

NMPRA

NATIONAL MINIATURE PYLON RACING

ASSOCIATION

NEWS RELEASE

Volume 11, No. 7
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AMA AFFILIATED BUSINESS ADDRESS: 613 DONNER, LAS VEGAS, NEVADA 89107

The next issue of NMPRA News will be in late August. My duties at the Nationals veto the usual August mailing.

SAFETY AND R/C RACING by the Prez:

Well gentlemen - I've been a good boy and haven't made too many waves while trying to resolve my commitment to the R/C contest board on the slow down bit. I won't blame the whole bit on them because Maynard Hill and Phil Kraft made a loud enough noise that they convinced a few people that we had come up with the most dangerous thing since the invention of the Atomic Bomb.

What have we done to deserve this reputation? Two years ago during a demonstration at the Chicago Nats we had a mid-air and one of the planes hit a car that was not suppose to be parked where it was. That was the last accident I have heard of and I haven't seen anything even close where the rules have been followed. I maintain that our present rules give us the safest event in the sport outside of the indoor hanger.

Four racing aircraft coming down the chute at over 100 MPH make a beautiful sound to me. This sound may be construed as noise by some and it may strike fear in the weak of heart, but I like it - and it hasn't hurt me yet. There are probably some who have been to more races than I have but not many and I haven't seen anybody hurt yet. Now on the other hand I haven't been to many stunt or scale R/C meets, in fact I think it's safe to say that most of you have been to more than I have, yet I have seen these planes go into cars several times - people more times and we won't even discuss the pit area. Man - those safe events scare the devil out of me. Those big and heavy 60 powered crates have even been known to kill people but I'm sure glad they are safe.

The point is - when you follow the rules you have a safe event - ignore them and somebody is going to get hurt. We know that when you say race, people automatically tie in danger so we follow the rules, as a result we have a safe event. The Sunday flyer will never enter Formula 1 so why should we try to change the rules so he can fly the event?? Think it over.

There are quite a few of you that made the comment on your ballot that you didn't want to change the rules at all but were voting for the lesser of two evils. I am putting it up to YOU - THE NMPRA MEMBERSHIP - DO YOU WANT THE EVENT SLOWED DOWN? The ballot below gives you two choices - slow down or leave the rules alone. Mail it to me - Ed Shipe, 729 Falcon Way, Livermore, California 94550 - mail it NOW!!

Leave the rules alone _____

Slow down the event _____

Name _____

NMPRA Number _____

Houston hosts happy hours of hot heats ---- in horrible humidity. Now there's a headline for ya. The 450 Class of Formula I racers proved, once again, to be tops in spectator and pilot appeal at the Houston RC Club meet. Although entries in the racing event were a bit light, the ten flyers put in a terrific performance at the club's field on the Southwest edge of Houston. The temperature was usual for a June in Texas, running the the 90's which, coupled with humidity also in the 90's, made for much engine trouble. It was a full hour after the racing began that the pilots were settled down to "colder" fuel. By that time many had been damaged due to engines quitting and landing in the wrong places.

The finals saw only about half the entries still in the racing, but the top flyers were fighting it out in the 20 mph plus wind. Because of the high humidity, engine trouble plagued everyone the entire afternoon. Slow engine starts gave Flagman-Starter Bert Striegler many anxious moments having to hold others on the ground the biggest part of two minutes in the heat.

The Houston RC Club presented a mighty fine meet under the direction of Charles Hirsch as Contest Director. As we all now well know, racing is a heavy manpower event, and Event Director Jack Mulvehill did a fine job managing a team of racing officials, timers and flagmen to bring us a well run race. And ya know, the greatest heroes of all must be the flagmen and timers, this year headed by Rollie McGinnis.

The lineup of pilots was impressive, having about the best, and worst, racing pilots in the Southwest. As mentioned before, many had engine trouble and were knocked out of racing for various reasons. Dan Carey, from Fort Worth started with a dead receiver battery. Dr. Bob Pearce, also of Forth Worth, dropped out with a damaged engine shaft, as other old favorites limped along slowly by the wayside with all tynes of bad luck. Such fate befell Don Downing, Dr. Jack Devine, Garry Pannel, all of Arlington. It was truly a day for the Rivets, with Don Yockey and Bill Anderson of Houston battling it out with Ed Rankin from Fort Worth for top places. Rankin developed loose head bolts and was slowed a bit until he discovered the trouble.

But it was Houston's day with Anderson and Yockey taking top honors in that order, followed by Rankin in third. As it turned out, Bill Anderson and Don Yockey knew their runway, knew their airplanes....and they certainly knew how to cope with Houston's terrific humidity. Their performance in the air was real excellence as it should be, for although the pair are about the only two accomplished racing flyers in Houston, they are also among the most experienced in this part of the country. They do a really fine job. Not to be easily beaten, however, Ed Rankin with his brand new Rivets, showed his ability as an old time racing flyer himself and gave a mighty close run. Had it not been for that engine troublewho knows.

Fourth place was won by some "nut" from Forth Worth flying probably the slowest plane in the meet. Too bad they didn't have some sort of "altitude" prize, for his front rotary K&B 40 powered "Zipper" was really "out of this World"....but it did finish and in this game that's what counts. Don't know when I've had more fun....or been more nervous what with receiving occasional down elevator going into the number one pylon.

That's the report of Formula I racing in the great Southwest. Houston has a fun meet and we're looking forward to their big race in July. Here's those results and qualifying times through fourth place.

10	1st.	Bill Anderson, Houston, Texas	T tail Rivets	K&B 40 RR	2:11.5 time
	2nd.	Don Yockey, Houston, Texas	T tail Rivets	K&B 40 RR	2:15.7 time
	3rd.	Ed Rankin, Fort Worth, Texas	T tail Rivets	K&B 40 RR	2:24.4 time
	4th.	Bob Lutker, Fort Worth, Texas	"Zipper"	K&B 40 FR	3:10.4 time

BASIC INFORMATION ON GOODYEAR (Formula 1) AT 1968 NATIONALS - OLATHE, KANSAS

GENERAL:

Schedule: Sat. & Sun. (Aug. 3 & 4) Qualifying
Mon. & Tue. (Aug. 5 & 6) Processing of Models and Judging
Wed. & Thur. (Aug. 7 & 8) Finals & Awards Banquet

Basic: Two aircraft will be allowed which will be marked #1 and #2 at the preference of the contestant. The #2 aircraft must be on the same frequency as the #1 aircraft and may be used only if the #1 aircraft is judged unflyable by the Event Director.

Qualifying: Qualifying flights may be made at either Tahlequah, Oklahoma or Olathe Naval Air Station. To qualify at Tahlequah your Nationals entry must have been post marked by July 7th. Your choice of sites on the entry is to give us an idea where the manpower is needed - you may use either site to qualify if you met the July 7th deadline. Entries mailed after July 7th will have to qualify at Olathe and pay the late fee. There will be a maximum of three official qualifying flights allowed with the fastest being used for scoring. Two attempts will be allowed for each official. Attempts not used will not carry over to the next official.

A static throttle demonstration, engine not running, will be required prior to the first attempt by all contestants. The Event Director may call for such a demonstration at any time during the contest that he thinks it is needed.

Flying will start at approximately 7:00 am and run until 12 noon SHARP on both Saturday and Sunday at Olathe. It is your responsibility to get your allotted flights in. When you are ready to make an official attempt, notify the scheduler and he will put your card in the line up. The top card goes plus the next three compatible frequencies. Qualifying heats will be four contestants per heat when possible with a minimum of two per heat. Practice flights will be strictly on time available and will be used as fill to make up 4 plane heats. Scratch times will be recorded during qualifying. The watches will start when you are flagged off, not when the first man is flagged off. The difference between your handicap points and 20 will be added to your low qualifying time to determine qualification points. The 20 with the lowest score will go into the finals.

Processing: I am not sure whether they will be set up to check frequencies on Friday or not. They will be set up for Saturday and Sunday afternoon and evening. This means that qualifying flights will have to be allowed with unchecked transmitters. This shouldn't present any problem since very few contests have this facility anyway. Transmitters will have to be checked for the finals so be sure to have it done.

The processing for qualifying will be done at the flying site and will consist of a visual check for safety, weight check and throttle verification. Contestants that make successful qualifying flights will submit their aircraft to the judging area by 12 noon on Monday for dimension check and handicapping. Contestants that have the allowed reserve aircraft must turn in both aircraft for processing at this time. All aircraft will be measured to make sure they meet minimum specifications before they are judged for handicap purposes. I suggest that you check the dimensions of your aircraft, even if you built it from a kit, to make sure it is legal. We may be able to make these checks before the qualifying flights, if time allows, so that you can make the necessary changes before your first flight if necessary. All flights made by a plane that does not meet specifications will be disallowed, so protect yourself and make sure your plane is legal.

NATIONALS INFORMATION - continued

The breakdown for the 20 handicap points will be 3 1/2 for construction, 3 1/2 for finish and 13 for realistic outlines and general appearance. Remember - it is your responsibility to present three views and/or pictures for verification to scale. Any plane that doesn't get at least 5 points for its resemblance to the original will be disqualified.

Anybody that makes an official qualifying flight may turn in their aircraft for judging. Some contestants do not want to spend the necessary time to do this if they are out of the running so a general guide is - if you are within 15 seconds of the 20th place aircraft after the times are posted, you have a chance to make the finals. Qualifying times will be posted at the judging area for reference.

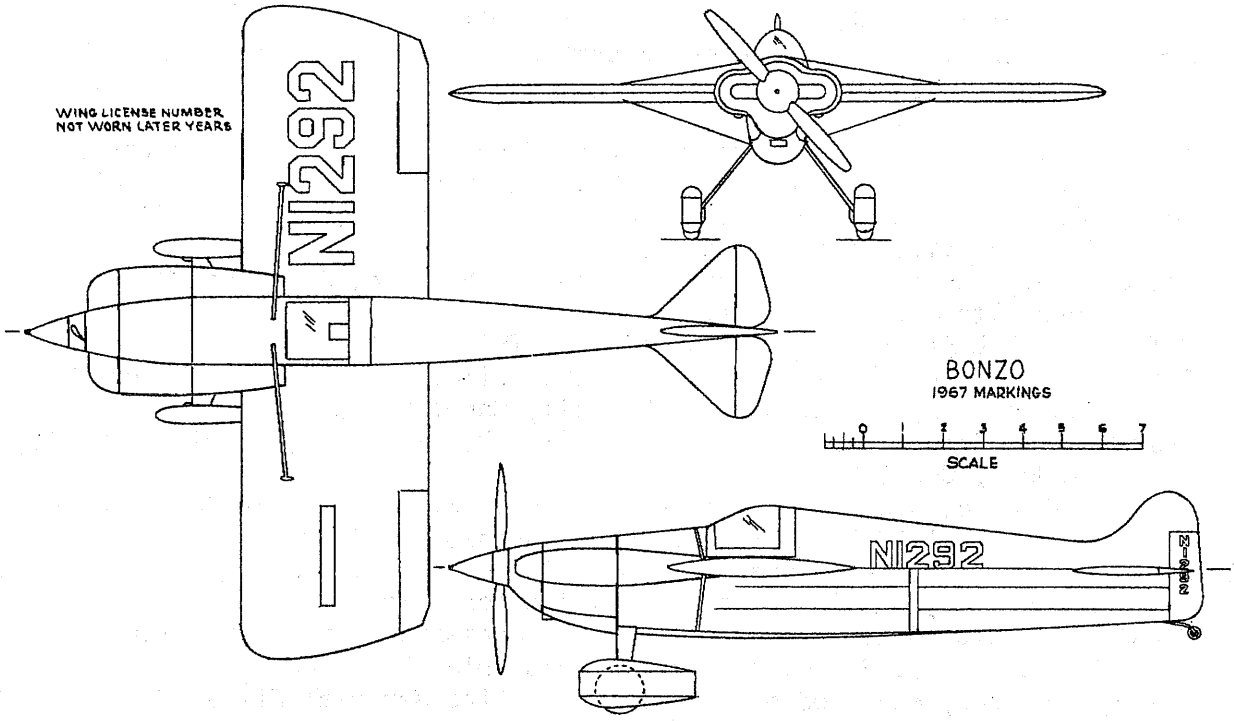
Finals: Starting at 4:00 pm and ending at about 7:00 pm (1600-1900) on Wednesday and Thursday. There will be five rounds each day and there will be at least a five minute break between rounds. There is always one aircraft in the last heat of a round that is in the first heat of the following round which creates an unfair condition. If the event is moving fast enough, we will make this a ten minute break but this would mean averaging a race every five minutes which is unlikely. We were averaging about 5 1/2 minutes per race last year so break out your slinstick and figure it out. We are going to have to be ready to go on time.

Pits: There will be no pitting in the race area this year. The pits will be on the sidelines for safety reasons and to relieve the congestion between the flyers and the #2 and #3 pylons. Last year the pilots were having trouble seeing their aircraft and the lap counters were having trouble seeing the pylon judges because there were too many unauthorized people in the way. The only people that will be allowed on the field will be the pilots and helpers involved in the race, the pilots and helpers for the following heat, the officials required for running the race and a limited group of press photographers. Contestants will return to the pit area after completing a heat while a new group is moving to the ready area. This system has proven to work but it requires the cooperation of the contestants if there is to be no time loss.

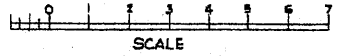
NOTE!!! A throttle is a device to control the flow of fuel to an engine. Exhaust restrictors are not considered throttles.

Production engines are those produced in quantities greater than 100 units. K & B's using both front rotor and rear rotor lower ends are not production engines.

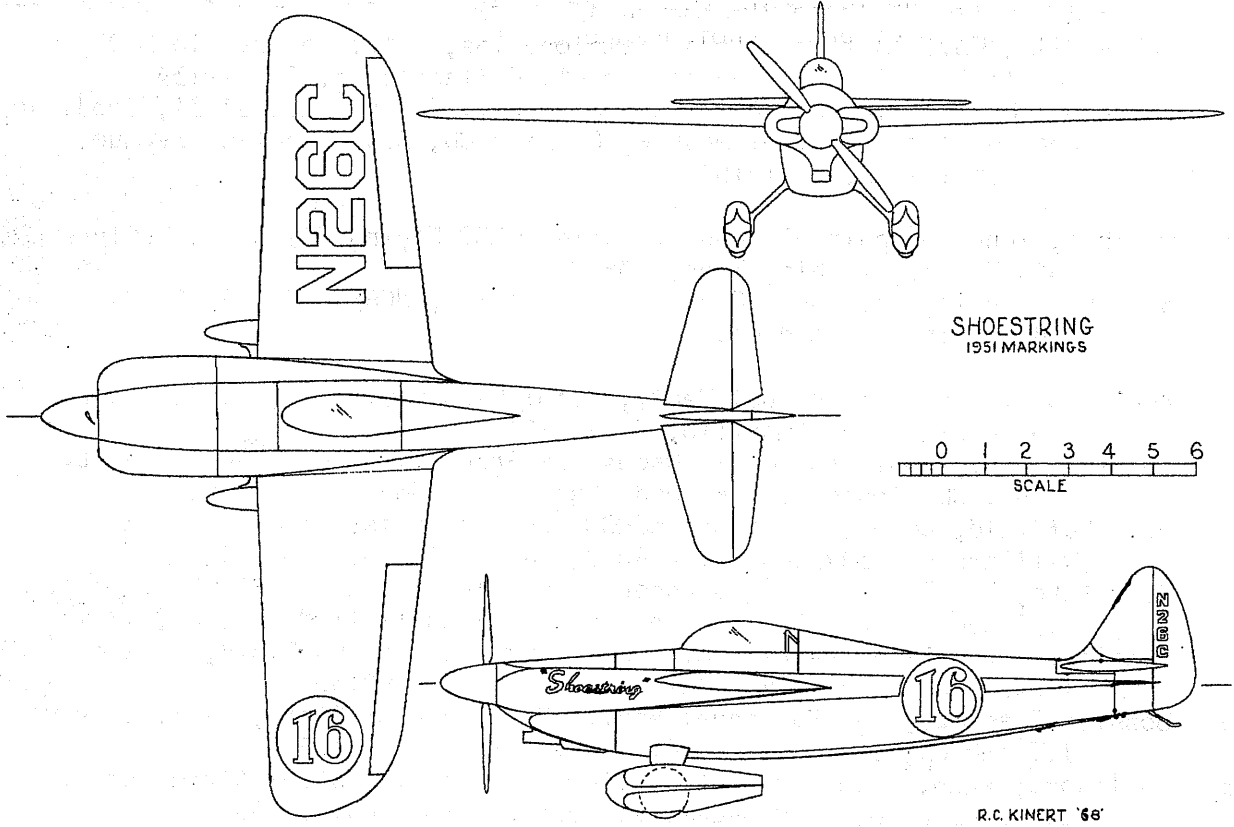
WING LICENSE NUMBER
NOT WORN LATER YEARS



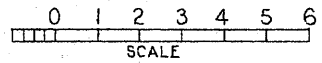
BONZO
1967 MARKINGS



SCALE



SHOESTRING
1951 MARKINGS



SCALE

R.C. KINERT '68'

1968 RACING SCHEDULE

- July 20-21 Houston, Texas, Southwest Pylon Championships. Site: Bissonett at Roark Rds.
C. Hirsch CD, 412 West 30th, Houston, Texas 77018
- July 21 Hempstead, L. I. New York, Meroke Fourth Annual Meet. Site: Mitchel Field,
R. Geyer CD, 913 Washington St., Baldwin, N. Y. 11510
- August 3-4 Tahlequah, Oklahoma, TORKS 8th American RC Annual Meet, Site: Municipal
Airport, C. Brownlee CD, 3033 Rolling Stone, Oklahoma City, Okla 73120
- August 3-4 West Point, Va., RARC 8th Annual Meet. Site: Airport. F. Gregg CD, 12709
Richmond St., Chester, Va. 23831
- August 4 Sharon, Pa., Skylarks RC Jamboree. Site: Club Field, G. Ehnott CD, 1077
March Street, Sharon, Pa. 16146
- August 3-8 NATIONAL MODEL AIRPLANE CHAMPIONSHIPS, OLATHE, KANSAS
- August 10-11 Cloverdale, Illinois, 6th Annual Contest. Site: Gary & Schick Roads, H.
Mosquera CD, 361 N. Arrowhead Trail, Carol Stream, Ill. 60187
- August 11 East Granby, Connecticut, Goodyear Fun-Fly, P. Caisse CD, 26 Pleasant St.,
Windsor, Conn. 06095
- August 17-18 Omaha, Nebraska, Omahawk Midwest RC Contest. Site: Omahawks RC Field, R.
Hess CD, 11720 Cedar St., Omaha, Nebraska 68144
- August 17-18 Jacksonville, Fla, 2nd Annual Jacksonville RC Contest. Site: Herlong Field,
W. Lyle CD, 10133 Atlantic Blvd, Jacksonville, Fla. 32211
- August 18 Mansfield, Ohio, Gen. Frank Lahm Memorial Contest. Site: Mt. Zion Rd.,
M. Kalish CD, 235 Cline Avenue, Mansfield, Ohio 44907
- August 18 Olean, New York, AMA Goodyear Meet. Site: Line Material Field, G. Flynn CD
Route 2 Box 456, Olean, New York 14760
- August 24-25 Orange, Mass. 15th Annual New England RC Championships. Site: Municipal
Airport. J. Ross CD, 19 Sterling Dr., Dover, Mass 02030
- August 24-25 Norfolk, Va., 3rd Annual AA Meet. Site: U. S. Navy Auxiliary Field,
B. Miller CD, 5390 Cape Henry Avenue, Norfolk, Va. 23513
- August 24-25 Tulsa, Oklahoma, 19th Annual Championships, B. Hanford CD, 3838 South 88th
E. Avenue, Tulsa, Oklahoma 74145
- August 25 Johnsville, Pa., Eastern States Championships, Site: Johnsville NADC, C.
Danila CD, 1913 E. Venango Street, Philadelphia, Pa. 19134
- August 31-
Sept 1 Syracuse, N. Y., Syracuse ARCS RC Hobo Meet., Fun Fly August 31, Goodyear
Racing Sept. 1, Site: Nedrow, E. Izzo CD, 3950 Highland Avenue,
Skaneateles, N. Y. 13152
- August 31-
Sept 1-2 Memphis, Tenn. Memphis RC Annual. Site: MRCC Flying Field, K. McClure CD,
3465 Powers, Mephis, Tenn. 38128
- August 31-
Sept 1-2 Sepulveda Basin, Ca., West Coast Championships, NCRS & BIRDS, Goodyear
and Continental and Open
- Sept. 7-8 Amarillo, Texas, ARKS Annual Meet., Site: Club Flying Field. B. Irwin CD,
3302 Lewis Lane, Amarillo, Texas 79109
- Sept. 7-8 Marietta, Ga., Southern RC Air Races 1st Annual. Site: Club Field. L.
Purdy, CD, Route 1, Oak wood, Georgia 30566
- Sept 7-8 West Suffield, Conn, 4th Annual NCRCC Contest, Site: Weidekor Farm. B.
Williams CD, 347 Southwick Road, Westfield Mass. 01085
- Sept. 8 Deer Lake, Pa, Tri-Co. Wing Snappers 6th Annual RC Meet, Site: Airport.
E. Stoyer II CD, 210 Washington St., Schuylkill Haven, Pa. 17972
- Sept. 14-15 Seattle, Wash. RAMS Annual Meet. Site: Mt. Rainier RC Field, R. Brooke CD,
17845 3rd Avenue, SW, Seattle, Washington 98166
- Sept. 14-15 Bossier City, La, SHARKS Annual Meet. Site: SHARKS Field, Airline Drive,
J. Monk CD, 574 Janet Lane, Shreveport, La. 71106
- Sept. 14-15 Tullahoma, Tenn. 9th Annual Airfoiler RC Contest. Site: Airfoiler Field,
L. Webster CD, 1000 Sycamore, Manchester, Tenn. 37355
- Sept. 14-15 Billings, Mont., Billing Flying Mustangs Contest. Site: Mustang Field,
A. Darnielle CD, 3043 Bartonla Blvd, Billings, Mont. 59102
- Sept. 21-22 Madera, Calif., Fresno Air Races, Site: Airport, A. Chisolm CD, 615 E.
Belmont Avenue, Fresno, Ca. 93701
- Sept. 22 New Castle, Pa., P.O.R.K.S. 9th Annual Invitational Meet. Site: PORKS
Field. Z. Allerton CD, 124 Richelieu Avenue, New Castle, Pa. 16101

MORE RACING

- Sept. 28-29 New Orleans, La., Annual Crescent City RC Meet. Site: Club Flying Field, A. Wiltz CD, 3231 47th Street, Metairie, La. 70001
- Sept. 28-29 Rocket City RC 8th Annual Contest. Site: Old Huntsville Airport, C. Scholefield CD, 2709 Briarwood Drive S.E., Huntsville, Ala. 35801
- Sept. 28-29 Winston Salem, N. C., RC League of NC State Championships, R. Collette CD 660 S. Main St., Mocksville, N. C. 27208
- Sept. 29 Mitchel, New York, NAGS 1st Annual RC Meet, M. Palumbo CD, 201 Martion Dr. Syosset, New York 11791
- October 13 Sepulveda Basin, Ca., San Fernando Valley Flyers
- October 27 San Gabriel, Ca. SGVRCS
- Dec. 14-15 Las Vegas, Nevada, Las Vegas Air Races

TALHEQUAH, OKLAHOMA

I've had a bit of a surprise during the last few weeks. John Worth has been sending me copies of the Nats entry blanks that include pylon racing scale (Formula 1 or Goodyear) and out of the first 29 I have received only about 6 have indicated that they plan to qualify at the Talhequah meet. This is a surprise for a couple of reasons. First being the \$300.00, \$200.00 and \$100.00 for 1st, 2nd and 3rd (I'm mercenary) and second, the season championship points available and third, the facility will be at least equal to those at the Olathe trials. The Talhequah air strip is hard top and the courses will be laid out by the city engineers. Two courses will be laid out in case the wind shifts (sounds like a good idea for Olathe) and a full spectrum monitoring system will be in operation. The CD, Mr. Brownlee, is planning to wind things up early on Sunday to allow the contestants adequate time to make the drive to Olathe for check in and evening processing. Those of you that had your Nats entry in the mail in time to beat a midnight July 7th deadline may qualify for the Nats at this meet, even though you indicated you planned to qualify at Olathe.

SEASON CHAMPIONSHIPS AND EXHIBITION PILOTS

Great things are shaping up for the season championships. Fred Angel has obtained a commitment from Atlas Mineral Products, Manufacturers of epoxy bond, in the amount of \$300.00 for the purchase of trophies. There will be a perpetual overall Championship Trophy and Winners trophies for class and overall champions. I have received verbal commitments from Jack Stafford, Granger Williams and Bob Francis for kits; Minnow, LaJollita and Ballerina respectively; and I'm sure more contributions will show up after the Nats. There are several of you that would be right up there in the standings if you had sent in your vouchers. This is your responsibility to get them signed by the CD and mailed to Gil Horstman within two weeks of the meet - so don't figure somebody else is going to do it for you. The system of voting members into the Exhibition Pilots Division was temporary and has now been discontinued. The only way you can get in this group now is to earn 50 contest points. Points can be earned at any sanctioned contest and are based on the total entry in the event - i.e. 20 entries will give the winners 20 points, second will get 19 and so on. All entries who make official flights are eligible for points providing they get the voucher signed and mailed.

The current standings based on vouchers received as of July 11th. There are 37 contestants in Formula 1 and - listen to this - only one in Continental. WOW - what a way to go. Bud Atkinson, 25U, has two points and is leading all the way in Continental.

- | | | | |
|--------------------------|-----------|-------------------------|-----------|
| 1. Jack Stafford, 40C | 55 points | 6. Joe Foster, 92A | 30 points |
| 2. Cliff Weirick, 1C | 34 points | 7. Gil Horstman, 1B | 28 points |
| 3. Granger Williams, 98C | 34 points | 8. Jim Witt, 6B | 21 points |
| 4. Joe Martin, 71A | 32 points | 9. Jack Secondo, 31J | 21 points |
| 5. Hal deBolt, 1K | 31 points | 10. Dennis Dunn, 65B | 19 points |
| | | 11. Witt Stockwell, 51B | 19 points |

FORT WORTH, TEXAS REPORT

Bob Lutker is at it again!!! Seems that Fort Worth now has a paved field and Bob is determined that Fort Worth is going to be the racing capital of the second largest state in the union (unless they decide to divide Alaska). I won't say they are eager - but applying for sanctions now for 1969????????

The list starts off this year though - October 19 and 20 for Formula 1 and Continental. Starting next year they have March 22 and 23 for the same events. June 14 and 15 has pattern and both classes of racing and then they wind up the year with an October racing meet.

Good luck to the Fort Worth Thunderbirds and Congradulations on the revamped Thunderbird Field on the West Shore of Benbrook Lake.

NMPRA SUPPLY CENTER AND MEMBERSHIP APPLICATION

Gil Horstman is still running the NMPRA Supply center. He has product decals, NMPRA patches, thousands of open racing numbers for all those buddies who haven't joined NMPRA yet. He can still have racing shirts made up for those who want them. The shirt is all white and comes in two styles, "shirt Jac" and "In-or-outer". Sizes - small, medium, large and X-large. A pylon with NMPRA through it and your racing number are on the back with your last name on the back shoulder and your first name on the front pocket. Please allow two to three weeks for delivery.

NMPRA MEMBERSHIP APPLICATION AND ORDER FORM

Name _____

Address _____

City _____ State _____ Zip _____

NMPRA No. _____ AMA No. _____

1968 dues -----\$4.00 _____

SHIRT ORDER

Product deeals-----\$1.50 set _____

Style: Shirt Jac _____ or In-or-outer _____

NMPRA Patches-----\$1.00 ea _____

Size _____ Racing No. _____

Racing Shirt-----\$12.50 ea _____

NOTE: NMPRA decals are free if you send a

Total _____

self addressed and stamped envelope

SEND THIS ORDER TO: GIL HORSTMAN
613 Donner
Las Vegas, Nevada 89107

SMALL TALK AND BITS AND PIÉCES

Just a reminder that you can have your club meet sheet put into the Newsletter for the low, low cost of \$5.00. You must send 450 sheets and it can be printed on the front and back. We also include commercial advertising at \$10.00 per sheet per issue. This also can be printed on front and back. This is a good way to reach the majority of pylon flyers. Material should reach the Editor no later than the 25th of the month for the next month's newsletter.

ROCHESTER, NEW YORK, June 8-9, 1968 Reporter Hal deBolt

This would have to be called a big meet and as a result there is never enough flying time to go all the way around. They did fly from 8 am to 8 pm so you can hardly expect more than that. However, heavy entries in pattern limited the amount of time available for racing. In spite of it several heats were run in both classes and in the 450's it took three "final" heats to finally find a winner.

There were 14 entries in the 450 class and 7 entered in the Continental Class.

The Continental class was much discussed in the pits and the opinion seems to be just about as anticipated. Those who have them feel that they are much more relaxing to fly and are actually good "fun" ships. Also as desired the landing speed is very greatly reduced. When you add to this the racing speeds attained it appears that the class will and does accomplish the purpose it was intended to do. They sure looked good in a race.

There was no one who ran away with the 450's. Several real fast jobs did not make the finals simply by placing second by a few feet to another one in the qualifying heats. Many of the races were real close once again.

Continental Class:

1st - Bob Noll K&B 40 FR deBolt Continental
2nd - Ed Keck K&B 40 FR deBolt Cobra X
3rd - Adam Sattler K&B 40 FR Shoestring

Goodyear Class:

1st - Dennis Sawyer K&R 40 RR Midget Must.
2nd - Bob Noll K&B 40 FR deBolt Mustang
3rd - Ed Burns K&B 40 FR deBolt Special

Best heat time: Bob Noll 2:21

Best heat time: Bob Noll 2:06

NORTHERN CONNECTICUT R/C CLUB MONTHLY CONTEST, June 9th Reporter Art Simmonds

We had our second Goodyear Fun Fly on June 9th with perfect weather conditions. We had six entries and ran an 8 heat schedule with each entry flying 4 times. One plane was lost prior to the race when Bob Granville's Denight went out of control on take off and was demolished. A second was damaged during the races when Roland Bernier's Mustang spun in due to a jammed servo. Bob's son Rick (11 yrs) has been flying his father's Goodyear planes lately and has really taken to it. We may see him the line-up later this year. Bob Douglas was a new entry in the line-up this month and did quite well for his first competition. Bob has been flying his Shoestring for about a year and chose to enter it rather than his Rivets which he is becoming familiar with.

1st	Bob Douglas	Shoestring	55.2	13 points
2nd	Jerry Wagner	Denight	64.2	11 points
3rd	Jack Secondo	Shoestring	57.0	8 points
	Roland Bernier	Mustang	46.1	8 points
4th	Mitchell-Morse (team)	Mustang	45.0	3 points
5th	Charles Grassie	Mustang	54.5	2 points

That's all until our next Fun Fly on July 14th.

FLY ACES AIR RACES, Jamestown, New York, June 15-16 Report Hal deBolt

Will give you a quick report on Jamestown which was a real fine meet of racing in spite of some lousy weather. I don't know the exact number of contestants but the turn out was good. The varied types of events and the unique method of distributing the \$1000 in prizes did it I would think.

The events were Goodyear, Continental, Open pylon and cabin pylon. There were over 30 in open pylon and a similiar number in cabin which could mean something?

(continued)

Jamestown - continued

The prize deal was both different and interesting. They took the final results in each event and divided the list into three equal parts. The top third was called experts, second were sportsman, the third were novices. Thus performance determined your class and you did not know which class until the meet was over. As you can see this meant three first place winners in each category and so down the line. What it did was to pass out some of the better prizes to flyers who would normally not get them. The idea being to encourage greater contest participation by Sunday flyers and those that just are not normally competitive when flying against contest types.

Goodyear attendance was not as great as expected with only 10 flying. The field conditions and weather could have had a bearing on this. On the other hand Continental drew 10 also which would appear to be more than anticipated. Both events however had many real close heats at what seems to be excellent speeds.

The rain and wind seemed to be the cause of a very high attrition rate. At times an average of one out of three were not completing a heat. Result was that many fine models bit the dust (mud)...

Goodyear:

1st H. deBolt deBolt Mustang K&B 40 FR 2:02
2nd Matt Pathroe Shoestring K&B 40 FR 2:09
3rd Ed Keck deBolt Mustang K&B 40 FR 2:16
Best heat time - deBolt 2:02

Continental:

1st Bob Noll deBolt Continental K&B 40 FR 2:22
2nd Bud Atkinson Original K&B 40 FR ?
3rd ????
Best heat time - Ed Keck - 2:12

WRIGHT BROTHERS MEMORIAL, Dayton, Ohio June 22-23, 1968 Reporter Hal deBolt

Again Goodyear was playing second fiddle in a contest of large caliber. Out of 2 days only about 2 hours were used for the event. Two rounds were flown and winners picked strictly on a time basis. I would guess that the weather held the speeds down as demonstration flights the next day seemed much faster. Temperature was in the 90's as was the humidity which does not help the engines for sure.

Goodyear... 1st H. deBolt deBolt Mustang 2:17.5 K&B FR
2nd Ed Keck deBolt Mustang 2:18 K&B FR
3rd Matt Prothing Shoestring 2:19.5 K&B FR

Open Pylon. 1st Peter Waters Tornado Merco 61 1:10
2nd H. deBolt P-51 K&B FR 1:12
3rd Bill Welker Delta ? 1:12

I flew my new Mustang for the first time and was happy to get through the meet without banging it. Somehow all the work on the finish makes you more cautious and it sure is no fun flying something which you have to be so careful of. Anyhow it handles well and seems to move OK which is the name of the game I would guess.

FAMOSO FIELD RACING FLYIN, Bakersfield, California June 22-23 Reporter Ed Shipe

This date was originally set up for the BIRDS Club Races. The BIRDS had to change fields and with the new field came a muffler restriction - soooooo!! Fifteen flyers weren't impressed with flying open or biplane racers with mufflers so with the aid of the Bakersfield R/C group, a pot race (money - not drugs) was set up.

I had the mistaken notion that I could go down and take a few pictures and notes, sit under an umbrella and enjoy a beer.....well.... next thing I know I had a clipboard, racing schedule, stop watch and starting flag ---- so much for pictures and shade. I also didn't take notes - I recorded the results.

(continued)

I won't try to top the colorful description that Bob Lutker used to describe the Houston weather conditions. We didn't have the humidity, but if the Good Book is correct - the only place you can go from Bakersfield in the summer is heaven - Whoooooooooooooooooooo!!!!

Well - like I said - the troops showed up, some with back up planes just to keep their thumbs in shape, some checking out engines and new planes for the Nats and some to race. Things got started with a few rounds of Open Pylon Racing during which I sat in the shade and just enjoyed it - didn't even take notes. Two rounds of Formula 1 racing were run off with Foster indicating he had come to race with a pair of firsts. The thermometer was trying to set an altitude record so all hands headed for various oasis in search of survival kits.

Sunday's prompt 9:00 am start got moving about 10:30 with the usual hot dogs in attendance Foster, Francis, Williams, Weirick, Stafford, Leonard, Witt, etc. and they put on their usual show. There were three young fellows there however who deserve mention. Witt Stockwell (14 yrs) got four second places out of seven heats, Denny Dunn (17 yrs) got a first and three seconds while Wayne Wainwright (age 24 - that's young to me) got three firsts and two seconds with two DNF heats. One of his wins included a wire to wire bout with Granger Williams and the race wasn't decided till they crossed the finish line. Watch out for these kids in the near future.

I still can't give you a recommendation between the new Stafford Minnow and K & K's revised Ballerina - Jack Stafford and Bob Francis tied for fourth place.

1st	Joe Foster	Rivets	K&B 40 RR	21 points
2nd	Cliff Weirick	Minnow	K&B 40 RR	18 points
3rd	George Killeen	Rivets	K&B 40 RR	17 points

The boys couldn't settle for this so a match race was held. The starting line up was Bob Francis, Cliff Weirick, Wayne Wainwright and Joe Foster. Wayne's engine was sick for the first four laps at which point the rest of the field lapped him but from this point on it was four under a blanket with Cliff coming up the winner. End of another fun day of racing without scaring any spectators.

NORTHEAST GODDYEAR CHAMPS, Endicott, New York, June 30, 1968 Reporter Hal deBolt

I seem to be making a ritual of writing you after each meet but it is the only way to get it done while things are still fresh in my mind. Real fine meet organization and excellent prizes...only trouble being a lousy attendance again. I would guess that some of it could be the weather we have been having for the week prior and right up to race time even. Weather has been constant rain and wind which is very unusual for this time of year. It certainly does not inspire anyone to go R/C flying.

Another reason that I can see brewing not only here but out your way too is the domination of the event by the "experts". We have Keck, Izzo, Noll and deBolt, one of which you just know will luck out. It does not leave much room for the newcomer and perhaps they see it that way. I think it is time we insisted on having "consolation" races for those who fail to win any heats, in other words, races for those below the top level and prizes for the winners. Just like other sports do.

There were 10 entries in Goodyear again and 7 in Continental. No, they were not the same guys from last week.

Goodyear:

1st Ed Izzo	deBolt	Mustang	K&B 40 FR
2nd Hal deBolt	"	"	"
3rd Dick Allen	"	"	K&B 40 RR
Best heat time deBolt 2:03			

Continental:

1st Bill Underkofler	deBolt	Cont.	K&B 40 FR
2nd Bob Noll	"	"	"
3rd Bill Pender	Lanier	"	"
Best heat time Noll 2:17.5			

Northeast Goodyear Champs - continued

I lost my old faithful Goodyear in the last heat and just about broke my heart. It was in its third season and had served we wll. I rebuilt it this spring and changed it to a Mustang without hurting its speed too much. When I say I lost it I mean it literally - if you can imagine losing a Goodyear! I had been having a little loss of signal at the far pylon all afternoon but had got away with it each time. In the middle of the last heat I went down the straight to the far pylon and when it came time to turn I never got the turn. The blamed thing just kept going straight and right on out over the hill so to speak! The last we saw of it, it was still level full bore and losing altitude ever so slowly just as it if was on rails...we looked high and low for it and used an airplane but could find nothing of it. Only answer seems to be a nice river they have down there. It could have hit that I suppose. Anyway I am now short one 450 and feel naked as a result!!!!!!

SAN GABRIEL AIR RACES, El Monte, Ca. July 6-7 Reporter - your editor

Well - beings as how I have all this time on my hands I made the 800 mile trip to take in this event. I will admit there were a couple of other reasons and I had never seen the Whittier Narrows site for myself.

I think Whittier Narrows is going to be one of the better sites in the L. A. area when the SGVRCL complete their building program. They have already had a lot of blade work done expanding the old flying area and if things go as planned I think you will see most of the racing events with Los Angeles area club sponsorship held at this field. This is a recreation area and with a rifle and pistol range on one side, a control line area on the other side and a trap range within sound range, I don't think they will be pushed into required mufflers in the near future.

The Formula I entry was down for this meet with guys planning to hit the meet at Tahlequah and the Nats conspicuous by their absence. (I wouldn't say that the \$300 first prize money at Tahlequah had anything to do with it.) There were 11 entries in Formula I and 14 entries in the 600 open event. The low entry didn't lessen the competition however. Seems that when this bunch gets together you capitalize the "R" in Race. George Killeen seemed to be in the hot box in both events, Jim Witt wiped him out in Open in the third heat of the meet - seems they were having a discussion on who was going to win when Jim caught him the prop wash at #3 pylon and George's plane just quit flying - so much for Open. This wasn't enough for George, come the second day of racing George was having a go at it with Lou Stanley in Formula I and I won't even try to guess how many times the lead switched between them but at the finish it was Lou by a spinner (not even a nose) - George!! you didn't have to land on top of him just because he beat you!!!!!!

I did say they came to race - there were 10 rounds of racing in Formula I and 9 rounds in Open - that's a lot of racing at a two day meet. Lou Stanley showed the biggest improvement of the newcomers to the event. He won 5 out of the 6 races he completed and there were a couple of hotshots that were glad he didn't finish the other four. John Greenshields (I remember when he flew C/L stunt effectively) is about due to build a faster aircraft - he finished all his races, flying a smooth pattern but just needs a bit more speed. I shouldn't say anything about Stafford winning because the K & K bunch didn't make the trip south. See Francis - I didn't say you were chicken!!!

Formula I			600/Open	
1st. Jack Stafford	Minnow	29 points	1st. ? Bridges	31 points
2nd. Granger Williams	LaJollita	26 points	2nd. Jim Witt	28 points
3rd. George Killeen	Rivets	23 points	3rd. John Garabidian	23 points
4th. John Greenshields	Shoestring	16 points	4th. ? Raymond	21 points
(tie)Lou Stanley	Minnow	16 points	5th. ? Hertenstein	19 points

NMPRA SEASON CHAMPIONSHIP REPORT

Name _____

AMA No. _____ NMPRA No. _____

Contest Name _____

City _____ State _____

Formula I Continental

Entries _____

Place _____

Contest Sanction No. _____

C.D. Signature _____

MAIL TO: NMPRA
613 Donner
Las Vegas, Nevada 89107

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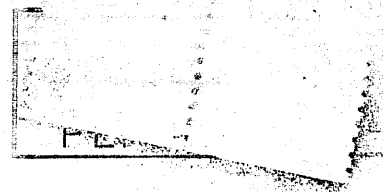
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