" text. A new screen opens with a graph and two buttons for direction of travel. IF you wish to change both equally make sure both buttons are highlighted. IF you wish to only change one direction, double click on the direction you wish to change and slide the orange line in the graph up or

down to change the value. Remember, the throttle is still set up in the TX like normal. When a surface is completed, press the left arrow to go back to the screen with the airplane icon. Once you have completed one surface, move onto the next and so on until all the surfaces are set up correctly. When you are finished, double check that the surfaces are centered and moving in the correct direction. This process is now complete. You will see a white rectangle in the upper right hand corner; by pressing this box you will be taken back to the "MODELS" screen.

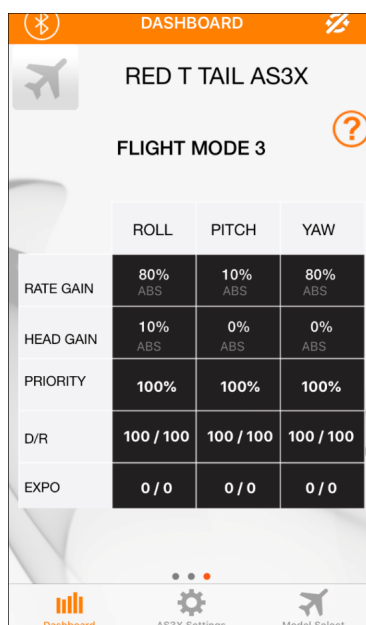
13. At the bottom of the screen press the middle button for AS3X settings. Here you will see a series of icons, the first one being the initial setup icon. We have run through almost all of these items in the above steps. However, you may want to click on this icon to look at what you have done, if you need to go back and change any of the previously set up features.
14. We still set up Dual rates and EXPO within the TX. Do not set up the Expo or Dual Rates within the AS3X programming app.
15. Next we will set up the "GAINS and PRIORITY." Although you can do this a couple of different ways, we will explain the way we feel is the easiest. At the bottom of the page, select the Dashboard button. A new screen opens and for FLIGHT MODES. There are 3 flight modes set up. To toggle between each, simply swipe the screen to the left or right to view the different modes.
 - a. Flight Mode 1 is the "OFF" setting. Basically the rate gain and Heading gain are all set to "0%".



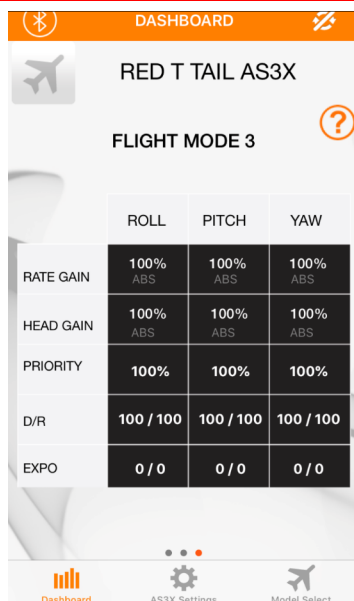
- b. Flight Mode 2 is as shown. To change the value in the black boxes, select the value you wish to change and adjust the value in the pop up window. IF you click on the number, a keypad will open and allow you to enter the desired value. Once you are done, you will need to click on one of the black boxes in the "RATE GAIN" row to make the keypad disappear.



c. Flight Mode 3 is as shown.

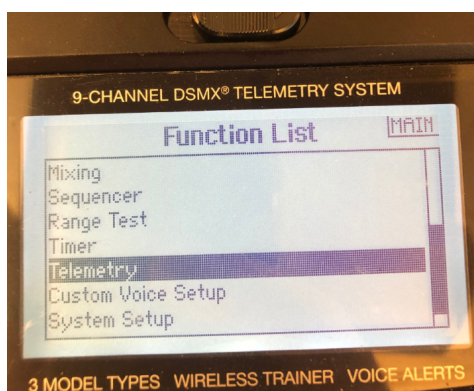


16. The three flight modes shown are numbers that Travis Flynn has developed and has given us the best results. Robert Holik, Tom Scott and I use the settings shown above. Feel free to modify the values and test accordingly (at the end of the document you will find additional settings from other pilots). Once you have finished adjusting your gains and priority, it is very important to check and double check that the AS3X system is working as expected. For testing set Flight Mode 3 to the following values. This will allow you to see the surfaces move and hold position to validate the correct operation.

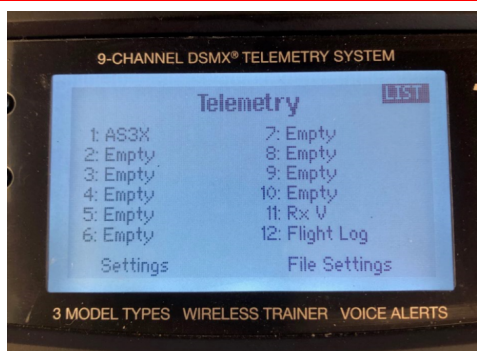


17. Now we are ready to send this information to the RX. Plug in your Bluetooth module into the RX and power cycle the model. The TX can remain on at this point. If using the cable, plug the cable into the RX and power cycle the model; then plug the cable into your phone. On your phone press the Bluetooth icon located in the upper left hand corner of the screen. A new screen opens with a device list; you should see one device, "BLE..." this is the Bluetooth module. Select the one shown. Next a window opens asking you to make a decision because the RX is out of sync with the program. Do you want to send the info to the RX or download the RX info? We have just set up a new model and in this case we want to send the info to the RX. IF for some reason you make a mistake and say make changes to a model you are working on but meant to make changes to a different model, you can load the previously saved setting from the RX.

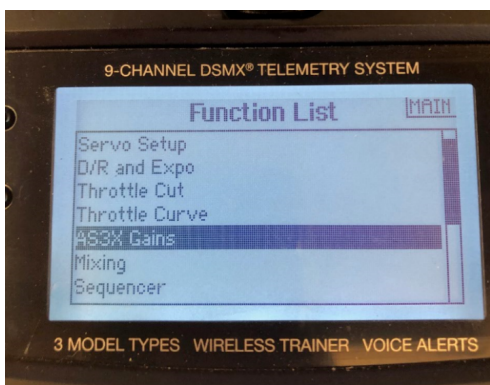
18. At this point we need to set up the TX. Start by entering into your function list and scroll down to "Telemetry."



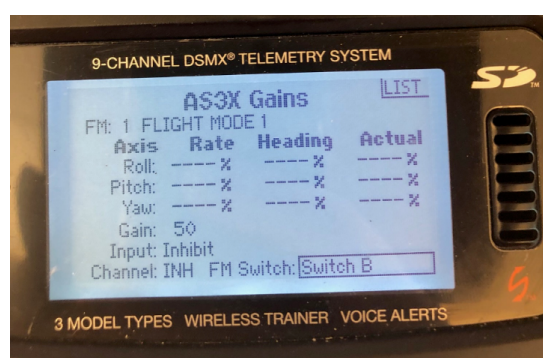
19. Enter into the Telemetry menu and change the value from EMPTY to AS3X in position 1.



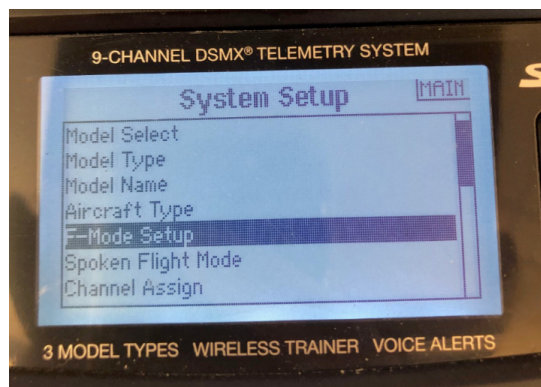
20. Back out to the function list again. This time scroll down and select AS3X Gains.



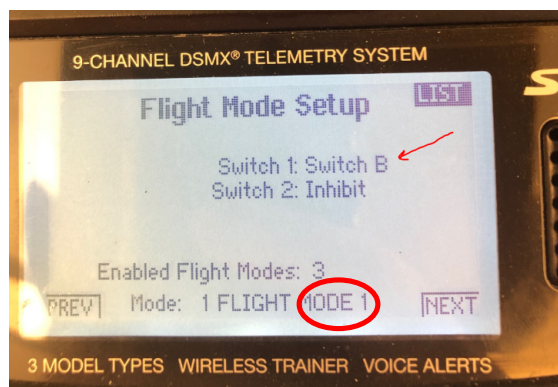
21. Once inside this menu, scroll until you are highlighting the FM switch function. This is where you will identify which switch you wish to set up your Flight Mode switch. We have been using Switch B which is located on the top of the TX on the left hand side. Any 3 position switch will work. You can also use a two position switch, but only FM1 and FM3 will be available. Be sure to identify the switch you wish to use prior to backing out. We have seen in some cases where if Switch B already appears, you may need to change to a different switch back out of this screen and re-enter to designate switch B again.



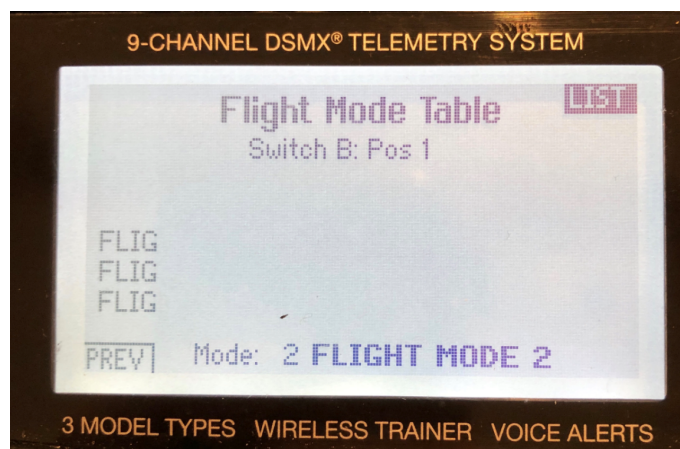
22. Next navigate to the System Setup menu. Scroll down to the "F-Mode Setup" menu and select it.



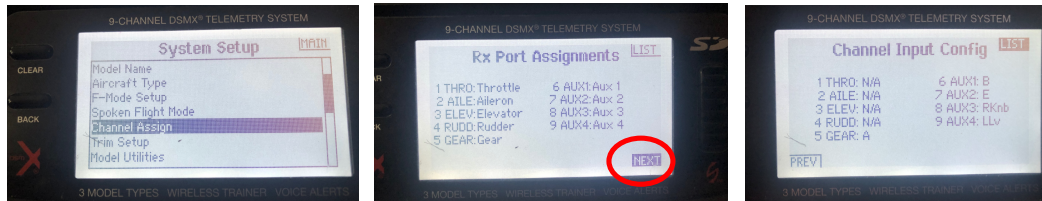
23. Once inside be sure to establish the correct switch for the flight modes. In our case we set up our flight modes to be operated on Switch B.



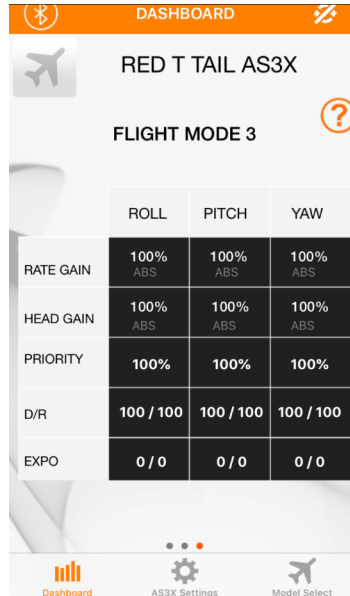
24. After setting switch 1 to your desired switch, scroll to the next button and go to the next menu. Once there, double check that the correct switch is indicated in the table. We have seen in some cases where the wrong switch was listed. You may need to back out, change the switch to something different and come back in and change it to the switch you wish to use for it to take.



25. Back out of the Flight Mode menu and navigate to the channel assign menu shown below. The following screen shots show how we set up our switches. In some cases the default switch is active. If you wish to change it to switch B or another switch, you will need to set up the channel assign section as shown below. After confirming your settings on the RX Port Assignment menu, scroll to the next button to advance to the Channel input config page. Notice we have Aux1 set to "B."



26. We are now ready to test the model to validate that AS3X is working. In step 16 we asked you to set your Rate Gains and Head Gains to 100% in flight mode 3. **NOTE: DO NOT FLY YOUR AIRPLANE WITH THE HEAD GAINS SET TO 100%**



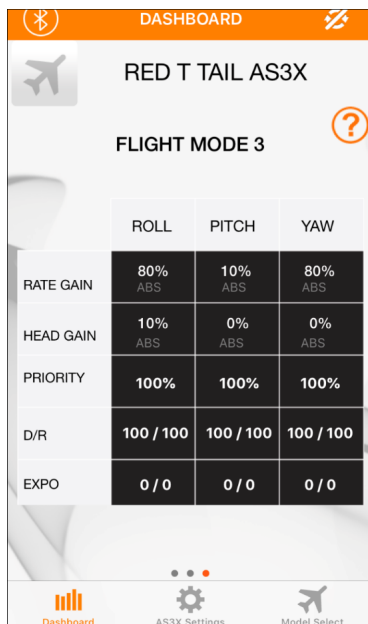
27. With both the airplane and TX operational, place the TX into flight mode 3 by moving switch B to the 3rd position, (forward). Pick up the model and slowly raise the nose as if the model was climbing; note that the elevator is moving in a downward direction as if to counteract the nose up input. Perform the same test by pointing the nose down. The elevators should move upward to correct the nose down condition. Next test the ailerons; roll the airplane to the left and hold it in a left bank. The ailerons should correct this input and should be trying to roll the airplane to the right. Perform the same test rolling and holding the airplane in a right bank; the correction should be to the left. Lastly, check the Yaw functionality. With the model sitting on the ground, point the nose to the left, the rudder should move to the right to correct the nose left condition. Perform the same test, this time with the nose pointed to the right. In this case left rudder will correct the nose right condition. You have now set up your AS3X correctly. If you run into trouble or surfaces, do not move in the correct direction; there are a couple of quick things to check. Proceed to step 26 if everything works as expected. Otherwise follow the trouble shooting steps listed below:

- On your phone go back into your AS3X program app. Select the model you are working on. Go into the AS3X settings, by clicking on this button on the bottom of the page. Click on the initial setup icon. Once inside, validate that the receiver orientation is correct. If it is correct, yet the surfaces are still not behaving as expected, check that you did not reverse any of the servos in the TX. Remember all servo reversing, Sub Trim and Travel

adjustment must be done within the AS3X program app. If you made changes in the TX, change them back to the default settings and test your model again.

- b. If when you change your flight mode switch on the TX nothing happens, most likely you did not set up the TX as shown in steps 18-23. Go back and review these steps to validate that you have set up AS3X and assigned the correct switch.

28. Once the stabilization operation has been validated, you must go back and correct flight mode 3. You need to change the Rate Gains and Head Gains back to the settings listed in step 15, sub point c.



	ROLL	PITCH	YAW
RATE GAIN	80% ABS	10% ABS	80% ABS
HEAD GAIN	10% ABS	0% ABS	0% ABS
PRIORITY	100%	100%	100%
D/R	100 / 100	100 / 100	100 / 100
EXPO	0 / 0	0 / 0	0 / 0

29. After you have corrected the flight mode 3 settings, power cycle the model to bring the Bluetooth module to life. Click on the Bluetooth icon and select the Blue tooth device. The RX and program are out of sync. Since you made changes in the app, you will need to transfer the data to the RX.
30. Prior to test flying, range check the radio, and validate that the fail safe is set up correctly. IF needed, re-bind the model to the TX to correct an error with the fail safe. IF the throttle servo is backwards or if you need to change the travel adjustment for the throttle function, you must make these changes in the TX.
31. The first flight with AS3X, be sure to trim the model with AS3X turned off. This is why Flight Mode 1 was set to 0%. Once you are comfortable and you are two mistakes high, turn on the AS3X by switching to Flight Mode 2 and get a feel for the model. Make sure everything is working and if you run into any issues, switch back to Flight Mode 1. On the next flight try switching between Flight Mode 2 and 3 and see how the airplane feels.

Below are some additional screen shots of settings used by Mike Helsel and Randy Bridge. Note: Mike Helsel has changed the priority settings to 150%. With the settings at 100% you may need some additional throw compared to not having AS3X turned on. Mike has determined by setting the priority to 150% you do not need the additional throw. I have not tried this yet, but I do plan on testing over the summer. Another note, I tend to fly the airplane in flight mode 2; I feel that the 80% settings are too much. I am supplying this info to document what we have tested and used successfully. My intention is not for this to be the end all, be all. It is intended to help with how to info as well as what settings are being used today.

Randy's settings:

Randy Bridge			
FLIGHT MODE 2			
	ROLL	PITCH	YAW
RATE GAIN	60% ABS	0% ABS	0% ABS
HEAD GAIN	10% ABS	0% ABS	0% ABS
PRIORITY	100%	100%	100%
D/R	100 / 100	100 / 100	100 / 100
EXPO	0 / 0	0 / 0	0 / 0

Randy Bridge			
FLIGHT MODE 3			
	ROLL	PITCH	YAW
RATE GAIN	80% ABS	0% ABS	0% ABS
HEAD GAIN	10% ABS	0% ABS	0% ABS
PRIORITY	100%	100%	100%
D/R	100 / 100	100 / 100	100 / 100
EXPO	0 / 0	0 / 0	0 / 0

Mike's settings:

Helsel Dago			
FLIGHT MODE 2			
	ROLL	PITCH	YAW
RATE GAIN	70% ABS	11% ABS	70% ABS
HEAD GAIN	12% ABS	0% ABS	0% ABS
PRIORITY	150%	150%	150%
D/R	100 / 100	100 / 100	100 / 100
EXPO	0 / 0	0 / 0	0 / 0

Helsel Dago			
FLIGHT MODE 3			
	ROLL	PITCH	YAW
RATE GAIN	90% ABS	20% ABS	90% ABS
HEAD GAIN	15% ABS	0% ABS	0% ABS
PRIORITY	150%	150%	150%
D/R	100 / 100	100 / 100	100 / 100
EXPO	0 / 0	0 / 0	0 / 0

Helsel 426			
FLIGHT MODE 2			
	ROLL	PITCH	YAW
RATE GAIN	70% ABS	14% ABS	80% ABS
HEAD GAIN	10% ABS	0% ABS	0% ABS
PRIORITY	150%	150%	150%
D/R	100 / 100	100 / 100	100 / 100
EXPO	0 / 0	0 / 0	0 / 0

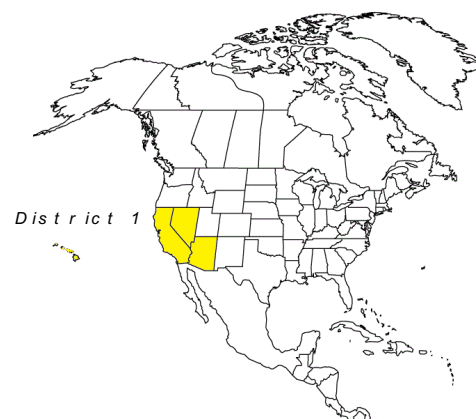
Helsel 426			
FLIGHT MODE 3			
	ROLL	PITCH	YAW
RATE GAIN	80% ABS	20% ABS	100% ABS
HEAD GAIN	14% ABS	0% ABS	0% ABS
PRIORITY	150%	150%	150%
D/R	100 / 100	100 / 100	100 / 100
EXPO	0 / 0	0 / 0	0 / 0



DISTRICT NEWS

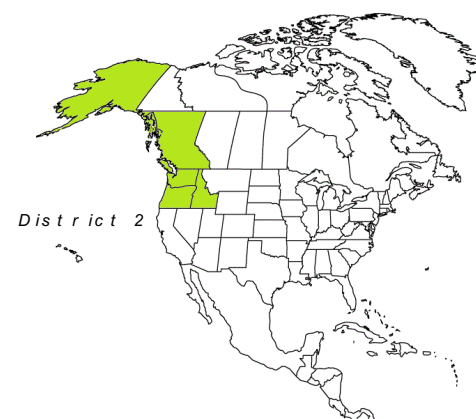
District 1: Tom Hegland

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:

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 3: Randy Smith

Big news from me... In mid-July I retired from 36 years working in engineering and management within the Telecom industry. I can now focus a little more on the fun things in life. One of those things being pylon racing. I hope to attend more of the "big" contests. I will travel to the Champ Race at OJA in October. Then Janis and I will spend three months escaping the Canadian winter in Phoenix for the period January through March. I will attend the Winterfest, the Q40 Classic and perhaps a few E-F1 races. Perhaps one of the California races too! This is going to be fun and something I have worked for. Time now to enjoy.

This newsletter will likely be full of NATS reports. My article is no different. I want to recognize the small group of Canadians who did very well at the NATS. First off, Cory Paine, Rick Paine and Dave Ford travelled from Ontario to the NATS once again this year. Again, the Ontario crew took home their share of hardware. Cory placed third in E-F1 Expert. Rick placed 13th in E-F1 Expert, and Dave Ford took second in E-F1 Standard. Great job guys. For a small group of racers in Ontario that really have no other races to attend, you have done well.

Only the NMPRA pylon racers can say they have a favorite dentist! Our fave, Dr. Doolittle (Andrassy) flew really well and pulled off second place and fast time in 422 with a blistering time of 1:00.24, tenth place in 426 and tenth place in E-F1. All the updates from Muncie via Facebook postings indicate it was, once again, a grueling boot-camp of a week at the NATS complete with the requisite monsoon or two during the week. I was unable to attend this year as I was finishing up my last week of work before retiring, but from all I hear guys like Trey Witte, Mike Condon, Chuck Andraka, Tom Melsheimer and Tom Scott deserve our thanks for all that they did. I can't be sure but I'm sure Randy Rich stepped up to help out with fuel. The NATS would not be successful without many of our members pitching to help in various areas. Thanks guys for what you do.

District 3 finally had a race that was not cancelled due to weather. Calgary hosted their annual 426 and 422 contest. Results for the weekend in Calgary were as follows:

426 Quickie 500

First	Kevin Umbach of St. Albert, Alberta
Second	Roy Andrassy of Calgary
Third	Hank Kauffmann of Calgary

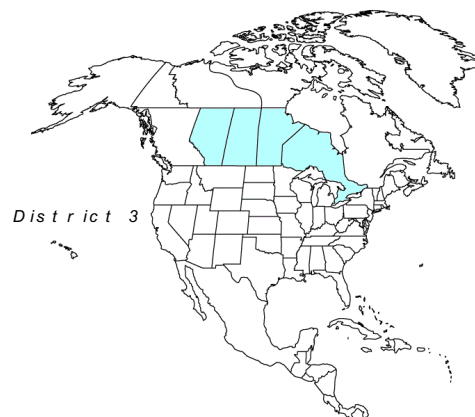
422 Q40

First	Doug Houston of Calgary
Second	Roy Andrassy of Calgary
Third	Allan Umbach of St. Albert, Alberta

A special thank you goes out to Paul Gibeault of renowned Control Line fame for being our official Starter for the weekend. Thank you Paul!

See you at the Champ Race in OJ in October!

Randy Smith





District 3 gathers for a fun weekend in Calgary racing 426 and 422.



Roy Andrassy of District 3 in Canada takes second place and fast time in 422 at the NATS.



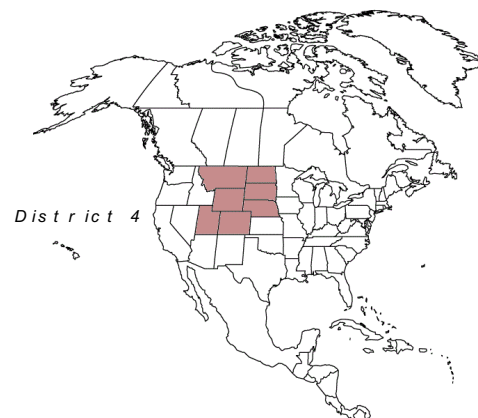
Dave Ford, Cory Paine and Rick Paine from Ontario, Canada took home hardware in the E-F1 event at the NATS



DISTRICT NEWS

District 4: Travis Elbert

No Article Submitted





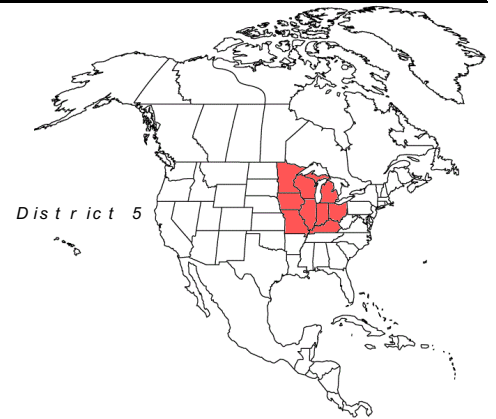
DISTRICT NEWS

District 5: Jim Nikodem

Another busy race season.

District five had a great Baldwin Michigan race June 22-23. 426 was the big event; however, five events were flown in two days. Ideal weather the whole weekend made a great event. Lots of 1/4 40 practice took place at this ideal field. The contest takes place on a 3800 foot long runway on a very "unbusy" airport. We take off on a taxiway and land on the runway. Nice and wide open, with great restaurants and hotels really close to the field. It's also perfect timing for a NATS warmup. All NATS three-pole racing events are flown including 424 on both days. At the end of the day Sunday, Tim Lampe came out on top in 1/4 40 and also took fast time.

In 426 on Saturday, Dan Kane came out on top and with an impressive 1:03 fast time. In 424 Larry Lisowski came in first Saturday, and Clint Seiver came in first Sunday. In EF1 Jim Nikodem took first, but Dan Kane took fast time with a beautifully recovered Horizon Shoestring. That's one of the first EF1 ARF's. Not only the winners are important. Lots of great competition and tight racing. It's all about practice and improvement. Lots of testing took place also. You can't beat flying around the poles to wring an airplane out.



Baldwin Michigan 1/4 40 fliers Tim Lampe and Bernie Vanderleest. Bernie is holding a Tsunami he designed and built.

The NATS are reviewed elsewhere, but went well with lots of District 5 support, notably Tom Scott who builds and maintains the judgeman system. Tom Melsheimer served as assistant CD keeping things running smoothly. Also Trey Witte did not fly, but instead acted as starter all week, out in the hot sun all day! Thank you Trey!! Our racing could not be done without these guys. We owe them and others behind the scenes a lot!

The Minnesota group has been busy as usual. They have a bunch of 426 races each summer on the north side of Minneapolis. They do their racing with three workers, one for each pylon. Cuts are tallied after the race. Works great. The only equipment is a starter cage, a big clock, three pylons, and four walkie-talkies. Simple and easy.



Some of the Randy Etkin R200's at a Minneapolis race (Brooklyn Park). Randy Etkin far right

Jim Nikodem
22v



DISTRICT NEWS

District 6: Peter Tani

Hello all,

Thank you for the extra time allowed for preparing our district 6 August newsletter contribution. It is a busy time here in the northeast at least in the moment. We just completed our two-day "Pete Reed Classic" Q500 race this past weekend.

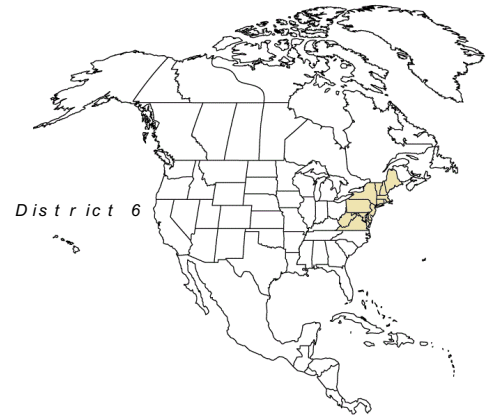
Unfortunately, I was not able to make the 2019 Nats. Congratulations to all District 6 competitors: Steve Baker, Craig Korsen, Mike Masi, Leo Nordell, and Joe Tropea. I hope I did leave out any pilots here. Obviously, 2019 has been a difficult year for District 6 racers. Early on this year we lost two race venues normally held in Salem, CT at the Propbusters, and we also lost one race venue that is normally held in Bloomfield, CT at the Wintonbury club. Mid-season we lost our local racing organization's equipment manager. Fortunately we have the continued support of the Northern Connecticut Radio Control Club (NCRCC), and we were thankfully able to complete in three days of racing this year in Ellington, CT. This is in no small part due to the fact that the NCRCC executive committee is comprised of several current and former racers who still have passion for racing and things racing.

I take on faith hearing from District 6 senior statesmen who are currently in communication with many of their peers across this good nation that we are not alone in having difficulty and that in addition there is an unfavorable trend of generally decreased local race participation. Alas. Not sure the answer. I do my best to channel my "inner Winston Churchill" from time to time.

Thank you to our two 2019 contest directors, Joel Lang and Irv Thurrott. I would certainly like to have either of their "presences of mind" or "able-ness" of bodies given their current ages. Think most racers would be shocked and even humbled by how much these two individuals actually do and have done for our group both in and out of racing. These two individuals are part of a shrinking minority of people that still very quietly hold our group together when and where ever it is possible. Several others not mentioned here also do the same.

Thankfully we had 12 pilots in AMA 424 and 9 pilots in AMA 426 on Saturday. Congratulations Ralph Rinaldi for both your Saturday 426 contest win and "low-time" in 426. Ralph also captured same-day Saturday 424 fast-time and took Saturday AMA 424 third place to our two Standard "9-lap" pilots Leo Nordell taking first and Gregg Prior taking second, respectively. If I understand correctly, I learned that on Friday Ralph, after possibly catching the end of the Red Sox's game, pulled his 426 motor out of its plastic bag that it was handed back to him in, and re-assembled it, last minute, to race the following day. Thank you Ralph.

Was like "ole" times was the "Ralph and Lloyd show" back from the days of yore even though "every racer for themselves" in 426 and no teams due to the long-standing (/no surprises) lack of local 426 participation and with the hope to produce the best race-day matrix possible. Ralph and Lloyd finished first and second in Saturday AMA 426. Congratulations to both. Congratulations too to both Leo Nordell and Gregg Prior. Congratulations Leo for your first contest win. Congratulations Gregg taking



second in a very-well-received and highly watched fly-off. Two of our most junior and current 424 racers were tied for first at the end of the day. Think the "Arizona Pylon Racing Association" (APRA) format has worked well for us in light of a limited field of racers in general and with a mix of both local "Standard" and "Expert" local flyers to boot. A tough one, no doubt.

Thinking an interesting side note: On Saturday Lloyd Burnham in AMA 424 and as a "demonstration" only ran an EF-1 motor, a 5-cell battery, and an 80-amp speed controller while trying a variety of QM40 props in a quickie. His best time was a 1:21, and he beat everyone he raced with it. However, on Sunday Lloyd ran a TT Pro40 and turned a 1:17.69 and admittedly has not quite found the magic electric combination but is getting closer. Thinking a race-day speed of just under 120mph is his goal, and he certainly achieved this in practice. On this particular day 118.9MPH. A "bullseye" thinking.



Electric "424" combination sufficient for 118.9MPH, thinking just about perfect.

In August we had great weather both days, and our cookout went fine with a good number of the hosting club members and their wives attending. As anticipated our "free" cookout went very well and of course lots of corn picked within only the last 8 to 12 hours. Yum, and a lot of good fun. On Sunday Lloyd took first place in both 424 and 426. Switching to wet-power in AMA 424 for the day. Congratulations Joe Tropea and Mike Maznicki for taking second and third Sunday in AMA 426 respectively. We had 12 AMA 424 and only 7 AMA 426 competitors.

Congratulations to AMA 424 "Standard" pilot Michael Fiorito for your second place Sunday 424

finish and for flying out of "Standard Class" Sunday with both a 1:17.30 and 1:19.91 and one earlier "sub-1:20" time. Think our effort as a group is not to lose pilots and to make sure that if they are capable of "flying out" of "Standard"; they would certainly be capable of holding their own in AMA 424 and might even considering competing with us in AMA 426.

Many thanks to District I AMA technology and safety officer John Yassemedis for your strong finish all around and for your support of fellow New Hampshire racer Andy Finley and several more in your NH group and current District 6 flyers. Congratulations John Y. for your single "sub-1:20" time of "1:18.87" and a very close same day "1:20.06" and within any worker's reaction time and ability to get it right. Wish we had more like you with your enthusiasm and willingness to help those new to pylon racing. In closing I would be remiss if I did not note the frustration of the very few who do so very much for the very many. Believe all might be shocked to learn the median age and years of service of the very dedicated and current race supporters here in District 6.

Peter Tani 23J



DISTRICT NEWS

District 7: Scotty Smithwick

There is nothing to report specific to August racing in Florida. The weather is hot with 100% humidity almost every afternoon :-)

The good news is - We were able to escape the doctors & hospital and make it to the Nats!!!

SEMPRA was well represented with Mr. Helsel winning EF-1 and 424. Scotty & "M" took 424 Fast time and 5th place. Mike then came back in 426 to win 2nd place with Mr. Allen taking first! In 422 Scotty & "M" probably would have made the finals but had to leave to get back to Florida doctors! Mr. Helsel was called away to return home because of an internal house plumbing leak so he missed out on 422!! Terry Frazer won 422 and Bryan Blanchard took 3rd! Dean Stone did very well this year placing 6th in 426 and was on top of 422 until the tables turned and dropped him to 18th!

The weather was problematic producing a ton of rain, on short intense notice, and keeping the Light System in sporadic function mode, pretty much the entire time!!! Which of course resulted in numerous extensive delays. Everyone persevered, however, and kept the competition on HIGH, and all

the victories were well deserved!!!! High marks everyone!!!!

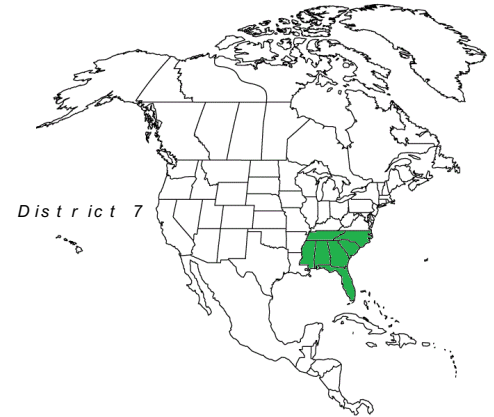
Terry Frazer had a TOTALLY COOL CRASH between 2 & 3, got into some bad air and in it went, full power, big THUMP, pretty much disappeared!!!! Great Job Terry!!!!

As we were packing the trailer, one of the pilots came over looking for a shovel, seems they needed to dig Bob Brogdon's Q-40 out of the field??? Missed that one completely!!!! DANG!!!!

On a Florida new races note: On the way back from the June Cincinnati race, we stopped to meet with the Jacksonville Club and discussed a 426 race. The meeting was very positive; however, the club members voted it down! The president remains interested; however, so this potential may come to fruition :-)

And on a final note I am meeting with another club in the area that is interested in hosting a race!!! I am told their field will support all classes!!!!

XXOO
Scotty & "M"



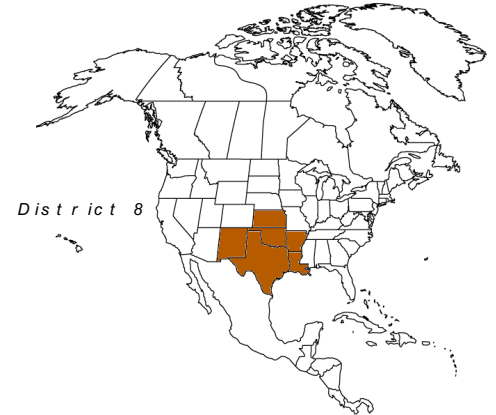


DISTRICT NEWS

District 8: Gordon McWilliams

Not a lot to report at this time. It's been a VERY busy time for me, both work and home, haven't had much time at all for racing stuff! We had to move my mom to an assisted living facility on very short notice because a spot in the facility became available, right about the time I should have been pestering fellow District 8 folks for article inputs.

I pinged my contacts down in Texas for information regarding their racing activities and haven't heard back, so I don't have much to tell about them. I do know that they're typically a pretty active group of guys, hoping to have some more info for the next article.



You've probably already seen the NATS pictures, etc., that the AMA put out. Typical Muncie NATS weather – some nice weather, some hot weather, some wet weather, some windy weather. We had a couple of sudden rain storms pass through that came with pretty high winds. My race partner and longtime friend Duane Gall was out test flying some EF1 planes one evening when one popped up. We had just processed ALL of our models for the events we were involved in (EF1, 426, 422) so had a LOT of stuff unpacked out of Duane's big Ford Excursion – model wings & fuses everywhere in our pits. As we were debating one more flight out on the race course with the EF1 stuff, the wind came up quickly and blew over the chain link protective barrier for the starter. That's when we decided that perhaps right at that moment was NOT a good time for another flight. It started raining as we were starting to walk back, and Travis Flynn raced up on a golf cart to rescue us – thanks, Travis! We got back to the pit area under the big tent, and quite a few of our fellow racers were holding down our pile of wings, fuselages, etc. I can't remember all of them, but I do wish to express my gratitude again for the help we got from our fellow racers; otherwise, our planes would have been who knows where; it was that windy. Usually those storms last just a few minutes, and it's pretty calm behind the front. This one lasted for a good 25 minutes, so we had a great bunch of friends helping us out for quite a while.

After all, isn't that what it's about? Sure, the racing is fun and competing is great, but spending time with a great bunch of like-minded friends is even better.

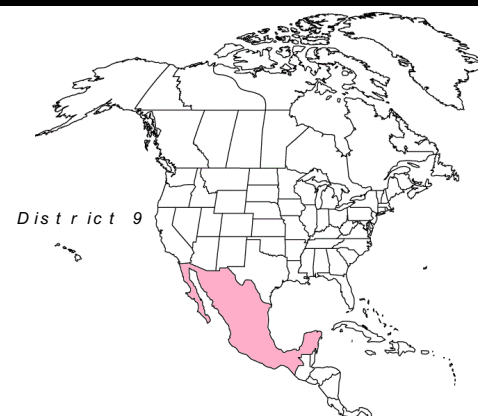
Thanks to all who helped out, and thanks for being a great bunch of friends!

PS – on the way home from Muncie, Duane and I stopped in Decatur, IL for the first ever "glowplugpalooza" event that was organized by a couple friends of mine, Andy Kunz and Michael Ramsey. They had asked if we could do some demonstration flights of some pylon racers at their fly in, and of course we agreed – especially because they intentionally scheduled their event for the weekend after the NATS when we would be coming through. The only stipulation for airplanes at their event was that it had to be either glow powered or diesel powered – no electrics, no gasoline, just a glow powered get together. We flew a couple of 426 and 422 planes (off grass, even!) and had a good visit with the club, and a great lunch with homemade cookies!

Gordon McWilliams

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

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

	NAME	NMPRA #	Races Flown	Total of Best 6 Races
1	Andrassy, Roy	31X	5	421.63
2	Helsel, Mike	5A	7	413.46
3	Scott, Tom	26P	6	412.00
4	Lampe, Tim	16U	6	376.40
5	Kane, Dan	1V	6	374.28
6	Beers, Richard	22I	6	374.09
7	Frazier, Terry	37P	5	370.39
8	Jett, Dub	1I	7	343.12
9	Bozarth, Kurt	44F	5	290.89
10	Andraka, Chuck	11H	4	285.47
11	Masi, Mike	37J	3	264.98
12	Parker, Mark	24I	3	250.44
13	Holik, Robert	23A	3	229.96
14	Blanchard, Marcus	15P	3	226.70
15	Korsen, Craig	16J	3	214.50
16	Langlois, Mike	12R	3	206.31
17	Lloyd, David	15C	3	204.41
18	Coe, Dan	42C	5	203.88
19	Thordarson, Dan	53C	3	201.29
20	King, Robert	46C	3	195.04
21	Fehling, Matthew	59S	4	194.75
22	Flynn, Travis	55A	4	192.70
23	Duda, Jason	2W	2	186.34
24	Coffey, Joanne	83B	3	176.06
25	Stone, Dean	19R	3	175.35
26	Blanchard, Bryan	16P	2	171.17
27	Johanson, Bill	52P	3	169.96
28	Salazar, Mario	18C	3	168.69
29	Owens, Laird	8A	3	155.34
30	Brogdon, Bob	1S	3	153.21

31	Hulen, Duane	12V	5	150.68
32	Cranfill, Dennis	29I	2	135.46
33	Lopez, Anthony	23B	3	131.63
34	Hiller, Bill	8V	3	128.93
35	McDermott, John	2R	3	127.44
36	Brown, Ray	15T	2	126.97
37	Baker, Steve	15R	3	121.90
38	Lime, Jim	41D	3	120.90
39	DeNeve, Mike	21P	3	115.61
40	McWilliams, Gordon	4G	2	110.50
41	Russell, Matt	5E	2	108.15
42	Arguello, Juan	33Y	1	107.90
43	Allen, Jim	17D	3	106.06
44	Troup, Daniel	35P	2	104.75
45	Seymore, Anthony	32V	3	103.56
46	Richmond, Brian	85S	2	100.46
47	Vogelsang, Rick	29P	3	98.32
48	Smith, Randy	22X	1	95.59
49	Neff, Brian	11F	2	95.14
50	Panzardi, Santiago	18P	2	93.97
51	Batch, Bryan	79E	2	90.23
52	Grunkemeyer, Craig	22P	1	84.40
53	Killebrew, Doug	10C	3	81.41
54	Lucero, Gilbert	16C	3	79.88
55	Houston, Doug	14X	1	79.17
56	Smithwick, Scotty	4C	2	70.84
57	Telford, Drew	1D	1	64.81
58	Vanderleest, Bernie	7W	2	61.93
59	Hartman, Scott	30H	1	60.70
60	Gall, Duane	23F	2	59.71
61	Burnham, Lloyd	22J	1	54.00
62	Bridge, Randy	58B	1	46.46
63	Seaholm, AJ	17V	1	46.34
64	Redekop, Henry	30X	1	44.29
65	Van Baren, Rusty	7D	2	39.62
66	Schmidt, Gary	27D	1	38.13
67	Hiller, Jim	3V	3	29.60
68	Nogy, Kent	12C	2	24.30
69	Tahhan, Gabriel	22Z	1	23.77
70	Galerieault, Pat	95W	1	22.15
71	Eden, Mike	61P	2	21.75
72	Redig, Pat	23W	1	19.82
73	Ochoa, Luis	23Z	1	15.56
74	Von Der Hey, Lee	7C	2	14.71
75	Farnsworth, Scott	25W	1	14.10
76	Vess, Robert	14R	2	8.50
77	Gage, Ronald	12W	1	8.18



AMA - 426

Points & Standings

426 Points: Doug Scherrer

2019 Events

	Location	Date
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	Muncie, IN	5/18/19
7	Cincinnati, OH	6/1/19
8	Baldwin, MI	6/22/19
9	NATS Prelim	7/16/19
10	NATS Final	7/17/19

	NAME	NMPRA #	Races Flown	Total of Best 6 Races
1	Jett, Dub	4I	8	553.09
2	Helsel, Mike	5A	7	525.92
3	Beers, Richard	22I	6	524.63
4	Coe, Dan	42C	6	438.97
5	Richmond, Brian	85S	6	423.71
6	Kane, Dan Jr.	23U	5	400.07
7	Fehling, Mathew	59S	6	378.01
8	Andrassy, Roy	31X	5	370.58
9	Frazer, Terry	37P	5	359.13
10	Flynn, Travis	55A	4	348.19
11	Nickodem, Jim	22V	6	329.19
12	Allen, Jim	17D	4	321.22
13	Lampe, Tim	16U	6	274.14
14	Deneve, Mike	21P	3	262.81
15	Hulen, Duane	12V	6	259.56
16	Johanson, Bill	52P	3	248.24
17	Andraka, Chuck	11H	4	242.28
18	Vogelsang, Rick	29P	4	238.08
19	Troupe, Daniel	35P	4	225.21
20	Coffey, Joanne	83B	5	211.04
21	Vess, Robert	14R	3	210.59
22	Duda, Jason	2W	2	200.41
23	Lopez, Tony	23B	3	189.46
24	Panzardi, Santiago	18P	3	185.61
25	Seymore, Tony	32V	4	175.62
26	Bozarth, Kurt	44F	5	156.62
27	Stone, Dean	19R	3	156.55
28	Lisowski, Larry	31V	3	148.60
29	Van Baren, Rusty	7D	2	146.40
30	Masi, Mike	37J	2	141.17
31	Korsen, Craig	16J	3	131.63
32	Brown, Ray	15T	2	125.16
33	Von Der Hey, Lee	7C	2	120.18
34	Scott, Tom	26P	4	119.53
35	Osswald, Adam	28P	3	113.21
36	Ritch, Randy	31I	2	113.14
37	Baker, Steve	15R	3	107.20
38	Thordarson, Dan	53C	3	107.15
39	McWilliams, Gordon	4G	2	106.57
40	Gall, Duane	23F	2	104.47
41	Telford, Drew	1D	1	102.09
42	Llyod, Dave	15C	2	100.71
43	Brogdon, Bob	1S	2	98.40
44	Jump, Eddie	20G	1	96.66
45	Schmidt, Gary	27D	1	95.97
46	Blanchard, Bryan	16P	2	95.80
47	Parker, Mark	24I	2	91.00
48	James, Gary	15I	1	89.31
49	Neff, Brian	11F	2	84.93
50	Thompson, Taylor	26C	1	84.33

	NAME	NMPRA #	Races Flown	Total of Best 6 Races
51	Vanderleest, Bernie	7W	2	79.60
52	Burnham, Lloyd	22J	1	78.93
53	Spencer, Mike	54P	2	75.31
54	Yousey, Tim	58S	1	71.87
55	Bridge, Randy	38B	1	68.33
56	Smithwick, Scotty	8C	2	68.28
57	Hartman, Scott	30H	1	67.29
58	Seaholm, AJ	17V	1	62.34
59	McDermott, John	2R	1	61.27
60	Etken, Randy	20W	1	59.94
61	Salazar, Mario	18C	1	57.73
62	Galarneau, Pat	95W	2	57.18
63	Larson, Darwin	25U	1	55.92
64	DeLateur, Joe	15B	2	55.40
65	Nordel, Ola	31J	1	52.01
66	Lime, Jim	41D	3	49.92
67	Thompson, Chuck	28C	1	47.75
68	Yost, Dave	34C	2	47.31
69	Martin, Mark	37G	1	47.06
70	Russell, Matt	5E	1	46.15
71	Redig, Pat	23W	2	43.02
72	Eden, Mike	61P	2	40.80
73	Coffey, Bruce	81B	2	40.64
74	Kane, Jack	23U	2	35.62
75	King, Robert	46C	2	34.41
76	Coletto, Ray	53S	1	33.00
77	Tropea, Joe	28J	1	30.52
78	Doe, Greg	7S	1	29.47
79	Killebrew, Doug	10C	1	28.71
80	Grunkmeyer, Craig	22P	2	26.34
81	Blanchard, Marcus	15P	2	22.77
82	Langlois, Mike	12R	1	20.74
83	Houston, Doug	14X	1	19.54
84	Scherrer, Doug	35G	1	8.54
85	Batch, Bryan	79E	1	7.06
86	Holik, Robert	23A	1	4.53
87	Gage, Ron	12W	1	3.15
88	Finch, Lonnie	21V	1	1.20



AMA - 424

Points & Standings

424 Points: Trey Witte

2019 Events

1	KCRC - Sat	5/4/19
2	OJA - Spring	5/4/19
3	Indy Shootout CAPS - Sat	5/18/19
4	Indy Shootout CAPS - Sun	5/19/19
5	Moonshot - Sat	6/1/19
6	Baldwin	6/22/19
7	AMA Nationals	7/14/19

1	Tim Sparks	22U	5	299.23
2	Clint Seyer	21U	4	285.85
3	Larry Lisowski	31V	4	198.95
4	Greg Doe	7S	2	162.40
5	Jim Nikodem	22V	2	151.06
6	Scotty Smithwick	8C	2	147.09
7	Daniel Troup	35P	2	106.89
8	Jim Hiller	3V	3	103.97
9	Mike Helsel	5A	1	103.03
10	Duane Hulen	12V	1	90.10
11	Adam Oswald	28P	1	88.11
12	Jack Kane	23U	2	85.37
13	Tony Seymore	32V	1	77.40
14	Matt Russell	5E	1	76.63
15	Dean Stone	19R	2	66.51
16	Don Belfort	31P	2	66.26
17	Gary James	15I	1	64.70
18	Jason Duda	2W	1	61.54
19	Matt Fornefeld	35V	3	54.60
20	David Ford	29X	1	54.00
21	Kurt Bozarth	44F	1	52.00
22	Rick Vogelsang	29P	1	50.23
23	Dan Kane Jr	23U	1	42.00
24	Scott Hartman	30H	1	39.30
25	Leo Nordell	32J	1	27.60
26	Dan Coe	42C	1	26.60
27	Conrad Wondolowski	33J	1	21.40
28	Bill Hiller	8V	2	20.66
29	Doug Scherrer	35G	1	13.90
30	Bryan Batch	79E	1	12.51
31	Gordon McWilliams	4G	1	1.20



NMPRA EF-1

Points & Standings

EF1 Points: Dan Kane

2019 Events

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

	NAME	NMPRA #	Races Flown	Total of Best 6 Races
1	Nikodem, Jim	22V	5	401.80
2	Sparks, Tim	22U	5	341.78
3	Helsel, Mike	5A	4	251.26
4	Kane Jr, Dan	1V	3	224.86
5	Troup, Daniel	35P	3	216.89
6	Seyer, Clint	21U	4	212.45
7	Lisowski, Larry	31V	3	175.16
8	French, Fred	18H	2	162.78
9	Andrassy, Roy	31X	2	153.99
10	Osswald, Adam	28P	3	144.51
11	Meisheimer, Tom	99P	4	141.90
12	Belfort, Don	31P	3	135.47
13	Russell, Matt	5E	2	127.68
14	Hiller, Jim	3V	2	118.33
15	Panzardi, Santiago	18P	3	109.95
16	Scott, Tom	26P	2	97.41
17	Allien, Jim	17D	1	95.44
18	Flynn, Travis	55A	1	89.15
19	Batch, Bryan	79E	1	86.53
20	Doe, Greg	7S	2	82.28
21	Witte, Trey	23R	1	82.00
22	Gall, Duane	23F	2	80.09
23	Martin, Mark	37G	1	78.00
24	James, Gary	15I	2	73.30
25	Johanson, Bill	52P	1	57.74
26	Baker, Steve	15R	2	52.66
27	Masi, Mike	37J	1	48.32
28	Elbert, Leon	7G	1	43.87
29	McWilliams, Gordon	4G	1	42.04
30	Hiller, Bill	8V	3	39.32
31	Lopez, Tony	23B	1	39.30
32	Richmond, Brian	85S	1	26.60
33	Kane, Jack	23U	2	24.97
34	Ford, David	29X	1	20.05
35	Alves, Ed	23G	1	18.27
36	Lime, Jim	41D	1	13.90
37	Nordell, Leo	2S	1	13.76
38	Elbert, Travis	2G	1	9.73
39	Parker, Mark	24I	1	4.34
40	Elbert, Shane	13G	1	1.20
41	Huffman, Eric	25D	1	1.20
42	Jett, Dub	4I	1	1.20
43	Lampe, Tim	16U	1	1.20



NMPRA : 2018 RACE SCHEDULE

National Contest Coordinator: **Mike Helse**

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.

NMPRA Master Race Schedule 2019

8/2/2019

Date	Location	Events	Comments	Contact	Other Info
June					
Aug					
3rd - 4th	Ellington, CT	424, 426			www.ncrtcc.org
10th	Brooklyn Park, MN	426,		Tim Brockman	-
17th -					
18th	Denver, CO	426, 422			
17th -					
18th					
24th -25th	Muncie, In	424/EF1/426/422	CAPS Calssic	Note Change of Dates	
31st - 1st					

September

7th	Brooklyn Park, MN	426		Pat Redig	-
14th -					
15th					
21st -	Brooklyn Park, MN	426		Jesse & JerryE	
22nd				E	
21st -					
22nd	Oakdale, CA	EF1, 424, 426		Joe DeLateur	joe.delateur@gmail.com
21st -			Talman		
22nd	Wichita, KS	422	Legacy	Lonnie Finch	lfinchcpa@sbcglobal.net
28th -					
29th					-

October

5th - 6th	Old Julian Airport	422	NMPRA Champ Race		Trey Witte
12th -					
13th					-
19th -					
20th					-
26th -					
27th	Whittier, CA			Mario Salazar	

November

2nd - 3rd
9th - 10th
16th -
17th
23rd -
24th

December

30th - 1st			
7th - 8th	Apopka, FL	426, 422	Cliff Telford Tangerine
14th -			
15th			
21st -			
22nd			



NMPRA SPONSORS



Randy Ritch
(281) 701-3121
(713) 661-5458

www.ritchsbrew.com
srritch@sbcglobal.net

DCRC

<http://www.darrolcady.com/>

dcady@pacifier.com

PH: (360)-903-3520

"FOR ALL YOUR RACING NEEDS"

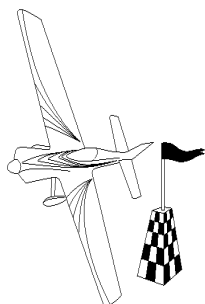


The Choice of Champions...

bdechastel@bigpond.com
www.bigbruceracing.com



Bridge_521@charter.net



PMP

Performance Model Products

Dennis O'Brien

(407) 619-5191

H&M Racing

R/C Pylon Manufacture

hm.racing@sasktel.net

Phone: (306) 892-4216

<http://hmracinginc.com/index.php>

Improve your Performance with APC Competition Propellers!

Visit the APC Prop website for more details about our efficient, high performance, balanced propellers. Over 500 different types to choose from.



The #1 Choice of
Champions Worldwide!



Proudly Made in the USA!

Providing superior quality, unmatched variety and excellent service since 1989.

www.apcprop.com

(530) 661-0399

APC Propellers are also available from your favorite online dealer or local hobby shop.



NMPRA SPONSORS



--- H P P --- ADVANCED PYLON PRODUCTS, LLC

HEADQUARTERS FOR ALL YOUR
BUILDING AND RACING SUPPLIES

ADDITIONAL SERVICES INCLUDE:
COMPOSITE FABRICATION
FOAM CUTTING
CNC ROUTER CUTTING
FOR QUESTIONS AND PRICING
CALL GARY FREEMAN @ 407-222-5759

HOME OF THE
SIDEWINDER AND SWEET 1
Q40 AIRPLANES

www.advancedpylonproducts.com

Email: gary@advancedpylonproducts.com



Domestic:
(708) 246-3730

International:
++1 (708) 246-3730

Domestic Fax:
(708) 246-6734

International Fax:
++1 (708) 246-6734

General Email:
info@merlinglowplugs.com



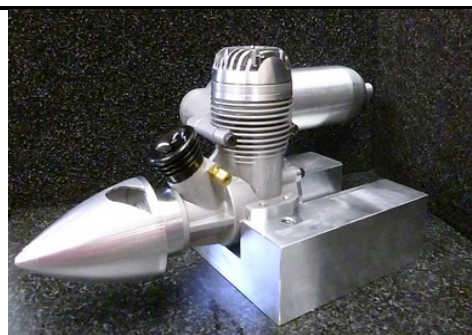
Mike Langlois
6024 Smithwood Rd.
Liberty, NC 27298

PO Box 216
Julian, NC 27283

Tel No: (336) 685-0016

Fax: (336) 685-9195

Email: ml@aeroprecisionmachine.com



www.cmadracing.com

Q-500Racing.com HOME OF THE R200 & R140 Q-500 RACERS.

Randy Etken

R140Racer@msn.com (952)445-8652

MASTER LINE PRODUCTS

Home of The MASTER TACH, racing tachometer

Allen Booth

Rcflyer39@hotmail.com (260)312-3185

StegallHobbies.com

We're your source for Epoxy Fillers and much more

<http://EpoxyFillers.store>

<http://StegallHobbies.store>

Quickie 500 Backplate Mounts
EF1 Laser Cut Kits and Fiberglass Parts
Vintage Formula 1 Fiberglass and Foam Kits
The BOB CAT FAI Fiberglass and Foam Kit



Please visit <http://RCPylon.TV>
for videos on all kinds and classes of
R/C Pylon Racing Information



The Club 40 Racer - Club40Racer.com
Laser Cut Kit in Short Kits and Full Kits
for Club 40 Racing - Club40Racing.com

**2019 NMPRA Membership Application**

Please check all appropriate boxes.

- | | |
|---|---|
| <input type="checkbox"/> New Member | <input type="checkbox"/> I am a Current Contest Director |
| <input type="checkbox"/> Renewal | <input type="checkbox"/> Donate Excess Remitted Monies to the FAI Team Fund |
| <input type="checkbox"/> 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

President

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

Secretary/Treasurer

Scott Hartman
912 Plains Drive
Fritch, TX 79036
sahartman21@hotmail.com

District 1 VP

Tom Hegland
3430 May Lane
San Jose, CA 95124
408-369-1413
t.hegland@sbcglobal.net

District 2 VP

Matt Russell
28128 N. Perry Road
Chattaroy, WA 99003
509-869-6300
matt@warusells.com

District 3 VP

Randy Smith
111 Hawkhill Place NW
Calgary, AB Canada
403-605-5681
pylon.guy@shaw.ca

District 4 VP

Travis Elbert
Box 53
Jefferson City, MT 74316
406-933-5684

District 5 VP

Jim Nikodem
736 Silk Oak Lane
Crystal Lake, IL 60014
847-471-2566
jdnikodem@juno.com

District 6 VP

Peter Tani
PO Box 1544
Vernon, CT 06066
peter@peterdavidtani.com

District 7 VP

Scotty Smithwick
12201 Shiloh Acres Drive
Clermont, FL 34715
870-421-4864
airplanescotty@gmail.com

District 8 VP

Gordon McWilliams
1209 Heatherwood Drive
Paola, KS 66071
913-406-8950
gordonmcw@aol.com

District 9 VP

Alex Vazquez
Carr. Guadalajara-Colotlan
No. 7, 201 Colonia Extramuros
45200 Zapopan, Jalisco, Mexico
5233-3633-3074
alejandro@temosa.com.mx

District 10 VP

Joe Luxford
+61-419-517096
Jluxford@luxford.com.au

NMPRA Webmaster

Bernie Vanderleest
1711 Heinze Drive
Racine, WI 53406
262-995-8110
web@nmpira.org

Newsletter Editor

Linda Brogdon
5251 Hermitage Drive
Powder Springs, GA 30127
770-421-8838
brogdonlh@comcast.net

Newsletter Publisher

Robert King
3453 Iroquois Ave.
Long Beach, CA 90808
562-618-7335
kingconsulting@mac.com

AMA – 422 Points Coordinator

Gary James
PO Box 1474
Weatherford, TX 76086
817-689-3778
gsjames@earthlink.net

AMA – 426 Points Coordinator

Doug Scherrer
15353 W 150th Terrace
Olathe, KS 66062
913-568-1103
happyinbwg@hotmail.com

AMA – 424 Points Coordinator**NMPRA - EF1 Points Coordinator**

Dan Kane
1703 W. Grove
Arlington Heights, IL 60005
847-878-4161
kanedjr@hotmail.com

Academy of Model Aeronautics
Attention: NMPRA
P.O. Box 3028
Muncie, IN 47302-1028

First Class
Dated Material
To:

The Pylon Racer's Official Voice

NMPRA

HIGH PERFORMANCE



ENGINES PARTS ACCESSORIES

WWW.DUBJETT.COM

713-680-8113

JETTENGRA@SBCGLOBAL.NET