

NMPRA

NEWS RELEASE

NATIONAL
MINIATURE
PYLON RACING

ASSOCIATION

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PRE-PROCESSED FORMULA I and FORMULA II SHIPS --- Tom Protheroe, President

It seems to me that it is a waste of valuable time and manpower to process the same ships over and over throughout the season. If we get enough heads together, I'm sure we can work out a fair and practical method of pre-processing our ships. This would not only take some of the load off the contest officials, but would give us more flying time and make one day meets practical. Scale judging would still be required at each meet, but this could be speeded up and simplified by using a stock scale judging sheet.

The AMA will be notified of this proposal, as they would be required to put their stamp of approval on this style of running a meet. Otherwise the CD's may be hung for negligence in processing at a sanctioned meet.

Please read the proposals and send me any suggestions, additions or opinions you have on the subject. If you don't think it will work, write that too.

1. Formula I and Formula II ships can be processed by any AMA CD prior to entering an AMA sanctioned meet, and be declared qualified to race when they meet all the requirements of the AMA rules.
2. The CD will fill out and sign the measuring certificate. (This will contain the weight, area, etc., description, color, engine, name of model etc. Certificate will be furnished by the owner and acquired from NMPRA)
3. It will be the owners responsibility to maintain his planes' "qualified" status throughout the season.
4. The "money" winning ships will be processed at each meet.
5. A contestant may protest a ship at any time during a meet. The ship in question will be processed and if found to be "under" the AMA requirements will be barred from the meet. NO on-the-spot corrections will be allowed!
6. A Certified ship is not exempt from being processed at a meet. Acceptance of the measuring certificate is at the CD's discretion.
7. All Formula I models will be scale judged at each meet.

Tom Protheroe, NMPRA President, Box 3772, Santa Barbara, Ca. 93105

BITS AND PIECES By "ye ol ed"

ATTENTION NATS PYLON ENTRIES - There is a maximum of five contestants who may fly on any one frequency in the finals of both Formula I and Formula II. This means that if you are the sixth man down the list on a given frequency, you will be required to either change your frequency to one that is compatible with the field or forfeit your position in the finals. We have come close to this situation in both of the last two Nationals in that we have had five on the same frequency both years but the sixth man didn't make the top twenty, but it is possible. This warning is so that you can make arrangements in case you wind up in this situation.

P.R.P.A. NATS TROPHY FOR FORMULA I - The Professional Race Pilots Association is putting up an annual trophy for the builder/pilot who achieves the greatest scale accuracy consistent with good performance. This trophy will go to the contestant with the most appearance points AND finishes in the top three.

NEW CERTIFIED EXHIBITION PILOTS - Gil Horstman reports that we have six new Exhibition Pilots this month. The new members are Chuck Jones #48B, Van Nuys, California; Jack Hertenstein #76B, San Gabriel, California; Wayne Wainwright #57C, Granada Hills, California; John Jennings #21, Dallas, Texas; Bror Faber #11B, Westminster, California and Roger Allard #72B San Marcos, California. Jones, Hertenstein, Faber and Allard earned their 50 points this year!!!

DECALS - Gil says that the manufacturer has promised delivery on the NMPRA decals in two weeks and the product decals in 6 or 8 weeks. There will probably be a jump in price on the product decals so you had better wait to send for them. Send a self-addressed and stamped envelope to Gil if you need new NMPRA decals.

SEASON CHAMPIONSHIP STANDINGS

Formula I		Formual II	
1. Joe Bridi #9B	82 points	1st. Harold deBolt #1K	13 points
2. Mike Bridges #53B	76 points	2nd. Tom Protheroe #93K	9 points
3. Whit Stockwell #51B	71 points	3rd. Whit Stockwell #51B	7 points
4. Jim Witt #6B	68 points	4th. Maurice Woods #111	6 points
5. Chuck Jones #48B	66 points		
6. Tom Protheroe #93C	64 points		
7. Jack Hertenstein #76B	64 points		
8. Upton-Graham Team	62 points		
9. BobSmith #51C	60 points		
10. Cliff Weirick #1C	60 points		

RACING AT PALAMAR, May 24-25

reporter Jim Kelly

The flying site is great for Formula and Sport pylon racing. Sport pylon flying got started about 10 Saturday and continued until 2PM at which time Formula I started. Judging of Formula I took almost four hours. I think some serious thought should be given to judging. Maybe a certification stamp that says this airplane has been judged and qualifies for x number of points.

The turnout was greater than expected. There were 27 entries in Formula I and 21 in Sport Pylon. Formula II had to be combined with Open. Five showed up and three were on the same frequency. However, even if you do get combined with Open, you should submit or have the CD submit your points to NMPRA.

The contest was well run and everyone had 6 rounds of racing. Jack Stafford of Minnow fame was a tremendous help to me and my Ballerina. Did anyone get a picture of that? Only kidding Jack!

Formula I had a three way tie for third, so a flyoff was in the making. George Killeen and Jimmy Witt were on the same frequency so George and Granger Williams flew off the first elimination. George won it with 1:56. Joe Bridi flew with Jimmy to make it a race and what a race it was. Jimmy cut one pylon so had to go 11 laps. HIS TIME FOR 11 LAPS 1:56.

The winners in Formula II/Open:

1. Ray Tallas
2. Dick Riggs
3. Lee Frey
4. Howard Fesler
5. Mike Bridges

(continued)

Formula I results (24 points possible)

1. Joe Bridi	Minnow	K&B 40	24 points
2. Mike Bridges	Minnow	K&B 40	22 points
3. George Killeen	Minnow	K&B 40	20 points (1:55)
4. Jim Witt	Mr. Zip	K&B 40	20 points (1:56)
5. Granger Williams	LaJollita	K&B 40	20 points
6. Jack Stafford	Mustang	K&B 40	19 points
7. B & S Racing	Minnow	K&B 40	18 points
8. Lou Goverude	Minnow	K&B 40	17 points
9. Bohr Faber	Mustang	K&B 40	17 points
10. Chuck Jones	Ballerina	K&B 40	17 points

TORKS GOODYEAR RACES, May 24-25

Reporter Curtis Brownlee

or

Report on the "Musical Runway" races of 1969 - From Crashville, Oklahoma

Our meet, originally planned for one flying site, was switched to another, then after one day of terrible radio problems was again switched to a third site for the final day of competition. Glitching and other radio problems remained consistantly bad no matter where we went or what we did. Our local Einsteins contend that the unstable weather conditions with fog, low clouds, squall lines and thunderstorms were the probably cause, along with the habit some pilots have of pointing their transmitter antennas directly at the airplanes. Back to the subject of the contest, events held were Open Pylon, Valley Flyers Scale, Formula II and Formula I.

Valley Flyers Scale "Best Overall" was won by Bud Atkinson with his gorgeous Beech T-34 Mentor. This T-34 must be a new one - it's the best scale we've seen since the "Olathe Dauntless". Maurice Woods took first in flight realism with his "Cobra" in a pattering rain when a squall line hit the field while Maurice was flying. First place for fidelity went to Jack Beauchamp and his beautiful, slick and waxed, "Little Toot".

Maurice Woods also won Formula II with his Cobra. Eight rounds were flown, and results were as follows:

1st. Maurice Woods	"deBolt Cobra"	15 points
2nd. E. E. "Red" Callaway	"Okie Sooner"	13 points
3rd. Bill Knost	"Lanier Mustang"	7 points
4th. Don Yockey	"Little Toot"	5 points
5th. Jack Beauchamp	"Little Toot"	1 point
6th. Bob Lutz	"Shoestring"	0

All were K & B powered, as well as all entries in Formula I. Red Callaway is our TORKS President and is on e reason your airline flights are so safe. He is with Flight Standards at the FAA here in Oklahoma City.

Now for Bangsville!! Jay Dee Wingo from Muskogee showed us the "thing of shapes to come" when he test flew his fouryear old Mustang with a total lack of communication --- The transmitter switch OFF. It was the prettiest takeoff of the contest - the ship flew straight as a die for one-fourth of a mile, then - a basket case! After the crash he looked at his transmitter and eyeballed the switch. Another test flight, right after Jay Dee's, saw Gary Pannel dork due to interference on 72.96 MHz. This was a problem frequency, for Ed Rankin also crashed the first day on this one. Don Yockey crashed two ships on 75.64 MHz the first day but Gale Helms flew both days on this frequency with no apparent trouble. Bob Barrett totalled his Rivets on 72.24 MHz yet Jack Beauchamp flew both days without trouble on 72.24. After four crashes at the TORKS field in only four rounds, practically everyone was spooked so we elected to halt flying and move to Maurice's Wedgewood Park runway and resume there Sunday morning.

TORKS -- continued

Several of the TORKS were out at daylight Sunday to set the course up and get ready. I won't mention them all since this is going to be too long anyway, but I feel our club members put out a real effort on this. Sunday, at Wedgewood, things were going pretty well when suddenly there was another rash of dorks due to various causes. Though I lost count, I was told there were seven more crashes in Formula I during the final six rounds at Wedgewood. Some were due to pilot error and some due to interference or some other equipment malfunction. Total crash-analysis was 16 crashes in all events, 7 of them were total washouts, as follows: 6 crashes due to pilot error, 6 (5 totalled) due to interference, one due to an engine bearing lockup, one due to aerodynamic trim problems and 2 because of apparent equipment malfunction. One of these two may have been due to interference and was a washout. The real tough-luck guys were Ed Rankin, who tore up two birds, and Don Yockey, who also lost two, which, we are told, make seven ships crashed in about two weeks for Yockey. His determination is unbelievable.

Prizes were trophies through third place, both Formula I and II, trophies in scale, new decorated crash helmets for the winners, and cash through fifth place in Formula I. Dr. Bob Pearce and Jack Beauchamp were in a donnybrook all the way, with Gale Helms nipping right at their heels. Pearce was the leader by one point after the first day, but Jack gained it back the second day and there was a tie, which was settled by Dr. Pearce's best time of 1:55.5, compared to Beauchamp's best time of 2:01.5, which he made on the final flight with his untrimmed backup ship. It was a hard-earned and well-deserved win for a true champion.

The 10 round results were as follows - 16 entries - 30 points possible

1.	Bob Pearce	25 points	1:55.5	Ballerina	\$200.00
2.	Jack Beauchamp	25 points	2:01.5	Little Mike	125.00
3.	Gale Helms	23 points	2:08.4	Mustang	100.00
4.	Charles Powell	19 points	2:08.6	Minnow	75.00
5.	Bobby Langley	19 points	2:22.8	Mustang	50.00
6.	Bud Atkinson	18 points	2:12.4	Little Toni	
7.	Bill Thomas	13 points	2:21.4	Shoestring	
8.	Maurice Woods	12 points	2:21.6	Mustang	
9.	Jim Brittan	11 points	3:01.5	Mustang	
0.	Bob Lutker	7 points	2:21.4	Mustang	

Additionally, Jack Beauchamp was voted the outstanding sportsmanship award by a close vote over several others for his fine display of finesse and true sportsmanship. And last but certainly not least - of course, THIS really is supposed to be last - well --- anyhow, you may notice that our fine NMPRA District Vice President, the Great Bob Lutker, was nosed out for his customary finishing position, so in token of our affection, Mr. Lutker was voted the "TORKS back door prize", or tail-end trophy. Though he fell up a few notches at our meet, we wish him well and know he will get back in form soon. Half a horse is better than nothing, right? Would you believe the last half?

NORTHEAST PYLON CHAMPIONSHIPS May 25 Reporter Hal deBolt

The 4th annual Northeast Pylon Championships were held at Endicott New York located in what must be the "valley of the rains". What started out as a beautiful sunny day was washed out in the middle of the races. Real shame too as these people in the Aero Guidance Society really worked hard and set up a fine operation. They know what the rules are and how to run some good races and what is more - top it off by doing a first class job of it, many thanks from all the flyers I am sure!

Actually it was not a wasted day in spite of the California sunshine (Now Hal---everyone knows it does not rain in California) which they unfortunately had. The swell bunch from down NYC way turned up in full force and added to the good show as usual. Also present were most of the Eastern "hot shots" as well as a good showing of enthusiastic newcomers whom are always welcome and a happy sight to see....

NORTHEAST - continue

Somehow the racing was not up to its usual par in this area and a lot of people were wondering why. Best reason I could see was the early date, most people simply have not done any racing or even testing as yet with the result being wide flying and sour engine runs. Lets face it, it takes solid engine runs and tight flying to get down to competitive times and very little of either was in evidence. Come another meet or two and some decent flying weather and these things are bound to change, the potential is there. To look forward to is a race in this area every weekend from now to the Nats, this should help.

Winners were: Formual I - 14 entries Formula II 8 entries

- | | | | | | | | |
|--------------------|----------------|--------|------|------------------|-------------|--------|------|
| 1. Ed Keck | DeBolt Mustang | K&BFR | 2:17 | 1. H. deBolt | Cobra | K&B RR | 2:23 |
| 2. Don Smith | Ballerina | K&BRR | | 2. Bob Dean | Continental | K&B RR | |
| 3. Austin Leftwich | Rivets | K&BRR | | 3. Ralph Jackson | Cobra | K&B FR | |
| 4. Al Sager | deBolt Mustang | K&BFR | | 4. Dick Smith | Original | K&B FR | |
| 5. Ed Izzo | LaJollita | K&R RR | | | | | |

Before the rains - about 10 heats of Formula I were gotten off and 3 heats of Formula II.

SONOMA-MARIN-PIONEER AIR RACES, Cotati, Calif. May 30 Reporter Lou DeLateur CD

The first pylon contest sponsored by the Marin RC Group and the Redwood Modelers was an outstanding success at Cotati Racetrack on Memorial Day. First, the site is ideal - clean, long, asphalt, runway over 200 feet wide facing into the wind bordered by tall grass for those who find that 200 feet is too narrow - and there were a few! A combined Formula II/Sport Pylon event was held in the morning and a Formula I event in the afternoon. A total of 32 heats were run at a relaxed pace for the one day meet.

Formula II/Sport Pylon - a total of 6 entries made up the field after convincing Ed Solenberger of Santa Rosa that flying was easier than flagging. The lone Formula II entry was the Pioneer's most experienced novice, Bud Phillips with his 600 Rivets. After four rounds, there was a three way tie for first, so a fly off was held with the following results including their fastest heat times:

- | | | | |
|-----|----------------|-----------------|------|
| 1st | Bud Phillips | 600 Rivets | 2:08 |
| 2nd | Jim Stevens | Stevens Special | 2:35 |
| 3rd | Ed Solenberger | Kwik-FII | 3:21 |

For Ed's first attempt at racing, he just followed the rules for collecting the loot; start your engine and fly ten laps each time your name is called.

Formula I - A total of 11 entries were registered including two Southern California flyers who made the long trek; Jack Hertenstein from San Gabriel and Chuck Jones from West Covina. They proceeded to show the rest of us how to fly pylon including six of the Pioneer's finest (?) and contest manager, Sam Crawford. Jack had a perfect set of 5 wins for first place, and Chuck had four wins and one second for second place. The Northerners ended up in a three way tie for third which was flown off. The results and fastest heat times were:

- | | | | | |
|-------|------------------|------------|---------|--------|
| → 1st | Jack Hertenstein | La Jollita | KBRR | 1:54 |
| 2nd | Chuck Jones | Ballerina | K&BRR | 2:01.5 |
| 3rd | Gary Korpi | Ballerina | STG40RR | 1:46 |
| 4th | Jim Kelly | Shoestring | K&BRR | 2:11 |
| 5th | Tony Spicer | | | 2:34 |

Gary's fastest time was made in the fly off. He suddenly realized the event was for money and not an engine tinkering derby.

FIRST ANNUAL MIDWEST RC PYLON JAMBOREE, Howell, Michigan June 1 Reporter John Krauer
North Central VP

Well the first annual Midwest RCPylon Jamboree is a small bit of history today but after the comments heard from modelers it looks like racing will be on the increase in this area.

There were only 12 entries in Formula I, 3 in Formula II and 10 Sport pylon and due to questionable weather (wind, rain) I doubt if many more could have been handled. Those who flew were confronted with a well organized and run meet. A big thanks to the Midwest RC Society and especially those members who worked on field preparation & running the race.

The prizes given were trophies and merchandise to third, merchandise to fifth and a special prize for the fastest heat. This being the first race of the season for most of the flyers, almost everybody had their share of needle valveitis, engineitis, fuelitis, etc. Results were as follows:

Formula I	Points	Best Heat w/handicap	Plane	Formula II		
1. Ralph Miller	11	2:23.15	Ballerina	1. John Krauer	2:31.1	Mod. Minnow
2. Ron Graden	10	3:22.7	Shoestring	2. Ken Taylor	3:10	Cobra
3. Dave Keats	8	2:22.2	Long Midget	3. Dave Keats	no flight	Mustang
4. Ken Taylor	7	2:51.3	Minnow			
5. Ron Szewczyk	6	2:44.9	LaJollita			

CRC 500 ALL PYLON RACES, Chardon, Ohio June 1 Reporter Hal deBolt

How do you write a report on a meet that is run by a group of what must be called swell guys? There are other meets which offer more to the winners for sure and draw a greater attendance but let me assure you that it is ALWAYS A PLEASURE for each and every contestant to fly with the Cleveland Radio Controlaires! If there are any within reach of these meets who have not tried them let everyone who has partaken offer them the highest recommendation.....

Once again the Spring weather in the Northeast put a damper on a contest, this we have to expect as we do the ideal weather through the later part of the year. With tornado warnings in effect throughout the day the flying was done in 20 to 30 MPH winds which undoubtedly had an effect on the entry list and prevented some of the people, if not all, from doing their best flying. You have to fly in this turbulent air one time at least to realize that mother nature has some gigantic glitches that the radio manufacturers never could match.

Formula I was sad...Formula II saw some good racing and reasonable times...Open pylon was the meat of the day with many doing a fine job. Inquiries about Formula I brought up the point that quite a few had been prepared but had gone down the drain before the meet. Mostly caused by poor field conditions to fly them from. It seems that you cannot expect newcomers to the event to learn to use them from fields that would give the experts their hands full. So, the talk was to switch to Formula II and have fun instead of headaches.

Formula II saw many good heats which it took the last lap to decide. Seems that this event was more suitable to the type of flying done in their area. Another cute trick which was used was to fly your Formula II racer in open pylon also, they meet the rules nicely and are competitive. Some real thinker is bound to fly his in pattern also by simply changing props or engine, a triple threat!

Open pylon showed no trend in planes or motors, just a lot of darn fine racing. Times were close and races interesting, what more could be asked?

Formula I --- 4 entries

1st.	Joe Lefelholz	Shoestring	K&R 40	3:12
2nd.	Bob Gadamer	Shoestring	K&B 40	
3rd.	M. Koveleski	Sweet Pea		

Formula II --- 5 entries	1st.	H. deBolt	Cobra	K&B 40 RR	2:22
	2nd.	Bob Gadamer	Cobra	K&B FR	
	3rd.	Jerry Kolb	Showstring	K&B 40 FR	
Open Pylon ---14 entries	1st.	Frank Vidmar	Cobra	ST 60	2:32
	2nd.	Harry Walker	Original	HP 60	
	3rd.	Jerry Vilard	Original	ST 60	
	4th.	H. deBolt	Jenny	K&B 40 FR	

HOUSTON RADIO CONTROL CLUB CONTEST, Houston, Texas June 7-8 Reporter Bob Lutker

Pride was the word in Houston at the very first meet the club has had on it's own field.... a brand new field just acquired. The members spent many hours preparing the runway just days before the meet. Heavy rains made the project near impossible, but they came through with flying colors with a "CRASH" project.

Entry was light with only 9 racing pilots showing, but a meet combined with Pattern (ugh!) and scale (weeee!) and coming during a month already full of meets could expect little better. Also being just 2 weeks after the Oklahoma City "Crash In" left most of the old racing pros with nothing to fly. Bill Anderson was out of town, Don Yockey was "out of airplanes", many were out of "nerves" over the congested runway, so all in all, it was well attended. Landings were everywhere...but on the runway, but the better pilots did manage to make some nice runway landings. And then there were my landings. But I did get to see more of the beautiful land surrounding the field. Fortunately no one hit those trees. They wouldn't dare.

The Houston members turned out in force at the Banquet Saturday and a good time was had by all, with special awards made to the many clubs represented. Several that didn't know better asked me to speak at the banquet,....but in spite of many other requests I went ahead and spoke anyway. I will say this, they certainly have a fine sense of humor... I think!! Seems I was preented some kind of "BULL TRANSPORTATION" award. Don't know why. I've never been in the cattle business in my life.

Houston humidity caused much engine setting troubles and a lot of forced landings, but flying quality continues to show improvement among the more experienced pilots. Contest Director John Locke rounded up a team of dedicated workers headed by Jack Mulvehill directing the Pylon event and it was a leisure pace getting in the 8 rounds of racing. That old THUNDERBIRD himself, Fort Worth's Ed Rankin raced his brand new Mustang to first place glory. He spent a weeks vacation building it after washing out both his Mustangs at Oklahoma City the week before. Jack Beauchamp was right behind Ed in second place and newcomer to racing, Dave Webb raced his new Ballerina to third place, doing a fine job of flying. It was a mighty enjoyable meet, and we gained a lot of valuable racing experience. It will always being back fond memories....stark terror! I made so many landings in the book docks that my Mustang now looks like an Ugly Stick....a very ugly stick.

Results were as follows:

1st.	Ed Rankin	Fort Worth	Mustang	2:16.4
2nd.	Jack Beauchamp	Houston	Ballerina	2:11.8
3rd.	Dr. Dave Webb	Dallas	Ballerina	2:56.2
4th.	Gale Helms	Fort Worth	Mustang	2:16.3
5th.	Joe Pasztor	Lake Jackson, Tex.	?	2:21.4
6th.	Bob Lutker	Fort Worth	Mustang	3:08.9 (zoom!!!)
8th.	Gary Pannell	Fort Worth	Ballerina	0
7th.	Ben Beerbower	Houston	Rivets (T Tail)	2:23.0
9th.	Craig Bliss	Houston	?	0

Handwritten calculations:

$$\begin{array}{r} 11 \overline{) 123.6} \\ \underline{110} \\ 136 \\ \underline{136} \\ 0 \end{array}$$
 12.36
 12.36
 2:03.6
 2:00

The champagne flowed for the winners, yes for real!!! Prizes were pewter tankards and the gracious CD Tom Salomine made sure each one was christened with the best of California (oops) wine...such a small detail as this when added to all the rest simply add up to a job well done by all hands and a mighty fine contest.

I hate to say it but so many insisted that I do that there is no other way...For the first time (or maybe the 2nd or 3rd) the real racing was done in Formula II and Formula I was something else. The recent inferences put out in our Newsletter and other sources suggesting that Formula II was not all that it could be and in some cases not even racing has hit more than one sore spot amongst the Formula I pilots who are now having a ball in this event. For those who have supported the event it was great to see so many real fine fast and close heats which thrilled the crowd of close to 10,000 people to no end. Best of all was the ease of handling which was shown by these racers, obviously it takes no expert to use them. Only one airplane was lost in two days of flying and that was Ed Keck's pretty "Cobra X" which was demolished when he lost sight of it over a knoll when caught short by a dead engine. Wish I could say the same for Formula I but frankly these were going in all over the place until it was impossible to do any organized racing with what was left...as an indication of the competition in Formula II you had to finish your whole 8 heats to get into the first 3 or 4 places. Dick Allen with his new P-51 was a no-go in two heats, won all the rest and turned in the fastest time to wind up on only 5th place. Tough cookie.

Formula I... 6 entries	1st. Ed Keck	deBolt Mustang	K&B FR	2:31
	2nd. Bob Noll	deBolt Mustang	K&B FR	
	3rd. H. deBolt	deBolt Mustang		

Formula II..10 entries	1st. H. deBolt	Cobra	K&B RR	2:15
	2nd. Bob Noll	Pokey	K&B RR	
	3rd. Bob Dean	Continental	K&B FR	
	4th. Adam Sattler	Dobra	K&B FR	
	5th. Dick Allen	deBolt P-51	K&B RR	

Fastest heat: Dick Allen 2:07

Adv.

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1969 RACING SCHEDULE

- 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. 805-996-2352
- 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 The Works and Formula I H. Jones CD, 59 Aigburth Avenue, Towson, Md.
- 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-Von 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 & Formual II Site: Mitchel Field, R. Geyer CD, 913 Washington St., Baldwin NY 11510
- June 28-29 WICHITA, KANSAS Annual Midwestern Championships. The works, Goodyear, 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, 99016 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.
- July 14-20 NATIONALS, WILLOW GROVE, PENNSYLVANIA
- July 26-27 TAHELUQUAH, OKLAHOMA 2nd Annual Tahlequah Cup Races. Formula I & II Site: Municipal Airport Jay Dee Wingo CD, 2615 Elgin, Muskogee, Okla.
- August 2-3 LOS ANGELES, CALIFORNIA Valley Flyers Air Races, Formula I. & II Site: Sepulveda Basin
- August 2-3 WICHESTER, TENNESSEE Tennessee State Championship Meet. The Works, Formula I, Site: Airport L. Webster CD, 1000 Sycamore, Manchester, Tenn
- August 9-10 FREELAND, MICHIGAN Saginaw Valley Annual, Stunt, Formula I. Site: 2240 Lone Road. G. Gill CD, 2020 Lone Road, Freeland, Michigan 48623
- August 9-10 EAST GRANBY, CONNECTICUT New England RC Championships, Formula I & II & RC Glider. Site: NCRCC Field. A. Bachand CD, 33 Carver Road, Framingham, Mass.
- August 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
- August 16-17 SOUTH EL MONTE, CALIFORNIA Formula I & Open Pylon. Site: Whittier Narrows, J. Garabidian CD, 909 N. #rd Street, Montebello, Ca.
- August 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, Neb.

Page 2 RACING SCHEDULE

- August 23-24 DECATUR, ALABAMA 4th Decatur MAC Annual RC Contest, The Works & Formula I
Site: Courtland Air Base, E. Minter CD, 2317 Calumet Avenue S. E,
Decatur, Ala. 35601
- August 24 PORTVILLE, NEW YORK. RC Pylon 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 14670
- August 24 JOHNSVILLE, PENNSYLVANIA Eastern States Championships, The Works
Formula I. Site: NAF, R. Leishman CD, 167 Goldenridge Dr., Levittown
Penn. 19057
- August 30-31 INDIANAPOLIS, INDIANA Indianapolis RC Meet. The Works & Formula I.
Site: Indianapolis RC Flying Field. J. Goad CD, 10906 Willowmere
Dr., Indianapolis, Inc. 46280
- August 31 EAST MEADOW, L. I. NEW YORK, NAGS 2nd Annual RC Meet, The works and
Formula I, Site: Mitchel Field, M. Palumbo CD, 201 Martin Dr., Syosset,
New York 11791
- August 30-31
& Sept. 1 MEMPHIS, TENNESSEE Stunt, Scale, Formula I. Buddy Hord CD, 5050
PoplarSuite 319, Memphis, Tenn.
- Sept. 6-7 NEDROW, NEW YORK Syracuse R C Fly-O-RamaSpet. 6 Fun Fly, Open Pylon
Formula I, Ed Izzo CD, 3950 Highland Avenue, Skaneateles, N. Y. 13152
- Sept. 6-7 CHESAPEAKE, VIRGINIA TRC 4th Annual AA Met, Stunt & Formula I. Site:
Fentress Naval Air Field. M. Woolard CD, 4122 Fourth St., Chesapeake, Va.
- Sept. 6-7 AMARILLO, TEXAS ARKS 9th Annual Meet, The Works & Formula I, Site:
Club Flying Field, B. Irwin CD, 3302 Lewis Lane, Amarillo, Tex. 79109
- Sept. 7 LOS ANGELES, CALIFORNIA BIRDS Air Races for Open and Biplanes with
MUFFLERS
- Sept. 13-14 BOSSIER CITY, LOUISIANA SHARKS Annual, The works and Formula I. Site:
SHARKS FIELD. J. Monk CD, 574 Janet Lane, Shreveport, La. 71106
- 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 RC Club of San Jose, California
- OCT. 11-12 FORT WORTH, TEXAS Ft. Worth Thunderbirds RC Club Meet. Formula I & II.
Site: West Shore Lake Benbrook. Bob Lutker, CD, 3105 Cockrell Avenue,
Ft. Worth, Texas
- Oct. 25-26 SGVRC Air Races, Whittier Narrows, Formula I & II & Open
- Nov. 28-30 TUCSON, ARIZONA Winter Nats - All RC, Marana Air Park