

N M P R A

NEWS RELEASE

NATIONAL
MINIATURE
PYLON RACING

ASSOCIATION

Ed Shippe - Editor
729 Falcon Way
Livermore
Calif. 94550

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

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BITS AND PIECES by ye ol Ed

NATS NOTES The pre-entry for the Nats went about as expected. There were 52 entries in Formula I and 41 entries in Formula II, of which NMPRA membership is represented by 36 in Formula I and 23 in Formula II. Late entries, if past seasons can be used as a basis, should bring the total entry up to about 120 - which is only about 10 below my original estimate.

I don't think that we are going to have any frequency problem in the finals. Both Formula I and Formula II have one frequency with six entries and Formula I has two frequencies with five entries. Late entries could change this but the odds against all entries on a given frequency making the finals are too great to worry about too much. I think we are going to have a pretty good Nats.

ENGINE STARTING RULE - There has been a lot of discussion on the two minutes to start your engine rule as it is currently written in the AMA rule book. Discussions on this rule was one of the main topics at the F.A.S.T. Club meeting at the Santa Barbara meet June 21-22. The problem with the way the rule is currently written is that so long as the contestant has his engine running at the end of two minutes he is allowed to get it adjusted before the race can be started - this means that some of the races don't get started till 2 1/2 to 3 minutes after the order to start engines is given. The contestant that is properly prepared and has an engine that starts right up will be sitting there using up fuel or gets off with a false setting. The F.A.S.T. Club will be presenting a change proposal to the contest board to the effect that the race will start in two minutes or less after the order to start engines is given.

I don't have the exact wording for this proposal but the way it will work is - the order to start engines will be given and the two minute clock will be started. If all contestants have their engines started and are ready to go in less than two minutes, the race will be started as is currently being done, however, at the end of two minutes the starter will start flagging the contestants off the starting line and any contestant that is not ready to have his plane released when the flag is dropped for his starting position is disqualified from that heat and must keep his plane on the ground.

This proposal was used the second day of the Santa Barbara meet and the results were fantastic. Most races were started about a minute after the order to start engines was given and only a few were left at the starting line when the full two minutes was used up. The heat times improved and the number of contestants that got off with bad engine settings was reduced considerably with the result that practically every heat race was hotly contested. This also cut down the time required to run each round so more races could be held in the allotted time, and who objects to getting to fly more????!!

BITS & PIECES - continued

The Nats is only two weeks away so it is too late to poll the general NMPRA membership and get the results back in time so Tom Protheroe is checking with the Vice Presidents for their opinion on the matter and he will submit the results to the Contest Board. I suggest that you get a quick letter off to your contest Board representative in favor of this proposal - it really improves the operation of a race.

HORSTMAN FLYS!!!! Gil decided it was time that he learned to fly the full sized crates so that he could get to more contests - four lessons (5.8 hours) - a Cessna 150 got him off the ground. I don't know whether to congratulate Gil or Cessna!!!!

NOTES ON TAHLEQUAH CUP RACES - July 26-27

Joe Cunningham of the Tahlequah Chamber of Commerce says that the final plans for this meet will be made at a meeting on July 7th and awards will be at least equal to last year. Joe says the members of the Chamber of Commerce enjoyed the meet so much last year that they are working harder than ever to make the meet this year better than ever. You can make your room reservations by writing to Joe Cunningham, Tahlequah Chamber of Commerce, Tahlequah, Oklahoma.

ILLINOIS ACTIVITY - Jim Buchmann, past NMPRA V.P. says that they are setting up a series of races at Skylark Field in Chicago to boost the interest in the sport. They will be running Formula I and II as well as Open. The tentative dates are July 12-13, August 2-3, August 16-17, September 6-7, September 20-21, October 4-5, October 18-19. The \$2.00 entry fee is to be returned as prizes to the winners. You can call Him at 766-3878 area code 312 to confirm dates.

HORSTMAN REPORTS - The new certified Exhibition Pilots for this month are:

- Dr. Ben Beerbower, 52H, Houston, Texas
- Sam Griswold, 35J, New Hartford, Connecticut
- Peter Reed, 34J, Plainville, Connecticut
- Roger Hooper, 23E, Aloha, Oregon
- Norm Hooper, 17E, Beaverton, Oregon

This brings the total up to 64 that have attained the classification since we started this program last year. Congratulations to the new members.

NMPRA SEASON CHAMPIONSHIP STANDINGS as of 6-27-69.

<u>Formula I</u>		<u>Formula II</u>	
1. Whit Stockwell, 51B	84 points	1. Harold deBolt, 1E	23 points
2. Joe Bridi, 9B	82 points	2. Bob Noll, 14K	9 points
3. George Killeen, 48C	81 points	3. Tom Protheroe, 93C	9 points
4. Mike Bridges, 53B	76 points	4. Whit Stockwell, 51B	7 points
5. Peter Reed, 34J	74 points	5. Maurice Woods, 111	6 points
6. Jack Hertenstein, 76B	74 points		
7. Jim Witt, 6B	68 points		
8. Chuck Jones, 48B	66 points		
9. Tom Protheroe, 93C	64 points		
10. Jack Beauchamp, 36H	62 points		

SOUTHWEST PYLON RACING LEAGUE

Bob Lutker is the source of this bit of information but a couple of the Houston boys also seemed enthused on the subject. Seems that at the Fort Worth meet this last month, Royce Crow of Houston was talking up a challenge meet between Houston and Fort Worth -----

Southwest Pylon Racing League - continued

well -- the longer the bull session went, the bigger the idea grew with the results that a Pylon Racing League is being formed in the Southwest. The first two member cities are Houston and Fort Worth (naturally!!!) with the idea that Dallas, Oklahoma City, Tulsa, as well as other cities be invited into the league as they build up their racing capability to team status. The whole thing is still in the formulative stage but the idea is to set up a series of races in the various league cities to guarantee a full season of racing. This would be facilitated by holding races in the south in the cold months and moving north when it gets hot. The first league competition will be the Fort Worth meet on October 11-12 and tentatively Houston is planning a January meet. It looks like it is going to be a lot of funnnnnnnnn. If you want more information - write to Bob Lutker, 3105 Cockrell Ave., Forth Worth, Texas 76109

MEMPHIS REPORT - K. K. McClure , Reporter

We had our first all pylon race for Formula I May 10th and 11th. I believe it was a moderate success. We only had 13 entries and the weather went sour Saturday but the ones who flew Sunday got plenty of racing and had a real nice time. Saturday night, we had a shrimp boil party at the John P. Robilio Restaurant and everyone had all the beer and shrimp they could hold plus lots of conversation. Race results were:

1st.	Bob Reuther	Shoestring	K&B 40 FV
2nd.	Bill Dowdle	Rivets	K&B 40 RV
3rd.	K. K. McClure	Cassutt	K&B 40 FV
4th.	Jim Hamlett	Midget	K&B 40 RV
5th.	Glen Reeve	LaJollita	K&B 40 RV

Trophys were given through five places with cash prizes - \$50.00 for 1st, \$25.00 for second, and \$15.00 for third. Many lessons were learned in officiating and I'm sure our next race - Labor Day weekend - August 30th, 31st & September 1st - will go much smoother. We tried to follow AMA rules (NMPRA) and I believe they are sound.

I had a nice visit with Bob Lutker at the Dallas Contest May 3-4. I wasn't flying very fast in Goodyear -- pardon me - Formula I, and I crashed my pattern ship in practice, but we had a real nice time. They are a great bunch and put on a nice contest.

I have a new K & K Ballerina with K&B 40 RV that turned a 1:57 in the first heat at Nashville. Unfortunately, a mid-air with Nick Neville kept up out of the finals. Boy, that is one "sweet" little airplane--flys just like it was on a rail.

CONNECTICUT REPORT

Art Simmonds, Reporter

Sorry for the delay in reporting the results of our last two m-ets. We are halfway through our racing program already and it seems like we just got started. I will keep the comments short as this report will cover both our May and June meets.

MAY----again, as in April, we were hampered with 20-30K winds from every direction except down the runway. We had 13 Formula I and 3 Formula II entries and ran 4 rounds for each class.

Formula I

Formula II

1st.	J. Wagner	LaJollita	11 points	2:30	60MPH	1st.	R. Tyson	Cobra
2nd.	J. Griswold	Ballerina	11 points	2:35	58MPH	2nd.	A. Giovanetti Jr.	Prototyp
3rd.	B. Douglas	Ballerina	8 points	2:28	61 MPH			

CONNECTICUT - continued

JUNE - this was our third meet of the season and the first with beautiful weather. Maybe the weather accounted for the large participation of 22 Formula I and 6 Formula II entries. Besides local fliers, New York City and Long Island were well represented. Many entries had back-up planes which brought the total of Formula I airplanes up to approximately 30. Again, we ran 4 rounds for each class. Sorry but I don't have details for Formula II event. I believe Leon Schulman from New Jersey was first flying a Shoestring and A. Giovanetti Jr. from Connecticut was second.

Formula I

				Best Speed and Time	
1st.	P. Reed	Minnow	16 points	2:05	72 MPH
2nd.	S. Griswold	Ballerina	14 points	2:08	70
3rd.	A. Sager	Mustang	14 points	2:10	69
4th.	C. Lucente	Mustang	13 points	2:24	62
5th.	B. Douglas	Ballerina	11 points	1:58	76

We have our fourth meet of the season on July 6 and following that we have a two day meet in August in conjunction with NERCN's and our annual two day meet in September.

SPOKANE INTERNATS RC CHAMPIONSHIPS - May 31-June 1 Ed Shipe, Reporter

This will be a brief report because of my lack of notes concerning the pylon event. The facilities for the contest were excellent, flying was done on the Washington Air National Guard parking ramp. The ANG went all out to make sure that everything for putting on a contest was properly taken care of and just about everything that the Barons RC Club asked them to do was done.

The big problem with the pylon event turned out to be frequencies - when a third of your entries show up on the same frequency and then the only ones to have troubles are not on this frequency - you have a lot of two plane races. They put on a pretty good show for the spectators on Sunday by eliminating the slower aircraft from competition and then spotting some of the eliminated planes in the final heats just for show. This is not a recommended procedure but you have to congratulate the Barons for making this move so that the spectators could see a good example of what RC Pylon racing is all about. This had no bearing on the contest results because only the finishing places of those in the finals were recorded and those who were flying just for show really helped make the final day of racing spectacular.

I want to make one point clear - this was an excellent contest and you can't blame the Barons or the ANG for the frequency situation. Just a few more entries on different frequencies would have eliminated the need for adjusting heats to put on a show - and the ANG deserved a show for their civilian visitors, they earned it.

There were 15 entries:

1st.	Roger Hooper	St40	Shoestring	1:59.8
2nd.	Pailthorp/Thorstad	ST40	Shoestring	2:03.4
3rd.	Whit Stockwell	KB40	Minnow	2:27.4
4th.	Norm Hooper	ST40	Shoestring	2:02.3
5th.	Larry Leonard	K&40	Minnow	2:22.9

FORT WORTH "THUNDERBIRDS" RC CLUB - June 14-15 Bob Lutker, Reporter

The days of but a few fast planes and pilots in the Southwest seems over forever. The competition was fierce as 18 of the areas hottest racers battled it out at Thunderbird Field. It was anybody's race from the very beginning and although old familiar names remain at the top of the winners list, the contest seemed up for grabs all the way.

The weather ran all the way from raining, to too windy, to just perfect. Sunday afternoon was ideal. There were no mid-air, but several bit the dust from radio, airplane and pilot failures. Charlie Powell, from Fort Worth had an unfortunate accident in the 8th round when his thumb was out by the prop at the starting, worse than at first realized. During the flight as the thumb became less effective as the feeling in it diminished, he flew into the ground on number 3 pylon while being hard pressed by another pilot.

Other problems caused total wash-outs. Houstons Don Yockey seems to have a stretch of bad luck that is becoming hard to break, rolling in on take-off before discovering 2 planes on the same frequency. An unfortunate mishap which we all need to be constantly aware of. Don is a really great sportsman and gentleman and realized that it was he who had failed to use the antenna frequency slip that would have avoided the accident. Human errors can occur and it must be each pilots final responsibility at the starting line to assure no frequency mix-ups. We're awfully sorry, Don.

Gail Helms from Fort Worth had a wing break in the center of his Mustang coming out of number 1 pylon, crashing just in front of the pitts, a really nerve racking incident. An apparently very stong wing must have been damaged previously in a landing incident for the heavy landing gear trunion went all the way through the center section, and it's what broke.

The number of entries was light, probably due to so many of the racing planes in the South-west being washed-out at Oklahoma City and also because there are just so many contests throughout the nation in June. We plan, in Fort Worth to schedule next years meets during the off season and, of course, our October meet will be our biggest racing meet.

At this meet we also had Pattern which was lightly attended, with only 8 entries and Formula II racing with our usual 3 entries. Too bad, too bad!! Formula II was won by Houstons Jack Beauchamp flying his beautiful "Little Toot" bi-plane turning a 2:29.6. Second was Red Callaway from Oklahoma City flying an original. Red was our only out-of-state contestant this time. We miss the Oklahoma flyers and always enjoy flying with them. Thanks for coming Red, and bring your fellow flyers in October, Huh? Third place winner was Pat Hardick of Houston flying a Cobra P-39.

Speed merchant Bill Anderson, Houstons greatest was plagued with engine trouble all day Saturday and with radio trouble Sunday, dropping out of the contest for safety reasons.

The fellowship and good sportsmanship was just great at the meet, and the reception and get together Saturday was in the Thunderbird tradition of fun for all, with "Funny Awards" being made to a select few. Meet officials are becoming increasingly hard to come by with more and more Thunderbird members becoming racing pilots and with the strain of this, our third meet within an 8 month period with another yet to take place in October, much work is being done by a dedicated few members and interested modelers. Our hats are off to these fellows, the unsung heroes of any pylon meet.

Ten rounds of racing were held, with no separate qualifying flights. The first 3 rounds were times for qualifying times.

				Points	Qual. Time
1st.	Jack Beauchamp	Houston, Texas	Minnow	22	2:02.7
2nd.	Ed Rankin	Fort Worth, Texas.	Mustang	22	2:13.0 2:01
3rd.	Sam Fly	Dallas, Texas	Ballerina	20	2:19.0
4th.	Ben Beerbower	Houston, Texas	Ballerina	20	2:21.6
5th.	Dr. Bob Pearce	Fort Worth, Texas	Ballerina	19	2:02.8
6th.	Dale Smith	Grand Prairie (Dal)	Mustang	19	2:33.7
7th.	John Locke	Houston, Tecas	Shoestring	17	2:14.8
8th.	Bobby Langley	Fort Worth, Texas	Mustang	17	2:23.0
9th.	Charlie Powell	Fort Worth, Texas	Ballerina	16	2:06.1
10th.	Dr. Dave Webb	Dallas, Texas	Minnow	16	2:20.0
11th.	Bob Lutker	Fort Worth, Texas	Mustang	14	2:13.9

22 20 19 17 16 14
12:10 6:00/12:10 2017
120 133 133
120 133 133

LUTKER - continued & continued & continued

Recorded times were terrific with newcomer Charlie Powell from Fort Worth turning 1:56.4 in his fastest heat, followed by Ben Beerbower with 1:57, Ed Rankin at 1:59.0 and first place winner Jack Beauchamp flying his best heat at 2:00.4, proving that consistency can win out.

Although only the first 3 rounds were used to determine qualifying times, I think that in the future, we'll use the "Best Heat" time, since the rules aren't specific in this area and we hear that this is being done many places around the country. It makes for a more interesting competition.

I close with these words of wisdom..."Help Stamp Out Pattern", so all you racing fans out there, keep sending those cards and letters. But, NO MORE BOMBS, PLEASE!!!!!!

(Bob - you know I think I'll send you some stencils and you can type the report only once and then I won't have to redo it here. If you think his report is long, you should see what we didn't include.....Great reading!!!)

PIONEER AIR RACES, San Jose, California June 14-15 Jim Kelly, Reporter

Believe it or not the Pioneers had two NICE days for racing. Both days were ideal for hot fuel as witnessed by some of the times turned in.

Three plane races were scheduled and worked out well. The only real problem for the race makeupman was that five of the contestants in Formula I were on 72.40. But good ole Lou DeLaTeur did it again. Look for him at the Nats. He's the guy you can blame for having to fly against one hot dog every race.

The only major casualty happened when Ed Von Adlen throttled back and hit the trim, only problem the trim was the switch. Anyone need some super light kindling wood??

The fastest time overall was turned in by a Formula II, 1:50, flown by Garry Korpi, using his airborne adjustable mixture control. Only two places showed up for Formula II so the event was not run officially.

Formula I (11 entries)

1st.	M. (Bud) Philips	22 pts.	1:57	Ballerina	G40
2nd.	Bob Francis	21 pts.	1:57	Ballerina	K&B 40
3rd.	Jack Hernstein	16 pts.	1:54	Minnow	G40
4th.	Jim Kelly	14 pts.	2:11	Ballerina	K&B 40
5th.	Paul Benezra	11 pts.	2:02	Shoestring	K&B 40

Formula II (unofficial)

Sport Open (9 entries)

Garry Korpi	1:50	Ballerina	G40	Paul Stiener	2:20	Webra 60
M. (Bud) Philips	2:03	T-tail Rivets	G40	Ed Von Adlen		ABC 60

WRIGHT BROTHERS MEMORIAL, Dayton, Ohio, June 21-22 Hal deBolt, Reporter

Once again racing played second fiddle to pattern in spite of an impressive entry list and great racing potential, too darn bad. These seem to be the sort of problems you run into however when you have the largest meet outside of the Nats and try to run it in only two days minus about 50% because of rain. This was the largest Wright Bros. Champs ever, 105 registered contestants! Under these conditions the only problem seems to be to keep the "sqwauks" evenly divided between the pattern flyers and the racers, its obvious neither one can get enough flying! Pattern seems to be showing an interesting trend, increasingly large numbers of entries in Class A and B which can only mean newcomers which is exactly what this new deal was aimed at.....

From the racing bugs standpoint things looked good too, an excellent turn out of Formula ones with many new faces who had quick machines and knew how to fly them! A few more meets and this group will be competition for anyone and anywhere...Formula II/Open drew the largest turnout with some open jobs that really turned on. It would have been interesting to see what they could have done had more than one round been flown.

Formula II/Open was flown on a one round basis because of the 32 entrants and the time left from 3 rounds of pattern. As it turned out the last two heats of four went off in a driving rain and did you ever try to fly a course in this stuff without windshield wipers on your glasses? All the planes were timed separately in each heat and the winners taken strictly on a timed basis. Bob Reuthers "Vertigo" turned in the best time in the middle of the heavy rain, a good show for sure...

Formula I was flown on an elimination basis. Thus: Fly four plane heats and drop the last two finishers in each heat throughout each round. It don't take long to get down to brass tacks this way, you eliminate 50% of the flyers each round! When they only had six left they flew three plane heats and dropped the last man. Then with four left they had three championship races to get a winner, two planes in each race. The first 3 plane final was won by Pete Reed and left Keck in and put deBolt out when he had a late engine start. The second 3 plane heat was a walk away for Jim Goad and left in Dave Keats and eliminated John Krauer who had problems. Then came 3 good two plane finals. Jim Goad was pushed hard by Pete Reed in the first one and turned a 1:58 for the fastest time recorded. Keck walked away from Keats in the next for an easier win. So Goad and Keck wound up in the final, final for what should have been a real hot one. However, Keck proved to have a much faster machine and getting off first made it look easy until Goad's tight flying and Keck's "playing it safe" made a real close one out of it on the 9th and 10th laps! It is hard to say what all this proved other than there is more than one way to operate these races. Obviously if you want to get a winner out of 20 flyers in only 2 hours, this will do it neatly, however, if it is flying you want to do, it sure does not allow that for over 50% of the entries!

Formual I 20 entries

Formula II/Open 32 entries

1st. Ed Keck	deBolt Mustang	K&B FR	1st. Bob Reuther	Vertigo	ST 60	2:09
2nd. Jim Goad	?Mustang	K&B RR	2nd. Dave Keats			
3rd. Pete Reed	Ballerina	K&B RR	3rd. Bill Denson			
4th. Da e Keats	???	K&B RR	4th. Ralph Miller			
5th. H. deBolt	deBolt Mustang	K&B FR	5th. H. deBolt	Cobra	K&R RR	
6th. John Krauer	??Mustang	K&B FR				

Fastest time: Jim Goad 1:58

Pardon the lack of info on the other winners but if you think I am going to chase them down in a thunderstorm from amongst 100 flyers ---- think again----it will take me a week to dry out as it is!

TRI-COUNTIES MODEL AIR RACES, Santa Barbara, Ca. June 21-22 Roger Grigsby, Reporter

"Two days of spectacular closed course pylon racing." That's what it said in our general public handbill, and that's what we had! With 29 entrants in Formula I and 7 in Formula II, it had to be!

Race site was the Santa Barbara County Polo Field in Carpinteria. The surface is grass, and it was close-cropped and rolled the day before the race. The field is 1000' square divided by a wooden curb 6" high. This allowed us to place the start-finish straight 300' from the grandstands. The view from the stands was excellent for about 700 total spectators, and like all who watch pylon racing, they got EXCITED! Plywood take-off pads were provided and the ships had no trouble getting off. Landing rolls were much shorter than usual. In order to uphold the quality of the event, we decided to scale judge with wheel pants, with pilots option to race without them..Ground handling problems were essentially non-existent.

Tri-Counties - continued

During Formula I scale judging on Saturday, 3 rounds of Formula II were flown. This was followed by 3 rounds of Formula I, which left us with a four way tie for first place with George Killeen, Bud Anders/Larry Leonard team, Roger Allard and Jimmy Witt sharing top Standings with 12 points each.

Sunday morning was clear and bright, the more for the arrival of Cliff Weirick and guests, Bob Doell, John Söderholm, NMPRA's Finland representative, and Mr. & Mrs. Stipham of Malaysia. The brightness was provided by Mrs. Stipham and Mrs. Weirick, each dressed in the colorful fashions of their native lands.

Our four-way tie was short lived. Jimmy Witt's super-fast Mr. Zip was grounded at the start of the first heat on Sunday by Crossed fuel plumbing. This goose egg cost Jimmy the race, he being the only one to win every heat he flew in. This heat put the A/L team, Jack Hertenstein (his engine is a stock Supertigre, it's Jack who is supercharged!) and Mr. Calm-cool-and consistent Mike Bridges in first place. The round 5 column looks like Snoopy's Camel - full of little round "O's". These bullet holes shot down several top contenders, i.e. Bror Faber, A/L team, Roger Allard, Williams Brothers and Jack Hertenstein. Round 6 saw George Killeen move into the lead which he held to the bitter end, followed closely by Witt, Mike Bridges, and Bob Francis, the latter 2 flying off a third place tie, won by Bridges.

Formula II was won by Garry Korpi, second place going to Roger Owens. A third place tie developed between Bud Phillips and Tom Protheroe and another fly-off ensued. Tom made a good turn and got ahead early in the heat so he decided to loaf the Brigand around to avoid cuts. Ole' Prez woke up to find Bud's pretty Rivets 600 1/10th of a second behind him at the checker! Sure is fun to have those stop watches in there.

Our trophies were put up by Conroy Aviation in the form of framed renderings of their aircraft for Formula II and by Aero Spacelines in the form of plaques with a brass silhouette of the "Super Guppy" cargo plane for Formula I. Santa Barbara Aviation put up \$50.00 which we passed out in the form of Presidential portraits to unsuspecting hot-shots as heat money for those with the fastest times. I think our announcer, Doyle White, had already gotten sober Jim Witt to crack up a little bit, and though we nearly cheated him out of it through an oversight, I think we almost got a smile out of Jack Hertenstein when he learned he would be taking home some cash!

This contest has got to be the greatest thing that's happened to me in 30 years of modeling and I'm sure it's done a lot to pull our club together. Like many clubs, we have only 2 members out of 40 who are active in AMA competition, 'tho we are a chartered club. I feel many would love to race, but were afraid all you racers were born full grown with a transmitter in each hand. Now I think they know, as we do, that the nicest people in aeromodeling are to be found at the races. To top it all off, I came in last. (How'm I doin' Lutker?) One final word from our super-spieler, Doyle White, who sez... "Goodnight Irving Wilt, wherever you are!"

Formula I

1st.	George Killeen	Minnow	K&B	1:45.9	25 points
2nd.	Jim Witt	Mr. Zip	K&B	1:52.2	24 points
3rd.	Mike Bridges	Minnow	K&B	1:49.1	23 points fly off 1:54.2
4th.	Bob Francis	Ballerina	K&B	1:55.4	23 points fly off 1:56.0
→ 5th.	Jack Hertenstein	Minnow	ST	1:47.3	21 points
6th.	Howard Reed	Shoestring	K&B	2:01.8	20 points
7th.	Gary Korpi	Ballerina	ST	1:45.89	19 points
8th.	Roger Allard	?	?	1:54.6	19 points
9th.	A&L Team	Minnow	K&B	1:58.0	19 points
10th.	Jack Stafford	Minnow	K&B	1:57.8	18 points

Formula II

1st. Gary Korpi	Stretched Ballerina	ST	2:11.0	17 points
2nd. Roger Owens	Stretched Minnow	K&B	2:18.8	14 points
3rd. Tom Protheroe	Brigand	K&B	2:07.2	11 points
4th. Bud Phillips	T-Tailed Rivets	ST	2:10.5	11 points

BUFFALO NEW YORK, GREAT LAKES INTERNATIONAL, June 28-29 H. deBolt Reporter

Wish I could say it was a howling success with lots of entries and good flying weather, this I can't do as much as I would like. I do say that the "Flying Bisons" offered a championship opportunity for everyone to race and if they did not it was not because the opportunity was not there. What racing that was done was first class and on Saturday something even more considering the 30 to 50 mph winds which were blowing and that type of wind can make a believer out of the best of pilots! Sunday was close to ideal by comparison and the racing reflected the switch in weather, come real fast heats and well flown were held. We had a total in Formula I when Keck's quick bird went in and exploded going into the far pylon. Lesson here too, Keck came as close to getting himself a flagman without actually doing it as one could possibly do it. Lesson is for flagmen to stay in close to the pylon, this chap was much to far out.

Formula I...4 entries...	1st. H. deBolt	deBolt Mustang	K&BFR	2:01
	2nd. Dick Allen	deBolt Mustang	K&B RR	
	3rd. Ed Izzo	LaJollita	K&B RR	
	4th. Ed Keck	deBolt Mustang	K&B FR	

Formula II..5 entries...	1st. Ed Keck	Cobra X	K&B FR	2.09
	2nd. Al Lekon	Cobra	K&B FR	
	3rd. Ralph Blenker	Cobra	K&B FR	
	4th. Dick Allen	deBolt P-51	K&B RR	

Open Pylon..7 entries...	1st. Harry Walker	Original	HP 61	2:30
	2nd. Al Lekon	Cobra	K&B FR	
	3rd. Frank Vidmar	Cobra	ST 60	
	4th. Steve Favale	Cobra	S.T.	

WEST COAST RC GLIDER CHAMPIONSHIPS, June 28-29 Reporter Jerry Nelson

The Southern Alameda RC Club hosted the biggest pylon race every held for gliders. The gliders were flown in 4 man heat races organized in a similiar method to Formula I & II races. Pylons (2) were located on a side of a hill and the gliders were flown past the pylons. The ships did not have to circle them. A flying start was used.

A total of 6 rounds of heat races were flown with a total of 55 entries. Two classes, standard and open, were flown. The competition was very keen with many photo type finishes. A spot landing event was also run before the heat races on Sunday.

Winners in open class (over 100" span) pylon Winners in standard class (under 100") were:

Rex Taylor	Switzer 2-32	24 points	Bill Woodward	22 points	winner of flyoff
Jerry Wolfram	Nelson Kage	23 points	Bob Andris	22 points	
Carl Tobin	Cirrus	17 points	Jerry Arana	21 points	

An overall championship trophy was given (based on the results of the spot and pylon race standings) to Rex Taylor.

1969 RACING SCHEDULE

- July 14-20 NATIONALS, WILLOW GROVE, PENNSYLVANIA
 ✓ July 26-27 TAHELQUAH, 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 WINCHESTER, TENNESSEE Tennessee State Championships 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. E. Brant CD, 16 Amaryllis Dr., Windsor,
 Connecticut 06095
- August 9-10 JACKSONVILLE, FLORIDA Jacksonville Meet. The works, Formula II.
 Site: Herlong Airport, H. Pierce Jr., CD 208 W. Forsyth Street,
 Jacksonville, Fla 32202
- August 16-17 SOUTH EL MONTE, CALIFORNIA Formula I and Open Pylon. Site: Whittier
 Narrows. John Garabidian CD, 909 North third 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, Nebr.
- 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., Indiana-
 polis, Ind. 46280
- August 31 EAST MEADOW, L.I., NEW YORK, NAGS 2nd Annual RC Meet. The works & Formula I
 Site: Mitchel Field, M. Palumbo CD, 201 Martin Dr., Syosset, New York 11791
- August 31 MANSFIELD, OHIO 3rd Annual Electronic Flyers Contest, Formula I & Open.
 Site: Mt. Zion Rd, M Kalish CD, 235 Cline Ave., Mansfield, Ohio
- August 30-31 MEMPHIS, TENNESSEE Stunt, Scale, Formula I. Buddy Hord CD, 5050 Poplar
 ✓ Sept. 1 Suite 319, Memphis Tenn.
- Sept. 6-7 NEDROW, NEW YORK Syracuse RC Fly-O-Rama Sept 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 & Formula II. Site:
 SHARKS Field. J. Monk CD, 574 Janet Lane, Shreveport, La. 71106
- Sept. 13-14 WEST SUFFIELD, CONN. NCRCC 5th Annual RC Contest, The works & Formula II
 Site: NCRCC Field. R. Bernier CD, 761 Mather St., Suffield, Conn. 06078
- Sept. 20-21 TURLOCK, CALIFORNIA Western States Pylon Championships, Formula I & II
 Open. Lou DeLateur CD, 2655 Wright Avenue, Sunnyvale, Ca. Sponsor -
 Pioneer RC Club of San Jose, Ca.
- Sept. 20-21 NEW YORK Flying Aces Annual Meet, Scale & Formula II, W. Johnson CD,
 62 Widrig Avenue, Jamestown, New York 14701
- ✓ 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 Ave. Ft. Worth
- Oct. 25-26 SGVRC Air Races, Whittier Narrows, Formula I & II & Open
- ✓ Nov. 28-30 TUCSON, ARIZONA Winter Nats - All RC. Site: Marana Air Park

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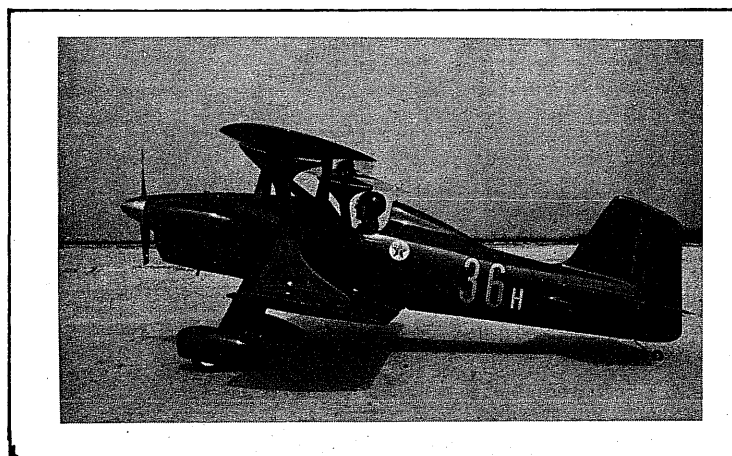
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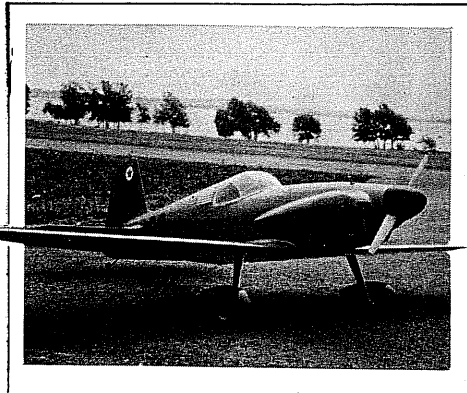
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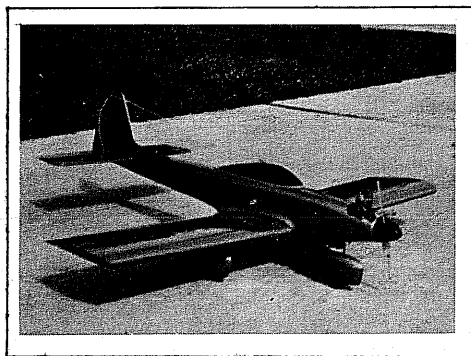
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1969 RACING SCHEDULE

- Sept. 20-21 TURLOCK, CALIFORNIA Western States Pylon Championships, Formula I and II and Open. Lou DeLateur CD, 2655 Wright Avenue, Sunnyvale, California
- Sept. 20-21 NEW YORK Flying Aces Annual Meet. Scale and Formula II. W. Johnson CD, 62 Widrig Avenue, Jamestown, New York 14701
- Sept. 20-21 HUNTSVILLE, ALABAMA Rocket City RC 9th Annual. The works and pylon. Site: Old Huntsville Airport. C. Scholefield CD, 2709 Briarwood Drive SE, Huntsville, Ala 35801
- Sept. 27-28 NEW ORLEANS, LOUISIANA 8th Annual Crescent City RC Contest. The works and Formula I. Site: Club Flying Field, A. Wiltz CD 3231 47th Street, Metairie, La 70001
- Sept. 27-28 TULLOHOMA, TENNESSEE 10th Annual RC Meet. The works and Formula I Site: Airfoiler Flying Field, J. Robinson CD, Rt. 1, Tullahoma, Tenn.
- Oct. 11 - 12 FORT WORTH, TEXAS Fort Worth Thunderbirds RC Club Meet. Formula I and II. Site: West Shore Lake Benbrook, Bob Lutker CD, 3105 Cockrell Avenue, Fort Worth, Texas
- Oct. 11-12 SAN MARCOS, CALIFORNIA Palomar Air Races, Formula I by pre-entry only.. Site: Old San Marcos Airport, Contact Roger Allard, 456 Pomml Way, San Marcus, California
- Oct. 18-19 WINTER PARK, FLORIDA RC Rendezvous, Annual Fly for Fun. Scale, Formula I and Novelty events. Site: RCACF flying site. T. Drake CD, 1222 Via Estrella, Winter Park, Florida 32789
- Oct. 25-26 EL MONTE, CALIFORNIA SGVRC Air Races, Formula I and Sport Pylon, Site: Whittier Narrows, John Garabidian CD, 909 North 3rd Street, San Gabriel, Ca. 90640
- Oct. 25-26 BIRMINGHAM, ALABAMA Birmingham RC 3rd Annual, Stunt and Formula I Site: Edgewater Field, E. Riley CD, 1924 Second Place NW, Birmingham, Ala 35215
- NOV. 8-9 DALLAS, TEXAS Final Contest for the Southwest Pylon Racing League Formula I and Formula II. Site: North Lake. Carl Summers CD, 7132 Shook Avenue, Dallas, Texas 75214
- Nov. 28-30 MARANA AIR PARK, ARIZONA Winter Nationals. The works and Formula I. K. McDaniels CD, 4808 E. Fairmont, Tucson, Arizona 85716

Mansfield, Ohio - continued

Second and third places were decided by a fly off between two mustangs flown by deBolt & Keats. "No gos" hurt as these two found out during the meet! Keats found out again during the fly off when deBolt coasted into second place with a lonely 2:04.

Open Pylon				Formula I					
1st.	Dave Keats	P-51	ST40	2:17	1st.	Ken Taylor	Minnow	K&B RR	15 pts.
2nd.	Waters	Original	Merco		2nd.	Hal deBolt	Mustang	K&B FR	14 pts.
3rd.	Nabori	P-51	K&B 40		3rd.	Dave Keats	Mustang	K&B RR	14 pts.

13 entries, 6 rounds in Formula I

SYRACUSE, NEW YORK September 7 Reporter - Hal deBolt

This was the first full fledged racing meet held at the Syracuse Nedrow field which is billed as the "finest grass field in the East", personally supervised by Ed Izzo and his handy "arc" buddies who did a commendable job of running the show. Having flown off the field personally for the past 10 years on occasion, I find it hard to feel any way but as they do, a little short for Formula I perhaps but more than adequate. It was good to see this club operate a "contest" once more and we fliers hope that they too found it enjoyable.

The attendance could have been greater for sure but those that were there came to race and that was all it took for some good fast heats. Formula I and II plus Open was run so if you came prepared you got all the flying you could want during the 8 rounds of each. This had to be Bill Underkofler's day as he could do no wrong with two real quick machines. Good to see too as Bill has been back in the pack much too long! 13 year old Brian Sattler showed the olsters how in Open Pylon as he steadily won his heats with his 60 powered Trainer Master which proved too much for the rest of the pattern jobs.

My guess is that the flyers have found another good racing meet and that they hope that the Syracuse "ARCS" may have found another way to enjoy model flying.

Formula I - 7 entries					Formula II - 7 entries				
1st.	Bill Underkofler	Mustange	K&B RR	1:49	1st.	Bill Underkofler	Continental		1:49
2nd.	Mike Helsel	Ballerina	K&B RR	1:54	2nd.	H. deBolt	P-51		1:52
3rd.	Vernon Smith	Ballerina	K&B RR	1:50	3rd.	Bob Noll	Continental		2:03

(flying off for 2nd won by Helsel)