

NMPRA

NATIONAL MINIATURE PYLON RACING

ASSOCIATION

NEWS RELEASE

Volume 11 No. 8
August 25, 1968

Ed Shipe - Editor
729 Falcon Way
Livermore
Calif. 94550

AMA AFFILIATED BUSINESS ADDRESS: 613 DONNER, LAS VEGAS, NEVADA 89107

FORTY'S FLY IN 1969

NMPRA and AMA passed a milestone at the 1968 Nats Contest Board meeting and may have shown the way for other AMA members to have some positive say in how the events they are interested in are to be run. The R/C Contest Board was presented with the results of the July balloting of the NMPRA members who voted 89 to 9 in favor of leaving the rules alone. The Contest Board members agreed that speed is not the real danger and that as long as the safety rules that are in the book are enforced, there is no need for major rules changes at this time. The vote was 9 to 1 in favor of keeping the 40's. District III was not represented and Ed Keck presented Bob Noll's negative vote. There is a possibility that Bob will change his vote when presented with the results of the meeting. There will be two minor changes in the rules:

1. The production engine specification will be clarified. A stock engine means out of the box while the term "production engine" outlaws the use of special speed components but does allow cleaning up the production components of an engine.
2. The throttle will be a standard R/C carburetor of the rolling block type. You will not be required to use a carburetor of the same manufacture as your engine but it must be a production unit - here again you may make minor modifications on the components.

I think it may be of interest to you, while we are on the subject of engines, that rumor from the K & B plant indicates that a new pylon engine will be presented at the winter trade shows. The engine will have the bypass milled out like some of the rat race engines and will have a larger carburetor hole. I also have word from Don Jehlik that the new HP-40 will be on the market by the first of the year - better things through free enterprise and competition.

Back to the Contest Board meeting - the 450 will be called Formula I and the 600's will be Formula II. Yes, the 600's will be an official event next year but those of you who built them this year will probably have to build new wings - I will. The fuselage height and width along with the wing area will be retained. Engine specifications will be the same as for Formula I. The requirement that the plane must resemble a Goodyear racer will be dropped. Generally speaking, the planes may be prototype or may resemble any known full scale racing aircraft. Prototypes will be required to have a completely cowled engine while replicas will be allowed to have the top third of the engine exposed (you can't build a P51 to these specs and have the engine cowled). Minimum wing thickness at the root on a monoplane will be 1 1/2" and a biplane will have a minimum of 1" thickness. Biplanes that have wing smaller than the other will be required to have the area of the smaller wing to be at least 75% of the larger wing. The complete rules for this event are suppose to be ready for Contest Board approval by November 1st. Ed Keck and Bob Noll have the job of putting this together.

I think NMPRA has proved its worth to its members and to AMA members in general. I had several people ask me questions concerning the makeup of NMPRA so that they could set up a working organization for their own event. I hope they are successful. I have always felt that people who participate in an event have a better knowledge of the problems and needs of that event. My special thanks to the Contest Board for their cooperation.

AND NOW ----- RC PYLON RACING - 37th NATIONAL CHAMPIONSHIPS, Olathe NAS, Kansas

Goodyear racing at this year's Nats would have to be seen to be believed. The races were fast and close with many of them being decided at the finish line. The flying ability of the contestants has improved to the point where every race is a challenge to the nerves and reflexes of the participants with the saying "He who flinches-loses" becoming a fact of life. There were very few flinches this year and there wasn't a plane lost in the finals.

There were 58 entries in this year's Nats and qualifying flights were made in both Tahlequah, Oklahoma and Olathe NAS, Kansas. Joe Foster had his Rivets turned on for the fastest qualifying time at 1:53.9 followed by Granger Williams' LaJollita at 1:56.0. Joe did his qualifying in Oklahoma and Granger flew at Olathe. The weather at both sites was virtually the same so the system worked out quite well and saved considerable time in this time consuming phase of running the event.

Rain fell for two weeks before the Nats and stopped at 7:00 am Saturday allowing qualifying to get started virtually on time. All the contestants had adequate time to get in all the flights they felt they needed. The times were fantastic - 12 contestants had times under 2:08 while last year only 4 turned under 2:10 -- the party is getting rougher.

The finals got started on Wednesday with a "Who's Who" in racing making up the 20 finalists. There were 25 races ran off in two hours and 55 minutes. Very few contestants were left at the starting line and only 25 out of a possible 100 failed to finish a race. The 25 incomplete flights include those who failed to start, engine malfunction in flight and those who cut two pylons for disqualification. Thursday's races were cut short after one round when the rain returned to Olathe. Six rounds of racing determined the winner.

Granger Williams proved the point that you have to finish to win. Granger got 3 firsts and 3 seconds during the meet. He lost heats to Downs, Yockey and Foster but Downs got the big zero on one heat. Ray Downs won all the races he was in but one - in the second round he was having a go at it with Joe Foster with the lead switching several times in each lap but Ray finally cut the #3 pylon on two consecutive laps for a big ZERO. Don Yockey finished all his races but a 4th place is of little help in this crowd. Joe Foster had his engine quit on the 9th lap. CONGRATULATIONS on a good series of races Granger.

THE WINNERS!!!!

Junior Champ - Whit Stockwell, #51C, T-tailed Rivets - 15th overall
Senior Champ - Dennis Sawyer, #26J, 24th overall

Open Finals:

1st	Granger Williams	#94C	LaJollita
2nd	Ray Downs	#44C	Little Mike
3rd	Don Yockey	#38H	T-tailed Rivets
4th	Joe Foster	#92A	T-tailed Rivets
5th	Larry Leonard	#50C	Minnow
6th	Tom Protheroe	#93C	Little Mike
7th	Don Lowe	#2P	Shoestring
8th	Jim Witt	#6B	Mustang
9th	Bill Anderson	#37H	T-tailed Rivets
10th	Hal deBolt	#1K	Mustang

NATIONALS - continued

Ed Izzo was presented with a special sportsmanship award. Ed wiped out his number one plane through pilot error but still turned in a qualifying time of 2:07 with his second aircraft. He was asked to put on an exhibition race for the airshow and even though he was down to one airplane and had a time that virtually assured him a place in the finals, he agreed to put up his plane for the people. The operator of a fire truck in the vicinity called the tower on a 30 watt transmitter with the right harmonic and put Ed into the deck. I don't know many people who would risk a place in the Nats finals just to help put on a show for the spectators - WELL DONE Ed.

The success of the this year's racing event is the result of the combined efforts of the Navy and civilian personnel. Cdr. Richard Gray took a personal interest in this event and the preliminary work that he and the men working with him accomplished, greatly simplified the job of getting the show on the road. During the meet, when we ran into minor problems, we just called on Dick - and the problems were solved.

The civilian officials did a yeoman job. Lou DeLateur, Event Director; Bill Knost, Asst. Director and Meyer Gutman, Lap Counter, started the meet out in Oklahoma and when they hit Olathe they quickly got the qualifying results of both sites combined and kept the ball rolling. Glen Spickler, Starter; Jim Kelly, Pit Manager; and Juan Martinez and Jerry Kleinknight, lap counters, came in on the airlift Saturday night and didn't have much rest till the meet was over. I don't have the names of the volunteers from the Kansas City area who worked for me Saturday - and always seemed to be around when needed later in the week, but their help was greatly appreciated. To these and the Navy and Marine personnel assigned to work with us, CONGRATULATIONS on a job well done - and my personal thanks to all of you. I hope you are all available in 1969.....

EXHIBITION PILOTS AND SEASON CHAMPIONSHIPS

Championship points earned at Tahlequah and the Nats, put five more NMPRA members into the Exhibition Pilots category. Whit Stockwell, #51B, brought his total to 71 and becomes the first AMA Junior to join the group. The other members to make the group are Bob Lutker, #131 - 52 points, Bud Atkinson, #25U - 55 points, Don Lowe, #2P - 52 points and Jay Dee Wingo, #50H - 52 points. The rest of you keep sending in your tickets. Remember you can accumulate them for two years.

SEASON CHAMPIONSHIP STANDINGS AS OF August 10th-----

Formula I

- 1. Hal DeBolt - #1K - 110 points
- 2. Joe Foster - #92A - 105 points
- 3. Granger Williams - #98C - 102 points
- 4. Gil Horstman - #1B - 87 points
- 5. Jim Witt - #6B - 87 points
- 6. Don Yockey - #38H - 80 points
- 7. Whit Stockwell - #51B - 70 points
- 8. Jack Stafford - #40C - 66 points
- 9. Tom Protheroe - #93C - 65 points
- 10. Ed Keck - #35K - 63 points

Formula II

- 1. Randy McGee - #35H - 8 points
- 2. Bob Noll - #14K - 8 points
- 3. Joe Foster - #92A - 7 points
- 4. Tom Protheroe - #93C - 6 points
- 5. Gil Horstman - #1B - 5 points

OVERALL STANDING

- 1. Joe Foster - #92A - 112 points
- 2. Hal deBolt - #1K - 110 points
- 3. Granger Williams - #98C - 102 points
- 4. Gil Horstman - #1B - 92 points
- 5. Jim Witt - #6B - 87 points

I hate to keep reminding you that it is your responsibility to get the vouchers signed and sent in to Gil Horstman but I still have people who think the CD is going to send them in. The CD may send them in if he wants to, but you are the one that has to make sure the job is done if you want to get the credit. Not all CD's are members of NMPRA. Remember - vouchers must be in the mail two weeks after the contest or you will not receive credit for them.

I hate to tell you this gentlemen but it is getting near the end of the year and it is time to start thinking bout who is going to have the "honor" of making this outfit go next year. I will not be running for office of President next year. Gil Horstman says he will run again and I haven't had time as yet to see which of our V.P.'s will be running. I would rather have members volunteer to run for these jobs rather than have them nominated - but - if you have somebody in mind for these places of "honor", ask them if they are willing to take on the responsibilities before placing their names in nomination. I hope some of you will speak out for yourselves and ask to be placed on the ballot.

I have served one year as Vice President and am on my second term as President of NMPRA and it has been a rewarding experience. I have enjoyed the work and the people with which the position has brought me into contact. The many new friends that I have made make all the time I have spent worthwhile but I think it is time for somebody else to step in with a fresh outlook.

I think that the Newsletter should continue to keep the members informed. I started the Newsletter in February of 1967 when there were only about 140 members. But - the membership now stands at about 400 and it is a major process to get it out each month with office type equipment. I am open to suggestion as to a method of keeping the thing going after the first of the year. Our membership dues will not cover having a commercial printer do the job after an Editor puts it together so if one of you members happen to be in the printing business and would like to donate your services on the printing and distribution - I will be happy to put together the necessary copy for you to run. The NMPRA's current expenses for the Newsletter involve materials and postage only and we have been getting most of these at shop cost. Sam Crawford, one of our original members, has been supplying the paper and Masthead for only a printers cost of paper so you can see we haven't been spending too much.

I plan to investigate prices of doing this work by some printing job shops - perhaps we wouldn't have to raise the dues too much. I hope to get this lined up before it's time for 1969 dues. Maybe somebody would like to take over the whole job???????

PORTLAND STARDUSTERS 8th ANNUAL RC CONTEST, June 22-23 Reporter Ken Thorstad

We expected 18 racers to show up for an all day racing session, however, only 11 showed up on the judging line. To para-phrase one Jim Kelly, the Northwest might have to call the Goodyear event "Shoestrings and others" since six of the entries were piloted by John Paul Jones? Two Rivets, one LaJollita, one Midget Mustang and one Loving Special rounded out the lineup.

In the five rounds that followed, only one ship was lost - a t-tailed crashed on the number one pylon in the first heat due to undetermined failure (?). This was the fastest series of races held in the Northwest to date and probably due to noticeable improvement in the piloting skill of the entire group since the first early Spring races. The Starduster's 20 foot high red and white checkered pylons and their new high intensity colored light system on the number one pylon makes them one of the best equipped clubs in the country for racing. The light system seemed to reduce the number of "cut" pylons, which we suspect is often due to trying to anticipate a flag man who raises his flag or moves in preparation to use the flag. The flag man enjoyed the job much better also, since pushing a button is not nearly as strenuous as waving the flag! The races came off smoothly and efficiently and the following results indicate that the next series of races can be won by any number of the contenders. The Starduster's next event will be held on September 22nd with a full schedule of Air Races.

1st.	Dr. Ralph Brooke	2:07.8	K&B 40 RR	Shoestring	13 points	Kraft
2nd.	Ken Thorstad	2:04.8	K&B 40 RR	Shoestring	12 points	Kraft
3rd.	Bill Burell	2:05.2	K&B 40 RR	Loving Special	11 points	Kraft
4th.	Paul Good	2:20.0	ST29/40 RR	Shoestring	11 points	Kraft
5th.	Oliver Carson	2:31.5	K&B 40 RR	Shoestring	10 points	Kraft
6th.	Bob Kern	2:09.6	K&B 40 FR	Shoestring	9 points	Orbit
7th.	Terry Harmer	2:17.0	ST29/40 RR	T-Tail Rivets	6 points	Micro
8th.	Bill Goldspink	2:31.0	K&B 40 FR	Shoestring	6 points	Kraft

The Contest was held after previous flying activities which made it a little late to complete all the rounds and it was close to 5 o'clock before the first 4 got off. If it had not been for precontest judging of racers, I doubt very much if two maybe three flights would have been made. I was there to fly mostly, however, when Earl heard I had run a few of these - guess who was selling the cold beer. I held a pow-wow to instruct everyone in their duties. Well now you know when it's the first time for most participants, the first one or two flights are going to be like a company of wooden legged men in a forest fire, but after the shock wore off, it settled down a bit, it got to be a fair run race.

(Editor's note: We're not too sure who won but the following is what it says)

1. Cal Speerly	Sweet Pea	3:14 average
2. Vern Springer	Cosmic Wind	2:55 average
3. Marv Doucey	deBolt Special	2:10 average
4. Will Hiller	Shoestring	3:25 average
5. Jim Buchmann	Cosmic Wind	3:20 average

(Alright Jim, since you are the only NMPRA member ----- Go get'em tiger and sign 'em up!!)

BISONS MEET, Buffalo, New York July 14

Reporter Hal deBolt

Wish I knew what the problem is with contests this year. We (Flying Bison) just put out the big effort to conduct a first class meet from start to the trophies. A fine flying site, BEAUTIFUL weather, many events and lots of flying. Only problem NO Contestants.... There must be an answer somewhere for it is happening too many times in too many different places. I hate to think it but suspect it is tied in with the "redi'built" trend which has been suggested as a reason to me by quite a number of people. In general what we see are the old standby contest goers who win or lose - would not miss a good meet. What is lacking is the beginners and newcomers who USED to swell the ranks. The idea does tie in too for these are the people who are flying the redi'builts.

We got off about 5 rounds of Goodyear plus Continental and open. In Goodyear we ran qualifying heats and gave the winners the usual points. After four rounds we totaled the points and put the top 5 into one final Championship race. Once again no problem with frequencies.

Goodyear

Continental

1st. H. deBolt	deBolt Mustang	K&B40FR	2:03	1st. Bob Noll	deBolt Cont.	K&B40FR	2:15
2nd. Bob Noll	" "	"	"	2nd. W. Hitchcox	deBolt P-51	"	"
3rd. L. Shulman	Midget Mustang	" RR	"	3rd. Dick Smith	Smith Special	"	"

There were seven entries in Goodyear and four in Continental. Keck and Izzo who usually are going won some heats but otherwise were bothered by engine and radio problems and had some dnf's.

OH YES!!! They found my fly away Goodyear. Landed in a river and looked like someone used a can opener to open it up! Not much left including sinking 3 of the servos.....

NCRCC Meet, West Suffield, Connecticut

July 14th

Reporter Art Simmonds

First a couple of corrections from Bob Grenville regarding my report of last month. 1. Bob's Denight crashed due to equipment failure and 2. Bob's boy is 10 years old not 11. The July meet met with more enthusiasm than any yet. We had more flyers and planes than any preceding meet and had a couple new entries from New York State. We were pleased to have Phil Cushman and Alvin Sager join us for the afternoon. For those interested our schedule for the meets is: 1. registration until 1:00 (although we never turn away late arrivals). 2. Scale judging from 12:00 to 1:30, 3. Pilot briefing at 1:30 and 4. Racing begins at 2:00. We were 5-10 minutes late in starting (first time this year) which produced many moans from the flyers. There is much enthusiasm among the flyers to fly as much as possible regardless of how they finish.

We had 11 entries with 3 entries having back up lanes for a total of 14 airplanes. During the race we ran 9 heats of 3 or 4 planes and following the race we ran two 4 plane heats for those that hadn't had enough. We have had a different first place winner each month and this month it was Jerry Wagner flying his two-tone blue Denight Special. Next month Jerry expects to enter his new LaJollita.

1st.	Jerry Wagner	Denight	K&B	12 points	63.0 best speed
2nd.	Bob Douglas	Shoestring	K&B	11 points	62.0
3rd.	Jack Secondo	Shoestring	K&B	10 points	65.4
3rd.	Bob Granville	Shoestring	K&B	10 points	59.0
4th.	Sam Griswold	Shoestring	K&B	9 points	55.3
5th.	Roland Bernier	Mustang	K&B	8 points	53.0

It is too bad we have such a short season back here in the New England hills. We have only two more meets this year...

FIRST ANNUAL SOUTHWEST U. S. CHAMPIONSHIPS, Houston, Texas Reporter Bob Lutker

Home team wins again at Houston....It was Houston's day all the way once again, with Bill Anderson, Don Yockey and Ben Beerbower taking 1st, 2nd and 3rd in that order, putting in a terrific performance.

The meet started out on a very safe and sane level of competition...and then the whole thing just seemed to "fizzle" out. Certainly no fault of the Houston group, however, for the second day of flying, about 10:00 in the morning, THE SKY FELL, bringing flying to a screeching halt with a terrific downpour for about two hours. After that the field was a soggy mess. They finally topped the 90% plus humidity of the day before and opened up the whole Texas sky.

Saturday saw an enjoyable pace of nothing but solo qualifying flights and as it turned out, those qualifying times ended up determining the winners, for when the rains hit Sunday morning, the first round of flying had just been completed. So, with racing ended, the first round of heats and those qualifying times just about wrapped it up.

The Houston heat and humidity caused "out of towners" much engine trouble and the field itself caused a few aircraft washouts. Old Timer, Ed Rankin, swatted the deck coming out of number three turn when caught by a downdraft from the huge ditch just outside that pylon. His Rivets was badly damaged. Others too had their troubles, but Houston's experienced flyers proved their knowledge of their field with terrific performances being put in by that old Pro, Bill Anderson, who just about manages to get more RPM's from an engine than anyone around. Right in Bill's slip stream all the way was ever pushing Don Yockey who just couldn't quite get the performance from his engine. Houston's Ben Beerbower was only a little behind the leaders in third place. And then...there were the "also rans". In all the level of performance of the 12 entries was excellent, and more racing experience is gained here in the Southwest.

Just as in the past, the Houston RC Club members did a really great job in presenting the meet. Contest Director Charles Hirsh brought together a team of willing and able workers in this the first Annual racing meet. The prizes were big, totaling in value to several hundred dollars, and it was hoped that more entries would show up.

Hats off to starter John Owmbly and a fine job of lining up and waving off the races and to Bill Orr, Bert Steigler, Gene Hovey and Roland McGinnis for heading up the lap counters and timers..... and to that brave bunch of guys, the World's greatest heroes, the flagmen. Any many thanks to Jack Mulvehill for keeping the records up to date.

It's too bad the rain stopped the meet after the first round of heats. The flyers were just approaching the time in the meet for some really serious flyingand then the sky fell.....but it was fun while it lasted. Formula 1 racing in the great Southwest is just now getting off to a good start with the flying performances coming up as the pilots gain racing experience.

The Nationals should see some of these names in there pushing the winners circle:-

1st. Bill Anderson	T-tail Rivets	K&B 40 RR	2:15.9
2nd. Don Yockey	T-tail Rivets	K&B 40 RR	2:16.6
3rd. Ben Beerbower	T-tail Rivets	K&B 40 RR	2:21.4
4th. Dr. Bob Pearce	Std. tail Rivets	K&B 40 RR	2:25.5
5th. Joe Pasztor	Shoestring	K&B 40 RR	2:33.8
6th. Bob Lutker	Shoestring	Super Tiger 40 RR	2:52.2
7th. Tommy Montgomery	Cosmic Wind	K&B 40 RR	2:26.5
8th. Cal Scully	La Jollita	K&B 40 RR	2:51.6
9th. Jack Beauchamp	Little Mike	K&B 40 RR	2:17.6

TAHLEQUAH, OKLAHOMA August 3-4

Reporter Ed Shipe

I guess everybody thought somebody else was going to write up what happened at Tahlequah but the only thing I have is the results. Twenty entries in Formula I and 8 entries in Formula II. Bob Morse made the drive with Joe Foster and brought his Ballerina just to have something to do -- \$200.00 later -- not bad for the first race he's flown in and take a look at that qualifying time. Cliff Weirick tried to take a short cut through Pappy deBolt's plane in the last round - he didn't make it. I finally got the Bonzo 600 done and Foster volunteered to enter it as a team - well - those big wings slowed down the landing anyway.

Formula I

Formula II

1st. Joe Foster	16 points	1:53.9
2nd. Bob Morse	15 points	2:00.8
3rd. Maurice Woods	14 points	2:39.5
4th. Cliff Weirick	12 points	2:03.9
5th. Ed Keck	11 points	2:11.5
6th. Jim Witt	9 points	2:00.2
7th. Hal deBolt	9 points	2:10.4
8th. Gil Horstman	9 points	2:25.4
9th. Ed Rankin	9 points	2:37.4
10th. Dale Nutter	7 points	2:30.3

1st. Randy McGee	7 points	2:55.7
2nd. Foster/Shipe	6 points	2:13.6
3rd. Tom Protheroe	6 points	2:21.6

*Houston - 8
Tahlequah - 12
Amarillo - 6
St. Worth - 17
93*

LAST MINUTE BITS AND PIECES

We just noticed a mistake on the Championship Season Standings. Tom Protheroe should be in 8th place with 67 points and Jack Stafford in 9th place with 66 points. Sorry about that Jack!!!

NMPRA SEASON CHAMPIONSHIP REPORT

NMPRA SEASON CHAMPIONSHIP REPORT

Name _____
 AMA No. _____ NMPRA No. _____
 Contest Name _____
 City _____ State _____
 Formula I Formula II
 Entries _____
 Place _____
 Contest Sanction No. _____
 C. D. Signature _____

Name _____
 AMA No. _____ NMPRA No. _____
 Contest Name _____
 City _____ State _____
 Formula I Formula II
 Entries _____
 Place _____
 Contest Sanction No. _____
 C. D. Signature _____

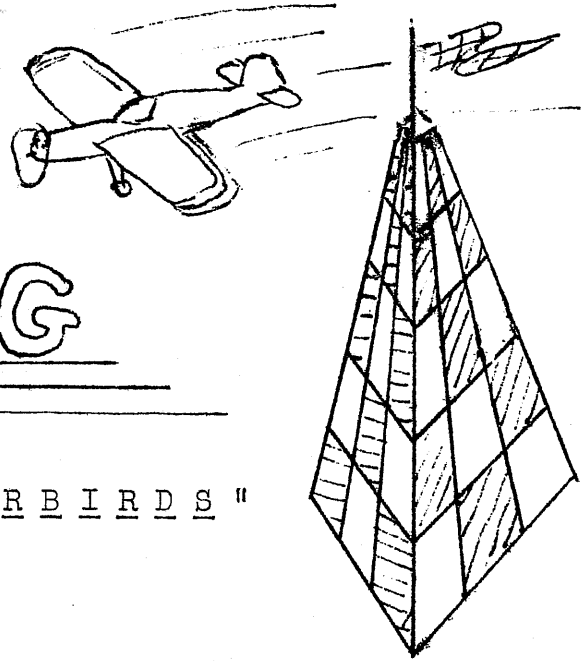
MAIL TO: NMPRA
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1968 RACING SCHEDULE

- August 31 - Syracuse, N.Y., Syracuse ARCS RC Hobo Meet., Fun Fly August 31, Goodyear
 Sept 1 Racing Sept. 1, Site: Nedrow, E. Izzo CD, 3950 Highland Avenue,
 Skaneateles, New York 13152
- same - Memphis, Tenn., Memphis RC Annual. Site: MRCC Flying Field, K. McClure CD
 3465 Powers, Memphis, Tenn. 38128
- same - Sepulveda Basin, Ca., West Coast Championships, NCRS & BIRDS, Goodyear and
 Continental and Open, J. Bridl CD, 23625 Pineforest Lane, Harbor City Ca.
- same - Salt Lake City, Utah, Utah 9th Annual Model Air Show, Open only, Site:
 Saltair Modelport, F. Haslam CD, 3731 S. 5450 West., Salt Lake City,
 Utah 84120
- 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., Billings Flying Mustangs Contest. Site: Mustang Field,
 A. Darnielle CD, 3043 Bartonla Blvd., Billings, Mont. 59102
- Sept. 21-22 - Madera, California, 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 Richelle Avenue, New Castle, Pa. 16101
- 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.P. alumbo CD, 201 Martion Dr.
 Syosset, New York 11791
- Sept. 22 - Portland, Oregon Contact Ken Thorstad, 4503 N. Interstate Avenue,
 Portland, Oregon 97217
- Oct. 5-6 - Dahlgren, Va. 7th Annual Dahlgren RC Meet Site: Naval Weapons Lab., P.
 Rawlings CD, 5600 Helmsdale Lane, Alexandria, Va. 22310
- Oct. 12-13 - Birmingham, Ala., Birmingham RC Association 2nd Annual Meet, Site: Edgewater
 Field, E. Riley CD, 1924 2nd Pl. NW., Birmingham, Ala. 35215
- Oct. 13 - Sepulveda Basin, Ca., San Fernando Valley Flyers
- Oct. 19-20 - Ft. Worth, Texas, Fort Worth Thunderbirds RC Club Meet, Site: West Shore,
 Benbrook Lake, B. Lutker CD, 3105 Cockrell Avenue, Fort Worth, Tex 76109
- Oct. 19-20 - Winter Park, Fla, 8th Annual RC Rendezvous, Site: RCACF Field, W. Schoonard
 CD, 2080 Sharon Drive, Winter Park, Fla. 32789
- Oct. 27 - San Gabriel, Ca, SGVRCS
- Nov. 29-30 - Tucson, Arizona, 1st Annual RC Festival, Site: 30 miles NW of Tucson,
 Dec. 1 Marana Air Park., K. McDaniel CD, 4808 E. Fairmount, Tucson, Airz 85716
- Dec. 14-15 - Las Vegas, Nevada, Las Vegas Air Races
- Dec. 29-31 - RCACF Field, Fla. Tangerine International RC Championships, W. Schoonard CD
 2080 Sharon Dr., Winter Park, Fa. 32789

PYLON



\$200.
CASH
PRIZES

RACING

F O R T W O R T H " T H U N D E R B I R D S "

R A D I O C O N T R O L C L U B

A.M.A. SANCTIONED CONTEST
(Sanction Number Applied For)

To be flown under current N.M.P.R.A. and A.M.A. rules.

WHEN: Saturday & Sunday, OCTOBER 19th & 20th, 1968.

Hours (subject to change) Saturday 9:00 a.m. till 5:00 p.m.
Sunday 1:00 p.m. till (finish?)
(The field will be open for practice, test and sport flying Sunday morning until 1:00 p.m.)

WHERE: "THUNDERBIRD FIELD", newly completed Paved Runway, 40 ft. by 200 ft., plus taxi strip and parking ramps. Located in Holiday Park on the Western shores of beautiful Benbrook Lake, just 13 miles from Downtown Fort Worth and 7 miles from many motels.

(ENTRY FEE \$5.00 one event, \$6.50 for both)

EVENTS:

PYLON RACING 450 CLASS (Jr., Sr., Open combined)

PYLON RACING 600 CLASS (Jr., Sr., Open combined)

PRIZES:

450 CLASS

1st Place	\$100.00	cash & Trophy
2nd Place	\$ 50.00	cash & Trophy
3rd Place	\$ 25.00	cash & Trophy
4th Place	\$ 15.00	cash & Medallion
5th Place	\$ 10.00	cash & Medallion

600 Class

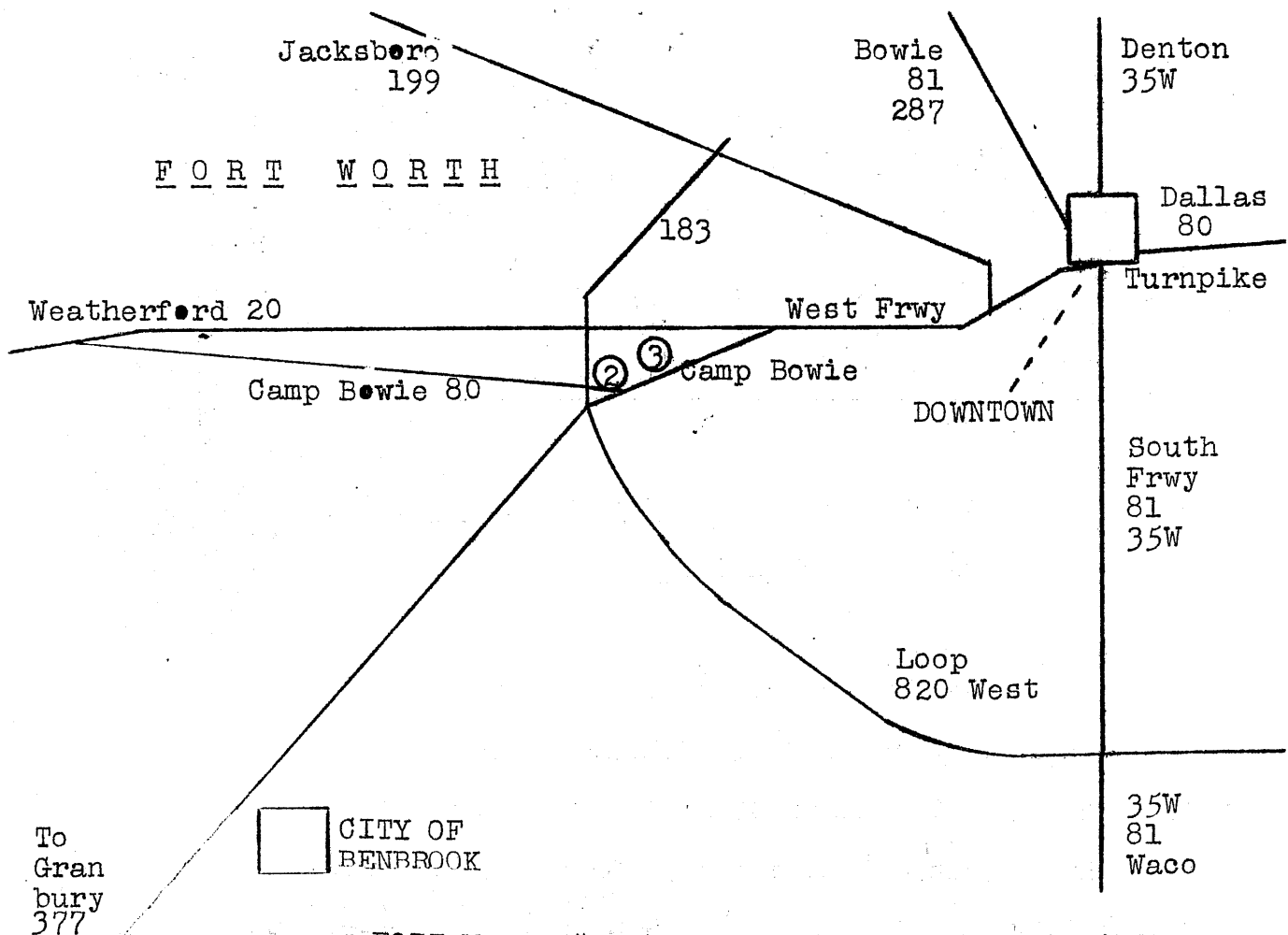
1st, 2nd & 3rd Place Trophies
(Let's build for this event and see it grow)

CONTEST DIRECTOR:

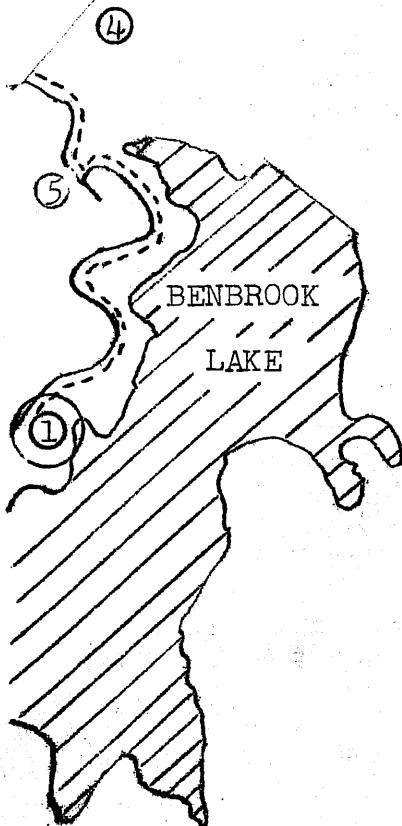
BOB LUTKER (Phone 817 WA 4-2211)
3105 Cockrell Ave., Fort Worth, Texas 76109
NMPRA # 13 I AMA # CD 113

FUTURE A.M.A. SANCTIONED MEETS SCHEDULED:

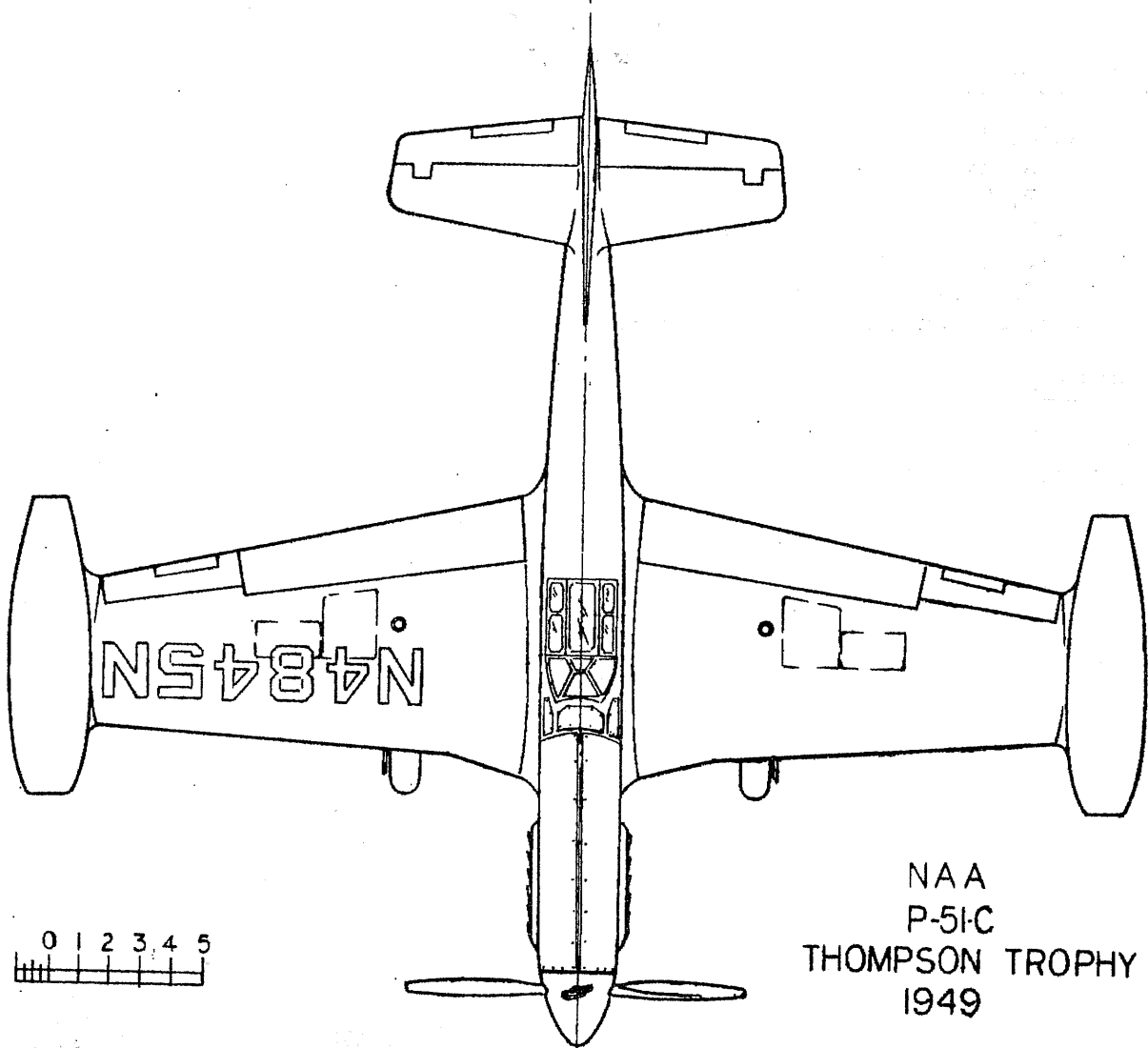
March 22nd & 23rd, 1969 PYLON RACING, 450 & 600 Class
June 14th & 15th, 1969 PYLON RACING, 450 & 600 Class
CLASS C PATTERN (Novice & Expert)
October 18th & 19th, 69 PYLON RACING, 450 & 600 Class



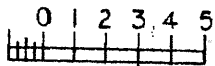
FORT WORTH "THUNDERBIRDS" RADIO CONTROL CLUB



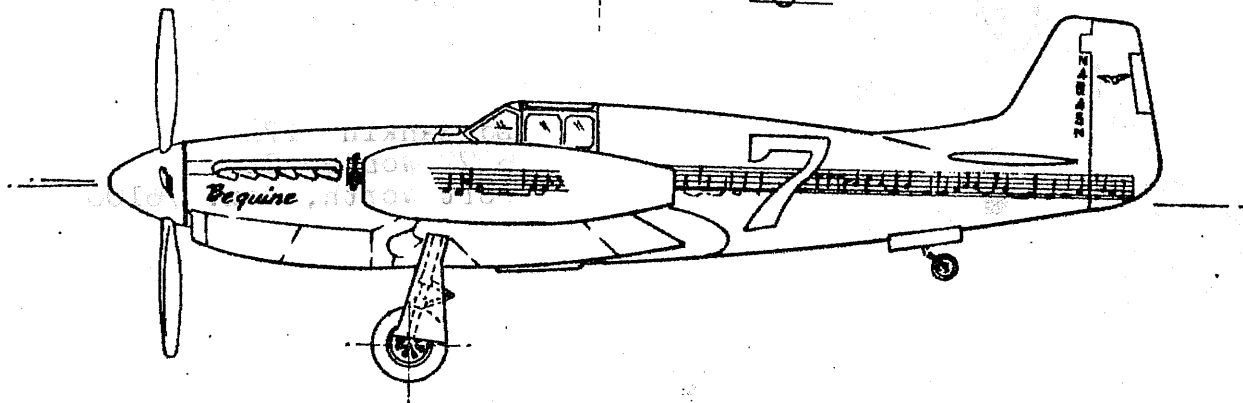
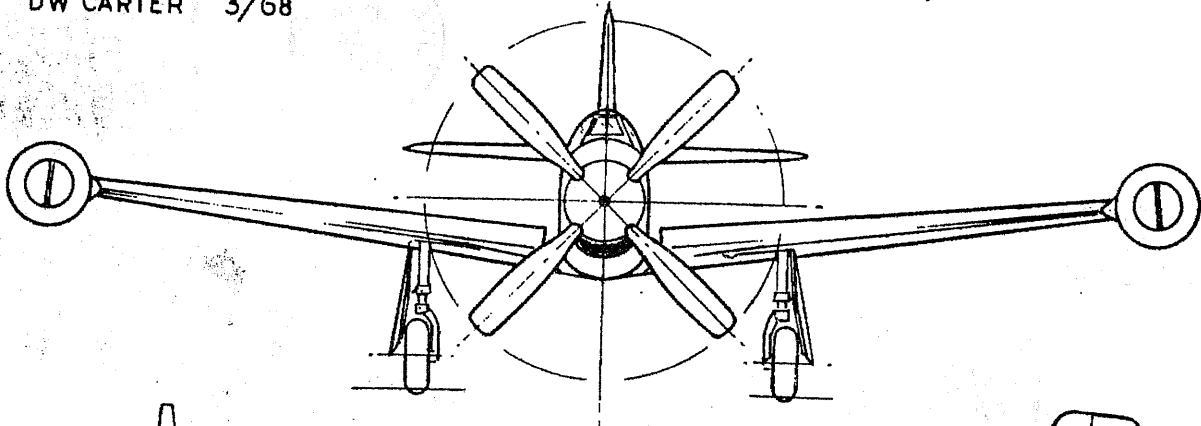
- (1) "T H U N D E R B I R D F I E L D"
Newly completed Paved Runway, 40 ft. by 200 ft., plus taxi strip and parking ramps. Located in Holiday Park on the Western shores of beautiful Benbrook Lake, just 13 miles from Downtown Fort Worth and 7 miles from motels.
- (2) HOLIDAY INN West (on Camp Bowie)
3501 Highway 183 (Phone 817 PE 2-3301)
Fort Worth, Texas 76116
- (3) RIO MOTOR HOTEL
6600 Camp Bowie Blvd. (Ph. 817 PE 2-1611)
Fort Worth, Texas 76116
- (4) Benbrook Riding Stables
(Going Southwest on Highway 377, turn left at first road past stables, heading toward Benbrook Lake)
- (5) Service Station, Cafe and Minnow station.
(Turn left here, taking Western Lake Shore Drive around lake. Follow lake shore drive on around for about 1 mile. THUNDERBIRD FIELD Runway is on this drive.



NAA
P-51C
THOMPSON TROPHY
1949



DW CARTER 3/68

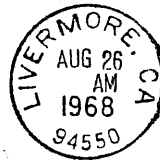


N. M. P. R. A. OFFICERS

ED SHIPE, President
GIL HORSTMAN, Secretary/Treasurer
HAL deBOLT, V. P. Northeast District
K. K. McCLURE, V. P. Southern District
JIM BUCHMANN, V. P. Midwest District
JOE FOSTER, V. P. Western District
JOE BRIDI, V. P. Southern California District

BUSINESS ADDRESS

613 Donner
Las Vegas, Nevada 89107



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First Class

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