

# NMPRA

# NATIONAL MINIATURE PYLON RACING

ASSOCIATION

## NEWS RELEASE

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MERRY CHRISTMAS AND HAPPY NEW YEAR!!!

THIS IS YOUR LAST ISSUE UNLESS YOU ARE A 1969 MEMBER - PAY NOW AND KEEP POSTED!!  
(Who knows? I might have something important to say one of these days....)

FROM THE NEW PRESIDENT - TOM PROTHEROE

I look upon the presidency of NMPRA as a great honor and the duties of this office will receive my best efforts. It is gratifying to know Ed is continuing the newsletter. Without this, we'd be in serious trouble, as it is this source of communication that has been instrumental in uniting the organization.

The main job, as I see it, is to preserve the NMPRA policies and rules as they stand. These, as you all know, are the same basic rules adopted at the very beginning. Only minor changes and clarification of certain points has been written in. Ed did a fantastic job to "save" the rules and have them accepted in 1968 by the AMA, virtually unchanged. I fear the Formula 1 would have suffered greatly if the contemplated "slow down" changes had been effected.

NMPRA has now acquired an international flavor. With this added responsibility and obligation to the foreign members, as well as those in this country, the NMPRA policies must be solidified. Otherwise confusion, frustration and disinterest will result. A person should be able to build a Formula 1 racer without fear of having it out-dated or illegal before the last coat of paint goes on. This hasn't happened yet, but in 1968 it was threatening. I'm not trying to say there won't be more rules written. Nothing is perfect (altho us racers come close to it) and can't be improved on. There may be some more unfound loop-holes yet to be plugged to protect the basic conception of the NMPRA. Suggestions, ideas and techniques are certainly welcome and will be studied carefully. The "preserve what we have" idea was stimulated by the non-member critics and inaccurate pesimistic reporting by certain columnist. This, in my opinion, is where the greatest harm can come. The solution to this problem may very well lie (or is it lay) in the type of individual that makes up the NMPRA membership. The members I have had the pleasure to meet and correspond with are the most enthusiastic, high spirited people I have ever come in contact with. No wonder we have such a good thing going. With people like this, we can't loose. I hope the CD's, officials and every NMPRA member will keep up the good work be safety conscious and let's race. GLAD TO BE WITH YOU.

THE LAME DUCK QUACKS - OR THOUGHTS FROM THE OUTGOING PRESIDENT.

Well - it's been an interesting year. I don't think I can say it's been fun but it has been a satisfying experience. I didn't accomplish everything that I had hoped to during my term in office but all in all I think the outgoing regime did a pretty good job of representing the members of NMPRA. I haven't seen the final draft of the 1969 rules but if they get here before this goes in the mail they will be some where in the back of this newsletter. We can tell how well the work has been done after we look them over.

The two minute starting rule seems to have a lot of people confused and I have heard of several interpretations being used. The rule means just what it says - you have two minutes to start your engine and if your engine is running at the end of two minutes you may adjust it before the race can be started. The rule does not say the race will start in two minutes but if you kill your engine trying to adjust it after the two minute time limit - you are done, son. There is a common practice, of which I have been guilty in the past, of allowing a contestant to continue starting his engine after the race has started so long as he is in the air before the completion of one lap by the other contestants. This practice should stop because it is contrary to the present wording in the book. When you are a good guy to one contestant you are automatically the enemy of all the others - so be advised.

Formula I Class of racing continues to grow. I just received a letter from Steve Ralph in Tasmania, Australia asking for more information on our system of racing. Steve included a copy of their rules which are based on the provisional rules that we first flew under. Their planes might not meet our rules but any planes built to our current rules could be flown there. Their planes just have to resemble a Goodyear type ship. They have a problem obtaining Nitro-methane in Australia so they specify FAI Formula fuel. The inability of some country's modelers to get oxygen bearing ingredients for their fuel was the original reason for FAI to adopt the Alchy/caster oil mixes. FAI speed was my main interest when this rule was adopted and it took a while before we figured out how to make it work after having worked with a nitro boost for so many years. Steve says that the OS 40's are the most used engines over there with the KB 40 FR running second. There are a few RR-ST's and KB's starting to show however and times for the better flyers are running around 2:40. For the benefit of any of our members in the service who might be in that part of the World, the address is: Steve Ralph, 5 Manley St., Tuoneos Beach, Tasmania 7315, Australia.

Pappy deBolt reported in - seems he has really been having his problems in getting time to get anything ready to fly. Seems Pappy didn't have enough to do in running deBolt Model Engineering, he took on the job of setting up Orbit Northeast. Now you add a couple of midairs, pilot error, etc and Pappy is out of suitable material to fly - well Pappy has a Jenny ready to go set up for Formula II. Hal - it's nice to have faith in your products but you also manufacture the Cobra II.

Ed Rankin 17H of Fort Worth, Texas brought his season points to 63 with his 5th place finish at the Winter Nationals. This puts Ed #47 on the list of NMPRA Certified Exhibition Pilots. Congratulations Ed on a good job of flying.

#### NMPRA SEASON CHAMPIONSHIP AWARDS

The award presentation for this season took place at the Saturday night banquet held in conjunction with the R/C Winter Nationals in Marana, Arizona. Those present to receive their awards in person were Granger Williams - 1st place Formula I and Overall Champion, Whit Stockwell - 3rd place Formula I and 4th place overall, Don Yockey - 7th place Formula I, Gil Horstman - 8th place Formula I and 5th place Formula II, Tom Protheroe - 10th place Formula I and 4th place Formula II and last (but not least if you have not seen/heard him) Randy McGee - 2nd place Formula II. Hal deBolt, Joe Foster, Jack Stafford, George Killeen, Jim Witt and Bob Noll will receive their awards by suitable carrier.

The award list consisted of trophies for first place in each of the three categories plus a perpetual trophy for the Grand Champion. The money (\$300) with which the trophies were purchased was donated by Atlas Mineral Products, Manufacturers of Epoxy Bond Adhesive putty, through Fred Angel of Mini-Flight who is their principal distributor to the model world. The merchandise awards distributed in the Overall category consisted of a Minnow donated by Jack Stafford Models, A Ballarina donated by K & K Fiberglass, a La Jollita donated by Williams Brothers and a K & B 40 RR supplied by NMPRA. NMPRA also supplied the Championship shirts for the winners and certificates of merit for all those mentioned. With a little luck there will be pictures of the trophies in the March issues of the National publications.

## CHAMPIONSHIP AWARDS - continued

The perpetual trophy has been set up on a ten year maximum life schedule. The trophy will become the permanent property of the first person to win it three times, not necessarily in succession or if no one accomplishes this feat, it will be awarded to the person who has won the yearly championship with the most points over the ten year span. This will probably be a member who has won it twice and thereby qualifying for a two year total points accumulation.

I know I said last month that I wasn't going to print any point vouchers in the newsletter until next spring but I noticed that I have the 1968 officers names printed on the back of those I have in stock - sooooo I will use these up this month. Remember - if you haven't made the list of Certified Exhibition Pilots that these winter contests may be used to accumulate points. The next Championship Season starts on April 1st, 1969 and runs till October 31, 1969.

### BETTER LATE THAN NEVER - Reporter John Krauer

A little late but here is a report on the October 6 Fun Fly and Pylon race at the Midwest RC Society Flying field. The event was sponsored by the Michigan Association of R/C Clubs. I'll skip the fun fly events as I got there too late anyway. It was raining and I crashed two airplanes - Long Midget and Shoestring (sob). I was awarded a bag of glue. The pylon race was of the open variety but ran in heats ala NMPRA. This was organized by Tom Kelly. It rained throughout the racing and a few radio troubles were blamed on this, mine included. Anyway the results were as follows:

1st	Al Jerome	8 points
2nd	Gary Putman	7 points
3rd	Pete Waters	6 points
Fastest heat - Dave Keats.		

Since there are not a lot of Formula I and II racers in the area, open pylon is the most popular racing event around here and some fellows built deltas with no throttles and pressure, so this running the races in heats gives the other fellows a chance to end up on top. May the bird of paradise sit on your delta Pete Waters! We in this area are hoping for more activity next year as the winter is fast approaching.

### NCRCC SEASON SUMMARY - Reporter Art Simmonds Formula I Program Coordinator

The racing season ended for our NCRCC flyers with our annual AA contest. This was a two day contest which included pattern (B & C), scale and of course Formula I. It was the biggest we have had with 48 contestants and over \$500 in prizes. It is interesting that almost half of the contestant entered the Formula I event. We allotted approximately 2 hours each day for the Formula I event and managed to run off 6 rounds of 3 and 4 plane heats. Everyone enjoyed the racing, spectators especially and even the entrants that were unfortunate and ended with a damaged plane (we had more planes disabled on the first day than all season). I'll mention a few of these later, but first on to the winners.

<u>Place</u>	<u>Entry</u>	<u>Plane</u>	<u>Points</u>	<u>Best Speed, MPH</u>
1st	Bob Douglas	Rivets	22	70.0
2nd	Jack Secondo	Rivets	20	65.5
3rd	Frank Jepson	Pokey	19	68.2
4th	Jerry Wagner	Denight	15	65.9
5th	Bob Granville	Mustang	13	63.0

You probably noticed the Formula II entry - this was with the consent of the contestants with the understanding that it took off last in each heat. As you can see from the results the name doesn't fit the plane. Poky is capable of short radius turns and has little torque effect at take off in its favor.

NCRCC - continued

The winner of the event is a member of our club and thrives on racing. I wouldn't be surprised to see him out there his winter with skis on that Rivets; although I hear he has been staying at home a little more to build a couple of new planes for next year.

Some of the entries that didn't finish were: Sam Griswold flying a Minnow - wing buckled at #1 pylon; Charlie Olsen flying a Mustang - ???; Pete Reed flying a Rivets - R/C trouble; Adam Sattler flying a Denight - stalled; and Dennis Sawyer flying a Mustang - R/C trouble.

We had our first Junior entry in the event with Rick Granville (10 years) flying a Shoe-string. Rick finished 7th and is looking forward to next year. We expect to add one or two more Junior competitors to the list next year and then the old men will really have to work.

As you know we ran Sanctioned Formula 1 Fun Flies each month and terminated the program with our annual contest. The points earned at each of these meets were accumulative and a seasons trophy was awarded to the entry with the highest score. The trophy was won this season by Jack Secondo of E. Longmeadow, Mass. This is the second year Jack has won the trophy, but to keep it permanently he must win it three consecutive years. The monthly winners were:

<u>Date</u>	<u>No. of Entries</u>	<u>1st place</u>
May	7	Jack Secondo
June	6	Bob Douglas
July	11	Jerry Wagner
August	5	Tony Giovanetti
September	19	Bob Douglas

We have a lot of fun sponsoring this program and have stimulated much enthusiasm in our club and in the area. We hope the participants outside our club enjoyed it and will join us again next year. We have several fellows already building for next year and plan to provide the same program next year and, if practical, expand it further. When plans are completed we will drop you a line.

R/C WINTER NATIONALS, MARANA AIR PARK, TUCSON, ARIZONA - Nove 29-30 Dec. 1 - Ed Shipe

Weather cold ("it was 80° last week!?!?"), officiating good, facilities excellent and competition hot. Now that we have the thumb nail sketch, I'll see what I can do about spreading things out a bit. The Marana Air Park was a military air training station and the flying part of the meet was held at the North end of the parking ramp. The field remained operational and contestants and spectators were flying in and out continually over the three days of the meet. They had a lunch room about 100 feet from the officials table that was open all during the flying hours serving hot sandwiches and the usual drinks as well as a few specialty items such as Chili (HOT\*HOT\*HOT). The living area was made up of a cafeteria, bar, swimming pool (ice rink that is) and a combination of motel type units and barracks divided into two man units. I didn't leave the station during the entire contest - there was no need to because everything was there.

The flying was split with stunt being flown in the morning and Formula 1 in the afternoon. I slept late most mornings so you will have to settle for the stunt results at this time and look in the fancy mags for how they came about. Tony Bonetti won first in C expert followed by Ted White and Phil Kraft. They had a one flight flyoff for Grand Champion that was won by Ted. C novice was won by Bror Fabor with Dan Santich and Harry Gould chasing him. So much for stunt.

WINTER NATIONALS - continued

Formula I only had 24 entries, which was a little lower than I anticipated, but what was there was prime stock. Nine rounds of racing were flown over the three days with everything finally balancing out on the last day. There was an unequal number of flights at the end of each days activity so it was difficult to tell the exact standing during the event. Most of the contestants flew 3 rounds on Friday, 4 rounds on Saturday and 2 rounds on Sunday. All contestants had a chance to fly in 9 races at the end of the three days but there were only a couple of contestants that finished all 9 heats. The winner, Joe Bridi, blew one race at the starting line but won the eight heats that he finished. The thing that was most interesting was that at the end of the second day of racing there were 6 contestants that had a possibility of finishing within one point of each other but only Joe and Granger Williams were the only ones to finish out with wins and 32 points. The fly off turned out to be a follow the leader affair with Granger unable to close the gap created by the handicap and Joe unable to stretch it. Granger was flying a LaJollita that he had rather hurriedly had modified into the Miss San Bernardino configuration and as a result had a poor handicap even though he didn't lose any speed from the basic configuration. The Williams Brothers are contemplating the feasibility of bringing out Miss San Bernardino in an all plastic version but they say it would be late Spring or early Summer before they could get it on the market. While I am on the subject of new kits, I better mention that Don Yockey is putting together a fiberglass fuse and foam wing "Little Toot" kit that will meet the new Formula II rules. He says he will have ready for the market shortly after the first of the year and is shooting for a \$50 price tag. K & K fiberglass is planning to make a Formula II wing available for their T-tailed Rivets as well as a plane that they say will resemble a F51.

Back to the races - the cold weather and the 1700 foot of altitude had the contestants guessing for a couple of races but from the second round on most of them had their problems solved. There were enough hotly contested races to keep anybody interested and would you believe it - there were no midairs with all those races! There were a couple of cases of pilot error as well as a couple cases of radio malfunction but most of the planes were still in good condition after the races were over.

The results - 36 points possible (Planes flown are from memory so possible error)

Name	From	Plane	Points	Best time
1. Joe Bridi, 9B	Harbor City, Ca.	Minnow	32 <i>1-NF</i>	1:52.7
2. Granger Williams	Huntington Park, Ca.	Miss San Bernardino	32	1:54.0
3. Don Yockey, 38H	Houston, Texas	Midget Mustang	30 <i>1-NF</i>	1:57.0
4. Cliff Weirick, 1C	El Monte, Ca.	Minnow	29 <i>1-NF</i>	1:57.0
5. Ed Rankin, 17H	Fort Worth, Texas	Mustang	28 <i>1-NF</i>	2:05.0
6. Ted White, NM			27	2:21.0
7. Bob Francis, 11A	Santa Clara, Ca.	Ballarina	24 <i>2-NF</i>	2:01.0
8. Whit Stockwell	Encino, Ca.	Minnow	23	2:20.0
9. Bob Pierce, 44H	Fort Worth, Texas	T-tail Rivets	22	2:08.9
10. Dennis Dunn, 65B	Sepulveda, Ca.	LaJollita	20	2:20.0

This was the first major race that the Tucson Radio Control Club had put on but after a few races they got the bugs worked out and you couldn't have asked for better officiating or procedures. Bob Angus who was the event director as well as the starter and Ben Herman who did the scheduling and acted as pit boss were not afraid to ask questions or use advice. They really had things moving by the second day of racing. Organizing and running a meet of this size is a major undertaking and CD Ken McDaniels and the whole crew are to be congratulated. I think we have another meet that will be bigger and better next year (if they just warm things up a bit).

*5-1st place - 20  
 2-2nd place - 6  
 1-3rd place - 2  
 1- No. = 2  
 28*

1968-1968 RACING SCHEDULE

- Dec. 29 - 31 RCACF Field, Florida, Tangerine International RC Championsh.ps,  
W. Schoonard CD, 2080 Sharon Dr., Winter Park, Fla. 32789
- Jan. 19 Santa Barbara, Cal. The Tri-Counties Model RC Air Races. Open  
Pylon, inverted start so bring anything that meets 1968 open pylon  
rules. Site - Santa Barbara Polo Field. Happy Hour(s) - Orchid  
Bowl, Galleon Room, Goleta, Ca. For further info call or write  
Tom Protheroe, Box 3772, Santa Barbara, Ca. 93105 PH 805-966-7975.
- March 22-23 Fort Worth, Texas, Ft. Worth Thunderbirds RC Club Meet. Site: West  
Shore Benbrook Lake. R. Lutker CD, 3105 Cockrell, Ft. Worth, Tex. 76109
- April 19-20 Las Vegas Air Races (Date tentative)
- May 3-4 Dallas Texas, 4th Annual Dallas RC Club Contest. Site: North Lake  
City Park, C. Summers CD, 7132 Shook Avenue, Dallas, Texas 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  
Texas 76109
- June 21-22 Denver, Colo. 11th Annual Mile Hi RC Meet. Site: Lowry AFB.  
W. Kessler CD, 4765 E. Eliff, Denver, Color 80222
- Oct. 18-19 Ft. Worth, Texas, Ft. Worth Thunderbirds RC Club Meet, Site: WEST  
Shore Lake Benbrook. R. Lutker CD, 3105 Cockrell Avenue, Ft. Worth  
Texas 76109

Be careful calling yourself an "expert".  
An "ex" is a has been and a  
"spurt" is a drip under pressure.

Six year old to his father  
"Can I help you put on the snow chains  
Daddy? I already know all the words."

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 613 Donner Las Vegas, Nevada 89107		AMA NO. _____	NMPRA NO. _____

## 1969 AMA PYLON RACING RULES

The following rules may not be verbatim to the ones to be printed in the rule book. I had a first draft of the rules and the corrections and changes to be made were given to me over the phone by Bill Northrop. Where wording might be different, there should be no difference in the obvious intent of the rule. This procedure was the only way I could get the new rules in time for this newsletter.

### 23. RADIO CONTROL PYLON RACING - FORMULA I and II

- 23.1 OBJECTIVE: To run multiple plane races that will recapture the spirit and thrills of the great air races of the past and present, and that will be interesting for spectators as well as challenging for the contestants.
- 23.2 GENERAL: All AMA and FCC regulations covering the R/C flier, his plane and equipment, shall be applicable to this event, except as noted herein. There shall be no limitation on the type of equipment fitted to the plane, or the number of controls. The contestant may have someone else fly his model in competition if he desires to do so, however, if this is done they shall be entered as a team. Both the owner and the pilot shall have current AMA sporting licenses.

Consideration of safety for spectators, contest personnel, and other contestants are of the utmost importance in this event. Any unsportsmanlike conduct or hazardous flying over a controlled spectator area will be cause for immediate disqualification of that flight.

#### 23.3 MODEL AIRCRAFT REQUIREMENTS:

Formula I: Replica models of the 190 cubic inch class of full size Formula I racing aircraft.

Formula II: Original prototypes, or models resembling known full scale aircraft that have raced or were designed for racing on a closed course. For the latter, contestant must provide event officials with proof of the plane's identity and its connection with racing.

#### 23.4 MODEL AIRCRAFT SPECIFICATIONS

- 23.4.1 ENGINE (s): Maximum total nominal displacement shall be .40 cubic inches. Engines must be production units assembled from factory available production parts. Engines and parts must have been produced in quantities greater than 100, and all must be available through normal retail outlets in the U.S.A. Alterations shall be limited to replacement of parts produced in quantities greater than 100 and available commercially from the engine manufacturer.
- 23.4.2 CARBURETOR: Engines shall be equipped with working radio controlled throttles of single barrel type from factory available production parts, not necessarily from same manufacturer as the engine. Throttles must be able to reduce engine RPM sufficiently to permit the aircraft to be landed if and when required.
- 23.4.3 FUEL: Fuel used will be at the discretion of the contestant.
- 23.4.4 PROPELLER: Only wooden, fixed pitch, two blade propellers shall be permitted.
- 23.4.5 SPINNER:
- 23.4.5.1 A rounded spinner of at least 2 inches diameter is required on all Formula I aircraft and on prototype Formula II aircraft.
- 23.4.5.2 Formula II models of real aircraft need not use a 2 inch spinner, where such a spinner is inappropriate, but must at least meet the AMA prop nut rule.

23.4.6 FUSELAGE: Formula I - at the pilot's cockpit, a minimum depth of 7 inches and a minimum width of 3 1/2 inches is required; Formula II - a minimum depth of 7 inches and a minimum width of 3 1/2 inches is required. Both minimum dimensions must occur at the same cross section location.

23.4.6.1 Formula II prototype aircraft must have cheek cowls and the cross section at the engine shall be an oval at least 5 inches wide and 2 inches high overall.

23.4.6.2 For both Formula I and II the engine shall be cowled at least to the extent that no more than the cylinder fins are exposed as viewed from the engine's side or rear. The exhaust side of cowl may be shaped to clear exhaust exit.

23.4.7 LANDING GEAR: At least two wheels, of 2 1/4 inches diameter or larger, must be used. Where applicable, a third wheel, of any size, may be used. A positive means of steering on the ground shall be provided. Retracting of any landing gear, even on scale ships in Formula II, shall not be permitted.

23.4.8 WINGS: The minimum area specified below must be used, including that area displaced by the fuselage but not including fillets or stall strips. Flaps are permitted but wing area is to be figured with flaps retracted.

23.4.8.1 AREA:

Formula I: Minimum area shall be 450 square inches.

Formula II: Total minimum area shall be 600 square inches. On biplanes with different size wings, the area of the smaller wing shall be at least 2/3 the area of the larger wing.

23.4.8.2 SPAN:

Formula I: No restrictions.

Formula II: Minimum wing span shall be 50 inches for a monoplane and 30 inches for the largest wing of a biplane.

23.4.8.3 CHORD THICKNESS:

Formula I: Wing shall be at least one inch thick at the root.

Formula II: Wing thickness at the root shall be at least 1 1/2 inches for a monoplane and one inch for a biplane. On a biplane with different size wings, the smaller wing must be at least 3/4 inches thick at the root. Thickness of wings may taper in straight line proportion to taper of the chord length. For the above specifications, root will be defined as the innermost section, not counting fillets, that may be measured without the wing being removed from the fuselage. On a completely exposed wing, such as a parasol Monoplane or the top wing of a biplane, the root is that section of the wing that is intersected by a projection of the outline of the fuselage as seen in the top view. In other words, the root section would be 2 inches from the centerline of the wing on a plane with a 4 inch wide fuselage.

23.5 WEIGHT: Weight less fuel but including all equipment necessary for flight shall be at least 5 pounds. Maximum - 6 1/2 pounds.

23.6 RACING NUMBERS: Racing numbers may be obtained from the National Miniature Pylon Racing Association secretary. The use of these numbers is highly recommended, but not mandatory. The numbers are located on the upper left and lower right hand wing panel facing toward the left side. The numbers will be at least 3" high on the wings. Area letters will be 1/2 inch high.



## 23.7 REGISTRATION NUMBERS:

- 23.7.1 Registration numbers are the entrants AMA number. If the entrant desires he may use the last two or three numbers and the initial of his last name such as N204D instead of 26204.
- 23.7.2 The registration number is required on the upper right and lower left wing panel. The same number is also required on the vertical tail surfaces. The minimum height of the numbers on the wing will be 2 inches. The minimum height of the numbers on the vertical tail surface will be 1/4 inch. The letter N will precede the registration numbers.
- 23.7.3 An alternate method will be placing a minimum of 1 inch numbers along each side of the fuselage behind the trailing edge of the wing.

23.8 MATERIALS AND WORKMANSHIP: Workmanship must be of satisfactory standards. Contest committees are empowered to refuse permission to fly, or to disqualify any ship which in their opinion is not up to reasonably safe standards in either materials, workmanship, detail design, radio installation or condition as a result of damage.

23.9 FLIGHT REQUIREMENTS: FORMULA I ONLY (not required for Formula II but recommended) Before attempting to enter a competition the pilot must have flown the ship before two witnesses who are members of the AMA and demonstrated the following maneuvers before them:

23.9.1 Take-off at full throttle without veering more than 10 feet from either side of a straight line on the ground directly into the wind.

23.9.2 Pull-up from straight and level flight at maximum air speed and RPM into a full up elevator loop.

23.9.3 Make a dive at a 30 degree angle for at least a length of 500 feet.

23.9.4 Make a 180 degree turn at full air speed and maximum RPM without any appreciable loss of altitude or control.

23.9.5 Make three laps of a simulated race course at normal racing altitudes, making the turns at full speed as in a race.

## 23.10 HANDICAP SYSTEM - FORMULA I ONLY:

23.10.1 A handicap system will be used to provide a bonus time in issuance of up to 20 seconds head start. There will be a minimum interval of one second between release of aircraft.

23.10.2 Up to 20 points may be given for semi-scale appearance. Models shall be judged complete and ready to fly. After model has been judged, nothing will be removed or added to the model which, in the judges opinion, changes in any manner the appearance of the model from the way it was when presented for appearance judging. Wheel pants may be removed if, in the contest committee's opinion, the flying fields condition is such that damage would occur to the wheel pants if they were used. Judges should exercise prudence in assigning points, and reserve excellent point values for those models which are decidedly above average.

23.10.3 It is the contestants responsibility to supply judges with a 3 view scale drawing of a 190 class airplane what has been flown (any 3 view drawing taken from any publication will be considered acceptable) and/or at least two photographs that show the aircraft clearly.

- 23.10.4 Any model that receives less than 5 points will be disqualified.
- 23.10.5 Note that no points are awarded for a scale type finish. Scale paint trims are not encouraged because of repetition of duplicate airplane designs. Likewise the scale racing numbers need not be utilized. Therefore no bonus points will be obtained for a scale paint job nor will the entrants be downgraded for a non scale paint job. It is suggested that base color correspond with frequency color.
- 23.11 RACING COURSE SPECIFICATIONS: The triangular course will be laid out as follows: The course is 10 laps with individual lap length of 1/4 mile. Total distance traveled is 2 1/2 miles (13,200 feet). The race starts at the start-finish line. All take-offs will be unassisted ROG. The race is terminated at the start-finish line 10 full laps later. The race course specifications may be modified in the interest of safety or to suit existing field conditions if safety is not compromised. See sketch in contest procedures guide.
- 23.12 OPERATION OF THE RACE:
- 23.12.1 At the Number 1 pylon there will be one pylon judge and an official flagman for each entrant. If practical it is suggested that the flagman will have colored flags corresponding to the frequencies the pilots are using. The pylon judge will stand in close proximity to the pylon. The flagman will stand perpendicular to the direction of the course on the right hand side of the pylon no more than 15 feet away from the pylon.
- 23.12.2 It will be required that all models are to be flagged as they pass the Number 1 pylon and not before. The flagmen will have their flags in ready position as aircraft reach mid course between pylon No. 3 and No. 1. There will be no flagging at the Number 2 and 3 pylons unless a pylon is cut. There will be no pilot's helpers at any of the pylons.
- 23.12.3 At the Number 2 and 3 pylons the official flagmen will stand in close proximity to the pylon they are judging. The flagmen will use an appropriate method to notify a missed pylon to the flier in question.
- 23.12.4 A maximum of 4 planes per heat will be allowed.
- 23.12.5 A two minute time limit for starting the engine will be allowed. A 6 minute flight time will be the maximum endurances of any flight.
- 23.12.6 All laps are to be flown counter-clockwise with turns to the left.
- 23.12.7 No minimum altitude required for racing.
- 23.12.8 If a pylon is cut that lap will not be counted. Two pylon cuts constitutes disqualification of that flight.
- 23.12.9 Flying outside of the designated course limits will constitute a cut.
- 23.12.10 Formula II Only: Starting positions in all races shall be determined by picking numbers from a hat. Planes shall be flagged off at one second intervals.
- 23.12.11 All contestants must be given an equal number of opportunities to race.

23.13 SCORING

23.13.1 Points shall be awarded after each race as follows:

- 4 points for first place
- 3 points for second place
- 2 points for third place
- 1 point for fourth place

23.13.2 The winner of the event is the contestant who has accumulated the most points after the conclusion of all heats.

23.13.3 If time permits, and there is no frequency conflicts, ties will be broken with a race - otherwise the best single race time will be considered the tie breaker.

23.14 RACING NUMBER AREA LETTERS:

This section deals with what area gets what letter designation.

ADDRESSES FOR 1969 OFFICERS

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476 Paseo Del Descaaso  
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Bob Francisc, V.P.  
1225 Buchanan =  
Santa Clara, Ca. 95051

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

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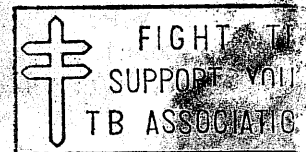
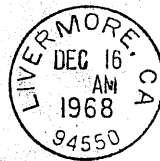
1968 N. M. P. R. A. OFFICERS

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Gil Horstman, Secretary/Treasurer  
Hal deBolt, V. P. Northeast District  
K. K. McClure, V.P. Southern District  
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