

N M P R A

NATIONAL MINIATURE PYLON RACING

ASSOCIATION

NEWS RELEASE

Vol. 2 No. 11
November 10, 1968

Ed Shipe—Editor
729 Falcon Way
Livermore
Calif. 94550

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

ELECTIONS & CANDIDATES

The thing that astounds me most in a Democracy is the general lack of interest when it comes to actually casting your vote. Presidential elections bring out the biggest vote and the national average, on the political scene, will be about 70% to 75% of the registered voters. NMPRA and AMA will probably be just under the 20% mark. I suppose that the right not to vote is as important as the right to vote but I will never understand people who fail to express their opinion at the ballot box. I feel that I have a right to gripe when I don't like the way things are going if I have voted - but I keep my mouth shut if I have failed to exercise that right.

The big problem that most organizations have, that operate with volunteer officials, is finding qualified people to run for office. NMPRA is no exception and I think that all the people that were on the ballot last month are qualified to do the job they ran for. We have received a couple of complaints where there was only one man running for an office. Our policy is to make sure that there is at least one qualified candidate for each office and then rely on volunteers to make an election out of it. There are plenty of our members who are qualified to fill these offices but the problem is to find people who are not only qualified, but also willing to spend the time necessary to be effective in office. The offices of an organization are not set up as honorary positions but represent jobs that need to be done. I asked for volunteers to be candidates for the various offices of NMPRA in both the August and September Newsletters so I have no sympathy for those who griped (few though they were). They could have been candidates for the jobs if they had wanted to be. The main thing at this time is to support the officers that have been elected and they will do a good job for you. I am looking forward to a bigger and better year in 1969.

ELECTIONS RESULTS - Ballots received as of 11-7-68

President: Tom Protheroe	62	Secretary/Treasurer: Gil Horstman	56
Ed Shipe	3	V. P. N. E.: Hal DeBolt	8
Maurice Woods	2	Bob Penko	3
V. P. NC: Jim Buchmann	4	V.P. Southern: K. K. McClure	4
John Krauer	9	Bob Lutker	11
V. P. So. Cal: Joe Bridi	21	V.P. Western: Bob Francis	9

Total Ballots: 71 as follows - A-7, B-10, C-12, E-2, F-1, G-2, H-9, I-2, J-2, K-5, N-4, S-3, T-2, U-3, W-7. 18% voted.

Total Paid Memberships: 392 as follows: A-45, B-44, C-60, D-15, E-11, F-2, G-8, H-33, I-9, J-22, K-29, M-1, N-30, P-3, Q-9, S-17, T-2, U-17, V-4, W-24, X-3, Y-4.

Summary of Membership:	North Eastern	-	94
	North Central	-	55
	Southern	-	61
	Western	-	71
	S. California	-	104
	Foreign	-	7

ADDRESSES FOR 1969 OFFICERS

Tom Protheroe, President
476 Paseo Del Descaaso
Santa Barbara, Ca. 93105

Gil Horstman, Sec/Treas.
613 Donner
Las Vegas, Nevada 89107

Hal deBolt, V. P.
49 Golden Court
Cheertowaga, N.Y. 14225

John Krauer, V. P.
22626 Petersburg
E. Detroit, Mich. 48021

Bob Lutker, V. P.
3105 Cockrell
Fort Worth, Texas 76109

Bob Francis, V. P.
1225 Buchanan
Santa Clara, Ca. 95051

Joe Bridi, V. P.
23625 Pineforest Lane
Harbor City, Ca. 90102

CONGRATULATIONS GENTLEMEN AND GOOD LUCK!!!!!!

BIRMINGHAM, ALA. October 12-13

Reporter K. K. McClure

Goodyear was fairly well represented. The winners were:

1st	Jim Edwards	deBolt Midget	K&B 40 RR
2nd	Lou Penrod	Shoestring	K&B 40 FR
3rd	Don Coleman	deBolt Midget	K&B 40 FR
4th	Jim Larkin	deBolt Midget	K&B 40 FR

SORRY - NO TIMES!!

COMMENTS ON BOB LUTKER, BOB LUTKER'S REPORT (and Texans)

Bob is a quiet Texan (you should see the others) until he gets on a podium with a microphone. The only trouble is he also learned to type - now if you think the report on the Fort Worth meet is long - you should have read what else came in the envelope. There was a letter that was almost as long telling me that it was alright with him if I edited it down a bit, carried on some more on how great Texas is, copies of forms they are using (I may run some of them in future issues). I thought about editing the thing but since I don't have any three-views or contest ads for this issue, I've decided to run the whole thing. I don't know what I am going to do with him next year - now that he has been elected to be V. P. for that district - I suppose I could have somebody bust his typewriter but his writing is about as bad as mine and I would have to decode what he says. I think the trouble is that Bob spent some time in the service and after you limit a Texan to saying "Yes, Sir" and "No, Sir" for a few years - he just naturally busts out when he makes civilian. Well - here's the report

FORT WORTH "THUNDERBIRDS" RADIO CONTROL ASSOCIATION - 1ST ANNUAL FALL PYLON RACING MEET
FORT WORTH, TEXAS October 19-20, 1968 Reporter Bob Lutker

All systems were "GO" in this, our first of a series of RC racing meets, and my fellow Thunderbirds came through with flying colors. As Contest Director, my job simply couldn't have been easier with the terrific cooperation and efforts of all the meet officials. Such was their dedication that I was able to fly in the competition with the full assistance that few, if any, problems would arise. My hats off to the greatest bunch of guys I've ever had the privilege of working with.

Utter perfection prevailed throughout the meet. Ideal Texas weather, the finest gathering of flyers I've seen anywhere around the country, good attendance, large crowds, good publicity, the finest modeling facility in the Southwest and really the most pleasant fellowship enjoyed anywhere. This has just gotta sound like we're bragging...and it's because we are.

We're pleased and proud that RC racing has advanced in this part of the country to attract 24 of the Southwest's most skilled pilots. The competition was keen and the flying no less than spectacular. Two full days of nothing by pylon racing - THE GREATEST SPORT IN MODEL AVIATION.

FORT WORTH - continued

The official dedication ceremonies of THUNDERBIRD FIELD took place on Sunday Afternoon with Edd Alexander doing the honors by cutting the traditional streamer on take off, followed by a vertical climb out and an 89 turn spin down for a slow fly-by and landing. THUNDERBIRD FIELD is located on the shores of beautiful Benbrook Lake, just 13 miles south west of downtown Fort Worth. Although located on U. S. Government land, the \$2,400 cost of the paving was born by the individual Thunderbird members. The runway, 200 feet long and 50 feet wide plus a wide taxi strip and large parking ramp, is ideal for all types of RC flying, with limitless approaches from all directions, smooth grass off both ends of the runway, and easy, all weather access by paved roads surrounding the lake. Meet facilities are an important part of any successful competition and go a long way in making a contest enjoyable for the flyers, the officials and the spectators.

Flying quality was unsurpassed. We were honored by the attendance of AMA President Cliff Weirick who ended up taking top honors in the Formula 1 event, but only after being given a hard chase by the Southwest's top flyers. There were a few wash-outs among the 24 participants and the usual one mid-air between myself and my good pal Chuck Cunningham. My Shoestring will live to fly again, with amazingly little damage, but Chuck's new LaJollita just exploded when I hit it coming around number one pylon on the third lap of our very last heat.tears!!!! That mid-air knocked me out of a third or fourth place win in the meet...and it knocked Chuck out of the air. But that's the name of the game, and Chuck and I went away still fast friends, shaking hands...or was that fists??

Except for Cliff holding a firm lead throughout the meet, the other places were up for grabs all the way. It was a flyers meet, with ten full rounds of flying in Formula 1 and stacked up some impressive statistics, having been the largest Pylon Racing meet ever held in this part of the country, even topping Tahlequah, Oklahoma which was an extension of the Nationals.

The ten rounds stacked up a full 57 heats of three planes each among the 19 competitors in Formula 1. Speeds were high with the top heat time being turned by Cliff Weirick with 2:00 minutes flat, followed by Dr. Bob Pearce with 2:03.8, Bill Anderson with 2:06.4 and Ben Beerbower with 2:12.0. Cliff had to work for that first place award. Prizes were big in Formula 1 with \$100, \$50, \$25, \$15, \$10 and a nice trophy to boot. Here's the line-up all the way through the 19 entries, just to show who was here and what their performance was:

			Points	Qual. time
1st.	Cliff Weirick	Escondido, Ca.	27	2:00.8
2nd.	Dr. Bob Pearce	Fort Worth, Tex.	25	2:03.8
3rd.	Ed Rankin	Fort Worth, Tex.	23	2:13.0
4th.	Bill Anderson	Houston, Tex.	21	2:06.4
5th.	Bob Lutker	Fort Worth, Tex.	21	2:35.2
6th.	Dale Smith	Grand Prairie, Tex.	17	3:20.0
7th.	Ben Beerbower	Houston, Tex.	16	2:12.0
8th.	Chuck Cunningham	Fort Worth, Tex.	16	2:30.2
9th.	Currys Brownlee	Okla. City, Okla.	14	2:17.0
10th.	Don York	Houston, Tex.	14	
11th.	John Jennings	Dallas, Tex.	13	2:19.2
12th.	Jack Devine	Arlington, Tex.	13	3:03.9
13th.	Gary Clay	Fort Worth, Tex.	9	2:28.8
14th.	Maurice Woods	Okla. City, Okla.	8	
15th.	Pat Hardick	Houston, Tex.	5	2:55.4
16th.	John Locke	Houston, Tex.	5	
17th.	Tommy Montgomery	Houston, Tex.	2	2:42.9
18th.	Gary Pannell	Arlington, Tex.	2	
19th.	Don Downing	Arlington, Tex.	0	crashed

YES - THIS IS STILL LUTKER'S REPORT

In addition to Formula I, 450 Class racing, we also had Formula II, 600 Class, racing and were lucky to have three entries to compete for the three trophies. Formula II has just not caught on as we had hoped, but maybe under next year's new rules it will. We hear that there are about a dozen Formula II racers under construction in Oklahoma, so we'll continue to have the event scheduled in our three meets already sanctioned for next year, In March, June and again in October. If it's to grow, or even stay, we're going to have to support this event fellows.

Formula II saw Chuck Cunningham of Fort Worth, young 16 year old John Jennings of Dallas and old Maurice Woods of Oklahoma City competing for the awards and winning in that same order with their K&B RR engines. Chuck had the best heat time of 2:26.3 with his brand new original 600 class racer, with John flying his Shoestring at 3:05.8 and Maurice pushing a very pretty Air Cobra to 2:40.5. Four heats were held to determine the winners.

AND to round out the two full days of racing, we had a very exciting OPEN PYLON event which attracted 7 of our local flyers, flying for the not so large cash entry purse. Times were amazingly high and to top that off, a good time was had by all. Here's the results:

1st.	Jim Bonar	Fort Worth, Texas	OS 61	12 points	2:40.3
2nd.	Charlie Powell	Fort Worth, Texas	Super Tiger	9 points	2:39.8
3rd.	Dr. Bob Barrett	Fort Worth, Texas	Enya 60	9 points	3:19.6
4th.	Ralph Burch	Denton, Texas	Super Tiger	6 points	2:40.5
5th.	Edd Alexander	Fort Worth, Texas	Fox 59	6 points	2:42.2
6th.	Dr. Bob Pearce	Fort Worth, Texas	Fox 59	4 points	3:03.5
7th.	Gary Pannell	Arlington, Texas	Enya 45	0	0

Our dreams have come true, and Fort Worth is now PYLON RACING HEADQUARTERS in the Southwestern part of the United States with this the largest attended racing meet yet held in this part of the nation. Come race with us in Fort Worth in 1969.

(March 22-23)

(June 14-15)

(October 18-19)

AND THAT - believe it or not - IS THE END OF LUTKER'S EXCELLENT REPORT

SAN GABRIEL VALLEY R. C. CONTEST, October 26-27

Reporter John Garabidian

The San Gabriel Valley R. C. held its last Goodyear and open pylon race of the season. This being the last point race and a money race, we expected a large turnout. We had a total of 40 planes Saturday, 18 Goodyear and 22 Opens. We did expect more entries, but as I understand it, there are a few pilots who will not race for money. They claim it takes the sportsmanship out of flying.

Saturday the first plane took off at 11:00 am as we were socked in by fog. Hampered by this delay and short of help. We flew all the Goodyears from 11:00 am to about 2:00 pm giving each pilot four races apiece. The usual mid-air crashes did occur. Cliff Weirick and Whit Stockwell met as they rounded No. 2 pylons. Whit built his Minnow in one week, he lost his plane at Sepulveda Basin on October 20, and had his new ship ready to fly at our meet. I would say this was a record in model building.

As usual George Killeen and Granger Williams were fighting for the number one spot, with Jack Stafford hard on their tails. Saturday's speeds were not fast. There was too much smog and fog. Killeen's fastest time was 2:08 taking four firsts, Granger's fastest time Saturday was 2:08 also and taking three firsts and one second. Jack Stafford's time on Saturday was 2:21.0 taking two first places and two seconds.

George Killeen and his good friend Howard Fesler, both flying open pylon, jointed "I have no elevator club" while Lou Governale developed a flutter and went in while barreling down to No. 2 pylon. When the scores were tallied, Mike Bridges was first, Randy Kempf second and Ray Tallas third.

SAN GABRIEL - continued

After the races the S.G.V.R.C. held it's closed races for club novice and experts in open pylon.. I started both of these events as a club event to encourage racing in the club. At that time there was only George Killeen and myself racing Goodyear. Now we have about eight members who will go to open events for open pylon. And now we have three members flying Goodyear. (They did join NMPRA, Ed), Novices now total four.

A trophy dash was held between Goodyear's and the open ships. It was a good tight race between Joe Bridi and Mike Bridges with Joe winning the race.

To those sportsmen who did not come to our money race, there was sportsmanship among the pilots. There was no stepping on wings as your predicted. Everyone of the pilots were sportsmen at their best. (Even after the mid-air crashes.) After all the pieces were picked up off the ground and the scores were tallied, we found that the winners were:

Goodyear				Trophy Dash	
George Killeen	1st	2:08	\$50.00	Joe Bridi	1st.
Granger Williams	2nd	2:08	\$35.00	S.G.V.R.C. Novice	
Jack Stafford	3rd	2:21-0	\$15.00	Dan Rose	
OPEN Pylon				S.G.V.R.C. Expert	
Mike Bridges	1st	2:17	\$100.00	Jim Jensen	
Randy Kempf	2nd	2:32	\$ 50.00		
Ray Tallas	3rd	2:30.6	\$ 25.00		

Between Saturday and Sunday eight flights were given to each pilot. I had hoped for more flights but between the fog and crashes, all I could manage was eight.

VALLEY FLYER FORMULA I CONTEST, October 19-20 Reporter Bob Upton

We had a grand total of 13 entries for this two day affair. I guess everybody is just about "raced out" for the season or we picked a poor set of dates. The results were as follows:

Best time			Best time		
1st. George Killeen	1:44.9		8th. Bob Smith	2:06	
2nd.. Jack Stafford	1:54		9th. Jim Oddino	2:24	
3rd. Granger Williams	1:48		10th. Roger Owens	2:10	
4th. Dennis Dunn	2:01		11th. Dick Sonheim	2:26	
5th. Joe Bridi	2:12		12th. Wayne Wainwright	crashed	
6th. Howard Reed	2:05		13th. Witt Stockwell	crashed	
7th. John Garabidian	2:29				

WESTERN STATES PYLON CHAMPIONSHIPS, Sunnyvale, Ca. Nov. 2-3 Reporter Ed Shipe

Usually the names of contests are a lot more flamboyant than the actual contest turns out to be but the Pioneer RC Club had the right title for this first annual affair. Entries came from Seattle to Los Angeles and they didn't miss too many places in between. Maurice Woods even showed up from Oklahoma City so it was truly a Western States Championship. Lou DeLatuer as Contest Director and aided by Glen Spickler and Jim Kelly of the Nats team helped add to the Championship atmosphere.

The K&B Perpetual Trophy, which was donated by John Brodbeck when NMPRA was just a Western outfit, will be awarded at this meet only in the future. John put this trophy up to help promote the event at the first sanctioned Goodyear Race ever held. Joe Martin was the first member to win the honor of having his name engraved on it and until this meet only Cliff Weirick, Granger Williams and Joe Foster have shared that honor. I think that this trophy will greatly enhance the importance of this contest in future years.

Western States Pylon Championships - continued

November is not a recommended month to schedule a contest in Northern California because the Monsoon season has usually started by that time. The rains came on Thursday and the boys were really watching the weather reports for the weekend. Saturday morning dawned with the California Sunshine lightly droppin to earth but the forecast said it should be clearing by noon so the meet got under way in the light rain, and occasional showers continued through the day. There are a lot of people who didn't come because of the forecast for the area. I have even had a couple of calls asking when the rain date is, but there were 10 entries in Open, 6 in Formula II and 21 in Formula I and that is a pretty good meet by anybody's standards.

Saturday's racing got under way with a few rounds of Open being flown while the Formula I ships were being judged for handicap. Things moved fast after the 11:00 am rain delayed start and after a lunch break the Formula I ships were in the air at 1:00 pm. The Shoestrings from the Washington-Oregon part of the country were really moving and the Southern boys knew they had their work cut out for them. There were a lot of DNF cases as the boys were trying to figure out the needle settings and fuel requirements but the winning speeds were just a hair slower than usual. The rains came in earnest after three rounds of racing so at 4:00 pm the day's flying was stopped and the contestants headed for dry clothes and repair materials.

Sunday arrived with the sun showing through the clouds and the engines running more like they should. Formula II was the first order of business and Tom Protheroe showed the boys the way around the pylons with three wins. Tom's Brigand had a best time of 2:18.4 and only Granger Williams with his stretched wing LaJollita did better with a 2:14. We thought we were going to have a flyoff between them but Granger failed to start one race so Tom was first with 9 points, Jim Sunday with his Cobra and 7 points was second and Granger took third with 6 points.

The Kwik-Flis and Cobras then returned to the air to add three more rounds to the Saturday points. Bob Pailthrope finally wound up on top with 16 points and a best heat time of 2:31 Ken Thorstad took Second with 12 points, Randy Kempf had 11 points and Bob Kern with 8 points.

After a lunch break there were twenty planes ready to go for Formula I, there must have been some pretty fancy repairing done over-night. I don't know what happened but the races that followed didn't have to take a back seat to the Nats. There was a total of seven rounds of racing over the two days and nobody won all his heats. They were coming around the pylons stacked four deep some of the time and two contestants in a tight duel was so common it was almost relaxing. The dust finally cleared and the following is what happened. 28 points possible --

1st.	Norm Hooper	1:50.5	ST G/21 RR	Shoestring	25 points
2nd.	Ken Thorstad	1:54.8	K&B RR	Shoestring	24 points
3rd.	Bob Francis	2:06.4	K&B RR	Ballerina	23 points
4th.	Jack Stafford	2:15.2	K&B RR	Midget Mustang	22 points
5th.	Granger Williams	2:04.3	K&B RR	LaJollita	21 points

I don't see how this meet can fail to be bigger and better next year. The Pioneers will probably have it a few weeks earlier to beat the rain and who knows - they might pull somebody from further than Oklahoma City. Finally - a special citation to Paul Meyers who was head pylon judge at #1 for two days solid and Bert Richardson who kept the patter going on the loud speaker to keep the spectators informed of what was going on - public relations is very important for our sport.

1969 NATIONAL MODEL AIRPLANE CHAMPIONSHIPS

A. J. Siebert, LCDR USNR, Public Affairs Officer, USNAS, Willow Grove, Pa. has indicated in a letter to AMA Headquarters that the current plans are for the Nationals to be held July 14-20, 1969. I think you all realize that any dates released this far in advance have a possibility of being changed but this will give you something to work on. The air show will be held at the end of the meet if they decide to have an airshow - there are always special clearances that have to be obtained for unusual air activities. Will keep you posted.

EXCUSES AND LAURELS DEPARTMENT

"If I only"---"It would have been different if"---"I just didn't have the right"--- etc. etc. We've all heard 'em all but Sam Crawford, NMPRA #14A, might have the best - if not the funniest - one yet.

As if beginning in Goodyear wasn't enough of a strain on nerves and stamina. After finishing all Heats on Saturday, November 2 at the Western States Pylon Championship races, Crawford went back to the Motel quite pleased with the fact that he had finished all heats and was able to bring his racer home. He wasn't just "quite pleased" - he was tickled silly. He put his racer on the bed and shortly noticed the fuel leaking on to it. He picked it up and put it out on the porch to drain the tank and was promptly distracted by the conversation two rooms down in the Jack Stafford Models racing team stables. While sitting there, they heard that sickening sound and Crawford said "Oh, No, that couldn't be me", so they all looked. There it was, pushed into the porch rail by the maid and her 200 pound linen cart. Well, there was some silence, some laughter, and some conversation. Damage? Crushed elevator and stab, broken fiberglass fuse and a dinged wing. Sensing Crawford's frustration, the Stafford stables sent him to the hobbyshop with a note to pick up the necessary supplies to do the repairs.

When he returned to the motel they started a routine that paralleled the hospital operating room language. "Shape that Elevator. Mix epoxy No. 1, Mix Epoxi-lite, Pins, Pins, epoxi-lite, masking tape, hinge, more masking tape, more epoxy No. 1, Pins, Pins, X-acto knife elevator, more masking tape, and the horizontal and elevator were done. Along with this, Dave Lane had pulled out the drawer in the desk and turned it upside down for a work bench and promptly fashions the elevator, while Jack Stafford has been doing the repairs. Then Jack Fabri takes over, "Mix up a batch of Hobbypoxy No. 1, give me some, now the glass cloth, more Hobbypoxy, more cloth", up to his elbows in that fuselage, "Water" pause while he feels once more. That'll do it. Take it out on the porch like a good boy and paint it. All this took place in an hour.

Where in the world would you find another top contender in competition that would, after the strain of racing all day, drop everything (including a drink) and help a competitor to get ready to race against him??? Men like these guys, Stafford, Lane and Fabri, deserve much more than thanks for praise at the field - so we take this opportunity to expose them in this news release. So beware you beginners!!! When you enter Goodyear racing, you will not only be exposed to the most exciting facet of our RC sport, but also to some of the finest men and sportsmen found anywhere!!

NMPRA SEASON CHAMPIONSHIPS - FINAL REPORT 1968

The Championship season is over and the new one doesn't get started until April 1, 1969. Granger Williams made a run away of it after the Nats and his 160 points in Formula I was good enough to give him the Overall Championship as well. He also flew Formula II at the first post season race so it looks like he plans to take another shot at it next year.

There are several people who would have been well up in the standings or would have made enough points to have been listed on the NMPRA Certified Exhibition Pilots list if they had sent in their point vouchers on time. Those of you who haven't made your 50 points should continue to send in your vouchers over the winter months because these points can be accumulated over a two calendar year period. I suggest that you put the vouchers in this issue of the Newsletter in your tool box so that you will have them when you need them - I don't plan to print anymore until the February issue and you might be entering a sanctioned meet between now and then. Remember - you only have two weeks after a meet to get your voucher in the mail to NMPRA business address.

NMPRA SEASON CHAMPIONSHIPS - continued

The last two weeks of the season gave us three more Exhibition Pilots, No. 44 was Dr. Bob Pearce, 44H with 61 points, No. 45 is Dennis Dunn, 65B with 60 points and No. 46 is John Greenshields, 106C with 59 points. Congratulations gentlemen, you have jointed the elite.

Final Championship Standings

Formula I

1. Granger Williams, 94C	160 points
2. Hal deBolt, 1K	110 points
3. Whit Stockwell, 51B	106 points
4. Joe Foster, 92A	105 points
5. Jack Stafford, 40C	103 points
6. George Killeen, 48C	102 points
7. Don Yockey, 38H	99 points
8. Gil Horstman, 1B	87 points
9. Jim Witt, 6B	87 points
10. Tom Protheroe, 93C	86 points

Formula II

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

Overall Champion

1. Granger Williams, 94C	160 points
2. Joe Foster, 92A	112 points
3. Hal deBolt, 1K	112 points
4. Whit Stockwell, 51B	106 points
5. Jack Stafford, 40C	103 points

The awards for the Season Championships will be presented at the RC Winter Nationals, November 29-30-Dec. 1 which are to be held outside of Tucson, Arizona

1968-1969 RACING SCHEDULE

Nov. 29-30	Tucson, Arizona, RCM 1st Annual RC Festival. Site: 30 miles N. W. of Tucson, Marana Air Park. K. McDaniel CD, 4808 E. Fairmount, Tucson, Arizona 85716
Dec. 1	
Dec. 29-31	RCACF Field, Florida, Tangerine International RC Championships, W. Schoonard CD, 2080 Sharon Dr., Winter Park, Fla. 32789
March 22-23	Ft. Worth, Texas, Ft. Worth Thunderbirds RC Club Meet. Site: West Shore, Benbrook Lake. R. Lutker CD, 3105 Cockrell, Ft. Worth, Tex, 76109
May 3-4	Dallas Texas, 4th Annual Dallas RC Club Contest, Site: North Lake City Park, C. Summers CD, 7132 Shook Avenue, Dallas, Tex. 75214
June 7-8	Nashville, Tenn, Mid-South RC Championships. Site: Edwin Warner Park, R. Reuther CD, 216 Vaughns Gap Road, Nashville, Tenn. 37205
June 14-15	Ft. Worth, Texas, Ft. Worth Thunderbirds RC Club Meet. Site: West Shore Benbrook Lake. R. Lutker, CD, 3105 Cockrell Avenue, Ft. Worth, Tex, 76109
June 21-22	Denver, Colo. 11th Annual Mil Hi RC Meet. Site: Lowry AFB. W. Kessler CD, 4765 E. Eliff, Denver, Colo. 80222
Oct. 18-19	Ft. Worth, Texas, Ft. Worth Thunderbirds RC Club Meet. Site: West Shore, Benbrook Lake. R. Lutker CD, 3105 Cockrell Avenue, Ft. Worth, Tex. 76109

NMPRA 1969 MEMBERSHIP APPLICATION AND RENEWAL APPLICATION

Name _____	Membership	\$5.00	_____
Address _____	Product Decals	\$1.50 set	_____
City _____ State _____ Zip _____	NMPRA Patches	\$1.00 ea	_____
SEND TO:	Total		_____
NMPRA	AMA No.		_____
613 Donner	NMPRA No.		_____
Las Vegas, Nevada 89107			

NMPRA SEASON CHAMPIONSHIP REPORT

Name _____

AMA No. _____ NMPRA No. _____

Contest Name _____

City _____ State _____

Formula 1 Continental

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 Continental

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 Continental

Entries _____

Place _____

Contest Sanction No. _____

C.D. Signature _____

MAIL TO: NMPRA
613 Donner
Las Vegas Nevada 89107

NMPRA SEASON CHAMPIONSHIP REPORT

AMA No. _____ NMPRA No. _____

Contest Name _____

City _____ State _____

Formula 1 Continental

Entries _____

Place _____

Contest Sanction No. _____

C.D. Signature _____

MAIL TO: NMPRA
613 Donner
Las Vegas, Nevada 89107

N. M. P. R. A. OFFICERS

ED SHIPE, President
GIL HORSTMAN, Secretary/Treasurer
HAL deBOLT, V. P. Northeast District
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JIM BUCHMANN, V. P. Midwest District
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