

Volume III No. III

March 15, 1969

1969 NATIONALS - WILLOW GROVE NAS, PA.

JULY 14 thru 20 (For Pylon)

Looks like the Nats is pretty well set up so I will pass the information along so that you can make your plans. The base will still be open on Monday and Tuesday but the Navy has consented to allow us to use a closed runway for Pylon qualifying because it is out of the flight plan of the big planes. This looked like the best way to handle the anticipated heavy entry in R/C this year. Pylon will be the only model flying activity that will be allowed on the base. There will be no practice flying of any type of model allowed on the base until the base is closed down to full size aircraft operations.

Pylon procedure

MONDAY - Transmitter check and registration in the morning - Pylon entries will have an express line. Qualifications will start at 1200 and they will be run on a first come first served basis - the same as last year. Closing time will be 5:00 pm. You will not be able to cross the main runway - you will have to go back out the main gate and drive around the base to a rear access to reach the flying site. We do not plan to mix Formula I and Formula II planes in the same heats - however - both sets of cards will work their way up in the same ready deck. When a Formula I card is on top, the Scheduler will go down through the deck until he can make up a four plane heat with the top Formula I card. The same procedure will be used when a Formula II card appears at the top of the deck. Contestants will only get three attempts this year because of the anticipated entry. An attempt will be charged when you go to the starting line and your best attempt will be used for scoring. The same procedure will be used on TUESDAY starting at 8:00 am and ending at 5:00 pm. There may be a lunch break on Tuesday depending on the manpower situation, but we hope to keep flying straight thru. Remember - it will be your responsibility to get your flights in - things are always slow at the start of things and tend to gang up when it gets close to closing time. Qualifications will stop at 5:00 pm on Tuesday - PERIOD.

FORMULA I ONLY - All contestants who have made successful flights are eligible to turn in their planes for handicap judging. TURN BOTH YOUR NUMBER 1 AND NUMBER 2 PLANES IN FOR HANDICAP JUDGING. You will not be able to go to your Number 2 plane in the finals unless it has been judged for handicap. Planes must be turned in at the scale cage before 1200 noon on Wednesday. Your appearance points will be subtracted from 20 to get your handicap. Your handicap will be added to your best scratch time to come up with an adjusted score. The 20 contestants with the lowest adjusted score will make the finals. Example: Best time 1:57.3 - Appearance points 17.6. Subtract 17.6 from 20.0 equals 2.4 handicap. Time 1:57.3 plus 2.4 equals 1:59.7 for an adjusted score.

Remember - your time will start when you are flagged off at the starting line - not when the first plane is flagged off (unless you are the first off) so we will not know who the 20 finalists are until the handicap is added to the scratch time.

Formula 11 is simple - the 20 contestants with the lowest times will be the finalists, providing they meet minimum requirements. The top 20 contestants will have both their Number 1 and number 2 planes processed on Wednesday morning between 8:00 am and 12:00 noon. There will be a processing table in the vicinity of the Scale Cage for this purpose. Contestants #21 and #22, etc. should have their planes ready for processing in case of a disqualification in the top 20.

IMPORTANT--READ CAREFULLY - MAKE SURE YOUR PLANE MEETS DIMENSION REQUIREMENTS. The only check that will be made prior to qualifying will be weight and throttle specifications. You will declare your number 1 and number 2 aircraft the first time you check in for a qualifying flight. If you should have to go to your number 2 plane during qualifying you cannot use your number 1 plane again in the meet. You must have the Event Director's approval before going to your number 2 plane. ANY PLANES THAT ARE UNDERSIZED WILL BE DISQUALIFIED AND FLIGHTS MADE BY THAT PLANE WILL NOT BE USED FOR SCORING. There were a few last year that missed a place in the finals because their planes did not meet minimum specifications.

Special Note: a few kits on the market are bare minimum so don't assume that just because you built from a kit that your plane will meet the specifications. The Goldberg Shoestring is bare minimum on both fuselage height and width and a little too much sanding will make it undersized on the width and if you cut too much off the canopy, the fuse height will be undersized. The deBolt Cobra is approximately 1/8" too narrow on the plan - I just discovered this today and I haven't had a chance to check a finished plane built from the kit yet - so if you plan to race your Cobra, be sure and check the fuse width. Contestants who build to minimum specifications are asking for disqualification because sponge can compress or an improperly repaired scuff can throw you undersized - and then you are finished.

Pylon finals will be flown on Saturday and Sunday between 8:00 am and 2:00 pm. We will be running alternate rounds of Formula 11 and Formula 11.1. This should allow five rounds in each class each day for a total of ten rounds per class. Flying will stop promptly at 2:00 pm each day. Any rounds not completed on Saturday will be completed on Sunday morning. Any rounds not completed by 2:00 pm on Sunday will be disallowed. No more than 5 rounds will be flown in a class each day. Remember - it can rain in Willow Grove like it did in Olathe.

BITS AND PIECES

Correction - I received a letter from Don Yockey the day after the last newsletter went into the mail to the effect that he will be putting out the "Little Toot" and the "Flea Fly" through his own company instead of Apollo, and the prices will be a shade less. Write to "SonSyl Molded Products" for information. Don neglected to send me the address but he lives at 13607 Taylorcrest, Houston, Tex 77024. I will probably get the address the day after this goes in the mail!!!

Word from John Brodbeck of K & B is that he expects to have the Series '69 engines all shipped about the time that you get this newsletter. I asked John about the spare parts situation - several members wrote that they were unable to get K & B parts. John says that the only part that they ran out of was cases and all other parts orders were usually shipped within 24 hours of receipt. Tell your dealer that if he can't get parts from the distributor to order direct from the factory. Of course if your dealer won't cooperate you can always send in an order yourself. This will probably get me in dutch with some dealers and distributors but when you need parts - you need parts.

BITS AND PIECES - continued

The factory will continue the service of milling out the by-pass of the old style cases for a charge of \$2.00 but be sure to send the case only. There will be a service charge if they have to strip the case in order to do the job. For the information of those of you who can't get parts from your dealer - here are a few new prices.

Cylinder \$5.00	Ring \$1.00	piston \$3.00	con rod \$1.50
Wrist pin - teflon pads \$.75	Rotor \$.85	Carb complete R/C \$6.95	

Remember, if your dealer wants to give you service, he can get them for you but also remember that a dealer who tries to stock spare parts for all engines takes a beating when an engine loses popularity.

CLARIFICATION - again - engine and carb need not be of the same manufacturer. You can use any carb that meets the specifications on any engine you want to use. The Carb must be of commercial manufacture in lots of at least 100 units and available to all who want to buy them. The same requirement is made on the engine. The separation was made because there are some engines on the market that meet the displacement requirement but are not available with a legal carb. You can grind, polish, drill, etc. all you want on the production parts but you cannot substitute special home built parts. You can upgrade your engine with new parts but you CANNOT mix parts from different manufacturers or different sized engines. By the way, most winners are still running production engines that haven't been altered - whether you believe me or not.

NMPRA SEASON CHAMPIONSHIPS

The NMPRA Season Championship Season gets underway starting the first of April and will conclude the 31st of October. I will go over the procedures for those of you who are new to NMPRA and to refresh the memory of the old members. First - there are vouchers included with this newsletter - put them with your contest gear so that you will have them with you when you need them. **YOU ARE RESPONSIBLE FOR FILLING THEM OUT - HAVING THE CONTEST DIRECTOR SIGN THEM - SENDING THEM TO NMPRA HEADQUARTERS!!!** They MUST be in the mail within two weeks after the contest. We had several members last year that would have been well up in the standings if they had started sending in their vouchers at the start of the season - so don't make the same mistake this year. There are some contests, especially in California and Texas, where the Contest Director is a member of NMPRA and wants everybody to get credit for flying in his meet and as a result takes care of this job. Most Contest Directors do not do this so look out for your own interests.

We will have a Formula I Champion, Formula II Champion and a Grand Champion. The Grand Champion is the member that has accumulated the most points combining both Formula I and Formula II points earned. The defending Champion is Granger Williams and he won last year's Championship without any Formula II points but I think that this year's winner will have to fly both events. The points you earn will depend on how many contestants you beat. Points are awarded on the basis of the number of entries in the contest. A contest that has 20 entries will give the winner of that contest 20 points; second place will earn 19 points and so forth. Everybody who finishes a heat will earn points, i.e. if all 20 finish at least one heat - the 20th place man will get 1 point but if only 15 finish at least one heat - the 15th place man will get 5 points. **YOU HAVE TO FINISH AT LEAST ONE HEAT TO BE ELIGIBLE FOR ANY POINTS.**

The Perpetual Trophy for Grand Champion is set up for a maximum of ten years for retirement. The first member that wins the Trophy three times will earn permanent possession. If no member wins it three times during the ten years, then the winner who has won it with the most points is the permanent owner. A member that won it twice can use the points he earned on both championship wins for a total score.

Only NMPRA members are eligible, the meet must have an AMA Sanction and the voucher must be in the mail within two weeks after the Contest. **JOIN THE FUN - you might be a winner at the end of the season.**

NORTH CENTRAL REPORT

John Krauer Reporter

Things are looking up in this area. The early announcement of a pylon race promises the best racing year yet for us. Our pylon race last fall succeeded in creating lots of interest in the sport - so much so that the Midwest R/C Society of Detroit is featuring their first annual Pylon Jamboree on June 1st. It is AMA sanctioned and will run Formula I, Formula II and Sport Pylon (new name for Open). The Formula II should be a popular event for breaking into racing. Several are under construction in Detroit area that I know of. Mine is finished and test flown (two flights when we had some unseasonably nice weather this winter) and I built a Cosmic Wind #4. This ship is a shoulder wing configuration and is very easy to fly. Due to the large wing area it glides extremely well and is easy to land. Well thats all for now.

NCRCC REPORT

Art Simmonds, Reporter

The Northern Connecticut Radio Control Club will sponsor a full season of racing during 1969 much like our sanctioned Formula I Run Fly's of last year EXCEPT THAT THE PROGRAM WILL BE EXPANDED AS FOLLOWS:

1. All meets will be AA sanctioned.
2. Formula II will be included as participation requires.
3. One additional meet is scheduled (April).
4. The August meet will be a two day event and will be the Formula I and II racing events of the New England Championships sponsored by NERCM's.

All meets will be held at our field in E. Granby, Conn. with registration between 9:00 and 10:00 and flying beginning as soon as possible. We are thinking of running some of the Formula II races first while the Formula I models are being processed. The entry fee will be \$2.50. As usual there will be prizes awarded at each meet and we will award our season trophy at the end of the year to the Formula I entrant who accumulates the most number of points.

We intend that these meets will provide the facilities for good, honest competition on a scheduled basis throughout the summer months and hope that many of East Coast flyers will join us. The April through July meets will provide the opportunity for flyers to increase their proficiency prior to the Nats.

AUSTRALIAN REPORT

Steve Ralph, Reporter - 5 Manley Street, Turners Beach, Tasmania

Results of two races - first the Australian Nats held in early January - a bit late. There were 8 entries.

1st.	Doug Murray	West Aus.	Go Go Fli	OS40P	OS Digital	2:50.8
2nd.	Keith Follett	Victoria	Rivets (FM)	OS40P	OS Digital	2:53.1
3rd.	Steve Ralph	Tasmania	Lil Knarf	KB40-66	Kraft KP4	2:59.0

I might add that my Knarf was probably 10 MPH slower than anything else at the meet but from experience in the last couple of years I squeezed into 3rd. The second place getter had the fastest model at the meet but missed starting in one heat and in another the lap counter/timer slipped up. He was given a re-run but couldn't get cracking. The OS40P is a real goer and seems a lot hotter on our fuel (FAI) than others as it's easier to tune and seems to rev out on bigger props.

The next race was the Victorian State Champs. I missed these but got a little info.

1st.	Barry Angus	KB40-66	Kraft	deBolt Special	3:00.0
2nd.	Jim Ray	OS40P	Kraft	Shoestring	
3rd.	Alan Griffith	OS40P	Kraft	LaJollita	

I didn't get the second and third place getters times or the number of entries-

The first place getter had his model going fairly quickly at the Nats but was flying too big a course, and he hadn't run the motor in and it was sagging badly. The third place getter was apparently extremely fast but not experienced enough. That's all the racing news.

Editors Note: Ralph is now an NMPRA member and even paid extra to have the newsletter sent airmail. He comments that the big problem over there is the lack of suitable flying fields - most of their contests are flown off of grass field that are not really smooth. He ruined his new Long Midget at the Nats by putting a wheel through the wing spars. I think that our Formula II event would be a natural for them - but they have had a taste of the hot ones.

CONTROVERSY**DISSENT**RIOTS**DESTRUCTION

These subjects are much in the news these days and the longer it goes on - the more of a sore point it becomes with me. I'm sure we are all concerned to some degree or another and I'm sure that a lot of it can be chased back to childhood. Remember the old bit "You ain't playing fair - I'm taking my marbles and going home" and then the teenager who says "You play it my way or I'm taking my ball and leaving". We are currently having a bit of trouble with a relatively small group of college and university students (?) who have no interest in learning subjects that will be of some use to them in the future. They are not really interested in the subjects that they are asking for but it gives them an excuse to tear down the establishment. I am happy to say that most human beings grow up sometime during their 20's and learn that the way to get things corrected is by going to work through proper channels.

I am concerned when a publication that is supposed to be promoting activity in the sport tries to tear down the organization that has the responsibility of trying to keep things organized. The "Editor" believes that controversy sells magazines so he sits on top of his private mountain and stirs the pot. This would be a little easier to take if he would come down once in a while to see what the common people were doing but he won't even go to the contests he sponsors. I was very surprised when he showed up briefly at last January's MATS Show but I hardly feel one appearance makes him an expert.

I think that it is common knowledge that he was one of the first to promote Goodyear Racing and without the push that he gave it - there is a possibility that it wouldn't have gotten off the ground. He volunteered to sponsor NMPRA and he put an application blank in the magazine and said that he would have something in the magazine each month to promote racing. He took in the money and the members got a card and a copy of the rules - well about three and half years ago Gil Horstman got curious about where the money was going and didn't like the answers he got and wound up getting the job of Secretary /Treasurer of an organization that wasn't even organized. Several of us got together at Ray Downs home in Los Angeles and put together an organization with provisional officers. The first election of officers for the year of 1966 only had one candidate for each office - Cliff Weirick, President - myself, Vice President and Gil Horstman, Secretary/Treasurer. I can't say that it was too much of an election but at least it was a start and I think that we now have a pretty effective group.

Back to our "Editor" - he now had no official connection with the event or the association so it was time to do a little stirring. One of the things he did was to contact Pappy deBolt and ask him to write an article based on the theme "What's wrong with Goodyear". Pappy wrote it and several other "name" flyers wrote similar articles for other publications. The next thing you knew - Goodyear was the most dangerous thing to hit the sport since the beginning and we had a heck of a time getting things under control. Our favorite "Editor" put out all kinds of proposed rules changes that most modelers took as fact and confusion reigned. NMPRA started putting out a Newsletter so that at least the NMPRA members would know what was going on and we finally won out.

CONTROVERSY - continued

The "Editor" is now going after AMA - "We don't like the way AMA run things so let's start our own organization". I don't know the author of the latest article but I am curious if he wrote the article on his own or whether our "Editor" asked him to write it. Our "Editor" has promoted other events in the past, such as the Quarter midgets and the bi-plane event, and then dropped the promotion before it had a chance to get off the ground. He started to push racing and then as soon as it looked like the event was going to be a success he started enough controversy to darn near wreck it. I wonder what makes anybody think that he will continue to support such a movement as a new R/C organization when it loses it's news value.

The article in the March issue says that the AMA is slanted toward the Contest Flyer and to kids and that the majority of the R/C participants are Adult Sport Flyers. I say that his observation is correct but his deductions are wrong!!! The Sport Flyer doesn't need a National Organization and the only reason he joins is so that he will have a place to fly. The Sport Flyer doesn't build to any rules and even though he might have a plane that meets the AMA rules, they wound up that way by accident and the fact that he built from a kit that was designed for competition. This classification of modeler is strictly a hobbyist and enjoys building and flying, not necessarily in that order, and could care less about organizational policies. There will always be those who like to write gripe letters but usually when you ask them to donate the biggest part of their spare time to work for the benefit of the sport - "Sorry, Charlie ain't got the time". These outlaw organizations usually get started and after they have created a lot of hard feelings, fall apart because nobody wants to do the work necessary to keep them going.

NMPRA has been successful so far because there have been several people across the country who have been willing to donate their time and the organization has been kept within the framework of AMA. I do believe that similar organizations to represent other phases of the sport would be a big help and I understand that the new AMA President John Patton is trying to stimulate interest in this direction. I don't know if he will be successful but at least he is making an effort to do something constructive. My suggestion to our "Editor" is that he should come down off his mountain and find out what is going on for himself. The manufacturers already know that Sport Flyers buy most of their product - but they buy equipment that the contest flyers are winning with and that is why he tries to get "name" flyers to use his equipment. Take a good look Mr. "Editor" controversy doesn't sell magazines and most modelers don't even read the editorial. The useful content of the publication is what modelers buy and the list of contributing Editors in the front of your magazine is impressive. The material supplied by these contributing Editors is very good - why don't you try to do something constructive with YOUR Editorial.

NEW NMPRA SHOULDER PATCHES

Gil Horstman has received the new shoulder patches and I think you are going to like them. Several members said that they like the design but they thought it didn't stand out too well and was hard to read - so we played around with it a bit. The new patch has a white background instead of the blue and the lettering around the periphery is now white instead of black. The patch has a price tag of \$1.50 and I think you will be proud to sew it on your shirt, hat and/or jacket. Just send cash, check or money order to NMPRA, 613 Donner, Las Vegas, Nevada 89107 and be one of the first with the new emblem.

A. M. A. SANCTIONED

TORKS 9TH R.C. ANNUAL-----May 24TH, 25TH '69-

SPONSORED BY:

The Oklahoma Radio Kontrol Society of Oklahoma City, Oklahoma in cooperation with the Federal Aviation Administration Aeronautical Center.

EVENTS: Formula I, Formula II, Open Pylon, "Valley Flyers", Scale.

DA PLACE: Cimmaron Airport, Yukon, Oklahoma (Site of F.A.I. Flyoff).

DA TIME: 8:00 A.M. 'till 5:00 P.M. Both days (Planned).
The F.A.A. may require the contest to end at 1:00 P.M. Sunday, May 25th.

DA

SCHEDULE: Saturday, 24th: Open Pylon from 8:00 A.M. 'till 11:00 A.M., Formula II from 11:00 A.M. 'till 1:30 P.M., Formula I from 1:30 P.M. 'till 5:00 P.M. or nearest end of round. Scale flying after Form I.

Sunday, 25th: Form II from 8:00 A.M. until completion of 8th round. Form I after Form II. Until completion of 8th or 10th round depending on number of entries. Additional open pylon, Scale, and/ or fun flying Sunday afternoon depending on future decision of F.A.A. and Cimmaron Field operator with reference to closing Cimmaron to Air Traffic for full two days.

AMA rules strictly enforced in all racing events. Color-coded flight lines. Intercom for immediate notification of cuts. Cash and Goodies Formula I and Form II. Contestants cash pot open pylon. Trophys for the purists (scale).

Formula II Fuel - 10% Nitromethane, 23% Castor Oils- will be supplied at contest site by Thomco Distributing Co.

Entry Fees: \$7.50 First Event. \$2.50 each additional event.

Contest Director: Curtis M. Brownlee, 3033 Rolling Stone Road
Oklahoma City, Oklahoma 73102
Phone 751-2458.

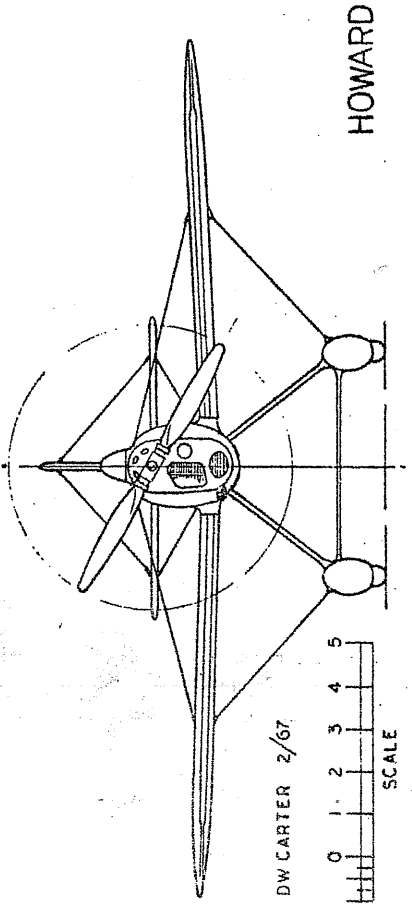
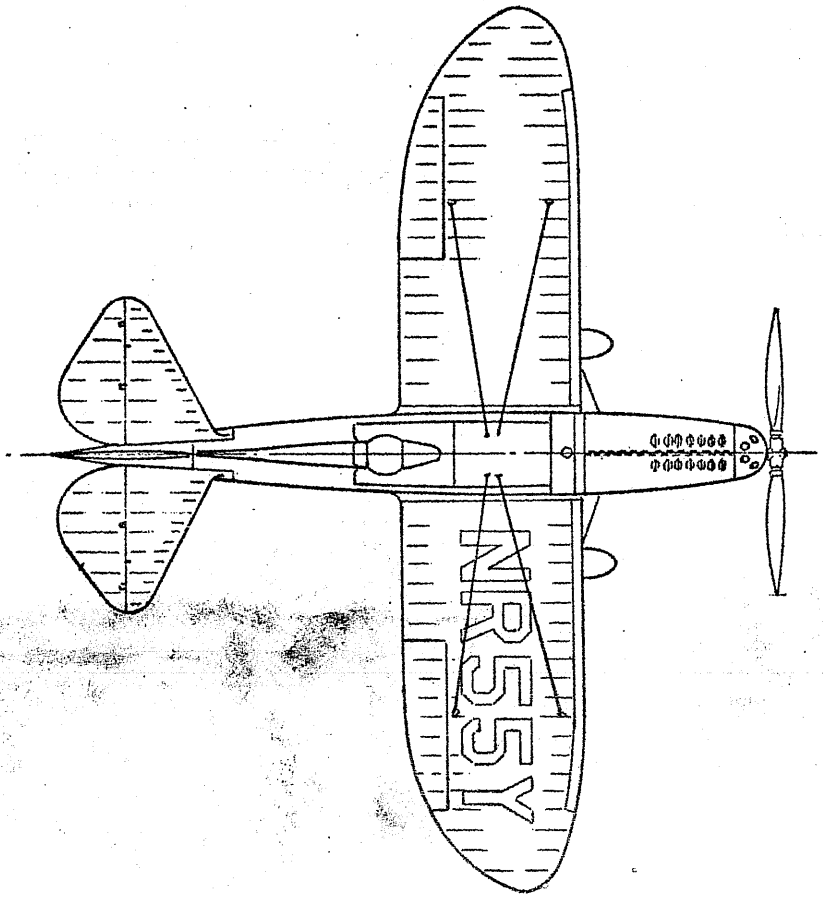
Scale Event Director: H.R. (Dick Richards, 4901 N.W. 62nd St.
(For Valley flyers scale info
please write Dick. Oklahoma City, Okla. 73122
Phone 721-2363.

Chief Flagman: Jim Edwards,

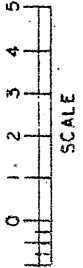
Starter: Bob Lutz.

No advance entry required----but it would help a lot if you would drop us a card if you're coming. Please?

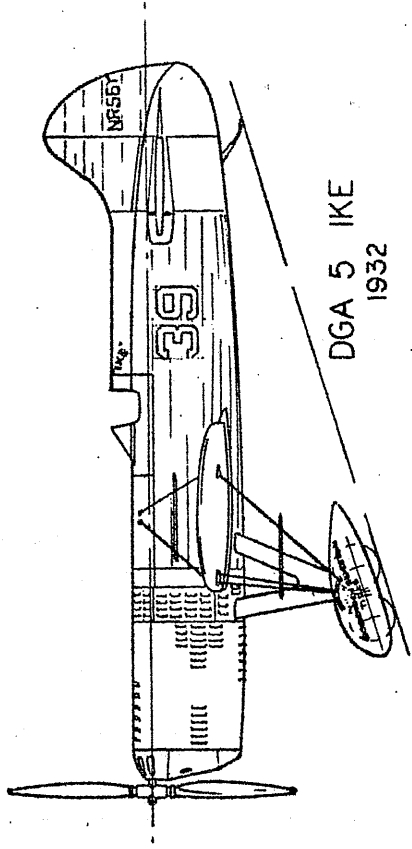
Many nice motels on Route 66 West from Oklahoma City. Chateau Inn (Phone 789-1544) in Yukon is a good one. Habana Inn (Phone 528-2511) is luxurious but a few miles farther away. Also the Rio (946-3311) and Voyager Inn (946-6401). There is no Holiday Inn, Howard Johnson, or Ramada which is very near the flying site. Holiday Inn West (942-8511) would be the closest.



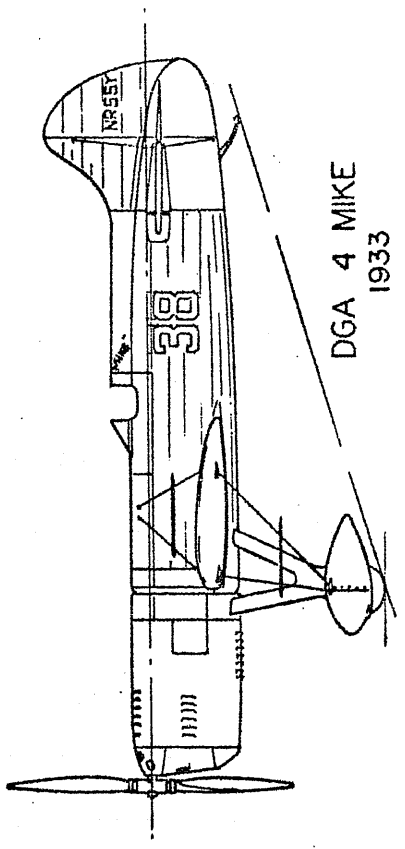
DW CARTER 2/67.



HOWARD



DGA 5 IKE
1932



DGA 4 MIKE
1933

1969 RACING SCHEDULE

- ✓ March 22 Palomar R/C Formula I, Old San Marcos Airport, Cliff Weirick, CD.
✓ 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, Fort
Worth, Texas 76109
- April 5 Rapid City, S. D. 1st Prop Bustersn Annual Meet, Class A Stunt, Formula I
Site: Lien Airport, Jim Simpson CD, 9982A Newell, Ellsworth AFB, SD 57706
- April 12-13 Orlando, Fla., Florida State Championships, Formula I and II, Open Pylon
Walt Schoonard CD, 2080 Sharon Drive, Winter Park, Fla. 32789
- April 13 E. Granby, Conn. NCRCC Monthly Contest, Formula I and II. Site: Club Field
- April 19-20 Las Vegas Air Races, Las Vegas, Nevada. Sponsored by Stardust Hotel
Formula I and II and Open. Site: Stardust Race Track, Robert Mearns CD,
5412 Holmby Avenue, Las Vegas, Nevada 89102
- April 19-20 Puyallup, Washington - Stunt and Formula I. B. Gale CD, 811 9th Avenue SW
Puyallup, Washington 98371
- April 26-27 San Gabriel, California Sponsor - SGVRCC, Formual I & II & Open. Site:
Whittier Narrows
- ✓ 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, Buddy Hord
CD, 5050 Poplar, Suite 319, Memphis Tenn. 38117
- May 11 E. Granby, Conn. NCRCC Monthly Contest, Formula I & II, Site: Club Field
- May 17-18 Jacksonville, Fla. Rebel Rally, Stunt, Formula II, Site: White House
Naval Field, W. Lyle CD, 1908 Holly Oaks Ravine Dr., Jacksonville, Fla 32211
- May 24-25 Atlanta, Ga., Greater Atlanta RC Meet for Stunt, Scale, Formula I Site:
Club Flying Site. R. Roberts Jr. CD, 2443 Woodside Way, Chamblee, Ga 30041
- ✓ May 24-25 Yukon, Okla. TORKS 9th American RC Annual Meet, Formula I & II, Open,
Valley Flyers Scale. Site: Cimmaron Airport, Curtis Brownlee CD, 3033
Rolling Stone, Oklahoma City, Okla. 73120
- 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
- May 31 & Troy, New York, Northeastern N. Y. State Invitational Model Airplane Meet
June 1 The works and Formula I & II, Site: industrial Park. A. Hurd CD, 22
Racklin Lane, Loudonville, N. Y. 12211
- June 1 Detroit, Michigan 1st Annual MWRCS Pylon Jamboree, Formula I & II, Sport
Pylon, Site: Club Field, Jack Josaitis CD, 7845 Wyoming Avenue, Dearborn,
Michigan
- 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
- June 8 E. Granby, Conn. NCRCC Monthly Contest, Formula I & II, Site: Club Field
- ✓ 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 Santa Barbara, Ca. Tri County Air Races, Formula I & II. Site: Polo
Field, Roger Grigsby CD, P. O. Box 64, Goleta, Ca. PH 801-966-2352
- June 21-22 Denver, Colo. 11th Annual Mile Hi RC Meet. Site: Lower E. W. Kessler
CD, 4765 E. Eliff, Denver, Colo 80222
- June 28-29 Buffalo, N. Y. Flying Bisons Contest. Scale - Pattern & Pylon, Formula
I & II.
- July 6 E. Granby, Conn. NCRCC Monthly Contest, Formula I & II, Site: Club Field
- July 14 - 20 NATIONALS, WILLOW GROVE, PENNSYLVANIA Formula I & II
- ✓ July 26-27 Tahlequah, Oklahoma - Formula I & II - J. D. Wingo CD

MORE RACES

- August 2-3 Los Angeles, California, Valley Flyers Air Races, Formula I & II
Site: Sepulveda Basin
- August 9-10 New England Championships
- August 16-17 SGVRC Air Races - Whittier Narrows, Formula I & II & Open
- August 30-31 Memphis, Tenn. Formula I, Buddy Hord CD
- & Sept. 1
- Sept. 7 Los Angeles, California - Birds Air Races for Open and Biplanes
with Mufflers
- Sept. 13-14 NCRCC's 4th Annual Contest, Formula I & II, Pattern & Scale
- Sept. 20-21 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, Tex.
- Oct. 25-26 SGVRC Air Races, Whittier Narrows, Formula I & II & Open
- Nov. 20-23 Tentative - Tucson, Arizona Winter Nats - All R/C. Marana Air Park

MEMBERSHIP APPLICATION AND RENEWAL: Send to - NMPRA, 613 Donner, Las Vegas, Nev. 89107

Name _____ AMA # _____ Membership \$5.00 _____
 Address _____ NMPRA # _____ NMPRA Patch \$1.50 ea _____
 City _____ State _____ Zip _____ Total _____

NMPRA SEASON CHAMPIONSHIP REPORT

Name _____
 AMA No. _____ NMPRA No. _____
 Contest Name _____

 City _____ State _____
 Formula I Formula II

Entries

NMPRA SEASON CHAMPIONSHIP REPORT

Name _____
 AMA No. _____ NMPRA No. _____
 Contest Name _____

 City _____ State _____
 Formual I Formula II

Entries

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

NEWS RELEASE

NMPRA

Ed Shippe - Editor
729 Falcon Way
Livermore
Call: 94550

NATIONAL
MINIATURE
PYLON RACING
ASSOCIATION

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JOHN KRAUER, V.P. Midwest District

BOB LUTKER, V.P. Southern District

BOB FRANCIS, V.P. Western District

JOE BRIDI, V.P. Southern California District

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