

NMPRA

NEWS RELEASE

NATIONAL
MINIATURE
PYLON RACING

ASSOCIATION

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IT CAN HAPPEN TO YOU!!! Open letter from Curtis Brownlee

SITE CHANGE FOR TORKS MEET - May 24-25.

Our club is embarassed to have to change the site for our contest at this late date - but regrettfully this has become necessary. All of the F.B.O.'s (Ed. note - we not sure if this is a clean or dirty) in Oklahoma City except one were agreeable to closing Cimarron Municipal Airport for our contest. The airport manager of all our municipal airports promised us last February that that he could close it with "no sweat", and we took his word as final. But - we didn't quite anticipate what one local airplane dealer (Lloyd Catlin, "Piper") could stir up. You see, our airports are operated by a trust and so if one of the trustees objects to a program, he just vetoes it and that's it. We have no idea why this F.B.O. is so against us nor do we know how he got enough leverage to get the trustees to reverse positions. It might make an interesting novel. Most of the other commercial aviation interests here are very much in favor of our activities and some of them support us with money.

Anyhow, C.D.'s BEWARE - it could happen to you! We are moving the site to the TORKS North Field at the corner of Memorial Road and North Western. Memorial is the equivalent of 136th Street. We've paved it since our last contest at this site and it is about the equivalent of the Ft. Worth Thunderbirds Field - runway-wise - but we have a pump jack instead of a tree (it's about twice as far out). We will use the Quality Motel, Edmond, Oklahoma as the headquarters. It is one of the newest and very nice. There is a grass landing strip at the motel. The nearest paved airport is the N. E. Expressway Junction Airport. That's the story - and we're awfully sorry about it - but we're going to have a fine meet in spite of Mr. Catlin.

"THE PREZ SEZ" ----- Tom Protheroe

The Formula I racing season is well under way and from the comparative large number of contestants to the few number of gripes - it looks like it's going to be a BIG year of racing. The solid ground work of good rules is really paying off.

Some rough edges should be knocked off in certain places, most of these are in the operation of meets. Weighin and measuring take up too much time at some meets. A one day race is almost impossible, if the ships are to be processed. Certified or pre-processed ships may be the answer to this. SCALE JUDGING has been well described in the NMPRA contest guide book. This system cuts scale judging to a minimum - so let's use it.

I have been a little concerned about the lack of Formula II entries at the first two meets out here in California. The "Hot" Formula I pilots seemed to show a lack of interest so I wrote to the NMPRA Vice Presidents to see what they had to say on the subject for their area. I received the following comments from Pappy deBolt - he sez -

Prez Sez - continued

"There seems to have always been two kinds of "experts" - West Coaster and Easterners. From what I have seen the Coasters generally are more inclined to be all wrapped up in what ever they are doing in particular with the result that they quite often frown upon other phases of our sport or else can't find the time to investigate it and find out for themselves. If you think this way it is easy to see that one form of racing can be "all that there is" as far as the experts are concerned. Which is OK if that is the way you wish to brush your hair....Problem is that these people like to talk and newcomers tend to follow the experts. So, if you have the leaders expounding the virtues of one phase - my guess is that the others would tend to believe.

I personally have to agree with most of their thinking on Formula I. To the accomplished flyer, this is about as close as we can come to the ultimate speed ship for racing, hence, I am eating pretty high on the hog when I fly Formula I. I like the best! Yet, at the same time unless you are flying under ideal field conditions, these ships come pretty close to being "too much" when it comes to landings especially. Generally if you fly this class in the East you only do it when you have to, never for extra practice or fun. If you do, you spend all your time patching and building which is no good either. Yet, racing is FUN and can be a good time even when not contesting, hence the desire for a model that is not only fast but useable also, especially when field conditions are less than ideal.

The thinking among "Easterners" is to fly both classes for two reasons. First, we can have much more FUN with II than with I. Field conditions are no problem. Second, is that we like to FLY and with two racing classes we are going to get more flying than before. We realize of course that Formula I is THE CLASS and we would hope to be very good in this class for that reason. However, we also know from last years experience that you can do JUST AS MUCH RACING with a 600 as with the little one...it is hard to see how a guy who is real serious about racing can afford not to fly both classes, would bet time will bring it about.

To grow racing must constantly attract newcomers to replace the dropouts. Formula II is here to encourage the newcomer and we hope it will. For one thing if a guy can fly multi-successfully, he can handle a 600 when he wouldn't have a chance with a 450. This could bring the newcomers into racing much quicker than they would with a 450 only.

Some facts from last year: We SAW SOME SPEED in Formula II. Quite a few heats were turned in less than 2:10. I saw a couple at 2:00. These were pretty good Formula I times last season, most places. I saw more than one 600 win against 450's and the little ones were not dogs either. When you consider that the people flying these II's were not especially interest in speed you can see that they were not at the peak. Take out the "doggy" engines put in good ones with better fuel (most used 100) and then I wonder what the speeds might be...Then too there is a lot which can be done to improve them, airplanes, props, etc. could be much better ala the 450's.

Quite a few meets were run which included both classes. A good cross section of them would show about twice as many 450's as 600's. I saw 7 and 8 of them in several meets. Would not say that this is too bad for an "unofficial event" as it was then. Also, I would consider it successful if it would maintain a 2:1 average, we surely would not want it on a par with Formula I would we? Would also think that you will see much more of Formula II in the East than out your way, so it will take a little time before you get any good data on it, June at the earliest. "

Well - after reading Pappy's report I don't guess I have to worry about Formula II in the North East. I get a big bang out of flying my Brigand, with that big wing I can see it a lot better at the Number 1 pylon and it sure is nice to land (except for that chair in the landing path at Whittier Narrows) with that short approach and roll out. So experts, when some beady eyed modeler approaches you about racing, give Formula II a boost instead of a kick. It will be pure selfishness on your part as the new racer will be a better Formula I in a shorter time. You might even try it before you knock it. More on the pre-process proposal next month.

BITS AND PIECES

RULE BOOK ERROR - Formula II - Section 23.4.7.3. second paragraph, last sentence.....
Reads - Thickness of wings may taper in any straight line proportion to taper of chord length. Delete: proportion to taper of chord length. This mistake was brought to my attention at the Las Vegas meet and I contacted Bill Northrop with the News. Bill said he would contact AMA Headquarters and have the correction made in the Competition News and for me to pass the word to NMPRA members. Formula Racing rules are set up so that the only calculations that have to be made in processing are figuring wing area, all other dimensions can be checked with gages. The last part of that sentence would require us to figure the percentage thickness of the root and then check the tip section to make sure it was the same percentage thickness. The sentence was put in there to stop somebody from cheating on the intent of the rules by having the required thickness at the root and then tapering the thickness abruptly for the first couple of inches in order to have an overall thinner section.

NEW CERTIFIED EXHIBITION PILOTS - Six more members have earned their 50 contest points to bring the total on the list up to 53. Congratulations go to:

Jack Beauchamp #36H	Houston, Texas	Mike Bridges #53B	El Monte, Calif.
John Garabidian #83C	Montebello, Calif.	Roger Owens #17B	W. Los Angeles
Bob Smith #51C	Panorama, Calif.	Robert Douglas #32J	East Granby, Conn.

ATTENTION - Some racing teams are not getting proper credit for places earned in contests. Gil Horstman has advised me to pass the word along that the pilots name and his NMPRA No. must be included with the report or he ain't going to get credit. I know you are proud of your initials fellows but Gil isn't a mind reader and if the CD is good enough to send in the credit for you, make sure he knows which member of the team gets the credit.

NMPRA CHAMPIONSHIP AWARDS - Bob Angus, representing the Tucson RC Club, has invited NMPRA to make the Season Championship Awards Presentation at the Winter Nationals again this year. The Winter Nats will be held Thanksgiving weekend again this year and if they have the same facilities that they had last year - it's a Natural. It isn't official yet but I've already got that weekend circled on my calendar cause I really enjoyed myself last year. Bob says they plan to use the same system as last year - pattern and scale in the morning and pylon in the afternoon. Better plan on making the trip - you'll enjoy yourself.

DON'T FORGET the big meet at Tahlequah, Oklahoma. I haven't received the complete details as yet but I should have them for the next newsletter. I have been told that the plans are to make a bigger and better meet than it was last year and those that were there last year said that it was pretty good already. You Western types that are going to the Nats might take a look at your vacation plans to see if you can work this meet into your coming home plans.

GLIDER PYLON RACES - Jerry Nelson tells me that Radio Control Pylon Races should be mentioned in this Newsletter - even if they don't have engines in them - so here it is. The Southern Alameda County R/Cers are having their next race, WEST COAST SOARING CHAMPIONSHIPS, on June 28-29 in Fremont, California. Races will be conducted in the same manner as the Formula Classes using the NMPRA Race Schedules.

Bill Northrop decided he didn't have enough to do - so he and Tony Wilford are now "Micro East" for service, repair and distribution. He says that he plans to keep editing the R/C Section for MAN.

Well much to our surprise we held our first race of the season. We had a heavy snow fall this year and spring got started late so we were worried that our infield (mowed grass areas around our runways) would be too wet. Thanks to a few club members who dug ditches a couple of weeks before the meet and then filled them in the day before the meet, our field was reasonably dry. So much for the field: I guess you would like to know how we made out.

It was TERRIFIC; We couldn't have asked for a better turnout. After alot of homework by club members and some skepticism about the program, we were very enthused with the response from outside the club. If you will excuse me for a couple more lines I would like to explain the intent of our program. We sponsor this program primarily to promote model aviation by providing a flying site on a regular basis that modelers can get together for sportsmanlike competition. All entry fees (\$2.00 for both events) are returned to the 1st and 2nd place winners, proportioned on the basis of entries in each event and within each event on the basis of 80% for 1st and 20% for second. First and second place plaques are also provided. We provide spectators with the opportunity to donate and these funds are used to maintain the flying site. We have not made any effort to ask manufacturers for prizes although I'm sure that many would have responded.

Now, on to the results of the contest. We had 16 Formual 1 entries but only 2 formula II entries. Of the Formula II entries, one was overweight and the other arrived late so we didn't run any Formula II heats. The New York City area was well represented; besides last years regulars, al Sager & Phil Cushman, the new faces were J. Lucente, C. Lucente & R. Gallo. From Mass. and Conn. we had P. Reed, J. Wagner and F. Mitchell. In addition to our club regulars - A. Giovanetti, J. Secondo, B. Granville, R. Bernier, S. Griswold, & B. Douglas, we had two new entries with P. Garrupy and R. Granville. We started racing about noon and finished about 5:00 PM after completing 5 rounds consisting of 25 - 3 plane heats. We took a half hour break at 3:00 PM for refreshments, repairs and schedule adjustments. We had only one complete wipe out and this one was complete! During the second round Phil Cushman was barreling down the downwind leg toward #2 pylon with a good 25 mph tail wind when he discovered he misjudged the position of the pylon - POW!! He hit it going full bore just below the apex and nothing came out the back side except pieces. The pylon covering on the back side was completely torn off and after the impact the pylon shuddered and slowly fell over. After he found his equipment, which took some time, it still worked.

The first and second place winners were B. Douglas flying a Rivets and Rich Granville (11 years old) flying a Shoestring. Bob was flying his Rivets of last year except he has lightened it considerable and completely refinished it. In addition, Bob has another Rivets as back-up and is nearing completion of a Ballerina. Our second place winner helps to show that the event isn't just for the Pro's. Rich flew last year at our annual contest for the first time and is off to a fast start this year. He flew a Shoestring that has been around at least three years and is well used, but should not be taken lightly. Rick's Shoestring is a good flier and what it lacks in speed is made up by Rick's perseverance to hang in there on the pylons and getting up for every heat.

The quality of the flying seemed to be about where we left off last year so I expect we will see some more improvement and stiffer competition throughout the year. The results are tabulated below. Upon checking our course the day before the meet it appeared to be slightly too long so we intend to remedy this before the next meet.

				<u>best time</u>	<u>best speed</u>
1st.	Bob Douglas	Rivets	20 points	2:26	62. mph
2nd.	Rich Granville	Shoestring	18 points	2:40	56 mph
3rd.	Sam Griswold	Shoestring	17 points	2:36	58 mph
4th.	Bob Granville	Mustang	14 points	2:28	61 mph
5th.	J. Wagner	La Jollita	12 points	2:27	61 mph

I don't know if the LVRC members have recovered from shock yet or not. Usually about 20 contestants show up for meets in Las Vegas but it was like a swarm of locusts when the contestants descended on the flying field early Saturday morning. There were 37 entries in Formula I, 6 in Formulall and 22 in Open and all were hot to race. I think there are 18 members in the LVRC club and only one member has ever flown pylon but they dug in and put on a pretty good set of races.

Take a look at the times turned in and you will be able to figure what the races were like. The standard NMPRA race schedules were not used and as a result several of the hot flyers had to fly against each other more than once. I don't recommend this because it isn't fair to the contestants but it does create some wild races for the people on the sidelines. Norm Hooper and Granger Williams had to fly against each other three times and with best times of 1:48 and 1:52 respectively. Granger still beat Norm two out of the three although a cut pylon made a difference on one race. You take hot races like these, add the banquet at the Omni Room of the Hughes Executive Air Terminal and then throw in the carnival games at Circus Circus (and don't forget the Lide Review at the Stardust) and how could anybody not have a good time. WOW!!!

Formual I		37 entries	19 points possible		
1st.	Joe Bridi	Minnow	K&B 40	18 points	1:56
2nd.	Whit Stockwell	Minnow	K&B 40	17 points	1:52
3rd.	B & S Racing	Minnow	K&B 40	17 points	2:02
4th.	Upton & Graham	Minnow	K&B 40	17 points	2:04
5th.	Granger Williams	LaJollita	K&B 40	16 points	1:52
6th.	Norm Hooper	Shoestring	ST40	15 points	1:48
7th.	Cliff Weirick	Minnow	K&B 40	15 points	1:55
8th.	George Killeen	Minnow	K&B 40	15 points	1:58
9th.	Mike Bridges	Minnow ?	K&B 40	14 points	2:01
10th.	Roger Hooper	Shoestring	ST40	13 points	1:58
11th.	Tom Protheroe	DeNight	K&B 40	13 points	2:13

FORMUAL II		6 entries	5 points possible		
1st.	Tom Protheroe	Brigand	K&B 40	5 points	2:18
2nd.	Whit Stockwell	Rivets	K&B 40	4 points	2:43
3rd.	Roger Owens	Minnow	K&B 40	3 points	

OPEN PYLON		22 entries	12 points possible		
1st.	Jim Jenson	12 points			1:54
2nd.	Mike Bridges	12 points			1:59
3rd.	Joe Vartanian	11 points			2:03
4th.	Jim Fulton	9 points			2:08

SAN GABRIEL VALLEY AIR RACES April 26-27

Reporter John Garabidian

Another racing season for the San Gabriel Valley R/C Club has begun. We will have two more, two day events. The August 16-17 meet will be our main event, with two days of racing, banquet, door prizes, field prizes, and trophies. Plan on being there.

During the month of September there is a possibility that we will hold an invitational race during our Air Circus. This I hope will be a point race with trophies. For this race, invitations will be sent to the fastest pilots in the aouthland. During this race last year, we had about 2500 spectators attending.

Back at the San Gabriel Ranch, we had more entries then we expected. We had 29 Formula I entries, 4 Formula II entries and 31 open flyers. I did not expect this many entries since we had a good turnout at Las Vegas the weekend before. I believe we had the nations fastest planes and pilots for this event.

San Gabriel - continued

While Formula I was being judged Saturday, we started with the Open event. From the first round to the last the pilots were out to race as the pace was quickly set by Jim Jensen. Throughout Saturday's racing Mike Bridges, George Killeen, Joe Vartanian and Ray Tallas were racing fast and tight in hopes of matching Jensen's speed of 2:03. Mike had a fast time of 2:05 and Killeen brought in a time of 2:04. By mid-morning Sunday it was apparent that Jensen's speed of 1:53 could not be matched and he had first place all wrapped up. A flyoff was called between Mike and George for the second place, with Mike taking it.

All the open class planes did meet with the 1969 AMA rules. All had a 15% section and as you can see, this has not slowed down the ships. All our open races will be held under the 1969 rules, but as we found out, speed depends upon a clean ship, plus a perfect match between engine, prop and fuel. This, Jim Jensen has. I could be putting my foot in it but I will say it anyway - We of the San Gabriel have the fastest team of open class ships in California.

Four Formula II ships showed up for racing. We had not planned Formula II races, but we did manage to give them four flights, so they could rack up some points. On the first race one crashed, so that left three. In the future there will be no racing for Formula II ships unless 8 or more ships are on hand for racing.

On to the king of sports, Formula I. From the start Saturday to the finish Sunday the pilots were flying fast and close. From the start of his first race Cliff Weirick was flying fast, and on his heels was Bob Upton, Joe Bridi and Jim Witt along with 25 other pilots.

Saturday's racing was flown without any incident but those long approaches can make a man gray fast. After Saturday's racing most of the pilots retired to the County Department of Parks and Recreation meeting room at Legg Lake for the meeting of the F.A.S.T. club.

Sunday morning we finished flying the open class and started flying Formula I at noon. It seemed like none of the pilots would give an inch but we were out to top Cliff Weirick's and Bob Upton's perfect scores. A flyoff was called between Cliff and Bob. Just picture this - *two perfect machines and two top pilots - engines started, the takeoff, a close first lap, down to No. 1 pylon the second time, the turn signal is called, there is the turn, ZAP a mid-air around No. 1 pylon.* It's a good thing men don't cry - or do they? The race was given to Cliff on the basis of time, Bob second with Jim Witt third. I heard some comment about the line up system we were using. We will go back to the NMPRA system. That's it for now - see you at our August meet.

FORMULA I

1st	Cliff Weirick	Minnow	K&B RR	PCS	23 points	1:47.6
2nd	Upton-Graham team	Minnow	K&B RR	PCS	23 points	1:55.3
3rd	Jim Witt	Mr. Zip	K&B RR	Kraft	21 points	1:55.2
4th	George Killeen	Minnow	K&B RR	PCS	20 points	1:51.2
5th	Wayne Wainwright	Minnow	K&B RR	Logictrol	19 points	1:51
6th	Jack Hertenstein	Minnow	ST 40	Kraft	18 points	1:53.6
7th	John Garabidian	Minnow	K&B RR	Kraft	18 points	2:9.3
8th	Whit Stockwell	Minnow	K&B RR	Kraft	17 points	1:55.2
9th	Bror Faber	Mustang	K&B RR	Orbit	16 points	1:59.9
10th	Mike Bridges	Minnow	K&B RR	Kraft	16 points	2:01
11th	Tom Protheroe	Little Mike	K&B RR	Orbit	16 points	2:05
12th	Bridi & Stanley	Minnow	K & B RR	Kraft	15 points	1:53.8
13th	Chuck Jones	LaJollita	K&B RR	PCS	15 points	1:56.3

FORMULA II

1st	Tom Protheroe	Brigand	K&B RR	Kraft	16 points	2:05
2nd	Roger Owens	Minnow	K&B RR	PCS	12 points	2:27
3rd	Whit Stockwell	Cobra	K&B RR	Kraft	10 points	2:34.2

San Gabriel - continued

OPEN

1st.	Jim Jensen	Kwik Fli	ST 60	Kraft	20 points	1:53.8
2nd.	Mike Bridges	Kwik Fli	ST 60	Kraft	19 points	2:0.5
3rd.	George Killeen	?	K&B 40	PCS	19 points	2:02
4th.	Ray Tallas	?	ST 60	PCS	14 points	2:04

FOURTH ANNUAL DALLAS R/C CLUB CONTEST May 3-4 Reporter Bob Lutker

Twenty five racing enthusiasts came from near and far to place the Dallas meet up among the best attended racing competitions in the Southwest. The Dallas RC Club, under the able Contest Directorship of Carl Summers, has maintained a fine reputation for this meet covering Pylon, Pattern and Scale in fine fashion.

The racing competition was keen, with Houston's Bill Anderson taking top honors, followed closely by newcomer Bobby Langley of Fort Worth. Although new to the Pylon Racing game, Langley is an old time pro in the drag racer field, and with his lightning fast reflexes and racing knowledge, he'll be the man to watch in Texas. Third place was won by 18 year old John Jennings of Dallas, pushing well ahead of many old racing pros.

It was a good meet. The wind was a bit high both days and blowing exactly cross wind to the runway, causing much trouble. There were many wash-outs among the 25 entries, one mid-air, with the tail torn off of one aircraft, sending it into the deck, but the other remained airborne with a shorn landing gear until it went in right in the pit area. Fortunately a clear stretch of ground,

Many of the racing favorites placed lower than usual with various bad luck and it was obvious that Saturday's 3 hours of nothing but qualifying and Sunday's 3 hours of racing was entirely inadequate to determine a really satisfying race, limiting racing to only 4 rounds. I've said it before, it takes about 10 rounds to do it right and these combined meets that continue to make racing pilots "second class" citizens by giving pattern the lions share of the flying hours have just failed to recognize the reality that racing is HERE....NOW. The 25 entries in Pylon deserved better.

Facilities at the Dallas North Lake flying field were great. The 40 by 200 foot paved runway is adequate and the field layout and abundance of nice tents, contest equipment and good communications made for a most enjoyable meet. Good fellowship was obvious everywhere as the Dallas RC Club members turned out in large numbers to staff the meet. It was the best staffed meet we've been to and I'm sure one reason is simply that many of the Dallas flyers just aren't flying competition yet. Advance planning of Pylon was handled by Sam Fly with Bill Curtis taking over as event manager during the meet. Communications Coordinator was Justin Shumway handling very well a most difficult responsibility in any racing meet.

The man traveling the greatest distance was Ken McClure of Memphis, Tennessee flying his Cassutt special. Ken was Vice President of the Southern District of the NMPRA last year and it was a real honor to have him here in Texas.

Ye ole correspondent had his usual bad luck (self-imposed) and finished in last place in the meet after a disasterous crash of that brand new T-Tail Rivets. This time it was radio trouble. Musta left my "pilot error" back in Fort Worth. It's mightly refreshing to see this terrific interest in Pylon Racing here in the Southwest. Next stop..... Oklahoma City, May 24 and 25th.

6
4
4
3

16

Dallas - continued

					Qualifying Time
1st.	Bill Anderson	Houston, Texas	Mustang	K&B RR	2:14.35
2nd.	Bobby Langley	Fort Worth, Texas	Mustang	K&B RR	2:16.9
3rd.	John Jennings	Dallas, Texas	Mustang	K&B RR	-0-
4th.	Charley Powell	Fort Worth, Texas	Minnow	K&B RR	2:11.6
5th.	Jack Beauchamp	Houston, Texas	Minnow	K&B RR	2:17.8
6th.	Gale Helms	Fort Worth, Texas	Mustang	K&B RR	2:26.6
7th.	Bill Thomas	Bartlesville, Okla.	Shoestring	K&B RR	2:35.6
8th.	Ed Rankin	Fort Worth, Texas	Mustang	K&B RR	<u>1:54.8</u>
9th.	Dr. Bob Pearce	Fort Worth, Texas	Ballerina	K&B RR	1:59.3
10th.	Dale Smith	Grand Prairie, Tex.	Mustang	K&B RR	3:01.6
11th.	Ken McClure	Memphis, Tennessee	Cassutt	K&B RR	2:36.8

(Sorry Bob - we just don't have room to list all the rest between here and you.....)

NEW ADVERTISING POLICY IN NMPRA NEWS

Announcing a change in advertising policy for this newsletter. In the past the only advertising that we have accepted has been in the form of pre-printed sheets that we have inserted as filler in the Newsletter. We have received so many requests for standard type advertising rates and want ads that we finally broke down and figured out some rates. We will not be soliciting ads and we have made the cost high enough that it will help defray the cost of the Newsletter. This issue will go out to about 500 addresses - made up mostly of NMPRA members. The August issue will probably go to 600 addresses if we get our normal increase in membership - just to give you some idea as to the coverage you will get for your money.

PRE-PRINTED FILL ----- you supply the copy on 20 wt. paper - 8 1/2 x 11. (It can be printed on both sides. Send at least 500 copies - more if later in the season.

COMMERCIAL ----- \$15.00 per issue

CONTEST ADS ----- \$10.00 per issue

TYPED ADS - 1/4 page (We set it up as best we can.)

COMMERCIAL ----- \$15.00 per issue or \$150.00 per year

Contest Ads ----- \$10.00 per issue

REPRODUCED ADS - Copy must be of a size to 1/4 page and not include half tones
(NO PHOTOGRAPHS)

COMMERCIAL ----- \$18.00 per issue or \$180.00 per year

CONTEST ADS ----- \$12.00 per issue

WANT ADS = 15 words or less ---- \$2.00 in advance. Name and address - free.
Additional words 15 cents each.

If you have any questions about any other sizes - write to the Editor.....

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*BRIGAND PLANS ---- \$3.50. These plans have
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Have a go at this event with a proven
winner.*

PALOMAR R/C FLYERS CONTEST

May 24 & 25

Formula 1, Formula 11, Open

Site: Old San Marcos Airport at San Marcos
Halfway between Oceanside and
Escondido

Saturday - 0900 till 1300 - Formula 11- Open

1300 till ? - Formula 1

Sunday - 1200 till 1400 - Formula 11- Open

1400 till ? - Formula 1

(Formula 11 will be held only if 8 entries)

The above times are flexible.....

Entry fee \$3.00 per event

Dinner Saturday Night

Motels: Mt. Vernon Motel, Escondido
714-745-6100
El Camino Inn, Oceanside
714-757-2200

PIONEER PYLON RACES

JUNE 14-15

Class AA

Pioneer Field, Sunnyvale, California

Formula 1, Formula 11, Sport Pylon

All entry fees will be returned to the
contestants in the form of prize money...

Formula 11 and Sport Pylon ----- A. M.

Formula 1 ----- P. M.

Formula 1 handicapping will be done
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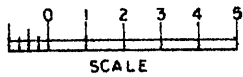
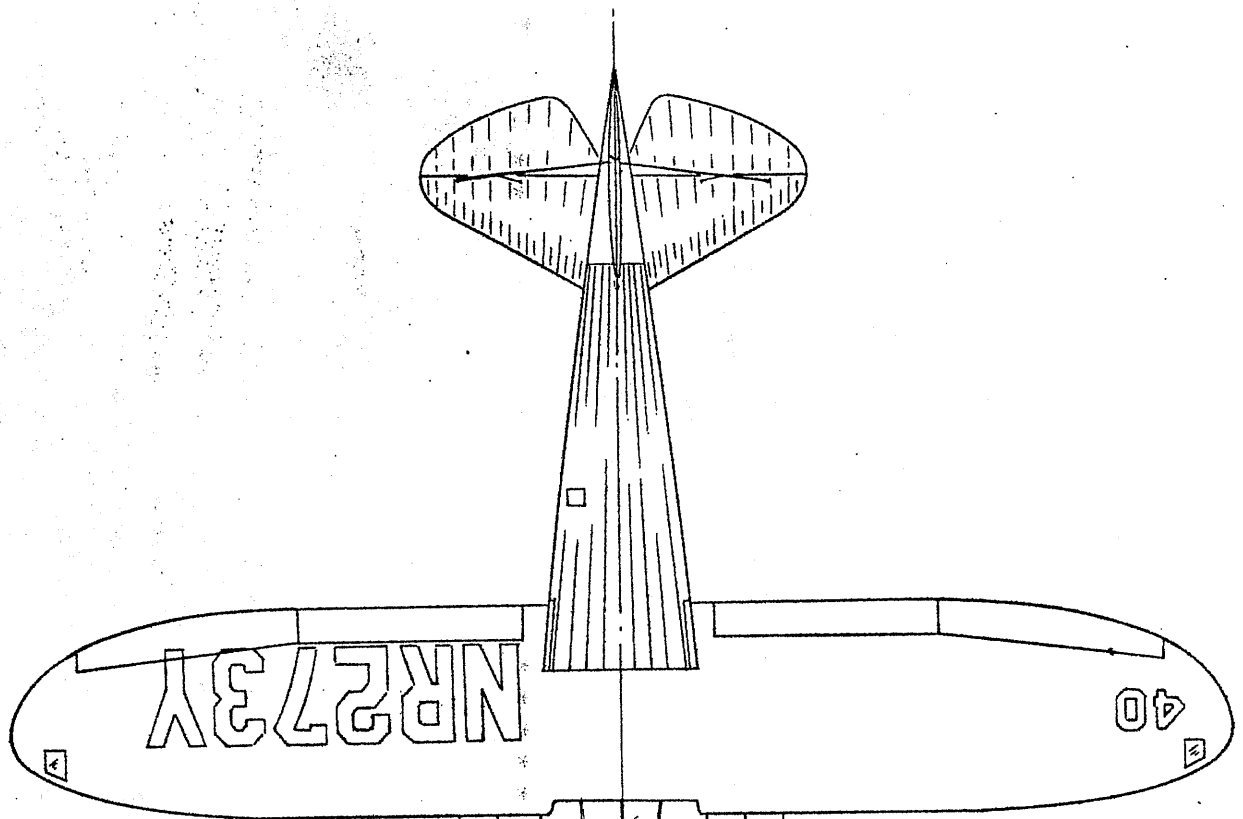
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Only 6 flights to date - NEVER crashed

\$260.00

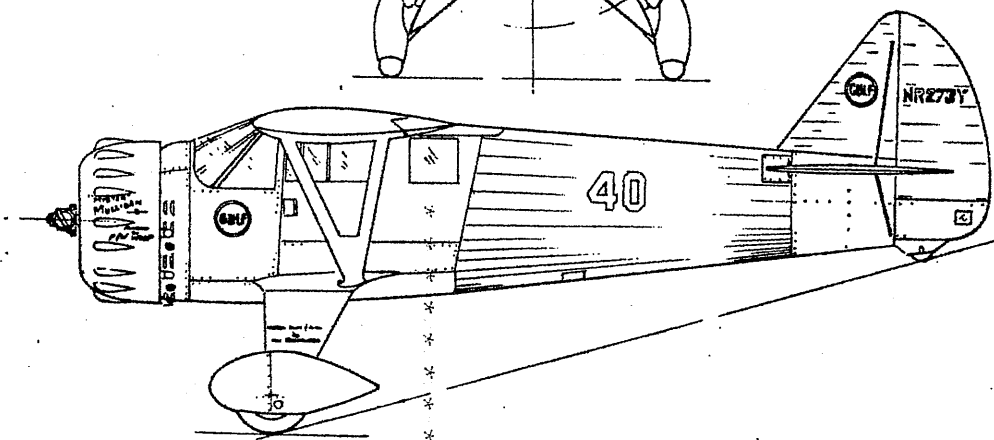
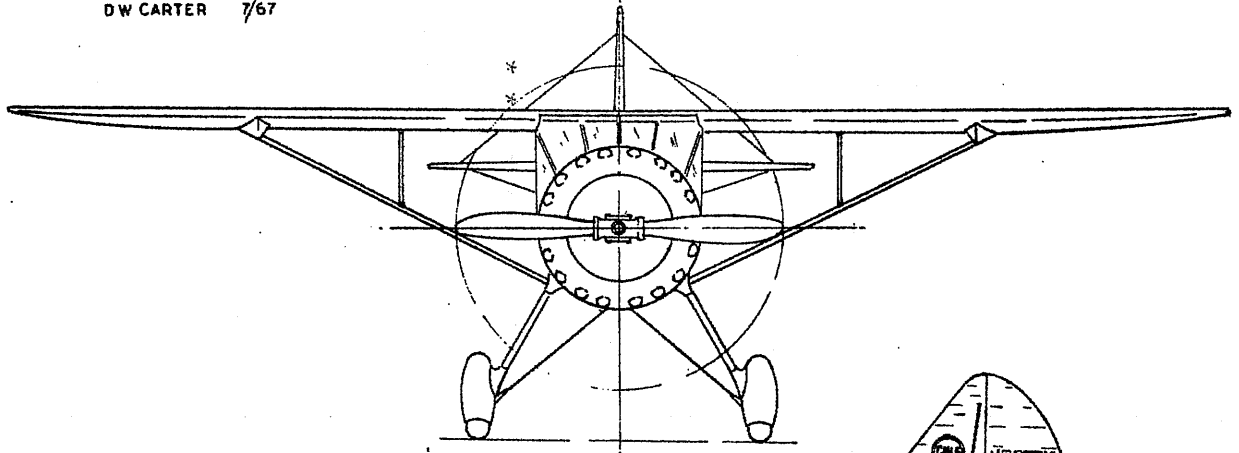
Write: Clara Horstman
613 Donner
Las Vegas, Nevada 89107



DW CARTER 7/67

HOWARD DGA-6
MISTER MULLIGAN

1936



ANNOUNCING!

THE First MARIN • SONOMA • PIONEER

AIR RACES

- May 30 9:00 AM
- AMA Sanction
- Formula 1-2 & open

Location: Cotati Raceways,
Cotati, California 26 miles^{N.W.} of San Rafael

All Black Top Runways, Take Sebastopol -
Russian River Exit and Ask at a Gas
Station. Sponsored by MARIN R/C

Group - Redwood Models & Trained
by THE PIONEER Club

Prizes thru 3rd Place

Entry Fee - 5⁰⁰ AMA & FCC

& NMRA Required

Madelyn
Crawford

1969 RACING SCHEDULE

- May 24-25 ATLANTA, GEORGIA Greater Atlanta RC Meet for Stunt, Scale, Formula I
Site: Club Flying Site. R. Roberts Jr. CD, 2443 Woodside Way, Chamblee,
Georgia 33041
- May 24-25 YUKON, OKLAHOMA TORKS 9th American RC Annual Meet, Formula I & II, Open
Valley Flyers Scale. Site: TORKS North Field, Curtis Brownlee CD, 3033
Rolling Stone, Oklahoma City, Oklahoma 73120
- May 24-25 SAN MARCOS, CALIFORNIA (See advertisement)
- May 25 ENDICOTT, NEW YORK, 4th Annual Northeast Pylon Championships, Formula I
and II. Site: Tri-Cities Airport, Bob Noll CD, 96 Pine Knoll, Endicott, NY
- May 30 COTATI AIR STRIP, CALIFORNIA Marin, Sonoma/Pioneer Air Races. Contact
Sam Crawford, 65 Maplewood Drive, San Rafael, Ca. Phone 415-456-9591
- May 31 & TROY, NEW YORK, Northeastern NY State Invitational Model Airplane Meet
June 1 THE WORKS and Formula I & II. Site: Industrial Park. A. Hurd CD,
22 Racklin Lane, Loudonville, NY 12211
- June 1 CHARDON, OHIO CRC 500 All Pylon Races. Formula I & II Site: Club
Field, Frank Vidmar CD, 26500 Zeman Avenue, Euclid, Ohio 44132
- June 1 HOWELL, MICHIGAN First 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, TENNESSEE Mid South RC Championships. Formula I & Stunt.
Site: Edwin Warner Park, Bob Reuther CD. 216 Vaughns Gap Road, Nashville,
June 7-8 SPENCERPORT, NEW YORK 10th Annual NY State Championships. The WORKS
and Formula I & II. Site: Salmon Creek Park, T. Salvemini CD, 6 Valley
Lane, Avon, NY 14414
- June 7-8 LINCOLN, NEBRASKA Lincoln Sky Knights 10th Annual Contest. The WORKS
and Formula I. Site: 33rd and Superior. R. Keenan CD, 7131 Colby,
Lincoln, Nebraska 68505
- June 8 W. SUFFIELD, CONNECTICUT NOREAST Air Races, Formula I & II. Site:
Peterson Farms. B. Williams CD, 347 Southwick Rd., Westfield, Mass.
- June 13-15 ASHEVILLE, NORTH CAROLINA, RCNC 15th Annual Invitational. Scale and
Formula II. Site: Asheville-Herdersonville Airport, B. Johnson CD, 4139
Sheridan Road, Greensboro, N. C. 27402
- June 13-15 PENSACOLA, FLORIDA, Fiesta Five Flags 11th Annual South Eastern Model
Championships, The WORKS and Formula I. Site: Corry Field. T. McLaughlan
CD, 4140 Fern Court, Pensacola, Florida 32503
- June 14-15 FORT WORTH, TEXAS Ft. Worth Thunderbirds RC Club Meet. Stunt and
Formula I & II. Site: West Shore Lake Benbrook. Bob Lutker CD, 3105
Cockrell Avenue, Ft. Worth, Texas 76109
- June 14-15 SUNNYVALE, CALIFORNIA (See advertisement)
- June 21-22 SANTA BARBARA, CALIFORNIA Tri County Air Races, Formula I & II. Site:
POLO FIELD, Roger Grigsby CD, P. O. Box 64, Goleta, Ca. 805-965-2352
- June 21-22 DENVER, COLORADO 11th Annual Mile Hi RC Meet. Site: Lowry AFB, W.
Kessler CD, 4765 E. Eliff, Denver, Colo. 80222
- June 21-22 SOUTH CAROLINA State Championships Site: Off I-85 between Greenville
and Spartanburg. Formula I L. Johnston CD, 382 Church St. #E-3,
Smyrna, Ga. 30080
- June 21-22 WALLOPS STATION, VIRGINIA Mid Atlantic Radio Kontrol Society RC Meet
Formula I H. Jones CD, 59 Aigburth Avenue, Towson, Maryland 21204
- June 21-22 DAYTON, OHIO. Wright Brothers Memorial Annual Meet. Formula I & Open
and the WORKS. Site: Wright Patterson AFB, B. Lowe CD, 5936 Clar-Vcn Dr.,
Dayton, Ohio.

- June 28-29 BUFFALO, NEW YORK Flying Bisons Contest. Scale, Pattern, Pylon, Formula I & II. Site: Amherst Air Park. Harold Keller CD
- June 28-29 RICHMOND, VIRGINIA RARC 9th Annual. The WORKS & Formula I Site: Oilville Field, F. Gregg, CD, 12709 Richmond St., Chester, Va. 23831
- June 28-29 GREENVILLE, MISSISSIPPI Mississippi Model Airplane Champs, The WORKS, Formula I, Site: Old Municipal Airport, J. McLellan CD, 12 Woodlawn, Yazoo City, Mississippi 39194
- June 28-29 DETROIT, MICHIGAN 17th Annual Great Lakes RC Meet, The WORKS, Formula II Site: 18 Mile and Mound Road, T. Bratt CD, 18864 Millar Road, Mt. Clemens Michigan 48043
- June 28-29 HEMPSTEAD, L.I. NEW YORK 5th Annual RC Meet, The WORKS & Formula II. Site: Mitchel Field, R. Geyer CD, 913 Washington St., Baldwin NY 11510
- June 28-29 WICHITA, KANSAS Annual Midwestern Championships. The WORKS, Goo year pylon & Open. Site: Wichita Modelers Council Field, 13th & Webb Rd. J. Finley CD, 5217 E. Murdock, Wichita, Kansas 67208
- June 28-29 SEPULVEDA BASIN, CALIFORNIA Formula I, II and scale. Site: RC Field, Joe Bridi CD, 23625 Pineforest Lane, Harbor City, Ca. 90710
- July 4 MENTOR, OHIO MARCS All Pylon Day. Site: Club Field - Grass. Frank Vidmar CD, 28500 Zeman avenue, Euclid, Ohio 44132
- July 4-6 TULSA, OKLAHOMA Tulsa Glue Dobbers 20th Annual Meet. The WORKS, Formula I & II, Open. Site: TGD Field, W. Salnikov CD, 9906 S. Yale, Tulsa, Oklahoma 74135
- July 6 SUFFIELD, CONNECTICUT Nor-East Air Races, Formula I & II. Site: NCRCC Model Air Park, G. Sawn CD, 6 Audrey Lane, Thompsonville, Conn. 06082
- July 14-20 NATIONALS, WILLOW GROVE, PENNSYLVANIA Formula I & II
- July 26-27 TAHLEQUAH, OKLAHOMA 2nd Annual Tahlequah Cup Races. Formula I & II Site: Municipal Airport Jay Dee Wingo CD, 2615 Elgin, Muskogee, Okla.
- Aug. 2-3 LOS ANGELES, CALIFORNIA Valley Flyers Air Races, Formula I & II. Site: Sepulveda Basin
- Aug. 2-3 WINCHESTER, TENNESSEE Tennessee State Championship Meet, The WORKS, Formula I, Site: Airport. L. Webster CD, 1000 Sycamore, Manchester, Tenn-
- Aug. 9-10 FREELAND, MICHIGAN Saginaw Valley Annual, Stunt, Formula I. Site: 2240 Lone Road. G. Gill CD, 2020 Lone Road, Freeland, Michigan 48623
- Aug. 9-10 EAST GRANBY, CONNECTICUT New England RC Championships, Formula I & II Site: NCRCC Field. A. Bachand CD, 33 Carver Road, Framingham, Mass.
- Aug. 9-10 JACKSONVILLE, FLORIDA Jacksonville Meet, The WORKS Formula I & II, Site: Herlong Airport, H. Pierce Jr., CD, 208 W. Forsyth Street, Jacksonville, Fla. 32202
- Aug. 16-17 SOUTH EL MONTE, CALIFORNIA, Formula I & Open Pylon. Site: Whittier Narrows, J. Garabidian CD, 909 N. 3rd Street, Montebello, Ca.
- Aug. 16-17 OMAHA, NEBRASKA 15th Annual Omahawks RC Contest, The WORKS & Formula I Site: Club RC Flying Site. R. Hess CD, 11720 Cedar St., Omaha, Nebr.
- Aug. 23-24 DECATUR, ALABAMA 4th Decatur MAC Annual RC Contest, The WORKS & Formula I Site: Courtland Air Base, E. Minter CD, 2317 Calumet Ave., S. E., Decatur, Ala. 35601
- Aug. 24 PORTVILLE, NEW YORK. RC Pylong Meet for Formula I & II. Site: One Mile south on Rt. 446 Adjacent to gravel pit. G. Flynn CD, Rt. 2 Box 456, Olean, New York 14760
- Aug. 24 JOHNSVILLE, PENNSYLVANIA Eastern States Championships, The WORKS, Formula I. Site: NAF, R. Leishman CD, 167 Goldenridge Dr., Levittown Penn. 19057
- Aug. 30-31 Sept 1 MEMPHIS, TENNESSEE Stunt, Scale, Formula I. Buddy Hord CD, 5050 Poplar Suite 319, Memphis, Tenn.

THAT'S ALL THE SPACE FOR THIS MONTH ----- THERE'S MORE NEXT MONTH.....

THE TRI-COUNTIES RADIO CONTROL MODEL

AIR RACES

Formula I & II

Santa Barbara Polo Field

Sat. & Sun. June 21 & 22, 1969

AMA SANCTION NO. 395 SPONSORED BY CARPINTERIA J.C.'S AND SBRCM
PRIZES DONATED BY CONROY AVIATION, AERO SPACE LINES & S.B. AVIATION.
TROPHIES TO THIRD - MERCHANDISE TO 5TH EACH CLASS

FORMULA I SAT & SUN. PROCESSING 9 A.M. SAT. FIRST ROUND STARTS AT ~~10~~ 11 A.M.
FORMULA II SAT & SUN. PROCESSING 9 A.M. SAT. FIRST ROUND STARTS AT 10 A.M.

SPEED UP YOUR PROCESSING BY ENTERING IN ADVANCE
ADVANCE ENTRY FEE \$3.00, PLUS \$1.00 FOR BOTH EVENTS
LATE ENTRY FEE \$4.00, PLUS \$1.00 FOR BOTH EVENTS
PROOF OF AMA & FCC LICENSE REQUIRED
CONTESTANTS & FAMILIES ENTER THROUGH THE SOUTH GATE

SEND ENTRIES & BANQUET RESERVATIONS TO: ROGER GRIGSBY, C.D.
P. O. BOX 64
GOLETA, CALIF. 93017

PHONE: 966-2352

ENTRY BLANK

NAME _____ AMA NO. _____

ADDRESS _____ FCC LICENSE NO. _____

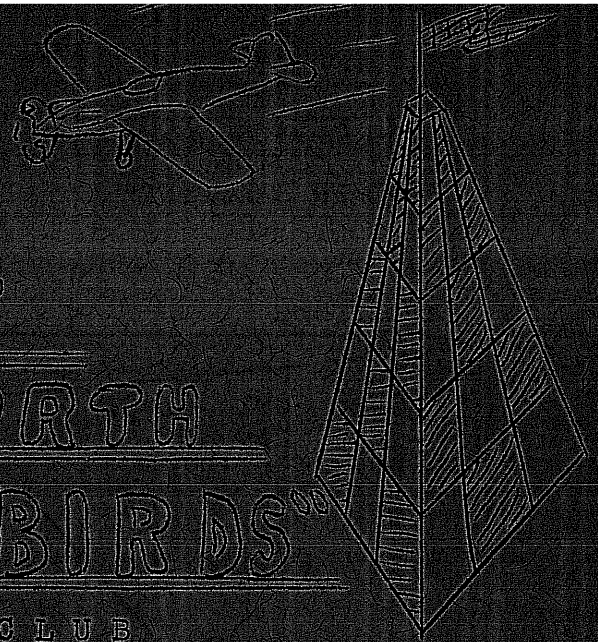
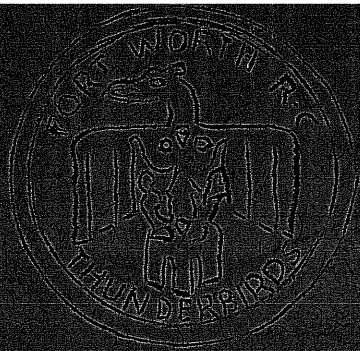
CLUB _____ NMPRA NO. _____

FORMULA I RADIO FREQ. _____ ENTRY FEE \$ _____

FORMULA II RADIO FREQ. _____ ENTRY FEE \$ _____

BANQUET - POLO FIELD CLUB HOUSE - SAT. JUNE 21, 1969 - 7 P.M. - \$4.00 PER PERSON. WE MUST HAVE A COUNT! SEND YOUR BANQUET RESERVATIONS NOW - NO MONEY REQUIRED WITH YOUR RESERVATION - PAY AT THE DOOR.

I WILL ATTEND THE BANQUET NUMBER TO ATTEND



FORT WORTH "THUNDERBIRDS"

RADIO CONTROL CLUB

JUNE MODEL MEET....."PYLON RACING".....AND "PATTERN"

A.M.A. SANCTION NUMBER 52

(An "EQUAL OPPORTUNITY" meet. Half Racing.....Half Pattern)
To be flown under current NMPRA & AMA rules at FORT WORTH, TEXAS USA

WHEN: Saturday & Sunday, JUNE 14th & 15th, 1969

Hours 8:00 a.m. until 5:00 p.m., both days.

WHERE: "THUNDERBIRD FIELD", the Southwest's finest model aviation facility. (See reverse side for map and details)

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)
(Must be entered and judged between 8:00 a.m. & Noon Sat. NO QUALIFYING FLIGHTS. Limited test flights allowed during lunch break. First 3 heat rounds will be timed for Qualifying times. Heats tentatively scheduled 1:00 p.m. to 5:00 p.m. both days. WHEEL PANTS ARE OPTIONAL...NO PENALTY)

PYLON RACING, FORMULA II (600 Class) (Jr., Sr., Open Comb)
(Heats to be scheduled in during Formula I heats)

CLASS "C" PATTERN, EXPERT (Jr., Sr., Open Comb)

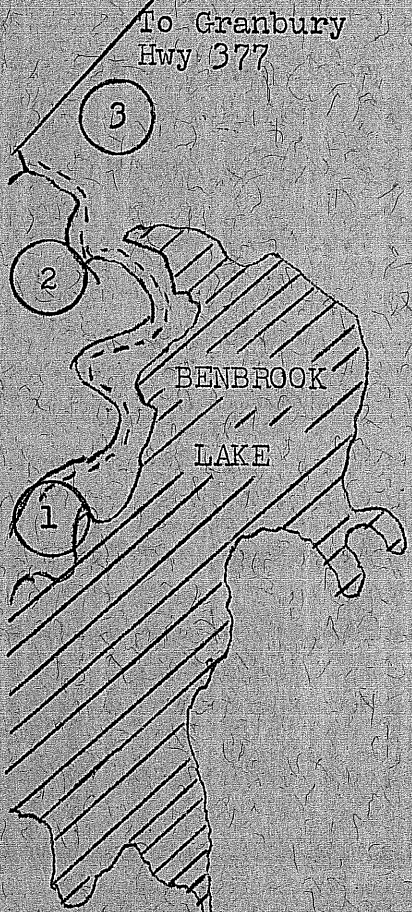
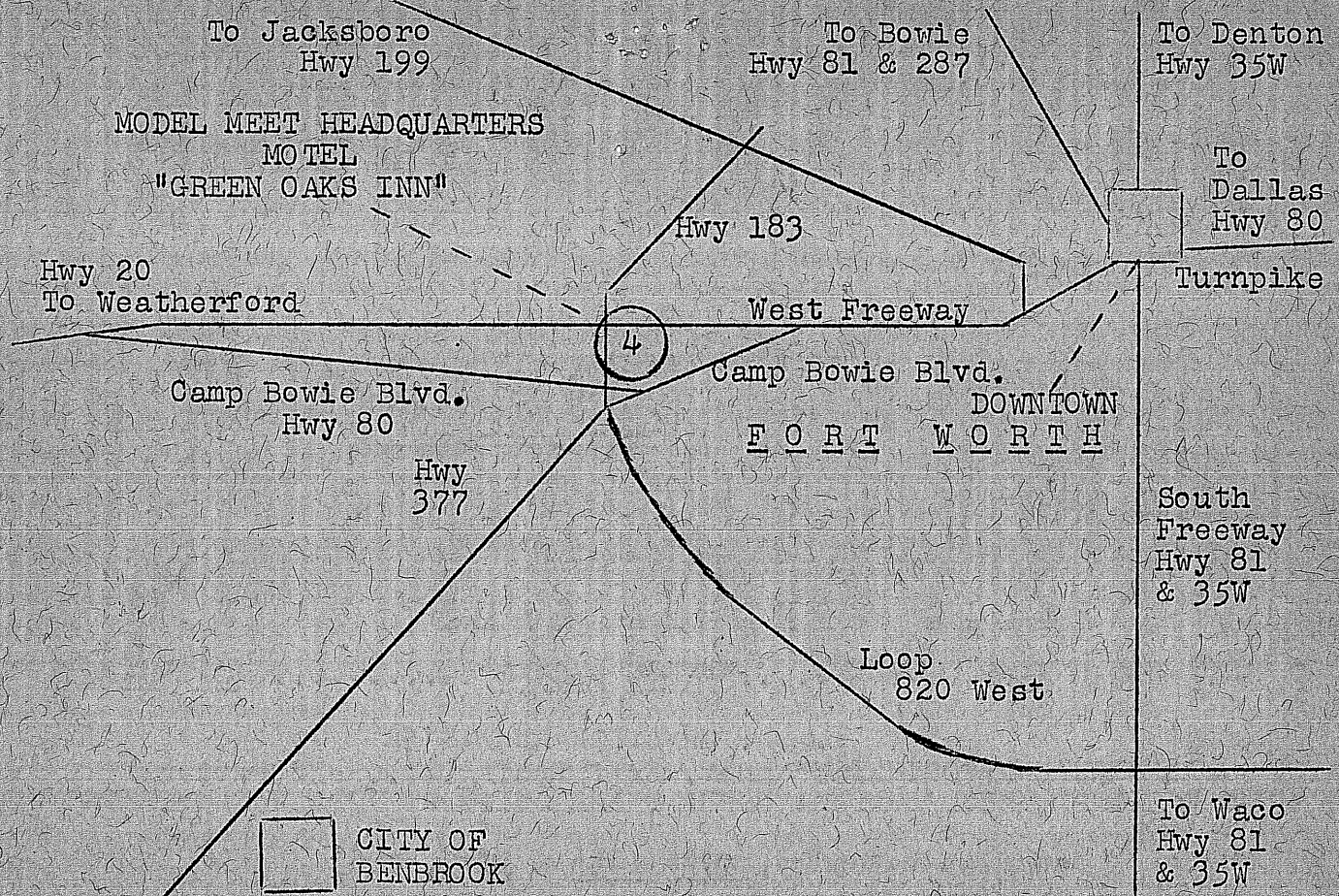
CLASS "C" PATTERN, NOVICE (Jr., Sr., Open Comb)
(Both Pattern events are scheduled to be flown from 8:00 am until Noon, both days)

AWARDS: TROPHIES through 5th Place in all events except Formula II through 3rd place only.

ENTERTAINMENT: Another Famous "THUNDERBIRD" GET TOGETHER. A bit different this time. No meal, but desert will be served. Bring the family. \$1.00 per person. For everyone's convenience, will be at the HQS. MOTEL, GREEN OAKS INN, Saturday Nite, 8:30 until 10:00 p.m.

Write CD for
Hqs. Motel
brochure &
res card)

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) " T H U N D E R B I R D F I E L D "
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. All weather field access, located in HOLIDAY PARK on the Western shores of beautiful Benbrook Lake, just 13 miles from downtown Fort Worth and about 7 miles from our HEADQUARTERS MOTEL. Nearby camping facilities are available at the site.
- (2) 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.)
- (3) Benbrook Riding Stables (Going Southwest on Highway 377, turn left at first road past stables, heading toward Benbrook Lake)
- (4) GREEN OAKS INN, Model Meet Headquarters Motel Fort Worth's finest. Write "CD" for Brochure. Reserve Early: GREEN OAKS INN, PO Box 12277 (817)/738-7311 Interstate 20 West at Hwy 183 Fort Worth, Texas 76116

(Rooms are being held at special rates. Mention THUNDERBIRD MODEL AIRPLANE MEET