

N M P R A

NEWS RELEASE

NATIONAL
MINIATURE
PYLON RACING

ASSOCIATION

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Volume III No. 2

February 15, 1969

SANTA BARBARA RESULTS

Reporter - Prez Tom Protheroe

The SBRCM's first AMA sanctioned open pylon meet was held on the second day of the worst rain and flooding seen in Southern California in 30 years.

I think Ray Tallas started the whole thing off by test flying in a rain pour early (9 am) when everyone was in the club house trying to make up their minds to either fly or go home. The sound of the engine brought the people out to the sheltered patio and watching him buzz the field to scare off the sea gulls and then rounding the pylons resulted in 16 flyers signing up.

Four rounds were run off before the rain definitely shut things down. When the smoke steam cleared and the scores tallied, the San Gabriel Club was on top with:

1st. Jim Jenson	3rd. Ray Tallas	5th. Harry Gould
2nd. Mike Bridges	4th. Dave Espinoza	6th. John Garabidian

SAFETY

The racing fraternity is getting a reputation for being safety minded and this is how it should be for an event of this type. We still have one situation that really shakes me up and I have received a few letters on the subject from members who are concerned. How many of you have flagged at the Number 1 Pylon? Those of you who haven't should try it some time and those of you that have know the feeling when somebody comes by a bit low. I feel that if we are going to get somebody hurt - this is the place where it is going to happen.

The solution is simple and relatively inexpensive - a protective barrier. The barrier can be made out of two sheets of 1/2 x 4 x 8 plywood on portable stands to give you a protected area 4' high and 16' long. I would like to see the height increased to 6' by framing it with 2' of hail screen on top. The flags can be seen above such a barrier so there would be no problems as far as the contestants are concerned and it would sure be easier to get volunteers to go down and work the hot pylon.

I requested such a barrier for the 1968 Nats but it was a victim of time available and somebody to push the problem. I happened to be at the Number 1 pylon during the qualification races when two planes had a bit of malfunction on the same race - one went in about 15' behind the flagmen and a couple of laps later one went in about 10' in front and luckily several feet to the outside. This did not improve the moral of the Navy people we had working there. We will have a suitable barrier at the 1969 Nats - one way or another. I hope your races are not the victim of hind sight.

RULES

The engine specifications, AMA #23.4.1 as printed in the December Newsletter, are not written too well. I hope they are cleaned up before they get into final print but what the Contest Board had in mind was - you can work on the parts of an engine but you can only use parts normally supplied with the engine. They do not intend that you can substitute parts from another engine and thus come up with a hybrid. They don't want you to make special parts for the engine or have somebody else make them for you. You CAN do a bit of filing, grinding and polishing on the production parts but no substitution of parts. My understanding is that they did want to leave the door open so that if the factory came out with a special speed item, such as a head or piston, as an over the counter item that could be substituted without any special adaptation that it could be used by the contestants. I hope this makes sense to you because I am not sure that I have the explanation worded any better than the rules.

OPEN PYLON (Tentative new name - SPORT PYLON)

I have received word that the Open Pylon rules have been modified for 1969. The reasoning behind these changes is based on the idea that the event was set up as a guideline for racing stunt jobs or sport jobs normally flown at club fields. Minimum wing thickness will be 15% at any point on the span. Minimum wing areas as follows: .19 and under - 400 sq. in.; 40's and under - 500 sq. in.; .46 and under - 525 sq. in.; .49 and under - 550 sq. in.; .51 and under - 575 sq. in.; .56 and under - 590 sq. in.; 61s and under - 610 sq. in. and no engines over .61 will be allowed. I hope there are not too many of you that have built special aircraft for the open event but I didn't get the word on this until after the last newsletter was too far along to make any changes - I didn't get it confirmed until near the end of January and this newsletter may still get to you before the rule book does. Remember - Open Pylon has no official status, these rules are set up so that it can be flown at a contest and be covered by the AMA insurance.

NEW PRODUCTS

I have been trying to put together a list of items that are on the market and related primarily to pylon racing. I must admit that I haven't progressed too far but I think that some of you might be interested in what I have found out concerning some products soon to be on the market.

Don Yockey, who with Jack Beauchamp is Appolo Advanced Products, 1231 W. 34th, Houston, Texas 77018, sent me the following information: "Little-Toot" - racing biplane, designed to meet the requirements of the Formula II racing event and also be a good acrobatic airplane. The kit will consist of an epoxy fuselage, scale fiberglass wheel pants, foam wing cores, scale 3-views, and full-size construction drawings. Kit will sell for \$49.95 plus postage. Wheel pants for the Toot and also the small tear-drop (Chipmunk) size will be available separately as will the formed landing gear and wing mounting pylon at a later date. He will include in each kit the list of "parts and pieces" sold separately. The foam wings will come with high-lift tips cut into them for ease of construction (no tip carving required) but will retain their scale shape. They are also going to market the Flea Fly (MAN - Oct. 68) kit with an epoxy fuselage and foam core and full size construction plans for \$33.00. Don says he expects to be able to fill all orders for either aircraft by the first of March.

"Loving's Love" for Formula I anybody? Mike Ogilvie, Aircraft Quality Products, has this to say about his new product. The airplane is very strong - many times stronger than conventional fiberglass and consequently is very durable. The fuselage is laminated via the vacuum bag process, i.e. pressure laminated and baked over a male mold. The resultant laminate runs about 32,000 psi in bending - something on the order of 6061-T6 aluminum and has a raw weight of 14 oz. The kitted wing consists of 5 pieces of pre-

(continued)

sheeted foam core using 1/16" balsa and core grip. The leading edges, trailing edge and tips must be added. Dihedral angles are pre-cut; just glue the sections together and that's it. The wheel pants are actually the landing gear (no music wire) and are shockmounted to the wing with some material I call Q-seal. The landing gear is unique and works extremely well.

The kit will sell for \$69.50 and consists of the following: joined fuselage, canopy, set of glass cheek cowls, 5 piece pre-sheeted wing, set of wheel pant/landing gear parts, Tef-Rod for aileron linkage, Q-seal for landing gear, servo mounts and wing seat, bottle of adhesive for the Q-seal, hardwood and nylon screw wing hold-down systems and excellent drawings with notes. Mike goes on to say that this is not a quick and dirty airplane - it takes a proficient builder and flyer but the results are most rewarding. The first production run should be complete by mid-March and will be for 20 kits, which he expects to be gobbled up by the local market. Bill Bone's "Minicraft Hobbies" 13 - 165th Ave. N. E. Bellevue, Washington 98004 is the local distributor.

Jack Stafford has the proto-type built of a Knight Twister that he is contemplating on putting out in kit form for Formula II. One of the problems is whether to bring it out in the original form as "Knight Twister" as as the modified "Pretty Prairie Special".

K & K Fiberglass already has a 600 square inch wing available for their Rivets to adapt it to Formula II specifications and are working on modifications to adapt their "Arrow" into a P-51 for Formula II.

K & B Mfg. should have their updated 40 on the market by sometime in March and several good things have been done to it. The bypass has been enlarged, internal machining has been done on the piston to eliminate transfer of heat from the crown to the wrist pin bosses, wrist pin pads have been changed from brass to teflon and it will be equipped with a new carburetor that has a .343 throat. These changes should improve the top end performance as well as improve the life expectancy of the engine. They are only increasing the cost of the new engines by \$2.00 to cover the increased cost of production so that it should be a good investment.

Cox Manufacturing Co. is making an effort to get into the act. They have completed their prototype tests on a new .40 and are now making a pre-production run of 200 engines for evaluation on tolerances and field testing. The new series will consist of four engines - front and rear rotor 40s and a front rotor 35 with ball bearings as well as a plain bearing 35. I don't know how many of you are old enough to remember the old Atwood Champ but the new engines will split just below the lugs for assembly purposes in a similar fashion to Bill's old design. The head, cylinder and mounting lugs will be all one unit but the big difference will be that the new design will feature machined metal to metal surfaces instead of cast surfaces and a gasket. The front and back plates can be mounted on either side of the center section so that you can have the exhaust on the side that you prefer. The engine will have a drum type rear rotor, chromed and honed bore, single ring on the top of the piston as is current practice and a Kavan type carb that they feel that they have improved. The case, front and back plates will be machined die castings. Lug mounting dimensions will be 11/16 x 1 3/4 which is a bit wider than the K & B 40. Their current plans are to have the production versions on the market by the later part of May or the first of June. The price for the RR version will be \$30.95 and the FR version will go for \$26.95. By the way - they are also planning to bring out a new Glo-plug with a "W" shaped element that is supposed to be non-fouling on the low end and advance the timing properly for top end performance - should be worth a try.

I have a policy of not recommending products but I do try to tell what I know about them so that you can evaluate them for yourself. I haven't said anything about radio gear in the past because I don't know anything about radio - if I turn the switch on and it works - fine. I don't see that any of the domestic radios have any advantage over each other as far as pylon racing is concerned and I have been using a PCS with the tin cased servos for the last two years because it works, is inexpensive and the factory is close when and if I need service. I have spread the outfit over the landscape a few times because of thumb induced glitches and it keeps coming back for more so I am in no hurry to buy a new outfit just so I can say I have the latest gear. The Simprop system now being imported by Nelson Model Products (Jerry Nelson that is) does have a feature that is of interest to pylon racers - the ability to change frequency on the field. I have asked the domestic manufacturersto come out with this feature so that ties on the same frequency can be flown off instead of going back to qualifying times to break them. This feature would also allow elimination races so that the last race of the meet would be for all the marbles - a real feature race and I am sure that you can think of other advantages and possibilities.

I have been told by radio "experts" that the idea isn't practical because of tuning problems but I have seen Jerry come on the field, take a look at what frequencies are being used and then plug in the crystals that will give him the most flying time - and it works. Now I am told the idea will only work on the 27 MGH band, but so what - we only fly four at a time and there are five frequencies in that band. I would like to see all the manufacturers make this feature available for those who want it and then at contests make the 27 MGH band for racing only with stunt and scale using the Ham and 72 bands so we could fly two R/C events on the same field at the same time. I don't know enough about radio to recommend the Simprop System but I have seen it work for several different people without any trouble and I do like the feature of being able to change frequencies. OK Cliff, Phil and Bill - tell me again why it won't work.

I'll mention another product to save me some letter writing. Some of you have seen pictures of some of the West Coast participants that also had a fuel can in it with the name "Crawford Kleen-fire". The Manufacturer is Crawford Products, 65 Maplewood Drive San Rafael, California. Sam puts out both a sport-stunt fuel and a racing fuel using a synthetic lube. Some of the hot boys out here are using it and some are using other fuels but if you live out of the State of California you will have to go through the standard chain of command to give it a try - i.e. dealer, distributor and/or jobber. Sam says that because of the problems in shipping fuels across state lines, he will not get started in direct sales. It's a good fuel but whether it is better than what you are now using I'll leave up to you to find out. I still say that to go fast it takes a balance between, prop, plug, fuel, engine and aircraft - a bit of proficiency on the sticks helps also.

CONTESTANT CARD

Bob Lutker sent me one of their Contestant Cards and I think that it is one of the best that I have seen. The card is printed on both sides of a 5 x 8 card and when properly filled out will give you all the information you would need for publicity of your contest as well as an excellent source document for mailing lists for future contests. The card would also be a big help to the man who is running your public address system for supplying information to the spectators. Spectators can really send them home happy.

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JOKE TIME - to fill space time - Stolen from the Memphis Monitor

Dexterity is holding an oil soaked Goodyear in one hand, the starter with the other, adjusting the needle valve with the other, turning it all over without getting your tie caught in the prop.

Side 1

FORT WORTH "THUNDERBIRDS" RADIO CONTROL CLUB

PYLON RACING MEET

(Please Print Legibly)

Contestant's

Name _____

(FIRST NAME OR NICK NAME you prefer to be called by)

LAST NAME _____

Address _____ BIRTH DATE _____ Age _____

City _____ State _____ Zip _____ Phone _____

AMA Number (ok) _____ NMPRA Number _____ Entry Fee Paid () \$ _____

FCC Number (OK) _____ Flag _____ Colors _____ & _____ Frequency _____ Mhz

CONTESTANT'S RELEASE

In consideration of the sponsorship of this meet, I do hereby release the Fort Worth Radio Control Association Inc., Adademy of Model Aeronautics, National Miniature Pylon Racing Association, and any and all organizations or individual persons connected with said meet from all claims arising from any accident or injury either caused by or suffered by myself or any member of my family and/or helpers or mechanics.

Date _____ 19 _____

Signed _____

Side 2

FORT WORTH "THUNDERBIRDS" RADIO CONTROL CLUB

PYLON RACING MEET

First Name _____

Last Name _____

Contestant Number _____

City _____ State _____

#1 Handicap Points _____

#2 Handicap Points _____

#1 Aircraft _____ Basic Color _____ Trim Color _____

Racing # _____ Engine Mfg _____ FR () RR () Disp. _____ Weight Lbs _____ Oz _____

#2 Aircraft _____ Basic Color _____ Trim Color _____

Racing# _____ Engine Mfg _____ FR () RR () Disp. _____ Weight Lbs _____ OZ _____

Qualifying Times Attempts () () 1. : . () () 2. : . Attempts () () 3. : .

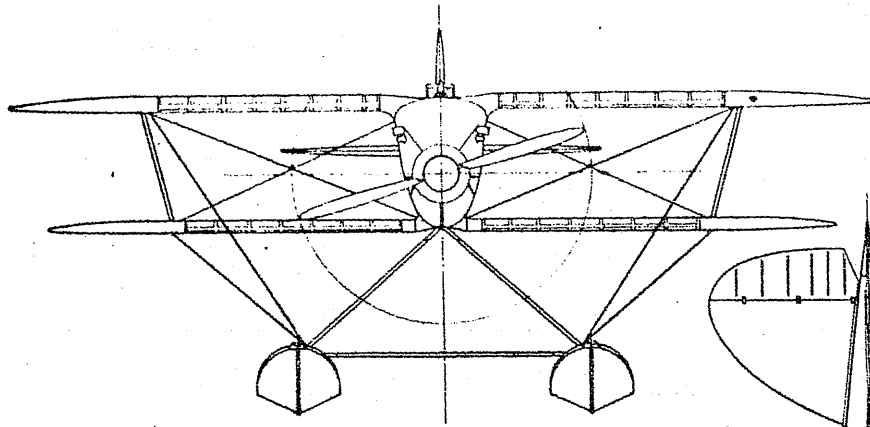
HEAT RACES

PLACE WON

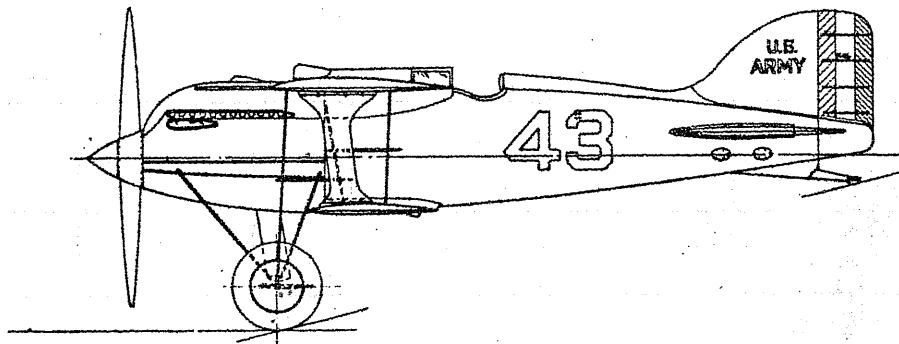
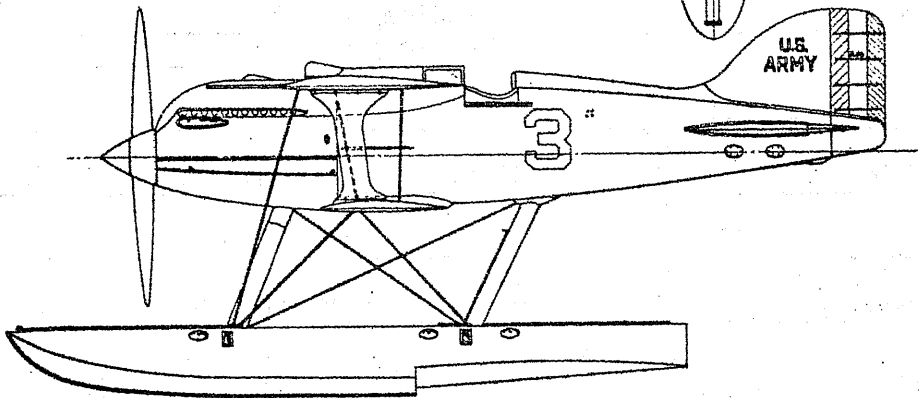
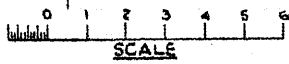
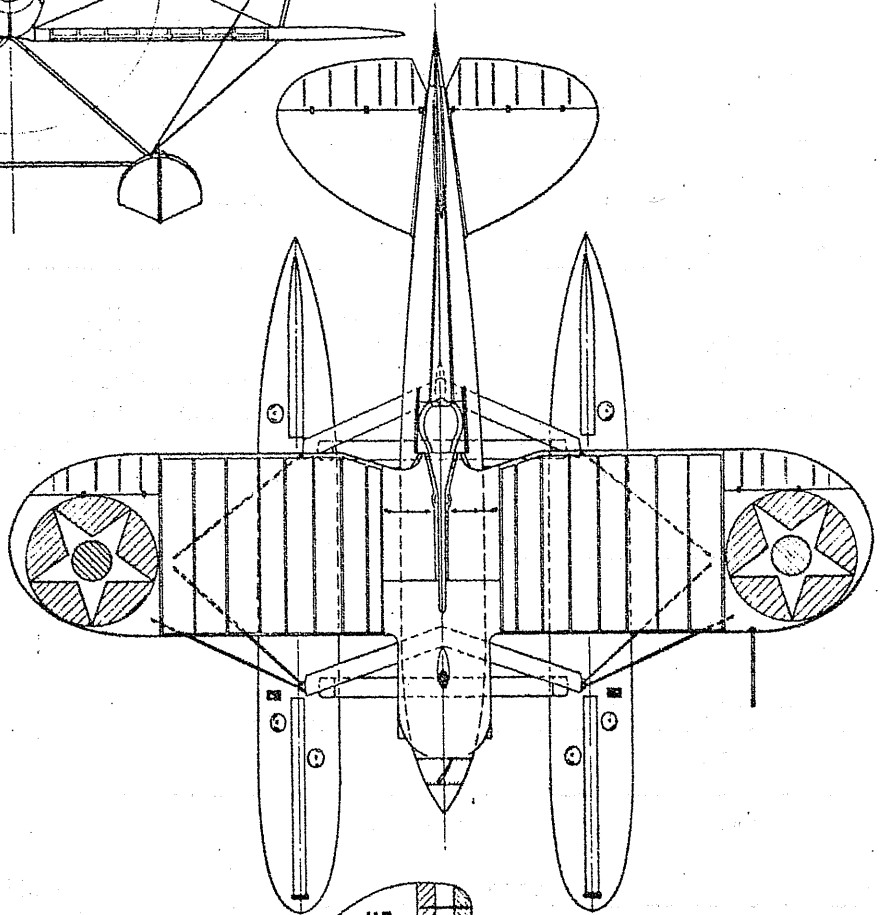
POINTS WON

	1	2	3	4	5	6	7	8	9	10	11	12	13	14
PLACE WON														
POINTS WON														

Place Won in Competition _____ Gran Total POINTS _____

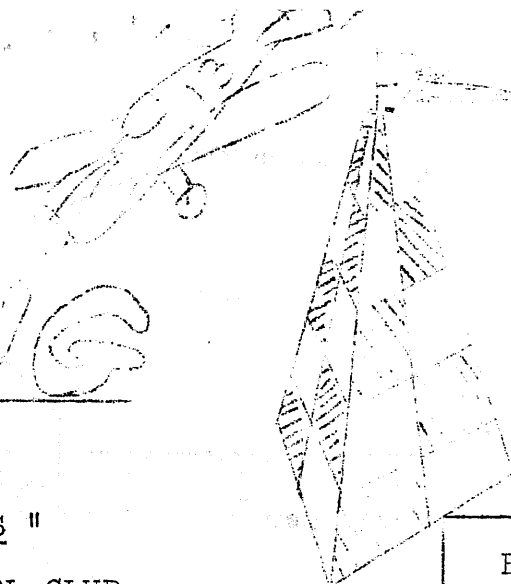


CURTISS R3C-2 ARMY RACER
1925



PYLON

RACING



F O R T W O R T H

" T H U N D E R B I R D S "

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

No
Banquet
This Time

SPRING R.C. RACING MEET TO "KICK OFF" THE 1969 RACING SEASON

AT F O R T W O R T H, T E X A S, PYLON RACING HEADQUARTERS

FOR THE GREAT SOUTHWEST. The "THUNDERBIRDS" pledge, once again,

"The Very Finest in Racing Meets". (nuf sed)

A.M.A. SANCTION NUMBER 55

Advance
Entry
Not
Required

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

WHEN: Saturday & Sunday, MARCH 22nd & 23rd, 1969

Ya'll Come

Hours 9:00 a.m. until 5:00 p.m., both days

WHERE: "THUNDERBIRD FIELD", the finest racing facility in the Southwest. Newly completed Paved Runway, 50 feet by 200 feet, with long, smooth grass "over-runs" at both ends, plus taxi strip and parking ramps. Located in HOLIDAY PARK on the Western shores of beautiful Benbrook Lake, just 13 miles from downtown Fort Worth and 7 miles from many motels. (WHEEL PANTS ARE OPTIONAL...NO PENALTY)

ENTRY

FEE: \$7.50 for the first event, and \$5.00 for each additional.

EVENTS: PYLON RACING, FORMULA I (450 Class) (Jr., Sr., Open Comb)
(Pilots meeting at 9:00 a.m. Saturday. Two attempts to make one official qualifying flight between 9:00 a.m. and 1:00 p.m. Saturday, otherwise, you may qualify during the heats. Heats scheduled 1:00 p.m. to 5:00 p.m. Saturday & 9:00 a.m. to 5:00 p.m. Sunday.)

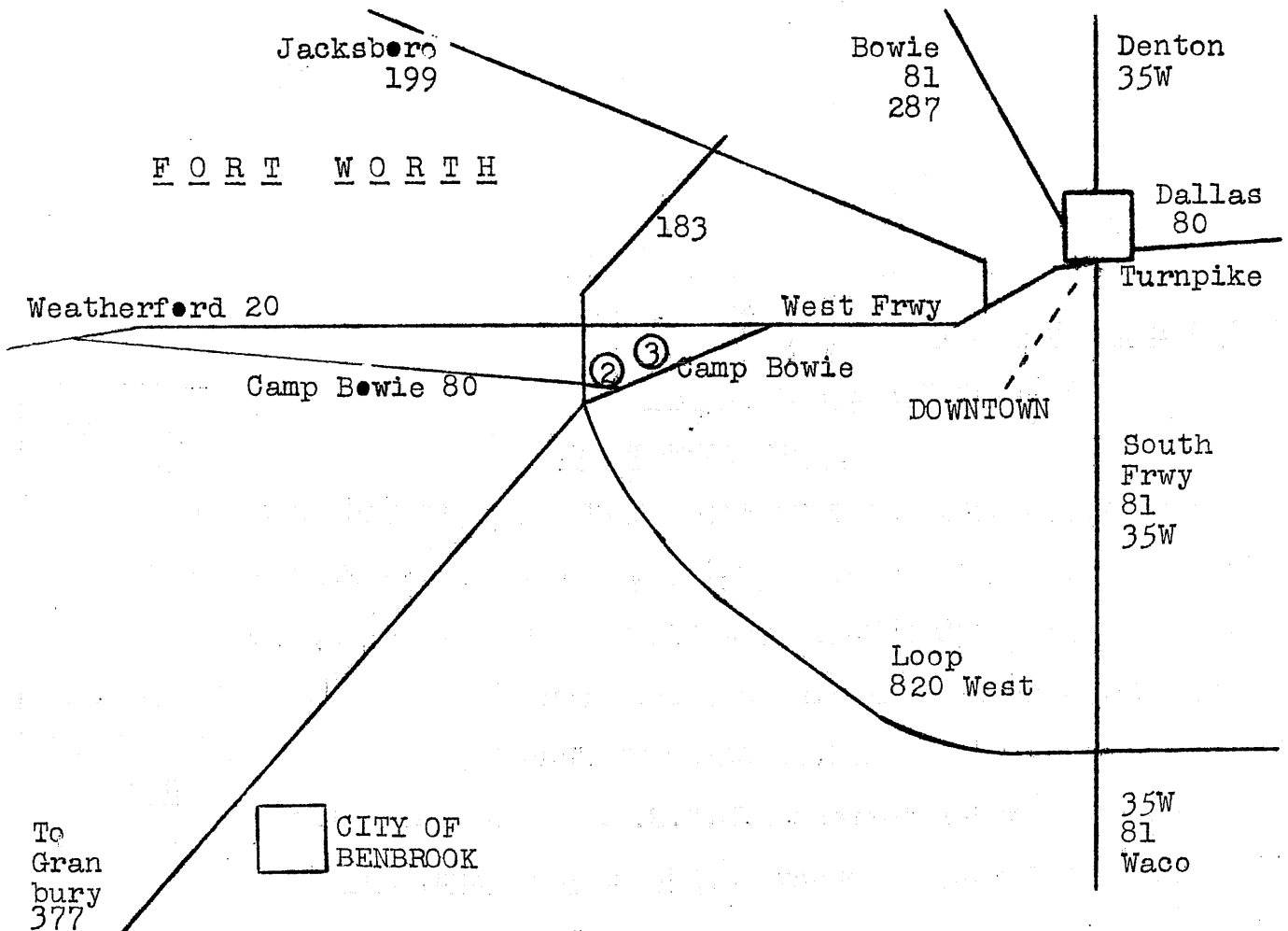
PYLON RACING, FORMULA II (600 Class) (Jr., Sr., Open Comb)
(Heats scheduled 11:00 a.m. to 1:00 p.m. Saturday)

OPEN PYLON (Pattern & Sport type aircraft only..no racers)
(Heats scheduled 9:00 a.m. to 11:00 a.m. Saturday)

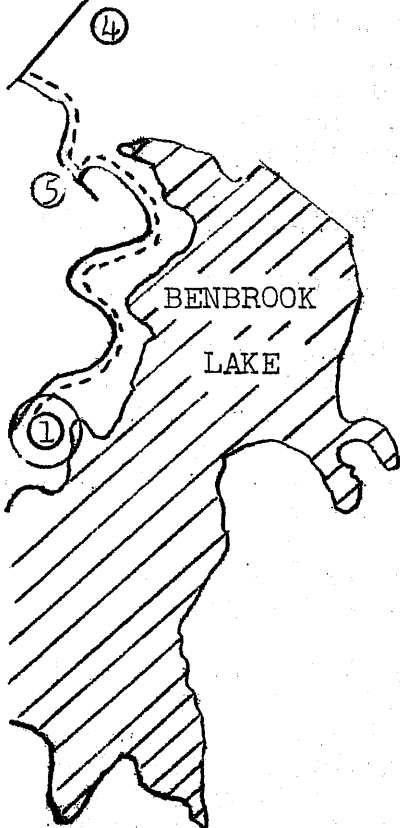
PRIZES: Formula I will be "Extra Nice" TROPHIES through 5th place.

Formula II & Open Pylon will be trophies through 3rd place.

CONTEST DIRECTOR: BOB LUTKER (Ph 817/924-2211 or home 292/3758)
3105 Cockrell Ave., Fort Worth, Texas 76109



FORT WORTH "THUNDERBIRDS" RADIO CONTROL CLUB



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



LVRC-STARDUST AIR RACES

April 19-20, 1969

SPONSORS: Stardust Hotel & Las Vegas Radio Control, Inc.

SANCTIONING GROUP: AMA

EVENTS: AMA Open Pylon
Formula 1
Formula 2

LOCATION: Stardust International Raceway

TIME: 9 a.m. - 4:30 p.m. - Saturday, April 19
9 a.m. - 2:30 p.m. - Sunday, April 20

ENTRY FEE: \$3.00

LVRC-STARDUST AIR RACES, April 19-20, 1969
ENTRY BLANK

NAME _____ FREQUENCY (S) _____

ADDRESS _____ CITY & STATE _____ ZIP _____

EVENTS - Formula 1 _____)
Formula 2 _____) \$3.00 Entry Fee
AMA Open Pylon _____)

No. of persons attending Saturday night contest dinner: _____

MAIL ENTRIES TO: BOB MEARNS, 5412 Holmby Avenue, Las Vegas, Nevada 89102

LVRC-STARDUST AIR RACES, April 19-20, 1969
ROOM RESERVATIONS REQUEST
(arrival must be on or before Friday, April 18)

NAME _____ ADDRESS _____

CITY & STATE _____ ZIP _____

ARRIVAL TIME & DATE _____ NO. OF ROOMS _____ DOUBLE _____ SINGLE _____

\$10.00 deposit required for each room. Please return with bottom portion of this form to: Stardust Reservations Office, Stardust Hotel, Las Vegas, Nevada 89109. No reservations accepted after April 1.

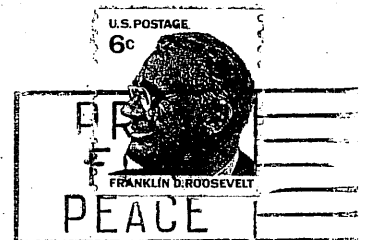
1969 RACING SCHEDULE

- March 22-23 Fort Worth, Texas, Ft. Worth Thunderbirds RC Club Meet. Formula I & II. Site: West Shore Lake Benbrook. Bob Lutker CD, 3105 Cockrell, Ft. Worth, Texas 76109
- April 19-20 Las Vegas Air Races, Las Vegas, Nevada. Sponsored by Stardust Race Track. Formula I & II & Open. Site: Stardust Race Track, Robert Mearns CD, 5412 Holmby Avenue, Las Vegas, Nevada 89102
- April 26-27 San Gabriel, California Sponsor - SGVRCC, Formula I & II & Open. Site: Whittier Narrows
- April 19-20 Puyallup, Washington - Stunt and Formula I, B. Gale, CD, 811 9th Ave. SW, Puyallup, Washington 98371
- May 3-4 Dallas, Texas, 4th Annual Dallas RC Club Contest. Stunt, Formula I Site: North Lake City Park, Carl Summers CD, 7132 Shook Avenue, Dallas Texas 75214
- May 10-11 Memphis, Tenn., MRCC Pylon Race. Formula I. Site: Club Field. L. Hord CD, 5050 Poplar, Suite 319, Memphis Tenn. 38117
- May 17-18 Jacksonville, Fla. Rebel Rally, Stunt, Formula I, Site: White House Naval Field, W. Lyle CD, 1908 Holly Oaks Ravine Dr., Jacksonville, Florida 32211
- May 25 Endicott, New York, 4th Annual Northeast Pylon Championships, Formula I & II, Site: Tri-Cities Airport, Bob Noll CD, 96 Pine Knoll, Endicott, New York 13760
- May 31 & June 1 Fresno Air Races, Fresno, California, Formula I & II & Open. Site: Madera Airport
- June 7-8 South Bend, Indiana, TVRC RC Meet, Formula I, Site: Club Field, J. Hoffer CD, 1312 Brummitt Lane, South Bend, Ind. 46615
- June 7-8 Nashville, Tenn. Mid-South RC Championships. Formula I and Stunt 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. Stunt and Formula I. Site: West shore Lake Benbrook. Bob 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, Colo. 80222
- JULY 14 - 18 NATIONALS, WILLOW GROVE, PENNSYLVANIA Formula I & II
- August 2-3 Los Angeles, California, Valley Flyers Air Races, Formula I & II Site: Sepulveda Basin
- August 16-17 SGVRC Air Races - Whittier Narrows, Formula I & II & Open
- Sept 7 Los Angeles, California - Birds Air Races for Open and Biplanes with Mufflers
- Sept. 21-22 Turlock, California. Western States Pylon Championships, Formula I & II & Open. Sponsor - Pioneer R/C Club of San Jose, Ca.
- Oct. 18-19 Ft. Worth, Texas Ft. Worth Thunderbirds RC Club Meet. Site: West Shore Lake Benbrook. Bob Lutker CD, 3105 Cockrell Avenue, Ft. Worth Texas 76109
- October 25-26 SGVRC Air Races, Whittier Narrows, Formula I & II & Open
- November 20-23 Tenative - Tucson, California Winter Nats - All R/C. Marana Air Park

1969 N. M. P. R. A. OFFICERS

Tom Protheroe, President
Gil Horstman, Secretary/Treasurer
Hal deBolt, V. P. Northeast District
John Krauer, V. P. Midwest District
Bob Lutker, V. P. Southern District
Bob Francis, V. P. Western District
Joe Bridj, V. P. Southern California District

N. M. P. R. A. NEWS
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Livermore, Ca. 94550



FIRST CLASS

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