

# N M P R A

## NEWS RELEASE

NATIONAL  
MINIATURE  
PYLON RACING  
ASSOCIATION

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### NEW NMPRA NEWS RELEASE?????

*I have been putting out the NMPRA Newsletter for nearly three years now because of the need to get news to you, THE MEMBER, as soon as possible. This is really important when it comes to possible rules changes as well as quick breaking activities. We have been offered space in some of the regular magazines but the lead time required by them would make it impossible to do the necessary job. This month a new publication has hit the stands, RADIO CONTROL NEWS that is done in newspaper form. This publication is published by NMPRA Member Hank Holcomb and it has the short lead time usually connected with a newspaper.*

*Preliminary discussion looks good for the possibility of using this publication as the official outlet for NMPRA news and views. Hank is planning to put out 17 issues a year - one issue each month with an extra issue each month during the contest season, when things are happening fast. News connected with NMPRA would still come through me, or whoever takes on the job after me, to be submitted to RADIO CONTROL NEWS. RADIO CONTROL NEWS is Western orientated as far as Pattern, Scale and Sport flying is concerned but if this move is made by NMPRA, would go National in scope as far as pylon racing is concerned.*

*I don't see at this time how this move could do anything but improve the status of NMPRA. You would be getting the news as soon as you are now getting it - and in the contest season you would possibly get it sooner. We will probably have to raise the dues for 1970 to \$6.00 but you would be getting more for your money. The photographic reproduction is excellent and the general layout shows that Hank has been in the publishing business for a long time. We are tentatively planning on making the change in October so that you can see what you will be getting for the extra buck. Here's to bigger and better things through NMPRA participation.*

NOW TO THE NATS ---- AND ---- OTHER THINGS!!!!

The 1969 Nats is now history and I am not sure that I am the one to properly evaluate everything that happened. Larry Leonard proved that you don't have to have the fastest plane in order to win - just be the fastest when you have to. Larry turned times from the low 1:50's to times well over 2 minutes but he won every race he was in but one in the nine rounds of final races in Formula 1 - he got a second in the 8th round! Larry flew his orange Minnow in a smooth professional manner, flying tight when he was being pushed and flying a loose, safe line when he had a good lead. Sam Fly, winner of the Art Chester Memorial Trophy, and Whit Stockwell, high Junior in Formula 1, had the two best qualifying scores and the flyoff between them at the end of the meet for second and third was about as close a race as you could ask for. Both were flying blue aircraft and at the speeds that they were flying, it was sometimes difficult to tell the difference between Sam's Ballerina and Whit's Minnow. We on the sidelines had to wait for the official decision of the judges to determine the winner.

Nats - continued

Formula II was successfully flown for the first time at the Nats. This looks like it will be the coming event because they are fast in the air and yet can be slowed down for landing. Completed races were a bit rare in Formula II, only two contestants, Richard Barron (5th) and Richard Sarpolus (8th), finished all their heats in the finals, however, there were a lot of close races over the two days of finals. Leonard Martin, high Senior in the event, missed one heat and yet finished with only three points less than the winner, Hal deBolt. I think that by the time that next year's Nats roll around that Formula II will have as many entries as Formula I, especially so because the Nats will be in Chicago which is still in Formula II country.

I thank the volunteer workers that spent their time doing the routine jobs that have to be done. Bernice and Burt Williams of Westfield, Mass & Art Simmonds of Vernon, Conn. show up at the finals and asked if there was anything that they could do to help. They are well known in their efforts on the NCRCC races each month. Bernice managed the transmitter impound area with an iron fist - she knew where the transmitters were all the time. Burt & Art got their exercise for two days by acting as runners between the operations tent and the flight line. They were aided by Charlie Brown (Mrs. C. Weirick) on the last day of racing and it looked to me like all the contestants appreciated her efforts. I don't know what to say about Sam Crawford - he made the trip to act as a Pattern judge and as such he did an excellent job, he was selected by the contestants as one of the judges for the finals, but his efforts in Pylon were above and beyond the call of duty. Sam helped process the entries over in the hanger and then went out and worked in the pit area setting up races in qualify and helping to keep things organized in the finals - Sam was pooped at the end of the week. I am sure there were other volunteer workers that I have missed - but only because I wasn't able to get their names - THANKS TO ALL OF YOU!!!!

Lou DeLateur headed a first class crew of regular officials for the racing events. Jack Fabbri did a good job as Pit Manager. Glen Spickler did his usual efficient job in his second year as Head Starter for the Nats Pylon events. Bob Morse was Head Lap Counter and the lap counters were Gene Stiles, Juan Martinez, Monty Smith and Gary Pennel. There isn't enough money to pay these men what they were worth and nobody would put in the kind of hours these men put in - just for money. WELL DONE GENTLEMEN!!!

*AND NOW for the part that wan't so pretty good - MID-AIRS... In the 1967 Nats Finals we didn't loose a plane because of a mid-air crash - we lost a few because of pilot error and equipment failure. The 1968 Finals in Olathe had all planes in one piece at the end. I didn't count the mid-air crashes this year but a bit of common sense would have eliminated all of them. This problem has been discussed over the last couple of months with Hal deBolt and Tom Protheroe being the principal correspondents. The following is a bit of common sense from Tom:*

*"Each year there are a number of mid-air collisions resulting in either damage or total loss of race planes. Most flyers (racers) accept the fact there is a possibility of a mid-air every time they race. Some flyers seem to be able to avoid destroying their models from this cause and prefer to do it in their own way (like closing the trunk door on a wing, etc....).*

*Pinpointing the cause-The OVERTAKING plane is the number one offender and the OUTSIDE plane is number 2 offender in setting up the collision (doesn't always do the actual ramming, just sets it up). To look at it from a different angle --- if you are approaching traffic and are overtaking, you should be the one to move up or down to give clearance. This is normal race pilot/driver law, whether planes, boats or cars. A pilot can see ahead much better than he can see behind. If two ships are side by side and you are the outside ship, especially at No. 1, go into that turn either above or below the inside ship. You would naturally start your turn a little sooner than the inside plane, bringing you into the other ship on the approach side of No. 1 and if you missed here and the other ship turns a tighter radius, you stand a good chance of coming together on the back side of the turn. Make sure you are going into that turn well above or below the other ship.*

Common sense from Tom - continued

This may sound pretty safe now BUT some guys making climbing turns, some make turns without gaining or losing an inch of altitude and others make (heaven forbid) diving turns. (I make all three in mixed up order). Soooooo if you are being overtaken and are an inside plane you are obligated to make one of those good turns. (That's the middle one - without gaining or losing altitude). He'll probalby say harsh words in your presence if you pull up or dive into his when he did his best to miss you. One other thing - if you get a bad engine run and are just trying to finish the heat - pull up out of the hot traffic. A hot plane lapping you might not even see you until it is too late to take evasive action!!!

A passing rule could never be enforced properly, so it would not be practical to "write one in". THE PILOTS SHOULD EDUCATE THEMSELVES as to the proper way to fly a race. The contest officials will flag you at the start, nail you when you cut and flag you when you finish, if you don't mid-air somewhere in between, and this would be pilot error not a contest official's fault. The contest officials shouldn't be required to hold our hand while we're out there tearing up the sky. To make something like this law would bring in personal opinions (called judgements made by officials). This is supposed to be an advanced modeling event or sport - so lets put some effort forth to fly it as such....with rules written and unwritten

I think that Tom put it pretty well - Mid-air are not accidents, they are a demonstration of poor judgement and only YOU, THE CONTESTANT, can eliminate them.

#### CONSOLATION RACES

I received a note from Walt Schroeder asking if NMPRA had ever considered consolation races for entries not able to keep up with the fast boys. I mention this because I have already received questions concerning establishing novice classes in racing events and I am personally against such a move. Yes, when we were first getting things organized we had a series of consolation races for those no able to make the finals at the larger meets. This did have the effect of keeping the entry large and yet gave those slower contestants a chance to continue racing.

This is still a good idea and would be a good method of keeping the entry list up at local meets. There just isn't enough time to run consolation races at the Nats but there is no reason why you couldn't estalish a championship series and a consolation series of heats at the larger regional meets. Awards for these consolation races do not have to be anything as fancy as the Championship awards and you don't have to run as many rounds for this group - but give them some incentive to participate. There is one thing about it - you will have better races if you fly the fast with the fast and the slow with the slow. A small trophy or a can of fuel might be all it takes to keep a contestant in racing.

#### NOTES FROM THE PRPA NEWSLETTER - Editor Don Berlin

There are two races left on the full size racing schedule this year. The Cleveland National Air Races and the Air Show on August 31-Sept. 1. The events will be Formula 1 (\$15,000) Stock (\$7,500) and AT-6 (\$3,500). Time trials will be held on August 29-30. The National Championship Air Races will be held at Reno/Stead Airport on Sept. 14-21. Events: Cross-country, 14th, from Milwaukee (\$15,000). Time trials on the 16th, 17th, 18th and racing on the 19th, 20th and 21st. Unlimited (\$35,000), Formula 1 (\$15,000) Sport Biplane (\$7,500) and AT-6 (\$5,000).

Formula 1 racing will be inaugarated in England with trial races in 1969 and a full racing schedule for 1970. Royal Aero Club officials recently met with a PRPA representative to settle details. There are at least t Formula 1 racers in flying status in England with 5 additional ones under various stages of construction. International closed course racing will be revived after a lapse of many years.

(For those wives who read the newsletter and maybe other uninformed NMPRA members , PRPA stands for PROFESSIONAL RACE PILOTS ASSOCIATION). Now don't you feel educated!!!

NATS RESULTS --- FORMULA I --- 65 entries, 51 shows, 9 rounds, 36 points possible

Contestant	Home	Plane	Time	Points
1. Larry Leonard	Canoga Park, Ca.	Minnow	2:04.3	35
2. Sam Fly	Irving, Texas	Ballerina	1:54.8	29 flyoff
3. Whit Stockwell	Encino, Ca.	Minnow	1:54.2	29
4. Hal deBolt	Cheektowaga, NY	DeNight	2:07.4	28
5. Ed Izzo	Skaneateles, NY	LaJollita	2:10.1	27
6. Hale Wallace	Johnson City, NY	DeNight	1:59.4	24
7. Pete Reed	Plainville, Conn.	Ballerina	1:58.5	23
8. Jack Hertenstein	San Gabriel, Ca.	Minnow	2:00.2	22
9. Don Lowe	Dayton, Ohio	LaJollita	2:11.6	21
10. Lewis Penrod	Hansboro, Missi	Midget Mustang	2:11.5	18
11. Bob Smith	Panorama City, Ca.	Minnow	1:57.8	17
12. Tom Baker	Kings Mountain, NC	Rivets	2:04.8	14
13. Cliff Weirick	Escondido, Ca.	Minnow	1:59.0	13
14. William Underkofler	Vestal, NY	Midget	2:15.2	13
15. Bob Upton	Reseda, Ca.	Minnow	2:06.8	9
16. Maurice Woods	Oklahoma City, Okla.	Mustang	2:09.6	7
17. Jack Stafford	Culver City, Ca.	Minnow	2:01.0	6
18. Ed Keck	Webster, NY	DeNight	2:09.5	6
19. Bob Pearce	Fort Worth, Tex.	Rivets/Mustang	2:02.2	1
20. Leon Shulman	Cranford, NJ	Midget Mustang	2:08.9	1

NATS RESULTS --- FORMULA II --- 50 entries, 31 shows, 9 rounds, 36 points possible

1. Hal deBolt	Cheektowaga, NY	P-51	2:09.8	27
2. Richard Allen	Endicott, NY	P-51	2:11.7	27
3. Don Lowe	Dayton, Ohio	Lanier Midget	2:09.2	25
4. Robert Noll	Endicott, NY	Cont. 600	2:25.1	25
5. Richard Barron	King of Prussia, Pa	Cont. 600	2:55.0	25
6. Leonard Martin	Binghamton, NY	P-51	2:36.0	24
7. John Krauer	E. Detroit, Mich.	Minnow Midwing	2:17.0	23
8. Richard Sarpolus	Shrewsbury, NJ	Original	2:53.3	23
9. C. Telford/ B. Violett	Bethesda, Md.	P-51	2:23.6	22
0. John Sabine	Mobile, Ala.	Tfardon II	2:06.0	21
1. Ed Keck	Webster, NY	Proto	2:10.0	20
2. George Kane	Warminster, Pa	Proto	2:35.4	19
3. Maurice Woods	Oklahoma City, Okla	Cobra	2:34.5	14
4. Leon Shulman	Cranford, NJ	Shoestring	2:27.5	10
5. Bryan Sattler	Schenectady, NY	Cobra	2:58.5	8
6. Ernie Weiss	Oakhurst, NJ	Original	3:00.0	8
7. William Underkofler	Vestal, NY	Continental	2:23.4	7
8. Whit Stockwell	Encino, Ca.	Mustang	2:19.0	3
9. David Keats	Troy, Michigan	P-51	2:08.6	0
0. Pete Reed	Plainville, Conn	Original	2:15.0	0

SOUTHWEST PYLON RACING LEAGUE TO BEGIN 1969 SEASON AT HOUSTON

The Houston Radio Control Club will host the first LEAGUE Competition at their new RC Field northwest of the city. The meet, scheduled for Sunday, August 17th will feature the Houston team racing in Formula I against the Fort Worth THUNDERBIRDS racing team. Fort Worth and Houston, still the only two League Cities have the Southwest's top racing pilots and have proven in meets the past two years to be about equal in competitive status. The winning League Team will share in a portion of the entry fees of the meet, being distributed to team flyers according to their individual point performance.

The goal is for League competition to become as professionalized a sport as possible. The second League meet of the 1969 season will be at Fort Worth's THUNDERBIRD FIELD on October 11th and 12th, and possibly these two meets will determine the 1969 League Champion. Plans call for other League Cities to be added to the Southwest Pylon Racing League during the 1970 season.

Members Present: Bob Noll - District II, George Kane - District III, Bill Northrup - District IV, Don Coleman - District V, Bud Atkinson - District VI, Murry Frank (for Bill Knost) - District VIII, Loren Tregellas - District IX, Jerry Nelson - District X. Districts I, VII and XI were not represented.

All discussion and voting at the meeting was preliminary and is not final. There will be a final vote, probably in September, after there is time to get general AMA membership reaction. We are giving NMPRA members this chance to let their wants know in the enclosed ballot and send it to Tom Protheroe - it would be a good idea to write to your RC Contest Board Representative as well. My comments will be in script.

SPORT PYLON - Jerry Nelson presented a proposal on open and sport pylon from Lou Stanley however the board decided to leave sport pylon as it presently is, a supplemental event. *No comment.*

FORMULA I & FORMUAL II

1. The board accepted Tom Protheroe's proposal for pre-processing airplanes as presented in a previous issue of NMPRA News. The vote was 7 in favor, 0 against, 1 abstained.

*This proposal in no way effects the airplanes involved in the event but it will save time in getting to the actual racing. NMPRA will make the processing decals available if this proposal is accepted in the final CB vote.*

2. EAST Club Proposals:

- A. Changeminimum weight on Formual I ships from 5 lb. to 4 1/2 lb, rule 23.5 in the AMA rule book. 5 for, 2 against and 1 abstained.

*No comment - I'm still flying a 2oz. airborne unit)*

- B. Clarify the two minute start rule, 23.12.5, by changing to read: "A maximum time of two minutes will be allowed for starting and adjusting the engine. Any contestant not ready to have his plane released at the end of the two minutes will be eliminated from that heat. 8 for, none against

*All entries in the RC Pylon events at the 1969 Nationals elected to use this procedure for the meet. The system was very successful and should be incorporated in the 1970 rules. Model Airplane News has asked Tom Protheroe to do an article on how to build the two minute clock that we used.*

3. Don Coleman proposed that restricted fuel be used in Formula II because the event is suppose to be for the average modeler and because the availability and cost of nitromethane is rapidly becoming such that the average modeler will not be able to obtain it. Fuel would be limited to a maximum of 15% nitro and would be supplied by the host club. 3 for, 3 against, 2 abstain.

*It can't be enforced without removable tanks that can be measured and filled by a meet official. Rules should be written so that they can be enforced at the Nationals and this one can't without additional changes in the rules. This would also be a very time consuming procedure to enforce -- do you want to race or process!?! You can use restricted fuel at your local meets if you announce it in advance but don't make it mandatory in the rules.*

4. Bob Noll asked the board for a clarification of the Builder of the Model (BOM) rule as it applies to Formula I aircraft. The board concluded that the rule book clearly states that the BOM DOES apply to Formula I aircraft, since points are awarded for appearance and workmanship. The vote to retain BOM for Formula was 6 in favor and Jerry Nelson and Don Coleman against.

Rule Proposals - continued

Goodyear racing was originally set up without the BOM rule and the only comment on the subject in any of the rules said "Owner of the Model". The builder was never mentioned in any of the rules and it was an oversight when the event was submitted for official recognition. I went over the rules and the contest board made a mistake in their assumption. The rule they refer to is part of the RC Pattern rules, rule 22.2.4 to be specific, and does not apply to anything but Pattern. The rule that applies is 1.17 and the closing sentence says - "The builder of the model rule applies to every AMA event unless specifically noted otherwise in the rules governing that event." This means that the BOM rule applies to Formula 1, Formula 11 Solo Pylon and Scale under the present rule book. It never was intended that the BOM rule apply to pylon racing so let's keep our contestants honest and eliminate protests. Rule 23.2 General, should be modified to include the statement "The builder of the model rules does not apply to these events". You know as well as I do that the BOM rule is not going to be enforced in either of these events so why leave it in the rule book to give Contest Directors Excedrin headaches.

Some people fly by the rules and some bend them to their own wishes, the best system is to write the rules so that it isn't a matter of opinion as to what is meant. Fill out the enclosed ballot and mail it to Tom today. The other thing to remember is that your contest board representative is supposed to vote the way the majority of the people in his district want him to vote - let him know how you feel.

REPORT FROM GERMANY

Jack Albrecht Reporter

Guten Tag, Mein Herr....and all that German stuff. I have been here in Germany a little over 14 months now and have been able to do a small amount of flying. Recently I attended the first Goodyear Pylon race held in Germany. This was really a first since they were using modified NMPRA rules to fit their situation. The race was held on June 7-8 at Weilbach, near Frankfurt, Germany in conjunction with a scale RC contest. The field was extremely small by JS standards for Formula 1 racers, however, all contestants put on a good show. There were a total of 8 formula 1 entries with the first races being conducted late on Saturday. Aircraft were judged individually for handicap, however, it was not applied on the release of aircraft at the start of the races. Saturday was a typical cold and rainy day with the wind blowing directly crosswind to the normal direction of flight to the #1 pylon. The pylons couldn't be moved so the planes had to take off into the wind, make a 360 turn and then head toward the #1 pylon, some fun to say the least. Timing didn't start until the airplanes crossed an imaginary line in front of the judges. Another additional aspect was that engines up to and including 45's were allowed. If an aircraft cut a pylon it was required to recircle the pylon in addition to having to make an additional lap. This increased the time considerably. All in all the pylon flyers had a good time and the personnel that sponsored the meet, (the Frankfurt Aircraft Club - F.V.L.) and the contestants all learned a great deal in the conduct of and flying a Formula 1 race. We hope to organize more of these here in Germany in the near future. The main limitation is suitable fields for the hot formula 1 aircraft. Most of the German clubs have grass strips that would ruin a Formula 1 ship on landing. We may find that we have to go to the 600 sq.in. Formula 11 ships to get any interest going....

Results of the 1st official contest are as follows:

1st.	Manfred Pick (Germany)	Rivets	OSH40P	German Micro Avionics
2nd.	Melvin O. Canton (USA)	deBolt Spl.	OSH40P	German Multi-plex
3rd.	Gunter Hoppe (Germany)	Cosmic Wind	Veco 45	German Micro Avionics
4th.	Jack Albrecht (USA)	Long Midget	KB40FR	Royal Classic

cut a pylon in each of the final races, so it ended up dropping me down to 4th place. As the old saying goes, it isn't necessarily the fastest bird that wins the race.....

This was a two day meet for pattern scale and Formula I & II and Sport pylon. Formula II was poorly attended by fliers (only 2) and they were both Lanier Midgets (Aw c'mon fellas build a Formula II ship). I feel a lot of fliers are missing a good bet by not trying Formula II. I don't know what possible objection a modeler would have to the event. I like the freedom of choice of model as I have several favorites from out of the past. Well back to the race -- here are the results:

Formula I -- 7 entries

1.	Jim Goad	Pilot Mustang	ST	15 points
2.	Marv Kowalewsk	Ballerina	K&B RR	11 points
3.	Pete Waters	Cosmic Wind	K&B RR	8 points
4.	Tom Kelly	Cosmic Wing	K&B RR	7 points
5.	Don Lowe	deBolt Mustang	ST	4 points
6.	Bob Williams	Ballerina	ST	4 points
7.	Dan Powers	Shoestring	K&B	4 points

Formula II -- 2 entries

1.	Don Lowe	Lanier Midget	ST	2:20
2.	Harlow House	Lanier Midget	K&B	3:52

Sport Pylon -- 10 entries

1.	Bill Welker	Barfli (retract gear)	Enya	2:44.1
2.	Don Lowe	Phoenix	ST	2:57.2
3.	Phil Seeburger			2:59.2

M.A.R.K.S. Pylon Races, Mentor Ohio July 4th

Reporter Hal deBolt

Sure sorry to say that the record is not broken, another meet with wind and rain! Sure surprised to see so many engines runing OK in the 80° temp. and 80% humidity conditions, sure far rom ideal. In spite of the weather the turn out was quite good and must reflect the way racing is catching on in the Cleveland area. The boys down that way are getting the message and enjoying it too! Thanks to the efforts of leaders like Frank Vidmar, Harry Walker and company things are happening. Talk at the close of this meet was where and when is the next, obviously the boy enjoyed the fine show put on by this Mentor Area Radio Kontrol Society.

All of the three classes flown presented some quick and interesting racing. For once Formula I did not take a back seat to Formula II and Open pylon. Perhaps the boys were waiting to get onto this nearly perfect field even if it is grass. Formula II once more offered the closest and more highly contested heats with several of them being decided in the last lap. Open pylon had good racing too but for the most part the results showed after the first round had been run. Once again there were two mid-air pointing up the need for some sort of passing rules. All you have to do to get the message is look at a guy's expression AFTER he has had time to review the mess left by one of these! The most spectacular came in the last heat when Frank Vidmar was passing Walker, somehow they did not make it and Harry wound up getting down with not much more than a half wing left, Frank totaled.

Formula I - 13 entries -	1st.	H. deBolt	Mustang	K&B FR	2:06
	2nd.	Pete Waters	Mustang	K&B RR	
	3rd.	Marv Kowalski	Ballerina	K&B RR	
	4th.	Kurt Rose	Mustang	K&B RR	
	5th.	Harry Ritter	Rivets	K&B RR	
Formula II - 6 entries -	1st.	H. deBolt	P-51	K&B RR	2:11
	2nd.	Al Lokon	Cobra	K&B FR	
	3rd.	Ed Nabora	Cobra	K&B FR	
	4th.	Bob Gatimer	Cobra	K&B FR	
	5th.	Bob Osterling	Lanier	K&B	

Mentor, Ohio continued

Open Pylon - 12 entries -	1st. Pete Waters	Original	Merco 61	2:23
	2nd. Harry Walker	Original	HP 61	
	3rd. Ed Nabora	Cobra	K&B FR	
	4th. Al Lekon	Cobra	K&B FR	
	5th. Frank Vidmar	Cobra	ST 60	

### NMPRA SEASON CHAMPIONSHIPS

There have been a lot of points accumulated since the last listing of Championship points. This month we are giving you the overall standings as well as the class standings. There are only 2 1/2 months left in the Championship Season and there are some pretty big meets left on the calendar so anything can happen. Last year Granger Williams won the overall with just Formula I points, however, at this time the three leaders for the Grand Championship have accumulated points in both categories. Remember - the best way to make sure that you get credit for the points you earn is to carry the contest vouchers printed in the back of the newsletter with you. These vouchers still hve to be turned in within two weeks after the contest for you to get credit for them so don't miss out just because you thought somebody was goint to turn them in for you.

#### Formula I

1. Jack Hertenstein, 76B	175 points
San Gabriel, Ca.	
2. Whit Stockwell, 51B	169 points
Encino, Ca.	
3. A&L Racing Team, 50C	155 points
Northridge, Ca. Larry Leonard	
4. Peter Reed, 34J	147 points
Plainville, Conn.	
5. Jack Stafford, 40C	143 points
Culver City, Ca.	
6. George Killoen, 48C	131 points
Vista, Ca.	
7. Mike Bridges, 53B	120 points
El Monte, Ca.	
8. Sam Griswold, 35J	117 points
New Hartford Conn.	
9. Jim Witt, 6B	116 points
Vista, Ca.	
0. B&S Racing Team, 51C	115 points
Bob Smith, Panorama City, Ca	

#### Formula II

1. Hal deBolt, 1K	80 points
Cheektowaga, NY	
2. Bob Noll, 14K	56 points
Endicott, NY	
3. Richard allen, 2L	49 points
Endicott, NY	
4. Don Lowe, 2P	48 points
Dayton, Ohio	
5. John Krauer, 43W	47 points
E. Detroit, Mich.	
6. Ed Keck, 35K	44 points
Webster, NY	
7. Maurice Woods	44 points
Oklahoma City, Okla.	
8. Richard Sarpolus, 62K	43 points
Shrewsbury, NJ	
9. Cliff Telford, 27Q	42 points
Bethesda, Md.	
10. Whit Stockwell, 51B	41 points
Encino, Ca.	

#### OVERALL GRAND CHAMPIONSHIP

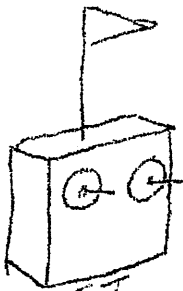
1. White Stockwell, 51B	Encino California	210 points
2. Peter Reed, 34J,	Plainville, Connecticut	178 points
3. Hal deBolt, 1K	Cheektowaga, NY	177 points
4. Jack Hertenstein, 76B	San Gabriel, California	175 points
5. A&L Racing Team, 50C	Larry Leonard, Northridge, California	155 points
6. Jack Stafford, 40C	Culver City, California	143 points

#### LOVINGS LOVE KIT

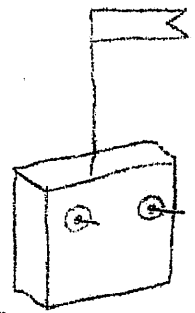
Mike Ogilvie informs me that he has decided to assemble an additional 50 kits in addition to his originally planned 20. These are Deluxe kits and if you are interested, write to Aircraft Quality Products, 1204 147th S.E., Bellevue, Washington 98004.



SAN GABRIEL VALLEY



KRAFT SYSTEMS



MICRO-AVIONICS

RADIO CONTROL LEAGUE PRESENTS ~

MANUFACTURERS RACE

AUGUST 16-17, 1969

FORMULA I, II & OPEN

PYLON RACES

SAN GABRIEL VALLEY R/C AIRPORT

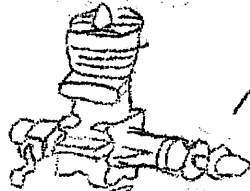
WHITTIER NARROWS REC. AREA

SO. EL MONTE, CAL.

AMA SANCTION No. 375

FLOWN UNDER CURRENT

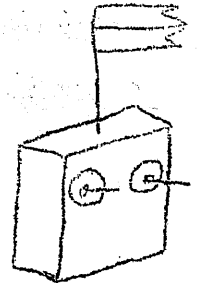
NMPRA & AMA RULES



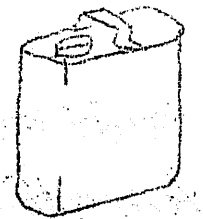
K & B MFG CORP



A & L SPECIALTIES



P.C.S.



CRANFORD'S FUEL

OPEN PYLON ~ SAT. & SUNDAY 9 AM TO 1 PM

FORMULA II ~ " & " 9 AM TO 1 PM (8 OR MORE)

FORMULA I JUDGING SAT 11:30 AM SHARP

" I RACING SAT & SUNDAY 1 PM TO ?

FIELD PRIZES

TROPHIES

(OVER)

S G V R C L  
ANNUAL BANQUET  
AUGUST 16, 1969  
AT THE TURF CLUB

TELEGRAPH RD. & ROSEMEAD BLVD., PICO RIVERA

SOCIAL HOUR 7 PM ~ DINNER AT 8 PM

LADIES FASHION SHOW ~

~ LADIES DOOR PRIZES ~

~ LIVE BAND DANCING ~

~ RAFFLE ~

\$5.50/PERSON

SUGGESTED MOTEL ~

RAMADA INN MOTOR HOTEL (213) 723-2731

6540 SO. ROSEMEAD BLVD., PICO RIVERA, 90660

SPEED UP PROCESSING BY ENTERING IN ADVANCE,  
ENTRY FEE COLLECTED AT CONTEST.

JOHN GARIBIDIAN, C.D. (213) 721-5645

P.O. BOX 632

MONTEBELLO, CAL. 90640

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ ST. \_\_\_\_\_ ZIP \_\_\_\_\_

FORMULA I FREQ. \_\_\_\_\_ AMA NO. \_\_\_\_\_

" II FREQ. \_\_\_\_\_ FCC NO. \_\_\_\_\_

OPEN FREQ. \_\_\_\_\_ NMPRA NO. \_\_\_\_\_

2nd ANNUAL

WESTERN STATES PYLON CHAMPIONSHIPS

PIONEER R/C CLUB, SPONSOR

TURLOCK, CALIFORNIA SEPT 20-21 9:00 AM

FORMULA I		FORMULA II		SPORT	
1st	\$100	1st	\$50	1st	\$50
2nd	75				
3rd	50	2nd	25	2nd	25
4th	25				
5th	10	3rd	10	3rd	10

ENTRY FEE: \$5.00 PER EVENT  
Minimum entries per event: 10

RACE HEADQUARTERS: DIVINE GARDEN MOTEL  
TURLOCK, CA 95380

CONTEST DIRECTOR: LOU DELATEUR (408-738-3117)  
1655 Wright Ave.  
Sunnyvale, CA 94087

CONTEST MANAGER: LEN TARANTOLA (408-241-2125)  
466 Giannini Dr.  
Santa Clara, CA 95051

1969 RACING SCHEDULE

- August 16-17 SOUTH EL MONTE, CALIFORNIA - Formula I & Open Pylon. Site: Whittier Narrows. John Garabidian CD, 909 North 3rd 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 17 HOUSTON, TEXAS --- SOUTHWEST PYLON RACING LEAGUE MEET
- August 23-24 CORPUS CHRISTI, TEXAS - 1st South Texas Open RC Contest. The works & Formula I. R. Corder CD, 5817 Shamrock, Corpus Christi, Texas 78412 Site: NASA Tracing Station
- 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 SE, 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, PENN. Eastern States Championships. The works & Formula I. Site: NAF, R. Leishman CD, 167 Goldenridge Dr., Levittown, Pa.
- August 30-31 INDIANAPOLIS, INDIANA Indianapolis RC Meet. The works & Formula I. Site: Indianapolis RC Flying Field. J. Goad CD, 10906 Willowmere Dr. Indianapolis, Ind. 46280
- August 30-31 MONROE, NORTH CAROLINA, RC League of N. C. State Championships. Stunt and Formula I. B. Johnson CD, 4139 Sheridan Rd., Greensboro, N. C. Site: Club Field
- August 30-31 & Sept. 1 MEMPHIS, TENNESSEE. Stunt, Scale, Formula I. Buddy Hord CD, 5050 Poplar Suite 319, Memphis, Tenn.
- 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, NY
- August 31 MANSFIELD, OHIO 3rd Annual Electronic Flyers Contest. Formula I & Open. Site: Mt. Zion Rd. M. Kalish CD. 235 Cline Ave., Mansfield, Ohio
- 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.
- Sept. 6-7 CHESAPEAKE, VIRGINIA TRC 4th Annual AA Meet, 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.
- Sept. 14. PENSACOLA, FLORIDA - Pensacola Aero Modelers Fly for Fun RC Meet, Assorted fun events and Formula II. W. Davison CD, 4422 W. Jackson St., Pensacola, Fla. Site: Corry Field
- Sept. 20=21 TURLOCK, CALIFORNIA Western States Pylon Championships, Formula I & II Open. Lou DeLateur CD, 2655 Wright Avenue, Sunnyvale, Ca.
- Sept. 20-21 NEW YORK Flying Aces Annual Meet. Scale & Formula II. W. Johnson CD, 62 Widrig Avenue, Jamestown, New York 14701
- Sept. 27-28 NEW ORLEANS, LOUISIANA. 8th Annual Crescent City RC Contest. The works & Formula I. Site: Club Flying Field, A. Wiltz CE, 3231 47th St., Metairie, La. 70001
- Sept. 27-28 TULLOHOVA, TENN. 10 Annual RC Meet. The works & Formula I. Site: Airfoiler Flying Field, J. Robinson CD, Rt. 1, Tullahoma, Tenn.
- 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, Texas
- 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