

Well members - this will be the last NMPRA News Release in this form. Next month you will be receiving the NEW newspaper "Radio Control News" that is being put out by NMPRA member Hank Holcomb. I will continue to write an NMPRA column with the information normally carried as "bits & pieces" in the Newsletter and you can still send your contest reports to me for insertion in the newspaper. You will be getting all the contest coverage you are now getting plus the photo coverage that is possible with a newspaper. Hank wants to give upcoming contests a big play - so be sure to send him a copy of your contest flyers as well as any other information you might have on the subject. The closing date for the October issue will be September 22 and it will go to press on October 3rd for October 6th mailing. This will be the second issue of the Newspaper and will start regular publication. The schedule after this issue will be as follows: News items close the second Monday of the preceding month and the copy goes to press ten days later. Hot news items may be inserted during this period on a space available basis. The newspaper will go in the mail on the fourth Monday of the preceding month. All NMPRA business will continue to go through Gil Horstman at 613 Donner, Las Vegas, Nevada 89107. I think you will like the new set up and will be getting more for your money. I have enjoyed editing the newsletter for the last three years but the combination of jobs that I am now doing in my "Free" time connected with the sport has gotten to the point where my widow and I have to cut back - and this looks like a change for the better.

ELECTION OF OFFICERS

Election of Officers for 1970 will be held next month. I don't know at this time how many of the old officers will be on the ballot and we haven't received any volunteers as candidates as yet. The offices to be contended are President and the five area Vice-Presidents. The office of Secretary/Treasurer is no longer a contested office because of the nature of the job. The President and Vice Presidents are responsible for making sure that a responsible man carries on this job with the mound of paper work that goes along with it. Gil Horstman has this job at the present time and says that for the present it looks like he will be able to continue next year if the officers so desire.

How do you become a candidate for office in NMPRA? First - CANDIDATES ARE NOT NOMINATED - they are volunteers to do a job. We have had excellent officers for the last two years when this system was started, and all have contributed to the growth of NMPRA. The theory is that a man who asks for a job is more likely to do what is necessary without being prodded by somebody. There have been too many cases in other organizations where it is considered an honor to hold office because there is no real work that has to be done and they don't bother to look to see if there is a need for something to be done. The reason that NMPRA has reached its present status is that the officers we have had have been self starters and have looked for things to do that would benefit NMPRA members on the whole.

Election continued

I don't want to scare anybody off that feels he can contribute something to the sport of RC Pylon Racing - I just want to let you know that nobody is going to nominate you - nominations are not accepted. YOU are the one that has to write in and stick your neck out. Send a brief resume of your qualifications for the job and what you would like to accomplish during your term in office. This information will be printed in the November issue of "Radio Control News" so that the members can tell who they are voting for. You might even send in a picture of yourself - the newspaper can run pictures where it wasn't possible to do this in the newsletter. Like I said - we don't accept nominations but if you know of somebody that you think would do a good job - it is your responsibility to suggest that he apply for the job. There are a lot of you out there who are capable of doing a good job so don't hide your light under a basket - stick your neck out and if you are elected and do a good job you will find the results very gratifying.

NMPRA dues are not pro-rated - membership runs from January 1st thru December 31st. Members who join after October 1st get three months free and are signed up for the following year. That means that any members we get after the 1st of October are considered 1970 members so now is the time to start lining up new members for next year. The dues for 1970 will be \$6.00 as a result of the new method of spreading the news. I think that after you see a copy of the newspaper you will consider the extra buck well spent and will want to renew your membership early so that you won't miss an issue. Dues should be sent to NMPRA, 613 Donner Las Vegas, Nevada 89107 for prompt action.

WORLD CHAMPIONSHIP 1/4 MIDGET CONTEST - Mentor, Ohio - Bob Penko ===== OCTOBER 5, 1969

300 square inch, 7/8" thick wing. Fuse 5" high by 2 3/4" wide, weight 2 1/2 lbs.
15 maximum engine size, throttle required.
Contest will be held on Tyler Blvd, 1 mile east of Rt. 2 and 306 junction.
All nations invited - trophies will read "World Champions".

PHILADELPHIA RC PYLON RACING CLUB??? Larry Robbins would like all people in the Philadelphia and surrounding area that are interested in forming a pylon racing club to contact him either by telephone or post card at the following address: Laurence A. Robbins, 1044 Carroll Circle Warminster, Pa 18974 Telephone 215-672-2396.

RULES CHANGE PROPOSALS - Tom Protheroe

The ballot count as of September 10th is as follows: 65 ballots received--

1. Allow preprocessing of Formula classes of RC Pylon racing.	Yes	59	No.	5
2. Change minimum weight for Formula I from 5# to 4 1/2#	Yes	30	No.	35
3. Clarify the two minute start rule as specified by FAST club	Yes	65	No.	0
4. Use restricted fuel in Formula II (maximum 15% Nitro)	Yes	13	No.	52
5. Add "builder of the model rule does not apply to these events" to rule 23.2 in AMA rule book	Yes	47	No.	17

The ballot count by AMA districts is as follows: I - 2, II - 10, III - 4, IV - 2, V - 1, VI - 4, VII - 4, VIII - 9, IX - 0, X - 27, and XI - 2. I have sent these results, with a district breakdown to the various RC contest board members and District Vice-Presidents. I have sent the results and the ballots received to RC contest board Chairman Bill Northrop, and I will forward any further ballots I receive to him also. We are sorry that this ballot had to be taken on such short notice but there just wasn't time to go through the preliminary discussions if we wanted to have the results in time to do any good this year. I thank those of you that took the time to send in a ballot.

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NMPRA CHAMPIONSHIP REPORT

Name _____

AMA No. _____ NMPRA No. _____

Contest Name _____

City _____ State _____

Formula I Formula II

Entries _____

Place _____

Contest Sanction No. _____

C. D. Signature _____

MAIL TO: NMPRA
613 Donner
Las Vegas Nevada 89107

CHAMPIONSHIP POINTS

<u>FORMULA I</u>		<u>FORMULA II</u>	
	<u>points</u>		<u>points</u>
1. Jack Hertenstein, 76B	232	1. Hal deBolt, 1K	93
2. Whit Stockwell, 51B	200	2. Bob Noll, 14K	56
3. A&L Racing Team, 50C	183	3. Richard Allen, 2L	49
4. Mike Bridges, 53B	172	4. Don Lowe, 2P	48
5. George Killeen, 48C	160	5. John Krauer, 43W	47
6. B&S Racing Team, 51C	158	6. Ed Keck, 35K	44
7. Jack Stafford, 40C	156	7. Maurice Woods	44
8. Jim Witt, 6B	154	8. Richard Sarpolus, 62K	43
9. Peter Reed, 34J	147	9. Cliff Telford, 27Q	42
10. Granger Williams, 94C	137	10. Whit Stockwell, 51B	41

GRAND CHAMPION

1. Whit Stockwell, 51B	241 points
2. Jack Hertenstein, 76B	232 points
3. Hal deBolt, 1K	224 points
4. A&L Racing Team, 50C	183 points
5. Peter Reed, 34J	178 points

CONGRATULATIONS TO THE FOLLOWING NEW CERTIFIED EXHIBITION PILOTS-----

#65	Lou Stanley, 10B	Long Beach, Calif.	51 points
#66	Jim Maston, 52C	Altadena, Calif.	81 points
#67	Gale Helms, 14 I	Fort Worth, Texas	61 points
#68	Jim Kelly, 51A	Sunnyvale, Calif.	54 points
#69	Vern Smith II, 60N	York, Penn.	75 points
#70	Ed Nilson, 81B	Vista, Calif.	65 points
#71	John Krauer, 43W	East Detroit, Mich.	66 points
#72	Sam Fly, 7 I	Irving, Texas	109 points
#73	Mike Helsel, 64 N	Dover, Penn.	56 points
#74	Hale Wallace, 6L	Johnson City, N. Y.	60 points
#75	Tom Baker, 23 Q	Kings Mountain, N. C.	54 points

GOLDKLANK REPORTS

This, my first letter concerning NMPRA racing in the N.Y. area, will be full of typing errors because you see I type with one finger. (note: I type with all 10 and I still make lots of errors - typist)

Out of 7 major RC clubs on Long Island and in the Metro area, there are about 25 racers and 8 of these are the SOB group. We don't seem to be able to raise any interest, even though we have racing every week end at Mitchell Field. We are confined to flying only after 5 pm but it remains light till 8:30, so there is plenty of time. I am very upset over this and have discussed it with the other fellas and no one has any ideas how to raise interest in it. DO YOU?

The SOB's turned out full force and drove up to Connecticut to attend the NCRCC racing at East Granby. Here is a great club and they do make everyone right at home during the contest. Art Simmonds is a terrific contest director as well as a good host. Bernice Williams goes all out to make the gang right at home. This club never saw anything like the SOB group and so sometimes they were a bit surprised at what they saw and heard.

Example 1.....Planes on starting line - Simmonds raises flag and looks at watch - Goldklank, holding Cushman's plane, starts inching the plane over the start line - Lucente, holding for cousin, sees this and also starts inching, - Simmonds still looking at watch and not aware of these happenings, - Cry of protest from third racer - Simmonds looks up

from watch and drops flag - Lucente plane noses over, breaks prop - Cushman gets bad heading, goes off into grass, breaks prop - protesting flyer takes off and wins heat.....

Example 2.....Recent SOB formula 1 race has three plane heat. Goldklank is starter - "Racers" I ask "Are you Ready?" "Yes" they chorus. I drop the flag - No. 1 is off, Flag down, there goes No. 2, No.3 lets go before flag, I am looking at watch, I drop flag just as No. 3 gets right in front of me - I CUT No. 3 plane right in half with starting flag, pilot is very MAD, threatens to shove flag down by throat and screams "IS THAT ANY WAY TO RUN AN AIR RACE???" We hobby poxy fuse and pushrod s back together and No. 3 is flying in 2 hours.....

Below is list of secrets I gathered at Philadelphia Nationals.....

1. From Pete Reed --- Take 10/8 speed prop and remove all varnish and cut to 8" and remove some of the leading edge so as to prevent tip stall.
2. From Leon Shulman --- Leave prop exactly as it comes out of box, to small a prop does not dig in.
3. From Cliff Weirick --- I use as much as 85% nitro, those little *(&# need something extra.
4. From Pappy deBolt --- K & B 1000 is all you need and thats all I use..
5. From Tony Bonetti --- You got to have a hopped up motor and then you can start to win or else forget it.
6. From Jerry Wagner --- Just a stock motor and I never did anything but run it.
7. From Ed Izzo --- The LaJolita is the best racer.
8. From Larry Leonard --- The Minnow is the best racer.

Taking all this information plus yards and yards more, I concluded that I am not the only nut in this hobby but that we are all NUTS.

GOLDKLANK "hint of the week" --- If you alieron sticks during the preflight on the starting line, don't borrow knife and cut out slot to relieve snag. I did this up at Granby and my spaking new "LaHOLita" went into a diving horizontal "OH NO" and was pronounced "DEAD ON ARRIVAL".

Pete Reed was flying when suddenly started to roll and racer went straight in. Pete's helper ran out to plane and when he picked it up it was still in what appeared to be one piece. P. Cushman grabbed Reed and turned him so that his back was to the plane and said, "Pete, I'll buy it sight unseen". But Pete said "But I could use the stab and maybe the wing is repairable". Phil said "Listen Pete this is the chance of a lifetime. How much???" Too late, the helper arrived with plane and all that happened was a loose cheek cowl.

SECOND ANNUAL TAHLEQUAH CUP RACES, Tahlequah, Okla. July 26-27 Bob Lutker Reporter

In spite of the lighter than expected attendance, the quality of the competition was fierce at Tahlequah. The meet, sponsored by the Tahlequah Chamber of Commerce, sported prizes of \$600.00 cash and nice trophies. The Chamber did a really fine job of presenting the meet, under the able supervision of Contest Director Jay Dee Wingo. Joe Cunningham of the Chamber of Commerce was in charge of meet personnel and did a great job in staffing the meet.

The winners circle was in contention all the way with Houston's Don Yockey winning out over Sam Fly from Dallas in an exciting fly-off for first place. Fastest qualifying time of the meet was turned by California's Jack Hertenstein with a 1:51.5. Jack had bad luck late in the meet, filtering his very fast plane through a tree on a landing approach.

Formula II showed increased interest with six entries. Loren Tregalis won 1st followed closely by Curtis Brownlee of Oklahoma City in 2nd place. Houston's Jack Beauchamp finished 3rd, Bill Knost of Tulsa in 4th, Red Calloway of Oklahoma City 5th and Mr. Paulovich following in 6th place. This event is slowly coming alive in the Southwest but has a way yet to go to push the interest shown in Formula I.

Formula I was still where the action was with the 15 entries fighting it out at every turn.

		Points	Qualifying Time
3	1. Don Yockey	Houston, Texas	24 (1-0) 1:53.5
	2. Sam Fly	Dallas, Texas	24 1:55.8
	3. Ed Rankin	Fort Worth, Texas	22 (5-2nd - 10-1st) 1:53.4
	4. Whit Stockwell	California	20 (2-0) 1:54.0
	5. Bobby Langley	Fort Worth, Texas	18
1	6. Jack Hertenstein	California	17 1:51.5
1	7. Bob Smith	California	16 1:56.0
	8. Bob Lutker	Fort Worth, Texas	16 2:10/0 (ZOOM!)
	9. Ben Beerbower	Houston, Texas	15 1:57.5
	10. Jack Beauchap	Houston, Texas	13 1:56.5
	11. Curtis Brownlee	Oklahoma City, Oklahoma	
	12. Bill Thomas	Oklahoma	
	13. Gale Helms	Fort Worth, Texas	9
	14. Bryan Lakin		
	15. Harvey		

Sorry I don't have all the statistics, but just didn't have time after the meet to get them. Tired!!! Even though entry was light, speeds were right up there, with eight of the 15 contenders below two minutes.

It was a great meet, With such terrific prizes, it should have been better attended and would have gained with more wide-spread publicity. The Tahlequah Chamber of Commerce is to be congratulated on their foresite and interest in model aviation. It's an aviation minded town and the meet site at the Tahlequah Municipal Airport was both beautiful and adquate with flying right from the main runway. We're looking forward to the Tahlequah meet being a highlight on the racing scene each year.

VALLEY FLYERS ANNUAL RACES, Sepulveda Basin, Los Angeles August 2-3 Reporter Bob Upton

The Valley Flyers hosted their annual racing contest the 2nd and 3rd of August. This is the first year we have scheduled two racing events, namely, combined Formula II and Open Pylong plus Formula I. Past experience with Formula II indicates there just isn't enough interest in this event (on the West Coast) to conduct strictly Formula II racing. For example, only two formula II airplanes were entered out of 16 total contestants, thereby necessitating the combination of the two classes. I must say, out of fairness to the East Coast, I did observe much more interest in Formula II at the Philadelphia Nationals this year so the event probably still has a chance as long as the Midwest and East show enthusiasm for this type of racing.

This year, I did a bit of innovating directed toward scheduling this contest. We managed, in effect, two separate meets. Saturday we flew combined Formula II and open flying, a total of 8 rounds amounting to 37 separate heats. With only 16 entrants the flyers were kept hopping all had enough racing by the end of the day. We concluded the contest with the usual presentation of trophies and merchandise. The point of this kind of "Carrying on" is this: I, for one, am tired of going to a two day contest whereby open racing and Formula I are mixed. Usually what happens is that the contestant gets an opportunity to fly 3 or 4 times each day with at least an hour or more between flights if he only specializes in one event. By flying one event one day and another the next, the contestant need only show the day his event is flown. In addition, the contestant can concentrate on one model rather than two. This is especially important if he is flying two airborne systems from one transmitter, or, in the case of mixed Formula I & II, switching from a 600 sq. in. wing to a 450 sq. in. wing, etc. There are probably other reasons favoring this type of scheduling; however, from a family viewpoint, the flyer need not take both Saturday and Sunday to fly in a contest. I think you will find less boredom generated in the contest since the contestants won't be waiting for a round to be flown in another event. The "better half" might be a bit more indulgent in putting up with your hobby if, from time to time, a little bit of the week end is left for her and the family. In retrospect, most contestants enjoyed the contest

Valley Flyers - continued

despite the abominable heat. I had little or no complaints directed toward me with regard to separating or, in effect, running two separate contests.

Saturday, August 2, Open Pylon Racing

1st.	J. Jenson	Modified Kwik Fly	24 points	1:54.4
2nd.	M. Bridges	Original	20 points)*	1:57.0
3rd.	Lou Stanley	Trainer Master	20 points)	1:58.5
4th.	D. Brink		19 points	2:17.5
5th.	A. Patapoff		18 points	2:00.4

*tie broken by fastest time

To recap, 37 heats were flown which amounted to 8 rounds. From the first heat it was apparent that times were going to be fast. Jim Jenson won all his races, scoring a perfect 24 points. Mike Bridges and Lou Stanley tied for second with 20 points each, the tie being broken by the fastest time with just a second and a half separating the two men! As you can see, the times were comparable to the Formula 1 times. The top three times being all under two minutes.

Sunday, August 3 Formula 1 Racing

1st.	B. Smith	Minnow	K&B 40 RR	16 points)*	1:50.5
2nd.	M. Bridges	Minnow	K&B 40 RR	16 points)	1:55.7
3rd.	G. Williams	LaJollita	K&B 40 RR	15 points	1:55.9
4th.	C. Weirick	Minnow	K&B 40 RR	12 points	1:55.6
5th.	J. Hertenstein	Minnow	S.T. 40 RR	11 points	1:53.5

A total of 29 heats were flown (4 rounds). We got off to a slow start due to processing. We had a total of 31 entries in Formula 1 which really surprised me! This is the largest turnout we have had to date. There were many outstanding models making for a very impressive lineup. Needless to say, the flying was fast and furious. One spectacular midair between George Killeen and Whit Stockwell occurred early in the contest. There seems to be an unfortunate trend developing in Formula 1 racing. As the pilots become more and more proficient in racing techniques, the flying develops a pattern which is almost identical from one pilot to the next. Consequently, the midairs are occurring at an alarming rate between "seasoned veterans" of the racing fraternity. Everybody seems to be finding the same "groove" to fly in with disastrous results. For example, Cliff Weirick and I tangled at Whittier Narrows a couple of months ago and I again had a midair with Maurice Woods at the Philadelphia Nationals. Cliff had 4 midairs, I have had 3 and Whit Stockwell has had at least 3 midairs while racing, one at the Nationals and the one mentioned above. We must find an answer to this problem 'cause it sure gets expensive when your "toad" only lasts through a couple of races. Any suggestions????

SAGINAW VALLEY ANNUAL, Freeland, Michigan August 9-10 John Krauer, Reporter

This writer went up to the Saginaw Valley Annual which was a pattern & pylon combined. This doesn't allow much time for the racing but this time of the year we in this area get a little desparate, so we take advantage of what comes along. I shouldn't complain as they did run formula 1 including handicapping of planes and all. There was only time to run two with 21 flyers entered. It ended with a 3 way tie for second so one tie breaker heat was run, resulting in this reporter "winning" fourth place for cutting two pylons. (It seems to be a favorite spot this fourth place). The judges were heavy on the disqualifications and with the small field area, several pilots were black flagged for flying over the judges stand and pits. This occurred with some of the less experienced pilots when they rounded #3 pylon a little wide. One ship was lost due to interference from a transmitter "on" in the impound! No other crashes occurred. With 12 entries there were only 7 places listed due to heavy disqualifications and uncompleted flights - so here they are:

1st.	Dave Keats	Long Midget	4th.	John Krauer	Denight Sp.
2nd.	Pete Waters	Minnow	5th.	Bob Williams	Minnow
3rd.	Ken Taylor	Long Midget	6th.	Ron Sefchek	La Jollita
		7th.	Jim Wernersbach	LaJollita	

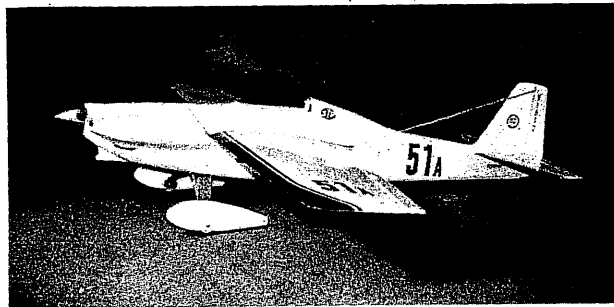
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SOUTHWEST PYLON RACING LEAGUE - Houston, Texas August 17, 1969 Bob Lutker Reporter
 Hosts - Houston RC Club Racing Team

Big League racing competition received it's baptism of fire at Houston and came through with flying colors. Seventeen of Texas' hottest racing pilots braved the August sun to bring the first real professionalized racing to the sport of model aviation.

The SOUTHWEST PYLON RACING LEAGUE is off and running. Purposely held small for this the first league competition, teams from Dallas, Houston and Fort Worth gathered at the Montgomery County Airport near Houston, at Conroe, Texas to make it a full day of racing. The airport facilities were entirely adequate with a side taxi strip being used for racing.

League meets are open to any and all flyers and the field of 17 flew for the beautiful Houston RC Club trophies through 3rd place. It was Dallas who set the pace with it's 3 man team. Their team, headed by Sam Fly were welcomed into the League that very day. Since Dallas had the minimum size League Team of 3 members, then only the top 3 scorers of each of the other teams counted toward the League Championship.

Fort Worth boasted a team with 8 flyers and Houston 6 to make it a well rounded field. The August Texas heat was nothing short of terrible and only a cool rain shower about 3:00 in the afternoon gave everyone enough energy to go on through 7 rounds. Humidity and temperature were in the 90's so times were a bit slow and engine trouble plagued almost everyone. At least that's a good excuse for me.

Bad luck prevailed throughout the Houston team as Jack Beauchamp had a grinding mid-air with fellow team member Ben Beerbower half way through the racing, bringing an end to Jack's beautiful Little Mike and Ben's Minnow. But that wasn't to be the end, just yet, of Jack Beauchamp as he was later destined to have another mid-air with Ed Rankin in the last heat. Jack's Ballerina disintegrated into the Texas dust, but Ed finished the flight with only a little stab and rudder damage. Fort Worth's Bobby Langley integrated with his Mustangs with the landscape and yours truly broke a prop when a wind squall blew through, knocking that dog of a mustang from the flight box.

The League win was up for grabs the entire day as Houston, Dallas and Fort Worth swapped positions in point totals all day. When all the dust cleared it was Fort Worth as victor with the THUNDERBIRDS tallying up 48 points to win out over Dallas' 44 points and Houston's 35. Those happy THUNDERBIRDS shared \$85.00 which was half the entry fees, dividing up the pot according to point performance among the 8 team members.

			<u>points</u>	<u>Qualifying time</u>
1st.	Ed Rankin	Fort Worth	19	1:59.0
2nd.	Gale Helms	Fort Worth	19	2:13.4
3rd.	Sam Fly	Dallas	18	2:03.4
4th.	Don Yockey	Houston	15	2:02.1
5th.	Dr. Dave Webb	Dallas	13	2:18.0
6th.	Jody McDaniel	Dallas	13	2:19.0
7th.	Dr. Ben Beerbower	Houston	11	2:03.7
8th.	Bob Lutker	Fort Worth	10	2:22.9 (gosh!)
9th.	Roy Klett	Fort Worth	10	2:28.1
10th.	Jack Beauchamp	Houston	9	2:13.3
11th.	Jim Simpson	Fort Worth	9	2:30.0
12th.	Bill Anderson	Houston	6	2:11.5
13th.	Gary Pannell	Fort Worth	6	2:35.0
14th.	Boby Langley	Fort Worth	2	3:06.9
15th.	Dr. Bob Pearce	Fort Worth	1	2:27.0
16th.	John Locke	Houston	0	
17th.	Pat Hardick	Houston	0	

All the engines were K&B RR and most of the aircraft were Midget Mustangs, ballerinas and Minnows with Dr. Bob Pearce flying a beautiful new low tail rivets. Radio equipment seemed to be divided up between Kraft, EK and Orbit and as usual at racing meets there were so many rigs on 72 MHZ that we were limited to 3 plane heats.

Southwest Pylon Racing League - continued

It was a good meet and a very real beginning for the SOUTHWEST PYLON RACING LEAGUE. The last scheduled League meet of the 1969 season will be at Fort Worth THUNDERBIRD Field on October 11th & 12th and we'll see the 3 League Cities, Houston, Fort Worth and Dallas, fighting it out for that 1969 League Championship.

For the racing pilots in the Southwest it has truly been a long, hot summer. Pylon Racing requires so very many hours for the officials to be out in the sun that we in the LEAGUE are going to make every effort to encourage that future League Racing meets be held in the Spring and Fall and definitely NOT in the heat of the summer. We're looking forward to welcoming other Southwest cities into the League so that some "sense" might be made in the scheduling of racing meets. They seem to fall all about the same time. No good. Let's make this a year/around sport and schedule meets 4 to 8 weeks apart. An active and efficient League can make this possible.

You'd be amazed at the interest the "Team Spirit" adds to a meet with each flyer trying to earn points for his team. A win for his team means dollars in his pocket, even if he's the lowest man on the heap. This racing is just GREAT, dontchathink?

EASTERN STATES CHAMPIONSHIP, Johnsville Naval Air Station, Pa. , August 24
Reporter - Laurence Robbins

It appears that Formula 1 racing may be at last getting off the ground in this area. This year we had an entry of 12 aircraft as compared to only 2 last year and the 4 the year before. Considering that both pattern and scale were flown before pylon, we still had enough time to get in 3 rounds of 3 heats each, thanks to the great cooperation of the pylon contestants being ready when called. The two minute rule as used at the Nats was a great help also, with only 2 left at the starting line and most heats ready to go in little over a minute. The best time of the day was turned in by Vernon Smith doing 1:54 with most heats around the 2:15 mark. The results were:

1st. Vernon Smith	12 points	7th. Phil Chusman	6 points
2nd. Mike Helsel	11 points*	8th. Dick Sarpolus	5 points
3rd. Jim Lucente	11 points*	9th. Steve Charlton	2 points
4th. Herb Foster	9 points	10th. Dave Noll	0 points
5th. Al Sager	7 points*	11th. Gus Geissinger	0 points
6th. Frank Stanton	7 points*	12th. Leon Schulman	0 points

*tie broken by best heat time....

MANSFIELD, OHIO PYLON RACE, August 31 Hal deBolt - Reporter

This is the first time I have even attended a meet in this bustling city smack dead center in the broad state of Ohio. It has to be fun every time you fly in a strange city plus it continues to prove what a great group of people modelers are, the world over! The "Electronic Flyers" of Mansfield will make any modeler proud and really went all out to provide some first class racing. I did not see a single thing lacking and who could ask for more?

Typical summer Ohio weather prevailed, sunny, 90° temp. and 80% humidity. You knew it was hot! Surprisingly, noone seemed to have unusual engine problems which would indicate that these people have learned how to operate under adverse conditions. Open pylon and Formula 1 were the events. Open was dominated by Formula 11 type airplanes which seems to be the name of the game in this area. Did not hear why Formula 11 was not scheduled. Dave Keats was hard pressed to get his win. He was "setting on" a 2:19 when it became apparent that was not good enough. Another and last flight with his ST 40 powered P-51 got him a 2:17 which just proved enough to do it.

Once again the name of the game in Formula 1 was consistency and being on the right frequency. "Slim" Ken Taylor from Detroit "went out and flew" each time his name was called and between him and his wife Betty they picked up the points. Ken flew a "minnow" powered by a K&B and used Orbit equipment. (That's a sneaky way to get publicity Hal!)