

NMPRA

NEWS RELEASE

NATIONAL MINIATURE PYLON RACING ASSOCIATION

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

ELECTION RESULTS: Your Officers for 1972

DECEMBER 1971

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FROM THE PRESIDENT

The campaigns, the speeches and finally the election are things of the past, and the only thing remaining is to take a deep breath and start living up to the promises.

After being "installed" at the gracious TRCC/RC Modeler banquet at the Winter Nats, my first official act was to divide the South into two districts. The new Southeast District under D.C. May as VP consists of North and South Carolina, Tennessee, Mississippi, Alabama, Georgia, and Florida. The new Southwest District under Gale Helm as VP consists of Arizona, New Mexico, Texas, Oklahoma, Arkansas, and Louisiana. Further district realignment, possibly in the Southwest (putting Arizona with So. Cal.) and also in the NC is being evaluated. In the NC the contemplated division line would run south from the Canadian border between N. Dakota and Minnesota to between Kansas and Missouri, each district with its own VP. I would like to have some feedback from the members in the NC on this subject, so drop me a line.

The biggest controversy in NMPRA this year has been the rules proposals, particularly the one on stock engines. Few proposals are ever unanimous, but by far the majority of you want the NMPRA proposal, which has now passed the AMA Contest Board and is official. There will be a rule book change moratorium for 1973 (imposed by AMA) which means there will be no further rules changes after these until 1974. Grin and bear it!

CD's and VP's remember: You are liable to have visitors from other districts at any race. When advertising a race event, be sure you include any local restrictions or deviations from race procedure so contestants will know what to expect. One of my goals this year is for NMPRA to publish a guide to help standardize race procedures, hopefully to the benefit of both CD's and contestants, particularly the newer ones. With luck we will have sufficient expert help and funds to do it.

In So. Cal. several committees are being formed under the leadership of VP Al Prather. Subjects to be covered and recommendations to be made are on safety, rebirth of a Certified Expert Pilot program, an equitable national point system, promotion and publicity, and several other areas of interest to our dynamic hobby. Since we are now sending out address lists to the VP's, others may want to follow Prather's example and send out questionnaires to the members

in their districts to get the pulse of the membership.

With deadlines to meet, that's about it for now. If you have not yet renewed, remember the January Newsletter is your last one, so you'd better hurry.

Happy Holidays, Happy Building, and Happy Flying!

-- Bror

FROM THE EDITOR

Let's begin 1972 with lots of coverage from all over the country: everyone in NMPRA wants to know who's racing, where, when, who won, and what they did to win -- engine, airplane, fuel, good luck and bad.

I'm a Southern Californian. One way or another, I'll get coverage of the races in this district, either cover them myself or have them covered by one of our friends in the district. But I can't cover the SW, the SE, the NE, the NC, No. Cal. or the NW except for a few big ones I get to like the Nationals.

And I won't publish just random stuff that shows up in the various local club newsletters -- it's too local, always written with a local flavor, always written by one of the ingroup for others in that ingroup, with the usual local humor. So please don't just send anything that happens to relate to Pylon in your local Newsletter. Write a real sory about Pylon Races in your district, for a NATIONAL audience, not just for the other guys at the contest and a few locals who didn't get out to see it.

And if there are rules controversies or opinions, ideas about race management, let's hear about them.

Here's the sort of thing we all like to know about contests:

1. The order of finish, down through the top 10 at a big meet, the top 5 at smaller ones; and total number of entries.
2. Best heat time of the winners.
3. Engine lore: engine, fuel, anything unusual.
4. Airplane lore: what model, whose kit, airfoil, again anything unusual.
5. The luck of the draw: who was maybe a little lucky because of incompatible frequencies and didn't have to race all the fast guys (for example, 1st, 2nd, and 3rd at the Nationals were on the same frequency; 1st and 2nd at the Winter Nationals were on the same frequency); who had a midair that might well have knocked the potential winner out of the standings; crashes and causes.
6. Innovations in the conduct of the contest, like air horns for cuts at pylons 2 and 3 which worked so well all season in So. Cal. and at Tucson; lights vs. flags at the scatter pylons; handicap judging.
7. Weather and flying site conditions.
8. Officials: who they were, how they did -- they deserve recognition!

Here's the sort of thing we don't want, and that I will feel free to edit out if you send it:

1. A list of everyone who flew and some effort, no matter how strained, to say something complimentary about every single last one.
2. Introductory lectures on pylon racing.
3. Rich, beautiful, purple prose. Keep it terse and to the point. Even Bror Faber has to, in this newsletter: he can only fire me, and at what I get paid (namely, zilch), the loss wouldn't be conspicuous to the IRS.

Besides stories, we DO WANT PICTURES, but not just ANY pictures. Give us good close-ups of winners with their models. Pictures of five winners in a line, taken from 50 feet away, just don't swing. Take 'em close, sharp, in black-and-white, so they're clear and well-defined at no bigger than 3 1/4 x 3 1/4, or 4 x 4, unless you have a really super picture like the P-51 in our November issue, in which case 5 x 7 can be used. And identify the people in the pictures (no fancy captions, just names and standings). We cannot promise to use all pictures, and we cannot return those that we don't use: but we will use as many as possible.

You do these things for the Newsletter, and we'll have a truly NATIONAL one. You don't, and you're going to get awful sick of Southern California news.

Cordial Greetings of the Season,

Bob

PYLON RACING AT THE 1971 WINTER NATIONALS (Marana Air Park, outside Tucson, Arizona, November 26-28). [This report by your Editor.] This is still the finest R/C flying site in the United States: unlimited concrete runway, magnificent balmy weather, a good snack bar directly back of the dispatch area with a patio and tables where you can sit in the shade and watch the boys work in the sun, a real honest-to-god bar over with the main restaurant and rooms and barracks, toilet facilities with running water (i.e. genuine inside plumbing that works, none of this outhouse bit that even the Navy can barely cope with at the Nats), a highly cooperative club -- the Tucson Radio Control Club, not large but both active and knowledgable, a real fine group of hosts who all work on the line, at the desk, at the pylons, and in the bar at night, many of them with their wives and even daughters pitching in to keep the paper work fast and efficient so that the scores of every heat were posted for all to see within a minute after the drop of the checkered flag; and a sponsor (R/C Modeler Magazine) that is incredibly generous with prizes and trophies. This year (unlike last year) there were no serious disagreements about results of any heat (there are always minor ones, but this time no tempers blew, no official felt insulted, no flier felt he'd had a bad deal). This year I think the hosts felt it had been worth their time and trouble to sponsor the pylon racing event. They got lots of flattering feedback from the fliers; who enjoyed it tremendously. It was well-organized at a somewhat leisurely but not slow pace: it is a great pleasure to race without breaking your neck between heats, knowing you have three afternoons to get in a very adequate number of heats, two evenings to make repairs, time between races to check everything carefully. This arrangement pays off: there were very few crashes after the initial break-in round, very few no-starts, wheelpants binding up on takeoff, or the like. There were two midairs, one in taking off and the other in a passing situation, two planes were dumped by slow thumbs, and one rudder servo locked in full left just after release from the line. That was it for serious accidents, though Al Strickland (tied for 8th) had a lean run and literally blew the head off and the guts right out of a Torpedo, and one of the Texans (there were six of them, including Mr. Texas Pylon Racing, Ed Rankin (6th), and the SW Area VP Gale Helm) had a prop lose one blade just outside the spinner -- you couldn't believe what the resulting vibration did to his mount and firewall.

There were many superb heats flown: perhaps the most exciting race Whit and I have ever flown was one with Bob Bleadon, both airplanes with good engines, good flying characteristics, good pilots, and experienced callers. They were simply wingtip to wingtip for nine laps, when Bleadon took a cut at the scatter pylon and Whit loosened up to win the race. But there were very few heats that were

not every bit as exciting as this one. Terry Prather had a fantastic race with Nupen/Faber, which he won when they cut late in the race, and Nupen/Faber beat Whit Stockwell in a race almost as close as the one with Bleadon. One of the real giant killers of the contest was Ed Hotelling (5th), who is just in his first year of serious racing: in one heat he beat two of the three who at that point were tied for first, and he is practically the only flier all season who can say he beat Terry Prather in a head-to-head race. Terry's new Shark was not moving like the Minnow that ran out of radio near the end of the season, but it is a beautiful ship built by Phil Breitling with exceptionally good scale outlines, and fast enough that he might well have won but for bad luck when he nosed over on takeoff.

In the end the winner was determined by a combination of speed and consistency. Whit Stockwell's Shark wasn't the fastest plane at the event: his best time was 1:43.5, whereas the best time was Danny McCan's 1:41.1 (with one of the new H.P. .40 RR's in his Miss DARA). But Danny had a zero, ending up second in the final standings. Whit took second twice, once in the race with Faber and once against Chuck Hebestreit, whom he later beat in another heat; all the rest were lsts, and Whit flew his seventy laps without a cut, had his engine set right at its peak every time, and didn't even scratch a wheelpant on his landings. Two of his best friends and toughest competitors, Bob Smith and Larry Leonard, were temporarily out of airplanes for this event, which sure improved the odds; but there were plenty of big guns (Prather, Hertenstein, McCan, Frey, Rankin, Faber, Brodbeck, Bleadon, Helm, Ted White (7th), and others) to make it a very satisfying and happy-making win, Whit's first since his season championship in 1969.

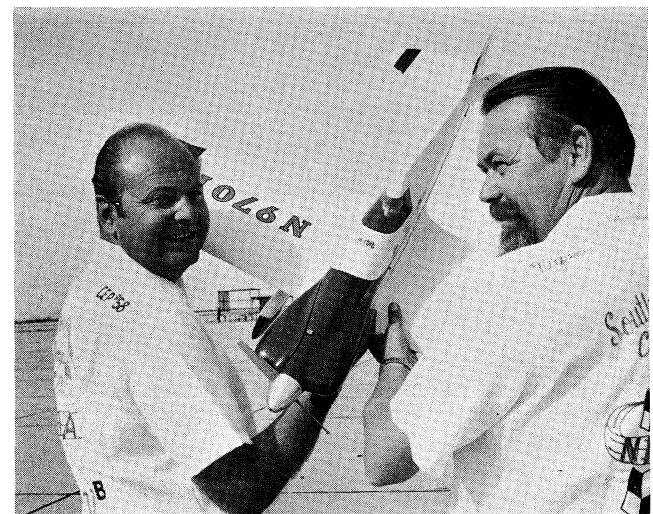
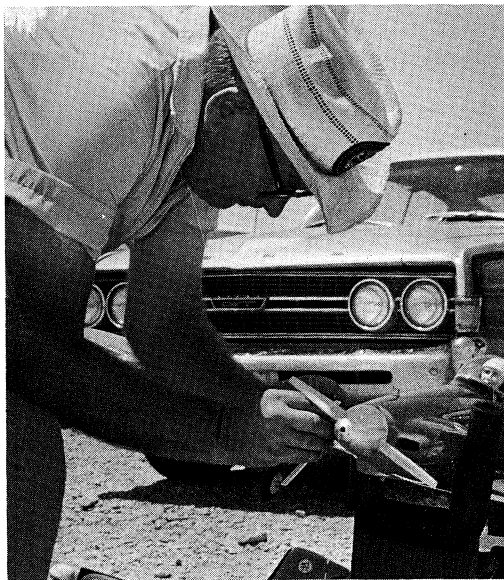
Mike Barna, one of the younger competitors, put in an outstanding performance to take a tie for 3rd in points, losing to Nupen/Faber in a fly-off. Top appearance points were taken by Johnny Brodbeck of K & B, his Minnow beautifully detailed and finished with the new K & B Superpoxy Paint.

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|-----------|-----|----------------|--------|-------------|------------|
| STANDINGS | 1. | Whit Stockwell | 1:43.5 | Shark | Supertigre |
| | 2. | Dan McCan | 1:41.1 | Miss Dara | HP |
| | 3. | Nupen/Faber | 1:45.0 | Miss Dallas | Supertigre |
| | 4. | Mike Barna | 1:42.0 | Minnow | K & B |
| | 5. | Ed Hotelling | 1:44.0 | Shark | K & B |
| | 6. | Ed Rankin | 1:49.1 | Mustang | Supertigre |
| | 7. | Ted White | ???? | Minnow | K & B |
| | 8. | Al Strickland | 1:44.4 | Miss Cosmic | Wind K & B |
| | 9. | Lee Frey | 1:47.6 | Miss Dallas | Supertigre |
| | 10. | Ron Schorr | 1:53.6 | Shark | HP |

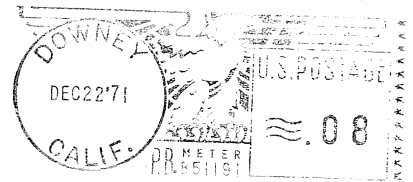
SEASON CHAMPIONSHIPS, So. Cal. Formula I. Terry Prather (327), Nupen/Faber (319), George Killeen (315), Lee Frey (314), Roger Owens (300), Dan McCan (294), Jack Hertenstein (287), Jack Stafford (284), Mike Bridges (277), Whit Stockwell (259), Ed Hotelling (258), Clarence Neufield (245), Bob Smith (241), Larry Leonard (221), Bob Bleadon (218), Joe Vartanian (216), Bob Upton (204), Jim Jensen (197), Ron Schorr (181), John Garabidian (177).

SEASON CHAMPIONSHIPS, NE Formula I. Adam Sattler (130), Hal deBolt (128), Kent Landefelt (103). NE Formula II. Kent Landefelt (103), Hal deBolt (95), Adam Sattler (89). NE Overall. Hal deBolt (223).

PICTURES: Top L: Ed Hotelling; Top R: The Prathers; Mid L: Dan McCan; Mid R: Whit Stockwell; Bot L: Ed Rankin; Bot R: Bror Faber and Howard Nupen.



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TO:

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Reminder: Be sure to renew your NMPRA Membership. \$6.00, your name and address, and your AMA Number to Gil Horstman, 613 Donner, Las Vegas, Nevada 89107.

Coming in January: A complete rundown of the rules changes for 1972, just approved by the AMA Contest Board.

A handwritten scribble consisting of several overlapping loops, located in the bottom right corner of the page.