

N M P R A

NATIONAL MINIATURE PYLON RACING

ASSOCIATION

NEWS RELEASE

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

HANDICAPPING AND/OR APPEARANCE JUDGING FORMULA 1

The object of this event is to race Radio Control Miniature Aircraft that look like their full size counterpart. The two key words in the above statement are "look alike" and this has been the hardest thing to get across to judges. I have had pretty good luck in getting the results I wanted from judges by explaining the purpose of the handicap and what the intended results are suppose to be.

I think a little history of this phase of the event might be of some help to you. The problem that had to be solved was "Who gets off the starting line first?" - a simultaneous launch of all aircraft could be quite disastrous. Making a contestant take off last just because he happens to have the fastest plane may be interesting to the spectators but it just isn't fair to the contestant. The reverse is just about as bad in that you would lose most of your spectator appeal if the first plane off the line just ran away and hid from the other contestants. The other problem was "How do we keep the planes looking like Goodyear racers instead of things?". Most of us had seen what had happened to AMA Pylon, proto speed and team race and we didn't want this to happen to this event. The handicap system that we are using, when properly applied, solves both of the problems.

The first system that was used (30 pt.) had a point breakdown based on component outlines construction and finish. The breakdown was set up on the premise that while we wanted to have good looking aircraft we were more interested in keeping the planes looking like their full size counterpart. The split of 10 points for construction and finish and 20 points for outlines worked well and did the job but it took too much time. We ran into the two extremes - one group wanted to treat this judging as though they were judging scale aircraft and the other just said to heck with it and used their own system. I saw judges using a scale to check dimensions on the plane against those on the 3-view, some judges just lined them up and the prettiest went first while others used time trials. There was no way of telling from one contest to another which system was going to be used. Very Interesting!!!!

The 1967 NMPRA rules had eliminated the prototype aircraft and used a looser 20 point system of scoring. The West Coast clubs used these rules at all local meets and the system worked. We put together a booklet called "Contest Procedures Guide" and sent it to all the members to help explain the system. The 1967 NMPRA rules were accepted by AMA and were made official for 1968 - so we sent all the booklets we had leftover to AMA Headquarters. AMA included these booklets with meet sanctions as long as they held out, which was the latter part of June. (We are now updating the booklet and hope to have it available by the end of the year.) With the knowledge of the intent of the handicap system and the instructions in the booklet it was possible to run a standardised contest. The problem arose during the year that some of the meet officials didn't know the purpose of the handicap and didn't have a copy of the booklet and as a result the judging took on the characteristics of a beauty contest. This left the guy who tried to keep his plane looking like the original, but not putting on a super rubbed finish, in the last starting position. I ask you, does it make sense to have to put a 100 hour finish on a plane that is subject to mid--airs and other pilot errors at low altitude?

HANDICAPPING (continued)

I repeat - the object of this event is to race R/C miniature aircraft that look like their full size counterpart. No more than a third of the total points available should be for construction and finish. The two things that all full sized Formula 1 aircraft seem to have are a Continental engine and wheel pants. A plane that doesn't have the engine cowled loses 2 points right off the bat when I have anything to say about it, and the same thing goes for the lack of wheel pants. This makes it simple when a plane shows up on the line without wheel pants or cowlings when he was judged with them - he automatically gets an extra two seconds delay for each item. This leaves about 6 points for C/F and 10 for the other outlines. Most everybody can judge construction and finish but judging the outlines will take a little practice. Look at the three-views and then the plane - does the plane look like the three-views on an overall basis? Is the wing where it is supposed to be? The landing gear - is it where it is supposed to be and has the piano wire been faired to resemble the real landing gear struts. Does the cockpit look about the right size or has he put on an oversized bubble to get his 7" height? The secret of doing this job fast is to look for the key points and the overall appearance. Do not be afraid to give fractions of points because these make good tie breakers.

I know it's easier to make a beauty contest out of judging and to use a standard two second split on the start but this defeats the purpose of the handicap system. The first time you attempt judging you will probably use more time than necessary however, as you learn what to look for you shouldn't have to take over a minute or two for each plane. I find that having at least 2 people judging independently and then averaging the results, gives a fair handicap.

The more contest Directors that use the handicap system, based on the intent of what it is supposed to accomplish, the longer the planes that are entered will look like the full sized Formula 1 racers. This is your event so help protect it by not taking short cuts just because it is easier.

POLITIKIN

The contest season is nearing the end and the current NMPRA Officers are running out of time. The list of candidates as of now is:

President	-----	Tom Protheroe, Santa Barbara, California
Secretary/Treasurer	-----	Gil Horstman, Las Vegas, Nevada
V.P. North East	-----	Hal deBolt, Cheertowaga, New York
V.P. North Central	-----	Jim Buchmann, Bensenville, Illinois
V.P. Southern	-----	K. K. McClure, Memphis, Tennessee
		Bob Lutker, Forth Worth, Texas
V.P. Western	-----	Bob Francis, Santa Clara, California
V.P. Southern California	-----	Joe Bridi, Harbor City, California

The way things stand now there is only one contest for office and that is for the Southern District Vice Presidency. These jobs are important to the continuation of NMPRA and I feel that all candidates listed are qualified to do the jobs required but if you think you can do it better - or at least would like to take a crack at it - stick your neck out and write me a letter to that effect. The election ballot will be a part of the next news letter and only nominations that are confirmed by the candidate will be on the ballot. You can save time if you are going to nominate somebody by getting a confirmation note from the nominee. Those of you that would like to run for one of the offices - just say so - you don't have to be nominated to get a job - just elected after you get on the ballot.

This contest was sponsored by the Mansfield Electronic Flyers Club and this was their first contest. The usual grumblings were heard. It was advertised as Goodyear (NMPRA rules) but the operating throttle rule was not enforced. The schedule was pretty slow until they started to get the next group of racers ready before it was their turn to race. The field was pretty hard to land a hot plane on since space forced them to put the two pylons on each side of the lone landing strip (hard earth) and the far pylon was dead center upwind in the take off path. Humid weather made needle valve settings tricky and sick engines were heard all day. Quite a few spectators (about 80 cars). three planes hit the pylons.

In the Formula 2 class only two entries - one crashed and the other flew with no competition. No time recorded.

Winners of Forumula 1 - 13 planes entered

1st.	H. Lowe	deBolt Special	ST 40 RR	2:30
2nd.	Ed Nobora	Sig 450	K&B FR	2:40
3rd.	Bill Welker	Shoestring	K&B	2:57
4th.	Bob Gademer	Sig 450	K&B FR	3:04
5th.	Bob Penko	Cosmic Wind	K&B FR	3:10
6th.	Joe Lefelholz	LaJollita	K&B FR	3:19

Open Pylon:

1st.	Al Lekon	Delta	K&B 40	2:50
2nd.	Bill Welker	Delta	ST 35	2:59
3rd.	Bill Dunbar	Original	ST 60	3:10

SOUTHWEST PYLON REPORT

Reporter Bob Lutker

19th Annual Tulsa Glue Dobbers Meet, Tulsa, Oklahoma August 24,25, 1968

Racing in the great Southwest has arrived. Even with no advance publicity showing Formula 1 as an event and no assurance of even having the event, fourteen entries showed up at Tulsa ready to race. And race they did, with perfect weather, thanks to the Tulsa Chamber of Commerce, and a team of meet officials gathered together by CD Dan Hodges, the Glue Dobbers presented a really fine contest.

In addition to Formula I racing there were about ten entries in the scheduled Open Pylon event, with about half of them being racing planes. A good time was had by all, with four rounds of heats in each event. There were a few grinding crashes. No mid-air. Mostly pilot error and the usual occasional radio trouble, but the quality of flying continues to improve as pilots get more racing experience.

The RC Category Director, Jim Ewers, lined up Meyer Gutman as flight line coordinator, assisted by young, but very capable, Chris Lakin as starter. Meyer and Chris ran a tight ship and held the meet to an interesting pace. And those Tulsa Spectators have just gotta be the most enthusiastic ever, for each pilot received a loud round of applause after every good landing or outstanding performance.

Old timer, Dale Nutter did a fine job of directing the Open Pylon event resulting in wins by Bud Atkinson 1st, Bryan Lakin 2nd, J. D. Wango 3rd, and Loren Tregalis 4th.

But the real interest is still in Formula 1 racing, with 11 of the 14 entries completing the course. Heat times are not shown because the pylon course was about 100 feet short for safety reasons. No particular type of plane seemed to dominate and it was strictly a day for the engines and pilots.

TULSA, OKLAHOMA MEET continued

The winners of this great contest were:

1st. Bryan Lakin	Springfield, Missouri	9 points
2nd. J. D. Wingo	Muskogee, Oklahoma	7 points
3rd. Bud Atkinson	Blue Springs, Missouri	7 points
4th. Curtis Browlee	Oklahoma City, Oklahoma	7 points
5th. Doc Clark	Omaha, Nebraska	6 points
6th. Don Yockey	Houston, Texas	6 points
7th. Dale Nutter	Tulsa, Oklahoma	6 points
8th. Randy McGee	Oklahoma City, Oklahoma	5 points
9th. Bob Braden	Ponca City, Oklahoma	5 points
10th. Maurice Woods	Oklahoma City, Oklahoma	4 points
11th. Bob Lutker	Fort Worth, Texas	3 points

ORANGE, MASSACHUSETTS NEW ENGLAND CHAMPIONSHIPS, August 25, 1968 Reporter Hal deBolt

Just back from Orange, Massachusetts and the New England Champs which were big and fine this year. Lots and lots of people and I believe close to 100 entries which would make it one of the largest ever. Good show!

Goodyear and Continental were flown combined with 2 Continentals and the rest Formula 1. Total was 16 I believe. Each entry got into about 6 heats and the event moved real well. The Northern Connecticut group with their experience moved things along real well. Even though the heat speeds were not record breaking, many exciting races were seen. Not one but several wound up in practically dead heats and hardly any "give away" races were seen.

1st. Dick Allen	deBolt Mustang	K&B 40 RR	16 points
2nd. Frank Jepson	Continental "pokey"	K&B 40 FR	14 points
3rd. Bob Noll	deBolt Continental	K&B 40 FR	

(fastest heat.....Frank Jepson.....2:14)

Someone shut off my radio in the first heat and I had a total.....

I am looking for some 3 views of the "Denight special". Know where I can find them?

MEMPHIS RC ANNUAL, August 31, September 1 - 2, 1968 Reporter K. K. McClure

Well our contest has come and gone and it was pretty much a success. We didn't have quite as many fliers as we had hoped for but we made a lot of money in our concession stand for next years club operation.

The results were:

1st. Bud Atkinson	Shoestring	K&B FR	1:47 3/4
2nd. Ron Chidgey	deBolt Special	K&B FR	1:53
3rd. Jim Edwards	deBolt Midget	K&B RR	1:56
4th. Don Coleman	deBolt Midget	K&B FR	2:05
5th. Brian Lakin	Kreiser Midget	K&B FR	2:14
6th. Don Yockey	Midget Mustang	K&B RR	no time
7th. Leonard McCoy	Shoestring	OS FR	no time

Both Yockey and McCoy had radio trouble. All times were after handicap was figured. Frequency conflict prevented us running a bracket type race but we did run 12 heats so everyone got to fly several times, some by themselves. Best time of the day, without handicap, was 1:58 by Ron Chidgey with his deBolt Special, K&B FR running Cox Red can fuel. This boy can really fly the course, too bad his plane is so far from scale.

You know we have a lot of this type of flying sessions back our way. DARN near more of them than contests at least in this area. Generally speaking the turn out for them is as good as at most contests and you also see many "different" faces at the Hobo meets than you do at a contest. I have been wondering why this is, etc. Obviously one of the reasons could be that you have to do very little on purpose and generally speaking fly as you like to show off what ever your best ability may be. It also offers the new-comer an opportunity to fly with strangers and before a crowd without having to be JUDGED in any way for his performance. Rather a nice way to get in with the boys so to speak.

There is another angle also which may have much merit and is something which our "contest people" could consider. A big contest can get boring to the average entrant simply because he gets so few flights due to the more or less one at a time nature of the events. At a "fly for fun" type meet many fly at a time which results in much more flying for each entrant. Could it be that we need more events for contests which allow multiple flying? At Syracuse they use a rather neat method for operating the flight line. The flying list is made up of "teams" and all flying is done by the "teams" rather than by individuals. When you enter you are assigned to the first group of flyers or team in which your frequency will be compatible. The next flyer to enter who is on your frequency is assigned to the NEXT team into which his frequency will fit. All flying is done by teams which means you have several people flying at all times. Makes for much flying by each entrant. Naturally racing fits this scheme of things quite well.

The turn out for racing was again quite low, about 6 or 7 showing up. Best part of it was to see a couple of newcomers to Formula 1 doing well. Doc Swartz from Syracuse had a new 450 and before the smoke had cleared he managed to get in some real fast heats. Nice show for the first time out. Also Underkofler had a real pretty new Mustang which showed much promise. As usual the heats were close and speeds were fast for a change.

Formula 1

1st.	Dick Allen	deBolt Mustang	K&B 40 RR	1:48
2nd.	Ed Keck	deBolt Mustang	K&B 40 FR	1:51
3rd.	Bill Underkofler	deBolt Mustang	K&B 40 FR	

Formula 2

1st.	Bob Noll	deBolt Continental	K&B 40 FR	2:04
2nd.	Hal deBolt	Mustang	K&B 40 FR	2:15
3rd.	Al Smith	???	???	

WEST COAST CHAMPIONSHIPS, September 2, 1968, Los Angeles

Reporter Joe Bridi

Round and round they go and where they stop no one knows. That was the story at the Sepulveda Basin on Labor Day. There were 24 entries and it was a fight to the finish and when the dust cleared there was a tie for first place. A fly off was staged to determine a winner and off they went -- that was some race. George Killeen came out the victor but was pressed all the way by Wayne Wainwright. The lead changed hands several times as the race went on - a very stirring sight. Again John Greenshields proved that a slower model could do some good if you finish all of your heats. This is how the race ended.

1st.	George Killeen	Minnow	1:55
2nd.	Wayne Wainwright	Rivets	1:58.8
3rd.	John Greenshields	Shoestring	2:18
4th.	Bob Francis	Ballerina	1:58
5th.	Howard Reed	Shoestring	2:03

The Texas Panhandle offered flyers a muchly enjoyed "warm" reception and "cool" weather in Amarillo. Except for the expected 30 mph plus winds, it was a great meet.

Not to be out done by the pattern flyers, who enjoyed the "lions share" of the flying time, we racing flyers did manage to garner what little "calm air" there was for the four rounds of racing held.

Entries in Formula 1 were light, having only six show up from Kansas, Oklahoma and Texas but then the Texas Panhandle is a long way from civilization. But those that did show had a terrific time. Contest Director Bill Irwin put together a well run meet held on the paved parking lot of the Amarillo Tri-State Fair Grounds, right in the center of town, but it proved adequately large and a good, safe time was had by all. Racing Event Director Don Bird conducted a well run meet with the help of a fine team of counters and flagmen.

Right to the end it was anybody's contest. Racing at Amarillo's 3600 feet altitude was different to say the least, and all the pilots had much engine trouble, but the quality of flying is constantly improving as racing "catches hold" in this part of the country. Much to the disappointment of the spectators, there were no crashes.

Long time "speed merchant" Ed Rankin of Fort Worth raced his beautiful orange T-tailed Rivets to victory with some really fast times in the low two minutes, followed closely by Jim Brittain of Garden City, Kansas in second place flying a Midget Mustang. Trail- ing a close third place and pushing hard all the way, was Dr. Bob Pearce of Fort Worth flying an old familiar standard tailed Rivets, which has been making the scene in a lotta races this year.

There were some "big names" and some "big people" amount the "also rans", proving once again that GOOD GUYS always finish last.

The winners:

1st.	Ed Rankin	Fort Worth, Texas	T-tail Rivets	K&B RR	8 points
2nd.	Jim Brittain	Garden City, Kansas	Midget Mustang	K&B FR	7 points
3rd.	Dr. Bob Pearce	Fort Worth, Texas	S-tail Rivets	K&B RR	6 points
4th.	Earl Kunkel	Amarillo, Texas	Shostring	K&B FR	5 points
5th.	Curtis Brownlee	Oklahoma City, Okla.	Midget Mustang	K&B RR	4 points
6th.	Bob Lutker	Fort Worth, Texas	Shoestring	Super Tiger	2 points

(Note: An S-tail Rivets is a standard tail)

Editors Note: Bob why is it you always appear on the bottom of the winners list????? Next time we expect to see your name at least in the middle of the list -- how about on the top?????

SPECIAL REPORT

Ken Thorstad is reported to have won the Stardusters Air Races September 22nd in Portland, Oregon with a best time of 2:48. They remeasured the course to make sure everything was right and it checked out. I should have a complete report on this meet for the next newsletter.

The Shreveport area RC'ers presented a really outstanding meet on September 14-15, under the able leadership of Contest Director Jim Monk. Much preparation and careful planning was in evidence, with top field facilities and a mighty enthusiastic team of officials radiating Louisiana hospitality at every turn.

Saturday's weather was perfect, with virtually no wind at all. But Sunday - that was another story. Still no wind - but the SKY FELL....and fell....and fell. Rained all night, and it rained all day, so the meet was decided by Saturday's flight performance.

Formula 1 was scheduled, but after all the entries were in, it turned out that Ed Rankin and myself had the only "Goodyear" racers at the meet. Soooooo....to keep it interesting we suggested that the racing be changed to an OPEN PYLON event, adding seven more entries to the starting line up.

The nine starters flew two rounds of qualifying with times running from 2:24 for Ed Rankin and 2:37 for my poor ole Shoestring to a fabulous 5 minutes plus for some of the Class A pattern planes entered. It promised to be a "fun" race for all. After one and a half rounds of three plane heats, two of the pattern entries made high speed "landings" Ed Rankin and Norm Rhodes had a "mild" mid air, resulting in minor wing and landing gear damage to both, so flying was stopped for the day.

Of course our two Fort Worth racing entries easily outran the slower pattern planes, so Ed and I were looking forward to a race "to the death". My one goal in life since I began racing has been to beat Ed Rankin. My newly "re-worked" K&B front rotary in my Shoestring was "coming on" during our one heat together. Ed Rivet's was just a bit on the lean side, so we were swapping positions all during the race, with my easing by him to finish just twenty feet ahead on the very last lap. My dream come true. "Today, Rankin.....Tomorrow, THE WORLD"!!!!

People must think I'm dead. I've finished LAST in so many races, they've been calling me the "LATE" Bob Lutker. (Ed. note: Bob I think you have extra sensory preception - I really had begun to think you were either last - or - you sent in just enough winners to get your name listed!!!!)

Even though racing entries were disappointingly light, and the meet was cut short because of Sunday rain, event director J. D. Alexander made available as fine a group of flagmen, counters and starters as we've seen anywhere. The meet was conducted exceptionally well and the more than adequate time allotted racing was like a "Breath of Fresh Air" compared to the "short deal" so often accorded the racing fraternity at meets combining racing and pattern. Such was the enthusiasm among the Shreveport flyers that they spent the week previous training their flagmen with round after round of practice races with their pattern and sport planes and it was these flyers that made up the seven other racing entries when the event was changed to Open Pylon. And boy, were they ever ready to go when it came their time to race. The "ready" line was just that... ready, willing.... and able.Mighty refreshing. Wanta bet we'll see some of these same flyers with Formula 1 racers in the not too distant future? When the Louisiana sky opened up, our dreams of glorious racing were "down the drain" (storm sewer) but Saturday's calm weather....and not so calm flyers, was an experience we'll long cherish.

Ed Rankin's mid air with Norm Rhodes knocked them both temporarily out of the racing, leaving John Dougherty of Monticello, Arkansas the 2nd place winner with his particularly fast "New Orleanean" pattern plane. Rankin's T-tail Rivets with K&B rear rotary was definitely the fastest plane in the meet but destined to place 3rd this time around. Sorry we don't have the results through the nine planes but the rains scattered the group like "heads up" at a "C" free flight meet so all we have to remember is just a really great time. First - Bob Lutker with Shoestring 2:37 --- Second John Dougherty with a New Orleanean (no engine - he whipped) unknown time -- Third Ed Rankin T-tail Rivets 2:24.....

The annual Fresno Air Races are history for another year and seem to be improving each year. Alex and Marlene Chisolm ramrod this event for the Fresno Radio Club and they had a good turn out to help officiate. Lou DeLateur and Jim Kelley of the Pioneers R/C Club came over to give a hand, Lou and Jim were both officials at the Olathe Nats and their help was really appreciated by the Fresno Club. The entry was about normal for a West Coast meet with 21 in Formula 1 and 12 in Open/600. Four plane heats were flown and four rounds of racing were held each day in Formula 1. The weather was cool for the valley at this time of year but it was clear with about a 20 degree cross wind.

Open/600 pylon racing started each days activities with the usual variety of aircraft entered. There were about three entires that were built with open racing in mind, one 600 and the rest were of the sport-stunt variety. That 80 year old kid, Ed VonAdelung, had the fastest plane there but he was also flying about the longest distance of anybody. Ed's open racer is a trike geared 40 powered streamliner with solid wings and no surplus area anywhere, and it was really hauling moonshine. Jensen wasn't exactly slow in winning the event with a score of 24 points and best heat time of 2:05. John Garabidian took second with 20 points and best time of 2:46.2 and Ed took third with 17 points and best time of 2:13.

Formula 1 was a going affair with seven of the entries being members of the Exhibition Pilots group. The cross wind knocked the times down a bit on an overall basis but there were more than enough close races to keep everybody happy. Just for general interest I checked out the variety of planes entered --- 5 Ballerians, 4 LaJollitas, 3 Minnows, 2 Lil Tonis, 2 Midget Mustangs, 2 Shoestrings, 2 Lil Mikes and 1 Bonzo. George Killeen was the hot dog for the second meet in a row. George won all his heats but one - he met Granger Williams twice during the meet and they split. Granger missed one heat because of a split fuel line so his only loss at the finish line was to George. The fuel line bit was a problem for several people - use the clear and it gets hard and looses it's seal - use the black and it kinks or splits.

The meet was a real success and everybody had a good time. I think the thing that most of the contestants like about a meet in a small town is that most of the contestants stay in the same motel. This setup is hard on the sleep but the bull sessions are worth it.

The winners: 32 points possible:

1st.	George Killeen	Minnow	31 points	1:55.0
2nd.	Howard Reed	Shoestring	28 points	2:08.0
3rd.	Granger Williams	LaJollita	27 points	1:51.4
4th.	Tom Protheroe	Little Mike	24 points	2:06.2
5th.	Whit Stockwell	Minnow	24 points	2:12.0

OUR FIGHTING BUDDIES

I just received a letter from my favorite libation evaluator and Hawaii correspondent, Jan Sakert. Jan was been transferred to the resort area of Quang Ten Province where the principal recreation is "posterior salvation". Jan says that to date he has repelled knife intrusions of the chest and belly and a direct hit on his OP by a 140 mm rocket. He is planning to attend the 1969 Nats and wants to keep posted on activities so he will be ready. His address is:

Capt. J. T. Sakert USMC
MABS-12 B/OP
%F.P.O. San Francisco 96602

SEASON CHAMPIONSHIP POINTS

Formula 1

- 1. Granger Williams, 98C 113 pts.
- 2. Hal deBolt, 1K 110 pts.
- 3. Joe Foster, 92A 105 pts.
- 4. Don Yockey, 38H 89 pts.
- 5. Gil Horstman, 1B 87 pts.
- 6. Jim Witt, 6B 87 pts.
- 7. Whitt Stockwell, 51B 86 pts.
- 8. Jack Stafford, 40C 75 pts.
- 9. Ray Downs, 44C 73 pts.
- 10. Larry Leonard, 50C 71 pts.

Formula 2

- 1. Bob Knoll, 14 K 25 pts.
- 2. Randy McGee, 35H 8 pts.
- 3. Joe Foster, 92A 7 pts.
- 4. Tom Protheroe, 93C 6 pts.
- 5. Gil Horstman, 1B 5 pts.

OVERALL TOTAL POINTS

- 1. Granger Williams 113 points
- 2. Joe Foster 112 points
- 3. Hal deBolt 112 points
- 4. Gil Horstman 92 points
- 5. Don Yockey 89 points

DUES CHANGE

There will have to be another dues increase for 1969. We raised the dues for 1968 based on the 1967 activity and then the post office raised their rates and a few other things went up - so the dues for 1969 will be \$5.00. The product decals are holding out pretty good but we are down to about 40 patches. I think we will make it to the end of the year without running out of money but it is going to be close. We are currently planning to have the Newsletter commercially published and mailed with yours truly remaining as Editor. We haven't received anybody volunteering to do the job so this seems to be the best way of keeping the Newsletter coming out. (This is one of the reasons for the dues increase.) We haven't come to any agreement with anybody as yet but we should have some sort of a message for you by the time the next issue comes out about October 20th.

All new memberships from this day on will be for 1969 and will be good until the end of the calendar year 1969. This would be as good a time as any for you to renew your membership for next year to avoid the rush. We had a better than 66% renewal in 1968 and our paid membership stands at 386 (if my records are correct).

NMPRA 1969 MEMBERSHIP APPLICATION

Name _____ Membership \$5.00 _____

Address _____ Product Decals \$1.50/set _____

City _____ State _____ Zip _____ NMPRA Patches \$1.00/ea _____

Total _____

SEND TO:

NMPRA
613 Donner
Las Vegas, Nevada 89107

AMA NB. _____

NMPRA NO. _____

1968 RACING SCHEDULE

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 Place NW., Birmingham, Ala. 35215

Oct. 12-13 Mobile, Ala., GCRC Annual Pylon Meet. Site: Plum Forty. J. Sabine CD
10 Maury Drive, Mobile, Ala 36606

Oct. 19-20 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
Texas 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 S. El Monte, Calif., SGV Goodyear Meet. Site: Whittier Narrows.
R. Hamilton CD, San Gabriel Valley RC, Box 632, Montebello, Ca. 90640

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, Ariz. 87516

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 Drive, Winter Park, Fla. 32789

NMPRA SEASON CHAMPIONSHIP REPORT

Name _____

AMA No. _____ NMPRA No. _____

Contest Name _____

City _____ State _____

Formula 1 Formula 2

Entries _____ _____

Place _____ _____

Contest Sanction No. _____

C. D. Signature _____

MAIL TO: NMPRA
 613 Donner
 Las Vegas, Nevada 89107

† NMPRA SEASON CHAMPIONSHIP REPORT

† Name _____

† AMA No. _____ NMPRA No. _____

† Contest Name _____

† _____

† City _____ State _____

† Formula 1 Formula 2

† Entries _____ _____

† Place _____ _____

† Contest Sanction No. _____

† C. D. Signature _____

† MAIL TO: NMPRA
 613 Donner
 Las Vegas, Nevada 89107

SAN GABRIEL VALLEY R.C.

GOODYEAR AND OPEN PYLON

OCT. 26 AND OCT. 27, 1968

THIS RACE IS PUT TOGETHER FOR THOSE WHO WILL, AND FOR THOSE WHO DARE, AS THIS PROMISES TO BE THE RACE OF THE YEAR. ARE YOU GOOD ENOUGH.

OCTOBER 26 AND OCTOBER 27, 1968

A.M.A. N.M.P.R.A. FCC LICENSE REQUIRED

A.M.A. SANCTION (PENDING)

SAN GABRIEL VALLEY MODEL AIRPORT, WHITTIER NARROWS

GOODYEAR--- SATURDAY, SUNDAY OCT. 26 AND OCT. 27

N.M.P.R.A. RULES WILL APPLY

1st.- \$50. 00 2nd. \$ 35.00 3rd. \$15.00 Trophies to all winners

OPEN PYLON--- SATURDAY OCT. 26 AND OCT. 27

HMA MINIMUM WING AREA 500 SQ. IN. ALL ENGINES MUST BE THROTTLED RACING FOR POINTS, 10 LAP HEATS

1st. \$100.00 2nd \$50.00 3rd \$25.00 TROPHIES TO ALL WINNERS

ALL CASH PRIZES ARE GUARANTEED BY THE SAN GABRIEL VALLEY R.C.

ENTRY FEE, EACH EVENT \$4.00 BY MAIL \$5.00 AT THE FIELD.

TROPHY DASH 1st AND 2nd PLACE GOODYEAR AGAINST 1st AND 2nd PLACE OPEN PLANES IF FREQUENCY ALLOWS.

C.D. JOHN GARABIDIAN
909 NO. 3th ST. MONTEBELLO
CALIF. 90640
PHONE 721_5645

SAN GABRIEL VALLEY R.C.
P.O. BOX 632 MONTEBELLO, CALIF. 90640

NAME-----

ADDRESS-----

CITY-----STATE-----ZIP.-----

450 GOODYEAR \$-----

OPEN PYLON \$-----

A.M.A. NO.----- N.M.P.R.A. NO.-----

FCC NO.----- RADIO FREQ.-----

R.C. CLUB-----

Radio Control Modeler and the
Tucson Radio Control Club
Present

THE WINTER NATIONALS

With Goodyear Pylon Races 450's
November 29, 30, December 1
Heats - 1:00 p.m. to 5:30 p.m. Friday and Saturday
12:00 Noon to 3:30 p.m. Sunday

Stunt Flying in the Mornings

AMA License Required

Location - MARANA AIR PARK

Air Park Facilities

Dorms Deluxe - \$5.00 per person per night

Dorms Plain - \$3.00 per person per night

Apartment Motel Units (limited number) - \$14.00 per night double occupancy

Dining Room, Snack Bar, Menu Prices

Banquet Approximately \$3.00

Bar, Swimming Pool, Playground

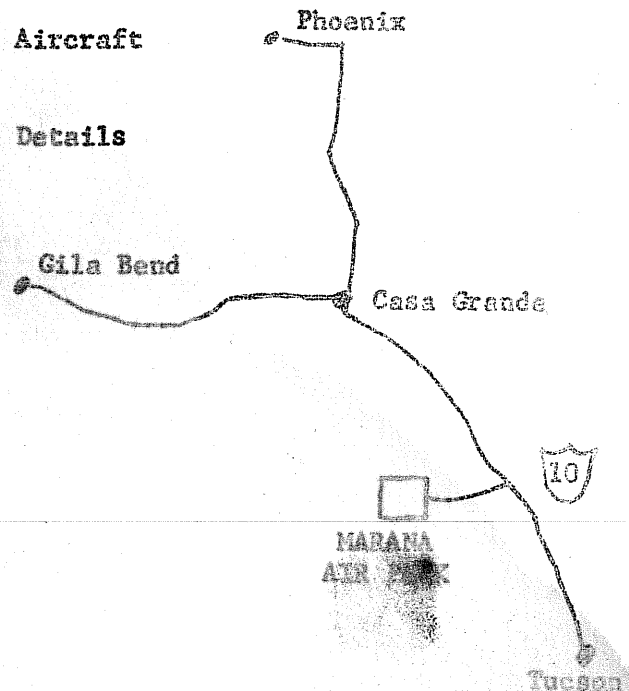
No Landing or Parking Fees for Full Sized Aircraft
Fuel Service Available

See R. C. M. August 1968 for Pictures and Details

C. D. Ken McDaniel
4808 East Fairmount
Tucson, Arizona 85716

Reservations and Information:

Ben Herman
3451 Camino Suerte
Tucson, Arizona 85715



1ST ANNUAL

WESTERN STATES PYLON CHAMPIONSHIPS

SPONSORED BY

THE PIONEERS RC CLUB

NOVEMBER 2-3
9:00 AM

STEWART MODEL AIRPORT
SUNNYVALE, CALIFORNIA
150 x 600 FT. SMOOTH-OILED
STRIP

EVENTS - PRIZES

FORMULAE I	
ENTRY FEE \$5.00	
1 ST	\$100.00
2 ND	75.00
3 RD	50.00
4 TH	25.00
5 TH	10.00

FORMULAE II	
ENTRY FEE \$4.00	
1 ST	\$50.00
2 ND	25.00
3 RD	10.00

ANA OPEN-PYLON	
ENTRY FEE \$3.00	
1 ST	25.00
2 ND	TRAPPHY

(MIN. OF 8 ENTRIES
REQ'D IN THIS EVENT)

SPECIAL AWARD FORMULAE I
FOR THE HIGHEST PLACING NOVICE FLYER

CONTEST DIRECTOR - LEN DE LATUER

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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729 Falcon Way
Livermore, Ca. 94550



FIRST CLASS