

# N M P R A

## NEWS RELEASE

# NATIONAL MINIATURE PYLON RACING ASSOCIATION

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

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OCTOBER 1971

From the Editor's Desk. We would like to be able to say that we have returned of our own choice to photo-offset reproduction of typed copy. What happened, instead, is that R/C News ceased publication, for all practical purposes, last May. Even prior to that date, it had not been distributed to all members consistently. But the fact that it was truly defunct did not become clear until August, so that no effective steps could be taken to replace it. Besides, there was no money for an alternative publication.

At a meeting of the F.A.S.T. Club, which speaks authoritatively for Southern California Pylon Racing, several members put up the money out of pocket to produce this one issue of our reborn Newsletter for 1971. Johnny Brodbeck of K & B volunteered to take care of distribution of it. Bror Faber, the So. Cal. V.P., arranged for the masthead and for reproduction. This is the format that will be continued for 1972, when membership money, hopefully, will be available to continue it.

I should like to make a personal plea for your support, for your contributions in the form of contest reports, technical notes, pictures, and letters. When I undertook to write for N.M.P.R.A., at the time of the Las Vegas International Air Races, near the end of the Protheroe administration, things seemed to be in good shape at R/C News. I produced large quantities of copy, and at first everything appeared, more or less on schedule. Then the schedule began to lag, and I started hearing that members had not received this or that issue. There are several stories I wrote in the late spring which have never appeared, and which presumably never will. I hope you will understand that it has been even more frustrating for me to write up stories that never see the light of day than for you to sit around without news wondering whatever happened to pylon racing outside your immediate area.

Starting in January we will put out an issue every month, and during the heat of the racing season more frequently -- PROVIDED that you send in stuff that you want to see published.

Election of Officers for 1972. You will shortly receive ballots for 1972. As of this date we have not been informed who all the candidates are, but we know who most of them are: and in particular we know who the NEW ones are.

For President: Pete Reed and Bror Faber  
V.P. NE : Hal deBolt  
V.P. S : Art Chambers  
V.P. W : Gary Korpi  
V.P. SoC : Al Prather  
V.P. NC : John Krauer (?)

Letters from the Candidates.

From Pete Reed: To all N.M.P.R.A. Members: As the season draws to a close it is well to review our status and reexamine our goals.

We lost our communication this year because of the failure of R/C News and our programs suffered from it. Bror Faber has worked hard on the problem and he assures me that we will have our own newsletter with pictures for 1972.

We had increased interest in So. California but No. Calif., Central, and Southern Districts had almost no activity. This lack of racing activity caused us to cancel our proposed championships in Kansas City at the last minute. Because of an insufficient number of races in the districts mentioned we will be awarding district championship shirts only in the So. California and North East districts. The money budgeted for the other districts will be used to provide shirts for our first international racing team who will represent us at Doylestown this September.

A major example of what can be done to promote racing is Pappy DeBolts pylon circuit in the Northeast. Four of his new fliers made it to the Nationals and qualified. A pretty remarkable accomplishment. It takes some effort to get this kind of thing started but I am sure that Pappy would be glad to help any of you who want to get a circuit going in your district.

As we come up to these elections will those of you who live in districts where there is little racing elect a Vice President who will work to promote the kind of racing activity that Pappy has demonstrated can be achieved?

In 1971 we held the first FAI racing event at the Nationals and demonstrated that FAI racing is possible and fun with only minor changes in the rules. Times are compressed so all races are more exciting.

By the time you get this we will have held the first international race at Doylestown Pa. and will be on the way to a full-fledged World Championship in 1972. There will be seven teams for this historic first international race.

As an aid to contest management we have endorsed standardization on the FAI course for all racing. We have recommended to the contest board some changes to our racing rules to eliminate confusion and make contest management easier. These changes have appeared in the Competition News.

We have submitted two major changes having to do with engines. The contest board will adopt one of them. Be sure that you make sure your representative knows how you feel since the implications of these proposals are far-reaching and it would be unfortunate for any representative to vote out of ignorance.

Looking ahead for 1972 we see increased participation in racing. Pappy has demonstrated what can be done and with the resumption of good communication we hope you will work with your Vice Presidents to revitalize racing in your district. With adequate district racing programs we expect to be able to crown a national champion based on head to head competition of district champions. This confrontation should be the most exciting racing meet ever and will provide a means to enhance the national prestige of radio control racing.

-- PETE REED

From Bror Faber: A Bid for the N.M.P.R.A. Presidency: The year that was is covered pretty well elsewhere in this issue, so I don't need to expound too much on that except by reference.

Of prime importance to all of us is the matter of communications, something unfortunately lacking in 1971. I feel this was chiefly responsible for the lack

of reported racing activities in some parts of the country, and for interest in many areas to be much more localized than before. Consequently, as a candidate for N.M.P.R.A. President for '72 I pledge myself to keep you informed. I use the term "pledge" rather than any other campaign term because of my rather strong feelings on the subject. Should the majority of you decide for a change of pace and elect me, I can obviously only do a better job for you if you let me know what you want. So to keep communications going two ways, write or call, but let me know you're alive and interested. Your letters will be answered, even the complaints. First thing is to vote (ballots will be in the mail to you before November 1), you would be surprised at the small percentage of us who take time out to mark that postcard! And then mail it!

With our Editor's and other people's help, we will publish our newsletter every month in 1972, it will be mailed first class to all members on file, so be sure you renew your membership. Your inputs will be needed, from newsy chats to contest reports, from special reports to items of interest, even your opinions. In case elected, I will also have some "words of wisdom" in each issue to keep everyone abreast of what I am doing, attempting to do or even planning to do.

Some concern has been voiced about lack of new blood in racing. In the Northeast and in Southern California quite a few new faces showed up this season; even there, however, I feel we can do even better by coming up with activities or programs interesting and appealing to fliers in general. In the Northeast Pappy deBolt worked hard and successfully as Vice President to increase the racing activities in that area, as a matter of fact their contest schedule looked like evidence for divorce proceedings! Southern California held a special "rookie" race during the season. Attendance was very good, eligibility to race was determined by a committee of three, the race was run by experienced F.A.S.T. Club fliers. Enough enthusiasm was generated so that at least two such events are planned for next year. Because of geography, racing population density and possibly lack of "sparkplugs", reported activities in other parts were scarce.

Remember, the Vice President we elect in each district really has the responsibility for N.M.P.R.A. activities in his area. It is up to all of us to nominate and elect an enthusiastic, dynamic volunteer in each district who attends the racing functions, keeps track of point standings in his district, and most of all communicates with the local clubs and racers and with the President, Secretary, and Editor.

If we all pull together in the same direction, I know interest will be stimulated and our major goals can be realized regardless of where we're from geographically. So get your thinking caps on and convince some "sparkplugs" to run for V.P., then send his name to Gil Horstman in Las Vegas so the name will be on the Ballot; naturally write-in votes will count too. As of this writing I've heard that Pappy will run again in the Northeast, Gary Korpi in the West and Al Prather in Southern California.

Herewith a summarized list of my "platform":

1. Maintain improved communications.
2. Attempt to stimulate increased interest.
3. Programs to attract fresh blood.
4. Attempt to republish the N.M.P.R.A. Contest Guide for racing uniformity.
5. Attempt to work out geographical differences of opinion.
6. Do the best I know how.

-- BROR FABER  
13422 Iowa Street  
Westminster, Calif 92683

From Garry Korpi: Please consider me as a candidate for the office of Vice President in my district (Western). Following is a brief resume of my background:

Age: 30  
Married, one child  
25 years in modeling (12 years in R/C; 6 1/2 years in pylon racing)  
Attended my first pylon race in Turlock, March 1965. I have been very active in pylon since then, including a third place win in Formula I at the 1971 Nats. I fly model R/C airplanes for K & K Industries and I am teamed with Luke Roy for the Korpi/Roy team.

As an active pylon flier, I feel I am qualified for the office of Vice President. As Vice President, I promise to keep all N.M.P.R.A. members in my district as informed and up to date as possible on current events, point standings, etc. I will try to attend as many contests as possible in my district (as long as my wallet and wife's tolerance holds out).

So remember at election time cast your vote for Garry Korpi in District Western.

--- GARRY W. KORPI  
1355 Danby Ave  
San Jose, Calif 95132

From Art Chambers: My name is Art Chambers; I live in Atlanta, Georgia. I am President of Peachtree Consultants, Inc., which is a Public Relations and Promotional company. I am President of the Atlanta Radio Control Club and have been active in R/C Modeling for about three years. Three years may not seem long until you ask some of the people in this area. Most seem to think that I have crammed ten years of flying in that time.

I believe that the N.M.P.R.A. has the opportunity to build one of the strongest arms of our aero modeling world. The A.M.A. counts heavily on the N.M.P.R.A. recommendations. For that reason I think that the N.M.P.R.A. should elect people with time and sincerity of purpose that will get the N.M.P.R.A. back on its feet and functioning as the organization should.

I have been asked to run for V.P. in my district. Normally I would have declined, but with the new plans and programs set out by new people hoping to get elected, I feel it my duty to try to help in any way I can.

I owe R/C Modeling a great deal. I have had many rewarding experiences through this hobby, and have met some of the finest people in the world through R/C Modeling.

I feel that I can adequately represent my district and for that reason ask you to let me be your N.M.P.R.A. V.P. for the Southern District.

--- ART CHAMBERS  
Atlanta, Georgia

#### CONTEST REPORTS

FAI Pylon World Championships, Doylestown, Pa., September 19, 1971.

-- by Chuck Smith, U.S. Team Manager

Sixteen fliers from seven nations competed on Sunday, September 19, in the first international competition for pylon racing. There were 2 1/2 hours of racing originally scheduled but fortunately the contest management allowed over an hour

extra time so that four rounds of flying could be completed. As the results show, there was a sizeable difference in speed and flying ability among the pilots which, unfortunately, produced many uninteresting races for the many spectators that had gathered. There was still much enthusiasm, however, among the foreign fliers who had come to see just how fast the Americans "really" are.

The team of Bob Violett and Cliff Telford, our current National Champions, became FAI Pylon Racing's WORLD CHAMPION as they continued to be unbeatable. They flew to win and could easily have had a faster time than their best of 1:57.5. The other two USA team members had bad luck, as Bob Smith blew a plug in the first round and Terry Prather nosed over on take-off in the third round. Terry, however, turned the fastest official time ever recorded in FAI with a 1:53.6 and Bob had the second fastest time of the meet with 1:56.8. The foreign teams learned a lesson from the Americans when they discovered that the USA team was the only one with all its members on the same frequency.

It was obvious from the beginning that England was going to be America's main competition. Allen Mann, who was the man behind the success of Ford's GT-40 racing cars, was very fast and ended up second. His plane looked faster than his 2:05.2 would indicate. Tony Dowdeswell was one of the few who finished all his races, which was good for third place. Peter Pilsworth, the third member of the English team, crashed in the third round.

As far as trends go, P-51 type designs still dominate and retracts definitely make a winning difference. Eleven pilots used the K & B .40 and five the Supertigre .40, which was surprising since prototypes are allowed under FAI rules.

The English provided a pleasant surprise when they announced that they tentatively plan to hold another world championship for pylon racing in 1972 in conjunction with the Scale World Championships to be held in England. This will be before next year's Nats so the N.M.P.R.A. and A.M.A. must begin thinking now of the team selection program which will be necessary.

## INTERNATIONAL FAI PYLON RESULTS

Place	CONTESTANT	Country	Points	Best Time
1.	Telford-Violett	USA	16	1:57.5
2.	Allen Mann	England	16	2:05.2
3.	Tony Dowdeswell	England	13	2:28.2
4.	Terry Prather	USA	12	1:53.6
5.	Bob Smith	USA	10	1:56.8
6.	G. Shaw	Canada	10	2:17.7
7.	B.Castaneda	Mexico	9	2:48.9
8.	R. Svenningsson	Sweden	7	2:05.0
9.	J. Sederholm	Finland	7	2:58.2
10.	Y. Murakami	Japan	4	2:28.8
11.	Peter Pilsworth	England	4	2:37.5
12.	B. Ball	Canada	3	2:26.5
13.	H. Bando	Japan	2	2:25.7
14.	M. Sierra	Mexico	0	
14.	L. Castaneda	Mexico	0	
14.	T Isobe	Japan	0	

Western States Pylon Championships, Tracy, Calif, September 25 and 26, 1971

-- by Chuck Smith

The Pioneer R/C Club held their annual contest this year at the Tracy Airport

in Northern California, which proved to be as ideal a site as either Bakersfield or Los Alamitos in Southern California. The contest was very well organized and with the expert help of Glen Spickler, six rounds of FAI and eight rounds of Formula I were flown.

The Korpi/Roy Team and the B/S Racing Assoc. ended up tied for first place among the 18 FAI entrants. Jeff Bertken, FAI pilot for the B/S Assoc., nosed out Garry Korpi in an exciting fly-off in the strong wind that blew late on Sunday. Jeff was flying a Miss B.S. while Garry flew a Francis Products Mustang with retracts. Both fliers had K & B .40's with McAllister mufflers.

The Korpi/Roy team was the only one of 46 entrants in Formula I to have a perfect score, giving them First Place and the huge K & B Trophy. Garry flew a K & K Ballerina powered by a K & B .40. Jack Hertenstein, flying his Supertigre powered Shoestring, was flying about as fast as he ever has, to end up in second place. He was beaten only by the B/S Assoc., with Bob Smith as pilot, in the first round when Bob turned a 1:31.8. In the second round, Bob broke his own national record by flying his Lee Custom K & B .40 powered Miss DARA around the course in 1:30.0. A transmitter that was on in the pits during Bob's landing approach after this flight prevented him from placing higher than he did.

FAI	FORMULA I
1. Jeff Bertken (B/S Race Assoc) 1:59.8	1. Korpi/Roy 1:36.6
2. Korpi/Roy 1:53.6	2. Jack Hertenstein 1:37.2
3. Dan McCan 1:55.2	3. Jack Stafford 1:38.4
4. Bob Francis	4. Mike Bridges 1:34.8
5. Bob Upton	5. Bud Phillips
6. Jack Stafford	6. Joe Foster
7. Bud Phillips	7. Jim Jensen
	8. Clarence Neufield
	9. Paul Benezra

B.I.R.D.S. Annual Pylon Races, Los Alamitos Naval Air Station, Sept. 11-12, 1971

--- by Bob Stockwell

The site of the 1967 Nationals, the first one Whit and I attended, the week before he made his first R/C solo flight: what a great place for a race! There were 56 entries in Formula I and 15 in FAI. With all the experience of Betty Stream on the desk, and Eldon Lind as C.D., the contest was managed well, though there were some problems in counting 10 laps and we had several fast 11-lap races. When the counter holds up one finger at the end of one lap, two at the end of two laps, and so on, there's no way you can use up all ten fingers without flying eleven laps. A nice feature was that the youngsters on the flags at number one were adequately rewarded with the proceeds from the raffling of a color TV set. Terry Prather and his dad, Al, the next So. Cal. N.M.P.R.A. Vice President, not only made a clean sweep of the racing -- FIRST in F.A.I., FIRST in Formula I, FASTEST TIME in Formula I (they lost that honor to Danny McCan in F.A.I.) -- they also won the raffle! And they are members of the host club! If I didn't know better, I'd suspect collusion (if I could spell it).

There were six rounds of F-I, and six rounds of FAI. Southern California pylon fliers in general are against running qualifying heats and then finals. It has become quite obvious, from the Nats and elsewhere, that the danger of midair collisions is decreased by flying fast against fast, after qualifying, rather than rotation from the start. This contest demonstrated once again that the greatest danger of midairs is in the passing situation: there were three disastrous midair collisions, one between Dick Riggs and Charley Smith, one between Garry Korpi and Jack Hertenstein, and one between Whit Stockwell and Roger Owens. Surprisingly, only three airplanes were totalled: Dick's, Garry's, and Whit's. The other three landed with minimal damage. Besides these crashes, Ed Hotelling (who won the So. Cal. rookie race this year), Larry Leonard, and Keith Davidson all totalled out with radio failures. Just before Ed crashed, he and Whit had been talking about trading airplanes. After the races, they could have traded two piles of scrap balsa. Results:

Formula I		FAI	
1.	Terry Prather 1:36.4	1.	Terry Prather
2.	Lee Frey	2.	Garry Korpi
3.	Dan McCan	3.	Bob Upton
4.	Roger Owens	4.	Dan McCan 1:39.5
5.	Whit Stockwell	5.	Jeff Bertken

One final note about the B.I.R.D.S. race: there was a conspicuous accomplishment by Ron Schorr. Earlier this year, Ron asserted that his goal for the year was to break 2 minutes. He had a sparkling 1:39.1 at this event! Congratulations, Ron.

Thunderbirds Pylon Races, Fort Worth, Texas, August 8, 1971.

-- by George Gause Ware

Some of the top pylon pilots in the nation are members of the Fort Worth Thunderbirds, and you would expect the top place hardware to stay at Thunderbird Field on Lake Benbrook, but for the second time in as many months, fliers from north of the Mason-Dixon line carried home several trophies, including first place. Loren Tregellas, Wichita, Kansas, flying a Francis Products Shoshonik pulled by a k & B .40 locked up first place with times of 1:52.3, 1:56.5, and 1:59.0. Gale Helms, the Southern District V.P., flew a Delaney Mustang with a Supertigre .40 into second place with times of 1:53.0, 2:06.0, and 2:09.0. He flies it as if it were on a track. Gary S. Clay, Hurst, Texas, also entered a flawless Red Delaney Mustang powered by a Supertigre .40, and took third place with times of 2:15.5, 2:07.5, and 2:02.5. Jim Bertoglio, Medicine Lodge, Kansas, took fourth with very consistent flying and times of 2:10.5, 2:07.8, and 2:01.3.

A total of 17 pilots entered the contest. One of the outstanding events of the day was the fact that the Thunderbirds furnished lunch for all the contestants. This made for good feeling and good will all around. By 4:30 in the afternoon eight full rounds had been flown, and the field was lined with spectators enjoying the racing in the remarkably fall-like weather.

POINT STANDINGS

Formula I, North Eastern, as of 8/23/71

1.	1K	H. deBolt	73
2.	76L	K. Landefeld	72
3.	41K	A. Sattler	68
4.	64N	M. Helsel	52
5.	34J	P. Reed	34
6.	60N	V. Smith	28
7.	4R	B. Violet	22
8.	4Q	Telford/Violet	18
9.	14K	B. Noll	12
10.	31J	R. Secondo	11
11.	34K	E. Izzo	9
12.	35J	S. Griswold	8
13.	3L	S. Green	6

Formula II, North Eastern, 8/23/31

1.	76L	K. Landefeld	57
2.	41K	A. Sattler	47
3.	1K	H. deBolt	45
4.	65K	B. Sattler	38
5.	60N	V. Smith	36
6.	31J	R. Secondo	31
7.	14K	B. Noll	27
8.	4R	B. Violet	26
9.	34J	P. Reed	21
10.	32J	B. Douglas	18
11.	64N	M. Helsel	13
12.	4Q	Telford/Violet	11
13.	53J	J. DePace	10
14.	3L	S. Green	9
15.	5J	T. Geovanetti	8
16.	29J	W. Landry	7
17.	35J	S. Griswold	3

Formula I, Western, as of 8/23/71

1.	0A	Joe Foster	16
2.	13B	P. Benezra	15
3.	70A	D. Crow	12
4.	75A	B. Siegelkoff	11
5.	3B	A. Chisolm	10
6.	39E	S. Ellison	8
7.	93A	N. Maire	8
8.	73A	L. Helsel	6
9.	89A	B. George	5
10.	39A	B. Tharpe	3
11.	88A	B. Morse	1

Formula II, Western

Zero Contestant Reports

Formula I, North Central

Zero Contestant Reports

Formula II, North Central

Zero Contestant Reports

Formula II, Southern

Zero Contestant Reports

Formula I, Southern, as of 8/23/71

1.	17H	E. Rankin	29
2.	44H	B. Pearce	17
3.	15I	G. Pannell	13
4.	7I	S. Fly	12
5.	11I	M. Woods	11
6.	14I	G. Helms	10
7.	22I	Collier/Elder	9
8.	78H	B. Langley	8
9.	72H	J. McDaniel	2
10.	87H	D. Johnson	1

FAI, Southern California, as of 9/13/71

1.	93B	Prather	27
2.	25C	McCan	23
3.	98C	Upton	22
4.	51B	Stockwell	20
5.	40C	Stafford	14
6.	48C	Killeen	13
6.	67C	Bertken	13
6.	51C	B. Smith	13
9.	11B	Nupen/Faber	12
10.	50C	Leonard	7



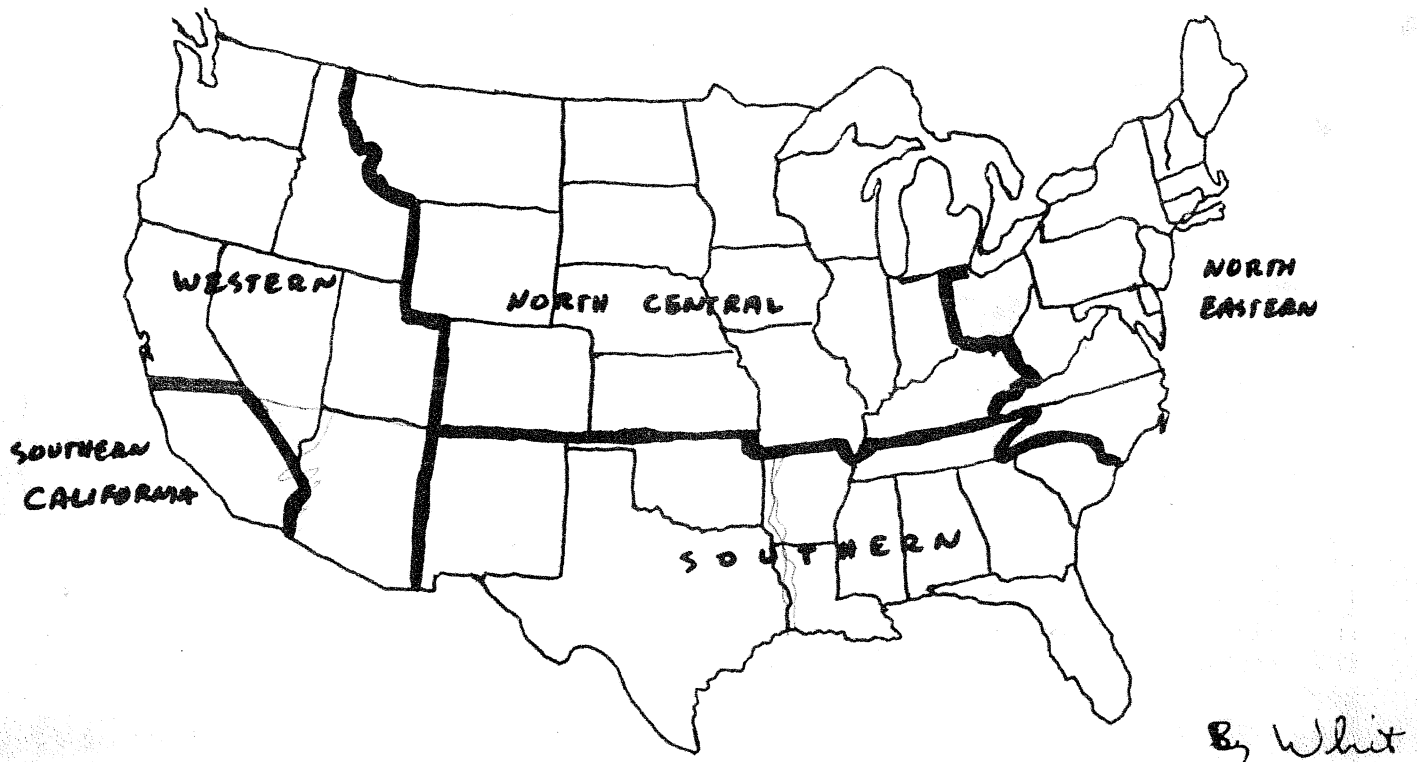
Formula I, Southern California, as of 9/13/71

1.	Prather	311
2.	Fry	285
3.	Hertenstein	283
4.	Killeen	279
5.	Nypen/Faber	274
6.	Owens	269
7.	McCan	253
8.	Stafford	252
9.	Bridges	247
10.	Stockwell	231
11.	Hotelling	225
12.	Leonard	212
13.	Neufield	205
14.	Upton	204
15.	B. Smith	198
16.	Bleadon	180
17.	Vartanian	174
18.	C. Smith	170
19.	Brodbeck	161
20.	Garabidian	156
21.	Schorr	155
22.	Jensen	153
23.	Strickland	148
24.	Wainwright	144
25.	Anders	142
26.	Sato	135
27.	Tusing	133
28.	Shimotani	130
29.	Bertken	114
30.	Witherall	108

Some comments on the Season: It is painfully clear that several things happened, or didn't happen --

1. Either there weren't many contests outside of the Northeast and So. Cal., so there weren't many points to be reported;
2. Or many contestants and C.D.'s failed to report the points;
3. Or the District Championship idea didn't go over at all well and some new system for determining national N.M.P.R.A. championships again needs to be worked out (though it is obvious that we don't want to return to the older system, either, since no one outside So. Cal. really has a chance under that system -- just look at the point totals).
4. Or when R/C News broke down so that point standings ceased to be regularly published, people lost interest in reporting them.
5. Or maybe all of these, and other factors besides.

In any case, it is time to pull ourselves out of the doldrums and get racing organized again. It is truly a great sport, but it requires work and dedication from new blood and old alike.



MAP OF N.M.P.R.A. DISTRICTS

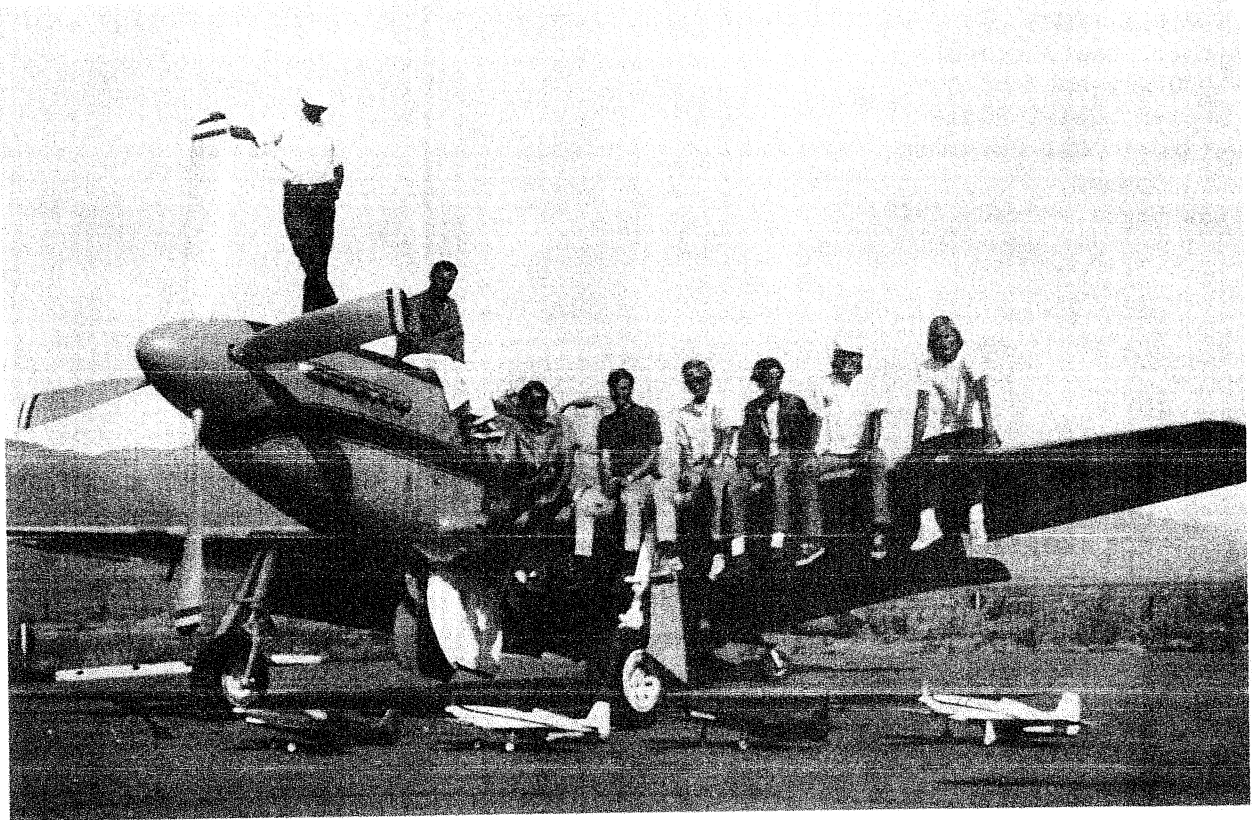
Please note that N.M.P.R.A. Districts are not the same as A.M.A. Districts.

PICTURE IDENTIFICATIONS (facing page)

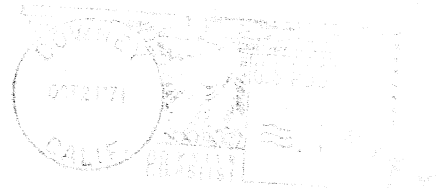
TOP: This beautiful picture was taken with a \$2.50 camera by Phil Breitling. On the same occasion Bud Anders and I, with somewhat more expensive cameras, shot what we were sure would be great photos and got zilch. The full-scale Mustang is now defunct, having crashed not long ago in the Mojave Desert. Happily -- if there is anything happy about such an event -- it was not our good friend Bob Bleadon flying it at the time. You see him standing with the white cap pulled down holding onto the prop. Seated on the fuselage behind him is Johnny Brodbeck of K & B. From root to tip seated on the wing are Jeff Bertken, Terry Prather, Chuck Smith, Dan McCan, Whit Stockwell, and Bob Smith. Under the wing are Miss B.S. models of the Mustang.

BOTTOM: The winningest Formula I flier of the last two seasons, TERRY PRATHER with his hot Stafford Minnow. Terry was Formula I champion for 1970, Co-Grand Champion for 1970, Formula I National Champion 1971, and he placed first in FIVE out of SEVEN races he entered in 1971.

FUTURE STORIES: Before we put this issue together, we asked Pappy deBolt to send us a summary of the 1971 UNITED PYLON RACING CIRCUIT activity. He sent us more than we bargained for -- "Pylon Cuttings" for the whole season! Since, with the election stuff, we couldn't get all that into this issue, we elected to put it into the first issue of 1972, a full report on how Pappy made things swing this year in the Northeastern District.



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